CITY OF SOUTH JORDAN
PLANNING COMISSION MEETING
COUNCIL CHAMBERS

January 12, 2016

Present: Chairman Russ Naylor, Commissioner Sean D. Morrissey, Commissioner Mark Woolley, Commissioner T. Earl Jolley, Commissioner Richard Feist, Commissioner Julie Holbrook, City Planner Greg Schindler, Assistant City Engineer Shane Greenwood, Planner Damir Drozdek, Staff Attorney Steven Schaefermeyer, Deputy Recorder Cindy Valdez.

Others: See Attachment A

6:30 P.M.
REGULAR MEETING

I. GENERAL BUSINESS

A. Welcome and Roll Call

Chairman Naylor welcomed everyone to tonight's meeting. A Roll Call Vote was taken and all Commissioners are present.

Chairman Naylor said we have a newly appointed Commissioner Julie Holbrook, she is from District #1 and we would like to welcome her as one of the new Commissioners.

Chairman Naylor said on the first meeting of the year the Planning Commission votes in a new Chairman, and Vice-Chairman, but the Commissioners would like to wait until the other Districts are re-appointed by the Council.

Commissioner Woolley motioned to keep Chairman Naylor as the Interim Chairman and Commissioner Feist as the Vice-Chairman. Commissioner Morrissey seconded the motion. Vote was unanimous in favor.

Chairman Naylor said we will also postpone appointing a new person to represent the Architectural Review Committee until the current Commissioners are either re-appointed, or new Commissioners are appointed.

Commissioner Woolley motioned to keep Commissioner Jolley as the interim representative for the Architectural Review Committee. Commissioner Holbrook seconded the motion. Vote was unanimous in favor.

B. Motion to Approve Agenda

Commissioner Jolley made a motion to approve the January 12, 2016 Planning Commission Agenda. Commissioner Feist seconded the motion. Vote was 5-0 unanimous in favor.

C. Approval of the Minutes from the Meeting held on December 8, 2015

Commissioner Morrissey made a motion to approve the December 8, 2015 Planning Commission meeting minutes as printed. Commissioner Woolley seconded the motion. Vote was 5-0 unanimous in favor.

II. INFORMATIONAL ITEMS AND OTHER BUSINESS

A. Staff Business

Staff Attorney Steven Schaefermeyer said the meeting on February 23, 2016 we are going to have Paul Johnson with our Insurance Company come and do a training that night. I am hoping to have more training's throughout the year, because as the administrative body your role is very defined by State Code, and it is important that we define that. Paul is very experienced with all of the Cities throughout Utah and he can give us a pretty good overview. The plan would be to have him come before a regular meeting at 5:30 p.m., so please let me know if any of you have a problem making it at 5:30. We will follow up with an email and Agenda. Please let me know if there are any topics you would like covered in these trainings.

Chairman Naylor said all of the Commissioners are able to attend the earlier meeting, there were no conflicts.

B. Comments from Planning Commission Members

None.

III. CITIZEN COMMENT

Chairman Naylor opened the Citizen Comment portion of the meeting. There were no comments. He closed citizen comment.

IV. SUMMARY ACTION

None

V. ACTION

A.1 Issue: **THE CLIFFS AT JORDAN STATION SITE PLAN – CONDITIONAL USE PERMIT (DECISION TABLED FROM DECEMBER 8, 2015, MEETING**

Address: 10464 South Jordan Gateway
File No: SP-2015.35
Applicant: Michael Raymond

Chairman Naylor said this is a Site Plan – Conditional Use item. It was heard at the Planning Commission Meeting on December 8, 2016. We did have a Public Hearing at that time, so we are not obligated to have another one. I would entertain a motion if the Commissioners would like to have another Public Hearing to let the people who are here tonight speak.

Commissioner Holbrook motioned to open a Public Hearing on Item A.1. Commissioner Feist seconded the motion. Roll Call Vote was 5-0 unanimous in favor.

Carol Brown, 10221 S. 1040 W. South Jordan, Utah 84095- said I would like to thank the Planning Commission for allowing us to speak tonight. Last time this project was presented, not in December, but at the very first stage there were people that had many concerns at that time, and there are still people that have serious concerns at this time. It was originally showing that there was commercial on the back of this project, and now it is being changed. This is a Commercial Freeway Zone as you are aware, and there are so many changes being made that it is a huge concern as you know, as a land owner if I were to build here I would be held to the standard of the zone, and yet very little is being held to code. The 30' easement on the back is now being changed to 5-15', and technically in Commercial Freeway Zones there should be no apartments. Last month Zions Public Finance Housing Report brought a study to South Jordan City Council showing that high density units cause tax payers an additional $15.83 per unit when compared with single family homes. This area of the TOD has thousands of high density units. We would strongly encourage you to consider holding the developer to the original agreement, and having him proceed forward with the office units as planned. There are so many things wrong with this and we would appreciate your consideration.

John Jeandervin, 10392 South Jordan Gateway South Jordan, Utah – said I am the owner of the Café Wave that is right next to this project. There have been 3 other businesses that have been in the building that I am in, and they have all failed. The reason I have been able to stabilize this business and keep it running is because of the business I get from the construction, and the apartment tenants that are beginning to move in. Every day I look out my window and I see people from the apartments walking over to the train station, and to me that is a great thing, because in this valley we are having a lot of issue with the air. I think having a high density area next to a train station just makes sense to me. Those are all of my comments.

Paul Langford – said I am the General Manager of Jerry Seiner in South Jordan. Initially we built the dealership when almost no one was there in 2002, at that time it was considered Sandy and it was annexed into South Jordan. We knew there was growth potential in South Jordan and we have tried to support the City in every way that we could. Obviously, we respect the other residents that have a different opinion, but from a business standpoint we like to see the residents move in there, and especially like to see them doing business with us. We feel that this has been respectfully a good decision.

Ray Jarling – said I am the CFO for the Towners of South Towne. I would like to echo what some of these other people have been saying. The developer has been doing a great job turning a dirt hill into a very attractive site with upper end apartments. I think this is very beneficial, they have done a great job, and I would like to see them continue. This is right across from the train station and it makes sense to have apartments so that people can walk to the Trax station.

Bob Paxton, 1073 W. 10250 S. South Jordan, Utah 84095 – said I concur with some comments from Carol Brown, but I am also concerned after I read over the notes from the last meeting regarding the earthquake and liquefaction. It seems reasonable to have the apartments across from the train station that is up on the bluff, but as we build right down in there I worry about that. I also worry about the liability for South Jordan City, and that would be a liability to us as tax payers of South Jordan City. I have done a couple of hours of research online, and people from all sorts of areas including Kim Gardner from the Policy Institute at the University and others say: "they have never seen the construction of apartment complexes and multi-density buildings, such as we have now in their lifetime." They commented that we could be ripe for overdevelopment of these buildings, and therefore an increase in the vacancy rate, and I worry about that. I have lived in South Jordan for 26 years, and I feel that we have really strayed from what South Jordan has

been. I would like to see South Jordan move away from so much high density and move back to more lower density.

Melanie Jones, 11023 Ridgeside Dr. South Jordan, Utah 84095- said I was also at the meeting where this was initially presented. It was originally presented as Senior Housing with some business, and it hasn't been any of that. I am also concerned with the zoning which has already been stated. I am concerned about the limited green space. This is not a senior housing anymore. It feels like there is not enough space for families and children to play. I have concerns with the setbacks and the parking. I heard them say that the overflow parking would be the Trax parking lot, and that seems a little unsafe to me. I would like us to stick to the codes for the easements and zoning. I know this has had an impact on our schools, my boundary school is South Jordan Elementary, I don't have children there currently, but I have friends that said these apartments have caused the biggest problem at South Jordan Elementary with transients and other issues. It is not to say that we do not welcome apartment dwellers, but there are many issues that come with that. I am also concerned about the liquefaction. It looks like they are building this on field dirt, and I am concerned with the number, and the size. There are a number of us that wish it would have just stayed Senior Use with some business.

Chairman Naylor closed the Public Hearing.

Bruce Baird – said I am council for the project, but we do have a project team here tonight. I would first like to thank staff for doing an excellent job on this project. I think the most important thing is to recognize that this is an Administrative decision. The way your Performance Zone works in this code, creates everything to be a Conditional Use, as such, it is subject to different standards. The decision has already been made as to what the zone is. Conditional Uses can only be denied if there is no condition that can be imposed, or proposed, to mitigate, or anticipate any detrimental effects, and there are none. This was never presented as Senior Housing in Phase 1 of the development. There was never a statement that Trax would be used for the overflow. Unlike your citizens, my client and the developers trust City staff, that they will insure there will be no liquifation and earthquake issues. Those are issues that will need to be discussed at the design and construction. As your City Attorney will tell you, you are immune from all of those things. Studies show that South Jordan is one of the safest places to be in an earthquake. This is Phase 2 as was mentioned. Phase 1 has turned out far better than expected. There are far more amenities, more goodies, and less impact. In all of the units in the project there are only 7 students going to school, that is not an undo impact on the schools, and if it was, school crowding is not a zoning issue. The people that own this pay the taxes and the taxes drive the schools, and that is how it works. Simply put, there are no identified detrimental effects, and because there are none identified, there are no conditions that can be imposed. If you have any concerns regarding this, I suggest that you consult with your Legal staff. Mr. Raymond will take a few minutes to address the traffic study, and if necessary about the Performance Standards, but I am sure that Mr. Schindler can address why we meet and exceed the Performance Standards from all other projects that have been approved in similar zones. If you have any questions I would be happy to answer them.

Michael Raymond – said we actually exceed the parking requirements for this project. The last meeting was tabled pending a traffic study. It has been completed and is in your packet tonight. In the executive summary indicates that both phases of the development were analyzed, and they have made a recommendation for stripping on the north driveway access.

Commissioner Morrissey said did you meet or exceed the parking in Phase1.

Mr. Raymond said it did exceed the parking with the parking to the north, because there is a cross-parking agreement there, and it is still in place.

Mr. Baird said I forgot to tell you that we have the Zions Study and I am happy to provide it to you if you would like to view it.

Jeff Wells, 853 Cressant Rose Dr. Mapleton, Utah - said thank you for the opportunity to be here tonight. I am one of the owner developers and I am glad to be here. I remember being here a little over a year ago when we were talking about Phase 1 of the Jordan Station apartments and everyone was wearing their green shirts. The issue with our complex was that we were going to develop and do something with the Mulligans Golf Course. It was really a misinterpretation of the issues and we had nothing to do with the Golf Course. In fact, I wanted a green shirt too, because all of our residents wanted to use the Golf Course. The major issues then were a little bit in error, as some of the things that have been addressed tonight by the concerned citizens are in error. What we had the opportunity to do then was basically, address all of those in such a way that we mitigated the concerns, and presented a project that we thought would be substantial for the community. What I would like to share with you is just how proud we are of this project. We are filling up our units long before we have them ready, and are rates are quite high. They are actually some of the highest rates in the valley, and we do have a demand for the existing units that we are building. It was mentioned that we have (7) students, but we actually only have (2) students. We have (5) infants and (2) students that are going to elementary school, so the impact on the schools is a lot less than we thought. Just from a practical standpoint, if you were to go over there even with construction traffic we have more than adequate parking. One of the most fulfilling things about our project is that at 8:00 a.m. in the morning when you sit there, you can watch people who walk over to Trax. That is why this is a good project. If you are going to have high density anywhere, the best place to have it is on the edge of your City and in front of a train station. Something I would also like to mention is that when we were talking about Commercial, basically the intent originally was that we would be building apartments in that back area, and that there would, or could be a commercial aspect to it. I think on the site that the public thinks should have a Commercial or Retail Center you would not want to put a Commercial or Retail Center. You would not be able to see it, and it would end up failing. It has been great to see all of the multiple businesses in our area that have historically failed in that area, that in months have sustained themselves and are flourishing now. We would like to invite anyone that would like to come by and see our apartments. There is a need for these apartments and the ones that are there are enjoying them. It is a great opportunity to increase the tax base. We have also proposed roof top landscaping. We want a lot of greenery and landscaping required. It is an expensive option, but it will be something new to the area, and something we feel will contribute to improving what right now is one of the ugliest spots in South Jordan. If anyone has any questions, I would be more than happy to answer them.

Commissioner Woolley said I would like to go back to the traffic study. I have a few questions concerning the mitigations that are proposed on page 13. It talks about an acceptable level of service, and as I read through the entire report I had some concerns. When this item was postponed due to the traffic study I assumed that part of that traffic study was going to incorporate South Jordan Gateway, and South Jordan Parkway at the intersection, and it is my understanding that it was not a part of this traffic study. Was that due to the UDOT expansion?

Assistant City Engineer Shane Greenwood said it is because we are working with UDOT to get that improved.

Commissioner Woolley said there are 2 other mitigations and one contradicts the map that you provided with the turn lane going out of the north side of the project. It talks about a raised median coming out of 10600 S, and 10350 S. which is the light just north of this entrance. I am a little confused because your engineer on one hand is saying that it would be better to have a median there, and then there is a long term mitigation which is specifically talking about re-aligning the light at 10350 S to coincide with your north entrance. I like that, but in my conversations with staff that light is going to move to the north, so I am concerned that the mitigation efforts that have been proposed are not going to be able to take place.

Mr. Raymond said I don't know the time frame for the median, but it is possible to do a left turn and a median, I have seen that done before.

Commissioner Woolley said I have seen that done too, but there is still an issue with the light. I realize we are growing fast and the entire South Valley has traffic concerns, but I am concerned that the mitigation measures that have been proposed are not going to be able to happen.

Mr. Raymond said the engineering firm that we used for the traffic study was recommended by South Jordan City staff.

Mr. Baird said what would need to happen is you would need to make a conditional approval that the traffic circulation be approved by the City Engineer.

Mr. Woolley said I understand the process, I am asking the applicant to address it now.

Mr. Raymond said if the light ends up at that location, I think that pretty much addresses the problem.

Mr. Woolley said I am being told by staff that it will not be there, that is why I raised the point.

Mr. Raymond said I think the study indicates that the ponderous of circulation at that particular location is a right turn. The Phase 1 traffic circulation has been designed so that particular location is mostly ingress and they enter from the other end.

Mr. Baird said one of the issues that we always have is trying to anticipate the future, especially with traffic. That is why the normal condition in this situation is precisely to deal with them when it happens. It is something we intend to do, and we do intend to deal with it.

Commissioner Holbrook said I did not see storm water addressed, do you know anything about that.

Assistant City Engineer Greenwood said I have not seen anything pertaining to water, but we do have a large storm drain chunk line to the north that it will probably be discharging to it, and I am sure they would be able to help us out.

Mr. Raymond said it has been submitted to the City engineering staff. There is an existing 48 inch re-enforced concrete pipe that is retaining on the site with a storm drain system.

Commissioner Holbrook said could someone please address the fencing.

City Planner Schindler said I don't think there is any fencing proposed on the site because it is not required. There is a retaining wall in the back, and it does act as a fence, because it is 10 to 12 feet in height in most places.

Commissioner Holbrook said you mentioned that the land owner to the west is the US Government, and that they were notified. How do you know that?

City Planner Schindler said all we can do is send notification to the address that we have on the Salt Lake County ownership records.

Commissioner Holbrook said staff is recommending to minimize the setbacks, why is that?

City Planner Schindler said it was requested in the Performance Development, so we have put it in as part of the approval.

Commissioner Holbrook said on the Performance Model item #16 says: "trail access to the Jordan River Parkway" is that the trail?

City Planner Schindler said yes, they can get approval to have direct access through the open space.

Commissioner Woolley said in the performance model that we have been given for Phase 2, you are including future Phase 3 office development in the performance model on #17, is that correct?

Mr. Baird said it is not a guaranteed part of this performance model. If you evaluated the other 15 criteria of the performance model, you can disregard #16 and #17 because they are not directly linked and they do not have a development agreement that directly links them. If you go through numbers 1 thru 15, as Mr. Schindler has done it surpasses the performance standards for anything similar to this, it easily justifies the requirements we are requesting.

Commissioner Morrissey said was there a development agreement for Phase 1?

City Planner Schindler said there was a development agreement for Phase 1. The development agreement for Phase 1 was required to get the TOD Zoning. Phase 2 and 3 were also listed in that development agreement. Phase 1 was shown as apartments, Phase 2 was shown as Commercial/Office or Residential, Phase 3 was shown as Office, but when the City Council approves the Development Agreement and the Zoning, it only pertains to Phase 1.

Commissioner Woolley said so for clarification on the Performance Model #16 and #17 can be disregarded, is that correct?

Mr. Baird said yes, they are not part of the performance calculations.

Commissioner Holbrook said are there any other items on the performance model that we can disregard?

Mr. Baird said no.

Commissioner Woolley said I am struggling with this on a couple of levels, but the biggest issue is the mitigating of the traffic. We have plenty of examples in the City where we have not gone far enough, so if we are to approve this tonight we need to make sure we have appropriate conditions, and they will need to be part of the approval process. I would like to hear from Shane Greenwood our Assistant Engineer to give us his thoughts on what he thinks from the engineering stand point, pertaining to the conditions he thinks should be added at this time, and what make sense.

Assistant City Engineer Greenwood said according to the study it is an acceptable level of service at this point, but as it grows we will look at any mitigation that may have to take place, such as the raised median. We know the signal is going to move. We know the improvements to the intersection of Jordan Gateway and the Parkway are going to be improved, so based off this study we will monitor things and see how they go and if we have to implement some of these things we will.

Commissioner Woolley said I guess I disagree, because the mitigation says specifically that there are things we should do now to add as an addition for approval.

Assistant City Engineer Greenwood said I am not the review engineer, and I am not sure what has been discussed, but according to the study at this time they should be doing the restriping at the access, and the raised median can come at a future time.

A.2 Potential Action Item – (See V.A.1)

Commissioner Woolley motioned to approve File No.SP-2015.35 with following (1) requirement by staff and these additional requirements:

1. **The Mitigation Measures on page 13 of the traffic study be taken into consideration that the striping that is being proposed by the developer on the north entrance with the 3 lanes that has been discussed in the traffic study be accomplished prior to any occupancy or this new Phase. The Developer will work with the City Engineering staff to address the issue of the raised median that is between 10350 S. just north of this project to 10600 S. and the City will determine if that will improve the traffic conditions, and that the developer will be willing to put in a left stacking lane.**
2. **On the Performance model I would like to add that items #16 and # 17 be eliminated from the model, and because this is a part of their traffic study mitigation model that there will be a conversation take place with our Engineering and Legal Departments and those appropriate costs be taken care of in the proper channels.**

Mr. Baird said we are happy to work with City staff on the striping, but regarding the offsite costs we will not necessarily be responsible for them. We will certainly work with the City to improve the traffic circulation and flow because that will only benefit our residents.

Commissioner Jolley seconded the motion. Roll Call Vote was 3 to 2 with Commissioners Holbrook and Commissioner Morrissey voted no.

VI. PUBLIC HEARINGS AND POTENTIAL **ADMINISTRATIVE ACTION ITEMS

**Administrative Action = Less Discretion, Substantial Evidence (Objective Standard)

B.1. Issue: DAYBREAK VILLAGE 10 NORTH PLAT 1 PRELIMINARY PLAT

Address: Approximately 5408 W. South Jordan Parkway
File No: SUB-2015.72
Applicant: Kennecott Land

City Planner Greg Schindler reviewed background information on this item.

Gary Langston, 4700 Daybreak Parkway South Jordan, Utah 84095 – said I would like to make a clarification that we are the applicant for the purchase of the subdivision, and we will not be building the school we will sell the property to someone else. I am here to answer any questions you may have to the plat, or the product, but I think it is pretty self- explanatory.

Chairman Naylor opened the Public Hearing to comments. There were none. He closed the Public Hearing.

Commissioner Woolley said we have reviewed a lot of schools in the past year, and we have gone back on some of them and addressed the issue of transportation circulation, particularly the drop off. We now know that the developer and the schools struggle with managing the behaviors of the parents and the traffic. It is my understanding that there is not parking on South Jordan Parkway on this location, so will there be adequate circulation?

City Planner Schindler said there is circulation on both sides of the school. There are 2 driveways, one will be accessed by South Jordan Parkway, and the other will come off of Pipe Stone Way. The drop off is not the issue, it is the pick-up. We are requiring the school, and whoever is building the school to be placing the curb on South Jordan Parkway further in than what was previously planned for a deceleration lane. They do anticipate about 63 vehicles for the pickup, and the school has proposed that they will have staggered times for the kids getting out of school.

B.2. Potential Action Item – (See VI.B.1)

Commissioner Jolley motioned to approve File No.SUB-2015.72 with the following the (1) requirement by staff. Roll Call Vote was 5-0 unanimous in favor.

Commissioner Holbrook motioned to take a 5 minute break. Commissioner Woolley seconded the motion.

C.1. Issue: DAYBREAK VC-1 MULTI FAMILY #8 PRELIMINARY PLAT

Address: Approximately 4570 West Harvest Sun Lane
File No: SUB-2015.74
Applicant: Kennecott Land

The Meeting resumed at 8:40 p.m.

City Planner Schindler reviewed background information on this item.

Commissioner Jolley said are these modifications to eliminate that one lot, and add more parking because of something in they foresee in the future.

City Planner Schindler said I think after they had their neighborhood meeting, this was something that was brought up from that.

Gary Langston, 4700 Daybreak Parkway South Jordan, Utah 84095 – said I thought I would take a few moment and talk about the things that we have done and how we have arrived at the situation that we are in. I will also make some comments on the interaction that we have had with the residents by either email, in person, or on the phone. If you go back and you look at the Master Development Agreement and the Community Structure Plan, the underlying assumptions of Daybreak is that there is a higharchy of uses. This particular area that we are looking at is identified as a Neighborhood Center, which by definition it has a higher intensity of its use, in terms of multi-family housing, residential uses, and civic uses such as: schools, churches and a park. If you look at the area in general, it is consistent with the definition that we have defined it. When we first created Daybreak Plat 1, which was recorded on October 2003, there was an original Plat 1 design. If you look at the Community Center and the school site, there was an element that we identified as a future school use, and that was done in October of 2003. In June 2004 we submitted a Plat amendment which further subdivided this area for a couple different reasons. It

identified the property that would remain in our hands for the Community Center. It also identifies the property that would go to the School District for the purpose of the building, and the playing fields. As you can see there is this Lot M106 that was designed as multi-family, commercial, or otherwise. So, going back to 2004 we began to set the precedence for what was to be built in this area. If you notice to the south there are a couple of lots also labeled as M Lots, I think 102 and 103, I could be wrong on the numbers, but they were later converted to Town Home Lots, and that Plat was recorded in July of 2004. Daybreak had their Grand Opening in June 2004, so I think early on we set the precedence for what believed would be the proper use in this neighborhood center. On approximately September 27, 2010 we recorded some Lot Line Adjustments that effected Lots, C104, C105 and M106 of the amended Plat 1. The purpose of doing that was to clarify some boundaries between our properties as Kennecott, and the property that the school district owned. The final adjustments to this property were made in December 2015, and we recorded an additional Lot Line Adjustment which adjusted Lot M106, and also adjusted the property to the north so that property could be deeded to the HOA, for the purposes of building an amenity, likely a pool. That kind of brings us to where we are now. If we step back from that place a few months, we began looking at this site and we had always intended for this to be Multi-Family housing. We spent several months with Sego Homes, and some of our consultants identifying what the proper layouts of Town Homes, or whatever it would be for this location. Also considered in that was the Resident Committee that was formed to evaluated the potential of adding a pool in Founders Park. We studied this location for several months ultimately developed a site plan and a coordinating plat that was submitted to the City in mid-November. We had anticipated and hoped our Planning Commission Hearing would have been before Christmas, but due to holidays and all of the other constraints, as well as the second meeting of the month was cancelled, so our meeting was pushed out to the first meeting in January. There are times when we have the opportunity on some of our projects, not all of them, but we try to engage in conversation with the residents. We hold an Open House and we invite all the residents that live in the same distance that is required by State Law, which is 300' of the project. We decided to hold a meeting after the New Year. We ideally wanted to hold it before Christmas, but considering schedules and conflicts we were unable to do so, we would have preferred that there was a little more separation between that meeting and this one, but due to the circumstances it was not possible. The meeting was held on Thursday January 7, 2016 and scheduled for an hour, but we ended up spending about 3 hours with the residents. There were 5 Kennecott Land employees that participated, and about 40 to 50 Daybreak residents attended, as well as Mayor Alvord and Councilman Zander. As we engaged in conversation it started out a little bit unusual, I think we were a bit overwhelmed by the amount of people that showed up. We struggled our way through trying to communicate in a way that we could listen to what the people had to say and respond to those concerns. I don't know that we did it well, but we were able spend a few hours that night with the residents and get their thoughts and opinions. Prior to January 7th I think we knew that there were some issues, I don't think we knew what all of them were. I think there was quite a bit of confusion as to whether there was a pool. I think there were many people that were assuming that we were taking this proposed amenity location and replacing it with these town homes. Obviously, we thought this was a compatible use that allowed the residents in the HOA to explore the opportunity to look at the amenity and decide what they would like it to be, and we will support whatever that ends up to be. As we met on that night it was apparent to me that they were many people that are against the project for a variety of reasons, of many we don't agree with, and many we do agree with. The issues that we felt like we could address, assuming that the project would go forward is what I would call traffic safety issues, parking was a concerns, and the height of the building. There were also some concerns about the architecture of the building. Sego Homes was slated to be the builder, and their building to tend to be modern in nature, but we do feel that is something we can address. We do feel as the developer (Kennecott Land) that we need to do a better job of communicating our objective and what our thoughts are. I don't know that we have a plan for that yet, but it is something that will evolve, because we have identified something that we can improve on, and it will be a process as we move forward. Based on the exhibits that you have seen here today, we identified and had resolution for a

handful of the items that were identified either by phone calls, Facebook, and so on, those largely being about the parking on Harvest Sun Lane. The parking in general as it relates to a broader picture like an amenity such as a pool, and how we address those kinds of items. As Planner Schindler indicated that through the course of December and into early January our team met on many instances both with our homebuilder and consultants, and internally. We talked about the adjustments we could make that were appropriate to make. The first one is that we have elected to eliminate the far west unit, and instead of building that townhome unit we would work with the Jordan School District who actually owns the parking lot to add approximately (10) new spaces. We have also heard that along Harvest Sun Lane there is some concern that if we were to allow parking on the north side that it would allow for very narrow traveling, and that we do agree with. What we are proposing to do is rather than having the parking of those 5 stalls be on Day Stone Drive, we would work with South Jordan City and the engineering department to embed those between the sidewalk and the curb and gutter. We will provide a parking pocket which will provide some off street parking adjacent to the rite-of-way, buy off the road bed, and provide some visitor parking in that location. Day Stone Drive was originally designed to be parked parallel, but the residents have had a great idea, and that is to have the stalls parked at an angle. There are some challenges with it that we will need to work with the City to provide a cleaner solution. It could be as easy as stripping, and I do think we need to add some ADA Parking. Originally the ADA stalls have been on the west side of the parking lot, and they are still there. The problem is that there is an entrance there but it has been blocked off, so we do agree there is a need to have some ADA stalls put in on the east side of the building. We think that the parallel parking stalls can accommodate that, and we can work with the City to find a solution that allows for that kind of parking that works effectively. If we can convert the area to angled parking we can generate about (8) additional stalls. When the residents decide on how they would like to use the property and if they choose to build a pool, at that time that group will need to evaluate the parking requirements associated with the pool. For our project we are required to provide (1) covered stall per unit, so a total of (15) spaces. We are providing (2) in a garage condition for each unit which is a total of 30 stalls. If you add the (30) plus the (10) for the parking lot on the east, and the (5) additional pocket stalls on the road, and the (8) stalls going from parallel to angled you will come up with (53) parking stalls. We are only required to provide (15), and we are providing (53), it is our opinion that it is an adequate amount of parking. We also understand that there is concern regarding the height of the building, in our conceptual models we were showing (3) and (4) story models, we have decided to limit them to a 3 story height, so that should help limit the height, so this is a compatible use for the area. We know there was also concern about the architecture of the building. We will provide an architectural solution that will be more compatible with the existing homes. We will make it less modern and more traditional. Base on all of that we feel like we have listened to the residents and we have made some adjustments where we felt like we could and still execute the master plan. We feel like we have made an effort to address the concerns that have been brought up and we would appreciate your approval and review of the concepts we have provided. One thing I did forget to mention is, rather than taking and responding to all of the phone calls, emails and etc., we chose to have a letter go out through the HOA system that articulated what I have said today, maybe not with as much detail, but we hoped to give the residents what our thoughts and ideas were and have some preparation for the discussion.

Chairman Naylor opened the Public Hearing to comments.

Michelle Speckman, 4353 Open Hill Drive South Jordan, Utah – said I would like to begin by saying that I am not opposed to Muli-Family housing in my neighborhood. In-fact, many of us chose Daybreak for our home because we were promised a well-planned out community with many types of homes that would attract diverse culture rich neighborhood. However, the Multi-Family units that are in question tonight are not part of a well planned community. The proximity to the elementary school, and bringing more congestion and parking issues to an already struggling area with congestion and parking problems is not a well planned community. There has not been sufficient time, or consideration given to this

development. Kennecott Land claims to have alerted the people that will be affected by this development within 300' of the property. However, the Daybreak Elementary had not heard about this meeting until yesterday, and that was through the grapevine. Daybreak Elementary boundaries include children living 30,000 feet from the property, and most of them are still unaware of this new development impacting their children. The Community Center and the School currently has 100 employees and 44 parking stalls. We are already 56 stalls short, so no matter how many extra they think they are providing, it is not extra. Those people are already finding parking on the streets, walking, or trying to get there some other way. That doesn't even include the parking from the community trying to use the Community Center. The residents on Harvest Sun could see a problem with traffic congestion and pedestrian safety long ago. They were requested and were granted "no parking" signs on the north side of the street. Kennecott Land has now asked that those "no parking" signs be removed so they can build their townhomes. They site a study that finds that pedestrians are safer if cars are parked on both sides of the street because it slows traffic down. I provided you with a copy of the recommendations from the Federal Highway Safety Administration if you would like to look at the highlighted section (attachment). This project from Kennecott Land has not been given enough time or consideration. This plat of land has stayed empty for 10 years, and they affected community has only know about this for 5 days. Kennecott Land has stated that if approved stakes will be in the ground tomorrow. I am asking on behalf of the children I am asking for a gift of a little more time. I am asking you to please table this item temporarily to allow community members, school officials, and City leaders, time to review plans and agree on the best safety solutions for our children.

Jill Thatcher, 11723 Copper Sky Drive South Jordan, Utah 84095 – said at the meeting last Thursday the Kennecott employees kept repeating over and over again that neighborhoods with traffic congestion and parking issues will have less accidents and lower fatality rates and they sighted the study have heard about. I am disturbed by Kennecott's manipulation of the data in this traffic study, because the clause about children was never discussed. I would like to speak very clearly, and I am representing every mother that I know in South Jordan. It is not acceptable to address our children so callously. None of us want our children hit by a car, whether that car is going 5, 10, 15, or 20mph. The best lessons in physics tell us that a car that weights 3,000lbs and hits a child, the probability of a debilitation injury or fatality is real, it doesn't matter how slow that car is going. I am asking you to listen to the mothers of Daybreak. We are the ones that take our children to school, and we want our children to be safe. The area has over 1,000 students attending that school that have negotiated that traffic, every morning and every afternoon. There is also a women her tonight that has a blind child that is trying to negotiate that traffic every day. That is an accident already waiting to happen. We have already pressed our luck. I am her to tell you the mother bears have come out. I would like time to talk and investigate to see who can help us with this. I am hoping that the City of South Jordan and this Council will simply cut through the red tape and put our children first. I am asking the Council to halt this project for further review of the issues.

Tucker Nielsen, 4866 Littlefield Lane, South Jordan, Utah 84095- said I just wanted to take the opportunity to thank you, because I believe that I live in the best City in the State. I believe our City is run exceptionally well. I would not live anywhere else. I wanted to briefly share my concerns about this product. I received notification of this meeting regarding this project today at 4:53 p.m. because I have a concerned neighbor that sent me a text. I live less than 700' from the school and I had no idea about this project, I did not receive any notification. Communicating with Kennecott Land has always been challenging, in General they have done a good job, but not in this case. I think in this case there has been an absolute breakdown. This appears to me and my neighbor's that they are trying to slide under the radar. I think that you can understand our concern. If you will look at the renderings and the design proposals from the other townhomes, especially Sego Homes, you will see that what they propose looks really nice on paper, but when it is finished it looks very different than the conceptual drawing were, and that is a very deep concern for me. The other day I was in the Daybreak Community Center with a map

and none of these townhomes are on their map, so this is not something that they are selling because at this time on the map it is showing a park. I would like to have something built on this empty land, it is just weeds right now, but this raises some serious concerns for everybody. I have 4 children that are 8 and under and they all attend Daybreak Elementary. We really do need to put the children's safety first. I think it is very clear that there are too many questions, and too many concerns to move forward with this project. I appreciate you time.

Richard Hunsaker, 8589 Harvest Sun Lane South Jordan, Utah 84095- said I have a photo copy that I furnished for you, and the reason I wanted to bring it to your attention is because it was dated August 2004. If you look at that drawing and the area we are talking about tonight show "Garden Park." I don't think it was even thought about, or considered to have townhomes on this little 1acre piece of property. The reason I wanted to bring this to your attention is because I don't think anyone knew that this was given out or available. I wanted you to see what myself and neighbors had seen and this was not even in the drawing. On Harvest Sun Lane they have 2 story townhomes, and if 3 story townhomes were built on the passage you would have a brick wall on that 3rd story. The density is considerably more so they can fit all of these units on that small space. The traffic and safety issues have been discussed and I know there are many more people that want to speak, but I just want to let you know what was proposed and what we did see in the Glass House.

Ruth Dorius, 11712 Lake Run Road South Jordan, Utah 84095- said my husband and I moved in about 4 years ago, and when we were looking at Daybreak and the reason we moved in was because we were promised open space, high density housing in particular areas, not in the Founders Park area. In Daybreak Founder Park is the oldest existing residential area. There are specific rules and regulations as we homeowners are expected to abide by, all of which include: fencing, landscaping, home additions, and without permission you can be told "you cannot do that" because it would take away from the ambiance of the Founders Park area. The safety and crowded street issues have already been well spoken of. With the proposal of the 3 story townhomes, Daybreak has blatantly disregarded their requirements of how the neighborhood is supposed to look. When they are putting in a modern 3 story townhome across the street from a school is ludicrous. It totally takes away from what they tell us we can do with our homes, yet they want to put in high density that will take away from the look of our area. If they want to put something in there I have some suggestions; a lap pool, park or grass, so the open area can be used, as an open area, instead of just a bunch of weeds. I just can believe that they are planning on putting in that many townhomes right across the street from an elementary school with so many students. I am a teacher myself, I teach at Jordan Ridge Elementary School, and every morning and every afternoon I stand outside to direct traffic to watch that children do not dart across the street. This is a serious concern, so I am asking you to disallow this development to occur.

Stacey Moore, 11629 Harvest Rain Ave South Jordan, Utah – said I also am a teacher at the Daybreak Elementary, and I also have children that attend there. I echo the previous comments. I also stand outside at Daybreak Elementary School and watch the traffic and right now it is already a nightmare. We had numerous times kids were darting out into the cars, so we solved the situation by The District putting a fence on the east side so parents could not drop off on that side of the building, but now we have a huge concern with the bus zone. The bus zone is on Day Stone and it already is not wide enough to get our buses through safely, and as soon as they turn the parking stalls on an angle it will be a nightmare. On Harvest Sun there will be no way in the world we will be able to get a bus through and back on to the street when there are cars parked on both sides of the street. We already have a gridlock on the drop off and pickup times while parents are waiting for their kids, the problem is there is only one lane of traffic. We need to find a solution, and adding more parking on the streets is not the answer. I myself walk to work every day because I don't have a parking spot and I don't want to park on the street. We need to

take the time to meet with Kennecott Land, Jordan School District, and the other entities and make sure that these things are taken care of before these things are even started.

Sharon Hansen, 11629 Harvest Rain Ave South Jordan City, Utah 84095 – said I am looking at a problem that exists not with the school, but with the homes on Harvest Sun now. I was the Relief Society President before the "no parking" signs were put on the north side of the street. We had an emergency and we could not get the emergency vehicles down the street to help the poor women that was struggling, because there were cars parked on both sides of the street. If we have the "no parking" signs down we are going to have the same problem. We had to go door to door and find the people that owned the cars and ask them to move them before we could get her help. I think more time needs to be given to this project. Kennecott Land needs to speak to the residents more than 5 days ahead of time, and notify all of the residents that will be impacted by this project.

Ann Marie Kenney, 11518 Harvest Rain Ave South Jordan, Utah 84095 – said I was one of the original families to build in Daybreak, and I have been there 11 years in May. I can tell you that in June of 2004 when Daybreak opened, this was not on the plan. We built a couple of blocks away from there and I remember looking to see where the school and the community center would be built, and I remember there was just green space. I am also concerned that it is a bus lane down that street, and it is also a one way street. The last email that went out to the Daybreak parents on December 17, 2015, it was the second time the parents had been told by the school that another student was almost hit by a car. I just think this is a huge safety issue, and I don't think there should be townhomes built right by a school. I am not against townhomes, but I am against them in this area.

Davey John, 11508 Harvest Rain Ave South Jordan, Utah – I am also a teacher at Daybreak Elementary and I would like to back up what Stacey Moore said about student safety. When we go out on safety duty each day, our top priority is student safety. We want to make sure those kids get home and to school safely. There are already traffic issues in that area, so adding a pool and townhomes is not going to make it any safer for the students. That is a very narrow passage way and putting any additional parking through there is going to put children at risk. I would invite members of this Council to come and see what it looks like at any hour on a given day at Daybreak, and the traffic that is outside of the community center for people just exercising after school hours, there still is no parking there, it goes over into the bus lane. I would encourage you to come up and check it out for yourselves.

Brian Dudley, 11569 Oakmond Road South Jordan, Utah 84095- said I am less than 300 yards north east of the school property and I did not get notification. This drawing is really pretty, but it is not accurate. Where the white building is there is the school with the community center attached. There is no road between the school and this proposed property. We are talking about (1) acre of land. What is the footprint for these townhomes, they are going to be very small, and this is going to look terrible. Part of the job of the Planning Commission is to design our City and we do not want a bad look, so I hope that you consider that.

Eric Thatcher, 11723 Copper Sky Drive South Jordan, Utah 84095- said my concern is that if you look at the plat of land, and you are going to put the townhomes first, and leave 1/3 of that plot undeveloped and left with the HOA to know what to do with. They have not given whoever is going to do that building the opportunity to look at what is being built and having the consideration as to what is going in there, such as: utilities, water pipes, sewer pipes, and the common things you think about when you are building something. This has happened so quickly that no one has evaluated what impacted that would have on the remaining lots. I think there needs to be some time for someone to look at that to see what the impact is going to be on those buildings, and what the impact is going to be on the remaining property. I don't think that has been evaluated.

Forrest Sickles, 4564 W, 11800 S. South Jordan, Utah 84095 – said I wasn't planning on speaking today, but I just moved to the Daybreak community in the last 6 months. There is a lot of sentiment here tonight about not wanting this development, and I will probably anger most of my fellow residents, but I as an architect, and a traditional urban design student, this is the type of development that Daybreak was founded on. This is what the Commission looked for, and asked for, when they started doing a traditional urban design. Some of the benefits of a traditional urban design are, slower street, and how do we accomplish that. We accomplish that by building narrower roads by using parking on the streets. There are multiple studies, not just one that re-enforce that parking on the street is actually safer, and that cars drive a lot slower when there are other cars on the road. A lot of people have suggested that having parking on both sides of the street will narrow it down. I believe the parking is going to be on Harvest Sun Lane in pockets, outside the curb to curb width, which your typical spot is 6' to 7' feet. I would suggest to Kennecott Land that a possible remedy for the emergency vehicles would be for them to eliminate the 5 parking pockets on Harvest Sun Lane, especially because they have an additional 32 parking spots above what the code has required. I have 4 daughters that are 11 and under and they go to that same school. I moved to Daybreak for that same reason. This community has been taking steps to accomplish something that really helps the community. It really helps the residents be able to have a walkable community. That is what Daybreak is. It is a walkable community, so increasing the amount of townhomes in that area doesn't affect that. There won't be an increased amount of traffic on the road, because, 15 houses would produce 1 extra car every 45 minutes. That is not 30 cars every hour it is 1 car every 45 minutes. The roads are well in what the streets are designed for, the roads are actually wide compared to traditional urban design. Regarding fatalities, if you drop the traffic speed from 30 mph to 5mph the fatality rate drops dramatically. I would suggest that the Planning Commission passes this design. I think there are some architectural things that need to be fixed to actually match the other townhomes in the area. I think it fits not only what the design in the area calls for, but also what Daybreak calls for.

Craig Hall, 11607 Rose Lawn Way South Jordan, Utah 84095- said I have lived in Founders Park for about 9 years now. I have worked in Municipal Government for about 40 years, and I attempted last night to get on line and look at the packet and see what was presented. What was presented tonight was not available last night. I think it is somewhat disingenuous to hold a Public Hearing on a new proposal tonight. I think we need this Planning Commission to defer this matter for a couple of meetings to give the residents and the Commissioner time to review this information. The Commission has admitted tonight that this is the first time you have seen some of this information. This would give everyone the opportunity to see the full proposal. I am also interested myself to know what the definition of a 3 story building is. I like the gentlemen that spoke earlier with the schematic that he received in 2004 and I received the same schematic in 2006, and I think we have an issue of integrity in representation by Kennecott Land. It would behoove the Commission to give the residents the opportunity to in the next few weeks to go over the proposal, and resolve some of our concerns.

Jake Hobbs, 434 Silent Rain – said I think you have heard tonight that a lot of the information that was presented to the Planning Commission tonight was new, or at least in the last 24hrs was different than what was presented before. I would like to draw you attention to the Municipal Code section 16-24-050 which talks about this body and what it can do, and in what order things need to happen to be compliant with that section (code was read by Mr. Hobbs) I understand that there may be different interpretations, but I think at the very least I think this raises a potentially legal issue. If there is any question about whether this is proper, the prudent course is to actually table this for another time and make sure all the ducks are in a row from a legal perspective. If there is any question on compliance, the same prudent course would be to table until everything is complete.

Vince Stinson, 11762 Sun Tea Way South Jordan, Utah 84095 – said I apologize I was downstairs and I was not able to hear everything. It was a little confusing to me as to what meeting I should be attending because similar issues were addressed. One thing that was not addressed is that at seasonal time I get a letter from South Jordan and the last few that I have received said that I am not allowed to park on certain side streets. If you go down my street right now you will see that the plows are already having a hard time plowing, and you want to add that many houses to an already congested area. It really isn't 30 more spaces if I can't park on one side or the other.

Chairman Naylor closed the Public Hearing.

Commissioner Feist said I would like to start by commending Mr. Langston for meeting with the residents, and the action steps that Kennecott Land is willing to take after just one meeting. I do agree with the residents on how what was presented was very different than the packet, because a lot of progress has been made. On the marketing map, if you said it was already plated, or designated to be townhomes back in June of 2004, why has this always stayed Garden Park?

Mr. Langston said as I look at that my belief is that it is referencing the park across the street which we call Calendar Square, this was dedicated to the City as a Public Park.

Commissioner Feist said it is my understanding that there has been "no parking" signs on the north side of Harvest Sun Lane, was that because of some of the concerns that have been brought up tonight?

Mr. Langston said I didn't even know the signs were there until the last month or so. I will give you why I think they were put there. The distance between Day Stone Drive and Oakmont Road, which is the road to the west and is a significant distance. When cars are parked on both sides of that long narrow road knowing that there are no driveways, no intermittent stops, I think it made a lot of sense for the City to post the "no parking" signs. The reason we feel that there should be some parking re-institute on the north side, is because as we install the private lanes for the townhomes and we move the drive approach for the parking lot from the west side, on to the south, there will be several pockets along there.

Commissioner Feist said was the School Administration notified officially by Kennecott Land of this meeting?

Mr. Langston said we notified the Jordan School District directly, and spoke with our contact there.

Commissioner Jolley said has the Jordan School District shown any interest in this property for a future parking lot expansion?

Mr. Langston said not that I am aware of.

Commissioner Feist said you were talking about a potential pool that the HOA could purchase, where would people park if that amenity was to go in?

Mr. Langston said it will depend on how big the pool is and what the code requirements are for that. I don't know at this time, it would need to be evaluated.

Commissioner Holbrook said it sounds like the public is asking for a little more time, and a little more discussion over this proposal, how do you feel about that?

Mr. Langston said we certainly are willing to continue the discussion. Our belief is that those discussions about safety and graphic related issues can take place independent of the plat approval. Your role tonight is to approve the plat and the 15 units. We can work with the residents regarding the concerns, and we fully intend to do that.

Commissioner Holbrook said do we have the height requirements for a 3 story building?

City Planner Schindler said there are no height requirements in the PC Zone.

Chairman Naylor said my concern is that we were getting changes before the meeting, and I don't think the neighbors had adequate time to review the information.

Staff Attorney Steven Schaefermeyer said the code section that was quoted to you was wrong. This is actually in the PC Zone and the PC Zone has its own subdivision approval process. If this conforms to the ordinance then it must be approved.

Chairman Naylor said in the past years on the Planning Commission Kennecott Land has been great to work with, but this one has a lot of issues that I am not comfortable with.

Commissioner Feist said I think the residents that have spoken are just asking for a little more time to review the information and have some conversation. It seems that in a very short time there has been some great progress between the two parties. I think a lot could be accomplished with a little more time for discussion.

Commissioner Jolley said I think there have been a lot of rational concern brought up tonight, and the fact is that some changes have been made in the last 24hours that they were not privy too. I think in my mind it would be fair to table this for more discussion to satisfy their concerns.

C.2. Potential Action Item – (See VI.C.1)

Commissioner Holbrook motioned to table this item until the Planning Commission Meeting on Tuesday February 9, 2016 to allow for more time to have discussion and to have the City review Safety and traffic issues. Commissioner Feist seconded the motion. Roll Call Vote was 5-0 unanimous in favor.

Commissioner Woolley said I would like to ask the applicant and staff if they would allow us to pause item D.1 and move to item G.1 and then H.1 and back to D.1. The applicants for these items have been here a long time and have children that need to get home for school tomorrow, and I think we can move through those items fairly quickly.

Commissioner Woolley motioned to pause item D.1., and move to have discussion and Public Hearings on item G. 1. and H.1., and then return back to D.1. for a Public Hearing and discussion. Commissioner Morrissey seconded the motion.

G.1 Issue: TEMPORARY USE - PARK CONDITIONAL USE PERMIT

Address: 11347 South Pervenche Lane
File No: CUP-2015.15

Applicant: Eric Montague

City Planner Schindler review background information on this item.

Commissioner Woolley said in the report you mentioned there was a complaint, can you elaborate on what the complaint was regarding, and I would assume that the applicant will have full responsibility for the maintenance of the park.

City Planner Schindler said the complaint was regarding the fact that a park was being put in, and the applicant is responsible for the full maintenance of the park.

Eric Montague, 11368 S. Pervenche Lane South Jordan, Utah 84095- said I appreciate the opportunity to be here tonight. I just wanted to clarify some of the items that have been presented. The application tonight is not necessarily for the park, it is for what we are putting on the park. We purchased the property and started the development (landscaping) it, and the neighbor to the east of the drawing complained. I started doing things on property not thinking it would be a big deal and then he complained. So, we went through the proper procedures with the City to get a land disturbance permit to allow us to do what is on it now. What is before you tonight is adding a playground to the park.

Chairman Naylor opened the Public Hearing to comments. There were none. He closed the Public Hearing.

G.2 Potential Action Item – (See VI.G.1)

Commissioner Woolley motioned to approve File CUP-2015.15 for a temporary park within the R-2.5 Zone, located at 11347 South Pervenche Lane with the (5) requirements by staff. Commissioner Morrissey seconded the motion. Roll Call Vote was 5-0 unanimous in favor.

H.1 Issue: **RIDGECREST ESTATES SUBDIVISION AMENDMENT**

Address: 892 West Brookcrest Circle
File No: SUB-AMEND-2015.71
Applicant: Richie Savage

City Planner Schindler reviewed background information on this item.

Richie Savage, 892 West Brookcrest Circle South Jordan, Utah 84095 – said when we had it surveyed we did an outline and had it jog behind the building to give it more square footage. We are subdividing for my in-laws, so that if in the future they decide to leave their home they still want us to have a decent sized yard. This still meets the 10' easement on the property.

Commissioner Jolley said is there an access agreement off of the cul-de-sac?

Mr. Savage said yes. I have spoken with Mr. Palmer the owner, and he is will to anything needed.

City Planner Schindler said I think prior to recording he will need to show the access because we cannot record a land lot parcel.

Chairman Naylor opened the Public Hearing to comments. There were none. He closed the Public Hearing.

H.2 Potential Action Item – (See VI.H.1)

Commissioner Jolley motioned to approve File No.SUB-AMEND-2015.71 to allow property that includes the remainder of lot 29 of the Ridgecrest Estates subdivision to be subdivided with the (2) requirements by staff. Commissioner Holbrook seconded the motion. Roll Call Voted was 5-0 unanimous in favor.

D.1 Issue: SOJO STATION
CONDITIONAL USE PERMIT AND SITE PLAN

Address: 10350 South Jordan Gateway
File No: SP-2015.37
Applicant: Steve Peterson, Millrock Capital

Planner Drozdek reviewed background information on this item.

The Commissioner is back for discussion.

Steve Peterson, 6147 S. Fernesco Dr. Holladay, Utah – said we are excited about this project, and we have been working closely with the City and UTA to create these (2) office buildings in a TOD site. I am here to answer any questions you may have for me on this project.

Chairman Naylor opened the Public Hearing to comments. There were none. He closed the Public Hearing.

D.2 Potential Action Item – (See VI.D.1)

Commissioner Woolley motioned to approve File No. SP-2015.37 to allow for construction of two office buildings and parking structure on property generally located at 10350 S. Jordan Gateway. Commissioner Morrissey seconded the motion. Roll Call Vote was 5-0 unanimous in favor.

E.1 Issue: EMBASSY SUITES
SITE PLAN

Address: 10341 South Jordan Gateway
File No: SP-2015.40
Applicant: Chad Griffiths, Western States Lodging and Management

Planner Drozdek reviewed background information on this item.

Commissioner Woolley said how many rooms are in the hotel?

Planner Drozdek said 192 rooms.

Chairman Naylor opened the Public Hearing to comments. There were none. He Closed the Public Hearing.

E.2 Potential Action Item – (See VI.E.1)

Commissioner Feist motioned to approve File No. SP-2015.37 to allow for construction of two office buildings and parking structures on property generally located at 10350 S. Jordan Gateway. Commissioner Woolley seconded the motion. Roll Call Vote was 5-0 Unanimous in favor.

F.1 Issue: SOUTH TOWNE STORAGE CONDITIONAL USE PERMIT AND SITE PLAN

Address: 309 West Jordan Gateway
File No: SP-2015.30
Applicant: Russ Naylor, (Nichols Naylor Architects)

Chairman Naylor recused himself from this item due to conflict of interest.

Co-Chairman Feist will conduct the meeting as the Chairman.

Planner Damir Drozdek reviewed background information on this item.

Commissioner Holbrook said is there a fence, and if so where is it?

Planner Drozdek said the fencing is in between the buildings, and in the back.

Commissioner Holbrook said are these pre-fabricated steel buildings with a roof on them?

Russ Naylor, 10459 S. 1300 W. South Jordan, Utah 84095 – said the Office/Managers Apartment Building that exists at the entry will be a ground up masonry building, but the storage units themselves are a pre-fabricated metal buildings. The wall that goes all the way around the building will be a masonry wall.

Commissioner Holbrook said is this a 24hr facility?

Mr. Naylor said I cannot speak to what the operating hours are, but there will be an onsite person there at all times. There will be an ornamental iron gate and a key pad at the entry.

Jeff Burnson, 1898 E, Ashley Valley Lane, Sandy Utah – said I am here to represent the owner tonight. I am sure you are all familiar with South Town Volkswagen, and right now they are negotiating a lease provision to occupy a reserve parking lot for their cars underneath the power corridor. I initiated with Mark Wolf almost a year ago, the option of getting a 20' emergency access on the northwest corner of the property, which will facilitate that access point. They are working on that, but it is mainly conditioned on the agreement they already have in place that they are working to finalize with South Town Volkswagen, and that will entail putting in a gate to the north end of that access road that they have currently. We are now facilitating between us and the power company as to how we will maintain access to the gate. This should all be finalized and facilitated before this would be constructed. There was a question about the operating hour, and those hours are from 6:00 a.m. to 10:00 p.m. and the gate will be locked, and the access will be by an access card. We think this will be a good use for what is around it.

Commissioner Holbrook said do know how many units you will be putting in?

Mr. Burnson said originally I think originally we were looking at building a 90,000sq ft. complex, which would be in about the 500 unit range.

Co-Chairman Feist opened the Public Hearing to comments. There were none. He closed the Public Hearing.

F.2 Potential Action Item – (See VI.F.1)

Commissioner Holbrook motioned to approve File No.SP-2015.30 to allow for construction and operation for a self-storage facility on property located at 309 W. Jordan Parkway. Commissioner Woolley seconded the motion. Roll Call Vote was 5-0 unanimous in favor.

I.1 Issue: ZAXBY'S RESTAURANT SITE PLAN AND CONDITIONAL USE PERMIT

Address: 3788 West 11400 South
File No: SP-2015.43
Applicant: Phil Holland

Russ Naylor is now back as Chairman.

City Planner Greg Schindler reviewed background information on this item.

Logan Johnson, 250 W. 700 N. Centerville, Utah – said we met with the Architectural Review Committee and there was a problem with the color rendering, it was for a different Zaxby's that we had already done. On some of the Zaxby' we have used wood, and on this one we use stucco, and some brick, so I just wanted to clear that up. We are excited to come to South Jordan, we are doing great in other locations and I think we will do great here too.

Chairman opened the Public Hearing to comments. There were none. He closed the Public Hearing.

I.2 Potential Action Item – (See VI.I.1)

Commissioner Morrissey motioned to approve File No. SP-2015.43 for the construction of a restaurant with a drive-through located at 3788 West 11400 South as presented to the Planning Commission with the (2) requirements by staff. Commissioner Feist seconded the motion. Roll Call Vote was 5-0 unanimous in favor.

J.1 Issue: PEARL COVE P.U.D. CONDITIONAL USE PERMIT AMENDMENT

Address: 9953 South 2200 West
File No: CUP-2015.16
Applicant: Rob Poirier

City Planner Schindler reviewed the background information on this item, and said the applicant is not here tonight for questions.

Chairman Naylor said we have approved similar conditions on these small lot PUD's before.

Commissioner Morrissey said I live in an area that has similar lot lines, and setbacks, but it is creating a lot of issues in the neighborhood. I live in a fairly new neighborhood with a PUD system, and the adjacent neighborhood was recently built and there have been houses built 15' from the sidewalk, and it is creating major congestion issues. I would recommend tabling this until the applicant can be here.

Commissioner Woolley said I live right across the street, and the rumor on the street is that they are selling significantly more of the larger ramblers, which all of the ramblers have 3 car garages, and that is the problem. Currently when they first laid this out, instead of going with a conventional subdivision they opted for the PUD, which allowed them to get the full density which was 60 lots for all 3 phases, but it also allowed them to go down to a minimum of 10,000sq ft. as they have downsized the lots to maximize the allowable density.

Chairman Naylor opened the Public Hearing to comments. There were none. He closed the Public Hearing.

J.2 Potential Action Item – (See VI.J.1)

Commissioner Woolley motioned to approve File No. CUP-2015.16 Conditional Use Permit Amendment modifying the minimum setback requirements:

1. **The corner side yard setback shall be a minimum 20 feet except that all driveways, if located in a corner side yard, shall have a minimum of 25 foot depth as measured from the front of the garage to the right-of-way or back of sidewalk.**
2. **All clear vision sit triangle at intersecting right-of-way shall be maintained.**

Commissioner Jolley seconded the motion. Roll Call Vote was 5-0 unanimous in favor.

VII. PUBLIC HEARINGS AND POTENTIAL *LEGISLATIVE ACTION ITEMS

*Legislative Action = More Discretion, Reasonably Debatable (Subjective Standard)

K.1 Issue: **ORDINANCE NO. 2016-03, AN ORDINANCE OF THE CITY COUNCILOF THE CITY OF SOUTH JORDAN, UTAH, 16.36 OF THE SOUTH JORDAN MUNICIPAL CODE TO CHANGE THE SIGN REGULATIONS OF THE CITY.**

Applicant: CITY OF SOUTH JORDAN

Strategic Services Director Don Tingey reviewed background information on this item.

Chairman Naylor opened the Public Hearing to comments. There were none. He closed the Public Hearing.

K.2 Potential Action Item – (See VII.K.1)

Commissioner Feist motioned to send a favorable recommendation of approval of Ordinance No. 2016-03 amending Chapter 16.36 of the South Jordan Municipal Code to change the sign regulations of the City. Commissioner Woolley seconded the motion. Roll Call Vote was 5-0 unanimous in favor.

VIII. OTHER BUSINESS

None

ADJOURNMENT

Commissioner Morrissey motioned to adjourn. All Commissioners were in favor.

The January 12, 2016 Planning Commission meeting adjourned at 11:35 p.m.

Meeting Minutes were prepared by Deputy Recorder Cindy Valdez.

This is a true and correct copy of the January 12, 2016 Planning Commission meeting minutes, which were approved on January 26, 2016.

Anna M. West

South Jordan City Recorder

Attatchment A.

SOUTH JORDAN
UTAH

JANUARY 12, 2016

PLANNING COMMISSION MEETING SIGN IN SHEET

PRINT NAME	ADDRESS
Aaron Harker	11738 S. Bluerock Ave, So. Jordan UT 84009
J. Heath Holverson	11782 S. Oakmond Rd. S. Jordan UT 84009
Mark Clark	4408 Silent Rain Dr. SJ 84009
TYLER + APRIL HUNT	11338 S PERVENCHE LN., SO. JORDAN 84095
RYAN BURT	10312 SALMON DR 84009
Ethan Ancell	4673 Lumina Drive SJ 84009
JOE LUTEN	SOUTH JORDAN
CHRIS SIMMS	GMC
Jefferson Hyer	11436 Lochat Hill Dr. 84095
Brooke Hyer	" " " " "
MELISSA GADDIS-SIMKULET	4877 W LITTLEFIELD LN 84009
Shalee & Michael John	4629 W Daybreak Rim Way 84009
Alison Cañar	10481 S. Kestrel Rise Rd., S.J., 84009

SOUTH JORDAN
UTAH

JANUARY 12, 2016

PLANNING COMMISSION MEETING SIGN IN SHEET

PRINT NAME	ADDRESS
Ruben Dorivas	11712 Lake Run Rd.
Jay Cobb	4346 Silent Rain Dr
Jill Thatcher	11723 Copper Sky Drive
Eric Thatcher	11723 Copper Sky Drive
Brooke Sahlin	4435 W New Spring Rd
Michelle Speckman	4353 open Hill Dr.
Karen Gatzemeier	Harvest Sun Dr
Ann Marie Kenney	11518 Harvest Rain Ave.
Paul Herrick	4318 Belleville Way
Steve Hansen	11629 Harvest Rain
Sharon Hansen	" "
Stace Moore	" "
Shara Heirich	11738 Blue rock Ave South Jordan UT 84095

SOUTH JORDAN
UTAH

JANUARY 12, 2016

PLANNING COMMISSION MEETING SIGN IN SHEET

PRINT NAME	ADDRESS
MIKE HAYNES	11232 PERVANCHE LN. S.J.
RICHARD HUNSAKER	8589 HARVEST SUN LANE S.J.
David Ancell	4673 Lumina Dr.
Elizabeth Ancell	4673 Lumina Dr.
Georgia Simkulet	4877 Littlefield Ln.
Natalie Montague	11368 S Pervenche Ln. SJ.
ERIC MONTAGUE	"
Addison + Kristie Everett	4576 West 11800 South
Jeff Wells	Mapleton, Ut
Suzanne Rouse	4722 Farview Ln.
Ann Wilsm	11653 Kestrel Rise Rd.
Danny Soulier	10307 S. Bull Run Dr.
Micah Lewis	10484 S Jordan gateway

SOUTH JORDAN
UTAH

JANUARY 12, 2016

PLANNING COMMISSION MEETING SIGN IN SHEET

PRINT NAME	ADDRESS
Renno McBride	11314 S. Portobello Rd S.J, UT 84095
Julie Weiss	11699 Bluerock
Philip Anderson	4867 Wexford Way
Jacob Hackman	10625 Pine Shadow
Tom Moon	11752 S. Lake Run Rd
Ashley Moon	11752 S Lake Run Rd
Jeandrevin, John	10392 S. Jordan Gtwy.
MaryLee Hackman	10625 Pine Shadow
Tony Macaluso	4237 W. 11595 S.
Brandon & Katie Bitter	11654 S Oakmond Rd.
PAUL ERICKSON	1220 S. Main #11
AARON DALBY	7084S Carter Cir
Tami Hewlett	4564 Pale Moon Lane
Chiara France	11631 Harvest Crest

SOUTH JORDAN CITY
PLANNING COMMISSION MEETING
January 12, 2016
6:30 P.M.

ALL THOSE ATTENDING, PLEASE PRINT NAME & ADDRESS

PRINT NAME	PRINT ADDRESS
Thom Korby	11372 S. Pevenone Lane
Jerry Ohrn	892 Brookcrest Cir
Tucker Nielson	4866 Littlefield In
Trudy Postma	4848 Littlefield Lane
Andrea Sam	11561 Radience Lane
Matt Speckman	4353 Open Hill Drive
Bree Ponce	4523 Harvest Sun Lane
Sharon Nelson	11552 Blue Rise Ave
Ron Nelson	11552 Blue Rise Ave
Lamont Maughan	11573 Kestrel Rise Rd
Charlotte Maughan	11573 Kestrel Rise Rd

SOUTH JORDAN CITY
PLANNING COMMISSION MEETING
January 12, 2016
6:30 P.M.

ALL THOSE ATTENDING, PLEASE
PRINT NAME & ADDRESS

PRINT NAME	PRINT ADDRESS
Tim Firth	10017 Copper King Lane
Mike Sanderson	11531 Lake Run Rd
Chris Gee	10259 S. Salmon Dr.
Jon Barlow	4896 Wexford Way
Lindsay Hagburn	11731 Bluerock Ave.
Kim Wimmer	11651 Harvest Ram Ave. SJ
Tom & June Kerby	11372 Pervanche Ln.
Melanie Jones	11023 Ridgeside Dr.
Ashley Williams	11718 S. Lake Run Rd.
Tracy Wilson	4712 Copper Sky
Tracy Wilson	4712 Copper Sky
Landon Florence	4746 Copper Sky
Jen Florence	4746 Copper Sky
Bob Paxton	1073 W. 10250 S.
ZAKIA RICHARDSON	10934 Coralville Way
Becky Petrey	5038 So Topcrest Dr
Ashley Curtis	11779 Sub Tea Way So. Jordan

SOUTH JORDAN CITY
PLANNING COMMISSION MEETING
January 12, 2016
6:30 P.M.

ALL THOSE ATTENDING, PLEASE PRINT NAME & ADDRESS

PRINT NAME	PRINT ADDRESS
Brian Dudley	11569 Oakmond Rd
Darold Olson	10348 S. Venenzia Hill Way
Carolyn Olson	10348 S. Venenzia Hill Way
Carol Brown	10221 S. 1040 W. SJ
Glenn Enke	11778 S. Copper Sky Dr.
Janet Enke	11778 S. Copper Sky Dr
Tony Macalvan	4237 W. 11595 S.
JEFF DAVIS	1426 E TAMERON DR.
Forest Sickles	4564 W. 11800 S.
Steve Oar	11542 S Bluerise Ave.
April Cobb	4346 Silent Rain Dr.
Craig Hall	11607 Roselawn Way
Jeanneruin, John	10362 S. Jordan Gateway
Steve [illegible]	P.O. Box 71405 SLC, UT
GARY LANGSTON	4700 DAYBREAK PKWY SOUTH JORDAN, UT
Doug Schwartz	10612 Scranton
Chuck Newton	3236 Cameron Park Ct SJ
RYAN ISAAC	11718 SUN TEA WAY, 84095
Julie Weiss	11699 Bluerock Ave. 84009
PETER MULLER	10018 MINER DR. 84095
Chad Griffiths	2922 W 11770 S 84095
Michael Christensen	748 W Heritage Park Blvd Layton 84041
RICH SAVAGE	892 W BROOKCREST CIR S. JORDAN
Jessica Savage	892 W. Brookcrest Cir. S. Jordan
David Young	11508 Harvest Rain Ave. S Jordan
Lori James-Young	11508 Harvest Rain Ave. S. Jordan
Ha Vu	11309 Pervenche Ln

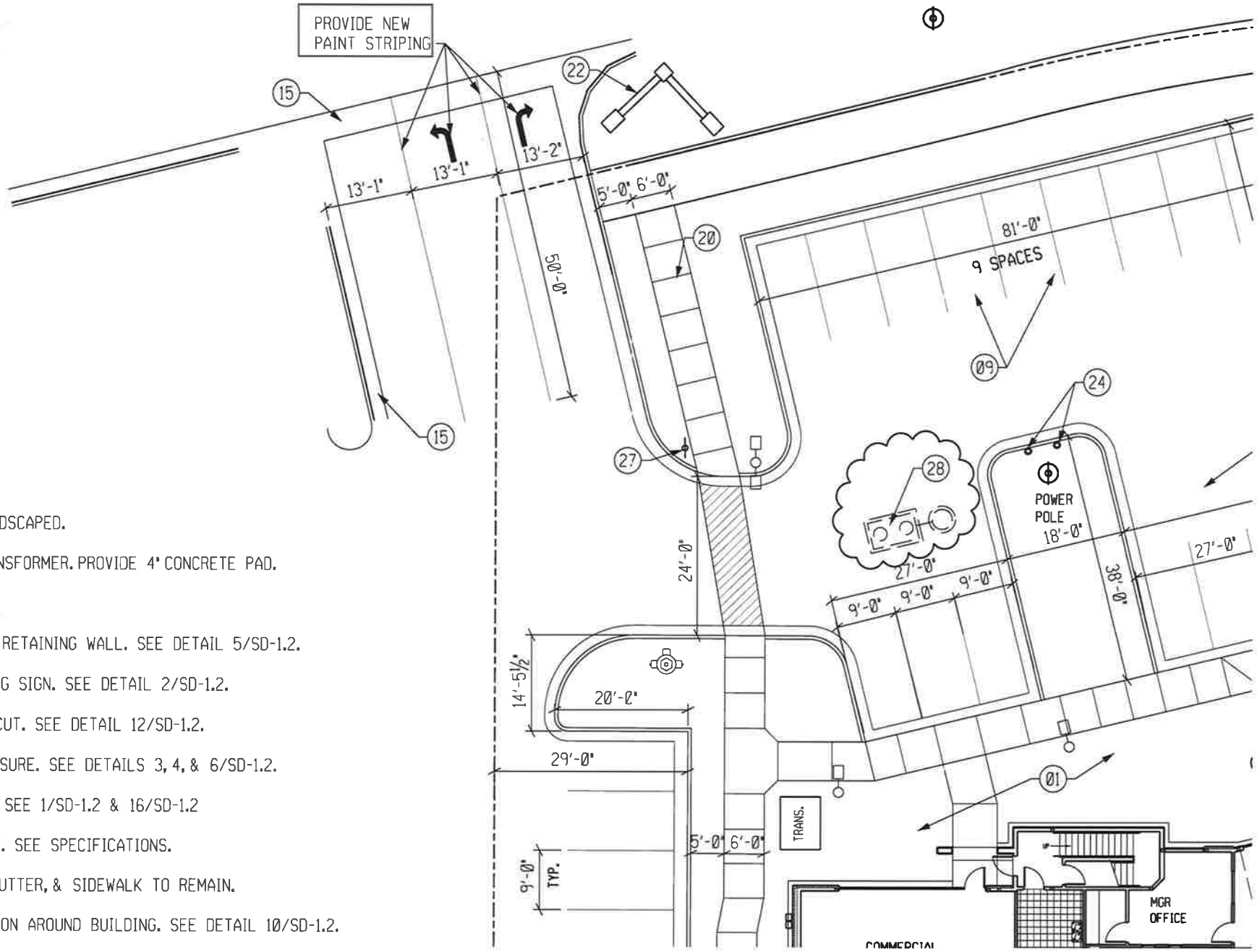
SOUTH JORDAN CITY
PLANNING COMMISSION MEETING
January 12, 2016
6:30 P.M.

ALL THOSE ATTENDING, PLEASE
PRINT NAME & ADDRESS

PRINT NAME	PRINT ADDRESS
VINCE STINSON	11762 SUNTEA WAY / SJ.
JEN STINSON	"
Jeff Olson	11739 Bluerock Ave SJ
Kalisi Ulvave	11757 Bluerock Ave, SJ
Melinda Haynes	11232 Pervenche LN.
Elise Norwood	4656 W. Sun Tea Way
Logan Johnson	Wright Development
Jill Spackman	4833 W. Littlefield Ln.
Cindnee Farmer	4832 W. Littlefield Ln
Blair Williams	11568 Roselawn Way
ADRIAN BROWN	11698 PALE MOON LANE
David Henderson	4773 Pine Canyon Lane
Thomas Henderson	4773 Pine Canyon Lane
Mark Henderson	4773 Pine Canyon Lane
Paul Alder	4556 Pale Moon Ln

Item A

Attachment B



KEYED NOTES:

(01) AREA TO BE LANDSCAPED.

(02) ELECTRICAL TRANSFORMER. PROVIDE 4" CONCRETE PAD.

(03) PROPERTY LINE.

(04) NEW SEGMENTAL RETAINING WALL. SEE DETAIL 5/SD-1.2.

(05) HANDICAP PARKING SIGN. SEE DETAIL 2/SD-1.2.

(06) HANDICAP CURB CUT. SEE DETAIL 12/SD-1.2.

(07) DUMPSTER ENCLOSURE. SEE DETAILS 3, 4, & 6/SD-1.2.

(08) CONCRETE STAIR. SEE 1/SD-1.2 & 16/SD-1.2

(09) 2" PAINTED LINES. SEE SPECIFICATIONS.

(10) EXISTING CURB, GUTTER, & SIDEWALK TO REMAIN.

(11) 10" CONCRETE APRON AROUND BUILDING. SEE DETAIL 10/SD-1.2.

Attachment C Item C

Other Measures

56. Remove/Restrict Parking

On street parking has an important relationship to pedestrian and motorist safety, the capacity and level of congestion on a street, and the economic well-being of adjacent businesses. It can create a buffer, separating pedestrians on the on the sidewalk from motor vehicle traffic on the adjacent roadway. The presence of on-street parking may also reduce motorists' speed, further enhancing pedestrian safety and comfort.

On the other hand, on-street parking typically results in less visibility between motorist and pedestrians, especially for children (*figure 9-1*). The pedestrian dart-out, often involving children, is one of the most common types of midblock pedestrian collisions in residential areas. Therefore, the restriction of on-street parking in areas with pedestrian activity may improve pedestrian activity may improve pedestrian safety.

FIGURE 9-1 On-street parking typically results in less visibility between motorists and pedestrians.

The issue of curb parking restrictions concerning pedestrian safety is related to the level of congestion within an urban area, the type of roadway, and the land use (*figure9-2*). Rural areas are not considered in this chapter due to the low number of parked cars and the low number of pedestrians present in such areas.

FIGURE 9-2 Curb parking is very common, and often essential in central business districts.

The primary documents for determining curb parking restrictions are the Uniform Vehicle Code (UVC) and Model Traffic Ordinance. The standard for most local jurisdictions state the "No person shall:

1. Stop, stand or park a vehicle:
    a. on a sidewalk;
    b. within an intersection:
    c. on a crosswalk
2. Stand or park a vehicle, weather occupied or not, except momentarily to pick up or discharge a passenger or passenger:
    a. within 20 feet of a crosswalk at an intersection;
    b. within 30 feet upon the approach to any flashing signal, Stop sign, Yield sign or traffic-control signal located at the side of a roadway."

Urban Area Characteristics

The urban areas where curb parking is typically present include the central business district (CBD), the central city and the suburbs. Each has unique requirements for parking related to the type of street and the traffic control devices.

Central Business District

From the pedestrian perspective, the CBD normally has slower moving vehicles, typically 25-30 mph, marked crosswalks at most intersections and restrictions on parking. Even where parking is permitted near the intersection, most intersections are controlled by some sort of traffic control device. Parking spaces are often governed by meters and, on occasion, may be marked on the pavement to avoid encroaching intersections and marked crosswalks. As long as the requirements of the UVC are met and enforced, no additional parking restrictions are generally needed.

Central City

The highest density of housing and thus on-street parking occurs in the central city. People some home from work to find parking at a premium, which forces them to park a significant distance from their homes. During the winter, this period may be during darkness with reduced pedestrian visibility. Corner parking

restrictions have to be signed and enforced according to the UVC. Thus, the keys are to have an effective enforcement program and well established and maintained signs. One of the two types of signs that do not have to be reflectorized, according to the MUTCD, are parking signs. This may adversely impact upon their effectiveness.

Suburbs

Two distinct roadway types are present in the suburbs: the higher speed major routes and the lower speed collector and local streets. Because off-street parking is available on local streets in the suburbs, curb parking restrictions are normally not applicable. Housing is typically less dense. so pedestrian volumes are normally lower than in the CBD or central city.

Roadway Type

Not only is the location within the urban area a determining factor in the type of on-street parking restrictions, but the type of roadway (major arterial streets vs. collector streets) must also be considered.

Major Arterial Streets

These streets are wider, have higher speeds and usually have parking restrictions. Pedestrians are normally accommodated at marked crossings controlled by traffic control devices or at unmarked crosswalks. The curb parking restrictions listed previously are applicable to the arterial streets.

Collector Streets

Generally the width and speed of the collector streets are lower than those of arterial streets. Collector streets tend to have more on-street parking and small neighborhood shopping centers. The neighborhood stores located along the block faces of collector streets pose a particular problem due to the high volume of pedestrian traffic and the desire ;of merchants to provide as much on-street parking as possible, More signing is often necessary near these small centers with particular attention given to sight distances for pedestrian crossings.

Special Land Uses

Special areas of land use also need to be addressed. The areas discussed below are not meant to be an all inclusive list of potential cub parking problem areas but are meant to alert the traffic engineer to these and others similar areas.

Loading Zones

The primary vehicle using a loading zone is a truck. Not only are trucks wider than automobiles, but tuck are also taller. Whereas pedestrians can often see over or through an automobile, they cannot observe approaching traffic past trucks and vans. Loading zones should not be located so that such vehicles stand closer than 30 feet from the crosswalk area.

Parks

Although located along or collector roadways, community or regional size parks attract large numbers of parked vehicles during events. Due to the overflow of parked cars onto public streets, parking restrictions on the park curb faces should be considered.. Not only do children run into the road during events but every space between parked cars also constitutes a potential crosswalk. Because parks attract pedestrian trips, particularly for children, the surrounding land use must also be examined. A local park in a single family neighborhood may have ;little if any added on-street parking. However, on-street parking maybe a problem for a local park located within a high density housing area. Parking restrictions can be imposed to limit the continuous parking in front of building entrances. Fencing can be considered to channelize pedestrian flow to crosswalks at specific park entrances.

Schools

School zones represent an area of movement of small children and considerable pick-up and drop-off traffic. Some school block faces may be restricted to use by school buses only. Parking of private cars along school blocks should generally bee avoided. This, however, should be coordinated with the proper school authorities.

Business

Parking has to be viewed in terms of pedestrian paths to and from businesses. Looking at the location of attractors and generators of pedestrian traffic is important. Paths, particularly informal paths that cross streets at midblock

locations, need to be examined for parking restrictions needs. Certain specialty stores, such as ice cream facilities, tend to attract children, ad may require increased parking restrictions or special monitoring. Parking restrictions should be imposed where building entrances access directly to high speed or high density roadways (although some jaywalking is inevitable), or pedestrian barricades should be considered. Curb parking should be reduced in front of other facilities with high pedestrian traffic and direct access o the street system, such as a small shopping center pedestrian entrance or movie theater side door.

Sight Distance and Parking Restrictions

The primary purpose of restriction parking at intersections is to improve sight distance. In the past, this has been done mainly for the motorist and only resulted as a side benefit for the pedestrian. The basic requirement for sight distance applies to the crosswalk area and is the stopping sight distance from the AASHTO manual (*figure 9-3*). Assuming an adult standing on the curb with the basic parking set back of 20 feet, the adult can see 60 feet without looking over or through the vehicle (*figure 9-4*). This is not adequate. If the adult pedestrian step as halfway though the parking lane, 3 feet into the street the visibility increases to 120 feet (*figure 9-5*). If the pedestrian, either adult or youth, stands at the edge of the parking lane, the sight distance is limited only by the individual's visual capability.

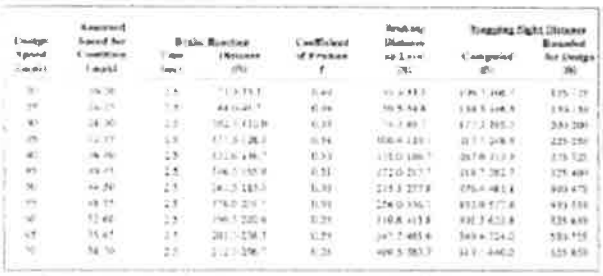


Figure 9-3. Stopping sight distance (not to scale). Reprinted with permission. Source: A Policy on Geometric Design of Highways and Streets. Copyright 1994 by the American Association of State Highway and Transportation Officials, Washington, D.C.

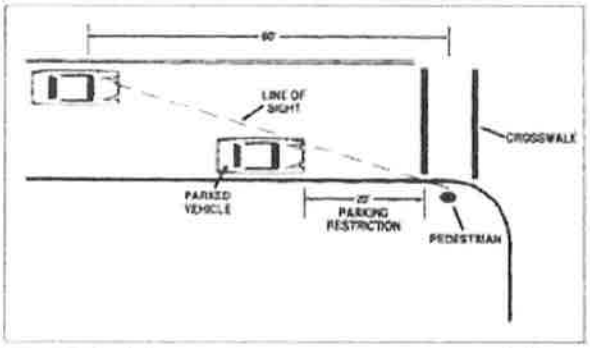


FIGURE 9-4. Pedestrian sight distance and parking restriction needed for parallel parking

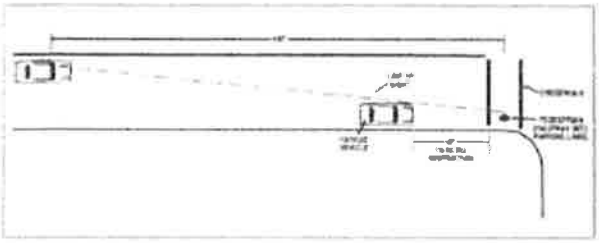


FIGURE 9-5. Pedestrian sight distance and parking restriction

Angle parking at 90 degrees means the adult has to be 13 to 16 feet into the road before adequate sight distance is available. With the same 20 foot distance restriction from the crosswalk, the sight distance reduces to 40 feet (*figure 9-6*). To have the same sight distance with 90 degrees parking as with parallel parking angle parking at 90 degrees should be restricted within 30 feet of the intersection. Angle parking art less than 90 degrees, for example 60 degrees, increases available sight distance for the pedestrian looking to the left but refuses it for the pedestrian looking to the right (*figure 9-7*). Angle parking at 60 degrees also does not quite match the sight distance as with parallel parking (55 feet for angle, and 60 feet with parallel).

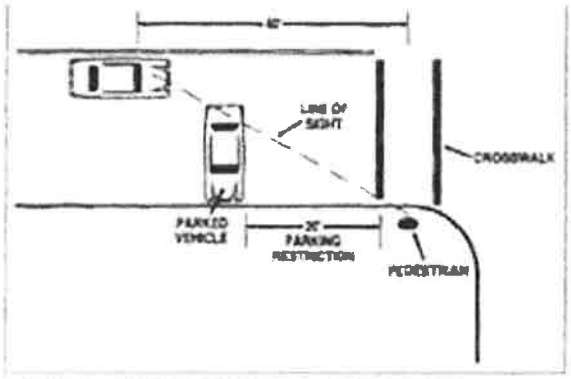


FIGURE 9-6. Pedestrian sight distance and parking restrictions

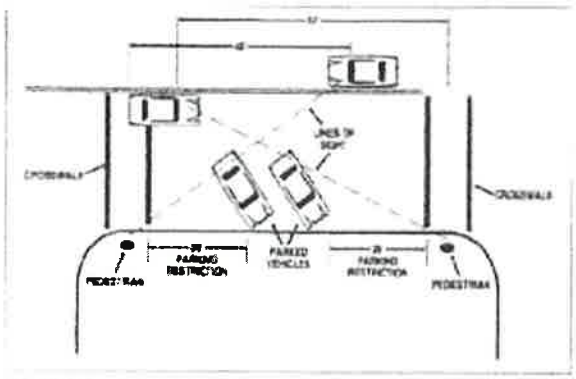


FIGURE 9-7 Pedestrian sight distance and parking restriction needed for 60 degree angle parking

As the speed of travel on the thru street increases, the drivers' stopping sight distance increases. Therefore, the parking restriction area near the intersection has to be increased. For 35 to 45 mph, it is recommended that parking be restricted to 50 feet from the crosswalk. Above 45 mph, parking should be restricted to 100 feet from the crosswalk.

As housing density increases, the demand for parking increases. This often leads to parking on sidewalks, and in turn, the pedestrian is forced onto the street. Parking restrictions must be enforced on sidewalks and on the area between sidewalks and curbs. Midblock pedestrian crossings are usually marked with crosswalks. These crossings require greater advance parking restrictions than crosswalks at intersections, typically 100 feet minimum.

Conditions in which curb parking restrictions are most beneficial are:

- where pedestrian dart-out accidents are common,
- where no sidewalk exists or sight distance at the intersection is poor
- where vehicles park too close to the crosswalk and inhibit the pedestrians sight distances.

Disadvantages to restricting curb parking are that it: eliminates parking space for motorist, is usually opposed by nearby business owners, and could lead to increases in vehicle speeds after on-street parking is removed (which is undesirable for pedestrians).

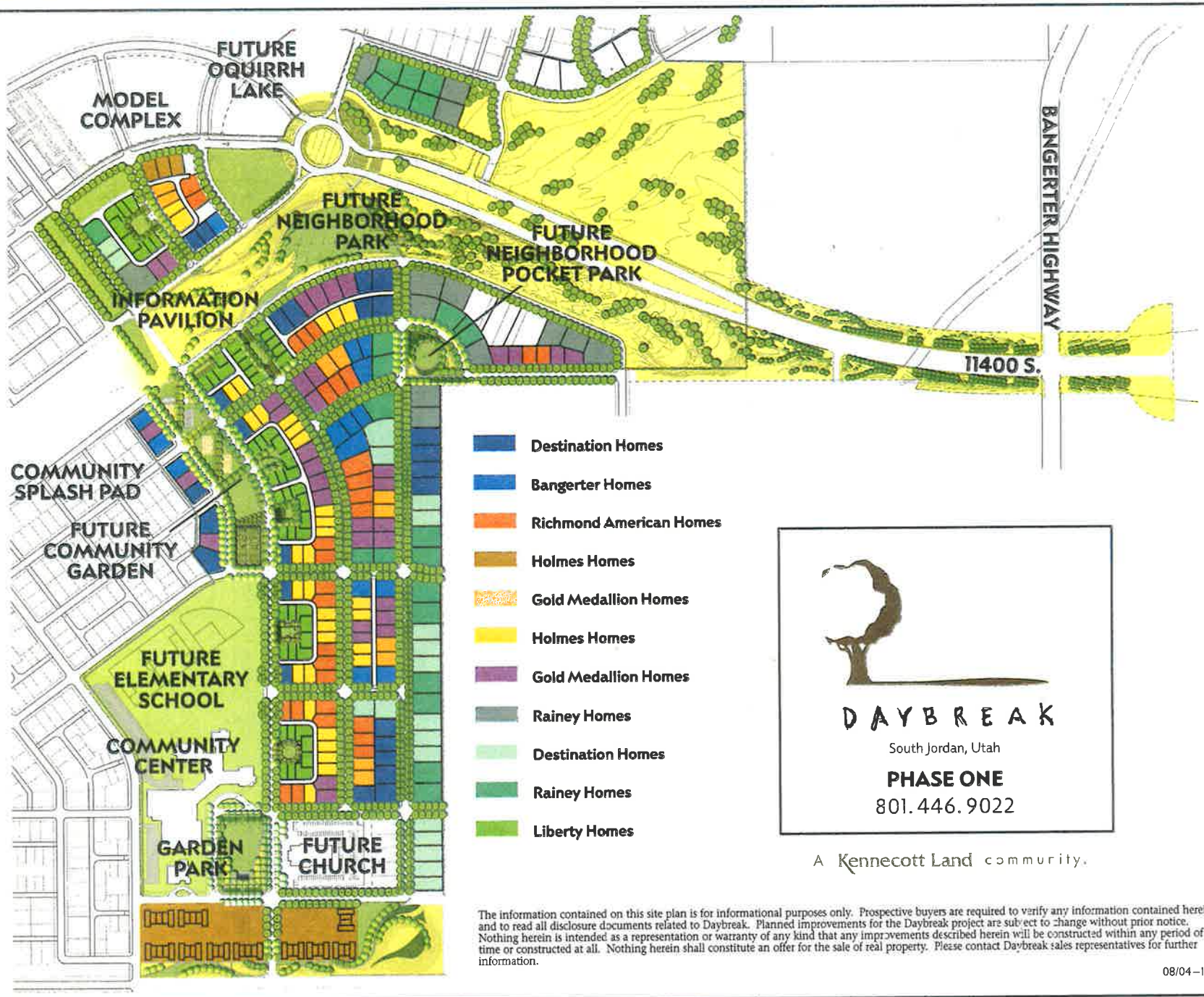
Chokers or "bulb outs" (or curb bulbs) are extensions to the curb line that extend to the edge of the parking lane and eliminate one or more parking spaces on the corner near intersections (or at midblock in some situations). Chokers improve the sight distance between pedestrians and oncoming motorists and shorten the crossing distance for pedestrians (*figure 9-8*). More discussions of chokers is given in Chapter 12.

FIGURE 9-8. Shelters or bulbouts improve sight distance between motorists and pedestrians and shorten the crossing distance for pedestrians

Close Print

Attachment D.

Item C



The information contained on this site plan is for informational purposes only. Prospective buyers are required to verify any information contained herein, and to read all disclosure documents related to Daybreak. Planned improvements for the Daybreak project are subject to change without prior notice. Nothing herein is intended as a representation or warranty of any kind that any improvements described herein will be constructed within any period of time or constructed at all. Nothing herein shall constitute an offer for the sale of real property. Please contact Daybreak sales representatives for further information.

08/04–10K

C.1

Item C

Attachment E

http://pediatrics.aappublications.org/content/124/2/802

Young children have the motor skills to access roadways, yet they do not have the cognitive, perceptual, and behavioral abilities to negotiate traffic. Children move quickly and impulsively, which places them at high risk of pedestrian injury.[7,21,22] Furthermore, children have been shown to have difficulty seeing cars in their peripheral vision, localizing sounds, comprehending traffic, and understanding the meaning of road signs.[23] Children have difficulty scanning for traffic, judging vehicle distance and speed, anticipating driver behavior, and determining whether there is adequate time to cross the street safely.[21] Observations of children walking to school showed that they often neglect to look for traffic or stop at the curb before entering the street.[24] Normal developmental characteristics, such as magical thinking, egocentricity, distractibility, and impulsivity, increase pedestrian risk for children.[21,25] A high percentage of pediatric pedestrian crashes result from the child not paying attention to the traffic and road environment.[26]

Unfortunately, many parents are not aware of these developmental limitations and overestimate their child's abilities to handle the traffic environment as a pedestrian.[29,30] In 1 study, one third of parents allowed kindergarten-aged children to cross residential streets alone and first-grade children to walk to school unsupervised.[31]

"Parked cars along a residential street obscure visibility for both drivers and pedestrians, especially children."

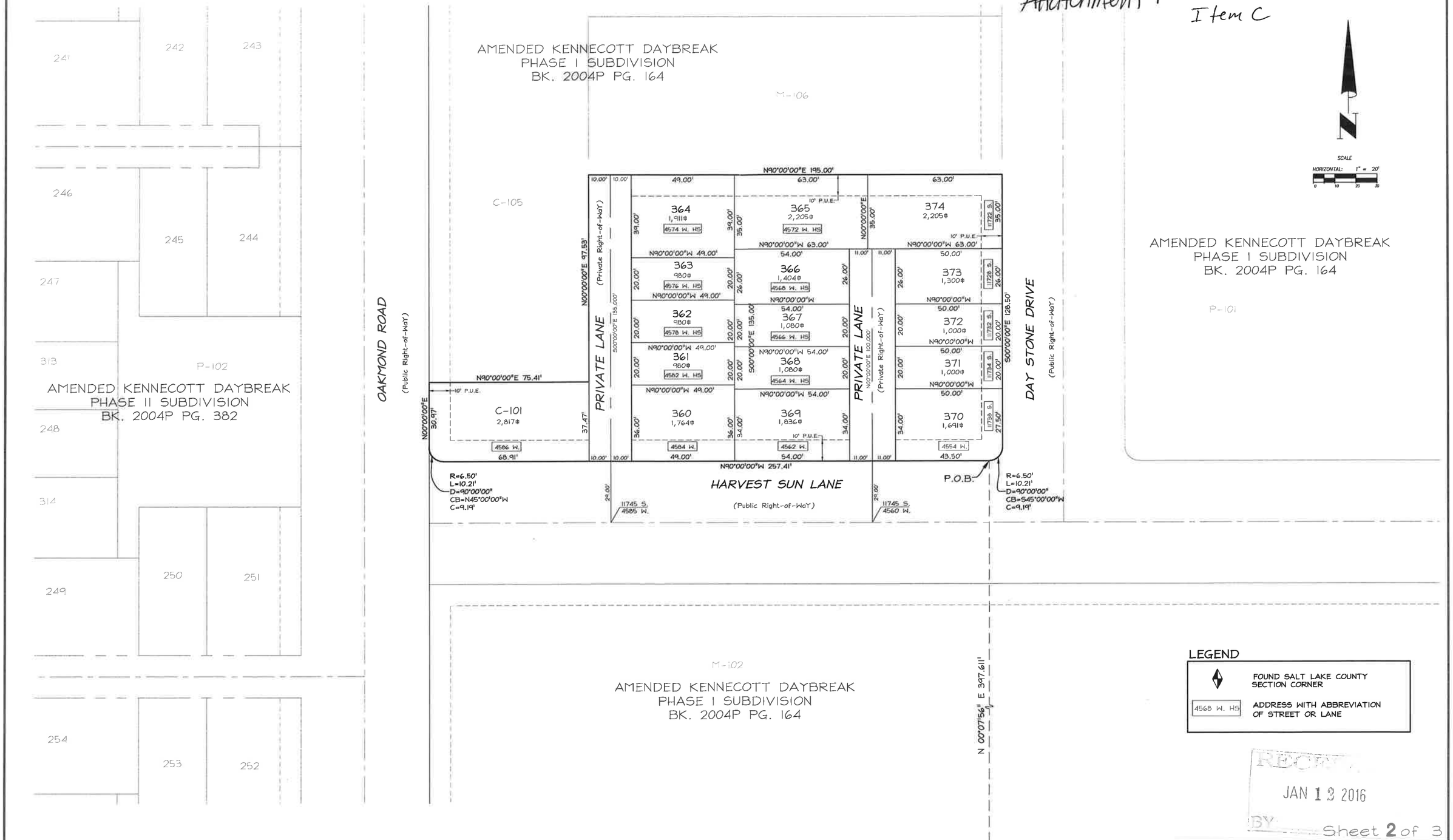
Location of Event: Street Traffic

Children are most likely to be struck by a motor vehicle in an urban area on a residential street close to their home.[68] The most common type of pediatric crash is the pedestrian "dart-out" or "dash" in which a child walks or runs into the road, either at midblock or at an intersection, often from a position out of view of the motorist. This type of crash accounts for 43% of crashes that involve 5- to 9-year-olds, 30% of crashes that involve 10- to 15-year-olds, and 26% of crashes that involve children younger than 5 years.[69] In 2005, 82% of the pediatric pedestrian deaths occurred at nonintersection locations.[2]

"Community groups, municipal governments, and school systems should collaborate to design safe routes for children to use to walk to school. Methods to meet this goal could include sidewalks, traffic calming, on-street parking limits, hiring adequate numbers of well-trained adult crossing guards, locating schools close to residential areas, and helping parents develop special escort programs for young children. Highly visible, strict police enforcement of traffic regulations in school zones is extremely important."

Attachment F

Item C



RECEIVED
JAN 13 2016
BY

Sheet 2 of 3

KENNECOTT DAYBREAK VCI MULTI FAMILY #8
AMENDING LOT M-106 AND LOT C-105 OF
AMENDED KENNECOTT DAYBREAK PHASE I SUBDIVISION

Located in the Southwest Quarter of Section 19, T.3S, R.1W, S.L.B.&M.

RECORDED #

STATE OF UTAH, COUNTY OF SALT LAKE, RECORDED AND FILED AT THE REQUEST OF: _____

DATE: _____ TIME: _____ BOOK: _____ PAGE: _____

FEE $ _____ SALT LAKE COUNTY RECORDER

SURVEY SERVICES
328 SOUTH 200 EAST
AMERICAN FORK, UT 84003
PH. 801-400-4977

Attachment G

Cindy Valdez

From: Anna West
Sent: Monday, January 11, 2016 10:39 AM
To: Greg Schindler; Cindy Valdez
Subject: FW: Proposed Daybreak Town Houses

Here is another email with comments for the PC meeting tomorrow night.

From: Gary Whatcott
Sent: Monday, January 11, 2016 10:28 AM
To: Anna West
Subject: FW: Proposed Daybreak Town Houses

Again here is another concern.

Gary Whatcott | City Manager | City of South Jordan
1600 W. Towne Center Drive | South Jordan, UT 84095
Office: 801.254.3742 | Fax: 801.253.5235

From: Tracy Wilson [mailto:tracy.wilson@gmail.com]
Sent: Monday, January 11, 2016 10:24
To: Gary Whatcott
Subject: Proposed Daybreak Town Houses

I would like to add my objection to the proposed project in the Founder's Park area of Daybreak.

This is already a very congested area and the building of these monstrosities will only add parking, traffic and safety concerns for our neighborhood.

These buildings would turn our beautiful neighborhood into a high density city. Our property values would decrease.

This was not what we were told would happen when we bought our home and feel it unfair and unethical.

Thank you,

--

Tracy Wilson

801-949-8550

Cindy Valdez

From: Anna West
Sent: Monday, January 11, 2016 4:31 PM
To: Cindy Valdez; Greg Schindler
Subject: FW: Daybreak Community Center Project

From: Gary Whatcott
Sent: Monday, January 11, 2016 4:23 PM
To: Anna West
Subject: FW: Daybreak Community Center Project

Here is another comment on the project being heard tomorrow.

Gary Whatcott | City Manager | City of South Jordan
1600 W. Towne Center Drive | South Jordan, UT 84095
Office: 801.254.3742 | Fax: 801.253.5235

From: Stacey Anderson [mailto:sanderson@ahsjschool.org]
Sent: Monday, January 11, 2016 13:37
To: gary.langston@riotinto.com
Subject: Daybreak Community Center Project

Hello,

I do not agree with the proposed plan for town homes next to the DCC. We were told when we purchased in Daybreak that a large pool would go in next to the DCC. I am very disappointed in the unorganized planning of founders park.

Stacey Anderson
Daybreak Resident

Cindy Valdez

From: Anna West
Sent: Monday, January 11, 2016 4:31 PM
To: Greg Schindler; Cindy Valdez
Subject: FW: Concern over Kennecott Land's plan to build more high density housing in Founders Park

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From: Gary Whatcott
Sent: Monday, January 11, 2016 4:23 PM
To: Anna West
Subject: FW: Concern over Kennecott Land's plan to build more high density housing in Founders Park

FYI

Gary Whatcott | City Manager | City of South Jordan
1600 W. Towne Center Drive | South Jordan, UT 84095
Office: 801.254.3742 | Fax: 801.253.5235

From: Janet Enke [mailto:janenke@prodigy.net]
Sent: Monday, January 11, 2016 12:53
To: gary.langston@riotinto.com; gshindler@sjc.utah.gov; Dave Alvord; Gary Whatcott
Subject: Concern over Kennecott Land's plan to build more high density housing in Founders Park

To: Gary Langston - Kennecott Land
Greg Shindler - South Jordan City Planning Comission
Dave Alvord - South Jordan City Mayor
Gary Whatcott - South Jordan City Manager

Gentlemen

My husband, Glenn and I own 2 homes in Daybreak Community - Founders Park area. We have lived here almost 10 years and had watched the growth of the Daybreak Project from the beginning. We are very concerned that what we were told would be the way the area would grow has been changed again and again over time.

We have seen the densely packed three story condos go in just east of the Mountain View Corridor, where we had been told only single family homes and 2 story condos would be built. Also, those ghastly, instant slum looking condos built close to the charter school totally clash with all the rest of Founders Park area.

We have seen traffic increase dramatically and cars have to be parked on the roads instead of in garages. Garages were made far to tiny to accomodate modern automobiles. That was done in order to squeeze in more units on each street. The streets themselves were made so narrow, that only single cars can pass through because of cars now have to be parked on both sides of the street. The narrow streets and tiny garages were designed to increase the density of houses to put more money into Kennecott's pocket.

We have lived with the fussy rules that Kennecott continually imposes on the residents, while they ignore the rules they had set out for themselves at the beginning. All of us were told in minute detail what our houses could look like, so as not to spoil the look of the neighborhood, what trees we could plant, what was or was not considered a weed, etc etc etc. Our grandchildren have learned to call them the Tree Police! We have received letters demanding that we weed our yard, when we had no weeds in it at all until the flood waters came through carrying zillions of weed seeds from the undeveloped Kennecott Land because of their poor planning. We had flooding all down 118th South and in Firmont Park twice in a week's time because of this failure on their part. The weed complaint letter had been sent to the wrong address. I had someone come out and show me where my weeds were! There were none before or after the letter! A pretty stupid mistake, but it revealed to us just how they deal with other residents. We would have been fined if we had been the guilty party. I surely wish we could fine Kennecott for the flooding and weeds that they caused. We deal with weed seed blown in from the green space just south of us all the time now. Do any of you remember the fuss over sunflowers? Wild sunflowers were considered a WEED by Kennecott and could not be allowed in our yards. And yet very soon after that an advertisement for Daybreak featured a field with wild sunflowers blooming in it as being typical of our lovely community. Well, it was typical of Kennecott. They make the rules, so they can break the rules.

We have always tried to comply with all these rules and regulations. But when many, many homes have had terrible issues with water drainage due to lack of oversight of how the individual builders graded their lots with disreguard to the plat specs or the grading of other builders with homes directly next to theirs, Kennecott has done nothing to either correct the problem or require builders to cooperate with each other to correct these issues.

There is also a very serious underground water problem that should have been discovered and solved before building was even started in this area. We suspect, actually, that these underground water issues originated with the filling of the Lake. Perk tests and ground water tests should have revealed this problem before building permits were issued, and so it really makes us think that leakage from the lake is responsible for the problems that arose after it was filled, after perk tests and ground water tests were make and permits issued. What has South Jordan City done about these issues? Nothing. Kennecott Land? Nothing. The problem still plagues one of the homes we own. We have sump pumps in all the window wells because of it, and really can't finish the basement for fear of further problems.

Another feature that Kennecott has imposed on us is the use of the tiny round-abouts instead of intersectons. Or perhaps this is the faulty thinking of South Jordan City, since they used the oblong round-about design instead of an intersection at The District. All of these designs make traffic much more difficult in these areas. The tiny size of the round-abouts along 114th South make it impossible for trucks to go through the "town center" of Daybreak. I suspect this was what was intended in the first place, even though 114th south supposed to be the access to Mountain View Corridor and the future freeway. How can that be workable? What it does, is force trucks and double bottom carriers to use 118th South - which is zoned as "no trucks allowed" street. We live right on 118th South. This was never supposed to be a through street, but now we have truck traffic on an entirely residential street, because of the planning errors of both Kennecott Land and South Jordan City. And, since 1i8th South is the border between South Jordan and Herriman, we are just orphan children. Nobody will take responsibility for that road. When we built our home, 118th south was a lovely, newly widened and paved road. Within weeks it began to be torn up by one builder after another and one city after another. None of them has done anything but a poor patching job on the street. I can tell, blindfolded, when we get near our home, because this part of 118th south is the roughest, bumpiest road in all of Salt Lake Valley!

I mention these issues to point out that, while we have tried to keep faith with Kennecott Land and all their demands, we do not see that they have kept faith with us. These new proposed 4 story, high density apartments that they are trying to push through right next to the elementary school and community center are a huge surprise and a huge concern to all the residents of this area. The traffic

around the school, community center, LDS Stake Center, and densely packed condos that already exist, and are right next to this planned development already is extreme. The safety of school children who have to walk through this congested area every day is a great concern.

We would not be surprised to see that the design for these high rise buildings is the ultra modern design that they are sticking in all around Daybreak that clash so hideously with all the rest of the buildings around them! Kennecott dictates the design of all the porch posts on our homes exactly in the fashion that Kennecott Land likes, so that they complement the whole neighborhood, but then they impose shocking eyesores on us without regard to previous design plans.

This is just too much! Does our city government do nothing to protect us from the Giant Kennecott Land Corp? Are you all too chicken to stand up for all our best good? These plans seem to us to insure that this area will become a slum in the near future. Does South Jordan want to have to deal with the issues that will grow from the kind of high handed moves that Kennecott is famous for?

I write this letter to all of you, so that none of you can now say that you are unaware of the problem we all have as homeowners in the Daybreak development. You would think by now that the homeowners would have a greater share of the say in what happens in our community. But Kennecott Land claims to speak for all the undeveloped land that they own, which, of course, will always trump even the expanded area of privately owned homes. I am a frustrated home owner who loves living in this area because of all the wonderful young families who live here with us, and NOT because of what Kennecott has created for us. We are senior citizens ourselves, and these issues will not long be our problems, but we are very, very concerned for the young families who will continue to live here. We want them to have secure value in their homes, safe streets and fair treatment by the city and Kennecott Land. Please! Open your eyes and ears and protect the values that make this community so wonderful. Do not destroy the greatest value you have in Daybreak Community because of the greed and power that Kennecott Land has shown motivates their decisions.

In the hope that you will have the courage to protect us,
Janet and Glenn Enke
11778 Copper Sky Drive
South Jordan, Utah, 84009

Cindy Valdez

From: Anna West
Sent: Tuesday, January 12, 2016 12:38 PM
To: Greg Schindler; Cindy Valdez
Subject: FW: Kennecott projected town homes

Here is another one.

Gary Whatcott | City Manager | City of South Jordan
1600 W. Towne Center Drive | South Jordan, UT 84095
Office: 801.254.3742 | Fax: 801.253.5235

-----Original Message-----
From: Eliza Hamilton [mailto:elizahamilton@gmail.com]
Sent: Tuesday, January 12, 2016 12:13
To: gshindler@sjc.utah.gov
Cc: Gary Whatcott
Subject: Kennecott projected town homes

Hello Mr. Shindler and Mr. Whatcott,
>
> I am writing in relation to the four story town homes proposed to be built in Daybreak near the Daybreak community center.
>
> I am a local resident and oppose the proposed condo sites. I was an original home buyer ten years ago when we were told the vacant spot would be a pool at a future date. Also, I have two children who attend Daybreak Elementary. Dropping off and picking up is a nightmare, especially in the winter months. It is Frequent that as a parent, I receive an email from the school outlining special transportation instructions and/or pleas for increasing safety awareness for our kids. I am deeply concerned that the building and habitation of said condos will further complicate matters hear the school and potentially increase risk to my children.
>
> I am well familiar with said condos and traffic and I have them directly behind my home (we share an alley way). It has caused increased headache and congestion related to parking and vandalism.

> I hope that you will listen to your constituents and my vote at this time to not move forward with the building of yet more condominiums.
>
> Unfortunately, I will be running kids around to different activities tonight and will be unable to attend the meeting in person. Please consider this email as my physical presence.
>
> Much thanks,
>
> Eliza Hamilton
>

Greg Schindler

Subject: FW: Concern about new development by DCC

From: Liana [mailto:lianakinikini@gmail.com]
Sent: Tuesday, January 12, 2016 16:44
To: gary.langston@riotinto.com; gshindler@sjc.utah.cov; Dave Alvord; Gary Whatcott
Subject: Concern about new development by DCC

I'm joining my voice with several others to voice my disdain and concern for the proposed town homes (which I have been informed are a sure deal). When we bought our home we were told there would be an outdoor pool on that area. Then recently we were told that there would be town homes build on that area--like the big UGLY ones around the circle.

While I have some concerns with the Kenacott not keeping their promises about the pool (full pool, like at East Lake), I was even more concerned about the traffic problems and congestion in that area! Have you ever been down the street that they are planning to build the town homes? They are already congested without anything even being there. Also, where do you think the visitors of the town homes are going to park? At the DCC parking that is already ALWAYS congested! Snow days will make this much worse.

Additionally--have you been to Founder's park? There are NO buildings taller than 2 stories. Why would we want a 4 (or even three--I was told recently that this was modified) story building towering over all of the other homes and buildings in our area? It would definitely block any sunlight over at the proposed pool area, and not bring a cohesive feeling to our neighborhood. My fear is that it would look totally out of place given the current construction in our neighborhood and bring down the values of all of our homes. If there has to be town homes on that plot of land, why not just 2 story town homes like the ones across the street?

I think that further consideration should be made and more concessions for parking and making the town homes fit in with the surrounding homes (2 stories or less).

Sincerely,

Liana Kinikini
Daybreak Homeowner
Founder's Park

Cindy Valdez

From: Anna West
Sent: Tuesday, January 12, 2016 2:26 PM
To: Greg Schindler; Cindy Valdez
Subject: FW: STOP THIS PROJECT

From: Gary Whatcott
Sent: Tuesday, January 12, 2016 1:59 PM
To: Anna West
Subject: Fwd: STOP THIS PROJECT

FYI

Gary Whatcott
South Jordan City Utah

Begin forwarded message:

> **From:** John Whitehead <drwhitehead@hotmail.com>
> **Date:** January 12, 2016 at 13:35:30 MST
> **To:** Undisclosed recipients:;
> **Subject: STOP THIS PROJECT**

To whom it may concern,

It is unfortunate that we the residents of Daybreak were flat out deceived 10 plus years ago and it continues to be the norm for the management of Kennecott Land year after year, project after project. There is not one person in this community that I have asked who says they were not lied to about the amenities promised, or coming retail (that is now all condos), or apartments built where large single family homes were to be built.

This is a chance to start on a new path with resident input and do what is right. Please stop the lying and this condo project near the DCC. Build the pool.

Thank You,

John Whitehead
Board Certified Chiropractic Physician
Fellow International Academy of Medical Acupuncture
Fellow American Board of Integrative Health Sciences
Certified Chiropractic IV and Nutrititional Injections

Cindy Valdez

From: Anna West
Sent: Tuesday, January 12, 2016 12:38 PM
To: Greg Schindler; Cindy Valdez
Subject: FW: sTOP this project!!

From: Gary Whatcott
Sent: Tuesday, January 12, 2016 12:33 PM
To: Anna West
Subject: FW: sTOP this project!!

Please place in the record.

Gary Whatcott | City Manager | City of South Jordan
1600 W. Towne Center Drive | South Jordan, UT 84095
Office: 801.254.3742 | Fax: 801.253.5235

From: Moises E Docen [mailto:evadocen@icloud.com]
Sent: Tuesday, January 12, 2016 11:31
To: Gary Whatcott
Subject: sTOP this project!!

On Jan 12, 2016, at 11:29 AM, Moises E Docen <evadocen@icloud.com> wrote:

This is what I have to put up with after 10 years of living in Topcrest Drive, this new 4 story twonhome will be a nightmare. See for yourself how this workers block the whole Alley. I was promised when I bought my home 2005 that I will have a green space that area has never been green and now you sold it to build 4 story homes, there is not enough space for more cars and townhouses.

I am against it !!!! Stop being so greedy trying to sell land to make more money and make DAYBREAK the worst place to live.

Eva Docen
5004 Topcrest Drive,
South Jordan, UT <IMG_4143.jpeg><IMG_4144.jpeg>

Anna West

From: Gary Whatcott
Sent: Tuesday, January 12, 2016 5:20 PM
To: Anna West
Subject: Fwd: Daybreak Town homes

FYI

Gary Whatcott
South Jordan City Utah

Begin forwarded message:

> **From:** Shayna <shaynaswiss@yahoo.com>
> **Date:** January 12, 2016 at 16:15:10 MST
> **To:** <gary.langston@riotinto.com>, <gshindler@sjc.utah.gov>, <dalvord@sjc.utah.gov>, <gwhatcott@sjc.utah.gov>
> **Subject: Daybreak Town homes**
>
> I am concerned about the 4 story town homes proposed to be built south of the Daybreak Community Center. 16 added units would make the already high-traffic area far too congested, and I fear it would be a safety hazard. We as Daybreak residents were told the community center would eventually have a pool. More town homes and apartments are going up all over Daybreak. No more! Please!
>
> Shayna Swiss
>
> Sent from my iPhone

Greg Schindler

Subject: FW: Proposed town homes

-----Original Message-----
From: Liz Hansen [mailto:liz.hansen@me.com]
Sent: Sunday, January 10, 2016 13:15
To: Gary Whatcott
Subject: Proposed town homes

Mr. Watcott,
I am writing as a 10+ year resident of Founders Park in Daybreak. My home is located one block west of the DCC and in one of the first homes built in that area. When I began building my home the school and the DCC were also beginning construction, there was no lake- indeed there really were no amenities. But I bought the Vision of Daybreak. Yes, I was told of the pool to be built south of the DCC- but I now understand that is not going to happen but this is not about a pool! The proposal to build 16 units on that lot is of great concern to me, for most importantly safety concerns with the already insane traffic in that area. Believe me, I have observed the growth for over 10 years on a daily basis. I have said over the past few years there is a tragedy brewing there- it is not a matter of IF one will occur it is a matter of WHEN it will happen. The proposed units, neither enhance or add to what we currently have in FP, but will severely detract from the look and feel but even more add to the unsafe conditions already present that I feel exist due to bad planning from the beginning.
I urge you to at least consider alternative option for that space.
Liz Hansen
11679 Bluerock Ave.

Sent from my iPhone/Liz Hansen

Sent from my iPhone/Liz Hansen