

CITY OF SOUTH JORDAN  
PLANNING COMMISSION MEETING  
COUNCIL CHAMBERS

July 8, 2014

**Present:** Chairman Russ Naylor, Commissioner Sean D. Morrissey, Commissioner Beverly Evans, Commissioner T. Earl Jolley, Commissioner Richard Feist, City Planner Greg Schindler, Planner Damir Drozdek, Planner Brad Sanderson, Assistant City Engineer Shane Greenwood, City Recorder Anna West

**Absent:** Commissioner Jason Haymore

**Others:** See Attendance Log (Attachment A)

6:30 P.M.

**REGULAR MEETING**

I. GENERAL BUSINESS

A. Welcome and Roll Call

Chairman Naylor welcomed everyone to the meeting. All Commissioners present with the exception of Commissioner Haymore.

B. Motion to Approve Agenda

**Commissioner Evans made a motion to approve the July 8, 2014 Planning Commission Agenda. Commissioner Morrissey seconded the motion. Vote was unanimous in favor.**

C. Approval of the Minutes from the Meeting held on June 24, 2014

**Commissioner Morrissey made a motion to approve minutes from the June 24, 2014 Planning Commission meeting as printed. Commissioner Jolley seconded the motion. Vote was unanimous in favor.**

II. INFORMATIONAL ITEMS AND OTHER BUSINESS

A. Calendaring Items

None

B. Comments from Planning Commission Members

None

C. Staff Business

None

D. New Business

None

III. CITIZEN COMMENT

Chairman Naylor opened the Citizen Comment. No speakers. He closed the Citizen Comment.

IV. PUBLIC HEARINGS AND POTENTIAL \*\*ADMINISTRATIVE ACTION ITEMS

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

- A.1. Issue**                    **DAYBREAK VILLAGE 4 EAST PLAT 3  
PRELIMINARY PLAT**  
**Address:** 4625 W. Serendipity Way and 4695 W. Atwater Lane  
**File No:**                    SUB-2014.31  
**Applicant:**                Kennecott Land

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

**Brent Morgan**, 11000 S. Ensign Engineering – Here for Gary Langston. Nothing to add on this.

Chairman Naylor opened the Public Hearing. No comments. He closed the Public Hearing.

**A.2. Potential Action Item – (See IV.A.1)**

**Commissioner Evans made a motion to approve File No. SUB-2014.31 with the recommendation that all South Jordan City requirements are met prior to recording the plat. Commissioner Jolley seconded the motion. Roll Call Vote was 5-0 in favor. Commissioner Haymore absent.**

- B.1. Issue:**                    **CHATTEL ESTATES AMENDING LOT 23  
SUBDIVISION AMENDMENT**  
**Address:**                    3215 West 10000 South  
**File No:**                    SUB-AMEND-2014.35  
**Applicant:**                Duaine Rasmussen

Planner Brad Sanderson reviewed the background information on this item from the staff report. He said there were a few concerns regarding large animal rights on adjacent properties and fencing. He said we put some provisions in the staff report that address the issue. Our recommendation is in favor of this.

**Duaine Rasmussen**, 6740 S. 1300 E., Cottonwood Hgts. (Applicant); I represent Ms. Linda Isbell who owns this property. She approached us after we had done some other development within the city because she owns that entire acre there facing 3200 West. It is very difficult for her to keep up that full acre. The existing home on the north will stay and face 10000 South and the other two lots will face 3200 West. We recognize that we will have to take care of the irrigation water if it's currently flowing

from one property to the other. Our engineers will work that out and I am sure the City will ensure that occurs. Linda is here if you have any questions for her.

Chairman Naylor opened the Public Hearing.

**Susan Palmer**, I own the property next to Linda's. I have no objection to the splitting of the property. They are going to put in a 6' masonry wall and I asked that they put the wall to the sidewalk. My horse pasture goes to the sidewalk and if they only put in a 4' masonry wall my horses will jump it. I need to have a 6' masonry wall put up there. Currently there is 6' chain link and wood and 12 volt electric all the way around.

City Planner Schindler said by code they can't go past the front line of any house with a 6' solid fence. You would have to go to City Council to get approval for the fence to go beyond. We could do a 2' open iron on top of the 4' masonry to get the 6' that you need. You would need to get the developer to approve to do that. We can't require that they do it because it is not a conditional use permit.

Ms. Palmer noted her concern regarding irrigation water. The property in question is lot 23 because it is the lowest point; all the collector water goes to that point. There are no collecting ditches so most of the water runs across everyone's property and then runs across my property and then runs down into the storm drains. We are hoping that there is a better system put in because we all have irrigation issues there with what was set up 35 years ago.

Chairman Naylor asked Ms. Palmer if she heard from the staff report that is one of the items listed on the conditions of approval. Ms. Palmer said yes.

**John Lewis**, I am on lot #36 in Chattel. I have an acre lot there. My property runs along 3200 and I was wondering if you adopt these to be 1/3 acre lots you are going to have to let me do the same. He asked what the process would be to do that.

City Planner Greg Schindler said to divide property in the city you do have to do a subdivision period whether it's allowed here or not. The chances are that you would be able to apply for the same thing but you still would need to go through the same process that they are doing.

**Kent Jones**, 10071 S. 3345 W. (lot #31); I appreciate getting the notice on this. I just retired from the criminal justice system after 42 years and I have not been able to make public statements but I can now. I object to reducing this to 1/3 acre lots and that is based on my experience. Beautiful cities can have less crime if you have more gardening, more parks and more open space. By putting these down to 1/3 acre lots you are just inviting trouble down the road.

**Don Roylance**, 10092 S. 3345 W. (lot #5); agree with subdividing when it is consistent with what the other lots. I disagree with 1/3 acres. 1/2 acre lots would be ok.

**Dana Dimand**, 10072 S. 3345 W.; I agree with my two neighbors that just spoke and I would like to see more green and less high density.

Chairman Naylor closed the Public Hearing.

Commissioner Feist said it sounds like according to our ordinance this is allowed. A couple of the residents stated that dividing into 1/3 acres is inconsistent with what the division was set up to be. It was to have animal rights and once you get down to 1/3 acre lots you can't have animal rights.

City Planner Schindler said that is correct. That is why there is the requirement for the 6' masonry wall. The last time there was a split it was  $\frac{3}{4}$  of an acre required but that ordinance was changed about 4 years ago and it was changed to  $\frac{1}{2}$  acre.

Commissioner Feist said it is not consistent with the subdivision of the properties. It is creating a new dynamic within the subdivision. It appears that is an issue for the CC &R's.

Commissioner Morrissey said to the applicant that the CC&R's limit the development to a minimum of 100 foot frontages with minimum 1 acre size lots; he asked if that has been addressed with the neighbors?

**Duaine Rasmussen** (applicant) said we thought we would go through this process first and that secondly because that will become an issue down the road if and when we decide to sell these 1/3 acre lots. We know it needs to be addressed. With regards to the 1/3 acres, this is across the street from 1/3 acres and the masonry wall separates it from the other property. With regard to the fence we have no problem going 4' and then above that with a 2' rod iron of some sort to contain the horses.

Commissioner Evans noted that down the road there will be some interesting issues that will have to be worked out on that irrigation. When you go back, just make sure you address those thoroughly.

Commissioner Morrissey asked about the previous split with  $\frac{1}{2}$  acres and why that didn't require this same process.

Mr. Rasmussen said it has to do with what it is across the street from. Those are 1/3 acres lots that are immediately across the street to the east. When we looked at this it seemed to fit with what was over there. Previously when they did the  $\frac{1}{2}$  acre split, I am not sure the CC&R's were ever amended. There is no record reflecting that. It is our intention to go back and do that because it is a long term issue that needs to be solved.

Chairman Naylor said I understand what the residents have stated. I don't think there is any opportunity for changes on some of these other lots because none of them have enough frontage on a public street that they would have the opportunity to do something similar, other than lot #36 that was previously discussed. I agree with Commissioner Feist's comments that the City's zoning ordinance establishes the standard and that we don't attempt to discuss the CC&R's. That is strictly a civil issue between property owners that are a party to the CC&R's. Because this meets all of the requirements of the City's ordinance, we don't have any justification for not approving the amendment.

Commissioner Morrissey said based on the requirements of the R-1.8 zone, how many lots could there be. Planner Sanderson said lot #1 is already subdivided. Lot 36, lot 10, lot 28, lot 27, lot 17, lot 18, lot 21 and lot 22 could all split.

City Planner Schindler said it is doubtful they could split to 1/3 acre lots because they don't have enough frontage on the street. There is other opportunity for people to divide their property with the flag lot ordinance. By ordinance they would have to go in with a neighboring property owner.

**B.2. Potential Action Item – (See IV.B.1)**

Commissioner Evans made a motion to approve SUB-AMEND-2014.35 for the Chattel Estates Amending Lot 23 proposal with the following provisions:

1. Per City Ordinance, the Developer is required to install a new 6' tall decorative masonry wall along those adjoining properties that are large enough to have farm animals.
2. As determined by the City Staff, irrigation ditches within or parallel with the boundaries of Lot 23 may need to be abandoned, re-routed and/or piped pending ditch master and/or other water user's approval.
3. In the absence of a primary structure, all existing accessory buildings are to be removed from each affected lot prior to plat recordation.
4. That all South Jordan City codes and requirements are met prior to recording of the subdivision amendment.

adding a developer's agreement that the 4' fence continue to the sidewalk and have a 2' extension rod iron on top to make 6'. Commissioner Feist seconded the motion. Roll Call Vote was 5-0 in favor. Commissioner Haymore absent.

**C.1. Issue: POPEYES – OQUIRRH MOUNTAIN MARKETPLACE  
SITE PLAN AND CONDITIONAL USE**  
**Address:** 11513 South 4000 West  
**File No:** SP-2014.18  
**Applicant:** LeeAnn Miller, Benchmark Engineering

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

Commissioner Jolley asked if the landscaping was narrowed up to allow the drive through lane. Planner Drozdek said yes. The reason it was reduced from 20 feet to 10 feet is because of the road widening on Bangerter. It affected the project as a whole so they were given 10 feet of landscaping on 40<sup>th</sup> west.

Commissioner Feist asked when this whole development was approved, was 40<sup>th</sup> west to be upsized before it was to have any building permits on it; is that correct?

Assistant City Engineer Shane Greenwood said they will work on the 40<sup>th</sup> west improvements and the widening this construction season.

**LeeAnn Miller**, 9130 S. State (Applicant); we didn't realize when we did the site plan that there was a 10 foot buffer that was required along 4000 West. Since then we have moved the drive through over to accommodate for that.

Chairman Naylor opened the Public Hearing. No comments. He closed the Public Hearing.

**C.2. Potential Action Item – (See IV.C.1)**

Commissioner Feist made a motion to approve application SP-2014.18 approving the proposed site plan and conditional use permit for Popeye's on property located at 11513 South 4000 West. Commissioner Jolley seconded the motion. Roll Call Vote was 5-0 in favor. Commissioner Haymore absent.

**V. PUBLIC HEARINGS AND POTENTIAL \*LEGISLATIVE ACTION ITEMS**

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

None

**VI. OTHER BUSINESS – NOT PUBLIC HEARINGS**

**D.1. Issue: JORDAN STATION APARTMENTS  
SITE PLAN**  
**Address: 10464 S. Jordan Gateway**  
**File No: SP-2014.14**  
**Applicant: Dale Watson, Construction Management**

Chairman Naylor noted that the Public Hearing for this was done on June 24, 2014. He asked if anyone had any other information they would like to be presented. He asked Planner Drozdek if he has reviewed the information the applicant has provided.

Planner Drozdek said the information provided by the applicant seems to be consistent with regards to TOD's. It's warranted to give them a reduction in parking because of the change in the transportation modes that some of the people take. He said the information Ms. Holbrook has given us seems to be inaccurate. The studies show projects that include public parking as part of the total parking figure and is shared with the community.

City Planner Schindler said it also provided specifically for the transit station which we already have parking for at our TOD across the street. The one we looked closest at is the first one that was provided by Ms. Holbrook by Mission Meridian (Attachment B). It did have a higher ratio of parking spaces provided for the housing. That area in South Pasadena was a fairly fully developed area and they re-developed a portion for that project. They did provide more parking because it was probably insufficient to start with.

Commissioner Evans asked if a shared parking agreement would require a MOU for it. City Planner Schindler said if there is shared parking there is an agreement they would have to have recorded. In this case there isn't any shared parking proposal for this development at this time.

Chairman Naylor asked how many actual units have they got and what does the parking ratio work out to be that they are asking for per unit. Planner Drozdek said there are 218 1-bedroom units and 84 2-bedroom units. They are providing 438 parking stalls.

City Planner Schindler said the ratio for the residential alone is at 1.45 per unit. They are also proposing a certain amount of sq. footage for commercial that is not included in that ratio.

Commissioner Morrissey asked for the applicant to come up again.

**Dale Watson, 730 W. 2100 S. (Construction Mgmt. Consultants);** the information from the last meeting was helpful to us because the last thing we want to do is put in apartments and have parking issues. The studies we found actually were representative of the information we received from the staff at the time we were conceiving the project and designing the number of stalls needed.

Commissioner Morrissey asked who from staff provided that information.

Mr. Watson said it was previous Community Development Director George Shaw, who has subsequently retired. He was actually the one who wrote the final zoning ordinance for the MU TOD area. He said there are a couple of items in your packet that haven't been discussed yet. The proximity of the project to the train station; the studies that you have copies of, reference residential housing within a half mile of the train station and the majority of the project is within ¼ mile. The recommendations and results found in the study are even that much stronger for our case because of how much closer we are to the train station. We are only 400 paces from the train station and makes it very convenient to utilize the train and somewhat of a disincentive to pay for all of the expenses that go along with an automobile.

Commissioner Morrissey asked if any incentives are being provided to future residents to use the train.

Mr. Watson said not currently. I think the UTA has a very well planned out system where the train connects some of the major traffic producing areas within the city and downtown. That would be the big incentive to use Jordan Station. One thing that I wanted to point out about the studies is most of the zoning for parking is based on the Institute of Transportation Engineers study and what the people looking at the study found is that those studies result in TOD's that are over parked. The incentive with the mixed use area is to create as little parking as possible. That saves more land for more valuable uses down the road. We feel like with the reports that are out there and also with the information we received previous from staff, that we have met the intent of the code in our overall design for the project. The percentage of parking that we were told was a reduction of parking ratio was 15 to 25%. We have been cautious and our reduction is only 12% per the architect, Michael Raymond. The ordinance requires 1.5 stalls for 1-bedroom and 2 stalls for a 2-bedroom. The majority of our units (218) are one bedroom units and only 84 are 2-bedroom units. Our demographic we are going for is singles and couples with one or two children. We have talked to the neighbor immediately to the north, Dr. Bryan Sontag, who owns the strip mall. The vacant land on the left side is our property and the road that divides the two properties is a private road we will share with Dr. Sontag and his tenants. Dr. Sontag said he is willing to enter into negotiations for a shared parking arrangement if it becomes necessary. Dr. Sontag does have demand for parking during the day. He said a shared agreement would work out good because the folks living in the apartments would not have demand for parking during the day when Dr. Sontag would have need; at night when the tenants come home at the end of the day is when they would need parking and that is when Dr. Sontag's office would be closed. We feel strongly that the parking we have is adequate based on the fact that we are in the TOD Zone, based on our proximity to the train, and based on the studies.

Chairman Naylor asked if he is suggesting a shared parking arrangement with them. Mr. Watson said we would only do that if it became necessary. This proposal with Dr. Sontag would only come into play if once we were fully built out and found we needed additional parking.

Commissioner Evans said that answers a lot of my questions that I have two weeks ago.

Chairman Naylor thanked Ms. Holbrook for the study she provided.

**Julie Holbrook**, 717 W. Mystic Creek Way, SJC; I am glad they have tried to find solutions to this because we know it is going to be a problem. You can site all the studies you want but they are old

studies. The three that I showed were actually built at the time those studies were done. They are different but I felt that the success of them was because of sufficient parking. You are going to have commercial and you've got businesses nearby; just because you are by a TOD doesn't mean they don't own a car. The front runner is heavy rail and it runs during commuter times only. If it ran more often all day long I would agree with them. She had a statement and three case studies she asked to be submitted for this meeting (Attachment B). She said this zone requires commercial and if you are trying to put commercial next to residential the commercial won't succeed as we have seen in Daybreak unless you have the parking and everything combined with it near the station.

Mr. Watson said Julie had mentioned at the last meeting that there were over 300 people here in opposition to our project; the reality was there were 300 people here in opposition to Mulligan's being developed. In the last two meetings there has only been one person here.

Commissioner Evans said the real issue before us is what we as the Commission feel comfortable with this parking assessment and make sure we feel there is adequate parking to accommodate the residents that will be living there and not have a negative impact on South Jordan.

Commissioner Feist said I take trax every day and I drive to the trax station. A lot of people talk about trax but have never used it. I could not imagine myself living there without a car. I have taken the Front Runner and if you miss it you wait for an hour. Your commute time could be 2 hours to some of these places. We're not the Bay area; we're not LA or Washington, DC. We don't have the infrastructure of their public transportation. Our climate here is very different than those places and it gets much colder here. We seem to rely on the ITE for those studies and most of those projects are very different than this project. This one has nothing around it. Most of those others are redevelopment of old areas and have commercial and office and walking distance to places. This is comparing apples to oranges to try to compare us to them and they don't show me we are the same as them.

Commissioner Evans said another thing we need to consider is guest parking.

Commissioner Jolley said I appreciate the information on the studies but they don't match what this development is. I see some other developments and people that live to the south of this development and I know people that have two vehicles. Once a facility is completely full I think there will be a parking issue. I appreciate the owner going to the neighboring residents and making arrangements for future parking if needed. They do own property to the south which could be used for additional parking which does create some additional work for them and reduces the size of the remaining lot but there is opportunity to provide additional parking. If we approve this we are bound with what is said and three years down the road when it is full and there is a parking problem we have allowed it and there may not be a solution at that time.

Commissioner Morrissey said I agree with Commissioner Feist that they are comparing apples to oranges. He has pointed out those differences from his own experience and I appreciate his comments. I don't think any of the studies changed my mind regarding the parking issue where it is currently planned and how it is planned. I commend the applicant's for looking at alternatives for more parking without creating more parking lots. I think they should obtain a signed agreement for additional parking. I don't want to set a precedent now and it's the wrong path to take. My recommendation is for them to obtain the signed agreement and obtain additional parking for their commercial.

Chairman Naylor said I am an architect so I am familiar with these types of projects. I agree with the three Commissioners that have spoken that this project really doesn't relate to the projects you have provided. All of those projects I am sure have grocery stores and other amenities that are in walking distance of their homes. Here the closest grocery store is a couple miles away and there is no trax to get there so people are going to have to have a vehicle to get the other services and amenities that they require. It was pointed out that this Front Runner does not have frequent stops so that is troubling to me. One thing I would like to point out is Salt Lake City just recently reduced their parking ordinance. Typically it ranged from 4-5 parking spaces per thousand square feet and they reduced it to 1 parking space per thousand feet. They are going the opposite direction to try to force people on to mass transit. They also added a maximum parking allowed which is calculated at 125% of what the minimum is. That works out to be 1.25 parking stalls as the maximum downtown. I personally am not comfortable with the request that we approve this at 1.45 parking spaces per unit.

City Planner Schindler said there are three options. 1) You can deny this and then they would have the opportunity to appeal the decision to City Council; 2) You can approve it subject to them obtaining a parking agreement providing the additional 62 spaces needed to meet our code; 3) You can table it until they can come back with a parking agreement.

Chairman Naylor said you have heard what our thoughts are so what are your thoughts on this.

Commissioner Morrissey said I would like to talk about the three options before we hear from the applicants because we need to be on the same page. I would be willing to approve this if they would be willing to get the 62 additional spaces needed and have a signed shared parking agreement with their neighbor. I would rather they use the other land for green space or for other uses than a parking structure.

Chairman Naylor said what I hear he is suggesting, and I agree, is that we would make a motion to approve the project site plan on the condition that the developer prove before they get a building permit, they provide evidence that they have secured an agreement with the adjacent property owner or they have added more parking on the south on their own ground so that they have the parking that would be required pursuant to the ordinance.

Mr. Jeff Wells, (one of the owners) said we are pretty comfortable with the arrangement that we can make with Dr. Sontag. Also, just for background, we manage over 10,000 units and we are very comfortable with what we think our ratios are. We understand your reasoning, but from our perspective, we are putting a lot of money into this and we can't rent and sustain rentability over a ten year period like we are wanting if we don't have adequate parking. When we look at our demographics here in Utah and what people are doing from the size of cars and the kind of jobs that they take, we are very comfortable. We think in time the pressure is actually going to decrease. We would be happy to go with what you are suggesting.

Commissioner Jolley asked what they planned for the property to the south. Mr. Wells said City Council would like to see that go commercial. One of my concerns is that we put too much into parking that decreases the pad and you can't have a real good turn on investment commercial building there. It might help this project but might make that an unusable parcel.

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

**Commissioner Morrissey made a motion to approve Application SP-2014.14 to allow for construction of two multi-family buildings, including a commercial component located at the NE corner of the NE building, on property generally located at 10464 S. Jordan Gateway subject to the applicant entering into an agreement to obtain adequate parking with the property owner to the north, Dr. Sontag. Commissioner Feist seconded the motion. Roll Call Vote was 5-0 in favor. Commissioner Haymore was absent.**

#### **ADJOURNMENT**

**Commissioner Jolley motioned to adjourn. All Commissioners voted in favor.**

The July 8, 2014 Planning Commission meeting adjourned at 8:10 p.m.

Meeting Minutes were prepared by City Recorder Anna West.

**This is a true and correct copy of the July 8, 2014 Planning Commission meeting minutes, which were approved on July 22, 2014.**

*Anna M. West*

**South Jordan City Recorder**

JULY 8, 2014

## PLANNING COMMISSION MEETING SIGN IN SHEET

PRINT NAMEADDRESSBRENT MORGAN11000 South So ~~St~~ <sup>87th</sup> Suite SWKent Jones10071 S. 3345W.  
S.J.Dana Dinda1007280 3345W S1Kevin Terry10110 So. 3345WCurv Holt10120 So Chattel DrLinda Isbell3215 W. 10000 So.Greg Flint2121 S McClendon St ~~SE~~Julie Holbrook717 W. Mystic Creek WayDale Watson730 W. 2100 S.Lee Ann Miller9130 S. StateDuaine Rasmussen6740 S. 1300 E. Cottonwood Hgts.John Lewis10071 S. 3345 W.Don Roylance10092 S. 3345W.Susan Palmer

# Transit Oriented Development: Three Case Studies



# Three Case Studies of Successful Transit Oriented Developments (TOD)



**Mission Meridian Village**



**New Railroad Square**



**Santa Fe Depot District**



“I’d like for us to invest in mass transit because potentially that’s energy-efficient. I think people are a lot more open now to thinking regionally in terms of how we plan our transportation infrastructure. **The days where we are just building sprawl forever –those days are over.**

Republicans, Democrats, everybody recognizes that that is not a smart way to design communities.” –*President Obama*

*Fort Myers, Florida, Feb.10,2009, responding to a question from a city council member in the audience.*

## **Obama on Transit**



**“CHA’s mission is to alter land use patterns”**

# Transit-Oriented Development : Definition

- mixed-use
- access to public transport
- relatively compact development
- appropriate scale for pedestrians



# Benefits of a T.O.D...

## For the Community

- A vibrant, diverse, pedestrian-scaled neighborhood that integrates with the rest of the city.
- More walking and transit trips means reduced dependence on cars and improves physical health.
- Increased mobility choices for everyone, especially: low-income, students, and seniors.
- Increased property values
- Adds choices for dining and shopping
- Increases public safety



# Benefits of a T.O.D...

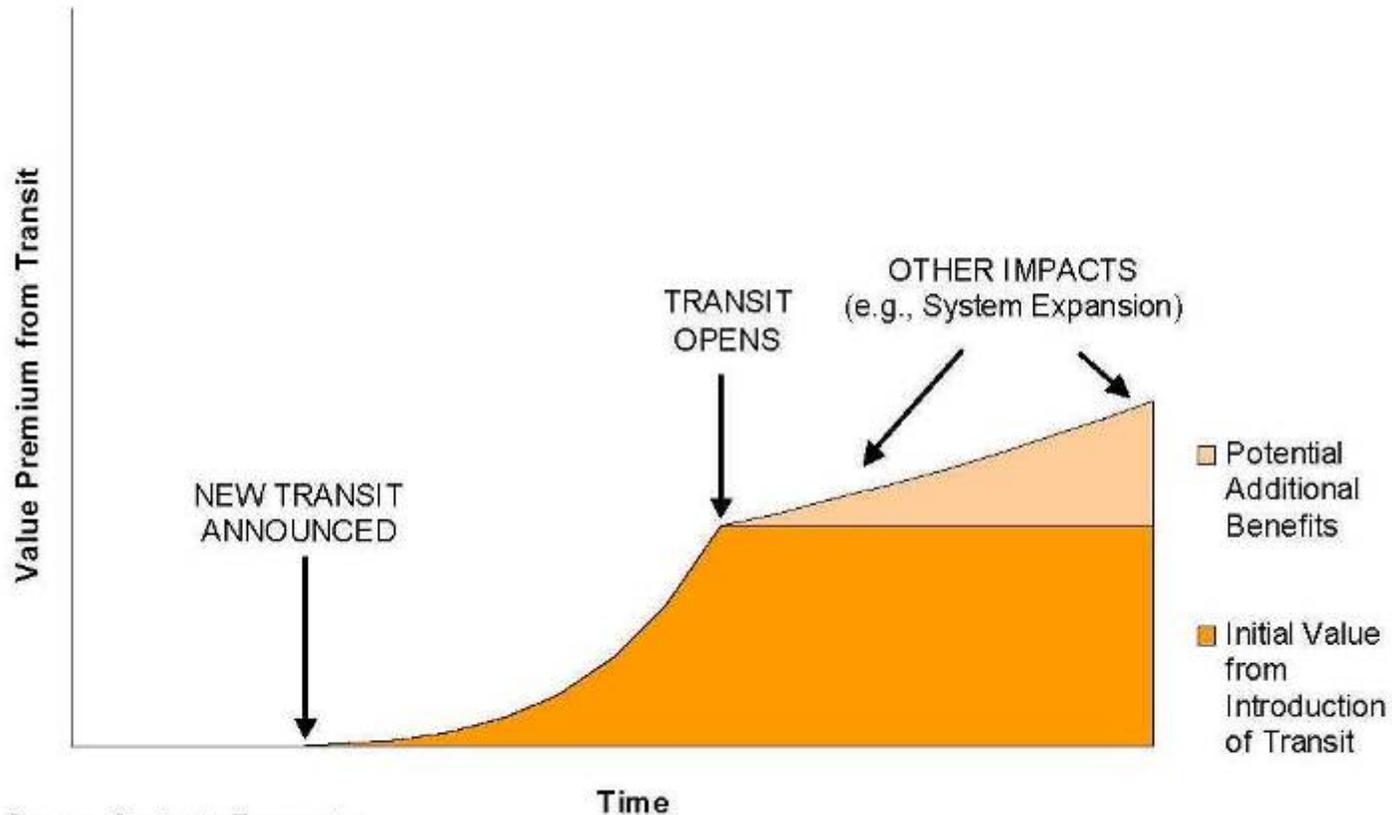
## For Cities

- Compact, mixed-use development creates more jobs and tax revenue
- Increases housing supply, including affordable housing
- Transit proximity provides reduced trip counts
- More efficient use of limited land resources
- Qualifies for multiple sources of public financing from State and Federal and Metropolitan Transit Authorities.



# How value is added to property where new transit is introduced

FIGURE 3-1: THE VALUE CURVE IN THEORY



Source: Strategic Economics.

The “transit premium” is really a land value premium, it is derived primarily due to the location of the property.

# Mission Meridian Village, South Pasadena

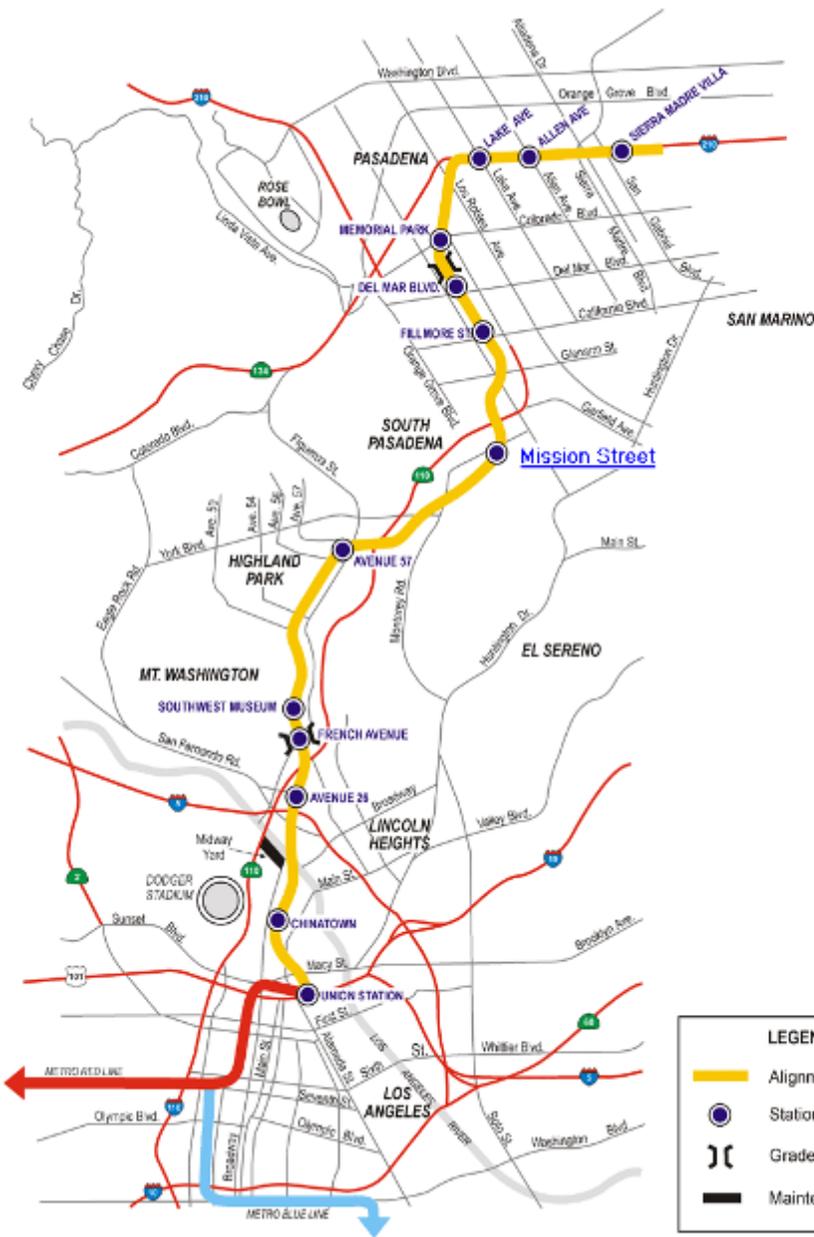




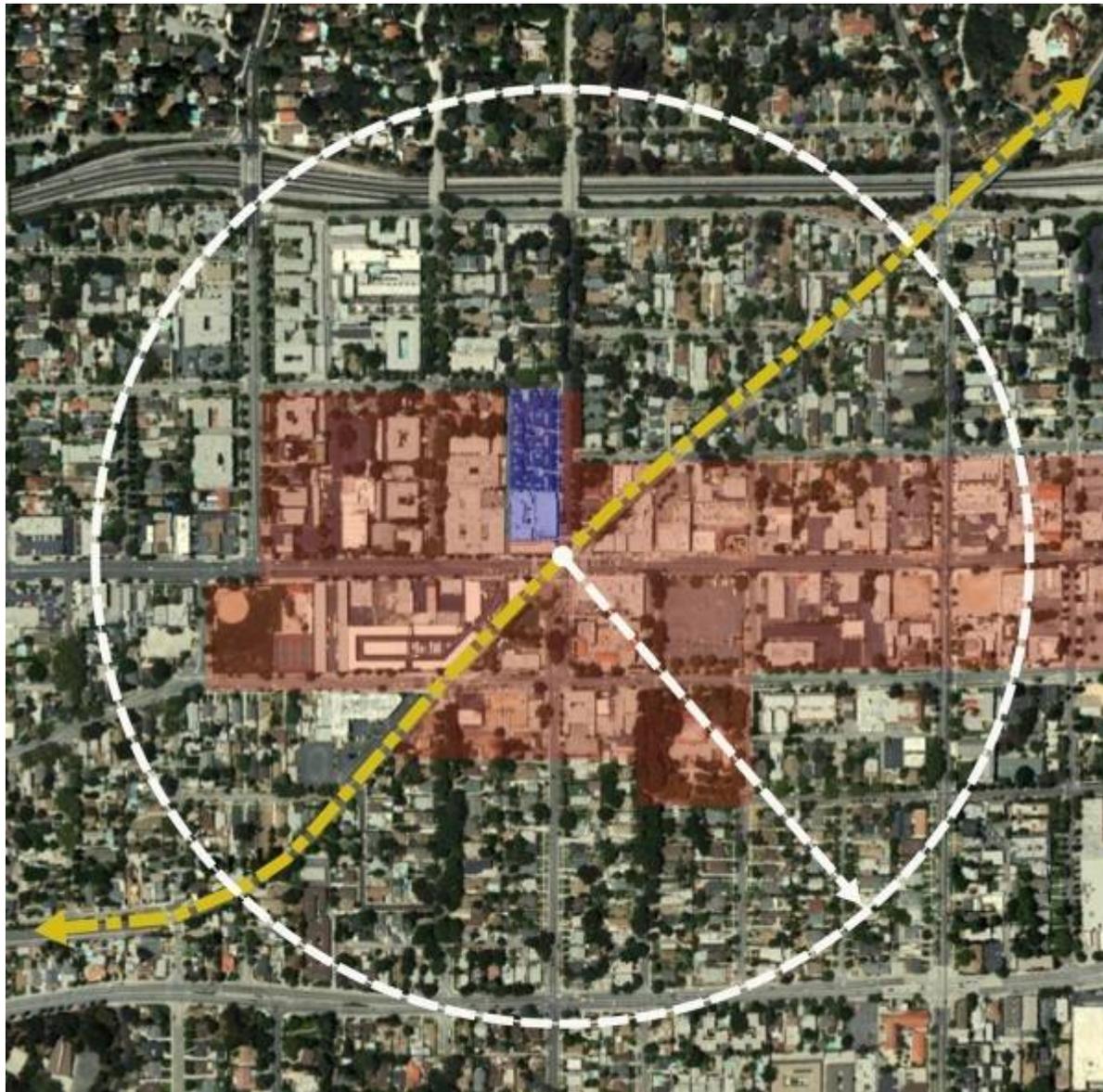
## Mission Meridian Village : Project History

- **City Adopts Mission Street Specific Plan** 1996
- **Developer Options Land** October 1998
- **\$2.567 Million MTA Grant Award** July 1999
- **\$1.5 Million State Grant Award** July 2000
- **Entitlement Application Submitted to City** January 2001
- **Private equity partner secured** January 2001
- **Planning Commission Approval** April 2002
- **City Council Approval** July 2002
- **Mezzanine Equity & Construction loan commitment** July 2002
- **Ground Breaking** February 2003
- **Parking Completed** January 2005
- **Housing/Retail Completed** October 2005

## **Mission Meridian Village : Project History**

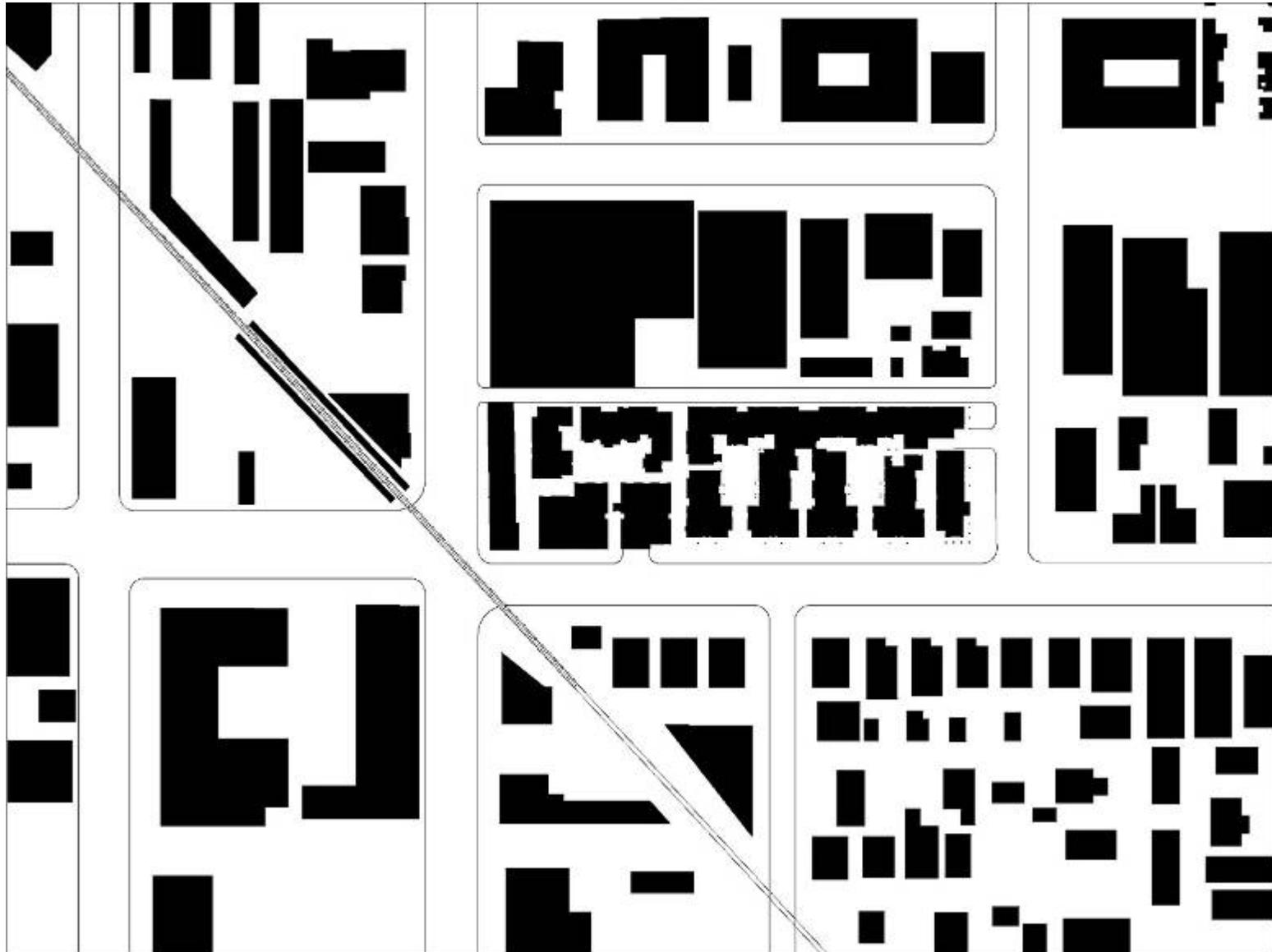


# Mission Meridian Village : Transit Connection



**Mission Meridian Village : Planning Context**

# Mission Meridian Village vicinity map





**Mission Meridian Village: Distributive Density**

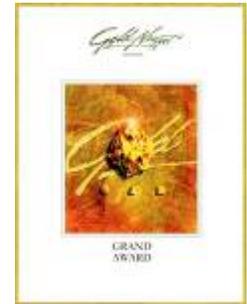


**Mission Meridian Village : Planning Context**



**Mission Meridian Village : Public Space**

- Winner of the Charter Award from the Congress for New Urbanism, 2006
- Winner of the “Tranny Award” from the California Department of Transportation (Caltrans), 2006
- Winner of five Golden Nugget Awards from the Pacific Coast Builders Conference
- Selected as the Outstanding Transit Project in America by Urban Land Institute, 2006

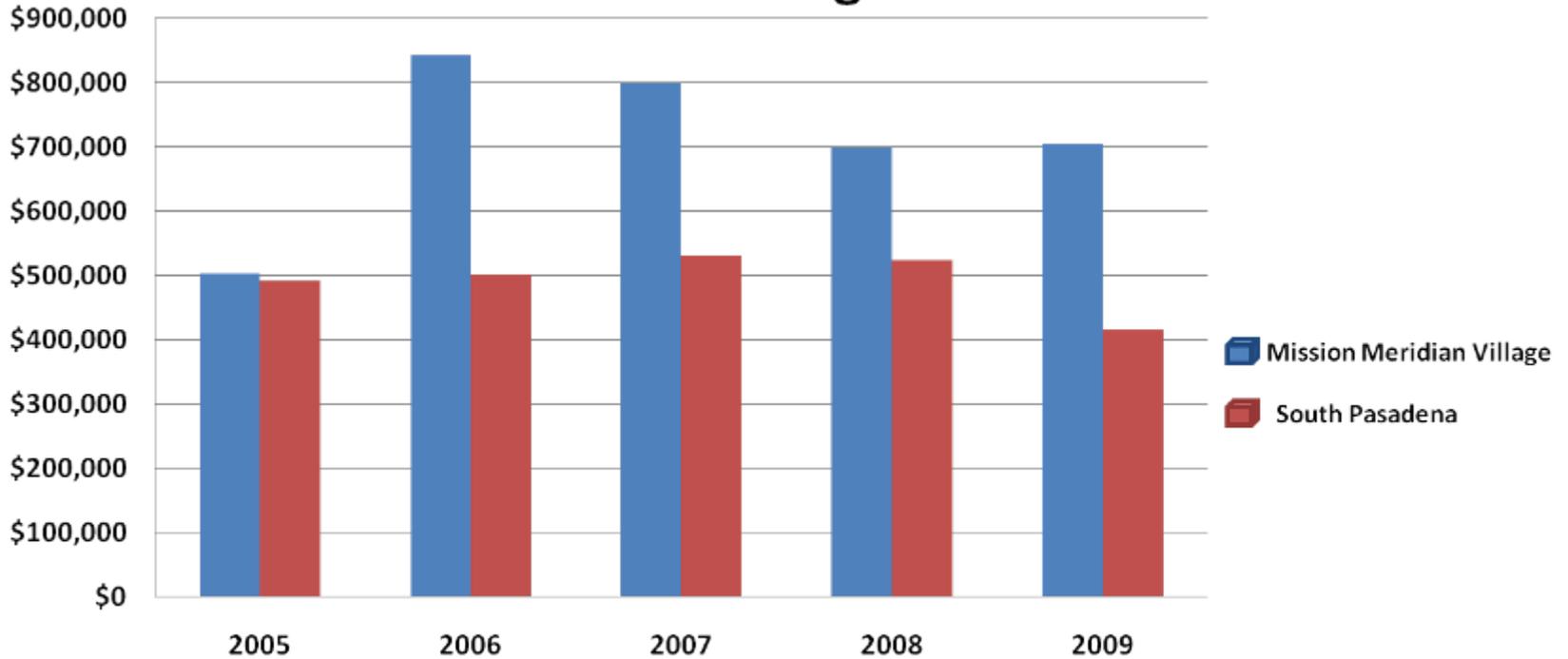


## **Mission Meridian Village : AWARDS**

•Developer Equity	\$2.0 M
• METRO Grant	\$2.567 M
•City Grant	\$0.500 M
•Developer Match	\$0.500 M
•Cal Trans	\$2.0 M
•Construction Loan	\$16 M
•Mezzanine Equity	\$2.5 M
<b>TOTAL COSTS</b>	<b>\$26.067 M</b>

## **Mission Meridian Village – Financing Model**

## Mission Meridian Village vs. South Pasadena



# Coldwell Banker Study of MMV

By Dominic DeFazio

**Project Site:** 1.6 Acres

**Project Uses:**

- 67 Homes (for sale)
- 4,000 SF of Retail

**Parking:** Two levels of below-ground parking – 324 total spaces

- 122 Residential
- 142 Transit
- 60 Retail/Hospital

**Transit:** Metro Pasadena Gold Line Mission Street Station

**Funding:**

- \$5 million in public funds (City of South Pasadena, LA County MTA, Caltrans)
- \$20 million in private equity and debt

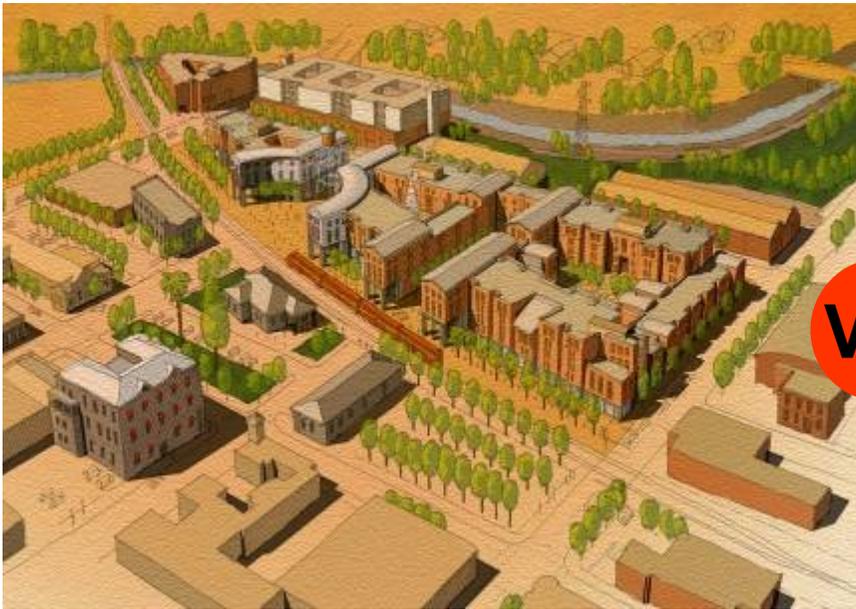
**Status:** Project completed in 2005. Homes were sold and retail was leased immediately after project completion.

**Architect:** Moule & Polyzoides, Architects and Urbanists



## Mission Meridian Village: Project Data

# Transit Oriented Development is a means to **combat** sprawl



**TOD:** New Railroad Square

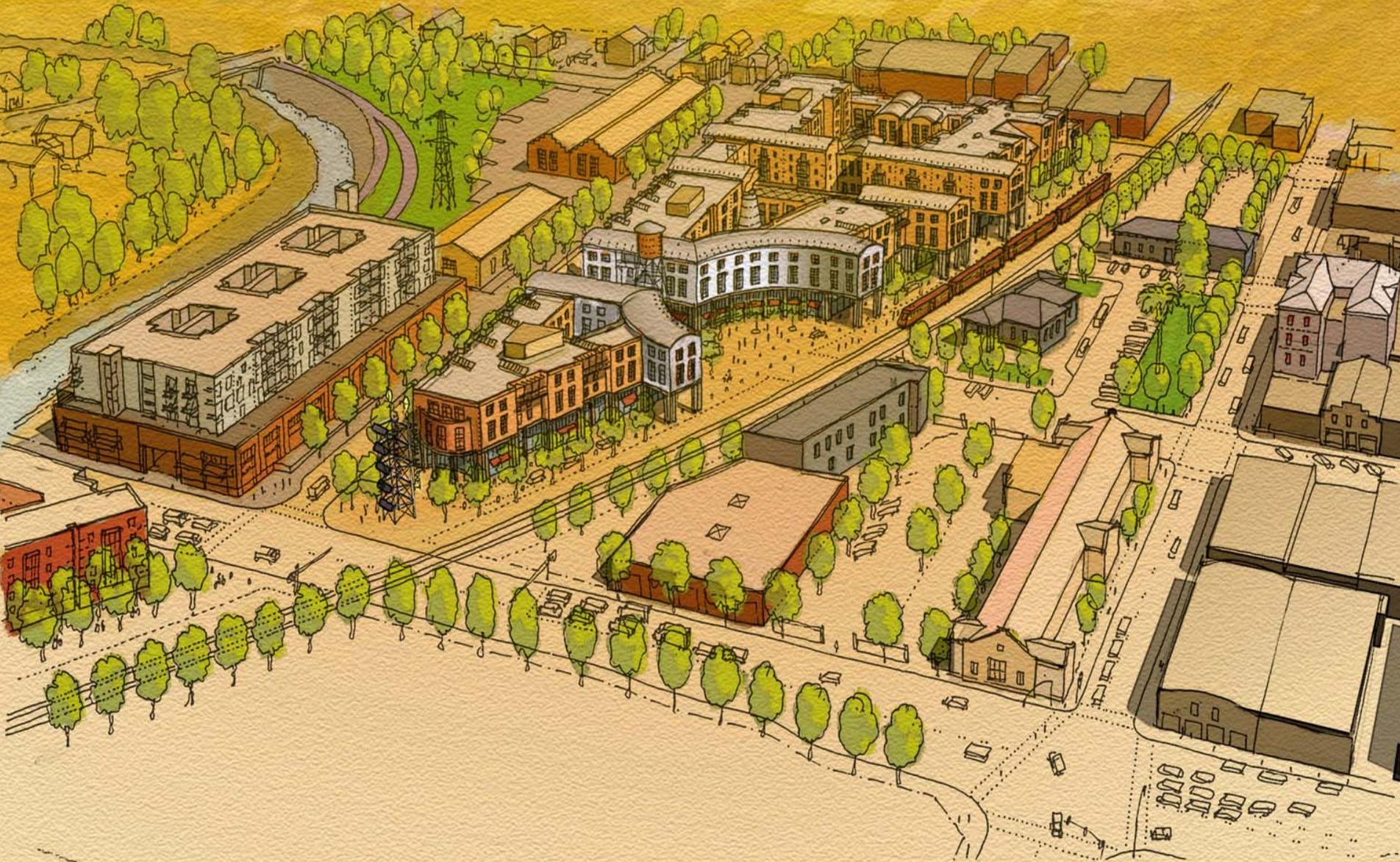
**VS.**



**Sprawl**

# New Railroad Square

Santa Rosa, CA

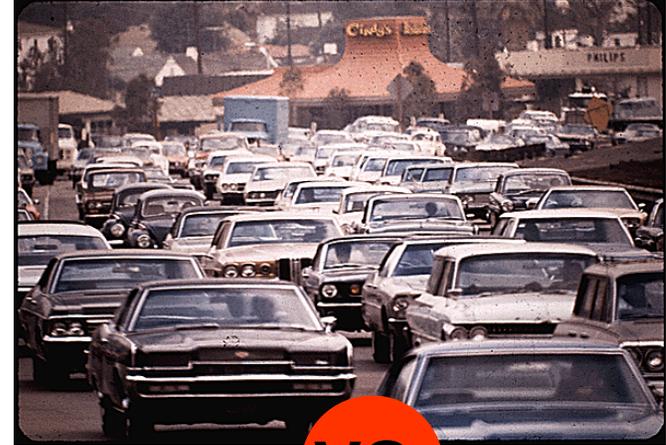
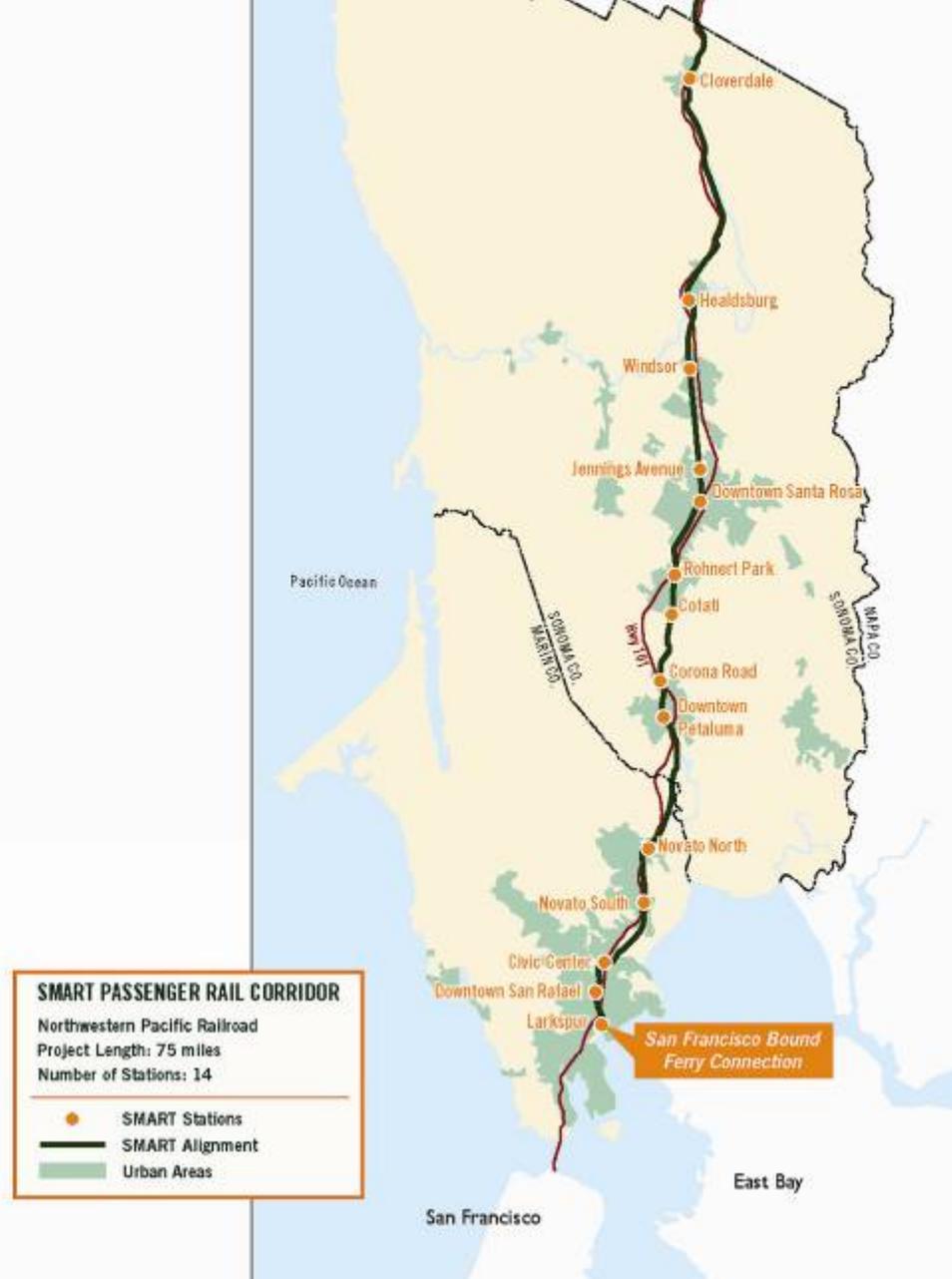




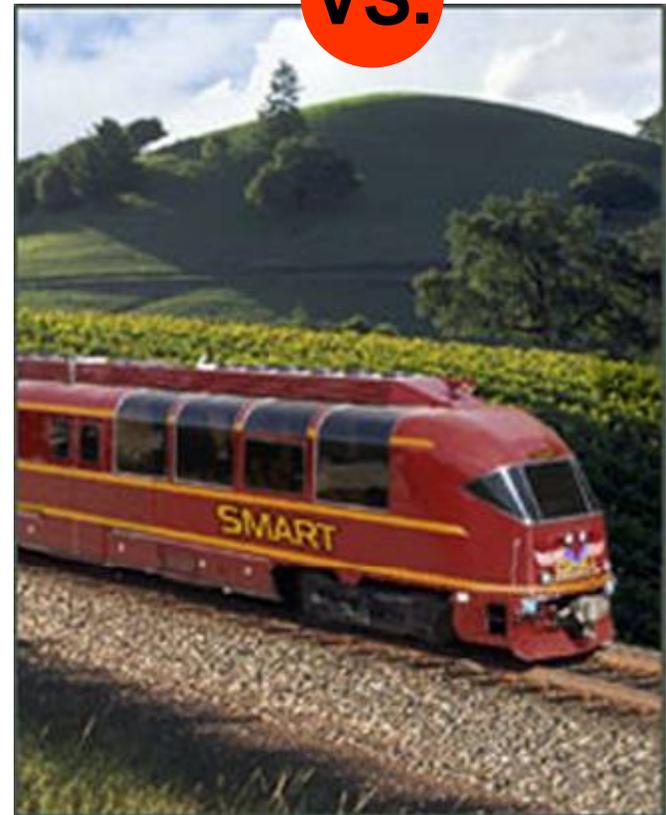
**New Railroad Square, Santa Rosa, CA**



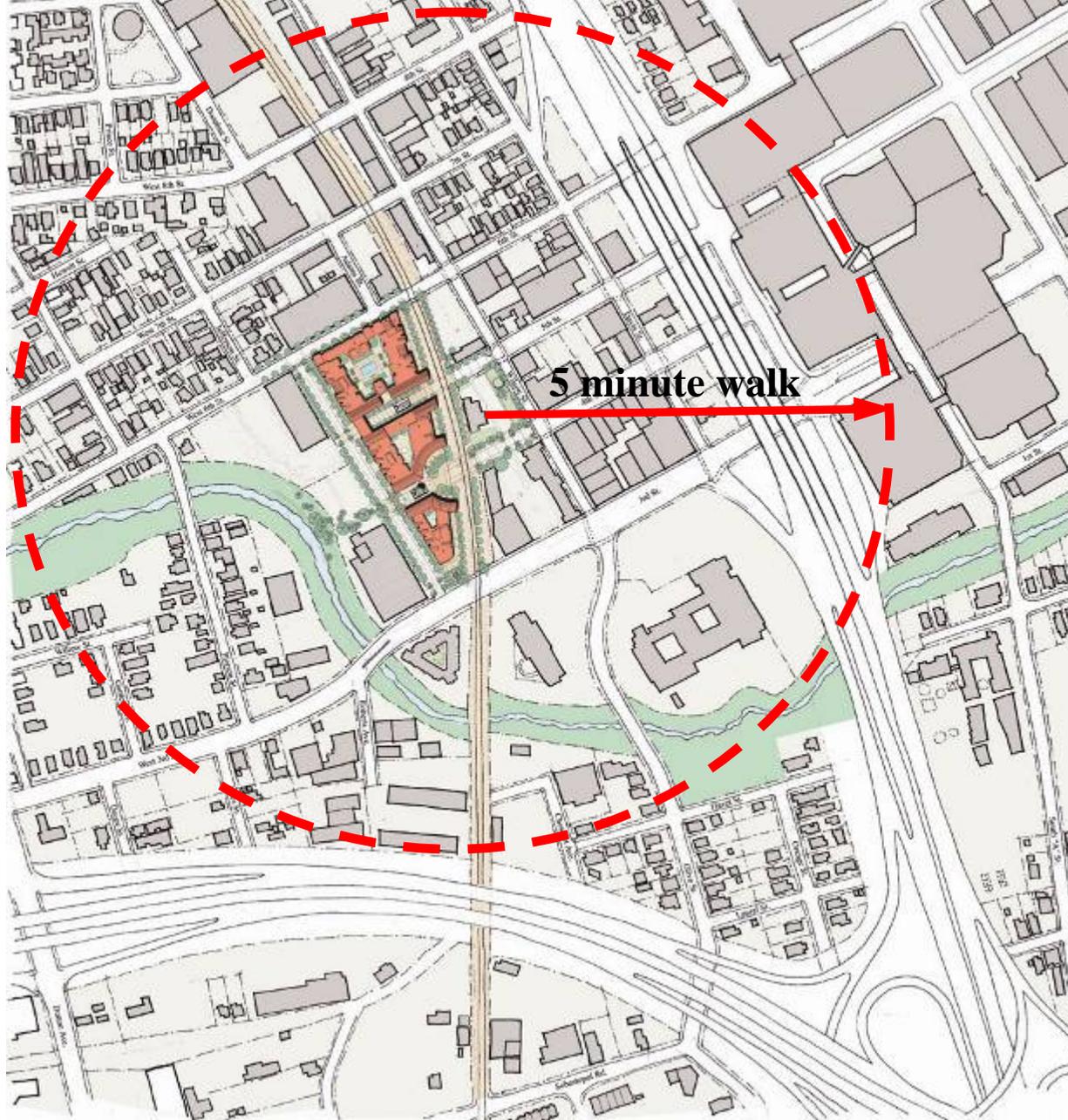
**Sonoma County: Celebrate the local agriculture & wine**



**VS.**



# SMART Rail Corridor: Alleviating Sprawl & Congestion



**Railroad Square Historic District**

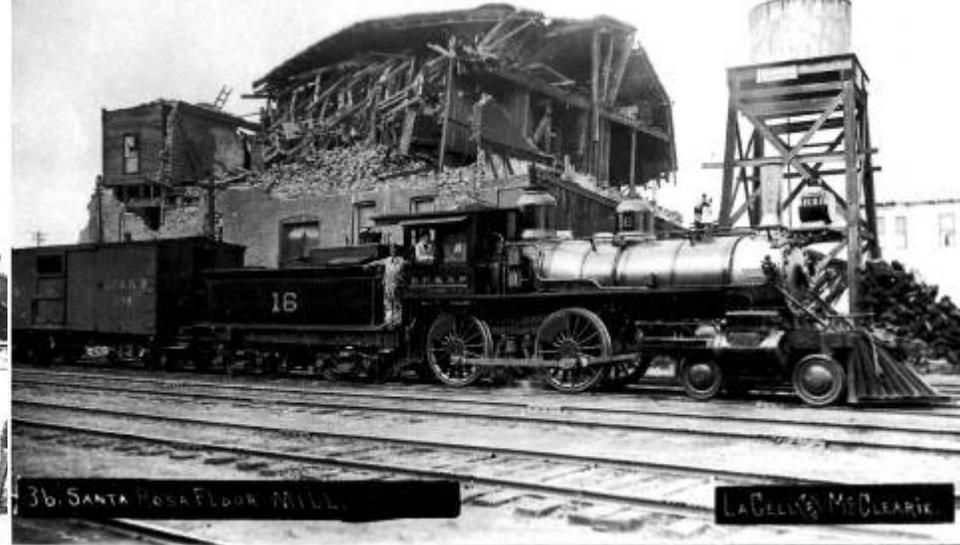


© North Western Pacific Railroad Historical Society – Craig Hoefler Collection

## Railroad Square Historic District



© North Western Pacific Railroad Historical Society – Craig Hoefer Collection



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© North Western Pacific Railroad Historical Society – Ted Wurm Collection



© North Western Pacific Railroad Historical Society – Fred Stindt Collection

## Railroad Square Historic District



**Plant No. 5**  
Structured  
Parking, with Liner  
Lofts facing 4<sup>th</sup>  
Street

**The Cannery**  
3 Story  
Residential above  
mixed-use historic  
Cannery base

**Block 1**  
3-5 Story Residential  
with 2-level wrapped  
podium parking

**Block 2**  
Market Hall with 2-3  
levels of Residential  
(affordable) above

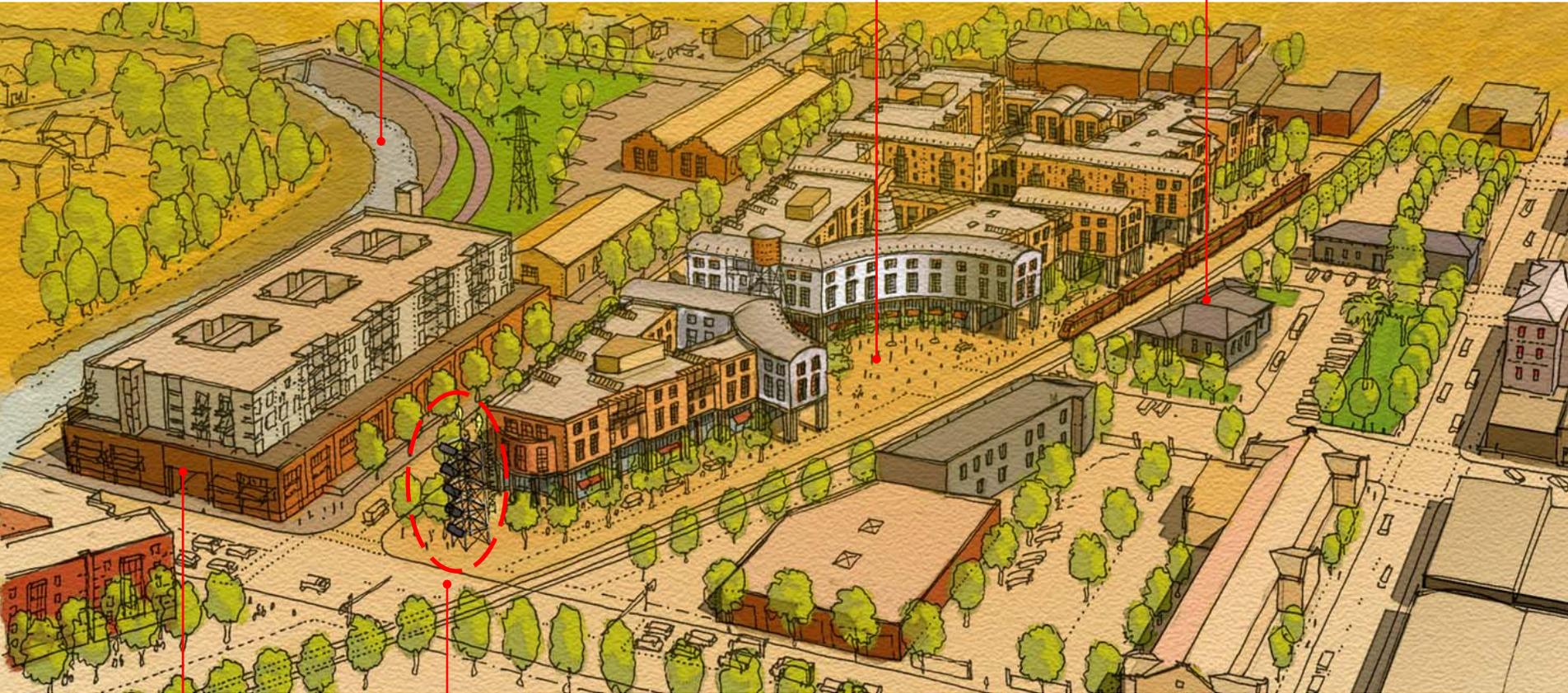
**Block 3**  
Retail / Restaurant  
with 3 levels of  
Commercial Office  
above

# Site Master Plan

Santa Rosa Creek

4<sup>th</sup> Street Plaza

Depot



Cannery

Third Street

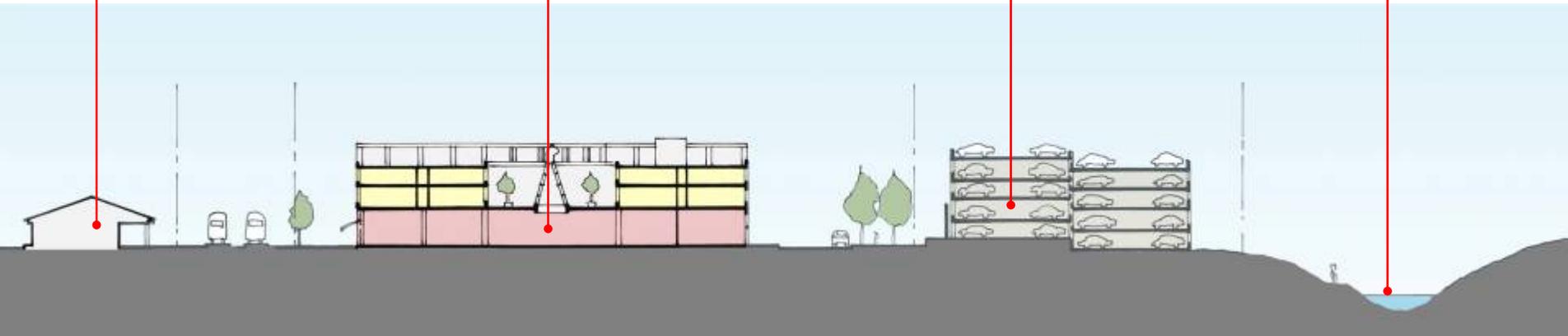
# New Railroad Square Aerial View

Railroad Depot

Market Hall

Structured Parking

Santa Rosa Creek

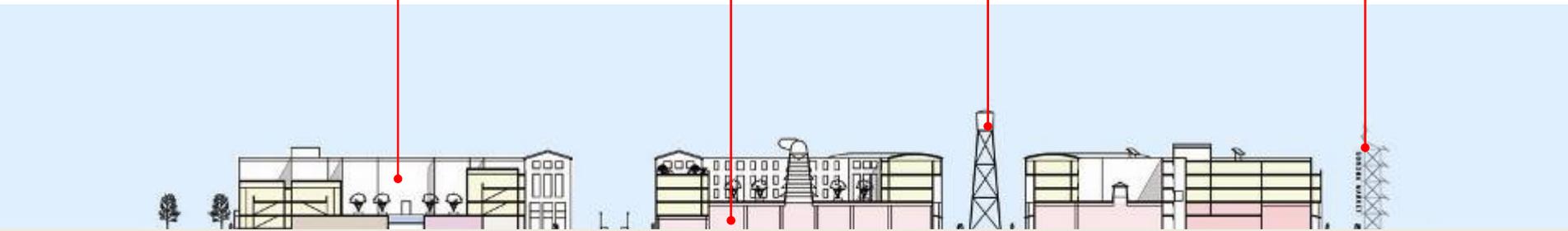


Courtyard Residential Block

Market Hall

Water Tower

Sign Pylon with Solar Panels & Wind Turbine



6<sup>th</sup> Street

5<sup>th</sup> Street

4<sup>th</sup> Street

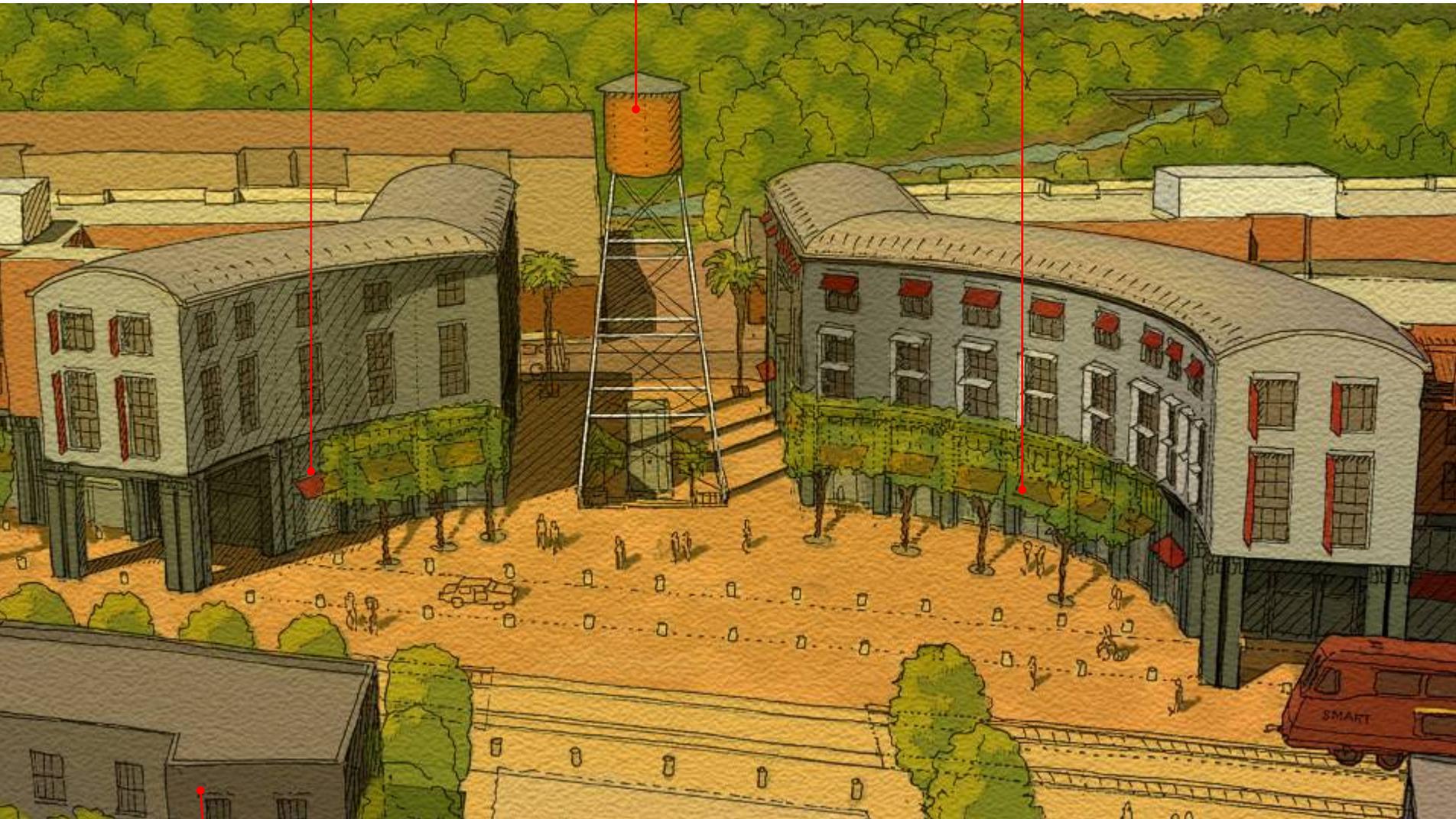
3<sup>rd</sup> Street

## Site Sections

Wine Center

Relocated Water Tower

Market Hall on Lower Level

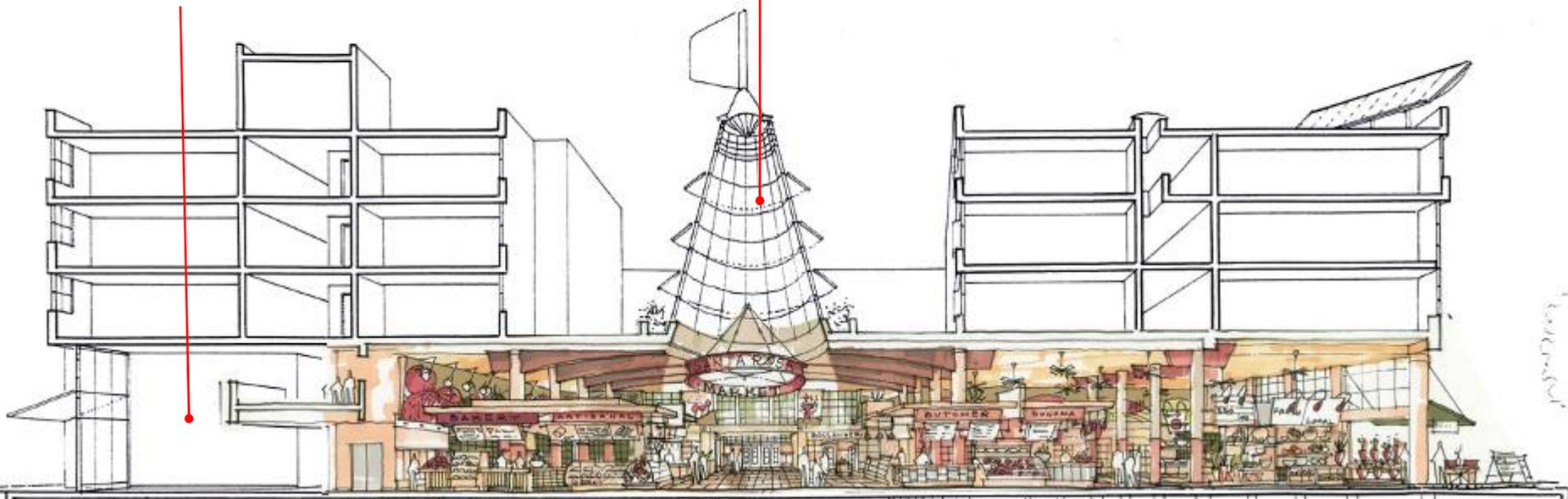


Flying Goat Cafe

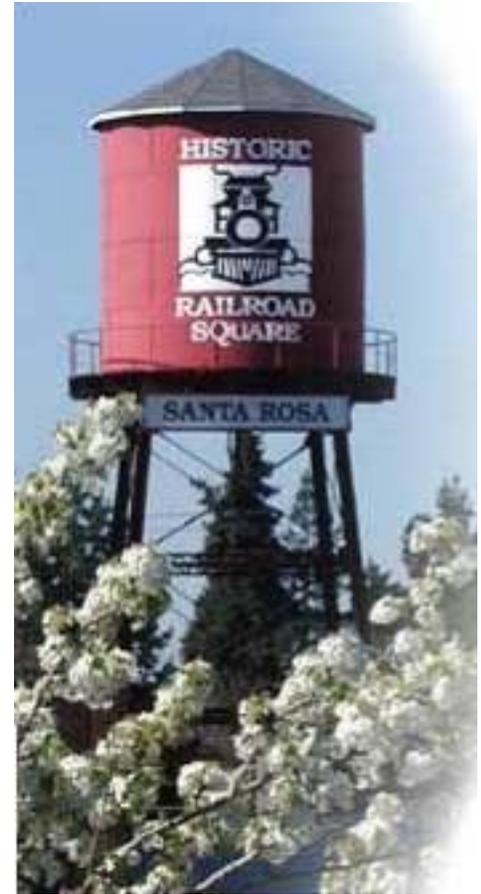
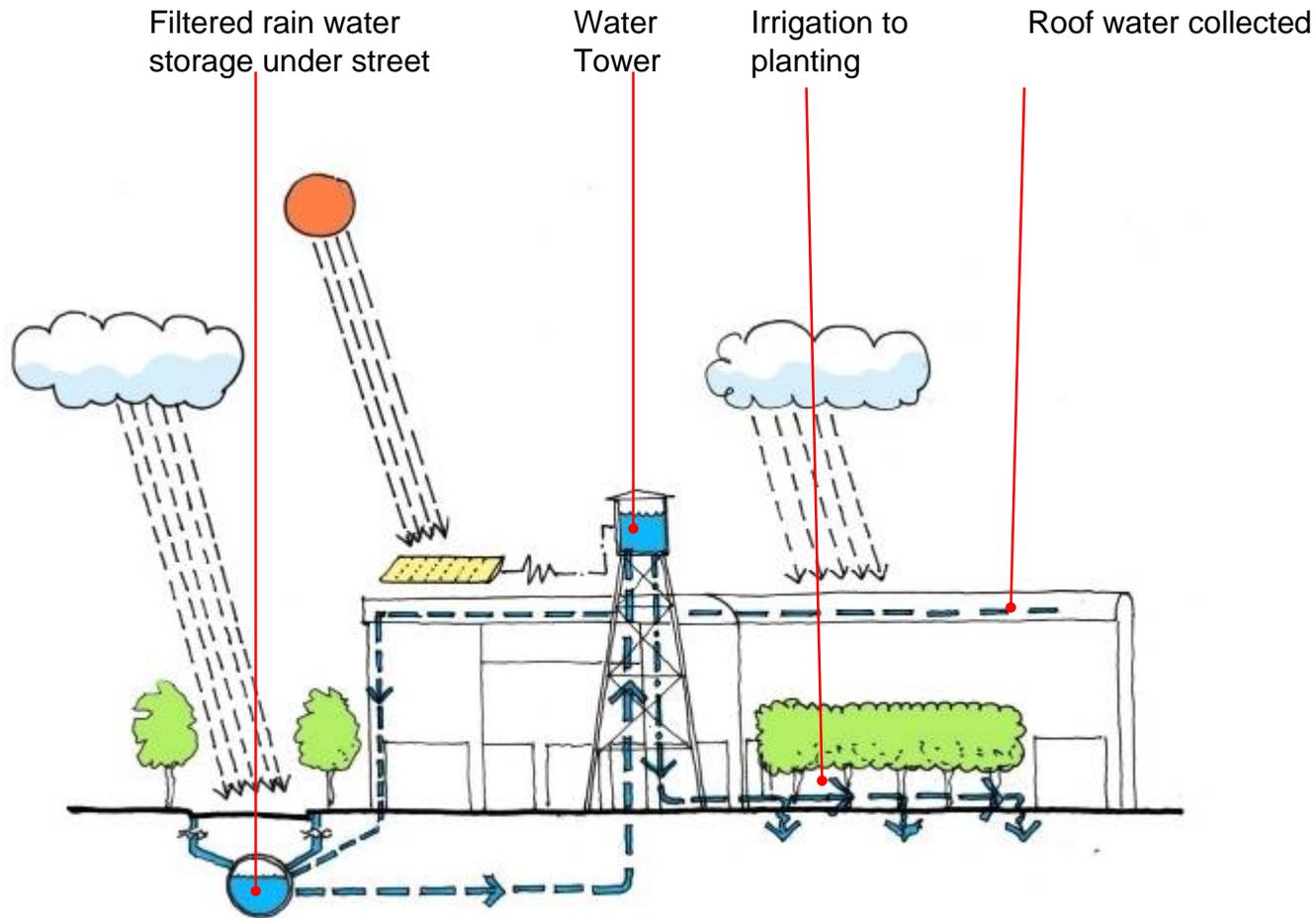
# 4<sup>th</sup> Street Plaza

Residential Lobby

Day-lighting  
from above



**Sonoma Market Hall**



Stormwater Retention & Re-circulation for Irrigation

Historic Water Tower

## Stormwater Management Through Reuse of Existing Iconic Water Tower

<b><u>Total Site Area</u></b>	8.0 acres	
<b><u>Land Use Program</u></b>	211 Market Rate DUs 68 Affordable for Rent DUs 30,000 square feet Retail – Market Hall/ Food & Wine Center 14,000 square feet Retail – Restaurant / Bar 44,000 square feet Commercial Office	
<b><u>Parking</u></b>	266 spaces 93 spaces 181 spaces 30 spaces	Plant No.5 – Public Parking Garage Cannery North Block On-Street
<b><u>Residential Density</u></b>	40 d.u./ net acre	
<b><u>Total Building Area</u></b>	500,000 s.f. 230,000 s.f.	Building Area Garage Area
<b><u>Floor Area Ratio</u></b>	2.2	
<b><u>Residential Population</u></b>	558-698 Residents (@ 2.0 to 2.5 people/unit)	
<b><u>Employment</u></b>	116 employees (@ 2jobs/1,000 s.f.)	
<b><u>Architect</u></b>	WRT - Solomon E.T.C.	

## **New Railroad Square: Project Data**

Sources of Funds	PHASE I TOTAL	CANNERS HOUSING	NORTH BLOCK HOUSING	TOTAL PROJECT
Bank Financing	16,386,961	36,000,000	48,000,000	100,386,961
Section 108 Loan	0			0
Community Facilities District Financing	4,667,468			4,667,468
West Street Reimbursement	0			0
Tax Increment Financing/Local Subsidy	0	0		0
Plant 5 Parking Subsidy	0			0
CCLR Environmental Assessment Loan	150,000			150,000
Brownfield Grant	500,000			500,000
ARRA Stimulus Funding	2,700,000			2,700,000
Infill and TOD Grant	8,936,341	543,659	1,920,000	11,400,000
New Market Tax Credit Equity/Debt	10,164,339			10,164,339
Transit and Transportation Funding	500,000			500,000
Parking Assessment District Financing	0		2,000,000	2,000,000
Deferred Land Payment	0			0
MHP	0			0
Low Income Housing Tax Credit	12,301,500			12,301,500
Misc. Affordable Housing Funding	302,500			302,500
City Affordable Housing Subsidy	5,000,000			5,000,000
Pre-Development Equity	2,346,486	1,200,000	1,200,000	4,746,486
Additional Developer Equity	3,811,751	10,301,586	10,699,002	24,812,339
Tenant Equity	3,056,177			3,056,177
<b>Total Financing Sources</b>	<b>70,823,523</b>	48,045,245	63,819,002	<b>182,687,770</b>

# Railroad Square Mixed Use Development

# EMPIRE NEWS

ONLINE EXTRA: [HEARING TOPICS](#), [LOCAL BUSINESS PHOTO GALLERIES](#) AND [MORE @ PRESSDEMOCRAT.COM](#)

SECTION 11

INSIDE  
Business, stocks  
B4-B5

## \$15 million keeps Santa Rosa project on track

Developers hope to start building food and wine center near Railroad Square next year

By CLARE MASON  
THE PRESS DEMOCRAT

The developer of a proposed Railroad Square food and wine center has secured \$15 million in grants and local stimulus funds to keep the project on track.

With the help of Santa Rosa officials, the developers of the ambitious housing and commercial project were awarded an \$11.4 million state grant to be used primarily for street, water and sewer work.

The city agreed to kick in another \$5.7 million of its share of anticipated federal stimulus money to help with infrastructure and environmental cleanup.

Developers hope to break ground on the first phase of the project — the retail portion, some housing and a parking garage — in about a year.

"It's very exciting to have these funds," developer John Stewart said. "The money helps close a funding gap in the \$10 million project which is planned in three phases," he said.

"We consider this to be an economic lifeline for all of the downtown," Santa Rosa Mayor Susan Geritz said.

The grant money awarded by the state "is critical for this project. It is

very difficult to get development going at the current time. Without this funding, this project would probably not be moving forward," she said.

Stewart, part of the development partnership known as New Railroad Square LLC, is proposing to build a 40,000-square-foot public market food and wine center and a 10,000-square-foot retail center, he described in a

statement to the first phase of the project, along with a parking garage and 66 units of affordable housing.

In all, Stewart hopes to build 270 housing units, both affordable and market rate, by using an adjacent two-acre and incorporating the walls of a century-old cannery.

The partners still need to secure all their financing and some city entities, but "if everything falls into place, we can start next summer on the first phase," Stewart said.

The developers last year got a grant on the project from the Sonoma-Marine Area Rail Transit district, which owns the 3.5-acre site and wants to increase its public use.

The intent is to create transit-oriented housing and convenient shopping, Stewart said.

The New Railroad Square development will get into the land when they secure financing, complete the environmental clean-up, have a construction bond and receive approval from Santa Rosa to proceed with the infrastructure to the square, PAGE B2

### SMART site



## North Bay Business Journal

NORTH SAN FRANCISCO BAY AREA: SONOMA, NAPA, AND MARIN COUNTIES

July 2nd, 2009 11:56am

## Backers of \$200 million development on Railroad Square 'just ecstatic'

By Jenna V. Loceff, Business Journal Staff Reporter



Existing Condition



Rendering of Future Project

NORTH BAY - Funding, the primary obstacle of the mixed-use Railroad Square project in Santa Rosa, is now being addressed by the state and local governments.

The project was approved to receive \$15 million in state stimulus funds to be used primarily for street, water and sewer work.



***View of Railroad Square Historic District, 2012***

# Santa Fe Depot District



Location  
E



**KEYNOTES**

- 1 Train Depot
- 2 The Plaza
- 3 Farmers Market
- 4 Senior Center
- 5 City Hall
- 6 Chapman University
- 7 Post Office
- 8 Depot Park
- 9 Bus Depot
- 10 Library
- 11 YWCA Flea Market

 Proposed City-owned Parking Structure





**LEGEND**

-  Park Once Structure
-  Park Once Opportunity
-  Civic District
-  Old Towne District
-  Transit District
-  Chapman College





Railroad crossing at Chapman Avenue



Respect scale and character of existing housing



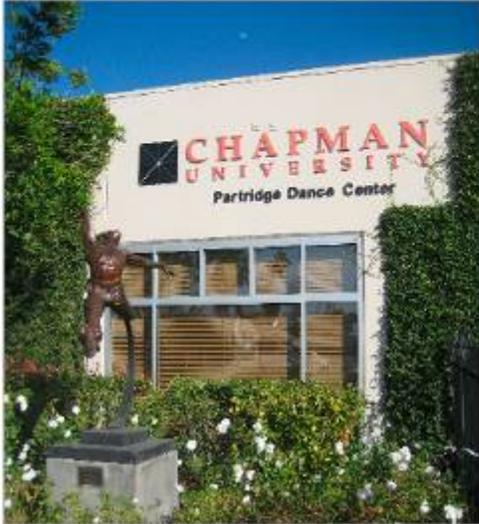
Village-scaled housing adjacent to depot



Santa Fe Depot with restaurant use



Depot Park



Integrate campus into transit district



The Plaza marks the center of Old Towne Orange



Civic Center



Adaptive reuse of existing industrial building



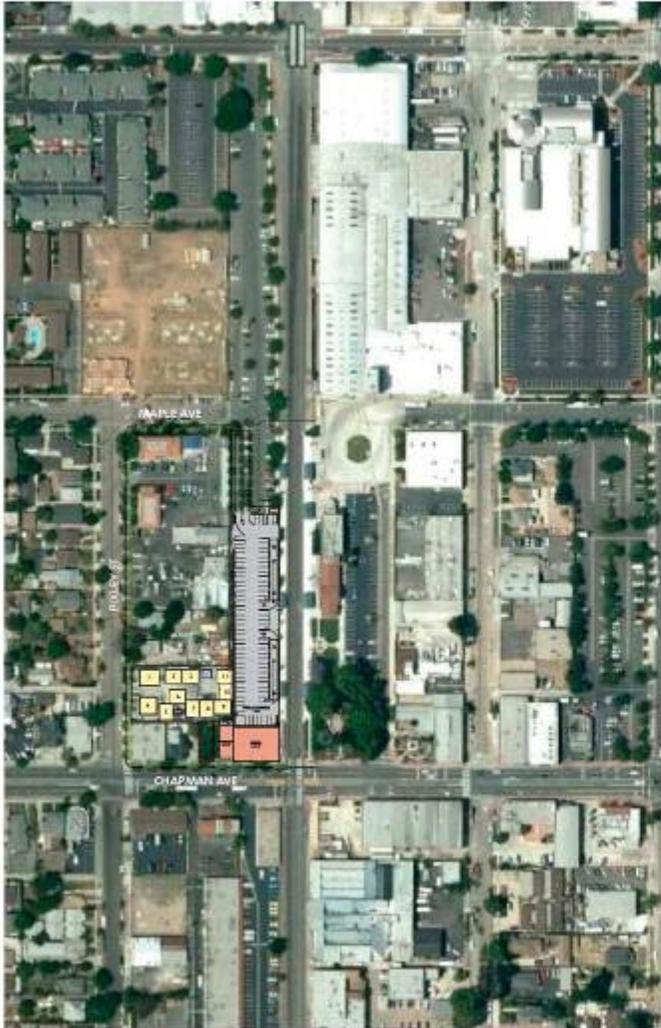
Chapman Avenue on axis with The Plaza



Retail shops and mixed use in Old Towne Orange



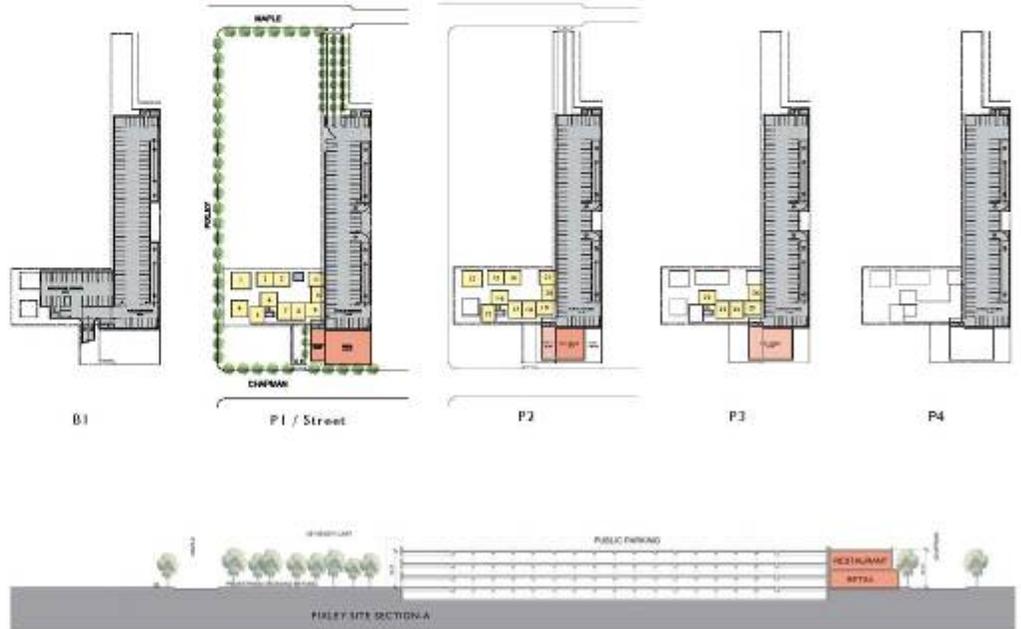
60.6m



**PROJECT SUMMARY**

16 Pixley Street Site - Scheme B  
 Colored housing and existing parking structures on Pixley Street

Site Area	Pixley proposed	8.41 acres	11,700 sq ft
	Existing parcel	1.11 acres	28,420 sq ft
<b>Total Site Area</b>		<b>9.52 acres</b>	<b>40,120 sq ft</b>
Commercial Program	Parcel		5,100 sq ft
	Subtotal		5,100 sq ft
<b>Total Commercial Area</b>			<b>5,100 sq ft</b>
Residential Program	Existing parcel		2.0x
	Subtotal		23.0x
<b>Total Residential Units</b>			<b>26.0x</b>
Parking Allocation	Parcel	8.9x/11 units	10 p.u.
	Subtotal		80 p.u.
	Parcel	2.0x/1.5 units	10 p.u.
	Subtotal		30 p.u.
<b>Parking per Program</b>			<b>90 p.u.</b>
Parking Provided	Subtotal	4,000 sq ft	10 p.u.
	Taxist		25 p.u.
	At grade	28,000 sq ft	70 p.u.
	Below grade	18,000 sq ft	100 p.u.
	Subtotal		195 p.u.
<b>Total Parking</b>	Program		<b>90 p.u.</b>
	Subtotal		<b>430 p.u.</b>
Global Street Parking*	unlimited		150 p.u.

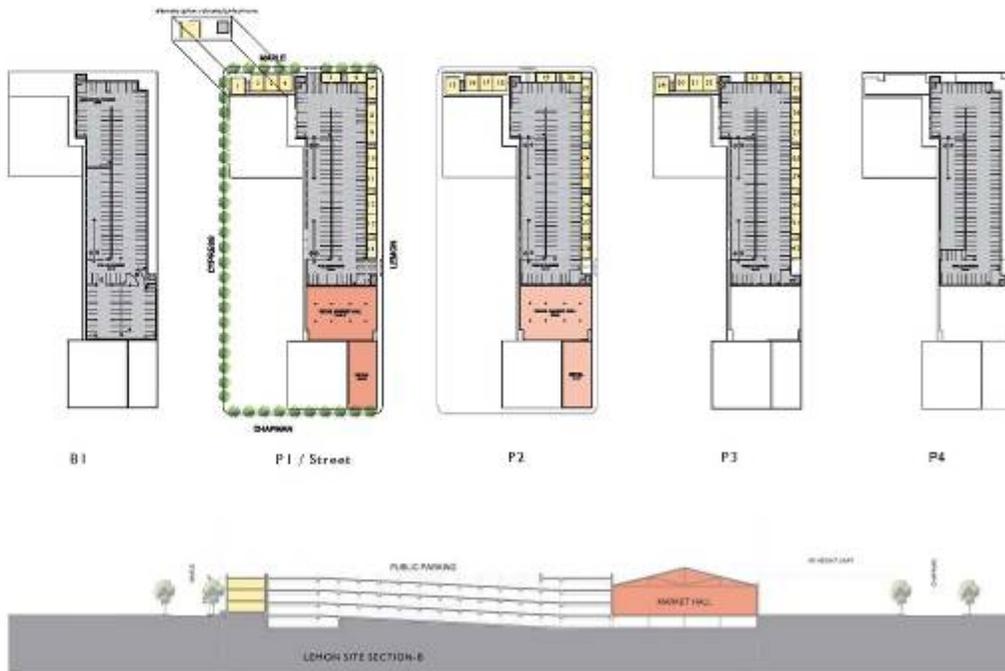




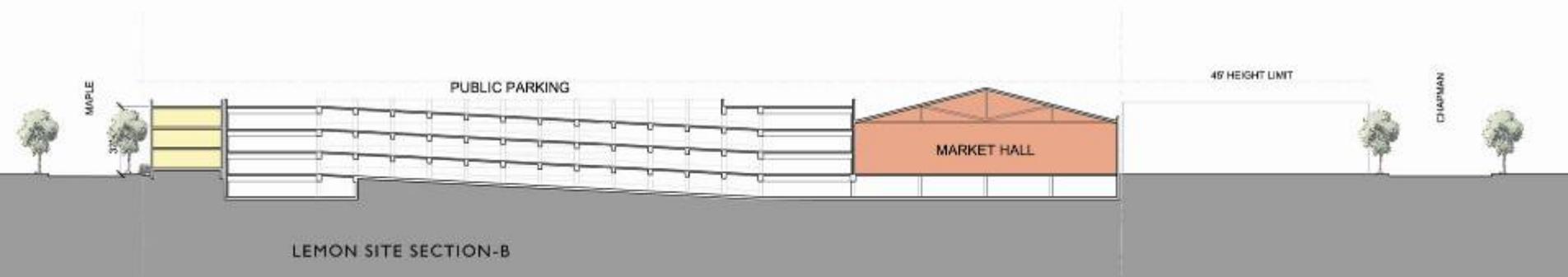
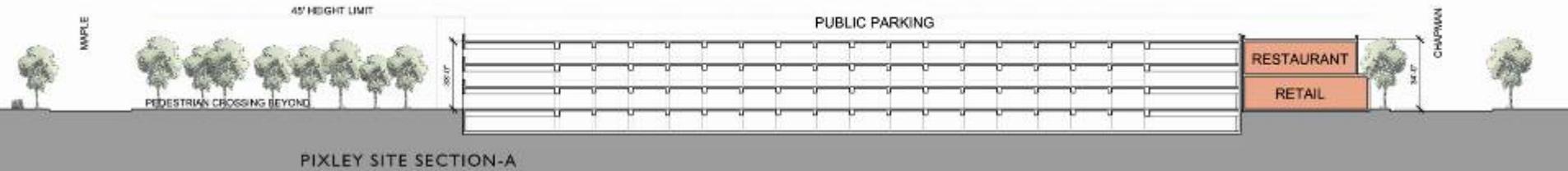
**PROJECT SUMMARY**

Lemon Street Site - Scheme B  
 Subtotal: 100,000 sq ft

Site Area	1.78 acres	77,488 sq ft
Total Site Area	3.79 acres	165,000 sq ft
Commercial Program	10,000 sq ft	
Retail	10,000 sq ft	
Multi + Live	0	
Total Commercial Area		10,000 sq ft
Residential Program	90,000 sq ft	
Total Residential Units	400 units	400 units
Parking Allocation		
Total	500 spaces	500 spaces
Subtotal	500 spaces	500 spaces
Parking per Program		
Parking Provided		
Subtotal	500 spaces	500 spaces
Multi	100 spaces	100 spaces
Retail	100 spaces	100 spaces
Multi + Live	300 spaces	300 spaces
Total Parking		500 spaces

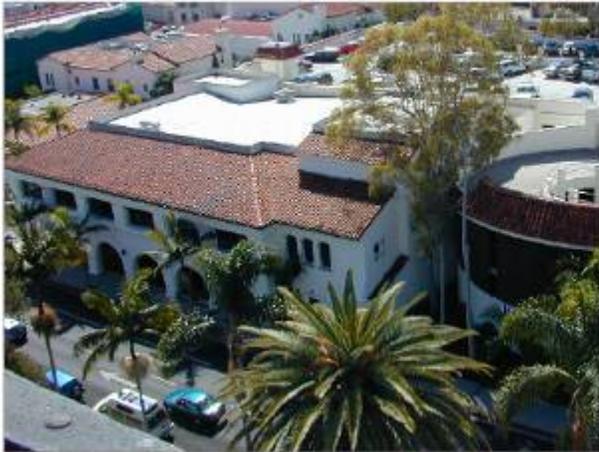


# Parking is not visible to pedestrian and drivers on Chapman Avenue



## Site Sections

- 1 subterranean
- 1 at-grade
- 2 above
- + rooftop parking



Parking garage lined with retail and office uses



Ground floor retail with offices above to conceal garage



Mixed use liner defined as separate buildings in front of parking structure



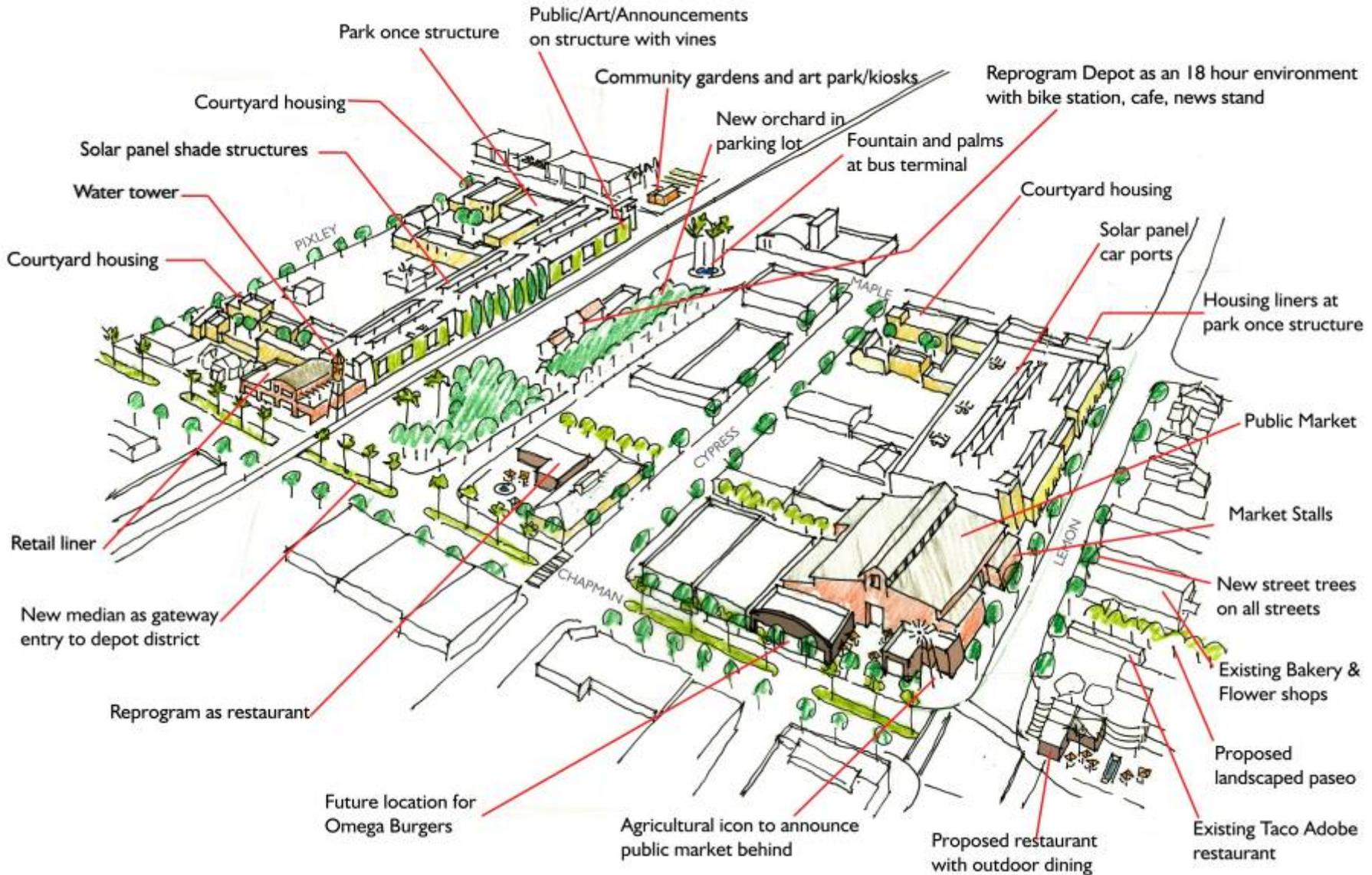
Local retailers conceal at-grade parking



Residential liner with landscape buffer



Residential townhouses and flats lining a two-level parking structure



Park once structure

Courtyard housing

Solar panel shade structures

Water tower

Courtyard housing

Public/Art/Announcements on structure with vines

Community gardens and art park/kiosks

New orchard in parking lot

Reprogram Depot as an 18 hour environment with bike station, cafe, news stand

Fountain and palms at bus terminal

Courtyard housing

Solar panel car ports

Housing liners at park once structure

Public Market

Market Stalls

New street trees on all streets

Existing Bakery & Flower shops

Proposed landscaped paseo

Existing Taco Adobe restaurant

Retail liner

New median as gateway entry to depot district

Reprogram as restaurant

Future location for Omega Burgers

Agricultural icon to announce public market behind

Proposed restaurant with outdoor dining

PIXLEY

MAPLE

CYPRESS

CHAPMAN

LEXON



## Lemon Parking Structure with Housing Liner Building



**West Chapman Parking Garage  
with Retail Liner**



**Santa Fe Depot District 2013**



**Thank You**

