

ROY CITY PLANNING COMMISSION

April 12, 2005

Minutes of the Roy City Planning commission Meeting held in the City Council Room of the Roy City Municipal Building on April 12, 2005, at 6:30 p.m.

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

The following members were in attendance:

|                       |                           |
|-----------------------|---------------------------|
| Brad Hilton, Chairman | Tony Reynolds, Community  |
| Blaine Hoopes         | Services Director         |
| Gennie Kirch          | Mark Larson, Planner      |
| Bill Merx             | Michelle Drago, Secretary |
| Michael Stokes        |                           |
| Karlene Yeoman        |                           |

Excused: Doug Allred

Others present were: Matthew Idema; George Bunting; and Pete Bailey; and Larry McMichael.

Pledge of Allegiance: Karlene Yeoman

1. APPROVAL OF MARCH 8, 2005, MINUTES

**Commissioner Kirch moved to approve the minutes of March 8, 2005, as corrected. Commissioner Merx seconded the motion. Commission members Hilton, Hoopes, Kirch, Merx, Stokes, and Yeoman voted "aye." The motion carried.**

2. CONSIDERATION OF A PRELIMINARY DEVELOPMENT PLAN FOR A COMMERCIAL DEVELOPMENT LOCATED AT APPROXIMATELY 5852 SOUTH 1900 WEST

Mark Larson stated that Les Schwab was requesting approval of a preliminary development plan. The development was located on the east side of 1900 West at approximately 5852 South 1900 West. Although this area was zoned C-2, it was currently under the Temporary Zoning Ordinance. The TZO required all commercial

development to follow the regulations of the CP-2 Zone. The demolition plan showed that five homes with their accessory buildings would be taken out. The homes were located between Greek Villa at 5810 South (the old Arctic Circle) and 5878 South 1900 West. Two single family homes would remain to the south. South of homes was a professional building and the liquor store. The I-15 corridor was located to the east of the site.

Mr. Larson said the site plan showed the construction of a 14,100 square foot building. There would be one 40-foot wide access on 1900 West and 44 parking stalls. There was two-way access all of the way around the building. Thirteen percent (13%) of the site would be landscaped. Les Schwab planned to follow the street scape plan for the 1900 West right-of-way. They were proposing to take down all of the existing walls and fences and replace them with a 6-foot high chain link fence. There would be vinyl slats on the north and south sides. They would leave the existing chain link fence along I-15 on the east side as is. The front 10-feet of landscaping would be used for a storm drainage detention area. The landscaping along the sides would be 10 feet wide; the landscaping along the east side would be 5 feet. Mr. Larson said the trash enclosures would be located on the northeast corner of the site. The enclosures would be constructed of masonry to match the building. There was enough room for cross access to the north and south if the City felt it was needed in the future. There would be a concrete apron on the south side of the building that would have a canopy. It would be open on all sides and would be used to service RV's and boats. Mr. Larson said the hours of operation would be 7:00 a.m. to 7:00 p.m. six days a week. They would be closed on Sunday. There would be 15 to 20 employees on the site at any one time. The site plan showed two signs. There would be a 6'x10' monument sign along 1900 West. A pole sign was proposed along the east property line facing I-15. It would be 50 feet in height. The signage area would be 8'x30'. All of the signs would have to comply with the City's Sign Ordinance and be integrated with neighboring properties in compliance with the TZO. Mr. Larson said the elevation plans showed the building would have a CMU split face block facade all the way around in a combination of red and white. The windows and doors would have a metal canopy that would be red in color. There would be a standing metal roof cap all around the building.

Commissioner Hoopes asked what color the roof cap would be. George Bunting said it would be white.

Mark Larson stated that there were a few issues that needed to be addressed. He showed the Planning Commission an interior floor plan. The retail space would consist of 3,900 square feet; 10,200 square feet would be used for the shop and warehousing. The required parking was based on that square footage. However, the key provided on the site plan wasn't clear about where the different uses were located on the floor plan. That needed to be clarified. The staff still did not know where deliveries would take place and if access around the building would be impacted. Cross access also needed to be discussed further. The staff understood tires would be displayed outside of the building during hours of operation, but it didn't know where they would be. Les Schwab couldn't use landscaping or access areas for outside display. There were engineering comments, but Mr. Larson didn't feel they would prevent the use of the site. The staff also needed to know where Les Schwab was in the UDOT approval process.

Commissioner Hoopes asked if there were railroad tracks between the rear of the property and I-15. Mark Larson said there was not. There were tracks to the north, but they didn't extend this far to the south.

Mark Larson said the DRC recommended approval of the preliminary development plan subject to the recommendations and conditions listed in the staff report.

Matthew Idema, CLC Consulting in Salt Lake City, showed the Planning Commission a revised site plan that incorporated the street scape plan along 1900 West including the meandering sidewalk and stamped concrete. They had submitted a transportation study to UDOT which recommended that the access for the site be located at the south end of the property. If the two homes to the south were redeveloped with a commercial use they might have to share Les Schwab's access.

Mark Larson stated that UDOT would like all accesses on 1900 West to be 500 feet apart. Commissioner Yeoman asked if the Les Schwab access was 500 feet from the Greek Villa access to the north. Matthew Idema said it was not. However, the Les Schwab property would be landlocked without an access. Mark Larson said UDOT's access requirements made cross access in the back critical.

Matthew Idema said deliveries were made biweekly. They would be made at the concrete apron. They planned to screen the property to the south with a slatted chain link fence. They didn't want to put

in something permanent that might be torn down in a few years if the adjoining property redeveloped.

Commissioner Kirch asked if the property owner to the south had been asked if a slatted chain link fence would be an acceptable buffer. Mark Larson stated that Les Schwab had to work out a shared driveway and power pole relocation, in addition to the fencing, with the property owner to the south.

Chairman Hilton was concerned that a slatted chain link fence would not provide adequate screening from parking lot lights. Mr. Idema said there wouldn't be any parking lot lights because they closed by 7:00 p.m. There would only be lights on the building that had zero candle power at the property line. On the north side they only planned to screen up to the front of the building. There wasn't any reason to screen past the front of the building.

George Bunting, Oregon, explained the day-to-day operation. Commissioner Yeoman asked if the parking in the rear would be for employees. Mr. Bunting said it would. They did plan to display tires along the front of the building between the service bays. Commissioner Kirch asked how wide the sidewalk around the building would be. Mr. Bunting said it would be 5 feet wide. Truck deliveries would occur at the canopy on the south side of the building because the storage and warehousing was located on that side. The showroom was located on the north side of the building.

Commissioner Yeoman asked if the location of the warehouse and showroom would affect the amount of required parking. Mr. Larson said the floor plan didn't show how the required parking related to the key. Mr. Idema said they would provide a shaded drawing that showed how the required parking related to the floor plan.

Commissioner Hoopes asked if the parking stalls would be 9'x20'. Mr. Bunting said they would.

Commissioner Kirch asked what type of screen fencing was required between commercial and residential uses. Tony Reynolds said screen fencing was required between zone boundaries not uses.

Commissioner Kirch was concerned the outside tire display would block the sidewalk around the building. Commissioner Stokes didn't feel the tires would interfere with customer access if they were located between the service bays. Commissioner Kirch suggested

that prior to the City Council meeting they indicate on the site plan where the display areas would be.

Chairman Hilton asked if Les Schwab had received the City Engineer comments. Pete Bailey said they had. Chairman Hilton asked if they had made the necessary adjustments to the fire hydrant. Mr. Bailey said it had been resolved. They would make the revisions required by the City Engineer and resubmit them to the staff.

**Commissioner Merx moved to recommend that the City Council approve a preliminary development plan for a commercial development located at approximately 5852 South 1900 West subject to the recommendations of the staff and City Engineer; that a shaded drawing of floor plan relating to required parking be provided; and that the site plan be revised to show the outside display areas. Commissioner Kirch seconded the motion. Commission members Hilton, Hoopes, Kirch, Merx, Stokes, and Yeoman voted "aye." The motion carried.**

Commissioner Merx was excused at 7:12 p.m.

3. CONSIDERATION OF A REVISED DEVELOPMENT PLAN FOR MIDLAND COMMERCIAL AUTO SALES LOCATED AT APPROXIMATELY 4785 SOUTH 3500 WEST

Mark Larson stated that Midland Commercial Auto Sales was located at approximately 4785 South 3500 West. It was part of the Midland Commercial Center. Bruce Crouch was asking that the approved development plan be amended to allow the addition of 16 customer parking stalls. The parking stalls would be for the benefit and use of the entire commercial center, not just the auto sales lot. The 16 new stalls would not and could not be used for vehicle sales. Mr. Larson said the new stalls would be located on the west side of the grassed area. The retaining wall shown on the original site plan would be moved 20 feet to the east to allow for the parking stalls.

Commissioner Kirch asked how high the retaining wall would be. Mr. Larson said the staff need more detail on the wall. If it was over 3 feet in height it would need a building permit. The staff needed to know how high it would be, how it would be constructed, if there would be a fence on top, and how the storm drainage would be affected.

After discussion about the site plan, Commissioner Hoopes asked code enforcement of sign issues in this development. Tony Reynolds said that with the exception of the electronic sign on the corner of 4800 South 3500 West all of the signs in the development had been there for years. Commissioner Stokes was willing to approve the site plan with the understanding that the enforcement of the signs would be addressed when the new Sign Ordinance was adopted.

Commissioner Yeoman asked if Bruce Crouch had a copy of the staff report with the staff's recommendations. Mark Larson said he did. Mr. Crouch was working on the staff's recommendations.

Commissioner Kirch asked if the Planning Commission needed to include language in its motion to address the concerns about height, construction, and drainage of the retaining wall. Tony Reynolds said those concerns were covered in the City Engineer's comments.

Chairman Hilton asked if Bruce Crouch had a current building permit. Tony Reynolds said Mr. Crouch didn't need one. He had a pre-construction meeting with the Public Works Department and established an escrow for off-site improvements. The staff needed

to see details on the wall to determine if a building permit was needed. Commissioner Kirch said Bruce Crouch could work on everything else that was approved on the original development plan.

**Commissioner Hoopes moved to recommend that the City Council approve a revised development plan for Midland Commercial Auto Sales located at approximately 4785 South 3500 West subject to the City Engineer and staff findings and recommendations and that the 16 parking stalls be used for customer parking only. Commissioner Yeoman seconded the motion. Commission members Hilton, Hoopes, Kirch, Merx, Stokes, and Yeoman voted "aye." The motion carried.**

4. OTHER BUSINESS

There was a discussion about Slackerz.

Mark Larson stated that a public hearing would be held on April 26 to review the new Zoning Ordinance.

5. ADJOURN

**Commissioner Yeoman moved to adjourn at 7:50 p.m. Commissioner Stokes seconded the motion. Commission members Hilton, Hoopes, Kirch, Merx, Stokes, and Yeoman voted "aye." The motion carried.**

Attest:

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Brad Hilton  
Chairman

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Michelle Drago  
Secretary

dc:papr1205