



REQUEST FOR COUNCIL ACTION

Presenter: Ray McCandless

Meeting Date Requested: 12/16/2020

Department: Development Services

Date Final Action Required: 12/16/2020

Meeting Type: ☐ Work Session ☒ Public Hearing ☐ Business Item ☐ Other:

Action Requested: ☐ Provide Information ☐ Request Feedback ☒ Decision ☐ Other:

Time Requested: Total Time: 10 minutes (Presentation Time: 5 Council Discussion: 5)

Approval Signatures

Submitter: Ray McCandless

Dept. Head: Scott Langford
Scott Langford (Dec 9, 2020 07:54 MST)

Reviewed as to Form: Duncan Murray
Duncan Murray (Dec 9, 2020 07:34 MST)

Executive: [Signature]

Council Office: [Signature]

Council Committee: N/A

(**Please note: when completing for New Business item, only lines 1-5 are required)

1. AGENDA SUBJECT

Amend the Interchange Overlay Zone (IOZ) Design and Development Standards relating to road standards and other requirements.

2. PURPOSE FOR COUNCIL TIME

For Council review, public hearing, discussion, and determination.

3. SUMMARY

Amend the Interchange Overlay Zone (IOZ) Design and Development Standards relating to road standards and other requirements as requested by Staff.

4. TIME SENSITIVITY / URGENCY

No known deadlines.

5. BUDGET IMPACT *(provide estimated cost and source of funding)*

No fiscal costs

6. STAFF RECOMMENDATION

Staff recommends approval

7. PLANNING COMMISSION RECOMMENDATION

Approval (7-0)

8. MOTION RECOMMENDED

“Based on the analysis and findings contained in the Staff Report, I move that the City Council approve Ordinance No. 20-48 amending the Interchange Overlay Zone (IOZ) Design and Development Standards relating to Road Standards and other requirements; amending the 2009 City Code Section 13-6K Article K (IOZ) Interchange Overlay Zone.”

9. MAYOR RECOMMENDATION *(if applicable)*

10. PACKET ATTACHMENT(S) *(if larger than 25 mb, embed electronically)*

1. Staff Report
2. Ordinance No. 20-48
3. Planning Commission Meeting Minutes

11. OTHER INFORMATION *(if applicable)*

I. BACKGROUND

The IOZ was adopted with accompanying design standards that specified street cross sections and several other requirements that are not consistent with adopted City street standards.

II. GENERAL INFORMATION & ANALYSIS

This text amendment replaces the street standards in the IOZ design standards with street sections that are currently in the City's Engineering Standards. It also revises certain standards in the IOZ Design and Development Standards and Requirements. This item was reviewed by the Planning Commission on November 17, 2020. In a 7 to 0 vote, the Planning Commission recommended approval of the proposed text amendment.

III. FINDINGS OF FACT

Section 13-7-D-7B, requires that prior to approving a text amendment, the City Council must make the following findings:

Criteria 1: *The proposed amendment conforms to the general plan and is consistent with the adopted goals, objectives and policies described therein;*

Discussion: Page 20 of the General Plan states the following:

"Policy 3. The Zoning Ordinance shall be updated to incorporate necessary changes that are consistent with State Code, and reflect the best and most current land use practices of the time. Zoning Ordinance modifications and updates shall be made easy for the general public and City administration to understand".

The proposed text amendment will update the City's Zoning Ordinance and keep it consistent with current and best land use practices.

Finding: The proposed amendment conforms to the general plan and is consistent with the adopted goals, objectives and policies described therein;

Criteria 2: *The proposed amendment is appropriate given the context of the request and there is sufficient justification for a modification to this title;*

Discussion: The street sections in the design standards adopted with the IOZ were implemented to provide more options and flexibility in street widths to promote better and imaginative design in the site layout. After further analysis by the Engineering Staff and Public Works Department, the street right-of-ways in the IOZ create safety concerns with snow removal and damage to vehicles parked along the streets. For this reason, staff is recommending that the street cross sections be removed from the IOZ ordinance and that any roadways in future development in the IOZ be required to conform to adopted City Engineering standards.

The IOZ standards state that commercial buildings must be set back less than 10' from the front yard. This may be appropriate in some areas but not all. There may be some instances for example where the lot or property configuration makes it impractical to place the building near the front property line. For this reason, staff is recommending that the build to line of 0' to 10' in commercial areas be eliminated as follows:

“b. Siting – ~~the front yard shall have a build to line of 0' to 10'~~. Parking shall be located to the side, the back, in a parking garage, or underneath the building.”

The IOZ standards also requires at least 1 functional door on the face of buildings facing streets every 100' feet. Staff is of the opinion that this is not the only way to break up the wall plane of commercial buildings. The addition of windows or other architectural features can accomplish the same objective. Staff recommends the following language:

“At least one functional door, window or other significant architectural feature as approved by the Planning Commission facing the street shall be located along the front face every 100'. Buildings shall cover at least 70% of the width of the front yard.”

The proposed changes are shown in the legislative draft attached to this staff report.

Finding: The proposed amendment is appropriate given the context of the request and there is sufficient justification for a modification to this title;

Criteria 3: *The proposed amendment will not create a conflict with any other section or part of this title or the general plan;*

Discussion: The proposed amendment will not create any conflicts with any other sections of the 2009 City Code.

Finding: The proposed amendment will not create a conflict with any other section or part of the Municipal Code or the General Plan.

Criteria 4: *The proposed amendment does not relieve a particular hardship, nor does it confer any special privileges to a single property owner or cause, and it is only necessary to make a modification to this title in light of corrections or changes in public policy.*

Discussion: The draft ordinance as written will have application within the City's IOZ zones and will not relieve a particular hardship or grant special privileges to any one person or entity.

Finding: The proposed amendment does not relieve a particular hardship, nor does it confer any special privileges to a single property owner or cause, and it is only

necessary to make a modification to this title(s) in light of corrections or changes in public policy.

IV. ATTACHMENTS

1. Ordinance No. 20-48
2. Planning Commission Minutes of November 17, 2020

Ordinance No. 20-48

AN ORDINANCE AMENDING THE INTERCHANGE OVERLAY ZONE (IOZ) DESIGN AND DEVELOPMENT STANDARDS RELATING TO ROAD STANDARDS AND OTHER REQUIREMENTS, AS REFERENCED IN THE 2009 CITY CODE, SECTION 13-6K-5, REGARDING THE IOZ

WHEREAS, the City of West Jordan (“City”) adopted West Jordan City Code (“City Code”) in 2009; and

WHEREAS, the Planning Commission held a public hearing on November 17, 2020 regarding amending the Interchange Overlay Zone Design and Development Standards and other requirements, as referenced in City Code Section 13-6K-5; and

WHEREAS, the City Council held a public hearing on December 16, 2020 regarding amending the Interchange Overlay Zone Design and Development Standards and other requirements; and

WHEREAS, the City Council finds it to be in the best interest of the public health, safety, and welfare to adopt the following amendments to the Interchange Overlay Zone Design and Development Standards.

NOW THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF WEST JORDAN, UTAH AS FOLLOWS:

Section 1. Amendment. The referenced Interchange Overlay Zone Design and Development Standards, relating to road standards and other requirements, as referenced in and authorized by City Code Section 13-6K-5, are hereby amended to read as shown on Attachment 1 to this Ordinance.

Section 2. Severability. If any provision this Ordinance is declared to be invalid by a court of competent jurisdiction, the remainder shall not be affected thereby.

Section 3. Effective Date. This Ordinance shall become effective immediately upon posting or publication as provided by law if any of the following occur:

- a. The Mayor signs the Ordinance as provided by law; or
- b. The Mayor vetoes the Ordinance as provided by law and at the City Council’s next meeting following the Mayor’s veto the City Council passes the Ordinance over the Mayor’s veto by an affirmative vote of at least five (5) City Council members; or
- c. The Mayor fails to sign the Ordinance within fifteen (15) days after the City Council presents the Ordinance to the Mayor.

(Continued on the following page)

45 PASSED BY THE CITY COUNCIL OF WEST JORDAN, UTAH, THIS 16TH DAY OF
46 DECEMBER 2020.

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CITY OF WEST JORDAN

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By: _____

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Christopher McConnehey

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Council Chair

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54 ATTEST:

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Cindy M. Quick, MMC

58 Council Office Clerk

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61 **Voting by the City Council**

"YES"

"NO"

62 Council Member Kelvin Green

☐☐

63 Council Member Zach Jacob

☐☐

64 Council Member Chad R. Lamb

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65 Council Chair Chris McConnehey

☐☐

66 Council Member David Pack

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67 Council Member Kayleen Whitelock

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68 Council Member Melissa Worthen

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72 **PRESENTED TO THE MAYOR BY THE CITY COUNCIL ON** _____.

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74 Mayor's Action: _____ Approve _____ Veto

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77 By: _____

78 Mayor Dirk Burton

_____ Date

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81 ATTEST:

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Tangee Sloan

85 City Recorder

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(continued on the following page)

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92 **STATEMENT OF APPROVAL OF PASSAGE** (check one)

93
94 _____ The Mayor approved and signed Ordinance No. 20-48.

95
96 _____ The Mayor vetoed Ordinance No. 20-48 on _____ and the
97 City Council timely overrode the veto of the Mayor by a vote of _____ to _____.

98
99 _____ Ordinance No. 20-48 became effective by operation of law without the
100 Mayor's approval or disapproval.

101
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103 _____
104 Tangee Sloan
105 City Recorder

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108 **CERTIFICATE OF PUBLICATION**

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110
111 I, Tangee Sloan, certify that I am the City Recorder of the City of West Jordan, Utah, and that the
112 foregoing ordinance was published/posted in the Salt Lake Tribune, on the _____ day of
113 _____, 20_____, pursuant to law.

114
115
116 _____
117 Tangee Sloan
118 City Recorder

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Attachment 1

[to ORDINANCE NO. 20-48

AN ORDINANCE AMENDING THE INTERCHANGE OVERLAY ZONE (IOZ)
DESIGN AND DEVELOPMENT STANDARDS RELATING TO ROAD STANDARDS AND
OTHER REQUIREMENTS, AS REFERENCED IN THE 2009 CITY CODE, SECTION 13-6K-5,
REGARDING THE IOZ]

["Legislative Version."]

1. Commercial buildings – a building intended for retail, service, and office related uses.
 - a. First floor – includes distinct architecture to differentiate it from the upper floors and shall be a minimum of 14' in height. If the structure comprises more than one floor above ground, glass shall be emphasized with a minimum of 65% of the first floor facing the street as transparent.
 - b. Siting – ~~the front yard shall have a build to line of 0' to 10'.~~ Parking shall be located to the side, the back, in a parking garage, or underneath the building.
 - c. Zero lot lines for side yards are permitted.
 - d. For buildings over 30' in height, any rear or side yard adjacent to lower density existing or proposed development shall incorporate a transitional height to setback ratio of one foot of setback for each foot of height over 30', starting from the standard side yard or rear yard of 15'.
 - e. At least one functional door, window or other significant architectural feature as approved by the Planning Commission facing the street shall be located along the front face every 100'. Buildings shall cover at least 70% of the width of the front yard.
 - f. Buildings located on corner lots shall incorporate a corner plaza and a corner accent or tower.
 - g. Architecture – 4 sided architecture is required. The first floor shall include distinct architecture to differentiate it from the upper floors. Variation in the front façade is required at least every 50'. This can be accomplished by changing the building face with at least a 1' reveal or varying building materials or combinations thereof.
 - h. Roofs may be flat or pitched.
 - i. No blank walls are allowed.
 - j. Drive through, including access drives, shall be located to the side or rear of the building.
 - k. Height – one story with a maximum of 3 stories.
 - l. Access – alley and interior street access is encouraged or 1 driveway for every 300'.
 - m. Loading docks shall not be visible from the street, nor from the Mountain View Corridor or Bangerter Highway.



Figure 1 – Commercial Building Example



Figure 2 – 3 Story Commercial Building

n. Materials – brick, stone, cement composite materials, stucco, and metal accents.

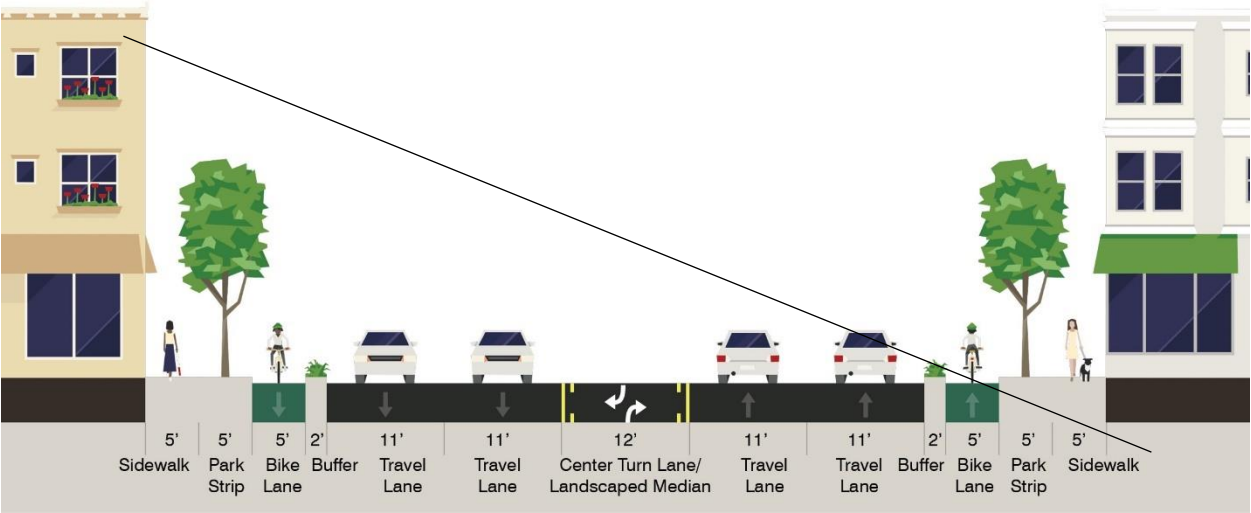
2. STREETS

1. The streets within an IOZ shall be complete streets to the greatest extent possible. Due to the proximity to the freeway interchange, the streets within each development are intended to provide the fastest and most convenient access to the freeway as possible. Each street type provides a defined cross section that is meant to be adhered to ~~but maybe modified with the City Engineer's approval, within the overall site planning process.~~ All street sections shall comply with the City's Engineering Standards.

~~2. Arterial access roads – These facilities are provided to service primarily through traffic movement. While some land access service may be accommodated, it is clearly a minor function, and all traffic controls and the facility design are intended to provide efficient through movement. Such roads are anticipated on the periphery of the development, but may in some locations need to provide access through the development to other areas in the community. On street parking on arterial streets is discouraged. A minimum of two lanes in each direction with a median turning lane, punctuated with landscaped medians in areas not needing left turns, these streets are envisioned as grand boulevards.~~

Table 3

REQUIREMENTS	
Vehicular Zone	
ROW Width	90'
Travel Lanes	4
Center Turn Lane	1, 12'
Lane Width	12'
Center Median	Permitted except at intersections, 12'
Parking Lanes	No parking on street
Bicycle	~~5' regularly swept, protected bike lanes each side, using green thermoplastic or colored concrete~~
Pedestrian Zone	
Walkways	~~5' min. attached colored concrete sidewalk on each side with complementary enhanced paving at intersections and mid-block pedestrian crossings (5' within ROW, 5' dedicated by property owner which can be dedicated to city or provided through a public pedestrian easement and can encroach on the setback)~~
Street Buffer	5' park strip xeriscape with large trees
Furnishings	Bike racks, bus shelters, lighting

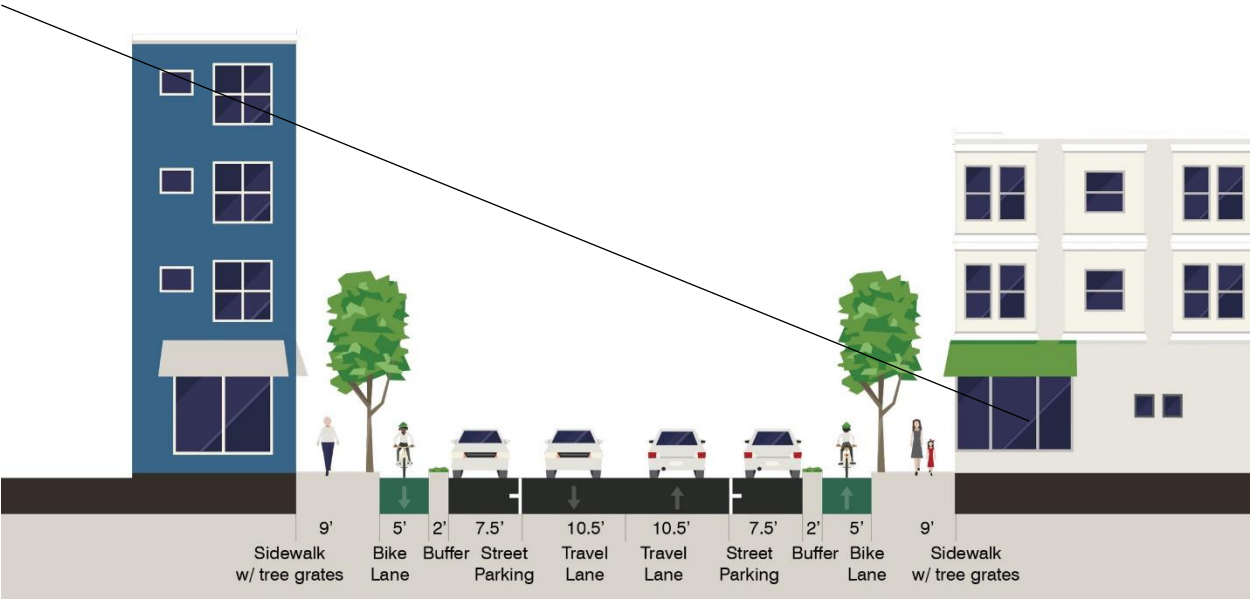


3. Main Streets — intended for areas that have a mix of commercial uses/activities in a town center type setting. Larger pedestrian sidewalks are required. On street parking is also required. The cross section is displayed below. This street section is characterized by narrow travel lanes, dedicated bike lanes, on-street parking (where feasible), generous sidewalks, and curb bulb outs at intersections for traffic calming. The intent is to slow traffic through a town center, accommodate all modes of travel and focus on pedestrian connectivity. Exact dimensions will need to be coordinated with the City Engineer.

Table 4

REQUIREMENTS	
Vehicular Zone	
ROW Width	66'
Travel Lanes	2
Center Turn Lane	1
Lane Width	10.5'
Center Median	Permitted mid-block and low turn demand areas
Parking Lanes	7.5' On-street parallel required on each side
Bicycle	5' regularly swept, dedicated bike lanes each side using green thermoplastic or colored concrete
Pedestrian Zone	
Walkways	10' min. attached colored concrete sidewalk on each side with complementary enhanced paving at intersections and mid-block pedestrian crossings (5' within ROW, 5' dedicated by property owner)
Street Buffer	Trees in grates within the 10' walkway dimension noted above
Furnishings	Bike racks, seating, lighting, planters

211 Typical Cross Section for a Main Street



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213 4. Collector Roads—higher capacity roads intended to funnel traffic from neighborhoods within the IOZ
214 or within commercial or office development areas. On major roads and collectors, sidewalks may be
215 eliminated if trail systems are available, with Engineering Department approval, and accessible from
216 the same roads and structures that would otherwise be accessible from a sidewalk. These two
217 restrictions will allow the speed limits to be increased, while maintaining safety, thereby maximizing
218 the developments proximity to the freeway.

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220 Table 5

REQUIREMENTS	
Vehicular Zone	
ROW Width	63'
Travel Lanes	2
Center Turn Lane	None
Lane Width	13'
Center Median	Not permitted
Parking Lanes	8.5' On-street parallel on each side
Bicycle	Shared with travel lanes
Pedestrian Zone	
Walkways	5' min. attached sidewalk on each side
Street Buffer	5' min. landscape area
Furnishings	Bike racks, seating, lighting, planters

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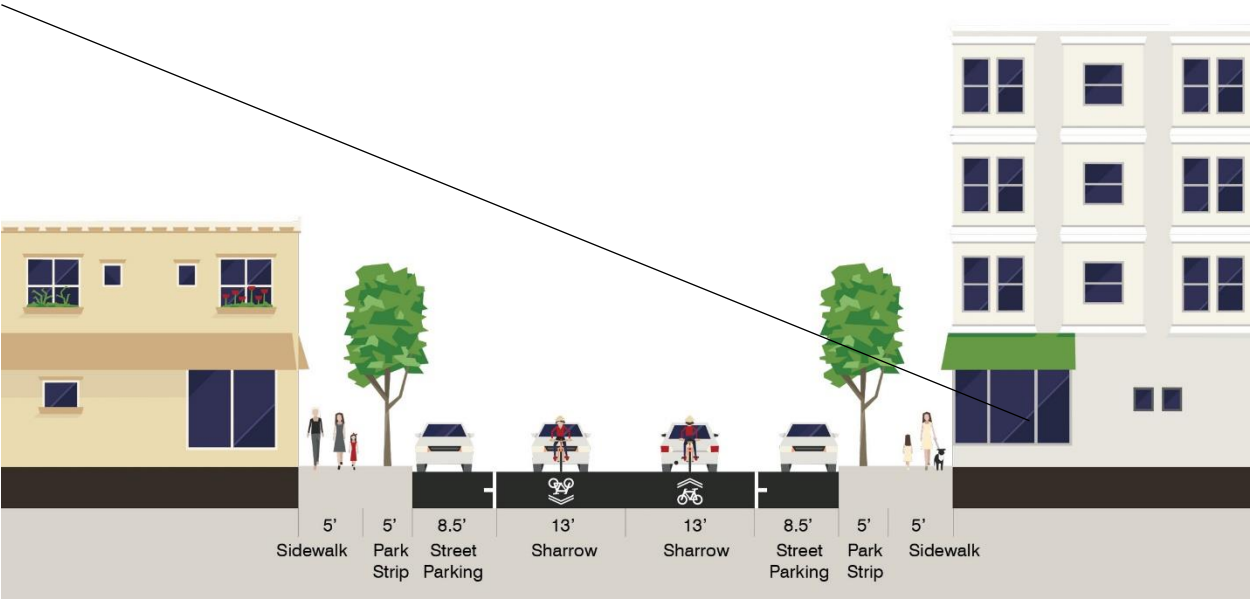
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226 Typical Cross Section of a Collector Road



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228 5. Local/Neighborhood streets—smaller, low traffic roads within neighborhoods. Required parking

229 within mixed-use, multifamily and townhome developments will be located off street, but on-street

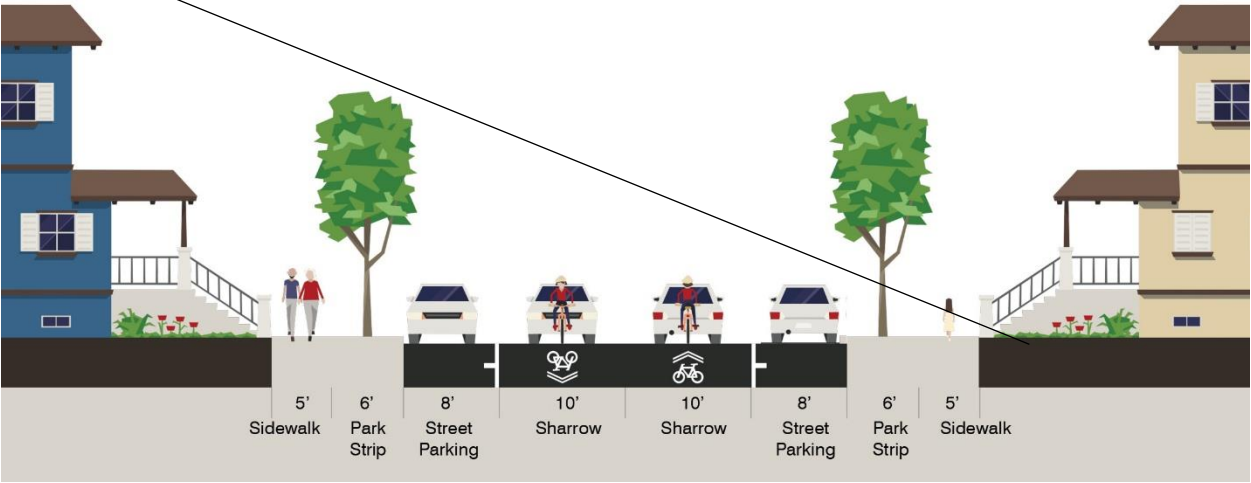
230 parking is allowed. Sidewalks will be present in areas not serviceable by a trail system.

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232 Table 6

REQUIREMENTS	
Vehicular Zone	
ROW Width	58'
Travel Lanes	2
Center Turn Lane	None
Lane Width	10'
Center Median	Not permitted
Parking Lanes	8' On-street parallel on each side
Bicycle	Shared with travel lanes
Pedestrian Zone	
Walkways	5' min. sidewalk on each side
Street Buffer	6' min. landscaped park strip area
Furnishings	Bike racks

239 Typical Cross section for Local/Neighborhood streets



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242 6. Alley — rear property access roads. The cross section is displayed below:

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244 Table 7

REQUIREMENTS	
Vehicular Zone	
ROW Width	30'
Travel Lanes	2
Center Turn Lane	None
Lane Width	10'
Center Median	Not permitted
Parking Lanes	Not permitted
Bicycle Lane	shared
Pedestrian Zone — Shared	
Walkways	5'
Street Buffer	None
Furnishings	None

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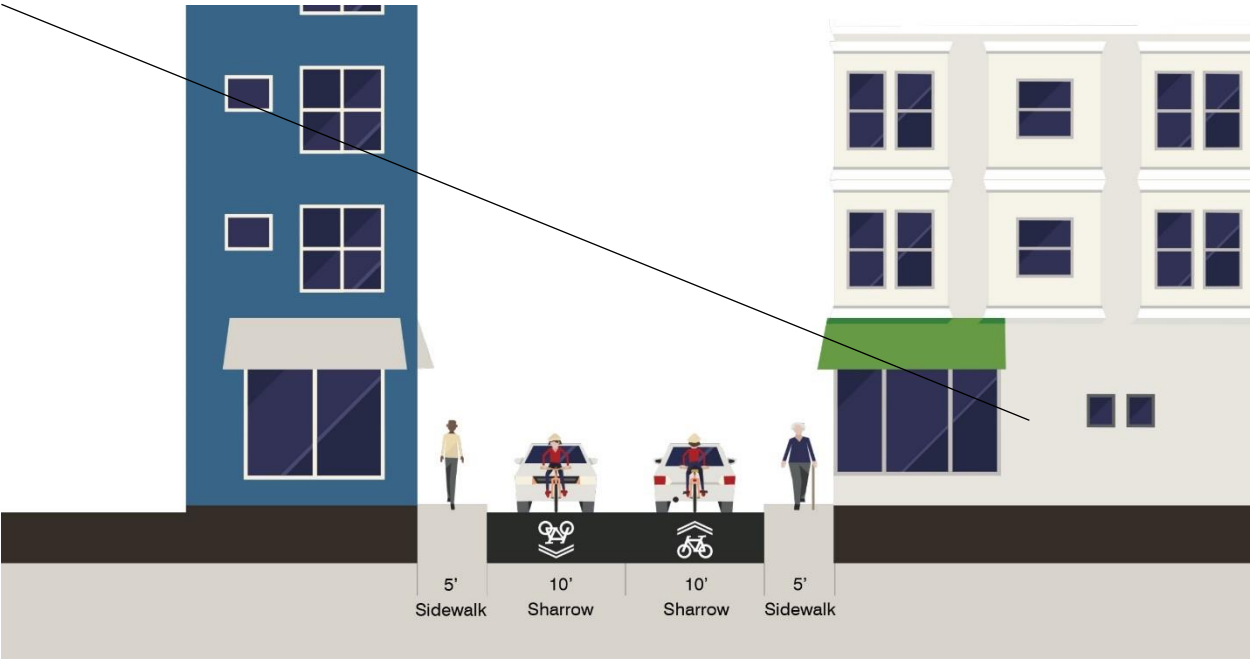
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252 Typical Cross Section for an Alley



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- 255 2. 7. A Street Tree Plan is required.
- 256 3. 8. A Street Lighting plan is required using dark sky compliant fixtures.
- 257 4. 9. Where bus service exists or is anticipated, potential bus shelters should be located on the Final
- 258 Development Plan and built as part of the construction process.
- 259 5. 10. Blocks – except for Peripheral Major Roads, all other roads shall incorporate blocks of no greater
- 260 length than 500’.
- 261 6. 11. Cul-de-sacs – the use of cul-de-sacs shall be minimized to improve connectivity within the
- 262 development.

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287 **[“Clean/Amended Version.”]**

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- 289 2. Commercial buildings – a building intended for retail,
- 290 service, and office related uses.
- 291 a. First floor – includes distinct architecture to
- 292 differentiate it from the upper floors and shall be a
- 293 minimum of 14’ in height. If the structure
- 294 comprises more than one floor above ground,
- 295 glass shall be emphasized with a minimum of 65%
- 296 of the first floor facing the street as transparent.
- 297 b. Siting. Parking shall be located to the side, the
- 298 back, in a parking garage, or underneath the
- 299 building.
- 300 c. Zero lot lines for side yards are permitted.
- 301 d. For buildings over 30’ in height, any rear or side
- 302 yard adjacent to lower density existing or
- 303 proposed development shall incorporate a
- 304 transitional height to setback ratio of one foot of
- 305 setback for each foot of height over 30’, starting from the standard side yard or rear yard of 15’.
- 306 e. At least one functional door, window or other significant architectural feature as approved by the
- 307 Planning Commission facing the street shall be located along the front face every 100’. Buildings
- 308 shall cover at least 70% of the width of the front yard.
- 309 f. Buildings located on corner lots shall incorporate a corner plaza and a corner accent or tower.
- 310 g. Architecture – 4 sided architecture is required. The first floor shall include distinct architecture to
- 311 differentiate it from the upper floors. Variation in the front façade is required at least every 50’.
- 312 This can be accomplished by changing the building face with at least a 1’ reveal or varying
- 313 building materials or combinations thereof.
- 314 h. Roofs may be flat or pitched.
- 315 i. No blank walls are allowed.
- 316 j. Drive through, including access drives, shall be located to the side or rear of the building.
- 317 k. Height – one story with a maximum of
- 318 3 stories.
- 319 l. Access – alley and interior street
- 320 access is encouraged or 1 driveway
- 321 for every 300’.
- 322 m. Loading docks shall not be visible
- 323 from the street, nor from the Mountain
- 324 View Corridor or Bangerter Highway.
- 325 n. Materials – brick, stone, cement
- 326 composite materials, stucco, and
- 327 metal accents.
- 328



Figure 3 – Commercial Building Example



Figure 4 – 3 Story Commercial Building

329 **2. STREETS**

- 330 1. The streets within an IOZ shall be complete streets to the greatest extent possible. Due to the
- 331 proximity to the freeway interchange, the streets within each development are intended to provide the
- 332 fastest and most convenient access to the freeway as possible. Each street type provides a defined
- 333 cross section that is meant to be adhered. All street sections shall comply with the City’s Engineering
- 334 Standards.
- 335 2. A Street Tree Plan is required.
- 336 3. A Street Lighting plan is required using dark sky compliant fixtures.
- 337 4. Where bus service exists or is anticipated, potential bus shelters should be located on the Final
- 338 Development Plan and built as part of the construction process.
- 339 5. Blocks – except for Peripheral Major Roads, all other roads shall incorporate blocks of no greater
- 340 length than 500’.

341 6. Cul-de-sacs – the use of cul-de-sacs shall be minimized to improve connectivity within the
342 development.
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**MINUTES OF THE REGULAR MEETING (ELECTRONIC) OF THE WEST JORDAN PLANNING
AND ZONING COMMISSION HELD REMOTELY ON NOVEMBER 17, 2020**

9. Text Amendment – Interchange Overlay Zone (IOZ) - Amend the 2009 City Code Section 13-6K (IOZ) Interchange Overlay Zone Design and Development Standards relating to road standards and other requirements; City-wide applicability; City of West Jordan (applicant) [#22707]

Ray McCandless said the amendment came about following a review by the Engineering department on a project in the Interchange Overlay Zone (IOZ). There was a concern with the width and functionality of the street standards that were approved as a part of the IOZ text. The proposal is to remove the existing road standards from the IOZ and apply the engineering standards. This change is important for other developments in the IOZ to alleviate some of the width problems. This amendment will also fix the setback requirements for commercial buildings that may not front on a street. The Planning Commission will still see all site plans for buildings in the IOZ, so they can address any issues. Another section says at least one functional door or window needs to be installed on larger buildings to break up the wall plane. There are other ways to accomplish the purposes of that requirement, so the statement of ‘or other significant architectural feature as approved by the planning commission’ be added. That requirement is specific to this overlay, but there are standards in other sections of the code that require buildings to be broken up, which is 50 feet in commercial zones.

Jay Thomas asked if the zero side line is to allow for San Francisco style buildings.

Ray McCandless said that will allow buildings right up against the side property line.

Kent Shelton asked for clarification of real-world impacts that these amendments will make.

Ray McCandless said it won’t make a significant change. Regarding the roads, it will improve safety on the streets by being wider. He didn’t see an issue with the change in building location.

Matt Quinney opened the public hearing.

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

Trish Hatch referred to item g. Four-sided Architecture. She asked if that would still be required if they have a zero side yard.

Matt Quinney said that the Planning Commission has had the ability to adjust that. He referred to Anaya’s Market where the Planning Commission allowed the elimination of a side wall feature because it was next to an adjacent building.

Ray McCandless said the Design Review Committee and Planning Commission will review each site plan and weight in on the architectural features.

Larry Gardner said the Planning Commission has that discretion on a case-by-case basis to determine what makes sense.

MOTION: Matt Quinney moved, based on the information and findings set forth in the staff report and upon the information and evidence received today, to forward a positive recommendation to the City Council to Amend the 2009 City Code Section 13-6K (IOZ) Interchange Overlay Zone Design and Development Standards relating to road standards and other requirements; City-wide applicability; City of West Jordan (applicant). The motion was seconded by Ammon Allen and passed 7-0 in favor.

6b - Interchange Overlay Zone - IOZ Road Standards - Final

Final Audit Report

2020-12-09

Created:	2020-12-09
By:	Cindy Quick (Cindy.quick@westjordan.utah.gov)
Status:	Signed
Transaction ID:	CBJCHBCAABAAUoGia4Twpyr5WCleX5LttJhhf2OaC3h4

"6b - Interchange Overlay Zone - IOZ Road Standards - Final" History

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Agreement completed.

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Adobe Sign