

CITY OF NORTH SALT LAKE  
PLANNING COMMISSION MEETING  
AUGUST 28, 2018

**FINAL**

Commission Chair Pro Tem Stephen Garn called the meeting to order at 6:30 p.m. and Brandon Tucker led those present in the Pledge of Allegiance.

PRESENT: Chair Pro Tem Stephen Garn  
Commissioner Kent Kirkham  
Commissioner William Ward  
Commissioner Brandon Tucker  
Commissioner BreAnna Larson  
Commissioner Natalie Gordon

EXCUSED: Commission Chair Ted Knowlton

STAFF PRESENT: Sherrie Llewelyn, Community Development Director; Kate Werrett, Planning Technician; Andrea Bradford, Minutes Secretary.

OTHERS PRESENT: Taylor Spendlove, Brighton Homes; Sherrie Wilson, Scott Wilson, Camille Thorpe, Scott Sloan, Sarah Sloan, Ben Olsen, Zack Olsen, Stan Porter, Mary Kay Porter, Scott Sloan, Alan Woolslayer, Earlene Woolslayer, residents; Jim Grammoll; Larvin Pollock, Elevate Engineering.

1. PUBLIC COMMENTS

There were no public comments.

2. PUBLIC HEARING-CONSIDERATION OF A PROPOSED PLAT AMENDMENT TO EAGLEWOOD VILLAGE SUBDIVISION, LOT 1, LOCATED AT 244 SOUTH ORCHARD DRIVE, EV COMMERCIAL & QQ UTAH, JOSEPH EARNEST, APPLICANT

Sherrie Llewelyn reported that this property was 5.28 acres and would be divided into two lots. The first lot would be 1.2 acres in size and sold to QQ Utah for a Quick Quack Car Wash. The remaining 4 acres lot would be retained for future commercial development. The Development Review Committee (DRC) requested that a cross access easement be added to the amended plat to provide for future shared access between the commercial parcels along Orchard Drive. The

DRC also recommended several other minor redlines corrections of lot numbers and adding an address for the second lot.

**Chair Pro Tem Garn opened the public hearing at 6:33 p.m. There were no public comments and he closed the public hearing at 6:34 p.m.**

Larvin Pollock, Elevate Engineering, commented that he was the civil engineer on the project and said it was a straightforward plat amendment to split the two lots.

Commissioner Kirkham asked if there would be shared access between the two lots. Sherrie Llewelyn replied that there would be a cross easement access at the property line for future development.

Larvin Pollock commented that the cross access was drafted as part of the closing documents.

**Commissioner Larson moved that the Planning Commission recommend approval to the City Council of the plat amendment for Eaglewood Village Subdivision at 244 South Orchard Drive with the following condition:**

**1) Completion of Engineering Redlines**

**Commissioner Ward seconded the motion. The motion was approved by Commissioners Garn, Kirkham, Ward, Tucker, Larson and Gordon. Commissioner Knowlton was excused.**

**3. CONSIDERATION OF A SITE PLAN APPROVAL FOR QUICK QUACK  
AUTOMATIC CAR WASH, LOCATED AT 244 SOUTH ORCHARD DRIVE, QQ  
UTAH, JOSEPH EARNEST, APPLICANT**

Sherrie Llewelyn reported that this pertained to Lot A of the subdivision that was just approved in the previous agenda item. She explained that this site was part of the Eaglewood Village Development Agreement that was originally approved in 2007. This agreement was modified by the developer and the City Council on June 5, 2018 to add automatic car wash as a permitted use. The amendment also required that all future commercial structures in the Eaglewood Village Commercial area comply with the adopted building design standards and that the materials be of high quality and conforms to the principles of the North Salt Lake Town Center Master Plan.

The proposed site plan has been evaluated based upon compliance with the development agreement and Town Center Master Plan principles and design standards. The proposed building for the car wash would be approximately 3,800 square feet with a total of 114 feet in length.

Three aisles would be provided with total car stacking for 26 vehicles, 19 stall provided for vacuuming, and two stall for employee parking with one ADA stall. The proposed landscaping would be 18,910 square feet or 34.7% of the site with additional improvements of a sidewalk on Orchard Drive, street trees, sod, and shrub areas.

The applicant has reported to staff that the dryer blowers and vacuums are designed so that the sound from the carwash would not exceed the noise of the traffic on the nearby roads. The rows of vacuums would be powered by a single motor with a sound muffling technology and enclosed in a masonry building. The vacuum hoses would be stored in or on sound dampening rubber to further reduce noise.

The lighting on site utilizes the cutoff type heads that would direct the light down and onto the site to prevent light from intruding into neighboring streets. The proposed monument sign would be limited to a maximum height of eight feet and 30 square feet per 1,000 square feet of building size.

The DRC recommended approval with two conditions that the engineering redlines to move the water meter to the park strip and the completion and recordation of the Eaglewood Village Subdivision Amendment Plat 3.

Mrs. Llewelyn presented examples of the Quick Quack façade in Highland City. She commented that staff had requested that the applicant use similar earth tone colors instead of the traditional Quick Quack colors of bright yellow and green.

Commissioner Ward asked about the three boxes shown on the site plan. Larvin Pollock responded that they were the water reclamation tanks which allowed the car wash to reuse the water and only use ten gallons of water per vehicle. He said the tanks would be buried underground.

Commissioner Ward also asked how many cars could stack in line. Larvin Pollock replied that there would be an attendant to greet customers and said that 26 cars could stack in line as well as 5-6 cars in the tunnel.

Sherrie Llewelyn commented that one of the three entrance lanes would be an express lane for members which would help to reduce stacking as well.

Commissioner Tucker asked about the timing for construction of the car wash. Larvin Pollock replied that construction would start next month as long as everything was approved.

Chair Pro Tem Garn asked how long it took for a vehicle to go through the wash. Larvin Pollock replied that it was an automated process which would take approximately three minutes. He said that the vacuums were free for customer use but that 50% of the people who went through the wash did not use the vacuums.

Commissioner Larson asked if there would only be two attendants on site at a time per the two proposed employee parking stalls. Larvin Pollock replied that one attendant would be processing orders/taking payments while the other attendant would guide customers through the start of the wash.

**Commissioner Kirkham moved that the Planning Commission approve the site plan for Quick Quack Car Wash at 244 South Orchard Drive with the following conditions:**

- 1) Completion of any outstanding engineering redlines;**
- 2) Completion and recordation of the Eaglewood Village Subdivision Amended Plat 3.**

**Commissioner Tucker seconded the motion. The motion was approved by Commissioners Garn, Kirkham, Ward, Tucker, Larson and Gordon. Commissioner Knowlton was excused.**

4. PUBLIC HEARING-CONSIDERATION OF REZONE REQUEST FOR PROPERTIES LOCATED AT APPROXIMATELY 25 EAST CENTER STREET, FROM HIGHWAY COMMERCIAL (CH) & RESIDENTIAL (R1-7) TO PLANNED DISTRICT (P) TO DEVELOP THE PROPERTY AS A PLANNED DISTRICT FOR THE CITY CENTER & PARK LOFTS AT CITY CENTER WITH COMMERCIAL AND "FOR SALE" RESIDENTIAL TOWNHOMES, BRIGHTON HOMES, TAYLOR SPENDLOVE, APPLICANT

Sherrie Llewelyn reported that the proposed property was located across from City Hall and would consist of several properties, containing five single family homes that would be demolished, to be purchased by Brighton Homes. The general development plan for the City Center project was approved by the City Council on June 19, 2018. The development would consist of a three level 23,000 square foot retail/office space building and 56 owner occupied townhome units. The site would be located within the North Salt Lake Town Center Master Plan area designated for high density housing.

The site was bounded by Highway 89 on the east, Center Street on the south, and Main Street on the west. The plan would include widening of all three street frontages. The existing right of way for Highway 89 would be widened by approximately 15 feet to facilitate a shoulder/turning lane. Center Street would be widened 11 feet for parallel parking, and Main Street would be widened approximately 8 feet to improve the alignment of the intersection at Main and Center. Mrs. Llewelyn explained that the parallel parking on Center Street would replace the previously approved angled parking for safety reasons and that the building setbacks had been adjusted accordingly.

A plaza area would be provided on the corner of Center Street and Highway 89 with planter boxed trees, seating, and themed lighting. The commercial building would consist of office use on the top level and possibly a portion of the basement level with retail uses at street level including a suitable unit for a restaurant.

The fifty six (56) townhome units would be platted for individual sale and would be governed by a private HOA. The DRC recommended the Development Agreement and CC&R's for the property include provisions for owner occupancy requirements and limit the purchase of several units by single entities for rental purposes. Units with street frontage would have front doors facing Center Street and Highway 89. Units along the interior lot lines would have entries placed next to the individual garages to facilitate guest parking in the driveways. The units in the center will have rear entry garages and front doors adjacent to the shared parking area for the commercial uses. Of the 56 units, 34 units are three bedroom and 22 are two bedroom. Each of the three bedroom units would have two side by side garage spaces and the two bedroom units have two tandem garage spaces. The applicant proposed 112 garage spaces and 66 driveway spaces for a total of 178 parking units for the residential building.

The required parking for the commercial area would be 75 parking spaces under standard review. The code allows calculation of shared commercial uses based upon day and time. The maximum demand time is then used as the minimum parking. The maximum demand time is weekdays from 7 a.m. to 6 p.m. with a peak demand of 69 spaces. Therefore the proposed development meets the standard. Mrs. Llewelyn explained that in addition to the parking provided the developer is negotiating a shared parking agreement for excess parking at City Hall and the City Park for overflow customer parking and employee parking as needed.

Mrs. Llewelyn presented the conceptual building renderings with dark brick, stucco and metal and a modern architectural style. She also showed the floor plans for the residential units, and examples of commercial signage for the buildings and windows and temporary sidewalk signage per the signage standards.

Sherrie Llewelyn reviewed the phasing plan and said that phases 1-3 would be constructed at the same time in conjunction with the Center, Main, and Highway 89 street widening. The remaining phases would be built per the market demand.

The landscaping plan includes 8,150 square feet of landscaping which is 12.34% of the site. The improvements include the Highway 89 cross section, additional right of way dedication, park strip, sidewalk, street trees, and gathering place between the building and highway, and east/west pedestrian access. The DRC recommended providing one additional pedestrian connection from interior lots to Main Street. The DRC is also requesting that the CC&Rs and HOA include mechanisms to prevent single entities from acquiring and converting multiple townhomes to rental properties.

**Chair Pro Tem Garn opened the public hearing at 7:03 p.m.**

Sherrie Wilson, 85 West 150 North, commented that she lived near the proposed development and was worried about traffic flow. She asked if the four-way stop would remain, as more residential units would cause congestion especially with the nearby train tracks.

Camille Thorpe, 50 North Main Street, asked whether this development area would include amenities for the townhomes only or if the plaza would be for public use. Sherrie Llewelyn replied that the plaza would be a public area. She explained that the developer may potentially add amenities for the townhome residents in the basement of the commercial building.

Dennis Lawrence commented that he approved of the development as long as phases 1-3 were completed at the same time to establish the commercial area and suggested it be required in the development agreement.

Scott Sloan, 374 Cynthia Way, said he felt that this project would bring life to the City Center. He expressed disappointment that there was not a similar development in the Eaglewood area. Mr. Sloan also suggested an increase in higher residential density for the project of four or five story apartments as it was in the City Center area.

Camille Thorpe asked what the description of “modern style” for the architecture consisted of. Sherrie Llewelyn presented an example of the architectural design for the façade of the building.

Commissioner Gordon asked in regards to the presence of live/work townhomes with commercial storefronts on the main level. Sherrie Llewelyn explained that townhome units one and two as well as six through eight would be live/work units with storefronts for service related uses such as a hair salon or studio.

Commissioner Tucker asked if this plan would accommodate a future UTA Bus Rapid Transit (BRT). Sherrie Llewelyn replied that the plan would accommodate widening Highway 89 to a cross section width of 120' providing ample area for a BRT line.

Commissioner Ward asked in regard to the four-way stop. Sherrie Llewelyn replied that it would remain a four-way stop at this time. The intersection improvements would include the Main Street widening. She explained that the City was working on solutions for 1100 North such as an overpass or train port to help with the train track issue.

**Chair Pro Tem Garn closed the public hearing at 7:17 p.m.**

Taylor Spendlove, Brighton Homes, commented that they had been working on this project for two years and that features of the front elevation of the building would be similar in design to the architecture of City Hall to maintain a cohesive look for the area.

Commissioner Ward asked if the applicant had completed the acquisition of the properties need for the development. Taylor Spendlove replied that they had acquired two properties and were in the closing stages with the rest of the property owners.

Commissioner Gordon asked if the applicant would complete phases one through three at the same time. Taylor Spendlove commented that they would like to complete Phase one and two at the same time and then potentially stagger the construction of the road and phase three as the road completion would help them to sell the units.

Commissioner Larson asked in regards to when the parking would be completed. Taylor Spendlove replied that the parking and roads would be completed during Phase 1, the phasing plan as presented is the order of buildings to be built and the landscape that would be finished with each building.

Chair Pro Tem Garn asked the applicant when he would like to commence building once the permits were obtained. Taylor Spendlove responded that they would like to start as soon as possible. He said the architect on this project and well as Brighton Homes would likely be moving into the commercial building.

Commissioner Larson asked in regards to guest parking. Taylor Spendlove commented that the parking would be part of the commercial parcel with a cross access easement for the townhome owners. He said that CC&R's would require the townhome owners to use garages for parking and not storage.

**Commissioner Ward moved that the Planning Commission recommend rezone request from CH & R1-7 to P-District for City Center & Park Lofts at City Center located at approximately 25 East Center Street, along with the proposed development agreement with the following findings and conditions:**

**Findings:**

- 1) The proposed P District can be substantially completed within two (2) years of the establishment of the P District.**
- 2) The development contains one phase that can exist as an independent unit capable of creating an environment of sustained desirability and stability; and that the uses proposed will not be detrimental to present and potential surrounding uses, but will have a beneficial effect which could not be achieved under other zoning districts.**
- 3) The proposed increased density will not generate traffic in such amounts as to overload the street network outside the P District.**
- 4) The area surrounding said development can be planned and zoned in coordination and substantial compatibility with the proposed development.**
- 5) Any exception from standard ordinance requirements is warranted by the design incorporated into the final plan.**
- 6) The P District is in conformance within the city general land use plan.**
- 7) Existing or proposed utility services are adequate for the population and use densities proposed.**

**Conditions:**

- 1) The addition of a pedestrian connection from interior lots to Main Street;**
- 2) The CC&Rs and HOA will provide mechanisms to prevent single entities from acquiring and converting multiple townhomes to rental properties.**

**Commissioner Kirkham seconded the motion. The motion was approved by Commissioners Garn, Kirkham, Ward, Tucker, Larson and Gordon. Commissioner Knowlton was excused.**

- 5. CONSIDERATION OF A PRELIMINARY PLAN APPROVAL FOR CITY CENTER & PARK LOFTS AT CITY CENTER, A PLANNED DISTRICT DEVELOPMENT AT APPROXIMATELY 25 EAST CENTER, BRIGHTON HOMES UTAH, TAYLOR SPENDLOVE, APPLICANT**

Sherrie Llewelyn reported that this was a continuation of the previous agenda item which was a legislative recommendation and that this would be an administrative recommendation. She

explained that the construction drawings were reviewed by the DRC for compliance with two recommended conditions for approval.

**Commissioner Tucker moved that the Planning Commission recommend approval on the proposed preliminary plan for City Center and Park Lofts at City Center located at approximately 25 East Center Street, along with the proposed development agreement with the following conditions:**

- 1) Engineering corrections of civil drawings prior to final plat approval;**
- 2) Add pedestrian connection from interior lots to Main Street.**

**Commissioner Ward seconded the motion. The motion was approved by Commissioners Garn, Kirkham, Ward, Tucker, Larson and Gordon. Commissioner Knowlton was excused.**

6. CONSIDERATION OF A GENERAL DEVELOPMENT PLAN FOR SUNVIEW VILLAGE LOCATED AT APPROXIMATELY 226 NORTH HIGHWAY 89, FORESIGHT DEVELOPMENT, BEN OLSEN, APPLICANT

Sherrie Llewelyn reported that the property was 1.05 acres zoned Commercial Highway (CH). Rezoning to a P District would require approval of the General Development Plan by the Planning Commission and City Council. The proposed site plan included thirteen townhomes platted as for sale units. Each unit would have a two car garage with each driveway to accommodate an additional two cars for a total of 52 parking spaces onsite.

Improvements to the landscaping would be approximately 40% of the site. Improvements would be added to the frontage along Highway 89 including an 8 foot park strip and 7 foot sidewalk. The proposed architecture would incorporate stone, stucco and metal, with modern style architecture.

The DRC recommends approval with six conditions including final architecture design, layout, building setbacks, architecture on unit 1, local of storm water detention and retention, residential signage design, fencing, final engineering, and submittal of a required development agreement in conformance with the Town Center Master Plan.

Commissioner Gordon asked about guest parking. She commented that she liked the idea of the requirement for residents to use their garages for parking and not storage. Mr. Olsen replied that they are looking at installing three to four guest parking spaces in the common area as well as the driveway spaces.

Commissioner Kirkham asked about the transition between the properties particularly due to the elevation change. Mr. Olsen replied that there would be fencing and landscaping along the property line as well as a retaining wall to accommodate the elevation change.

Sherrie Llewelyn commented that staff worked with the developer on the layout of the site including the suggestion that the front doors be placed by the driveways to accommodate guest parking as well as creating a private backyard area in the rear.

Commissioner Kirkham asked if there would be a shared dumpster or individual cans for garbage collection. Mr. Olsen replied that there would be individual garbage cans for each unit that would be stored in the garages. He also said that the air conditioning units would be placed on the roofs to minimize their appearance.

Alisa Van Langeveld, resident, commented that she was concerned with the lack of green space for children and dogs living in the proposed development. She suggested that the developer could eliminate two units and create a park or open space.

Commissioner Gordon asked about the condition to require residents to use their garages for parking and not storage. Sherrie Llewelyn replied that this requirement could be added during the next step of development.

Commissioner Gordon asked if there was green space near the hammerhead turnaround. Sherrie Llewelyn replied that this area was for storm drain detention. She also explained that the amount of landscaping was significant on the site and that the 20' easement would ensure that the landscaping was above 10% after the road was widened.

**Commissioner Ward moved that the Planning Commission recommends approval to the City Council the proposed general development plan for Sunview Village located at 226 North Highway 89 with the following conditions to be determined at the time of development agreement approval:**

- 1) Final Architecture Design;**
- 2) Final layout, including the provision for the dedication of 55' half width of right of way;**
- 3) Building setbacks from dedicated right of way shall be 10';**
- 4) The elevation of unit 1, adjacent to Highway 89 shall be enhanced to reflect town center requirement for front door facing the highway;**
- 5) Final engineering including, future widening of Highway 89;**

**6) Submittal of a required development agreement in conformance to the Town Center Master Plan.**

**Commissioner Tucker seconded the motion. The motion was approved by Commissioners Garn, Kirkham, Ward, Tucker, Larson and Gordon. Commissioner Knowlton was excused.**

**7. CONSIDERATION OF A PRELIMINARY PLAN AND FINAL PLAT FOR G&G SUBDIVISION, LOCATED AT 721 WEST CENTER STREET, GRNOBL L.C., MARK GREEN, APPLICANT**

Sherrie Llewelyn reported that the proposed property was located in the industrial zone at 721 West Center Street. Mark Green would be relocating to lot 4 and Jim Grammoll would be on lot 3. The lot configurations have been modified from the concept plan and reduced by one lot to meet the minimum two acre lot size.

The final plat would include the right of way dedication along the west property line. The neighboring property owner, DATS Trucking, have agreed to allow the applicant to relocate the driveway further to the west on Center Street to be in compliance with the required setback from an intersection. Staff met with Mr. Green to retain an additional 50' easement in the event a new street be continued to the south.

Mark Green, GRNOBL, L.C., commented on the location of the cul-de-sac and the requested 50' easement. He said that as there was an existing concrete plant he did not see the road continuing further south in the near future. Mr. Green explained that the 50' easement would require him to move the location of the building would result in installation of more landscaping and less useable space. He was concerned that this would be an unfair taking of his property creating an unused area that likely would never be used for a road in the future as it was more likely that a new road would head west from the proposed cul-de-sac to Redwood Road. He explained that was a better alignment and would provide more opportunity for development along both sides of the new road, rather than just one side, if the road were adjacent to Amcor.

The Planning Commission discussed the possible future road alignment and connection to Redwood Road. Commission Tucker commented that he was sensitive to Mr. Green's concern and believed the likely location for the extension would be to the west from the cul-de-sac, not further south. He also felt the city should not ask for more dedication than necessary. Commissioner Gordon expressed agreement with that sentiment. The rest of the Planning Commission concurred.

**Commissioner Garn moved that the Planning Commission recommends approval to the City Council the preliminary design plan and final plat for G&G Subdivision, located at 721 West Center Street, with the following conditions:**

- 1) Engineer redline corrections on construction drawings;**
- 2) Submittal of agreement with DATS Trucking for driveway relocation;**
- 3) Placement of a note on the plat regarding future relocation of driveway on Lot 1 to the new street in the event of a change of use on the property.**

**Sherrie Llewelyn suggested the addition of the word “future” before the word “relocation” in the third condition.**

**Commissioner Garn amended his motion to include the word “Future” in condition three. Commissioner Ward seconded the amended motion. The motion was approved by Commissioners Garn, Kirkham, Ward, Tucker, Larson and Gordon. Commissioner Knowlton was excused.**

#### **8. APPROVAL OF MINUTES**

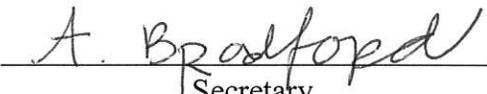
**The Planning Commission meeting minutes of August 14, 2018 were reviewed and approved. Commissioner Tucker moved to approve the meeting minutes for the August 14<sup>th</sup> Planning Commission meeting. Commissioner Ward seconded the motion. The motion was approved by Commissioners Garn, Kirkham, Ward, Tucker, Larson and Gordon. Commissioner Knowlton was excused.**

9. ADJOURN

Chair Pro Tem Garn adjourned the meeting at 8:13 p.m.

  
\_\_\_\_\_  
Chair Pro Tem

\_\_\_\_\_  
Recorder

  
\_\_\_\_\_  
Secretary