

CITY OF NORTH SALT LAKE
PLANNING COMMISSION MEETING
APRIL 12, 2022

FINAL

Commission Chair BreAnna Larson called the meeting to order at 6:30 p.m. and William Ward led those present in the Pledge of Allegiance.

PRESENT: Commission Chair BreAnna Larson
Commissioner Ryan Holbrook
Commissioner Ron Jorgensen via Zoom
Commissioner Katherine Maus
Commissioner Irene Stone
Commissioner Brandon Tucker
Commissioner William Ward

STAFF PRESENT: Sherrie Pace, Community Development Director; Mackenzie Bennett, Planner; Ali Avery, Long Range Planner.

OTHERS PRESENT: Dee Lalliss, resident; Taylor Spendlove, Brighton Homes.

1. PUBLIC COMMENTS

There were no public comments.

2. CONSIDERATION OF SITE PLAN APPROVAL FOR VILLAGE STATION
BUILDING 4 AT 445 SOUTH ORCHARD DRIVE, TAYLOR SPENDLOVE,
APPLICANT

Mackenzie Bennett reported that the site plan application was for Village Station Building 4 located at 445 South Orchard Drive. This was a continuation of the approved multifamily development that has occurred on neighboring lots. The City entered into an agreement amending the Eaglewood Village Development Agreement on August 6, 2019. This amendment allowed for the construction of multiple new buildings that included 27,000 square feet of commercial/retail, 16,000 square feet of office space, and up to 424 dwelling units in four story buildings. The applicant is seeking site plan approval for Building 4 which would consist of 94 dwelling units and no commercial space.

Ms. Bennett said the proposed architecture was a contemporary modern style and complimentary to the buildings that had already been approved. The height was approximately 48 feet and conformed to the maximum height allowed per the agreement which was 75 feet. This building would have garages on the ground floor accessible from the parking lot and not from the city

street. There would also be covered and uncovered surface parking and angle parking along Orchard Drive. She explained the required parking ratios which included 160 parking stalls, eight of which were ADA compliant.

The development agreement required that the entire development site, not just this parcel, must have a minimum of 25% landscaping unless the UDOT parcel along Highway 89 was landscaped which would reduce the required landscaping to 20%. The UDOT parcel has been or was being landscaped and therefore the required site landscaping was reduced to 20%. The landscaping for Building 4 would have approximately 25% or 27,462 square feet of landscaping after site improvements were made. The entire development site appeared to exceed the 20% landscaping requirement but confirmation by the landscape architect or design engineer was needed.

This entire development would provide multiple amenities for its residents and guests including a swimming pool, clubhouse, bike and ski equipment lockers, trail connections, and landscaped open space. The proposed site plan has been evaluated based upon compliance with the amended development agreement and the site/landscaping plans approved as part of the General Development Plan. The site plan complied with requirements for circulation and traffic, as well as health, safety, and noise. Due to the size and scope of this project, the site plan would need final approval from the City Council with a recommendation from the Planning Commission.

Mackenzie Bennett shared the site plan and proposed elevations with those present. She said the Development Review Committee (DRC) recommended approval of the requested site plan for Village Station at Eaglewood, Building 4, with one condition that any engineering redlines be corrected.

Chair Larson asked about the angled parking on Orchard Drive and if this would be assigned parking. Taylor Spendlove, Brighton Homes, replied that each unit would be assigned one covering parking stall and the rest would be open, including those spaces on Orchard Drive.

Chair Larson inquired on the timeline for the landscaping of the UDOT parcel. Taylor Spendlove responded that the landscaping for the UDOT parcel would be installed with the landscaping of Buildings 1 and 2. He said they had approval for Buildings 1, 2, and 3 but construction had been delayed due to COVID.

Commissioner Ward moved that the Planning Commission recommends to the City Council the approval of the requested site plan for Village Station at Eaglewood, Building 4, with the following conditions:

- 1) **Correction of engineering redlines, if any.**

Commissioner Maus seconded the motion. The motion was approved by Commissioners Holbrook, Larson, Maus, Stone, Tucker, and Ward. Commissioner Jorgensen was excused.

Commissioner Jorgensen arrived at 6:40 p.m.

3. CONSIDERATION OF SITE PLAN APPROVAL FOR VILLAGE STATION BUILDING 5 AT 314 SOUTH ORCHARD DRIVE, TAYLOR SPENDLOVE, APPLICANT

Mackenzie Bennett showed an aerial view of the location for Building 4, from the previous agenda item, and Building 5. The application for Building 5 included 94 dwelling units and no commercial space. The amended development agreement established the required parking ratios with 94 covered stalls and 2 uncovered stalls on the property. The applicant has proposed 94 carports, 2 onsite surface stalls, and 62 offsite surface stalls for a total of 158 parking stalls. This equaled one covered stall per unit. The applicant has proposed to share 62 uncovered parking stalls with the neighboring office/commercial building, Eaglewood Plaza. Shared parking was permitted in this development if it complied with the “peak usage table” in the development agreement.

The proposed architecture was contemporary modern and matched what was presented for Building 4. On November 17, 2020 the City Council approved the site plan for the Eaglewood Plaza office/commercial building at 290 South Orchard Drive which was located north of the subject lot. The office building has not been constructed because the applicant has not submitted a complete building permit application, nor applied for a pre-construction meeting with the City. The DRC has recommended that a building permit for Building 5 should not be issued until construction had begun on the Eaglewood Plaza office building.

Mackenzie Bennett said Village Station and Eaglewood Plaza had a joint use and cross access agreement. This agreement stated how the parking was to be shared during certain days and hours, parking lot maintenance, repair, and replacement. Per this agreement, the developer would be required to provide 158 parking spaces for residential use. She provided a shared parking percentage table which outlined the parking space ratios and shared parking percentages by use and times.

The development agreement required that the entire development site must have a minimum of 25% landscaping unless the UDOT parcel along Highway 89 was landscaped which reduced the requirement to 20%. This lot consisting of Building 5 would have approximately 19% or 16,631 square feet of landscaping after site improvements. This site would also require approval from the City Council with a recommendation from the Commission.

Mackenzie Bennett shared renderings of the proposed building. She said the Development Review Committee (DRC) recommended approval of Building 5 with the conditions that the building permit may not be issued for Building 5 until such time that construction has begun on the Eaglewood Plaza office building, a minimum of one covered space shall be assigned to each

of the 94 residential units, a sidewalk connection between the southern parking lot and main entrance must be installed per planner redlines, and correction of any engineering redlines.

Ms. Bennett mentioned that the red area on the site plan would include a sidewalk connection between the southern parking lot and the main entrance for easier access to the main doors of the building.

Commissioner Holbrook expressed concern about overflow parking on the west side of Orchard Drive. He spoke on the narrowness of Orchard Drive and asked if there were plans to expand this road. Mackenzie Bennett replied that there were no plans to expand Orchard Drive and that parking was currently allowed on the west side.

Commissioner Jorgensen asked what the posted speed limit was for Orchard Drive due to the narrowness of the road. Mackenzie Bennett responded that she believed the speed was currently 25 mph on that road.

Sherrie Pace commented that if a problem was to occur with the on-street parking once the buildings were constructed the safety committee would meet to review traffic calming measures including speed. She said that some on-street parking would help to slow traffic there.

Commissioner Ward said that the Commission had discussed this item at length when the initial development was approved.

Taylor Spendlove mentioned that when adjacent to Building 1, 2, and 3 Orchard Drive traffic would be one-way and had a 10 mph speed limit.

Commissioner Stone spoke on the shared parking spaces with the Eaglewood Plaza office and where this was located on the map. Mackenzie Bennett replied that Eaglewood Plaza had more parking than what was required, and the shared parking could occur throughout the property.

Taylor Spendlove said they sold the property to the developer for the Eaglewood Plaza office and had the option to buy back the land if construction did not commence soon. He said development on that building should begin in June. The development agreement said that Building 4 and 5 could not begin until construction started on the commercial building. Mr. Spendlove spoke on the shared parking agreement and said that they would be helping to pay for the construction and maintenance of that parking lot.

Commissioner Maus asked to see the location of the shared parking and clarification if those spaces would only be available for use by Building 5 during off hours. Taylor Spendlove replied affirmatively and said this was all detailed in the parking agreement.

Sherrie Pace clarified that there was a parking pass system that would make the shared parking easier to enforce. She showed the location of the shared parking lot.

Chair Larsen asked about the ADA parking for this building. Mackenzie Bennett replied that per code they were required to provide six (6) ADA stalls.

Commissioner Jorgensen mentioned the landscaping plan and how this related to the new water restrictions and legislation. Sherrie Pace responded that the only grass would be the existing turf near the trail and the rest would be xeriscaping. She said staff would work with this developer on the landscaping plans and staff was working on an ordinance per the new state requirements.

Commissioner Jorgensen asked about water rights for this development. Sherrie Pace replied that the development already had water rights which would be allocated as necessary.

Taylor Spendlove said that they had planned to place sod on the UDOT parcel but would work with the City on landscaping requirements. He said they would ask their landscape architect to provide less sod and more xeriscaping.

Commissioner Tucker moved that the Planning Commission recommends to the City Council the approval of the requested site plan for Village Station at Eaglewood, Building 5, with the following conditions:

- 1) Building permit may not be issued for Building 5 until such time that construction has begun on the Eaglewood Plaza Office Building;**
- 2) A minimum of one covered space shall be assigned to each of the 94 residential units;**
- 3) A sidewalk connection between the southern parking lot and main entrance must be installed per planner redlines; and**
- 4) Correction of engineering redlines, if any.**

Commissioner Holbrook seconded the motion. The motion was approved by Commissioners Holbrook, Jorgensen, Larson, Maus, Stone, Tucker, and Ward.

4. CONSIDERATION OF A PLAT AMENDMENT VACATING A PORTION OF THE PUBLIC RIGHT OF WAY WHICH WILL BE USED FOR ON STREET PARKING AT 445 SOUTH ORCHARD DRIVE, LOT 8 OF THE VILLAGE STATION AT EAGLEWOOD SUBDIVISION

Mackenzie Bennett reported that the applicant applied for this plat amendment upon the request of City staff. When developed the lot at 445 South Orchard Drive would have 25 diagonal on-street parking stalls on Orchard Drive. The parking stalls were to be on private property and outside the City owned right of way but inadvertently when the Village Station plat was approved seven parking stalls were located within the City right of way. This plat amendment would vacate the public right of way where those seven stalls were situated so that all the on-street parking adjacent to this property would be owned and maintained in the same fashion.

Chair Larson asked for clarification on the Lot number. Mackenzie Bennett replied that it was Lot 7.

Sherrie Pace clarified that due to the amendment to the plat it was currently Lot 7 and would become Lot 11.

Commissioner Jorgensen asked if the public utility easements would not be affected by this amendment. Mackenzie Bennett responded that the only change, beyond the lot number, was that the seven parking stalls would be managed the same way as the other stalls along Orchard Drive.

Commissioner Holbrook moved that the Planning Commission recommend approval to the City Council the plat amendment for Village Station Phase, Lot 7 vacating a portion of the public right of way incorporating the area with said lot to be used for on street parking at 445 South Orchard Drive with the following condition:

- 1) **Completion of engineering redlines, if any.**

Commissioner Maus seconded the motion. The motion was approved by Commissioners Holbrook, Jorgensen, Larson, Maus, Stone, Tucker, and Ward.

5. TOWN CENTER FORM-BASED CODE OVERVIEW AND CHAPTER 1 REVIEW

Ali Avery reported that the Form-Based Code differed from a traditional code in that it was form over function. This meant more care was given to the exterior than what was occurring inside the building. She said the Form-Based Code would implement the Town Center Master Plan and zone, as required by the City's adopted General Plan. The Form-Based Code would then guide and regulate that section of the Town Center Master Plan.

Traditional codes entail piecing together Planned Districts with development agreements in addition to focusing on segregating land uses while regulating items such as setbacks and lot size. Unlike traditional code, the Form-Base Code prioritizes physical form and the relationship between building facades and the public realm over land and building use.

The Form-Based Code would all for regulating design standards while promoting diverse transportation options and prioritizing pedestrian access and use. The main goal of the Form-Based Code was to foster a sense of place in the Town Center including the creation of a gathering space for residents.

Ms. Avery said there were eight sections of the Form-Based Code which focused on street types, subdistricts, uses, buildings, amenities/landscaping/parks, parking, and signs and façade lighting. She said the schedule for reviewing the Form-Based Code included an adoption date by September of this year. There would be a public open house and public hearing along with a joint City Council work session to prior to the code being adopted.

Ali Avery explained that revisions needed to be made to the current Form-Based Code to make it easier to enforce and adopt into code format. She said that staff had worked on the Form-Based Code previously, but additional changes were needed including the removal of the vision, history, and design principles sections as they were not necessary. The section on scope of regulations would also be rewritten particularly regarding building renovations and what the trigger point would be for compliance to avoid hardships. As well as revisions to the section on in-process development for existing development agreements and edits to the definitions section.

Commissioner Holbrook asked how far along the previous Form-Based Code had been to adoption. Sherrie Pace replied that COVID had caused significant delays.

Commissioner Tucker commented that the previous review of the Form-Based code included hours spent on section 5. He asked if there was some flexibility in the date for the joint work session. Sherrie Pace responded that the review of sections 3-5 was scheduled for the same meeting as they related to each other. She said that there was a lot of flexibility in May for review of the code.

Ali Avery said that staff would hopefully have revised and simplified the size of the code by the next Planning Commission meeting.

Commissioner Tucker commented that he had some minor edits that he would send to staff.

Chair Larson asked if there was a maximum width for pedestrian corridors in section 3-2-C. Sherrie Pace responded that there could be a provision for bollards to limit vehicle access in paved pedestrian corridors.

Commissioner Jorgensen asked about future UTA Bus Rapid Transit (BRT) and if there was an updated plan. Ali Avery said that the route would remain but was downgraded to enhanced bus service and not BRT.

Commissioner Jorgensen also asked about the design review committee mentioned in the code. Ali Avery responded that this section would be removed, and a formal design review committee would not be established at this point. A consultant would be hired for any architectural issues.

Sherrie Pace commented that every site plan would still go through the City's Development Review Committee (DRC).

Commissioner Jorgensen mentioned the City's national resources including water conservation and water use planning.

Dee Lalliss said in the Table of Contents that it mentioned alleys but not lanes and asked if that should be included. Sherrie Pace replied that there was not a specific cross-section for lanes.

Dee Lalliss also spoke on the format of the definitions and that they should be uniform with highlights and a colon. He said the Bamberger Rail Station should be capitalized and consistently named throughout.

Commissioner Holbrook asked if there was a section related to utilities and if there were any specifications that they should be buried. Ali Avery responded that this should be included.

Commissioner Tucker said that he did not think the City could require the utility companies to bury their lines per their franchise agreements.

Sherrie Pace explained that the developers had to pay to bury the lines. She said the Redevelopment Agency (RDA) had also participated in burying sections of power lines. These projects would probably occur in conjunction with the BRT installation and road widening on Highway 89. Ms. Pace said that the utility companies could not be required to bury the lines, but the requirement could be included in the Form-Based Code for developers.

Commissioner Jorgensen spoke on the permitted and conditional uses and prohibited uses and clarified that the Form-Based Code would not open the door to uses that were historically prohibited. Ali Avery replied affirmatively.

Ali Avery suggested reviewing the tables in the building and uses sections before the next Commission meeting.

6. REPORT ON CITY COUNCIL ACTIONS ON ITEMS RECOMMENDED BY
PLANNING COMMISSION

Sherrie Pace reported that UTA provided an update on all the routes during a City Council work session. This included the discontinuation of all routes in Foxboro. She said during COVID the lines were suspended but the signage could not be removed until approval was received from the Federal Government. UTA would be implementing micro-transit in August which was like an UBER/LYFT car ride service. This transit service would pick up residents and take them to a bus stop or Trax/FrontRunner station. UTA would work with staff to notify residents of the cancellation of the Foxboro bus service and the implementation of the rideshare program.

Ms. Pace said that the City Council amended the code related to social services. Staff had also received the business license application for the adult daycare related to this amendment.

7. APPROVAL OF MINUTES

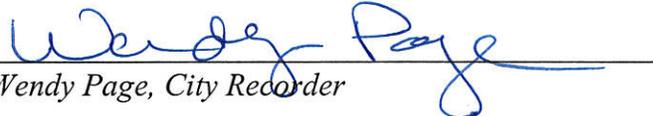
The Planning Commission meeting minutes of March 22, 2022 were reviewed and approved.

Commissioner Ward moved to approve the minutes of the March 22, 2022 meeting. Commissioner Holbrook seconded the motion. The motion was approved by Commissioners Holbrook, Jorgensen, Larson, Stone, and Ward. Commissioners Maus and Tucker abstained from voting.

8. ADJOURN

Chair Larson adjourned the meeting at 7:37 p.m.

The foregoing was approved by the Planning Commission of the City of North Salt Lake on Tuesday, April 26, 2022 by unanimous vote of all members present.


Wendy Page, City Recorder