

CITY OF SOUTH JORDAN
PLANNING COMMISSION MEETING
COUNCIL CHAMBERS
December 11, 2018

Present: Commissioner Mark Woolley, Commissioner Julie Holbrook, Commissioner Sean Morrissey, Commissioner Michael Haynes, Commissioner John Ellis, City Planner Greg Schindler, Planner Brad Sanderson, Deputy City Engineer Jeremy Nielsen, Staff Attorney Todd Sheeran, , Deputy Recorder Cindy Valdez

Absent: Commissioner Earl Jolley

Others: See Attachment A

6:30 P.M.

REGULAR MEETING

I. GENERAL BUSINESS

A. Welcome and Roll Call

Chairman Mark Woolley welcomed everyone present. He noted that all Commissioners are present except Commissioner Jolley, and he is excused from tonight's meeting. Commission Haynes is on his way.

B. Motion to Approve Agenda

Commissioner Holbrook made a motion to approve the December 11, 2018 Planning Commission Agenda. Commissioner Ellis seconded the motion. Vote was unanimous in favor; Commissioner Jolley and Commissioner Haynes were absent from the vote.

C. Approval of the Minutes from the Meeting held on November 27, 2018

Commissioner Holbrook made a motion to approve the November 27, 2018 Planning Commission Meeting minutes. Commissioner Morrissey seconded the motion. Vote was unanimous in favor; Commissioner Jolley and Commissioner Haynes were absent from the vote.

II. INFORMATIONAL ITEMS AND OTHER BUSINESS

A. Staff Business

None

B. Comments from Planning Commission Members

None

III. CITIZEN COMMENT

Chairman Woolley opened the Citizen Comment. No speakers, He closed the Citizen Comment.

IV. SUMMARY ACTION

None

V. ACTION

None

VI. PUBLIC HEARINGS AND POTENTIAL **ADMINISTRATIVE ACTION ITEMS

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

**A.1 Issue: PARK PLACE SUBDIVISION
PRELIMINARY SUBDIVISION PLAT**

Location: 11065 South 1055 West

File No: PLPP201800842

Applicant: Greg Rindlisbacher, Bach Homes

City Planner Greg Schindler reviewed background information on this item from the staff report.

Commissioner Haynes arrived at the meeting.

Derick Wright, South Jordan (applicant) – said I live in the subdivision south of this property, and I am a co-applicant with Greg. We are neighbors, we are homebuilders, and developers, and we do this for a living. However, this project is a personal one for us. We have lived here for over 20 years and we have watched this property for a long time, we are excited to turn it into residential lots, and moving here ourselves. We have had a great experience working with the staff at South Jordan City regarding the challenges that this property brings with it. There are several phases, but it will be developed all at once. The phases had more to do with the financial organization of the lots. We have secured a stream enhancement permit for the section that Planner Schindler had mentioned. It is a small piece, less than (300 ft.) of Midas Creek that we will straighten out and do some re-enhancement of Midas Creek. In the last 30 days, the State has granted us a permit so that it will be developable. When we were looking at this property there were a lot of other developers looking at this property, but with much different intents than we did. The current zoning of R-2.5 would allow us to put in 57 lots, but we were a little conservative in our approach for personal reasons and we are going to put in 41 lots. It is rare for a developer to come in and put less density on the table, but that was our personal approach to this. The average lots were supposed to be 1,200sq.ft. These will be closer to 2400sq.ft. Therefore, the lots are about a ½ acre in size. One of our biggest concerns was traffic, because we plan to live there. We live in Parkview Palisade and we know some of the challenges there. We tried to work within the ordinances of the City, and they do not allow speed bumps, so we used what we could to control traffic. There are couple of choke points in front of each of the cul-de-sacs, and in the right-of way, which is the exact same size, and we take the curb and tighten the rope. What that is proven to do is slow the traffic down. It works as a speed bump, but it is not a speed bump. We think there are some other things that the City can do that are off site, but it would have nothing to do with our project. We did try to bend the road as much as we could and still

keep it safe. If you start bending the road too much, you start creating blind corners and the connection will be unsafe. Outside of that, there is not a whole lot we can do. This is a unique piece of property, and we are very excited about it.

Commissioner Holbrook said did you meet with the neighbors.

Mr. Wright said I have met with a few of the neighbors, but we did not have a neighborhood meeting.

Commissioner Holbrook said have you talked to the City staff about stop signs.

Mr. Wright said we have done what the engineering department has asked us to do. They have not asked us to put a stop sign mid-way in our portion of the road, because I think we are on a hill and that could be dangerous.

Commissioner Holbrook said is the east cul-de-sac on a hill.

Mr. Wright said no it is flat, but we will be cutting, and filling to make it rise, we don't want it very steep because there are bus and other restrictions, but it will gain elevation as it goes up.

Commissioner Morrissey said what did some of your competitors have in mind as far as the usage.

Mr. Wright said to change the zoning and put in medium to high density.

Chairman Woolley opened the Public Hearing.

Craig Kramer, South Jordan – said I agree with the developer, 99 percent of the problem is not with this development, it is west of this development, and everyone here tonight lives west of this development. I have had traffic lights, and city lights in front of my house and we still get no speed control done in that area. Jordan River Drive is even wider than Parkway Palisades, and Parkway Palisades is an Interstate. It would help if they would put in 3-way stops at each intersection in this development, and two 3-way stops west of this development. We are not trying to keep the residents from driving these streets, because this is all commercial area down beyond the park, but that is where the traffic is coming from. The homes that go up for sale in Parkway Palisade don't sell very fast; there are some that have been on the market for over a year now, because there is so much traffic. We are trying to mitigate any traffic from the commercial end of the Jordan River bottom, and use this as a cut off, rather than using 10400, or 11400. If you wanted to put in a gated community, that would be great too. We just need some safety measures here.

Lisa Down, South Jordan – said I love what Craig said, he is a great spokesperson for our neighborhood. We have had a lot of animals that have been hit because of the curve where people love to speed up and down on this street. It was about 20 years ago that we had a little girl killed there. A lot of us that live here are grandparents. I have grandchildren that come to play at my house because I have the "yard of all yards" and they are probably come over there 5 times a week. Some of the homes in our neighborhood are selling and we are getting young families with children, so there are a lot of children on Jordan River Drive.

Martin Heard, South Jordan – said stop signs are great, but where it goes down the hill is there a possibility to have a round-about put in to slow the traffic down there. I know that in South Jordan, they don't allow speed bumps, but I am curious why that is. I know that some of the surrounding cities have them, so I would like to know what the difference is between why they can do it with their snowplows, and South Jordan cannot do it with ours. I have lived on this street for 16yrs, and I have called multiple times to the police

because people are flying up, and down the street, and there are the people that live there, so that is a big problem for me and something needs to be done.

Chad Downs, South Jordan – said I didn't come with any ideas to the meeting tonight, but when the developer talked it was interesting the emphasis that was put on this street, but there are so many things that we can't do to the road. I am curious, and maybe it is stupidity, but why does the road have to go through at all.

Michael Wolf, South Jordan – said I would like to echo a lot of the things that have already been said tonight, and add a few more. When we talk about choke points I would like to say that the road they are proposing that will connect to 1300 W is about a third of a mile, maybe a little bit further, now close your eyes and picture a drag strip where a car can get up to 150 mph in a quarter of a mile. On 1300 W to the connection there are no choke points, no stop signs, and the road is wide. I am not hearing about anything that is being done on the most important section of the road. My other concern is property values. I don't care about the traffic issue near as much as I care about my property values, and how much my home is worth. As someone had eluded to earlier the homes on Parkway Palisade, and on Jordan River Drive, sit on the market for a long time before they sell. The last home that sold on Jordan River Drive sold for \$150,000 less than what it appraised for originally. I talked to some of the people that came and looked at the home and they didn't like that it was on a busy road, and the fact that the road was about to go through.

Robert Woodruff, South Jordan – said I know there are reasons that cities like for roads to go through, and you have covered that tonight, but keep in mind that road hasn't gone through for 25 years, and the City has been fine. If you look at how many young families there are, I have five children myself, and the chance of something happening to one of them is great. I don't think that getting somewhere a few minutes quicker is equivalent whatsoever. That is my opinion.

Douglas Young, South Jordan – said as much as I am going to miss this piece of property being undeveloped we have two local builders that are going to build nice homes here. They care about what is going to be put there, as well as they are going to be living there themselves. I am glad that it is not another builder, or another multi-family development going in there. I am one of the neighbors that lives down on the end, and I go too fast, too often myself. My point is that I have lived there for 25 years, I have raised my kids there, and I go too fast, so I am worried about the impact. I think we can find another solution, because we have two great builders here that will be building this project.

Rosalynn Bind, South Jordan – said I looked up on the computer about gated communities, and I am not interested in necessarily cutting off this development from us. I am actually impressed with the layout of the neighborhood, as well as the builder and what his vision is, but I am concerned about safety. In October of 2017 at a City Council Meeting, they brought up the fact that police and fire were having a hard time getting into gated communities. The dispatcher's should have the codes, but they were having a hard time getting a hold of them. The other thing is that when they reviewed the General Plan in April of this year, the City Council and the Planning Commission said their goal was "to provide safe, attractive, and well maintained City neighborhoods." They also went through a bunch of bullet points of things they want to do, and look at that would improve and increase safety in the neighborhoods. I understand that this is slated to be a "through road" and they discourage gated communities, but would it be possible to have a gate at the bottom of the road on the one side leading into the park, and allow some kind of trail for the pedestrians? It would also leave it open for city vehicles to come down to the new neighborhood. I think there are also other things that need to be addressed such as stop signs, because Jordan River will take the brunt of the traffic. I think that would provide some of the safety we are looking for, and it would fit in with the plan of the City. It is something I would really appreciate you thinking about.

Michael Tew, South Jordan- said I think this is a great project. I wish South Jordan would do more projects with larger size lots. I have lived in South Jordan for 12 years and I have been a little discouraged with the amount of high density we have seen lately, so I think these developers are doing a great job of trying to develop why we moved to South Jordan in the first place. I live off Park Palisade and I think it would be very difficult to put stop signs on that hill. I know there is some issues with gated communities, but I think it would be wise to reconsider that, or looking at way to put a gate in that community. I know that personally seeing the amount of traffic on Park Palisade, it is busy all of the time. If you put a bunch of stop signs down there it is just going to back up the traffic. I think if you put the stop signs up further west where there is bigger opening on the street would be a better option. I think down in this area it will just create a bottleneck.

Steven Fallert, South Jordan – said our home backs up to this project, so my curiosity is what is going to happen to Midas Creek, and how the drainage will affect us. When we bought our house years ago, behind us was a biking, and a walking trail that took up about a foot at the back end of our property, and that was eventually given back to us from South Jordan City. We would like to know what we can, and cannot, do when this development is put in. We thought there was going to be something much more detrimental behind us, but things worked out well.

Jana lee Tobias, South Jordan – said I would like to add that I am a victim of many animals being killed on that street. The people just do not slow down, I threw a dead cat in the middle of the street to slow the traffic down, and they still didn't slow down. I know that South Jordan has a policy that they want to connecting neighborhoods with roads, but what about preserving the integrity of the neighborhoods. I would think that it would be important, so I am just asking you to reconsider a busy road going through the neighborhood. I would also like to remind you that our neighborhood fought very hard to preserve the park that is now by the Jordan River. I am a little hurt right now because we have spent many hours trying to preserve open space. I know you are going to listen to us, and I don't want to have to throw dead animals on the street all of the time to get people to slow down.

Rusty Johnson, South Jordan – said I am one of the property owners that has lived here for 38 years, and that pretty much supersedes anyone here tonight. They have developed the Jordan Parkway, as well as the Jordan Palisades since I have lived here, and I think these guys will do a great job. We did meet with many different developers that wanted a lot of high density, and commercial development. We could have sold for money to some of these developers, but we didn't want to affect the area with high density. We chose this developer, because they agreed to go with the zoning that is already there. We are glad that we are not dumping any traffic out on the 1055 Road. We are glad to see these people come in, and I think they will do a great job. They also have a personal interest in this neighborhood, because they are going to be living there. When the bottom was developed where the park is, we traded land with the City, because the park was supposed to be where the Life Styles is, but we traded because we didn't want it to impact us either. I have been farming there, but I am getting up there is years and I don't want to do it anymore. I think these guys will do a great job.

Lynn Harmon, South Jordan – said we moved here about 3 ½ years ago. We moved from a street that was very busy, and we knew we didn't want to move to another busy street. We have gotten four little grandbabies in the last couple of years and it so wonderful that kids can get out and runaround and ride their bicycles. There are also a lot of people that ride their bikes, walk, run, and jog on that street. There is a little spot at the end of our street that is going to be connecting to a little country road that goes up to the cemetery, so I am wondering if that is going to be opened up to a through street as well? We are always going to have people coming from 10600 S where the dead end road goes up to the country road with animal where people go to feel like they are in the country, and that is going to be impacted also. I am not a developer, and I know that streets take up a lot of space, but I would love to see someone to look at the roadways. I just don't think they have to go straight through.

Dave Hill, South Jordan – said my property is the second home to the west of this development. My wife and I have five children living in our home and we are very concerned about the traffic, and the speed of the traffic. We agree with everything that has been said here tonight. We agree with the request for a gated community, as well as the stop signs. We have a stream that flows through our property, and connects in with the west lot. I am sure that there are environmental studies that can be done because of the wild life in that area. Have they done any of those kinds of studies? We absolutely love this neighborhood and would like to see it stay as quite as possible. We think the new neighborhood will be wonderful, and we welcome the new neighbors, but we need to make sure that the traffic is not significantly increased, or significantly faster. Of course, traffic is a concern, or the developer would not have put in choke points to slow the traffic down.

Kurt Thomas, South Jordan – said my concern is regarding the floodplain litigation and how that is going to affect the adjacent property, and it sounds like they are putting some lots back in on the west side. That doesn't seem like buildable property to me, so I would like to understand that a little bit better. I also agree with all of the safety issues that have been brought up tonight.

Matt Dickson, South Jordan – said I just want to make sure that all of us on the south side get information about when construction is going to take place, and how it is going to take place. I heard that there was going to be multiple phases, and tonight I heard there is really only going to be one phase. Midas Creek has a ton of wild life. I know that I have a couple families of skunks that live right behind me. I think that creek has been ignored, nothing is done there, and there is going to be a lot of water there at times. I would just like to know the parameters of how and when they can do things. Once this thing opens up it is going to be like 11400 S. to our neighborhood. It became a freeway on Palisade, and it doesn't matter what you put out there they are not going to slow down. We are going to have three major thoroughfares adding to a growing community. I think if we can understand how the project is going to take place, timing, and how they are going to take care of things, we will understand things better. There are going to be mice everywhere when they start digging. They are going to start coming into our houses, so it will be nice to know when they are starting this project, it would be very helpful.

Russ James, South Jordan – said I am the third house at the top of this development. I have a seven-year-old little boy that rides his bike on this street all day, every day. I am a real estate broker by profession, and I understand the full impact of what this will do to our somewhat closed neighborhood. I agree with all of the efforts that have been made by the developer. I know these are great guys and their name is a great name in South Jordan. However, choke points, and stop signs are great things, but as you have all heard tonight Park Palisade Drive is a horror story, and I hope each of you can put yourself in our position, and see your quiet neighborhood and the threat that is coming to it. It is truly in your hands and not ours. Despite any effort that has been made, whether it is choke points, speed bumps, or dead cats thrown on the street, we will be opening the floodgates by opening this street, and we will not be able to close them. I appreciate the effort of trying to keep to South Jordan's values of having large lots, but I would propose one more option, which is, where the two circles are. If you combine the street, and you disconnect the connecting point that puts the street straight through, you will not get high value cul-de-sacs, but those cul-de-sacs are more valuable because of their privacy, which you are taking away from us. I enjoy the quietness that we have right now. I hope the City does not allow this land to be capitalized at our expense.

Mark Burgess, South Jordan – said there have been a lot of compliments about the developer's tonight, and that is to their credit. I think we have also heard enough to give you input on the horror story of what Parkway Palisades has turned in to. It probably was not done intentionally, but now that we see what has happened with Parkway Palisades, why are you repeating it. I do not see any benefit to doing this, when there are alternate ways of doing it. An alternate plan could be a horseshoe design that comes in with a road up through the center and connects the horseshoe. That would give you multiple access points to get in, and out of the

subdivision. I think there are different ways to get a great subdivision that provides safety, and multiple ingress, and egress ways, in and out. It would protect the integrity and safety for the kids, and everyone can have a win, win situation.

Bry Thomas, South Jordan – said I really don't want to sound uneducated or whatever, and I am sure Janalee will be at my house tomorrow with a bullet point presentation. Do we even have a chance in presenting this? I agree with everything that has been said tonight by my neighbors. I think the developers seem like great guys, but from what I understand this is a zoning meeting, so are you really going to think about it, or is this one of those things where you send out a Christmas card and say, "we are out."

David Yates, South Jordan – said why don't you allow speed bumps in South Jordan City, I think they are great. We lived in Australia for 18 months and some of those streets had speed bumps every 100 ft. and it really slows down traffic, so my questions is why not speed bumps?

Jack Keller, South Jordan – said I live on the south side of the Palisade Raceway. Many years ago I lived on 3600 S and 900 E with a child. They have stoplights on 900 E, so people do not treat it like a freeway. There are very few children in communities that die on busy a street because they have been hit by a car. The cars continue to remind them that they do not belong there. I have a couple of questions on the lot where the drain holds the ridge. It looks like it is an acre, or an acre and a half, but it looks somewhat small here, is it off scale? With all of these lines from the canals and waterways, I can't tell how the back lots to the very far west are accessed. When you add a circle at the end of the cul-de-sac, it increases the value of all of the lots. The City will not lose money because of the increased property taxes, so if it meets the communities desire to have a circle, maybe the economic impact will not affect either one of you, and will not affect the City.

Mitch Harman, South Jordan – said would like to emphasize here that the solution is to make this a gated community. It will not affect the people on the street because there is only a small piece of the road that would be gated, so I would encourage you to look at a gated community. I have five young children myself, there are so many other people here tonight that have children, the reason we are all here tonight is that you can make decisions for us that could affect us more negative than we can imagine. This is a large street and people will find ways to cut through. I am from California, they did something very similar where I grew up, and it was night and day when they did it. I am also a 5th generation homebuilder and I do understand the value of the homes that are being built, as well as the ones that are there will go up in value, if you do not let this street go through.

Chairman Woolley closed the Public Hearing.

Derick Wright, South Jordan (applicant) – said for the record, I know many of these people, I know some of them very well, and they are great people. I hope that we have demonstrated what our intent is to do here. We have also tried to work within the boundaries that the City has given us. There are ordinances, and rules that we have to follow. We have talked about a number of things that have been brought up here tonight, and we would not be against stop signs, but due to the topography and other issues, it would be impossible to put stop signs at all three of the intersections. The one in the middle would work very well, and there are two others to the west. I know that you cannot approve that tonight, but I want it to be on the record that we would not be against that solution. All the other things that have been brought up, we have discussed, but the ordinance does not allow them. There were some questions brought up about Midas Creek, and we will only be touching the creek in a 300ft. space, and we will be straightening out and enhance that little bend. Outside of that, we can't get inside the creek, it is a protected environment by the State, and we have had to work with County Flood Department. There is an access to Parkway Palisade 20ft. along that south side corridor, and there is an access on our side as well. Someone brought up the one to the north side, and we cannot get into that toalter it, it is not buildable in that area, and cannot be disturbed. There is one big lot on the far west of

the project and can be accessed by a private lane on the northwest corner of our development. We will be cleaning up the flood plain area. We have an individual that is going to build one a home on those top five lots, and the rest of the space on top is going to remain open. I think I have addressed all of the questions, outside of the traffic issues.

Chairman Woolley said for those of us that know that area very well, we have your same fears. We have had several situations over the last few years, where there has been a stub road that in the future was going to be that connectivity, and then it goes for years, and years, and then finally it is going to be connected. We have had a lot of discussion, and angst over those kinds of things, because it does affect what you are used to currently. In between 10400 and 11400 S, we don't want to create a cut though, but on the same token, we have to abide by the City Ordinances, and there are things we cannot change. I think I can speak for myself, but I would love to see more gated communities where they are appropriate, but currently the City Council is not allowing any gate communities, so any gate is off the table. Our language in the general plan doesn't discourage it, but the current ordinance does not allow a gate. Those of you who brought up the gate, we appreciate your comments, but we are not able to act on it tonight based on the City ordinance. The general plan is under way in regards to a revision for the entire city. It takes about a year to a year and a half process to do that, and we are in the very early stages. Our City has grown, very quickly in the last 10 years. There are a lot of cities that uses speed bumps, but our City has chosen not to.

Commissioner Holbrook said I have some questions for engineering, and I know you have heard everything tonight about a meandering street, a horseshoe that will not connect, and I know the City wants everything connected. What can conceivably be done?

Deputy City Engineer Jeremy Nielsen said I don't know if the designs have been looked at, but we will be doing a 3-way stop at Ridge Side Drive, and I will also be looking at 1190 West.

City Planner Schindler said I wasn't the planner on this project, but I do know it was discussed to not have cul-de-sacs, but have them connect to each other. Our code does not require them to come up with any particular design. There are things they do require like connectivity, but they do not allow gated communities.

Commissioner Holbrook said if you have meandering roads you lose lots and sizes, and it gets a lot more difficult, but hearing that there is going to be a 3-way stop, and probably another one further west is helpful. Is it out of the question to have the one between the two cul-de-sacs?

Deputy City Engineer Jeremy Nielsen said 3-way stops are great, and they can slow traffic down, but if you don't have a high enough volume on the single lane, then drivers tend to disregard the 3-way stop and they roll through them, which makes them pretty hazardous.

Commissioner Holbrook said what about a roundabout that was suggested.

Deputy City Engineer Nielsen said that would probably be a question for the applicant. I say that because of the right-of-way.

Commissioner Holbrook said I know we want connectivity and a City street, but maybe we could narrow it down to help slow down traffic.

Chairman Woolley said do you have timing on when the 3-way stop will be installed. Will it coincide with this development?

Deputy City Engineer Jeremy Nielsen said yes it would coincide with this development. I would like to share the traffic information that I have. On Parkway Palisade, 1,600 cars pass through on a daily basis. Surprisingly, it was a lot higher before they opened up 11400 S. On Jordan River Drive. The last counts we did were in 2016 and it was 450 passes. I don't think that it has changed much since then on this road. On Parkway Palisade, there are a lot more single-family homes, so we need to account for that, but there still is some cut through there.

Commissioner Holbrook said now that 10600 has been completed, it should help too.

Commissioner Morrissey said you mentioned a policy of connectivity and that we are required to connect the street, does that policy encourage connectivity, or is it required?

City Planner Schindler said I am not sure which part of the code requires connectivity, but these two streets that stub into this neighborhood should have been posted somewhere stating, "This Street will connect in the future." We do have an ordinance that requires two ways out of a subdivision if it has more than 10 lots. There really isn't any other way out unless you go through the park. The stub to north doesn't go out anywhere, and it may never.

Commissioner Ellis said do you know what is the speed limit is on this street.

Deputy City Engineer Nielsen said it is 25mph.

Chairman Woolley said we know that 1300 west is a "No Trucking" zone. Can we insure some signing on the east end of this project?

Deputy City Engineer Nielson said I will do some checking into that.

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

Commissioner Ellis motioned to approve preliminary subdivision plat, File No. PLPP201800842. Commissioner Haynes seconded the motion. Roll Call Vote was 5-0 unanimous in favor; Commissioner Jolley was absent from the vote.

B.1 Issue: SAL DOLLAR TREE SOUTH JORDAN - CUP ROOF MOUNTED WIRELESS COMMUNICATAION EQUIPMENT

Location: 3658 West 9000 South
File No: PLCUP201801051P
Applicant: Pete Simmons with Verizon

Planner Sanderson reviewed background information on this item from the staff report.

Chairman Woolley opened that Public Hearing to comments. There was none. He closed the Public Hearing.

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

Commissioner Holbrook motioned to approve the Site Plan/Conditional Use Permit for the Verizon Wireless roof mounted antennas and related wall mounted equipment as proposed. Commissioner

Morrissey seconded the motion. Roll Call Vote was 5-0 unanimous in favor; Commissioner Jolley was absent from the vote.

VII. PUBLIC HEARINGS AND POTENTIAL **LEGISLATIVE ACTION ITEMS
****Legislative Action = More Discretion, Reasonably Debatable (Subjective Standard)**

C.1 Issue: RIDGEVIEW – REZONE & LAND USE AMENDMENT

Location: 1549 West 11400 South

File No: PLZBA201800806

Applicant: Spencer Moffat, The Boyer Group

Commissioner Holbrook left the meeting.

Planner Sanderson reviewed background information on this item from the staff report.

Commissioner Morrissey said on the frontage on Redwood Road, how deep is that commercial property?

Planner Sanderson said it is 250 to 260 feet from north to south.

Commissioner Haynes said is the developer including a fence between the residential and commercial on the west side.

Planner Sanderson said the City Code does require at least a 6ft. masonry fence between residential and commercial. I don't have the development agreement in front of me to know, but 6 to 8 feet would be the recommendation.

Commissioner Haynes said along Redwood Road on the west side you have a potential access, but there is a box above it, and one below it, what are those defined as, is it "Property of Unique?"

Planner Sanderson said Property of Unique owns that entire parcel, and currently it is one parcel.

Commissioner Haynes said do they have plans for that parcel.

Planner Sanderson said they have plans to develop the north part of the parcel.

City Planner Schindler said there are some negotiations going on, because the entire 50ft is not all owned by the Stallings, they own 25% of it.

Spencer Moffat (applicant) – said we are excited to be able to have an opportunity to work with South Jordan again, it has been a great City to work with and the staff has been tremendous. We originally evaluated this opportunity as a commercial opportunity as our primary business, but we quickly realized that it probably wasn't well suited for big box retail. As we dug into this with staff, and in a work sessions with the City Council we were asked to keep the density below the density that was allowed, which was medium density, and that is what we are doing. We feel comfortable with the product that is being built; we think it meets the markets demands. We are extremely excited about this project, and we are excited to be able to work with South Jordan again. I am here to answer any questions you may have.

Chairman Woolley opened the Public Hearing.

Clayton Snow, South Jordan – said I own property to the west of what connects this development proposal to Redwood Road. I am in favor of this project. I am going to miss seeing the fields out there, but this to me looks like a great use, and a great proposal.

Scott Bertsch, South Jordan – said my question is about the undeveloped land in the dark green on the map that back up against our property. That property has not been maintained in the last 2 years, so I would like to know what the developer plans to do with that.

Jay Rasmussen, South Jordan – said I have a question about the road that is on the Far East corner. Is that going to connect across 11400 S? I live across the street and I am curious about that, as well as what is the zoning is where I live.

Allen Stallings, South Jordan – said we are excited as well to finally have something that is vital there. I hope it doesn't get to the alternate access on Redwood Road, but there is a 50ft right-of-way, we own 25ft and they own 25ft, and it is a recorded right-of-way. We are excited and we think this is a great plan.

Noah Dixon, Riverton – said I am actually with the family that owns the property to the south. Is the fencing something that the City will take care of, and if so, what are the plans for fencing?

Don Stallings, South Jordan – said I am glad to see something happening here. It has been a long road to see if we could get something going on this property. In the meantime, we have seen 11400 S. go from a stop sign on both ends, to a freeway on ramp, and off ramp. This has become a very dangerous place to live. Not only us, but also those that live on that street. This will be great thing for safety reasons, and this will be very positive thing for South Jordan.

Chairman Woolley closed the Public Hearing.

Mr. Moffat – said as it relates to the property east of the canal adjacent to existing homes, I have personally spoken with three of the homeowners, but I have not spoken with all of them. The plan is to work with those homeowners and dispose of the property east of the canal is probably not a whole lot of use to the project. It is something that is better suited to be maintained by the individuals adjacent to that property. The road connecting to 11400 S is a UDOT road and we will work with City staff, and the engineering department to establish an appropriate spot. In regards to the fencing, we learned that farm animals and small children do not mix very well, so I know there are plans to fence that area, and we can look at couple of different fencing types that will work. We found that vinyl doesn't work very well with animals, so we will probably have to look at something different. That is a conversation we are willing to have, it would be a private improvement, and that is not something the City would put in. I hope we addressed all of the concerns, and I am here to answer any additional questions you may have.

Chairman Woolley said I am not clear on the south boundary line. I am also not clear on what the language is on our ordinance. I know that if both parcels are in the City and you have animal usage, it is required to have a masonry wall, but if it is an adjoining City, can you speak to that.

City Planner Schindler said if it is all in our City then a masonry wall is required. If it is not, we encourage it to be a masonry wall, but if it is not in our City limits, we cannot enforce it.

Mr. Moffat said we had a subdivision come through a couple of months ago to north where this issue came up. They wanted a fence, but we could not require the developer to put in a fence between West Jordan and us, but because this is being done in a development agreement the City Council will take that into consideration, and they could make that a requirement.

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

Commissioner Ellis said based on the staff report and other information presented to the Planning Commission during the Public Hearing, and the Planning Commission’s discussion, I move that the Planning Commission forward a recommendation to the City Council to Approve:

Resolution R2019-02, amending the land use designation of the subject property from Medium Density Residential to Corridor as described and,

Ordinance 2019-01-Z, rezoning the subject property from the R-1.8 and A-5 zones to the Redwood Road Mixed Use South Center (MU-South) and the Planned Development (PD) Floating Zone as described

Commissioner Haynes seconded the motion. Roll Call Vote was 4-0 unanimous in favor; Commissioner Jolley and Commissioner Holbrook were absent from the vote.

VII. PUBLIC HEARINGS AND POTENTIAL **LEGISLATIVE ACTION ITEMS
****Legislative Action = More Discretion, Reasonably Debatable (Subjective Standard)**

VIII. OTHER BUSINESS

None

ADJOURNMENT

Commissioner Ellis motioned to adjourn the December 11, 2018 Planning Commission meeting. Commissioner Morrissey seconded the motion. Vote was unanimous in favor; Commissioner Jolley and Commissioner Holbrook were absent from the vote

The December 11, 2018 Planning Commission Meeting adjourned at 8:55 p.m.

This is a true and correct copy of the December 11, 2018 Planning Commission minutes, which were approved on January 8, 2019.

Anna M. West
South Jordan City Recorder

Deputy Recorder Cindy Valdez prepared the meeting minutes

DECEMBER 11, 2018

PLANNING COMMISSION MEETING SIGN IN SHEET

PRINT NAME

ADDRESS

Matt Moxi	1064 Park Palisade So Jo
STEVEN FALLERT	994 Park Palisade Dr So Jo
John Tibbs	1238 W. Jordan River Dr.
Jack Keller	1132 So Palisade Rim Cir
Chad & Lisa Down	1228 Jordan River Dr. So Jo
David & Marsha Yates	1213 Jordan River Dr. So. Jo.
Martin Heard	1227 Jordan River Dr. So Jo.
Casey Kramer	1201 W Jordan River Dr.
Mark Burgess	1184 Jordan River Dr.
DOUGLAS C YOUNG	11004 So. Ridgeside
SANBI HENDERSON	1128 RIDGETOP CAVES
Clayton Snow	10251 S. Brookcrest
Mitch Harman	10988 S Ridgeside Dr

DECEMBER 11, 2018

PLANNING COMMISSION MEETING SIGN IN SHEET

<u>PRINT NAME</u>	<u>ADDRESS</u>
Lynne Harman	10988 S. Ridgeside Dr.
MIKE WOLF	1249 W. Jordan River Dr
Ross James	1146 W. Jordan River Dr.
Rob Woodruff	1114 W. Ridgetop Cove S.J., 84095
Tom Kurt Thomas	11132 S. Creek Ridge Cir
Pony Thomas	11 " "
Sandra Tenney	10937 S. 1055 W.
Resh Jefferies	10963 S. 1055 W. South Jordan UT 84095
Robert Francis	1214 W JORDAN RIVER DR
Rusty Johnson	11065 So. 1055 W. So. Jordan
Emily James	1146 W. Jordan River Dr.
MELANIE WOLF	1249 W. JORDAN RIVER DRIVE
Amanda Hill	1143 W Jordan River Dr.



DECEMBER 11, 2018

PLANNING COMMISSION MEETING SIGN IN SHEET

PRINT NAME

ADDRESS

David
~~Anderson~~ Hill

1143 W Jordan River Dr.