SANDY CITY COUNCIL MEETING MINUTES
Sandy City Hall - Council Chambers #211
10000 Centennial Parkway
Sandy, Utah 84070

April 8, 2014

Meeting was commenced at 7:02 p.m.

PRESENT:
Council Members: Chairwoman Linda Martinez Saville, Kris Coleman Nicholl, Steve Fairbanks, Chris McCandless, Stephen P. Smith, and Dennis Tenney.
Mayor: Tom Dolan
Others in Attendance: Assistant CAO Scott Bond; City Attorney Walter Miller; Community Development Director Mike Coulam; Zoning Administrator Brian McCuistion; Public Utilities Director Shane Pace, Public Works Director Rick Smith, Police Chief Stephen Chapman; Interim Police Chief Kevin Thacker; Fire Chief Bruce Cline, Robert DeKorver; Parks & Recreation Director Scott Earl; Deputy City Recorder Evonne Roseman; Council Office Director Phil Glenn; Council Office Manager Pam Lehman.

ABSENT/EXCUSED:
Scott Cowdell (Family)
Tom Dolan (Conference)
Byron Jorgenson (Conference)

1. **OPENING REMARKS/PRAYER/PLEDGE:**
The Sandy City Fire Department Honor Color Guard presented the flag ceremony. Deputy Fire Chief Maxfield offered the prayer.

2. **SPECIAL PRESENTATION(S):**
a. **Officers, Fire Department, Badge Ceremony – Honor Color Guard**
Fire Chief Bruce Kline welcomed family and fire department members to the badge ceremony. Firefighters, Engineers, Captains, Battalion and Deputy Chiefs were sworn in.
Deputy City Recorder Evonne Roseman swore the following individuals into office:
Promotions: Fire Chief Bruce Cline; Deputy Chief Derek Maxfield; Battalion Chief Matthew Stuebner; Captain/Paramedic Alan Bartlome; Engineer/Paramedic Samuel Hale
Engineer Gerald Strebel. *New Hires:* Firefighter/EMT Mark Arnold; Firefighter/EMT Sarah Domyan; Firefighter/EMT Bradley Wahlin.

Chairwoman Linda Martinez Saville congratulated all of the participants and expressed appreciation to them for their service.

3. **CITIZEN(S) COMMENTS:**
a. **Suzanne Mitchell,** Children's Justice Center, 8282 South 2200 West, invited the Council to the "Cops for Kids" evening scheduled for April 23rd, 4:00 p.m. to 8:30 p.m. at Sizzler restaurants in Sandy, West Jordan, and West Valley. Officers will serve customers meals and bus their tables. All tips generated by the patrons will be donated to the Children's Justice Center. The Children's Justice Center serves child victims of crime ages 17 and under.

b. **Steve VanMaren**, 11039 Lexington Circle, Sandy, suggested that the Council consider starting their budget discussions earlier in the day. This would prevent them from going into the late evening hours. He asked that the following changes be made to the March 4, 2014 Council Meeting Minutes: 1). that language of the motion he made during the Redevelopment Agency meeting of March 4, 2014 be included in the vote on the Ascot Subdivision discussion; 2.) and to further clarify that Mr. Fairbanks left the room for the entire discussion. The minutes stated that he left the room for the vote.

c. **Joel Frost**, 9028 South Quarry Stone Way, Sandy, shared his feelings on the proposed no kill policy for the Sandy animal shelter. Many communities have implemented "no kill" programs and services which

have reduced birth rates, and increased pet placements. Communities who have implemented the program save money and have seen a decrease in the feral pet population. He strongly supports the move towards a no kill animal policy for Sandy.

Chairwoman Saville closed Citizen Comments.

PUBLIC HEARING(S):

4. **Continued Public Hearing of Code Amendment: Parking, Access & Circulation [from 3/25/14 City Council meeting]**
Public Hearing to consider the following: Amend Title 15A, Chapter 24, Parking, Access & Circulations Requirement, Land Development Code, Revised Ordinances of Sandy City, 2008. The purpose of the Code Amendment is to consider changing the size of parking spaces within the parking structures.

Discussion: Zoning Administrator Brian McCuistion reviewed the following Staff report.

Previously Tabled by the Planning Commission on March 6th
This Code Amendment was first heard by the Planning Commission on March 6, 2014. After discussion and some concern expressed by members of the Planning Commission, this item was tabled until the April 3, 2014 Planning Commission meeting. The concerns raised by the Planning Commission members were:

1. Limit the reduced parking stall dimensions for parking structures that are associated with a Transit Oriented Development and high density projects.

2. Take a broad look at other cities across Utah to see what their parking stall dimensions are.

3. Review vehicle sizes.

4. Review the economic impact of a 19' stall versus an 18' stall.

SUPPORT INFORMATION
1. **New Text for TOD Projects.** Planning Staff has added language that stipulates parking stalls may be reduced to 9' x 18' (with a 24' aisle width) if the parking structure is associated with a Transit Oriented Development or within a 5,000 foot (approximately 15 minute walk) of a TRAX or FrontRunner station. Staff is recommending this distance after reviewing the Sandy City Civic Center 30 Year Development Master Plan. It is our desire to have mixed use and moderate to high density development within the area that has been referred to as "STEPS". The 5,000 feet distance should cover this entire area as depicted in the attached map showing the 5,000 foot buffer from the TRAX stations at 11400 South, 10000 South, 9400 South, and 9000 South, and the FrontRunner Station in South Jordan. (See attached Parking Structure Buffer Map).

2. **Other Cities in Utah.** Planning Staff reviewed the top 20 populated cities in Utah. Attached is a spreadsheet identifying the top 20 cities in Utah and what their width, length, and aisle dimensions are. The total dimension from wall to wall is called a parking module. It is noted that 13 out of these 20 cities allow for a module less then 64 feet. Ten allow a module of 60 feet or less.

West Jordan refers to the current Urban Land Institute (ULI) parking standards for structured parking. After talking with ULI, staff did receive an excerpt from the book "Dimensions of Parking, 5th Edition, 2010". The Dimensions of Parking book is currently one of the most authoritative sources on parking dimensions, and is the result of a 30 year collaboration between the ULI, the National Parking Association, and leading practitioners.

On page 62 of the excerpt, Figure 7-3 is a set of recommended minimum dimensions for modules that provide an acceptable level of comfort for the turning movement. The recommended length of a parking space is 18 feet. This is based on the length of the design vehicle 17'3" plus 9" to account for

the typical distance from the bumper of a parked vehicle to the end of the stall. At the last meeting, staff said that the design vehicle was 19'. That was incorrect. The 19 foot design vehicle comes from the AASHTO (American Association of State Highway and Transportation Officials) manual which is concerned about turning movements. Here we have a case of two design vehicles from two different agencies.

There is another excerpt from a report titled "How to Design Parking Lots that Work". This report was written by an individual working for an international engineering firm. Within this excerpt is a guideline layout for large size parking dimensions. The source of the layout comes from the Institute of Transportation Engineers. The guideline is to use a stall depth of 17.5 feet with a 26 foot aisle for a wall to wall module of 61 feet.

3. **Vehicle Sizes.** Planning Staff reviewed vehicle sizes from the website .edmunds.com. Edmunds.com is an American online resource for automotive information. Edmunds was founded in 1966 as a publisher of printed booklets consolidating automotive specifications to help car shoppers make buying decisions. The sizes are all based on the top four vehicles per class. Staff added the Toyota Tundra, F-1-50 Super Cab, Ram 1500 Quad Cab, and the Chevy 1500 Crew Cab to see the results of larger vehicles. These larger vehicles are longer than 19 feet, but all others are under the 18 foot recommended length. (See attached spreadsheet).

As stated in the before mentioned Dimensions of Parking, "To help determine the design vehicle, the Parking Consultant Council (PCC) uses data on annual sales of cars and light trucks that are collected by the weekly *Automotive News*, as well as the publication's specification for model sizes. Since 1999, the 85th percentile vehicle in the United States has varied slightly, but has remained within an inch or two of 6 feet, 7 inches (wide) by 17 feet, 3 inches (long). Thus the PCC has adopted these dimensions for its design vehicle".

4. **Economics of 19' versus 18' stall.** Using the original example in the staff report, consider the following example for the cost of a stall in a parking structure (using $12,000 as the dollar amount example):

19' stall
9' x 19' = 171 square feet :171 sq. ft. = $12,000 : 12,000/171 = $70/ square feet
1' x 9' = 9 square feet x $74/square feet = $630 per stall savings.

18' stall
9' x 18' = 162 square feet :162 sq. ft. = $12,000 : 12,000/162 = $74/ square feet
2' x 9' = 18 square feet x $74/square feet = $1,332 per stall savings.

5. **Existing Structures in Sandy City.** Staff also prepared a spreadsheet identifying the parking structures in Sandy City that utilize a 90 degree parking layout. (Attached spreadsheet)

BACKGROUND
Mr. Bruce Bingham, representing Hamilton Partners, has filed a request to amend Title 15A, Chapter 24, Parking, Access & Circulation Requirement, Land Development Code, Revised Ordinances of Sandy City, 2008. The purpose of the Code Amendment is to consider changing the size of parking spaces within parking structures.

PROPOSAL
The applicant is requesting that the City consider amending the length of a parking stall with regards to residential and mixed-use parking requirements. The request is to amend the stall dimension to 9' x 18'. Our current requirement for a 90 degree parking stall is 9' x 20'. There are four exceptions to this requirement. They are:

1. Where cars overhang landscape areas that are at least 15 feet wide along street frontages;
2. Where cars overhang landscape areas that are at least 5 feet wide along a side or rear property line or adjacent to an interior parking lot landscape area that is at least 10 feet wide (for double loaded parking);
3. Where cars overhang a sidewalk on private property where the sidewalk is at least 6 feet in width;
4. Where parking within a parking structure is used for general office use only.

The allowable dimensions for the before mentioned exceptions are 9' x 18'.
Mr. Bingham indicates in the attached letter that there are other cities that do allow for a stall length of 18'. The examples given are from Salt Lake City, West Valley City, St. George, and Park City.

Staff sent out an inquiry to other Utah cities that allow a stall depth of less than 20 feet without exceptions for landscaping or sidewalks. There are at least eleven other cities that responded to the inquiry, besides the cities mentioned by Mr. Bingham that allow a stall dimension of 9' x 18'. They are: Payson, Ogden, North Salt Lake, Ephraim, Murray, Holladay, Highland, South Salt Lake, Brigham City, Hurricane, and Provo. A review of ten cities outside of Utah found that most offer greater flexibility in parking stall dimension.

City	**Stall width**	**Stall length**	**Drive Aisle**
Boise ID (parking structure dimensions) *commercial parking lot*	8.6' *9'*	18' *20'*	24' *22'*
Pocatello ID	9'	18'	24'
Flagstaff AZ	9'	18'	24'
Gilbert AZ	9'	18'	24'
Tempe AZ	8.6'	18'	23'
Aurora CO	9'	19'	23'
Castle Rock CO	9'	18'	24'
Sacramento CA	8.6'	18'	24'
Las Vegas NV *(Director can approve reduction in design standards)*	9'	18'	24'
Kansas City KS	9'	18'	24

The cost of a parking stall within a parking structure can range anywhere from $11,000 to $15,000 versus the cost of a stall on a paved parking lot ranging from $3,000 to $5,000. Obviously, there are many variables to the cost of a structure or surface parking lot; type of soil, grading, constructing a building over the top, burying it in a hillside, above ground or underground, etc.

Consider the following example for the cost of a stall in a parking structure (using $12,000 as the dollar amount example):
9' x 18' = 162 square feet :162 sq. ft. = $12,000 : 12,000/162 = $74/ square feet
2' x 9' = 18 square feet x $74/square feet = $1,332 per stall savings.

A parking structure with hundreds of parking stalls could save hundreds of thousands of dollars.

STAFF PROPOSAL
With the approval of the Sandy City Civic Center 30-Year Development Plan, the potential for higher density development is real within the Civic Center area and around the existing transit stations. Parking is integral and a necessary component of every development project. In order to encourage the development of parking structures, staff is recommending that we amend the parking stall depth for parking structures that are associated with Transit Oriented Development or within 5,000 feet of a TRAX or Front Runner Station.

ZONING HISTORY
Sandy City has regulated parking lots and design since the adoption of our original zoning ordinance in 1958. The first regulation governing the minimum parking space size (width and depth) was not adopted until the 1980 zoning ordinance.

In August of 2000, the Sandy City Council adopted an ordinance that created standards for parking structures. The ordinance established exterior appearance standards and allowed 9' x 18' parking stall sizes for office use.

NON-CONFORMING USES
This Code Amendment should not create any non-conforming uses. There are a couple of new parking structures that have been built since 2000 that have used the 9' x 18' dimensions. These examples include the structures built by the Woodbury Corporation and the High Point Office Developments.

LAND DEVELOPMENT CODE PURPOSE COMPLIANCE
15A-01-03 Purpose

This Code is adopted to implement Sandy City's General Plan and to promote: public health, safety, convenience, aesthetics, welfare; efficient use of land; sustainable land use and building practices; transportation options and accessibility; crime prevention; timely citizen involvement in land use decision making; and efficiency in development review and land use administration. Specifically, this Code is established to promote the following purposes:

1. **General**
   a. To facilitate the orderly growth and development of Sandy City.
   b. To facilitate adequate provision for transportation, water, sewage, schools, parks, and other public requirements.
   c. To stabilize property values.
   d. To enhance the economic well being of Sandy City and its inhabitants.

2. **Implementation of General Plan**
   To coordinate and ensure the implementation of the City's General Plan through effective execution of development review requirements, adequate facility and services review and other goals, policies, or programs contained in the General Plan.

3. **Comprehensive, Consistent and Equitable Regulations**
   To establish a system of fair, comprehensive, consistent and equitable regulations, standards and procedures for review and approval of all proposed land development within the City.

4. **Efficiently and Effectively Managed Procedures**
   a. To promote fair procedures that are efficient and effective in terms of time and expense.
   b. To be effective and responsive in terms of the allocation of authority and delegation of powers and duties among ministerial, appointed, and elected officials.
   c. To foster a positive customer service attitude and to respect the rights of all applicants and affected citizens.

The proposed Code Amendment will create consistency and equitable standards and procedures for review and approval of all new parking structures built within Sandy City.

GENERAL PLAN COMPLIANCE
The Sandy City General Plan encourages the constant review and updating of the City's Ordinances to ensure compliance with the stated goals and policies of said plan. The General Plan also encourages the City to implement new development practices and standards, and to incorporate those into ordinance form where applicable.

OTHER
Besides the purposes set out in the ordinances cited above, one of the stated purposes of the City's land use ordinances is to facilitate the orderly growth and development of Sandy City (Rev. Ord. of Sandy City 2008, Section 15A-01-03(A)(1)). Some of the general purposes of the City's Development Code are to implement Sandy City's General Plan, and to promote the following public policies: public health, safety, convenience, aesthetics, welfare; efficient use of land; sustainable land use and building practices; transportation options and accessibility; crime prevention; timely citizen involvement in land use decision making; and efficiency in development review and land use administration (R.O.S.C. Sec. 15A-01-03(A)).

STAFF RECOMMENDATION
The Community Development Department requested that the Planning Commission forward a positive recommendation to the City Council to adopt the proposed ordinance amendment as shown in exhibit "A", attached, for the following reasons:

1. The proposed ordinance provides standards for parking space size for use within a parking structure to aide developers in their project planning and cost estimating. This proposed ordinance will only apply to new development projects that are associated with a Transit Oriented Development or within 5,000 feet of a TRAX or FrontRunner staion.

2. The Sandy City General Plan encourages the constant review and updating of the City's Ordinances to ensure compliance with the stated goals and policies of said plan. The General Plan also encourages the City to implement new development practices and standards, and to incorporate those into ordinance form where applicable.

Exhibit "A"

15A-24-02 General Provisions

B. **Parking Space Size**.

1. All parallel parking spaces shall be a minimum of 9 feet wide by 22 feet long, as designated on the diagram in this Chapter.

2. All parking spaces (not including parallel spaces) shall be a minimum of 9 feet wide by 20 feet long, as designated on the diagram in this Chapter.

3. Parking spaces (not including parallel spaces) may be reduced to 18 feet in depth based upon the following exceptions:

   a. Where cars overhang landscape areas that are at least 15 feet wide along street frontages; or;

   b. Where cars overhang landscape areas that are at least 5 feet wide along a side or rear property line or adjacent to an interior parking lot landscape area that is at least 1feet wide (for double loaded parking);, or

   c. Where cars overhang a sidewalk on private property where the sidewalk is at least 6 feet in width; or

   d. Where parking within a parking structure is used for general office use ~~only.~~; or for any parking structure, utilizing a 90 degree parking layout, associated with a Transit Oriented Development project or within 5,000 feet (approximately 15 minute walk) of a TRAX or FrontRunner station.

15A-24-09 Parking Structure Design Standards

C. **Parking Stall Size Requirements.**

1. ~~**Retail/Hotel Projects**. Retail/hotel developments are characterized by constant traffic flow and parking space ingress/egress, and generally have a higher daily traffic count than a single/multiple user office building development. Because of such, all parking stalls shall conform to the minimum parking stall design standards. There shall be no reduction in the minimum parking stall depth for a parking structure constructed for a retail or hotel land use.~~ Ninety degree stalls 9' wide by 18' long may be employed for general office use, Transit Oriented Development projects, or development projects within 5,000 feet (approximately 15 minute walk) of a TRAX or FrontRunner station. All other angled parking shall be designed according to the specifications listed within this Chapter.

2. ~~**Office Building Project**. Office building developments are characterized by non-constant traffic flow and parking space ingress/egress, and generally have two time periods of activity. The balance of the day is characterized by a very low activity level, and evening hours are normally not occupied. Because of such, the minimum parking stall depth for 90 degree parking may be reduced from 20 feet to 18 feet upon review and approval by the Planning Commission. The minimum travel aisle way shall not be reduced in any circumstance. All other parking stall dimensions for angled parking, including stall width and depth, shall not be reduced.~~ Drive aisle dimensions shall be consistent with the specifications listed within this Chapter.

~~3. **Multiple Uses.** A project that includes multiple uses in addition to office shall require the higher standard.~~

Exhibit "A"

15A-24-02 General Provisions

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   b. Where cars overhang landscape areas that are at least 5 feet wide along a side or rear property line or adjacent to an interior parking lot landscape area that is at least 10 feet wide (for double loaded parking); or

   c. Where cars overhang a sidewalk on private property where the sidewalk is at least 6 feet in width; or

d. ~~Where parking within a parking structure is used for general office use only.~~ Ninety degree parking within a parking structure.

15A-24-09 Parking Structure Design Standards

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3. ~~**Multiple Uses.** A project that includes multiple uses in addition to office shall require the higher standard.~~

Exhibit "A"

15A-24-02 General Provisions

B. **Parking Space Size**.

1. All parallel parking spaces shall be a minimum of 9 feet wide by 22 feet long, as designated on the diagram in this Chapter.

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c. Where cars overhang a sidewalk on private property where the sidewalk is at least 6 feet in width; or

d. Ninety degree parking within a parking structure.

15A-24-09 Parking Structure Design Standards

C. **Parking Stall Size Requirements.**

1. Ninety degree stalls within parking structures shall be a minimum of 9' wide by 18' long. Drive aisle dimensions and all other angled parking shall be designed according to the specifications listed within this Chapter.

2. Signage shall be installed on parking structures to discourage the parking of oversized vehicles.

Chairman Saville opened the public hearing.

Keith Smith, 222 South Main Street, Salt Lake City, Utah, works for Hamilton Partners. He stated that they would appreciate the Council's consideration for the change to the size of parking stalls. Other cities have adopted similar standards. The length of the parking stall would change but the width would stay the same. They would offer a few stalls to accommodate larger vehicles. They want to facilitate the needs of all types of people in theTOD development.

Steve Van Maren, 11039 Lexington Circle, Sandy, thought that reduced parking stall sizes would reduce the quality of life in Sandy. People expect a certain standard when they visit or live in the community. He believes this is an unfair modification to the code especially since the development that is adjacent to the Hamilton Partners project has their parking structures under construction. He focused on TRAX patrons who do not live in the TOD development. They should still be able to expect a full size parking stall.

As there were no further comments, the Hearing was closed.

Steve Fairbanks asked how parking stalls were measured for larger vehicles.

Brian McCuistion stated that parking stalls were measured for four door vehicles with a 6 foot bed.

Steve Fairbanks questioned whether the length of the parking stall should be an issue. People would notice the width of a stall rather than the length. What is important is that people have room to open their doors and get out of their cars.

Chris McCandless stated that he favors Staff's recommendation. He never drives his truck into a parking structure because they "just don't fit". The parking structure is intended for residents and their vehicles living at the TOD development. He suggested that signage be placed at the entrance of the parking structures to discourage parking of oversized vehicles.

Dennis Tenney stated that his biggest concern was with the width of the parking stalls and having enough room to open doors without hitting the car next to you. He supported the length reduction to 18 feet. He liked Mr. McCandless's suggestion to place signage at the entrance of the parking structures to discourage parking of larger vehicles.

Stephen Smith asked if there were any height requirements for parking structures.

Brian McCuistion stated that he was not aware of any height requirements for parking structures.

Stephen Smith asked if Staff should consider a reduction of height in the parking structure since the structure will have a smaller parking stall module. He felt that a certain number of larger parking stalls should also be required to accommodate larger vehicles. He suggested that the first level of the parking garage be used to accommodate larger vehicles; then lower the height of the floors for smaller vehicles. The City should adopt an ordinance pertaining to parking structures and surface parking.

Steve Fairbanks could not see where there would be any advantage to developers by limiting the height of a parking structure.

Chris McCandless stated that "it is absolutely brutal" for an apartment complex to provide covered parking. He could not understand how the developer was doing this. He would be in favor of removing the 5,000 foot TOD distance to TRAX/Frontrunner proximity standard. He asked Mr. Coulam for his opinion.

Mike Coulam stated that removing the 5,000 foot standard could help lower the cost of construction for the parking structures.

Stephen Smith asked if visitor parking would be included in the parking structure.

Keith Smith noted that they would have some visitor parking on the upper deck of the parking structure. Height restrictions would not be an issue. There would be no internal ramping.

Mike Coulam noted that the current code allows the Planning Commission to approve an 18' by 9' parking stall for an office parking structure. This would also apply to residential parking.

Motion: Dennis Tenney made the motion to have documents brought back to approve the Code Amendment as recommended by Staff and to eliminate the 5,000 foot proximity standard limitation.
Second: Chris McCandless

Question on the Motion:
Chris McCandless also requested, as a recommendation to the Planning Commission, that a disclaimer sign be posted on the outside of the parking structure to discourage parking of larger and taller vehicles.

Dennis Tenney stated that he would accept Mr. McCandless's amendment to the motion.

Stephen Smith asked if the Council would be recommending approval of the 9'x18' stalls with a 24 foot isle.

Dennis Tenney stated " That is correct".

Vote: Tenney-yes, McCandless – yes, Smith – yes, Nicholl-yes, Fairbanks –yes,
Cowdell – absent, Saville – yes. 6 in favor- 1 absent Motion Approved 6 in favor -1 absent.

COUNCIL ITEM(S):

5. **Report from Planning Commission on Ascot Subdivision Rezoning**

Mike Coulam reported on the Planning Commission's public hearing for the Ascot Subdivision Rezoning. The Council asked that the subdivision go through the site plan review process with the Planning Commission prior to approving the rezone of the property. The parcel of ground would be rezoned to the R-1-10 and R-1-20 Zones. The City Council wanted to make certain that the developer was committed to the standards and covenants suggested by Councilman Chris McCandless. Mr. Coulam presented a letter from the applicant Duaine Rasmussen of Castlewood Development committing to follow-up in regard to restrictive covenants associated with the development. Mr. Rasmussen has looked at the covenants and is willing to comply. Mr. Coulam read the ten covenants into the record:
1. Homes have exterior building materials consisting of brick stones stucco masonry and siding produces.
2. No duplication or repetition of structures or exterior architecture of designs should be allowed on any of the three lots.
3. No aluminum or vinyl siding shall be permitted on the homes.
4. No contemporary or ultra modern or all glass home should be build on the tree lots
5. A one story home constructed on the R-1-20 lot shall have a minimum of 2,200 sq. ft of main floor living space. A two story home shall have a mini um of 1750 sq ft. on the main floors living, and a

minimum of 2,800 total sq feet of living space above grade.
6. One story homes on the R-1-10 lots shall have a minimum of 2,000 sq ft of main floor living space; a two story home shall have a minimum of 1,550 sq. ft on the main floor with an above grade living space totally a total of 2100 sq ft.
7. All homes shall have a three car garage with minimum space for two guest parking spaces in the driveway.
8. Storage of vehicles in the front yard set backs shall be prohibited.
9. No chain link fences shall be allowed on any yards, and no fences allowed in the front yards. 10. There will be an architectural review committee established to review each home plan.

These basic covenants will be included in the applicant's CC&R's, and the Planning Commission will include them as conditions to any motion of approval for the subdivision request.

The Planning Commission approved the subdivision. The two lots that face Ascot parkway will be 1300 sq. ft. and larger, and the R-1-20 lot would abut the properties to the north.

The Planning Commission approval of the rezone was subject to the City Council's approval and adoption of the rezoning.

Mr. Coulam stated that Mr. Rasmussen has complied with what the City Council requested in their motion, and asked that documents be brought before the Council to have the rezone adopted.

Chris McCandless asked that item #9 of the CC& R's be deleted as a requirement since there is already an opaque vinyl fence on the north side. A six foot opaque fence on the west boundary of the subdivision with no opening gates would still be required.

Mike Coulam noted that Staff would bring that item to the attention of the developer.

Motion: Dennis Tenney made the motion to have documents brought back adopting the Ascot Rezoning at the April 15, 2014 City Council meeting, with item #9 being deleted for a six foot fence along the northern perimeter of the proposed property.
Second: Kris Nicholl

Discussion on the motion:
Stephen Smith asked Staff to make certain that the developer is committed to installing a masonry wall on the west side of the property.

Dennis Tenney stated "good point".

Vote: Tenney-yes, Nicholl-yes, Fairbanks-yes, McCandless-yes, Smith-yes, Cowdell-absent, Saville-yes.
Motion Approved: 6 in favor- 1 absent.

6. **Resolution – Funds Transfer for Master Planning of City owned properties near City Hall**
Resolution #14-15C – transferring funds within the General Fund [$27,900 Monroe Parcel Master Planning]

Motion: Dennis Tenney made the motion to adopt **Resolution #14-15C**, transferring funds within the General Fund in the amount of $27,900 for the Monroe Parcel Master Planning.
Second: Kris Nicholl

Question on the Motion:
Chris McCandless stated that because he has not completed a full disclosure update that shows him as a member of the Board of the Hale Center Theater. He would like to recuse himself from the vote.
Vote: Tenney – yes, Nicholl-yes, Fairbanks – yes, , Smith –yes, McCandless-recused himself , Cowdell –absent, Saville – yes.

Motion Approved: 5 in favor, 1 absent, 1 recue

Phil Glenn informed the Council that there would be approximately $18,000 left in the Council Contingency Fund after this action.

7. **Mayoral Resolution reappointing a member to the Board of Adjustment**
Resolution #14-04M- reappointing **Brian W. Jones** as regular member to the Sandy City Board of Adjustment, to fill a term ending at noon on March 31, 2019, and also providing the advice and consent of the City Council of Sandy City, Utah.

Motion: Chris McCandless made the motion to concur with the Mayor's adoption of **Resolution #14-02M**, reappointing **Brian W. Jones** as regular member to the Sandy City Board of Adjustment, to fill a term ending at noon on March 31, 2019, and also providing the advice and consent of the City Council of Sandy City, Utah.
Second: Dennis Tenney
Vote: McCandless-yes, Tenney – yes, Smith-yes, Nicholl-yes, Fairbanks –yes, Cowdell – absent , Saville – yes.
Motion Approved: 6 in favor- 1 absent

8. **Mayoral Resolution reappointing a member to the Planning Commission**
Resolution #14-05M- reappointing **David Colling** as a regular member to the Sandy City Planning Commission, to fill a term ending on March 31, 2018, and also providing the advice and consent of the City Council of Sandy City, Utah.

Motion: Steve Fairbanks made the motion to concur with the Mayor's adoption of **Resolution #14-05M,** reappointing **David Colling** as a regular member to the Sandy City Planning Commission, to fill a term ending on March 31, 2018, and also providing the advice and consent of the City Council of Sandy City, Utah.
Second: Kris Nicholl
Vote: Fairbanks-yes, Nicholl-yes. McCandless-yes, Tenney –yes, Smith-yes, Cowdell –absent, Saville – yes.
Motion Approved: 6 in favor- 1 absent

9. **Appointing and reappointing members to Various Citizen Committees**
Resolution #14-16C – appointing and reappointing Citizens to various Sandy City Committees.

Motion: Chris McCandless made the motion to adopt **Resolution #14-16C,** appointing and reappointing Citizens to various Sandy City Committees.

Beautification:
1. Stephen Geddes reappoint to fill a term ending March 31, 2016
2. Darrell Griggs reappoint to fill a term ending March 31, 2016
3. Tony Gualt reappoint to fill a term ending March 31, 2016
4. Marilyn Morgan reappoint to fill a term ending March 31, 2016
6. Gary Saville reappoint to fill a term ending March 31, 2016

C.D.B.G.:
1. Erik Allen reappoint to fill a term ending at noon on March 31, 2016.
2. Wade Greenwood reappoint to fill a term ending at noon on March 31, 2016.

HISTORIC COMMITTEE:
1. Tim Zurver reappoint to fill a term ending at noon on March 31, 2016.
2. RaDean Meyers reappoint to fill a term ending at noon on March 31, 2016.
3. Jeff Smith reappoint to fill a term ending at noon on March 31, 2016.

PARKS, RECREATION & TRAILS
1. Diana Van Uitert reappoint to fill a term ending at noon on March 31, 2016.
2. Corliss Lipzinski reappoint to fill a term ending at noon on March 31, 2016.

PUBLIC UTILITIES ADVISORY BOARD: (3 yr. terms)
1. David Slaughter reappoint to fill a term ending at noon on March 31, 2017.
2. Larry Bowler appoint to fill a term ending at noon on March 31, 2017.

TRANSPORTATION:
1. Gary Wakefield reappoint to fill a term ending at noon on March 31, 2016.
2. John Winder reappoint to fill a term ending at noon on March 31, 2016.

Question on the Motion:
Kris Nicholl stated that Lance Neward was to be appointed to the Transportation Committee and had apparently received a call from the City.

Phil Glenn noted that Lance Neward may be a Mayoral appointment. These were only Council appointments.

Second: Kris Nicholl
Vote: McCandless-yes, Nicholl-yes, Fairbanks-yes, Smith-yes, Tenney – yes, Cowdell – absent, Saville – yes.
Motion approved: 6 in favor-1 absent

MINUTES:
10. Approving the March **4, 2014** Council Meeting Minutes.

Motion: Chris McCandless made the motion to approve the **March 4, 2014 City Council Meeting Minutes**, and the **March 11, 2014 Planning Meeting Minutes** to also include comments mentioned by Steve VanMaren for the March 4, 2014 Council minutes.
Second: Dennis Tenney
Discussion on the Motion:
Phil Glenn clarified that these **March 4th City Council minutes** were presented to the Council as informational only. They are not complete in that they do not include the motion language from the RDA meeting. RDA staff have not yet completed those RDA minutes. The City is encouraged, under State Statute, to have a draft set of minutes to the public within 30 days of a meeting. Staff is recommending that the Council wait to approve the March 4th Council minutes until after the RDA minutes are available.

Substitute Motion: Stephen Smith made a substitute motion to approve the **March 11, 2014 Planning Meeting Minutes** and **table** approval of the **March 4, 2014 Council Meeting Minutes**.
Second: Dennis Tenney

Question on the Substitute Motion:
Phil Glenn thought that Mr. Van Maren may have been correct in regards to one issue in the March 4th minutes. The minutes read that Mr. Fairbanks departed for the vote. He asked the Council if they could recall if Mr. Fairbanks left the room for the entire discussion.

Dennis Tenney stated that Mr. Fairbanks recused himself from the entire discussion and vote.

Phil Glenn noted that Council Staff would correct the minutes.

Vote: The Council responded verbally in the affirmative to the motion.

MAYOR'S REPORT
a. No Report was given

CAO'S REPORT
a. No Report was given

COUNCIL OFFICE DIRECTOR'S REPORT
a. No Report was given.

OTHER COUNCIL BUSINESS

a. **Chris McCandless** informed the Council that the 90th South tunnel was under construction.

b. **Linda Saville** stated that the Sandy Journal printed a very nice article regarding the retirement of Fire Chief Don Rosenkrantz.

At approximately 8:21 p.m., **Chris McCandless** made a motion to adjourn Council Meeting, motion seconded by Dennis Tenney .

The content of the minutes is not intended, nor are they submitted, as a verbatim transcription of the meeting. These minutes are a brief overview of what occurred at the meeting.

Linda Martinez Saville	**Pam Lehman**
Council Chairwoman	**Council Office Manager**

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