

ROY CITY PLANNING COMMISSION

September 14, 2004

Minutes of the Roy City Planning Commission Meeting held in the City Council Room of the Roy City Municipal Building on September 14, 2004, at 6:30 p.m.

The meeting was a regularly scheduled meeting designated by resolution. Notice of the meeting was provided to the *Standard Examiner* at least 24 hours in advance. A copy of the agenda was posted.

The following members were in attendance:

Karlene Yeoman, Chairman	Mark Larson, Planner
Doug Allred	Michelle Drago, Secretary
Brad Hilton	
Blaine Hoopes	
Gennie Kirch	
Bill Merx	
Michael Stokes	

Others present were: Carl Stegen; Alissa Yeoman; Eldon Haacke; Ernie Smith; Scott Brubaker; and Dave Whitaker.

Pledge of Allegiance: Michael Stokes

1. APPROVAL OF AUGUST 10, 2004, MINUTES

Commissioner Kirch moved to approve the minutes of August 10, 2004, as written. Commissioner Merx seconded the motion. Commission members Allred, Hilton, Hoopes, Kirch, Merx, Stokes, and Yeoman voted "aye." The motion carried.

2. PUBLIC HEARING TO CONSIDER APPROVAL OF A SITE PLAN AND A CONDITIONAL USE PERMIT FOR A RESTAURANT AND A PROFESSIONAL OFFICE ON PAD F OF KENT'S COMMERCIAL SUBDIVISION LOCATED AT APPROXIMATELY 3518 WEST 5600 SOUTH

Commissioner Hilton moved to open the public hearing at 6:32 p.m. Commissioner Hoopes seconded the motion. Commission members Allred, Hilton, Hoopes, Kirch, Merx, Stokes, and Yeoman voted "aye." The motion carried.

Mark Larson stated that the Kent Beckstrom was requesting approval of a final development site plan and a conditional use permit for Pad F of Kent's Commercial Subdivision. Pad F was located at 3518 West 5600 South between Arctic Circle and the substation. Mr. Beckstrom was proposing to construct a 7,739 square foot, shell building that would be divided into four separate spaces. Jeff Johansen was requesting approval of a conditional use permit for a restaurant in Space A. The restaurant was Gandolfo's New York Deli. Space A was located on the south end of the building. Mr. Beckstrom was also requesting approval of an overall conditional use permit to allow professional and business offices in which goods or merchandise were not commercially created, exchanged, or sold within any of the spaces available on Pad F. Mr. Larson said there was quite a bit of landscaping on the east side of the pad to buffer the building from the adjacent substation. All of the storm drainage, utilities, and parking were in common throughout Kent's Commercial Subdivision. There were 30 parking stalls shown on the site plan. The parking stalls had a dimension of 9'x18'. Roy City's Zoning Code required parking spaces to be 9'x20'. The parking stalls in the common parking area of Kent's Commercial Subdivision were 9'x20'. The staff had expressed concern about the size of the parking stalls and encroachment onto the sidewalk around the building. The proponent attempted to address the problem by increasing the width of the sidewalk area around the building to 7½ feet. Mr. Larson felt the Planning Commission needed to discuss the size of the parking spaces. He said the proposed building elevations appeared to match the common architectural theme throughout Kent's Commercial Subdivision.

Mr. Larson said the staff recommended that the Planning Commission approve a final development site plan for Pad F and a conditional use permit for a restaurant in Space A and an overall conditional use permit for professional and business offices in which goods or merchandise were not commercially created, exchanged, or sold.

Chairman Yeoman asked how Mr. Beckstrom proposed to address the staff's concern regarding parking. Dave Whitaker, representing Kent Beckstrom, stated that with the sidewalk width of 7½ feet around the building, there would still be about 5½ feet even with a two-foot vehicle overhang. Mark Larson said the Building Code required a minimum walk width of 44 inches around a building.

Commissioner Hoopes was concerned about an 18-foot parking stall. Cars didn't seem to be getting smaller. He felt 18-foot parking spaces on either side of a 24-foot two-way access lane would be

really tight. A large vehicle on either side would reduce the width of the access lane. Mark Larson said the minimum width for two-way access between parking stalls was 24 feet.

Commissioner Kirch suggested reducing the width of the landscaping on the west side of the site from five feet to three feet. The resulting two feet could be used to make the parking spaces on the west side of the building 9'x19'. She suggested that the sidewalk width on the north side of the building be reduced slightly to allow for 9'x20' stalls.

Commissioner Allred was concerned about the location and configuration of the handicap parking and access ramp in relation to the proposed doorway.

Commissioner Kirch stated that there was a large power pole on the southeast corner of the site. It was not shown on the site plan. Would it have to be moved? Dave Whitaker thought the pole was on the substation property.

Commissioner Stokes asked if lengthening the parking stalls on the north side of the building would affect the 24-foot, two-way access lane between the site and Kent's Commercial Subdivision. Mr. Whitaker said it would not. There was actually about 40 feet on the north side of the site.

Commissioner Stokes asked if narrowing the landscaping on the west side of the site to three feet would cause problems with the proposed location of the light pole. Mr. Whitaker said the light pole might have to be relocated. Commissioner Stokes said he was comfortable with the 18-foot parking spaces given the width of the sidewalk around the building.

Chairman Yeoman said the extra landscaping would be nice, but she felt the extra room for the parking would be safer.

After a short discussion, the Planning Commission agreed that the parking stalls on the west side of the site needed to be at least 9'x19'. They gave the proponent the latitude to decide whether to reduce the width of the landscaping area or the sidewalk around the building.

Chairman Yeoman asked if there were any comments from the audience. There were none.

Commissioner Allred moved to close the public hearing at 6:57 p.m. Commissioner Stokes seconded the motion. Commission members Allred, Hilton, Hoopes, Kirch, Merx, Stokes, and Yeoman voted "aye." The motion carried.

Commissioner Hoopes moved to recommend that the City Council grant approval of a final development site plan for Pad F and a conditional use permit for restaurant on Space A and an overall conditional use permit for professional and business offices in which goods or merchandise were not commercially created, exchanged, or sold subject to the recommendations of the staff and engineering as well as resolving issues regarding the handicap parking and ramp and making the parking stalls on the west side of the building 9'x19' with a 24-foot two-way access and the parking stalls on the north side of the building 9'x20'. Commissioner Allred seconded the motion. Commission members Allred, Hilton, Hoopes, Kirch, Merx, Stokes, and Yeoman voted "aye." The motion carried.

3. PUBLIC HEARING TO CONSIDER A PRELIMINARY DEVELOPMENT PLAN FOR
A PLANNED COMMERCIAL DEVELOPMENT LOCATED AT APPROXIMATELY 4000
SOUTH MIDLAND DRIVE

Commissioner Kirch moved to open the public hearing at 7:00 p.m. Commissioner Merx seconded the motion. Commission members Allred, Hilton, Hoopes, Kirch, Merx, Stokes, and Yeoman voted "aye." The motion carried.

Mark Larson stated that Smith, Brubaker, and Haacke were seeking approval of a preliminary development plan for a planned commercial development at 4000 South Midland Drive. The property was originally owned by the Jackson family. It was annexed into Roy City in 2003. The eastern portion was zoned for single-family homes and was being developed as Summers Pointe Subdivision No. 5. The developer of Summers Pointe was required to install a 6-foot vinyl fence along the west side of the subdivision. The fence was currently being installed. The remaining portion, about 14½ acres, was zoned CP-2. The developer had options to purchase the Jarman and Griffith properties, which were not included in the Jackson family annexation. The overall project area, including the Jarman and Griffith properties, was 16.03 acres with seven pad sites. The largest pad site was 60,000 square feet in size; the smallest was 3,510 square feet. There was a total of 959 stalls proposed in the parking lot that would be 'in-common'. The amount of parking exceeded the required minimum. The parking lot had two accesses on 4000 South and three on Midland Drive, which was a State road. Because Midland Drive South was a State road, the developer would have to receive approval from UDOT. Mr. Larson said the overall complex had 15% landscaping, which included planted parking mediums. The elevation of the site dropped from the southeast corner to the asphalt parking area. There would be a 10 to 25-foot landscape strip with a white vinyl fence on the east and south sides of the project to buffer the residential subdivisions. There would be a temporary landscape buffer and fence around the future commercial expansion area to the south. The future expansion area was currently unincorporated. Because this was a planned commercial development, the developer was required to show how their project would integrate with the surrounding area.

Mr. Larson stated that the staff had received comments from the City Engineer, secondary water, and Utah Power & Light. Their comments were included in the packet. Mr. Larson felt the developer's biggest hurdle would be the annexation of the Jarman and Griffith properties. Any approval should be subject to those

properties being annexed prior to approval of the final development plan. The development staff recommended that the Planning Commission approve a preliminary development for the Midland Market Place Commercial Center at 4000 South Midland Drive subject to the recommendations listed in the packet.

Scott Brubaker stated that they had been directed to this property by tenants who wanted to locate in this general area. He felt the driving force behind the development of the whole area was the proposed extension of 3100 South/Hinckley Drive to Midland Drive and the success of other developments on 3500 West. Mr. Brubaker showed the Planning Commission a revised site plan. After meeting with UDOT, they had eliminated one access on Midland Drive. One of the remaining accesses would line up with an access of the proposed development on the west side of Midland Drive in West Haven. He showed the Planning Commission a cut away of the elevations in the development in comparison to the adjacent homes. He felt the elevation drop and the proposed landscaping would provide a good buffer for the adjacent homes. Mr. Brubaker showed the Planning Commission conceptual elevations.

Commissioner Kirch asked if the access from 4000 South would be the main truck route. She hoped trucks would use the service drive around the site rather than using Midland Drive. The traffic on Midland Drive would be tight until it was widened to four lanes. Mr. Brubaker said they would be widening Midland Drive in front of their development.

Commissioner Stokes asked about the proposed tenants. Scott Brubaker said they had received inquiries from a pharmacy, an auto parts store, a national hamburger chain, a few grocers, and a service station. This center was designed for the neighborhood within about five miles. It was not a regional center.

Commissioner Allred said the main issue appeared to be the annexation of the Jarman and Griffith properties. Scott Brubaker said they expected to annex those properties as part of the final approval. Michelle Drago said the annexation process included a protest period. Because there were buildings and improvements on both the Jarman and Griffith properties, the protest period would be 60 days. The annexation process would probably take about four months to complete.

The Planning Commission asked about phasing and subdividing. Mr. Brubaker said they had developed the Albertson's center in Clinton.

The site would probably be phased and subdivided. All development on the pad sites would have to be approved by an architectural control committee.

Commissioner Kirch asked about timing. Would the largest pad developed before the smaller ones, or vice versa? Scott Brubaker felt there was enough draw on this intersection for the smaller pad sites to develop first.

Chairman Yeoman asked if there were any comments from the audience. There were none.

Commissioner Kirch moved to close the public hearing at 7:40 p.m. Commissioner Allred seconded the motion. Commission members Allred, Hilton, Hoopes, Kirch, Merx, Stokes, and Yeoman voted "aye." The motion carried.

Commissioner Allred moved to recommend that the City Council approve a preliminary development plan for a planned commercial development located at approximately 4000 South Midland Drive subject to the staff and engineering comments, the annexation of the Jarman and Griffith properties prior to approval of a final development plan, and that the staff and engineering comments be forwarded to the developer. Commissioner Merx seconded the motion. Commission members Allred, Hilton, Hoopes, Kirch, Merx, Stokes, and Yeoman voted "aye." The motion carried.

4. OTHER BUSINESS

There was a discussion about the UTA trip to San Jose. Commissioner Kirch said it had been postponed until October 28th and 29th. The Commission asked that Tony Reynolds complete the arrangements and contact the Commission members.

5. ADJOURN

Commissioner Merx moved to adjourn at 7:46 p.m. Commissioner Stokes seconded the motion. Commission members Allred, Hilton, Hoopes, Kirch, Merx, Stokes, and Yeoman voted "aye." The motion carried.

Karlene Yeoman
Chairman

Attest:

Michelle Drago
Secretary

dc:psep1404