



CITY OF NORTH SALT LAKE COMMUNITY & ECONOMIC DEVELOPMENT

10 East Center Street, North Salt Lake, Utah 84054
(801) 335-8700
(801) 335-8719 Fax

NORTH SALT LAKE PLANNING COMMISSION NOTICE & AGENDA July 12, 2022 6:30 p.m.

Notice is given of a public meeting of the North Salt Lake Planning Commission to be held on the above noted date and time in the North Salt Lake City Council Chambers located at 10 East Center Street. The agenda will be as follows:

- 1) Welcome and Introduction
- 2) Public comments
- 3) Consideration of a conditional use permit for Bird Scooters, Mike Butler, Bird Rides Inc, applicant
- 4) Consideration of a concept plan for Phoenicia Place Subdivision, a two lot commercial subdivision at 480 North Cutler Drive, Brad Nelson, Spectrum Academy, applicant
- 5) Consideration of a conditional use permit for Samsonite Music Production at 640 North Main Street, Sam Kalt, applicant
- 6) Public Hearing: Consideration of a general development plan and P-District rezone request for Clifton Towns located at approximately 2596 South and 1095 North Redwood Road, proposing 200 for-sale townhomes and 2 commercial lots, Taylor Spendlove, Brighton Homes Utah LLC, applicant
- 7) Public Hearing: Consideration of a rezone request for Lot 2 of the 1100 North Krause Crossing Subdivision at approximately 1096 North Redwood, Dale VanWagoner, Wright Development Group, applicant
- 8) Consideration of a Preliminary Plan and Final Plat for 1100 North Krause Crossing Subdivision, a two lot commercial subdivision at 1096 North Redwood Road, Nate Abbott, Galloway & Company, applicant
- 9) Consideration of a General Development Plan Amendment for the Lofts at North Lake (Towne Plaza) located at 120 and 140 East Center Street, proposing the conversion of the approved office buildings to mixed use multi-family housing and increased height of the buildings, Jesse Curtis, JCI Inc, applicant
- 10) Report on City Council actions on items recommended by Planning Commission
- 11) Approval of minutes:

a. 6/14/2022

Adjourn

The public is invited to attend all Planning Commission meetings. If you need special accommodations to participate in the Planning Commission meeting, please call the City offices at (801) 335-8700. Please provide at least 24 hours' notice for adequate arrangements to be made. The agenda items may be heard in a different order as warranted by the Commission.

Notice of Posting:

I, the duly appointed recorder for the City of North Salt Lake, hereby certify that the foregoing agenda was posted on the Utah Public Notice website, at city hall, and sent to the required newspapers this 11th day of July, 2022.

Dated this 11th day of July, 2022.

Wendy Page
Wendy Page, City Recorder





CITY OF NORTH SALT LAKE COMMUNITY & ECONOMIC DEVELOPMENT

10 East Center Street, North Salt Lake, Utah 84054
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MEMORANDUM

TO: Planning Commission
FROM: Sherrie Pace, Community Development Director
DATE: July 12, 2021
SUBJECT: Consideration of Conditional Use Permit for Bird Scooters within the city public rights of way

RECOMMENDATION

The Development Review Committee (DRC) recommends approval of the conditional use permit for Bird Rides, Inc. for the operation of a scooter sharing business and pilot program with the following conditions:

1. Subject to the City Council approval of the Pilot Operating Agreement with Bird Rides, Inc.;
2. The applicant will operate in conformity with the Agreement and Operations Plan, including coordination with city staff on appropriate deployment locations, as necessary;
3. A suitable and properly zone commercial or industrial location is found for the overnight storage and charging of the scooters.

BACKGROUND

The City has been approached by Bird Rides, Inc., the operators of Bird Scooters, with a proposal to operate Stand-up Electric Scooter sharing system pilot program. The proposed land use is a commonly referred to as Micro-mobility and appears to most closely align with the use "All other transit and ground passenger transportation" and is a conditional use in all commercial zones.

Micro-mobility generally refers to small, lightweight human-powered or electric bicycles and electric kick-style scooters operating at speeds below 20 mph that are ideal for short trips. Shared micro-mobility is when a service is provided for users to rent a vehicle for short periods of time for a point-to-point trip. The applicant is proposing a shared micro-mobility operation with approximately 50 scooters within the city. Depending on demand, the deployment could decrease or increase.

The use of scooters can be a convenient tool for the public for short trips around the city or to and from transit stops. The scooters are easy to use and produce no air pollution. The biggest challenge will be ensuring that the scooters are not blocking pedestrian paths or street travel lanes.

REVIEW

The applicant has submitted an operational plan with the following specifics:

1. Hire a local Fleet Manager and find a location for nightly storage and charging of the scooters;
2. Maintenance issues are monitored remotely via programming that notifies the fleet manager of any operational issues on each scooter;
3. Field inspections are conducted on the scooters for a variety of additional issues that cannot necessarily be monitored remotely;
4. The Fleet Manager/team members monitor and relocate scooters during the day (8 a.m. to 6 p.m.) to make sure they are neatly parked, in locations where needed based on demand, etc.
5. The company provides numerous methods to reach customer service should an issue arise with one of its scooters that are staffed 24/7;
6. Deployment locations will be coordinated with city staff to ensure the operations are safe and the locations are suitable.

Electric scooters are regulated the same as bicycles within Utah State Code. Utah Code 41-6A-1115.1 4(A) Scooter-share programs – Local ordinances regulating motor assisted scooters states: “A regulation adopted by a local authority pursuant to this section regarding the operation of a motor assisted scooter shall be consistent with the regulation of bicycles and this title.” The City has adequate enforcement capability under the existing bicycle motor laws to be able to regulate electric scooter use.

The proposed pilot program will give the city time to evaluate the use and determine what regulations should be enacted to regulate e-scooters. Issues for consideration for this conditional use permit and future regulations are:

1. acceptable/designated parking locations for electric scooters,
2. limited speeds on and off sidewalks, including speed
3. use on sidewalks,
4. limited areas where the scooters would be operational (business districts and transit accessible areas).

City Staff has identified some potential locations for deployment (see attached map) in addition to the locations identified by the applicant. Staff is confident that Bird will work with the city on any issues that may arise from the use and deployment of the scooter pilot program. According to the Pilot Operating Agreement, both the city and Bird may terminate the agreement at any time without cause upon thirty days prior written notice. This provision provides the city with an exit clause should the pilot electric scooter share program become problematic. At the conclusion of the pilot period city staff will re-evaluate the land use and determine what regulations should be adopted and make recommendations to the City Council regarding the continuation of the program.

POSSIBLE MOTION

I move that the Planning Commission approve the conditional use permit for Bird Rides, Inc. for the operation of a scooter sharing business and pilot program with the following conditions:

1. Subject to the City Council approval of the Pilot Operating Agreement with Bird Rides, Inc.;
2. The applicant will operate in conformity with the Agreement and Operations Plan, including coordination with city staff on appropriate deployment locations, as necessary;
3. A suitable and properly zoned commercial or industrial location is found for the overnight storage and charging of the scooters.

Attachments

- 1) Aerial Map-proposed deployment locations
- 2) Operations Plan
- 3) Draft Pilot Operating Agreement

West Side

- Legacy Park-1140 W 1100 N
- 900 N/Fox Hollow Dr
- Fox Hollow Park-655 N Fox Hollow Dr
- Foxboro Wetlands Park-531 N Fox Hollow Dr
- South Foxboro-300 N Foxboro Dr
- Maverik-Center St./Redwood Rd
- Lee's /Foxboro Market Place-600 N Redwood Rd
- Hampton Place-Cutler Dr/900 N

East Side

- Hatch Park- 50 West Center St
- City Hall-10 E Center
- City Center/Park Lofts-Hwy 89/Center St
- Chesham Village-350 N Hwy 89
- Camelot-655 N Hwy 89
- R&R Bbq- 1100 N Hwy 89
- Community Garden-Orchard Dr/Center St
- Palmquist Park-350 East Center
- Eaglewood Lofts-325 S Orchard Dr
- Village Station at Eaglewood- 420 S Orchard Dr (future)
- Williamsburg Apts.-256 S Hwy 89 (future)
- Orchard Dr/Odell Lane
- Orchard Dr/Eaglewood Dr
- Eaglewood Golf Course-Eagleridge Dr/Eaglewood Dr
- Tunnel Springs Park-1080 S Eaglepointe Dr

Google Earth

OPERATIONAL PLAN

Operations:

Our Fleet Manager program provides local economic opportunity and bespoke block-by-block operational expertise, care and consideration.

We identify and recruit our Fleet Managers directly from the community, focusing on providing opportunities to small, locally owned businesses and entrepreneurs as well as Certified Women- or Minority-Owned Businesses. Before partnering with a prospective Fleet Manager, we ensure they meet and exceed our standards for operational excellence using a rigorous vetting process and the following criteria.

Candidates must:

- Be a trusted member of the local community with strong references.
- Prioritize long-term staffing arrangements with advancement opportunities and a real living wage as opposed to short-term, temporary work.
- Have existing local infrastructure (e.g., warehouse with ample space for charging and storage) certified for safe use by local workplace safety standards.
- Have experience managing logistics or operations, with a strong preference for shared micromobility.

As well as demonstrate commitment to:

- Providing the safest and most reliable service.
- Hiring locally.
- Developing or expanding any existing diversity and inclusivity policies in recruitment and retention.
- Using renewable energy to charge vehicles.
- Using zero-emission vehicles for deployment, rebalancing and collection.

When we execute a contract with a Fleet Manager, we commit to providing long-term support and resources as well as initial guidance on operational setup and mandatory training.

Maintenance:

Our latest vehicles are equipped with industry-leading self-diagnostics programmed for 400 different fault codes. When triggered, the systems can take a vehicle off the road immediately if a safety issue is detected or create information for later consumption by a technician. We keep a record of maintenance performed on each vehicle and station, which is available upon request.

Field Vehicle Inspection: Our local operations team conducts frequent field inspections of our vehicles to assess:

- Drivetrain
- Tires
- Steering
- Brakes
- Contact points and sanitization
- Front and rear lights
- Stickers and labels
- Electronic equipment, including QR code, GPS, locking mechanisms, alarms, and display screen
- Battery and motor

If a Bird needs a quick repair (e.g., tightening a part), our team performs maintenance on the spot or flags the Bird for pickup

Maintenance and Service Level Agreements (SLAs)

We establish SLAs in coordination with local authorities. The chart below provides an overview of our high standards for removing and repairing damaged, deficient, unclear or unusable vehicles in all our markets.

Concern	Standard	Resolution Time
Deficient/ Damaged	Identified and removed (if necessary) through the methods described below.	Made unavailable for rental immediately and removed within 12 hours.
Minor Field Repair	Minor repairs that can be addressed in the field include: replacing a kickstand, tightening the handlebars, and fixing minor cosmetic damage. Minor repairs requiring removal include: changing a brake, changing an accelerator, and replacing a brain.	Repaired in the field within: five minutes for kickstand; 20 minutes for all others.
Major Service Center Repair	Major repairs include: changing tires, replacing the stem/neck, replacing the lights, and fixing major cosmetic damage. If a vehicle cannot be repaired, it is recycled. All operations staff complete recycling training during onboarding.	At least one repair completed per hour. Recycled within 72 hours.
Collecting/Repositioning	Fleet managers touch every device multiple times per day to ensure they're parked in locations most	Local team members will service North Salt Lake from 8:00 a.m. to 6:00 p.m. daily (defined as business

	likely to receive rides. They also decide whether the device should be rebalanced to another location to ensure greater utilization or move the device should it need to be more neatly parked.	hours) and will be available to move vehicles within 4 hours during the 8a-6p window and within 10 hours outside of business hours.
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Customer Service:

Bird is committed to making it as easy as possible for the community to provide feedback regarding improperly parked devices, equipment issues, or other concerns. We have several customer service channels (see below) and use Zendesk, a leading customer service software suite, to receive, log and resolve customer complaints. Our customer service representatives process all complaints submitted via our various channels, prioritizing those related to improperly parked devices to ensure we repark them within two hours of notification. We alert our local team via the "Operator" mode of the Bird app, allowing them to view the location of the vehicle and address it quickly and efficiently.

Bird's Customer Service Channels:

- **Phone Number:** 1-866-205-2442. Our staffed, toll-free customer service line provides support 24 hours per day, 365 days a year. It also accommodates TTY relay services.
- **Website:** <http://www.bird.co>
- **Email:** hello@bird.co
- **Twitter:** @BirdRide
- **Instagram:** @Bird
- **Online Form:** <http://www.bird.co/contact-us/>
- **Live Text-to-Chat:** Available in the Bird app
- **Community Mode:** This in-app feature allows both riders and non-riders to report unsafe behavior, including irresponsible riding or improper parking, in real time.

Staging & Deployment:

Bird recommends a phased deployment plan, giving us the necessary time to take a careful and coordinated approach in educating riders, evaluating their behavior and adjusting our operations as required. We carry this out in cooperation with city officials and community stakeholders.

In the case of North Salt Lake, our Account Manager will collaborate with city staff from the commencement of the program, which will assist us with implementing necessary and informed adjustments over the course of the program.

April 2022:

We propose deploying 50 scooters in the city, which would be available throughout the operational boundaries of the city. This fleet size would be appropriate for the launch as residents become used to

the program and learn to ride and operate scooters safely. This aims to cover the city limits and nearby neighborhoods, while allowing scooters to travel as users desire. By introducing the program gradually, we enable the local community to become accustomed to e-scooters and to allow Bird and North Salt Lake to address any concerns before the fleet increases.

Staging:

Bird stages scooters each morning in nests (identifiable scooter parking locations). Nests are virtual and dynamic, meaning our team can work with the city to change and reposition them at any time to best meet the city's needs. We can also provide data to the city to assist in the planning process for moving or establishing new parking areas.

Bird AI, our proprietary operations software, analyzes more than 50 rider demand signals and regulatory requirements by geohash, enabling us to accurately determine where Birds should be deployed or rebalanced throughout the day.

Our platform will automatically determine which locations to populate based on vehicle concentration, time of day and city-specific requirements to ensure broad and equitable vehicle coverage across the service area.

Bird's Fleet Managers actively monitor and redistribute our e-scooters across the service area (outlined below) during operational hours. Our deployment and pickup times are designed to ensure the best availability of our vehicles, guaranteeing, in every zone of the service area, our riders can find nearby scooters available during the peak hours of demand and that the scooters are charged and ready-to-go.

Deployment Zones:

PILOT OPERATING AGREEMENT

This Pilot Operating Agreement (the “Agreement”) is entered into by and between Bird Rides, Inc., located at 406 Broadway #369 Santa Monica, CA 90401 (“Company”), and CITY located at _____ (“City”) as of [] __, 2021.

1. Statement and Purpose

The purpose of this Agreement is to establish interim rules and regulations governing the pilot operation of an Electric Bike and Stand-up Electric Scooter sharing system within the City while this Agreement is in effect (the “Pilot”), and to ensure that the Pilot is consistent with the safety and well-being of bicyclists, pedestrians, and other users of the public rights-of-way.

2. Scope

This Agreement and its terms apply to any proposed deployment of Electric Bike and/or Stand-up Electric Scooter sharing systems within City’s jurisdictional boundaries. No person shall deploy an Electric Bike and/or Stand-up Electric Scooter sharing system in the City in violation of this Agreement. This Agreement and the Pilot shall remain in effect for a period of twenty-four months and shall automatically renew for successive twenty-four month periods unless either party provides written notice to the other of its intention not to renew at least ninety (90) days prior to the end of the then-current term.

3. Procedures

While this Agreement is in effect, Company shall be the sole provider of Electric Bike and/or Stand-up electric Scooter sharing systems within City’s jurisdictional boundaries for the Pilot, contingent upon compliance with the terms of this Agreement. Upon effectiveness of this Agreement, Company shall provide an affidavit of compliance with the terms of this Agreement and provide appropriate indemnification.

4. Operating Regulations

- a. Company, and/or its service providers, agents or assigns, shall be responsible for operating an Electric Bike and Stand-up Electric Scooter sharing system in the City with the below requirements.
- b. “Electric Bike” shall mean a two- or three-wheeled vehicle with fully operable pedals and an electric motor of less than 750 watts (1 h.p.), whose maximum speed on a paved level surface, when powered solely by such a motor when ridden by an operator who weighs 170 pounds, is less than 20 mph.
- c. Stand-up Electric Scooter shall mean a device weighing less than 150 pounds, that (i) has handlebars and an electric motor, (ii) is solely powered by the electric motor and/or human

power and (iii) has a maximum speed of no more than 20 mph on a paved level surface when powered solely by the electric motor.

- d. While this Agreement and Pilot are in effect, Company shall pay the City a revenue-share of \$0.05 per ride to help fund protected bike lanes within the pilot areas. Company shall pay the revenue-share to the City on a quarterly basis, in arrears within 30 days from the end of the preceding month.
- e. Except as otherwise provided herein, City shall regulate the operation of Electric Bikes and Stand-up Electric Scooters in a manner no more restrictive than City's regulation of bicycles.
- f. Electric Bikes and Stand-up Electric Scooters are to be ridden on streets, and where available, in bike lanes and bike paths. Electric Bikes and Stand-up Electric Scooters are to stay to the right of street lanes and to offer the right of way to bicycles in bike lanes and on bike paths. Users of Electric Bikes and Stand-up Electric Scooters shall be 18 or older. Users of Electric Bikes and Stand-up Electric Scooters who violate these provisions may be fined by City consistent with fines for cyclists.
- g. Company shall provide easily visible contact information, including toll-free phone number and/or e-mail address on each Stand-up Electric Scooter for members of the public to make relocation requests or to report other issues with devices.
- h. Hours of operation when Company's Electric Bikes and Stand-up Electric Scooters will be made available to rent in City are 4 a.m. to midnight (local time).

5. Parking

- a. Users of Electric Bikes and Stand-up Electric Scooters shall park devices upright in the furniture zone of the sidewalk, beside a bicycle rack or in another area specifically designated for bicycle parking, or on the street next to an unmarked curb.
- b. Users shall not park Electric Bikes or Stand-up Electric Scooters in such a manner as to block the pedestrian clear zone area of the sidewalk; any fire hydrant, call box, or other emergency facility; bus bench; or utility pole or box.
- c. Users shall not park Electric Bikes or Stand-up Electric Scooters in such a manner as to impede or interfere with the reasonable use of any commercial window display or access to or from any building.
- d. Users shall not park Electric Bikes or Stand-up Electric Scooters in such a manner as to impede or interfere with the reasonable use of any bicycle rack or news rack.
- e. Users may park Electric Bikes or Stand-up Electric Scooters in on-street parking spaces in the following circumstances:
 - i. When marked parking spaces are officially designated stations for such devices in business districts;
 - ii. Where the furniture zone is less than three feet wide;
 - iii. Where there is no furniture zone;
 - iv. In neighborhoods with rolled curbs, or with inadequate sidewalk space;
 - v. In marked parking spaces designated for motorcycles.

- f. Users may park Electric Bikes and Stand-up Electric Scooters on blocks without sidewalks only if the travel lane(s) and 6-foot pedestrian clear zone are not impeded.
- g. Users shall not park Electric Bikes or Stand-up Electric Scooters in the landscape/furniture zone directly adjacent to or within the following areas, such that access is impeded:
 - i. Transit zones, including bus stops, shelters, passenger waiting areas and bus layover and staging zones, except at existing bicycle racks;
 - ii. Loading zones;
 - iii. Disabled parking zone;
 - iv. Street furniture that requires pedestrian access (e.g., benches, parking pay stations, bus shelters, transit information signs, etc.);
 - v. Curb ramps;
 - vi. Entryways; and
 - vii. Driveways.
- h. Users of Electric Bikes or Stand-up Electric Scooters who violate these provisions may be fined by City consistent with fines for cyclists.
- i. Company may stage its Electric Bikes and Stand-up Electric Scooters in permitted parking areas as described in this section. To the extent Company desires to stage Electric Bikes and/or Stand-up Electric Scooters in areas other than the public right-of-way, Company must first obtain the right to do so from the appropriate City department, property owner, or public agency.

6. Operations

- a. Company shall maintain 24-hour customer service for customers to report safety concerns, complaints, or to ask questions. Company shall maintain a multilingual website, call center, and/or mobile app customer interface that is available twenty-four hours a day, seven days a week. The aforementioned shall be compliant with the Americans with Disabilities Act.
- b. In the event a safety or maintenance issue is reported for a specific device, that Electric Bike or Stand-up electric scooter shall be made unavailable to users and shall be removed within the timeframes provided herein. Any inoperable or unsafe device shall be repaired before it is put back into service.
- c. Company shall respond to reports of incorrectly parked Electric Bikes / Stand-up Electric Scooters, Electric Bikes / Stand-up Electric Scooters continuously parked in one location for more than 72 hours, or unsafe/inoperable Electric Bikes / Stand-up Electric Scooters, by relocating, re-parking, or removing the Electric Bikes / Stand-up Electric Scooters, as appropriate, within 24 hours of receiving notice that must include the location of the Electric Bike / Stand-up Electric Scooter.
- d. Company shall provide notice to all users that:
 - i. Electric Bikes / Stand-up Electric Scooters are to be ridden on streets, and where available, in bike lanes and bike paths;
 - ii. Electric Bikes / Stand-up Electric Scooters are to stay to the right of street lanes and to offer the right of way to bicycles on bike lanes and bike paths;
 - iii. Helmets are encouraged for all users;

- iv. Parking must be done in the designated areas; and
- v. Riding responsibly is encouraged.
- e. Electric Bike / Stand-up Electric Scooter riders are required to take a photo whenever they park their scooter at the end of a ride.
- f. Company shall provide education to Electric Bike / Stand-up Electric Scooter riders on the City's existing rules and regulations, safe and courteous riding, and proper parking.

7. Data Sharing

City may require Company to provide anonymized fleet and ride activity data for all trips starting or ending within the jurisdiction of City on any vehicle of Company or of any person or company controlled by, controlling, or under common control with Company, provided that, to ensure individual privacy:

- a. such data is provided via an application programming interface, subject to Company's license agreement for such interface, in compliance with a national data format specification such as the Mobility Data Specification;
- b. any such data provided shall be treated as trade secret and proprietary business information, shall not be shared to third parties without Company's consent, and shall not be treated as owned by the local authority; and
- c. such data shall be considered personally identifiable information, and shall under no circumstances be disclosed pursuant to public records requests received by the local authority without prior aggregation or obfuscation to protect individual privacy.

8. Indemnification

Company agrees to indemnify, defend and hold harmless City (and City's employees, agents and affiliates) from and against all actions, damages or claims brought against City arising out of Company's negligence or willful misconduct, except that Company's indemnification obligation shall not extend to claims of City's (or City's employees', agents' or affiliates') negligence or willful misconduct. City expressly acknowledges that in no event shall Company be liable for any special, indirect, consequential or punitive damages. Company's indemnification obligations shall survive for a period of one (1) year after expiration of this Agreement. Company shall be released from its indemnification obligations under this section if the loss or damage was caused by the City's negligent construction or maintenance of public infrastructure. City's right to indemnification shall be contingent on City notifying Company promptly following receipt or notice of any claim; Company shall have sole control of any defense; City shall not consent to the entry of a judgment or enter into any settlement without the prior written consent of Company.

9. Insurance

Company shall provide City with proof of insurance coverage exclusively for the operation of Stand-up electric scooters including: (a) Commercial General Liability insurance coverage with a limit of no less than \$1,000,000.00 each occurrence and \$2,000,000.00 aggregate; (b) Automobile Insurance coverage with a limit of no less than \$1,000,000.00 each occurrence and \$1,000,000.00 aggregate; (c) Umbrella or Excess Liability coverage with a limit of no less than \$5,000,000.00 each occurrence/aggregate; and (d) where Company employs persons within the City, Workers' Compensation coverage of no less than the statutory requirement.

10. Miscellaneous

- a. All notices and communications to the City from Company shall be made in writing (includes electronic communications) and sent to the address below.
- b. In carrying out their responsibilities, the parties shall remain independent contractors, and nothing herein shall be interpreted or intended to create a partnership, joint venture, employment, agency, franchise or other form of agreement or relationship.
- c. This agreement shall be governed by and construed in accordance with the laws of the State of [State].

City, State

Bird Rides, Inc.

Signed By:

Signature: _____

Print Name: _____

Title: _____

Signature: _____

Print Name: _____

Title: _____

Address:



CITY OF NORTH SALT LAKE COMMUNITY & ECONOMIC DEVELOPMENT

10 East Center Street, North Salt Lake, Utah 84054
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MEMORANDUM

TO: Planning Commission
FROM: Sherrie Pace, Community Development Director
DATE: July 12, 2022
SUBJECT: Concept Plan for a 2 lot subdivision for Phoenicia Place Subdivision at 480 North Cutler Dr.

RECOMMENDATION

The Development Review Committee (DRC) recommends approval of the proposed 2 lot Phoenicia Place Subdivision concept plan at 480 North Cutler Dr. with the following conditions:

1. Redline corrections be completed for submission of preliminary/final application;
2. Right of way dedications on Cutler Drive and Redwood Road be added to the plat;

BACKGROUND

Subdivision approvals are regulated within Title 10, Chapter 7 of the City Code. The code requires a concept plan, preliminary plan, and final plat, with recommendations from the Planning Commission to the City Council. Preliminary and Final may be processed at the same time for minor subdivisions with a complete application and is expected in this development proposal.

REVIEW

This property is located at 480 North Cutler Dr. and contains approximately 4 acres. The property is zoned CG, General Commercial with frontage on both Redwood Road and Cutler Drive. The proposed subdivision will divide the property into two parcels of equal size, one fronting Cutler Drive and one fronting Redwood Road. The minimum lot size in the CG Zone is 1 acre with 100 feet of frontage, each lot meets the minimum standard for lot size and frontage.

The property has a 30 foot storm drainage easement along the north property line. The storm drain ditch is proposed to be piped and buried, as the west parcel will be acquired by Spectrum Academy and improved as recreational soccer field. The city has plans to install a silt cleanout box at Cutler Drive and within the easement and will coordinate with the applicant on design and timing of installation of the improvements. The front parcel will be marketed for future commercial/retail development.

The DRC has requested the applicant dedicate additional right of way on Cutler Dr. to accommodate possible future widening of the street and will only be utilized if needed. A slight widening of the street to provide a turn pocket into the property to the north (currently a soccer field) that will be redeveloped for the purpose of construction of an additional school facility that will replace the current facility at 35 North Redwood Road. These improvements will be reviewed with a site plan application for that site.

The DRC has also requested that either additional right of way be dedicated on Redwood Road for the required Redwood Road Trail improvements, or alternatively a public use and trail easement. Installation of the trail will be required when lot 2 is developed by the property owner. At this time no specific use for lot 2 has been identified.

POSSIBLE MOTION

I move that the Planning Commission recommend to the City Council the approval of the proposed 2 lot Phoenicia Place Subdivision concept plan at 480 North Cutler Dr. with the following conditions:

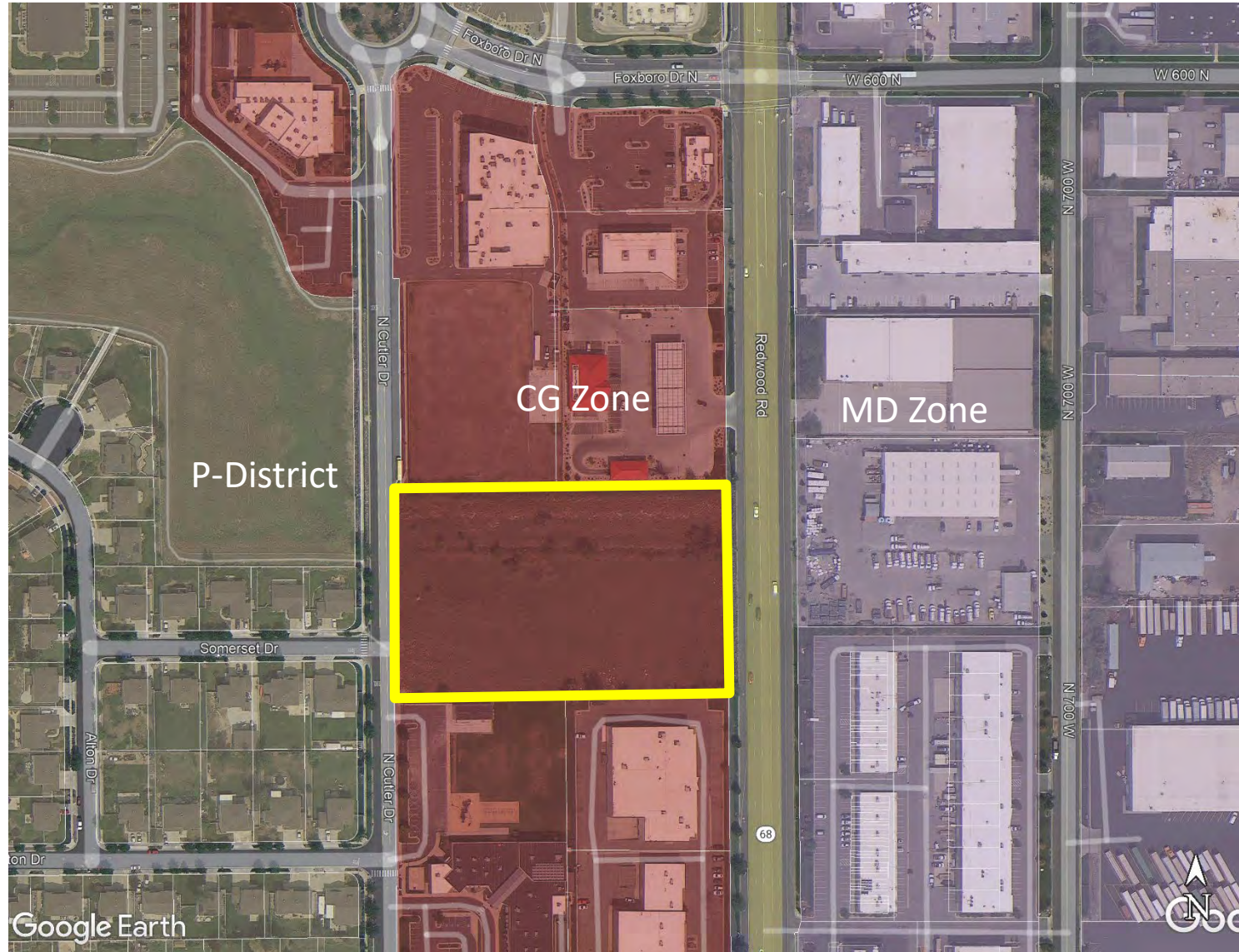
1. Redline corrections be completed for submission of preliminary/final application;
2. Right of way dedications on Cutler Drive and Redwood Road be added to the plat;

Attachments

- 1) Aerial/Vicinity Map
- 2) Conceptual Plat Map



Concept Plan Phoenicia Place Subdivision Zoning



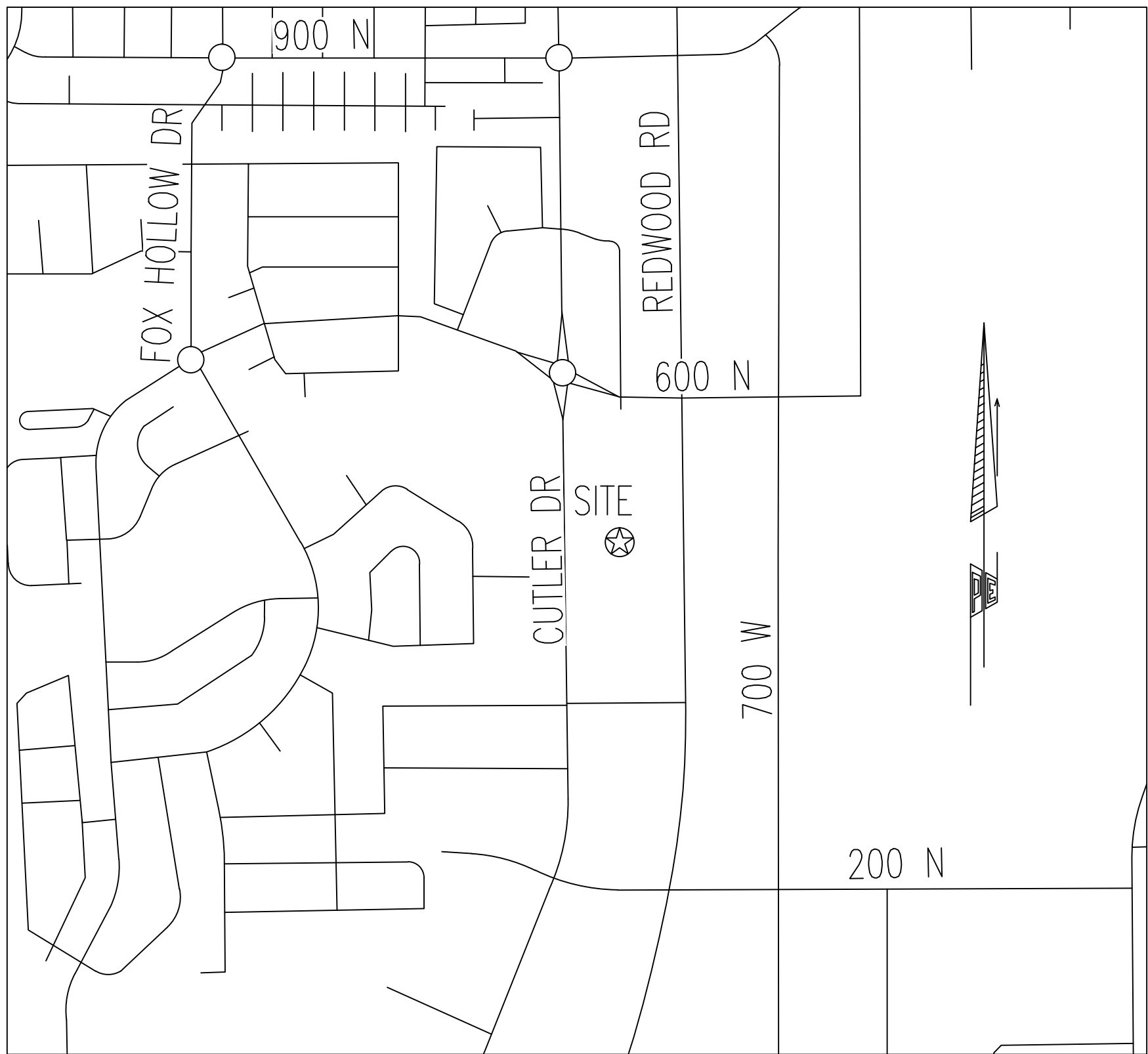


Concept Plan Phoenicia Place Subdivision Aerial



PHOENICIA PLACE SUBDIVISION

LOCATED IN THE NORTHEAST QUARTER OF SECTION 3, TOWNSHIP 1 NORTH,
RANGE 1 WEST, SALT LAKE BASE AND MERIDIAN
DAVIS COUNTY, UTAH



Vicinity Map

NO SCALE



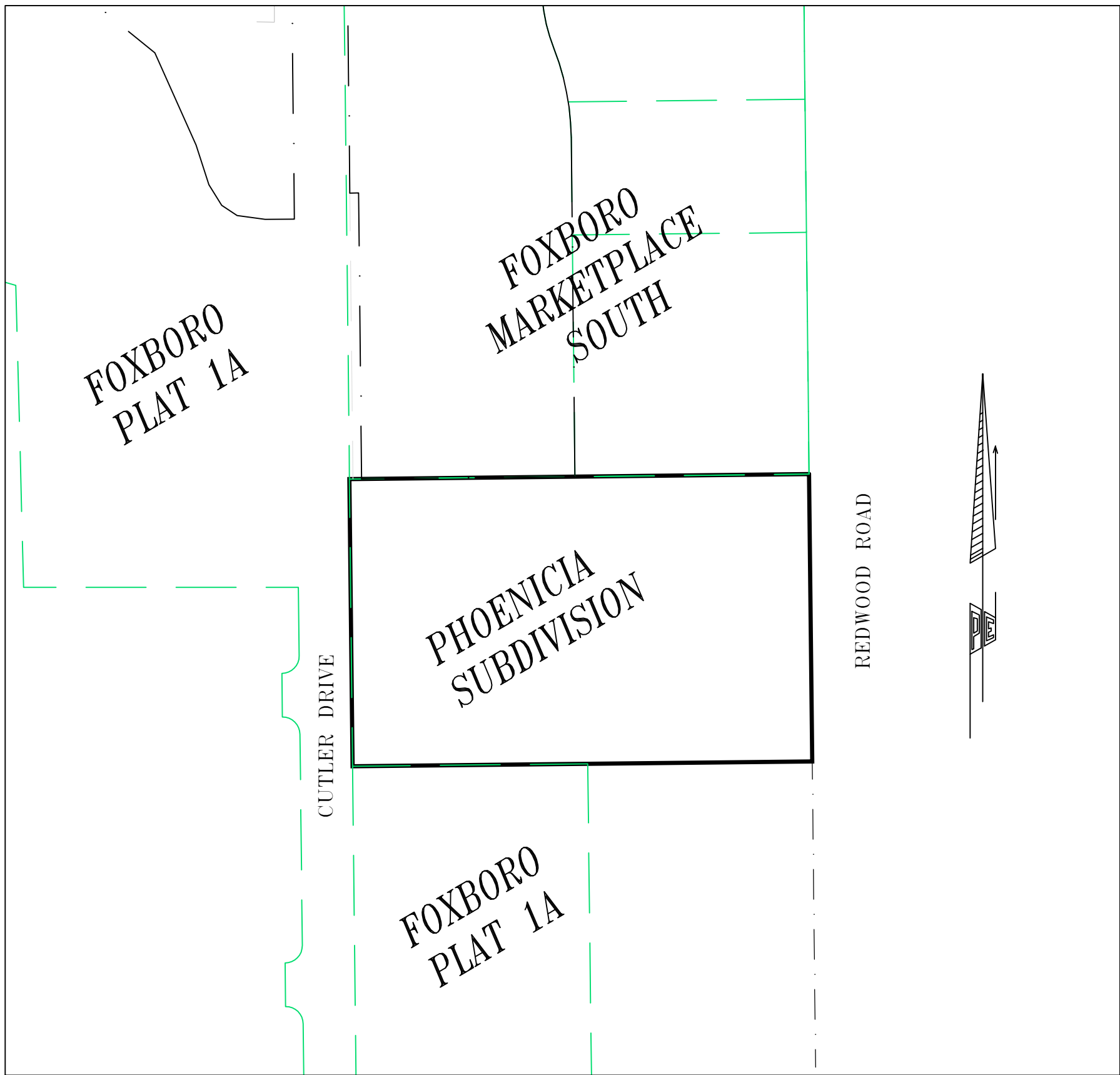
SUBDIVISION ENGINEERING PLANS

FOR
PARCEL LOCATED AT:

480 NORTH CUTLER DRIVE
NORTH SALT LAKE, UT 84054

INDEX OF DRAWINGS

- 1 COVER SHEET
- F1.0 FINAL SUBDIVISION PLAT
- S1.0 ALTA/NSPS SURVEY
- C1.0 GRADING & DRAINAGE PLAN
- C2.0 CONCEPT PLAN



SITE

NO SCALE

THIS PROJECT DEVELOPED BY:

BRAD NELSON
665 NORTH CUTLER DRIVE
NORTH SALT LAKE, UTAH 84054
PH 801-963-0318
EMAIL bnelson@spectrumcharter.org

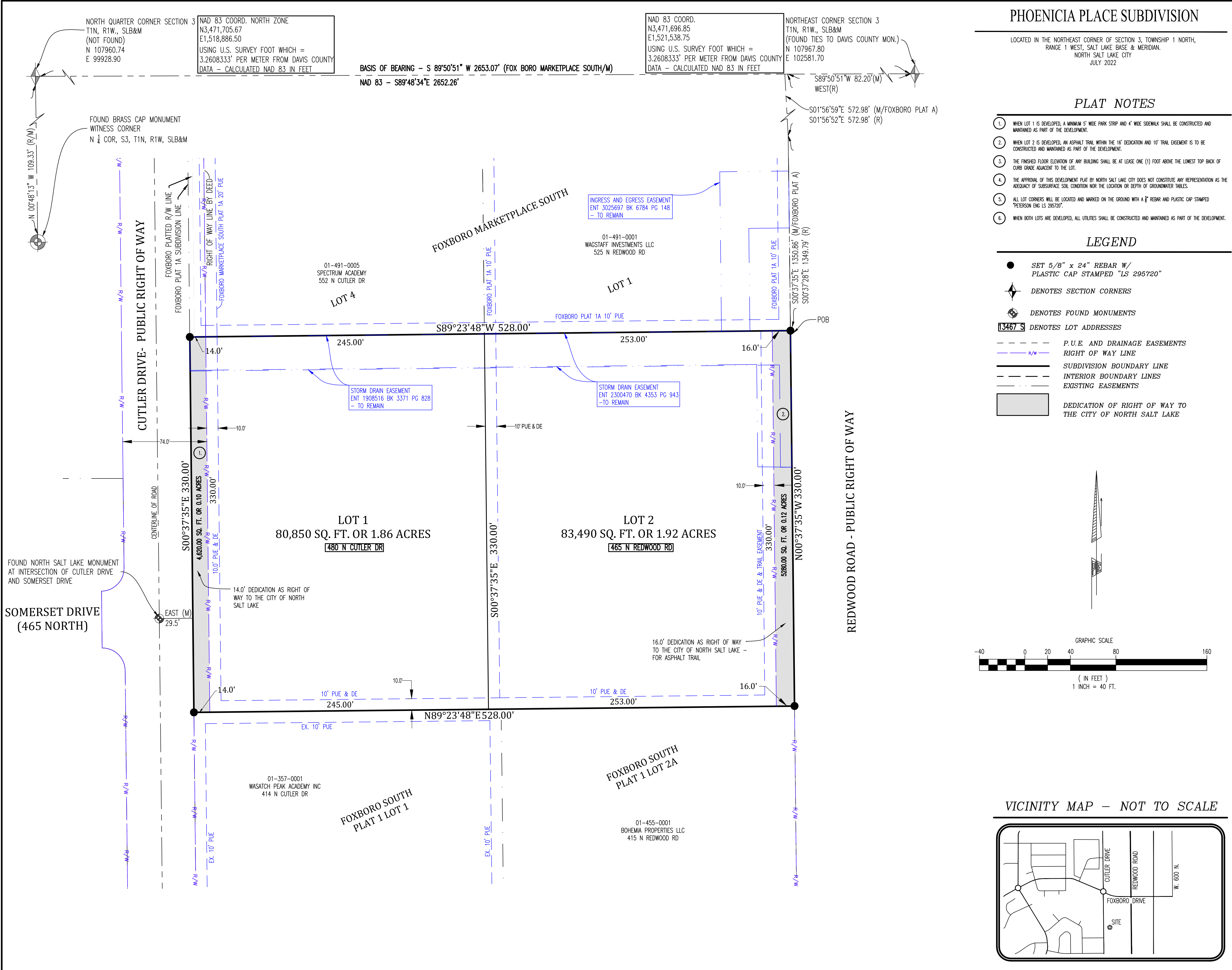
THIS PROJECT OWNED BY:

Mt. Lebanon Holdings, LLC
Mark Haddad

THIS PROJECT DESIGNED BY:

Peterson Engineering
7107 S 400 West, Suite #1
Midvale, Utah 84047-1084
PH 801-255-3503
FX 801-255-4502
EMAIL dave@peterсонeng.net

DATE: JULY 6, 2022



SURVEYOR'S CERTIFICATE

I, DAVID D. PETERSON, DO HEREBY CERTIFY THAT I AM A PROFESSIONAL LAND SURVEYOR, AND THAT I HOLD CERTIFICATE NO. 295720, AS PRESCRIBED UNDER THE LAWS OF THE STATE OF UTAH. I FURTHER CERTIFY THAT BY AUTHORITY OF THE OWNERS, I HAVE MADE A SURVEY OF THE TRACT OF LAND SHOWN ON THIS PLAT AND DESCRIBED BELOW, AND HAVE SUBDIVIDED SAID TRACT OF LAND INTO LOTS AND STREETS, HEREAFTER TO BE KNOWN AS PHOENICIA PLACE SUBDIVISION AND THAT SAME HAS BEEN CORRECTLY SURVEYED AND STAKED ON THE GROUND AS SHOWN ON THIS PLAT. I FURTHER CERTIFY THAT ALL LOTS MEET THE FRONTAGE, WIDTH, AND AREA REQUIREMENTS OF THE APPLICABLE ZONING ORDINANCE.

BOUNDARY DESCRIPTION

A TRACT OF LAND LOCATED WITHIN THE NORTHEAST CORNER OF SECTION 3, TOWNSHIP 1 NORTH, RANGE 1 WEST, SALT LAKE BASE AND MERIDIAN; BASIS OF BEARING BEING SOUTH 89°50'51" WEST BETWEEN THE NORTHEAST CORNER AND NORTHOQUARTER CORNER OF SAID SECTION; SAID TRACT OF LAND IS MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING SOUTH 89°50'51" WEST 82.20 FEET ALONG SAID SECTION LINE AND SOUTH 01°56'59" EAST 572.98 FEET AND SOUTH 00°37'35" EAST 1350.86 FEET FROM SAID NORTHEAST CORNER OF SAID SECTION 3 TO THE POINT OF BEGINNING; THENCE SOUTH 89°23'48" WEST 528.00 FEET ALONG THE SOUTH LINE OF FOXBORO MARKETPLACE SOUTH SUBDIVISION TO THE EASTERLY RIGHT OF WAY LINE OF CUTLER DRIVE; THENCE SOUTH 00°37'35" EAST 330.00 FEET ALONG SAID EASTERLY RIGHT OF WAY TO THE NORTHWEST CORNER OF LOT 1, FOXBORO SOUTH PLAT 1; THENCE NORTH 89°23'48" EAST 528.00 FEET ALONG THE NORTH LINE OF LOT 1 AND LOT 1A OF SAID FOXBORO SOUTH PLAT 1 TO A POINT ALONG THE WESTERLY RIGHT OF WAY LINE OF REDWOOD ROAD; THENCE NORTH 00°37'35" WEST 330.00 FEET ALONG SAID WESTERLY RIGHT OF WAY LINE TO THE POINT OF BEGINNING.

CONTAINS: 174,240.00 SQ. FT. OR 4.00 ACRES

DATE _____

OWNER'S DEDICATION

KNOW ALL MEN BY THESE PRESENTS THAT MARK HADDAD, THE MANAGING MEMBER(S) UNDERSIGNED OWNER(S) OF THE ABOVE DESCRIBED TRACT OF LAND HAVING CAUSED SAME TO BE SUBDIVIDED INTO LOTS AND STREETS TO BE HEREAFTER KNOWN AS PHOENICIA PLACE SUBDIVISION. DO HEREBY DEDICATE FOR PERPETUAL USE OF THE PUBLIC ALL PARCELS OF LAND SHOWN ON THIS PLAT AS INTENDED FOR PUBLIC USE. OWNER(S) HEREBY AGREE TO WARRANT AND DEFEND AND SAVE THE CITY HARMLESS AGAINST ANY EASEMENTS OR OTHER ENCUMBRANCE ON A DEDICATED STREET WHICH WILL INTERFERE WITH THE CITIES' USE, MAINTENANCE, AND OPERATION OF THE STREET.

IN WITNESS WHEREOF WE HAVE HEREUNTO SET OUR HANDS THIS _____ DAY OF _____, A.D. 2022.

Mark Haddad
Mt. Lebanon Holdings LLC

ACKNOWLEDGEMENT

STATE OF UTAH)
COUNTY OF SALT LAKE) SS.

ON THIS ____ DAY OF _____, 2022, BEFORE ME _____, A NOTARY PUBLIC, PERSONALLY APPEARED _____, PROVED ON THE BASIS OF SATISFACTORY EVIDENCE TO BE THE PERSON(S) WHOSE NAME(S) (IS/ARE) SUBSCRIBED TO THIS INSTRUMENT, AND ACKNOWLEDGED (HE/SHE/THEY) EXECUTED THE SAME.

WITNESS MY HAND AND OFFICIAL SEAL.

NOTARY PUBLIC SIGNATURE _____ SEAL _____

RECORDED #

STATE OF UTAH, COUNTY OF DAVIS, RECORDED AND FILED AT THE REQUEST OF _____

DATE _____ TIME _____ BOOK _____ PAGE _____

FEE \$ _____ DAVIS COUNTY RECORDER _____

PLAT PREPARED BY: PETERSON ENGINEERING 400 WEST 7107 SOUTH SUITE No. 1 MIDVALE, UTAH 84047 (801) 255-3503	TABULATIONS: 1. TOTAL PLAT ACREAGE: 4.00 ACRES 2. TOTAL LOT ACREAGE: 3.78 ACRES 3. TOTAL ACREAGE IN STREETS: 0.22 ACRES 4. TOTAL ACREAGE IN OPEN SPACE: 0.00 ACRES 5. AVERAGE LOT SIZE: 82,170.00 SQ. FT. 6. NUMBER OF LOTS: 2 LOTS	PLANNING COMMISSION RECOMMENDED FOR APPROVAL THIS _____ DAY OF _____ A.D. 2022 BY CITY OF NORTH SALT LAKE PLANNING COMMISSION CHAIRMAN, CITY OF NORTH SALT LAKE PLANNING COMMISSION	CITY OF NORTH SALT LAKE ENGINEER I HEREBY CERTIFY THAT THIS OFFICE HAS EXAMINED THIS PLAT AND IT IS CORRECT IN ACCORDANCE WITH INFORMATION ON FILE IN THIS OFFICE. DATE _____ CITY OF NORTH SALT LAKE ENGINEER	APPROVAL AS TO FORM APPROVED AS TO FORM THIS _____ DAY OF _____ A.D. 2022. CITY OF NORTH SALT LAKE ATTORNEY	CITY OF NORTH SALT LAKE APPROVED THIS _____ DAY OF _____ A.D. 2022 BY CITY OF NORTH SALT LAKE ATTORNEY _____ RECORDER _____ MAYOR _____
---	--	---	---	--	--



CITY OF NORTH SALT LAKE COMMUNITY & ECONOMIC DEVELOPMENT

10 East Center Street, North Salt Lake, Utah 84054
(801) 335-8700
(801) 335-8719 Fax

MEMORANDUM

TO: Planning Commission
FROM: Mackenzie Johnson, Planner
DATE: July 12, 2022
SUBJECT: Conditional Use Permit for Samsonite Music Production located at 640 North Main Street

RECOMMENDATION

The Development Review Committee (DRC) recommends approval of the conditional use permit for Samsonite Music Production located at 640 North Main Street with no conditions.

BACKGROUND

Samsonite Music Productions is a music recording and production studio. The property of 640 North Main Street is within the Manufacturing-Distribution (MD) zone where "music publishers and sound recording studios" is a conditional use. The business will employ one person and operating hours will occur between 10:00 AM to 6:00 PM. Typically, no more than one artist or band will be at the recording studio at a time. There is ample parking provided on the property for the various uses in the building.

This conditional use permit is subject to the requirements of the City's Land Use Ordinance (10-7-1-D), requiring that every Conditional Use Permit shall expire by limitation and become null and void if the work authorized by such permit has not commenced within one (1) year, or is not completed within two (2) years from date of issue.

POSSIBLE MOTION

I move that the Planning Commission approve the conditional use permit for Samsonite Music Production located at 640 North Main Street with no conditions.

Attachments

- 1) Zoning Map



Samsonite Music Production
640 North Main Street, Unit 212
Zoning Map





CITY OF NORTH SALT LAKE COMMUNITY & ECONOMIC DEVELOPMENT

10 East Center Street, North Salt Lake, Utah 84054
(801) 335-8700
(801) 335-8719 Fax

MEMORANDUM

TO: Planning Commission
FROM: Mackenzie Johnson, Planner
DATE: July 12, 2022
SUBJECT: General Development Plan and Rezone request from General Commercial (CG) to Planned District (P) for Clifton Place at approximately 2596 South and 1095 North Redwood Road

RECOMMENDATION

The Development Review Committee (DRC) recommends approval of the General Development Plan for Clifton Towns located at 2596 South and 1095 North Redwood Road with the following conditions to be determined at the time of development agreement approval:

1. Final architecture design;
2. Final layout;
3. Final engineering;
4. Submittal of a required development agreement.

Note: No recommendation for P-District Rezone is required at this step in the process, see below.

BACKGROUND

P-District Rezones and General Development Plans are regulated within Chapter 13 of the City's Land Use Ordinance. The code requires that both applications be filed together, however, the recommendation on each application occurs separately. Step 1 requires the Planning Commission to hold a public hearing on the rezone request prior to the recommendation of the General Development Plan (concept plan) to the City Council. Step 2 occurs after City Council approval of the General Development Plan and includes recommendation of the rezone and development agreement with a final site plan or preliminary subdivision plat. Therefore, no recommendation will be made on the zone change, only the General Development Plan at this time.

The proposed general development plan is located at the western corners of the 1100 North and Redwood Road intersection. The property on the northwest corner of the intersection is currently addressed 2596 South Redwood Road and is approximately 6.12 acres. It's south of a car dealership and the city boundary. The adjacent property to the west is a fire station. The property on the southwest corner of the intersection is addressed 1095 North Redwood Road and is approximately 7.185 acres. The adjacent property to the south is multi-family residential apartments called Hampton Place. Both

properties are currently zoned General Commercial (CG) and each property has one single-family home with accessory structures. The rezone request is to change the zoning from CG to a Planned District (P).

REVIEW

The proposed general development plan consists of commercial and residential lots. The commercial space will be on the corners of the intersection. The commercial lots will each be just over 1 acre in size. The developer is proposing approximately 22,000 sq. ft. of commercial building space on those lots. The parking for the commercial space is to be determined with Chapter 6 of the City code when more specific land uses are identified.

The residential units will be a for sale townhome product. These units will be two and three bedroom, each with a two-car garage. The developer is proposing 89 units (18.18 units per acre) on the north side of 1100 North and 111 units (17.35 units per acre) on the south side. Note there are 82 units that are designed as 2 bedroom townhomes with tandem garage parking for 2 vehicles. Tandem garage parking is often underutilized, and the Planning Commission may want to consider only counting 1 stall parking for each garage, as noted in the table below. Regardless the proposed parking exceeds the minimum requirement of 2.25 parking stalls per unit. The total parking proposed is as follows:

North Side Units with Driveways		Drive Spaces	Garage Spaces	Guest Spaces	Total	Tandem Garage
2br	16	16	16		32	16
3br	20	40	40		80	
Units with No Driveways						
2br	21	0	21		21	21
3br	32	0	64		64	
Guest Spaces				30	30	
Total units:	89			Total Parking	227	264
Parking Ratio:					2.6	3.0
South Side Units with Driveways		Drive Spaces	Garage Spaces	Guest Spaces	Total	Tandem Garage
2br	16	16	16		32	16
3br	26	52	52		104	
Units with No Driveways						
2br	29	0	29		29	29
3br	40	0	80		80	
Guest Spaces				33	33	
Total units:	111			Total Parking	278	323
Parking Ratio:					2.5	2.9

The DRC is recommending that the concept plan of the north property be modified to provide driveways for units 49-62, the driveways for units 73-82 be removed and driveways added to units 63-72, and the tot lot/guest parking near units 27-45 be re-oriented to accommodate the additional driveways on units 49-62. This will provide additional parking above the required minimums and adequately disperse guest and driveway parking throughout the site.

The site has pedestrian circulation throughout the development and ties access to Redwood Road, 1100 North, and Cutler Drive. It includes shared amenities such as a tot lot on the north side of 1100 North and a pool and pickleball courts on the south side. Approximately 26% of the total development will be landscaped open space or recreational amenity and has been designed in compliance with the City's landscaping and water conservation ordinance.

The proposed architecture incorporates masonry brick, stucco, metal accents, and fiber cement board. The commercial buildings will incorporate the same architectural style. Details regarding materials and architectural styles as well as approved uses for the commercial sites will be defined during step 2 of the P-District Rezone process with the draft development agreement.

Design issues currently in review with the developer are the uses to be permitted in the commercial buildings, commercial signage and design, fencing material, and pedestrian improvements such as crosswalks. These items are to be resolved prior to the final approval of the development agreement and site engineering. The proposed development complies with the goals of the City's General Plan.

POSSIBLE MOTION

I move that the Planning Commission recommends approval to the City Council of the General Development Plan for Clifton Towns located at 2596 South and 1095 North Redwood Road with the following conditions to be determined at the time of development agreement approval:

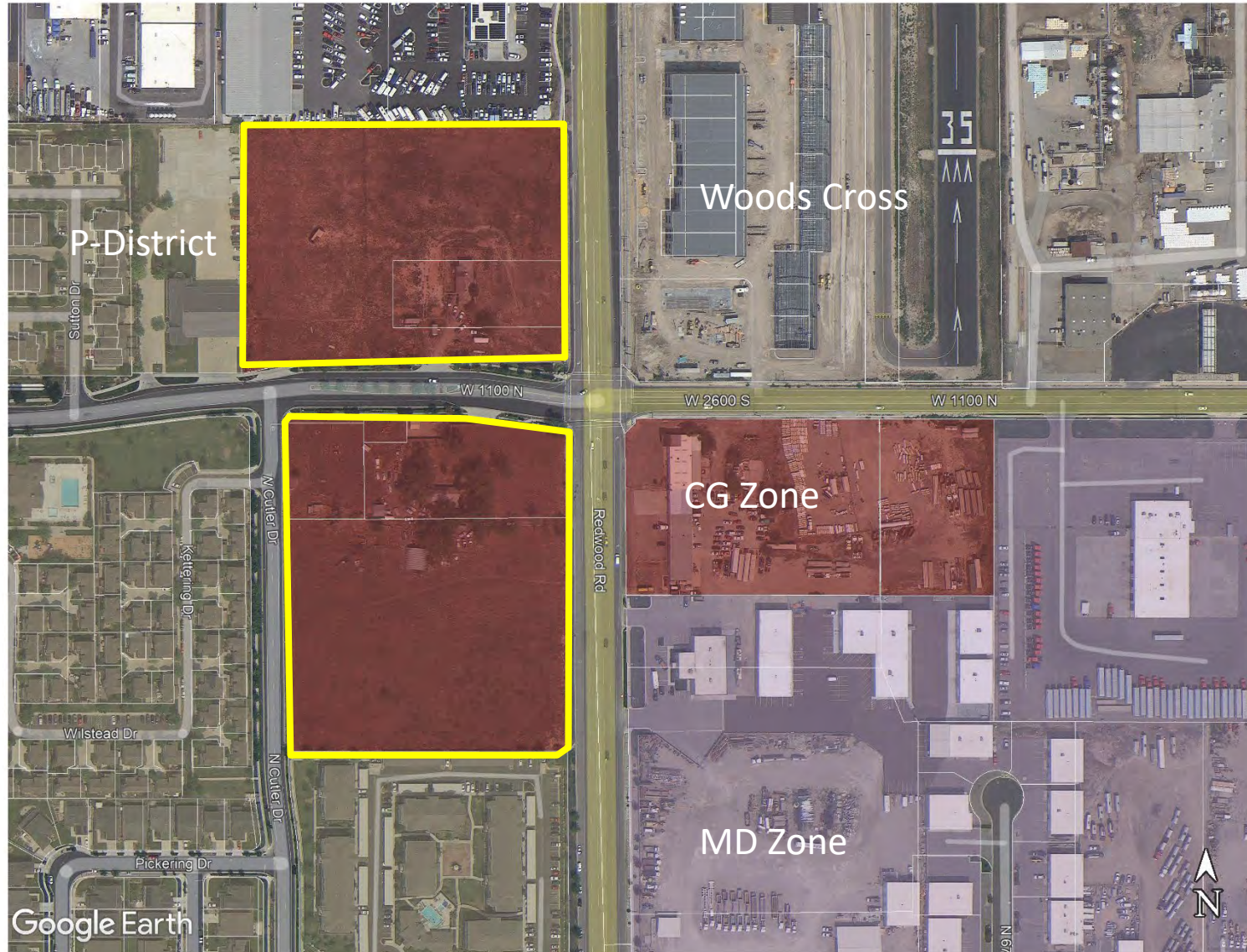
1. Final architecture design;
2. Final layout;
3. Final engineering;
4. Submittal of a required development agreement.

Attachments

- 1) Aerial/Zoning Map
- 2) Concept Plan
- 3) Concept Landscape Plan
- 4) Drafted Architecture



P-District Rezone and General Development Plan Clifton Towns Zoning



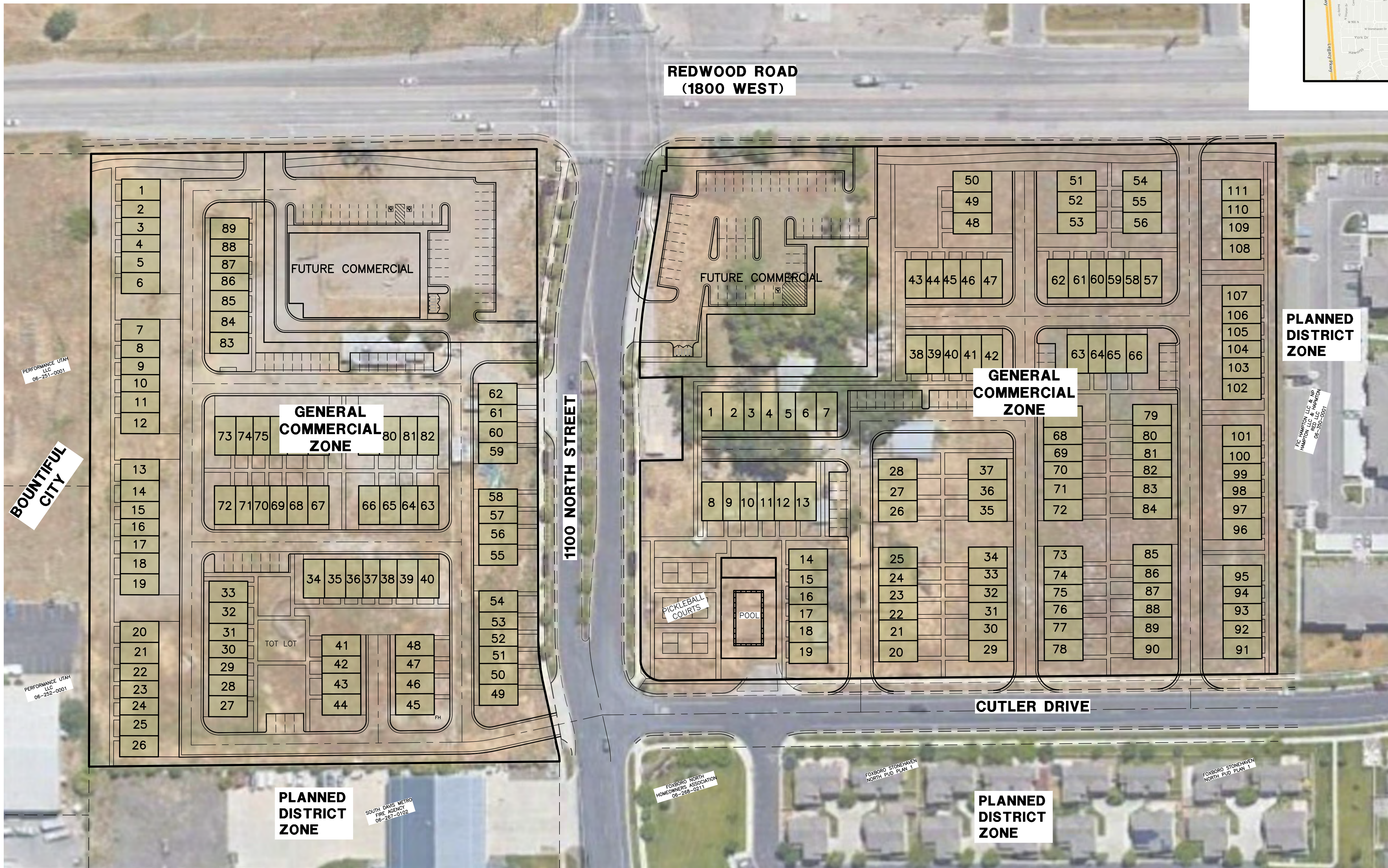


LEGEND

- BOUNDARY LINE
- LOT LINE
- ADJOINING PROPERTY
- CENTERLINE
- PROPOSED TOWNHOME



VICINITY MAP
NOT TO SCALE



BOUNDARY DESCRIPTION

PART OF THE SOUTHEAST QUARTER OF SECTION 34, TOWNSHIP 2 NORTH, RANGE 1 WEST, SALT LAKE BASE AND MERIDIAN, U.S. SURVEY, DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHEAST CORNER OF LOT 102 OF FOXBORO NORTH PLAT 1 AS SURVEYED, SAID POINT BEING S89°50'51"W 690.63 FEET AND S89°50'51"W 690.63 FEET FROM THE SOUTHEAST CORNER OF SAID SECTION 34 (SOUTHEAST CORNER BEING N89°50'51"E 2652.81 FEET FROM THE SOUTH QUARTER CORNER OF SAID SECTION 34); THENCE N00°37'35"W ALONG THE EASTERLY LINE OF FOXBORO NORTH PLAT 1, 460.10 FEET TO THE SOUTHERLY LINE OF COTTONWOOD INDUSTRIAL PARK PLAT H; THENCE S89°48'29"E ALONG SAID SOUTHERLY LINE AND THE SOUTHERLY LINE OF COTTONWOOD INDUSTRIAL PARK PLAT G, 599.17 FEET TO THE WESTERLY RIGHT OF WAY LINE OF REDWOOD ROAD; THENCE S00°36'55"E ALONG SAID WESTERLY RIGHT OF WAY LINE, 435.89 FEET TO THE NORTHERLY RIGHT OF WAY LINE OF 1100 NORTH STREET; THENCE ALONG SAID NORTHERLY RIGHT OF WAY LINE THE FOLLOWING FOUR (4) COURSES: (1) S89°49'56"W 477.77 FEET; (2) ALONG A TANGENT CURVE TURNING TO THE LEFT WITH A RADIUS OF 216.00 FEET, AN ARC LENGTH OF 43.00 FEET, A DELTA ANGLE OF 11°24'22", A CHORD BEARING OF S84°07'45"W, AND A CHORD LENGTH OF 42.93 FEET; (3) S77°36'15"W 72.74 FEET; AND (4) ALONG A TANGENT CURVE TURNING TO THE RIGHT WITH A RADIUS OF 34.00 FEET, AN ARC LENGTH OF 7.35 FEET, A DELTA ANGLE OF 12°24'10", A CHORD BEARING OF S83°48'20"W, AND A CHORD LENGTH OF 7.35 FEET TO THE POINT OF BEGINNING.

TOGETHER WITH:

PART OF THE SOUTHEAST QUARTER OF SECTION 34, TOWNSHIP 2 NORTH, RANGE 1 WEST, SALT LAKE BASE AND MERIDIAN, U.S. SURVEY, DESCRIBED AS FOLLOWS:

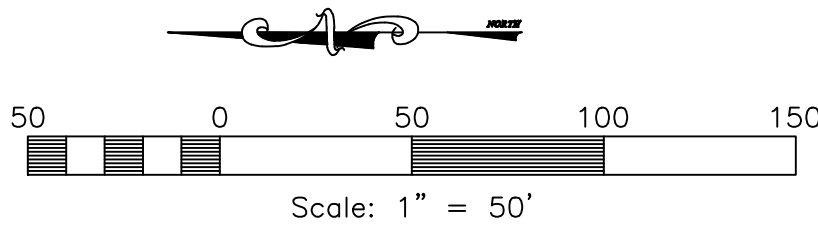
BEGINNING AT THE NORTHWEST CORNER OF LOT 1 OF FOXBORO NORTH PLAT 16 AS SURVEYED WHICH LIES ON THE EASTERLY RIGHT OF WAY LINE OF CUTLER DRIVE, SAID POINT BEING S89°50'51"W 606.78 FEET AND N00°09'09"W 1253.52 FEET FROM THE SOUTHEAST CORNER OF SAID SECTION 34 (SOUTHEAST CORNER BEING N89°50'51"E 2652.81 FEET FROM THE SOUTH QUARTER CORNER OF SAID SECTION 34); THENCE N00°37'35"W ALONG THE EASTERLY RIGHT OF WAY LINE OF CUTLER DRIVE, 602.39 FEET; THENCE ALONG A TANGENT CURVE TURNING TO THE RIGHT WITH A RADIUS OF 20.00 FEET, AN ARC LENGTH OF 31.58 FEET, A DELTA ANGLE OF 90°26'55", A CHORD BEARING OF N44°35'50"E, AND A CHORD LENGTH OF 28.40 FEET TO THE SOUTHERLY RIGHT OF WAY LINE OF 1100 NORTH STREET; THENCE N89°50'08"E ALONG SAID SOUTHERLY RIGHT OF WAY LINE, 195.04 FEET; THENCE ALONG AN EXISTING FENCE THE FOLLOWING THREE (3) COURSES: (1) S01°01'48"E 41.64 FEET; (2) N89°44'54"E 81.21 FEET; AND (3) N01°19'08"W 41.53 FEET TO THE SOUTHERLY RIGHT OF WAY LINE OF 1100 NORTH STREET; THENCE ALONG SAID SOUTHERLY RIGHT OF WAY LINE THE FOLLOWING SIX (6) COURSES: (1) N89°49'56"E 18.06 FEET; (2) ALONG A TANGENT CURVE TURNING TO THE RIGHT WITH A RADIUS OF 360.62 FEET, AN ARC LENGTH OF 66.80 FEET, A DELTA ANGLE OF 1°36'48", A CHORD BEARING OF S84°51'40"E, AND A CHORD LENGTH OF 66.70 FEET; (3) S81°06'30"E 70.17 FEET; (4) ALONG A TANGENT CURVE TURNING TO THE LEFT WITH A RADIUS OF 450.00 FEET, AN ARC LENGTH OF 48.68 FEET, A DELTA ANGLE OF 06°11'53", A CHORD BEARING OF S84°12'27"E, AND A CHORD LENGTH OF 48.66 FEET; (5) S00°00'00"E 4.52 FEET; AND (6) EAST 22.61 FEET TO THE WESTERLY RIGHT OF WAY LINE OF REDWOOD ROAD; THENCE S00°26'28"E ALONG SAID WESTERLY RIGHT OF WAY LINE, 595.69 FEET TO THE NORTHERLY LINE OF LOT 1 OF FOXBORO NORTH PLAT 16; THENCE S89°49'56"W ALONG SAID NORTHERLY LINE, 518.82 FEET TO THE POINT OF BEGINNING.

COMBINED PARCELS CONTAINING 13.337 ACRES MORE OR LESS.

(NAD 83 BEARING OF N89°48'08"W BETWEEN THE SOUTHEAST CORNER AND THE SOUTH QUARTER CORNER OF SECTION 34, TOWNSHIP 2 NORTH, RANGE 1 WEST)

Developer:

Taylor Spendlove
Brighton Homes
45 E Center St.
North Salt Lake, Utah
801-397-9775



North Salt Lake Town Homes

North Salt Lake, Davis County, Utah



REVISIONS	DATE	DESCRIPTION
1	7-6-22	ER City Comments

North Salt Lake Town Homes
Redwood Road
North Salt Lake, Davis County, Utah

Cover Sheet

Project Info.
Engineer: N. REEVE
Drafter: E. ROCHE
Begin Date: 6-16-22
Name: North Salt Lake Town Homes
Number: 6440-23

REVISIONS	DATE	DESCRIPTION
	7-6-22	ER City Comments

North Salt Lake Town Homes

Redwood Road

North Salt Lake, Davis County, Utah

Conceptual Site Plan

Project Info.	
Engineer:	N. REEVE
Drafter:	E. ROCHE
Begin Date:	6-16-22
Name:	North Salt Lake Town Homes
Number:	6440-23

Units with Driveway Parking

2 Bdrm	16
3 Bdrm	20

Units without Driveway Parking

2 Bdrm	21
3 Bdrm	32

PERFORMANCE UTAH
LLC
06-251-0001

PERFORMANCE UTAH
LLC
06-252-0001
EXISTING
STRUCTURE

REDWOOD ROAD

S00°36'55"E 435.89'

FUTURE COMMERCIAL
50020 S.F.
1.15 ACRES

EXISTING
STRUCTURE TO
BE REMOVED

1100 NORTH STREET

North Salt Lake Town Homes

North Salt Lake, Davis County, Utah

MATCHLINE
(SEE SHEET 3)

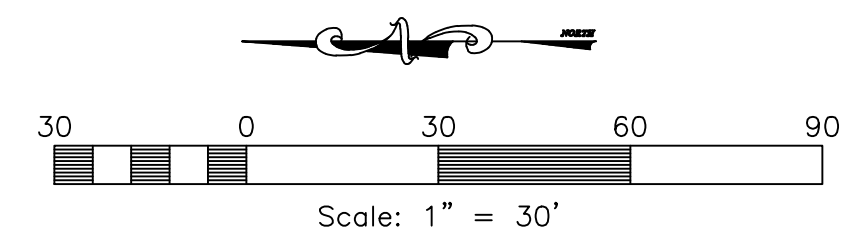
MATCHLINE
(SEE SHEET 3)

LEGEND

- BOUNDARY LINE
- LOT LINE
- ADJOINING PROPERTY
- CENTERLINE
- FH PROPOSED FIRE HYDRANT
- EX.FH EXISTING FIRE HYDRANT
- EXISTING STRUCTURE
- PROPOSED TOWNHOME

CURVE TABLE

CURVE	RADIUS	ARC	LTH	CHD	LTH	CHD	BEARING	DELTA
C1	216.00'	43.00'	42.93'	S84°07'45"W	11°24'22"			
C2	34.00'	7.36'	7.35'	S83°48'20"W	12°24'10"			
C3	20.00'	31.58'	28.40'	N44°35'50"E	90°26'55"			
C4	360.62'	66.80'	66.70'	S84°51'40"E	10°36'48"			
C5	450.00'	48.68'	48.66'	S84°12'27"E	6°11'53"			



Developer:

Taylor Spendlove
Brighton Homes
45 E Center St.
North Salt Lake, Utah
801-397-9775

MATCHLINE
(SEE SHEET 2)

MATCHLINE
(SEE SHEET 2)

1100 NORTH STREET

REDWOOD ROAD

CUTLER DRIVE

North Salt Lake Town Homes

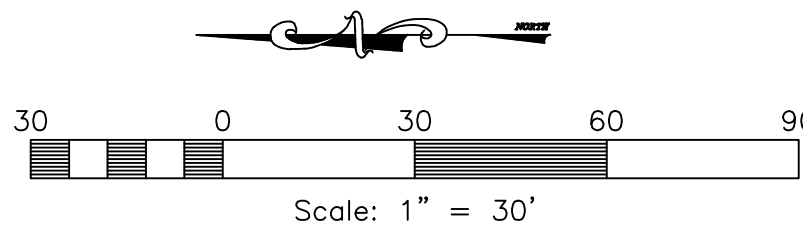
North Salt Lake, Davis County, Utah

LEGEND

- BOUNDARY LINE
- LOT LINE
- ADJOINING PROPERTY
- CENTERLINE
- PROPOSED FIRE HYDRANT
- EXISTING FIRE HYDRANT
- EXISTING STRUCTURE
- PROPOSED TOWNHOME

CURVE TABLE

CURVE	RADIUS	ARC LTH	CHD LTH	CHD BEARING	DELTA
C1	216.00'	43.00'	42.93'	S84°07'45"W	11°24'22"
C2	34.00'	7.36'	7.35'	S83°48'20"W	12°24'10"
C3	20.00'	31.58'	28.40'	N44°35'50"E	90°26'55"
C4	360.62'	66.80'	66.70'	S84°31'40"E	10°36'48"
C5	450.00'	48.68'	48.66'	S84°12'27"E	6°11'53"



Units with Driveway Parking

2 Bdrm 16

3 Bdrm 26

Units without Driveway Parking

2 Bdrm 29

3 Bdrm 40

Developer:

Taylor Spendlove
Brighton Homes
45 E Center St.
North Salt Lake, Utah
801-397-9775

Reeve & Associates, Inc.
5160 SOUTH 1500 WEST, RIVERDALE, UTAH 84405
TEL: (801) 621-3100 www.reeve.co

REVISIONS
DATE DESCRIPTION
7-6-22 ER City Comments

North Salt Lake Town Homes
Redwood Road
North Salt Lake, Davis County, Utah

Conceptual Site Plan

Project Info.

Engineer: N. REEVE

Drafter: E. ROCHE

Begin Date: 6-16-22

Name: North Salt Lake Town Homes

Number: 6440-23

3

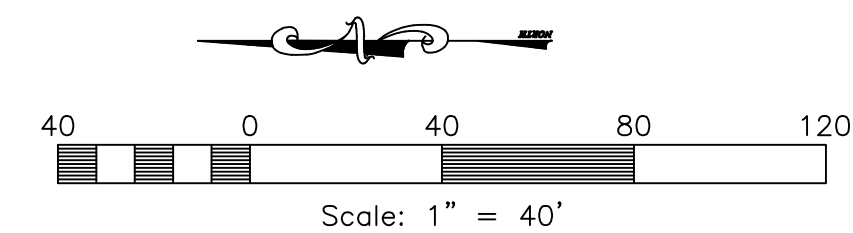
3 Total Sheets

REDWOOD ROAD



North Salt Lake Town Homes

North Salt Lake, Davis County, Utah



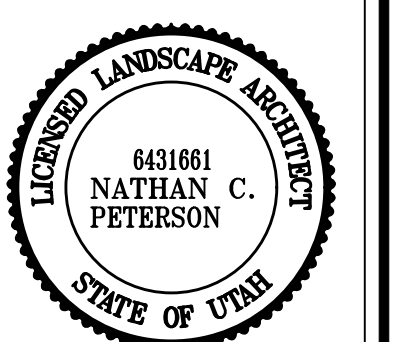
Developer:

Taylor Spendlove
Brighton Homes
45 E Center St.
North Salt Lake, Utah
801-397-9775

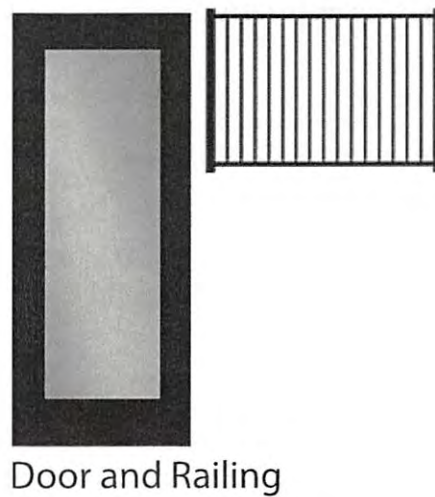
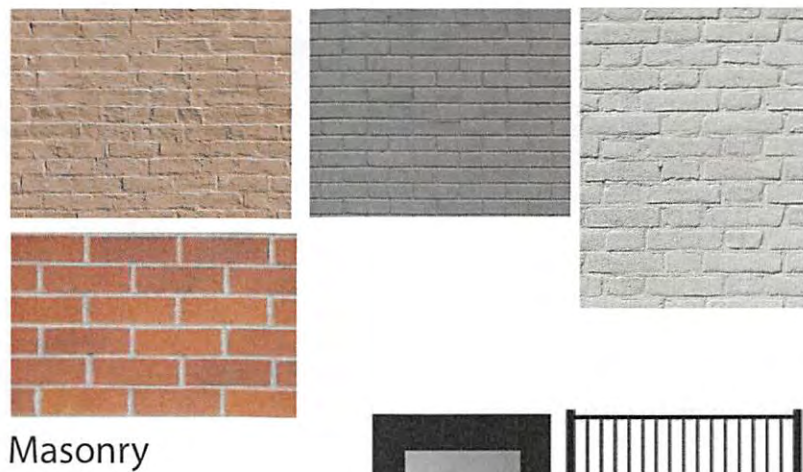


REVISIONS	DESCRIPTION
DATE	

North Salt Lake Town Homes
Redwood Road
North Salt Lake, Davis County, Utah
Preliminary Landscape Plan



Project Info.
Engineer: JEREMY A. DRAPER, P.E.
Drafter: N. PETERSON
Begin Date: 6-16-22
Name: North Salt Lake Town Homes
Number: 6440-23

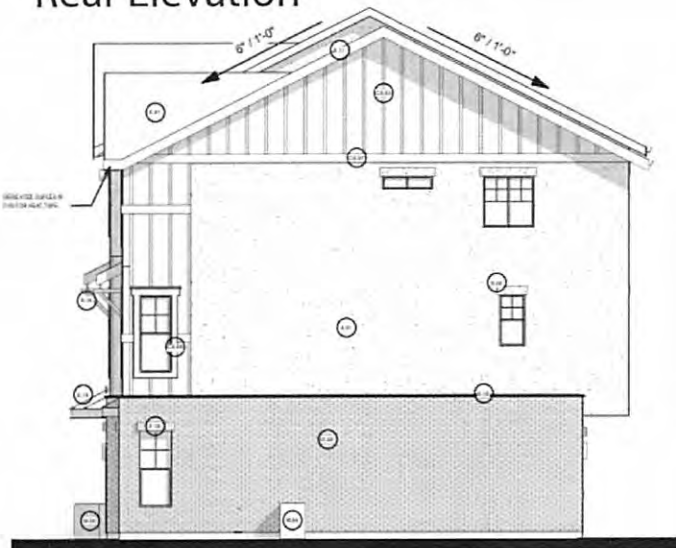




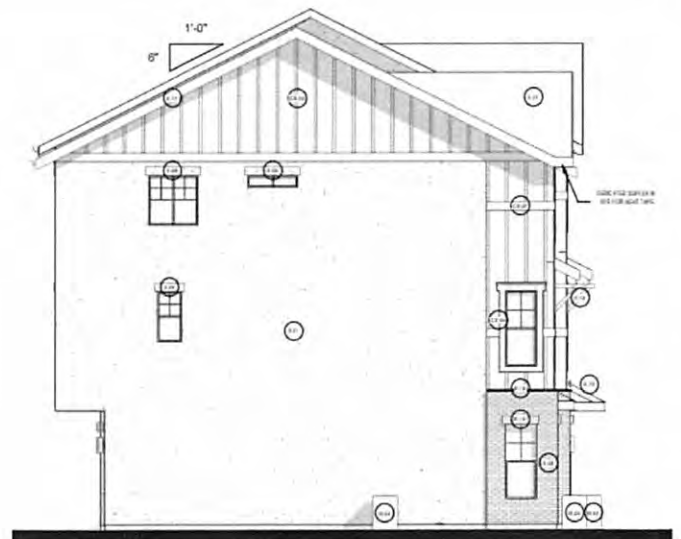
Front Elevation



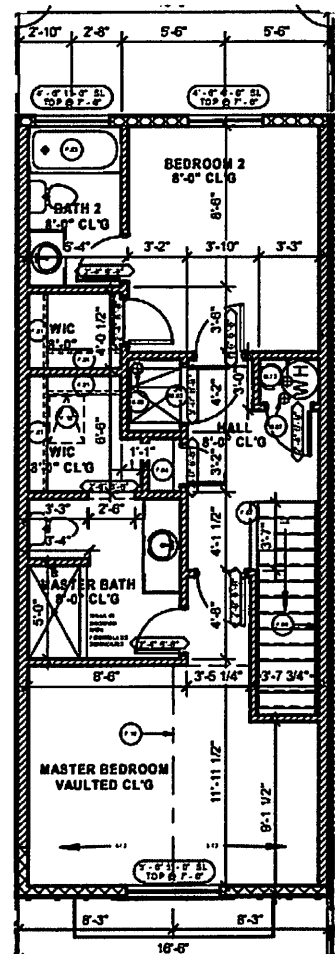
Rear Elevation



Side Elevation



Side Elevation





CITY OF NORTH SALT LAKE COMMUNITY & ECONOMIC DEVELOPMENT

10 East Center Street, North Salt Lake, Utah 84054
(801) 335-8700
(801) 335-8719 Fax

MEMORANDUM

TO: Planning Commission
FROM: Mackenzie Johnson, Planner
DATE: July 12, 2022
SUBJECT: Consideration of a rezone request for Lot 2 of the 1100 North Krause Crossing Subdivision located at approximately 1096 North Redwood Road from General Commercial (CG) to Manufacturing-Distribution (MD)

RECOMMENDATION

The Development Review Committee (DRC) recommends approval of the proposed rezone from General Commercial (CG) to Manufacturing-Distribution (MD) for Lot 2 of the 1100 North Krause Crossing Subdivision located at approximately 1096 North Redwood Road with the following condition:

1. A letter of approval from the FAA must be provided to the City prior to the issuance of any building or related permits.

BACKGROUND

Lot 2 of the 1100 North Krause Crossing Subdivision is zoned General Commercial (CG) and is directly south of the Skypark Airport runway. The property is governed by City code, in addition to being regulated by the Federal Aviation Administration regarding land use, building placement, and height. The lot is currently vacant of any permanent structures. The purpose of this rezone request is that the land uses permitted by the FAA for this area are more consistent with the City's Manufacturing-Distribution (MD) zone than the CG zone.

The property to the west is Lot 1 of the 1100 North Krause Crossing Subdivision and will remain zoned CG. It's slated to be used as a convenience store and gas station called Kum & Go. The properties to the east and south of this subdivision are zoned MD and used by Crete Carrier Corporation (east) and Hugoe Trucking (south).

REVIEW

If rezoned, the property will remain in compliance with City code regarding lot size and frontage. The MD zone has a minimum lot size of 2 acres and a minimum width of 100 feet. The subject property is 2.474 acres and has a frontage along 1100 North of approximately 330 feet. The proposed rezoning of Lot 2 is compatible with the surrounding zones and existing uses.

POSSIBLE MOTION

I move that the Planning Commission recommend approval to the City Council of the proposed rezone from General Commercial (CG) to Manufacturing-Distribution (MD) for Lot 2 of the 1100 North Krause Crossing Subdivision located at approximately 1096 North Redwood Road with the following condition:

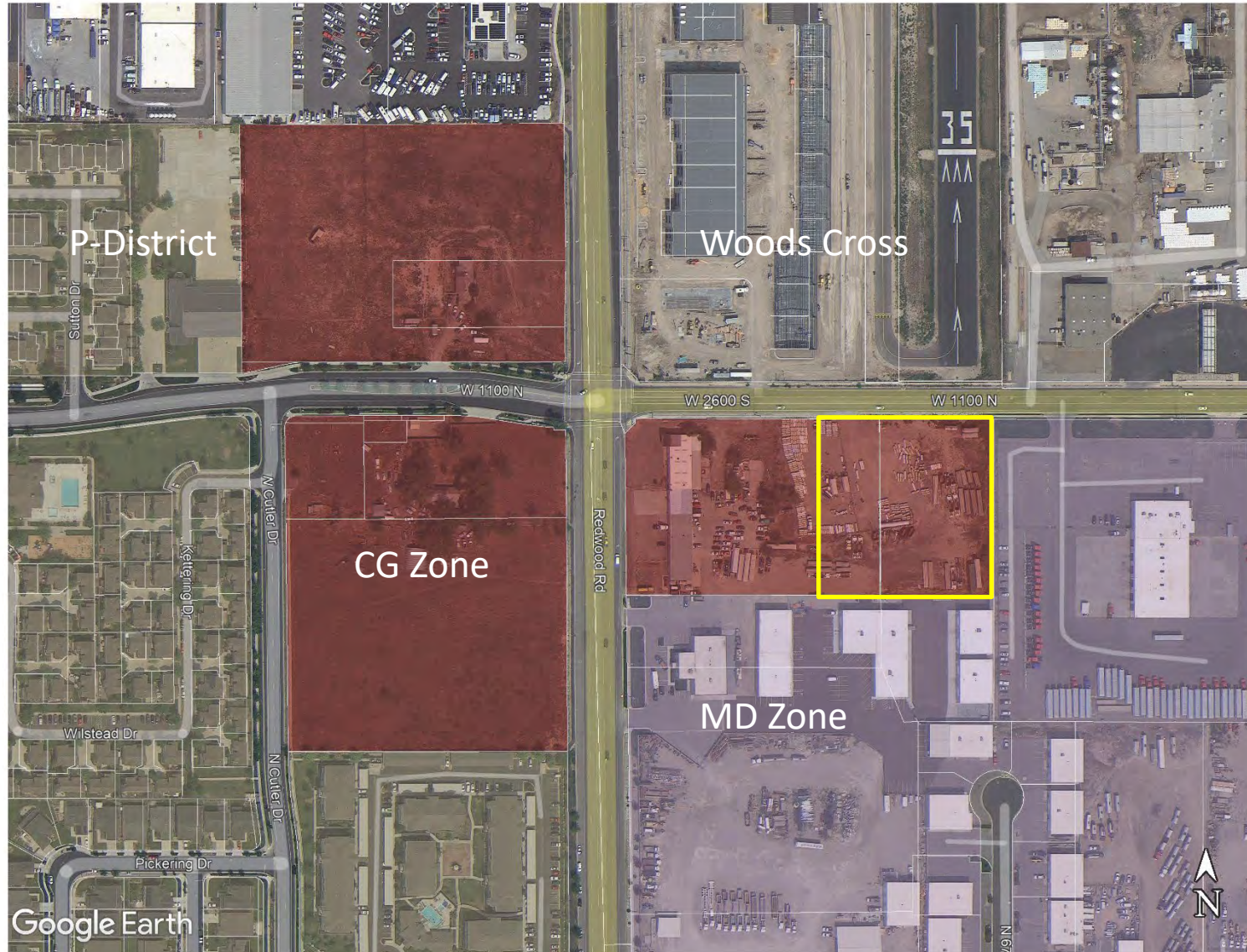
1. A letter of approval from the FAA must be provided to the City prior to the issuance of any building or related permits.

Attachments

- 1) Zoning Map



WDG Rezone General Commercial to Manufacturing-Distribution Zoning Map





CITY OF NORTH SALT LAKE COMMUNITY & ECONOMIC DEVELOPMENT

10 East Center Street, North Salt Lake, Utah 84054
(801) 335-8700
(801) 335-8719 Fax

MEMORANDUM

TO: Planning Commission
FROM: Mackenzie Johnson, Planner
DATE: July 12, 2022
SUBJECT: Consideration of the preliminary design plan and final plat for 1100 North Krause Crossing Subdivision, formerly known as Kum & Go, located at 1096 North Redwood Road

RECOMMENDATION

The Development Review Committee (DRC) recommends approval of the preliminary design plan and final plat for a two lot subdivision, called 1100 North Krause Crossing located at 1096 North Redwood Road with the following conditions:

1. Provide a letter from UDOT Region 1 approving the location of the driveway on Redwood Road.
2. Provide a Traffic Impact Statement.
3. Correction of redlines on the plat and construction drawings.

BACKGROUND

On June 21, 2022, the City Council approved the concept plan for the proposed subdivision called 1100 North Krause Crossing (formerly known as Kum & Go). The Planning Commission recommended approval of the concept plan on June 14, 2022. The preliminary plan and final plat have been submitted for approval simultaneously, as a minor 2 lot subdivision.

REVIEW

No major modifications have been made to the subdivision since concept plan approval. The applicant has corrected redlines regarding landscaping, parking layout, and driveway access. During concept plan approval, the Planning Commission requested that the applicant provide a Traffic Impact Statement. That Statement is to be provided by the applicant prior to site plan review and approval.

The preliminary plan and final plat for the 1100 North Krause Crossing Subdivision have been reviewed for conformity to the Land Use Code and Construction Standards. There are several minor redlines on the construction drawings and plat such as minor alterations to the plat notes, driveway placement on 1100 North, and a revised drainage report. These redlines are to be corrected prior to site plan review and approval.

POSSIBLE MOTION

I move that the Planning Commission recommend approval to the City Council of the preliminary design plan and final plat for a two lot subdivision, called 1100 North Krause Crossing located at 1096 North Redwood Road with the following conditions:

1. Provide a letter from UDOT Region 1 approving the location of the driveway on Redwood Road.
2. Provide a Traffic Impact Statement.
3. Correction of redlines on the plat and construction drawings.

Attachments

- 1) Zoning Map
- 2) Aerial Map
- 3) Plat

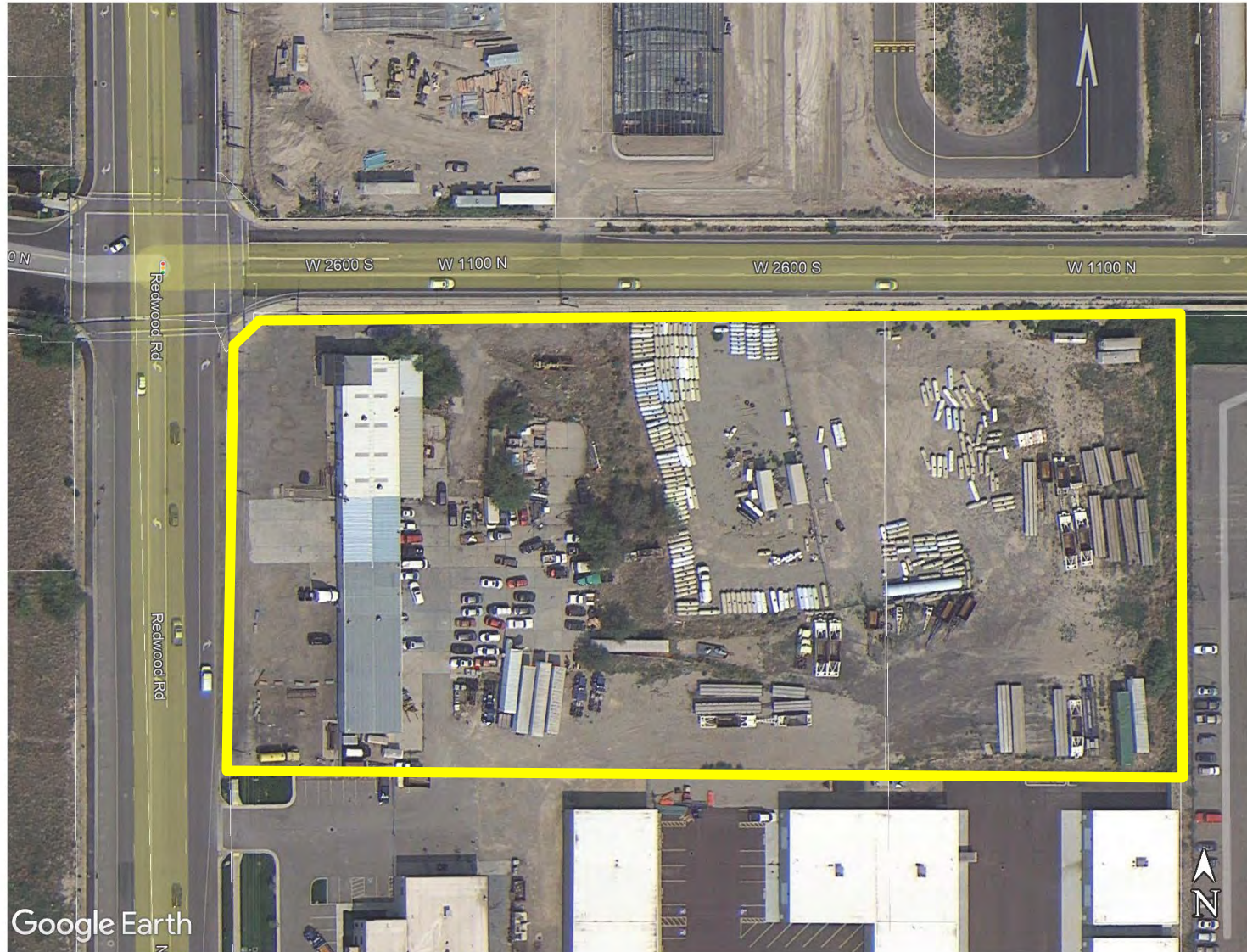


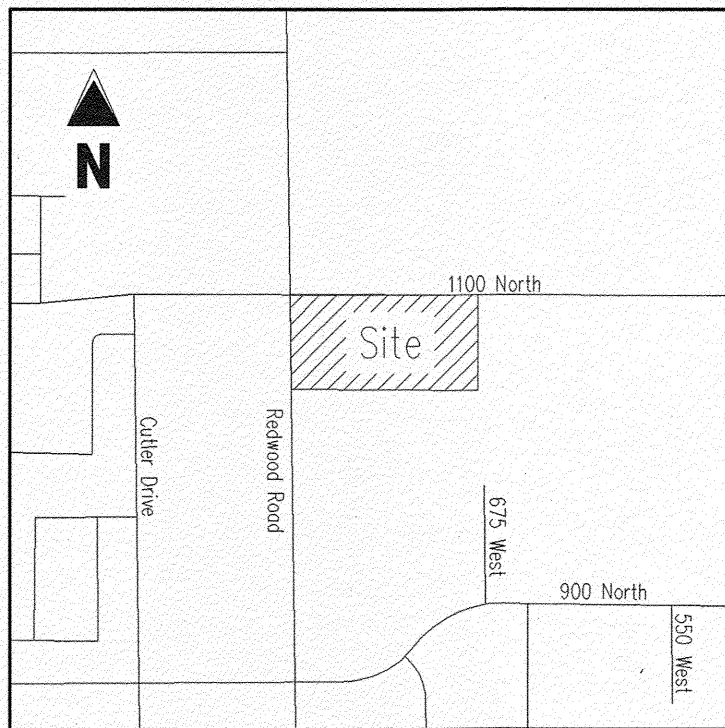
Preliminary Plan and Final Plat Kum & Go Subdivision Zoning





Preliminary Plan and Final Plat Kum & Go Subdivision Aerial

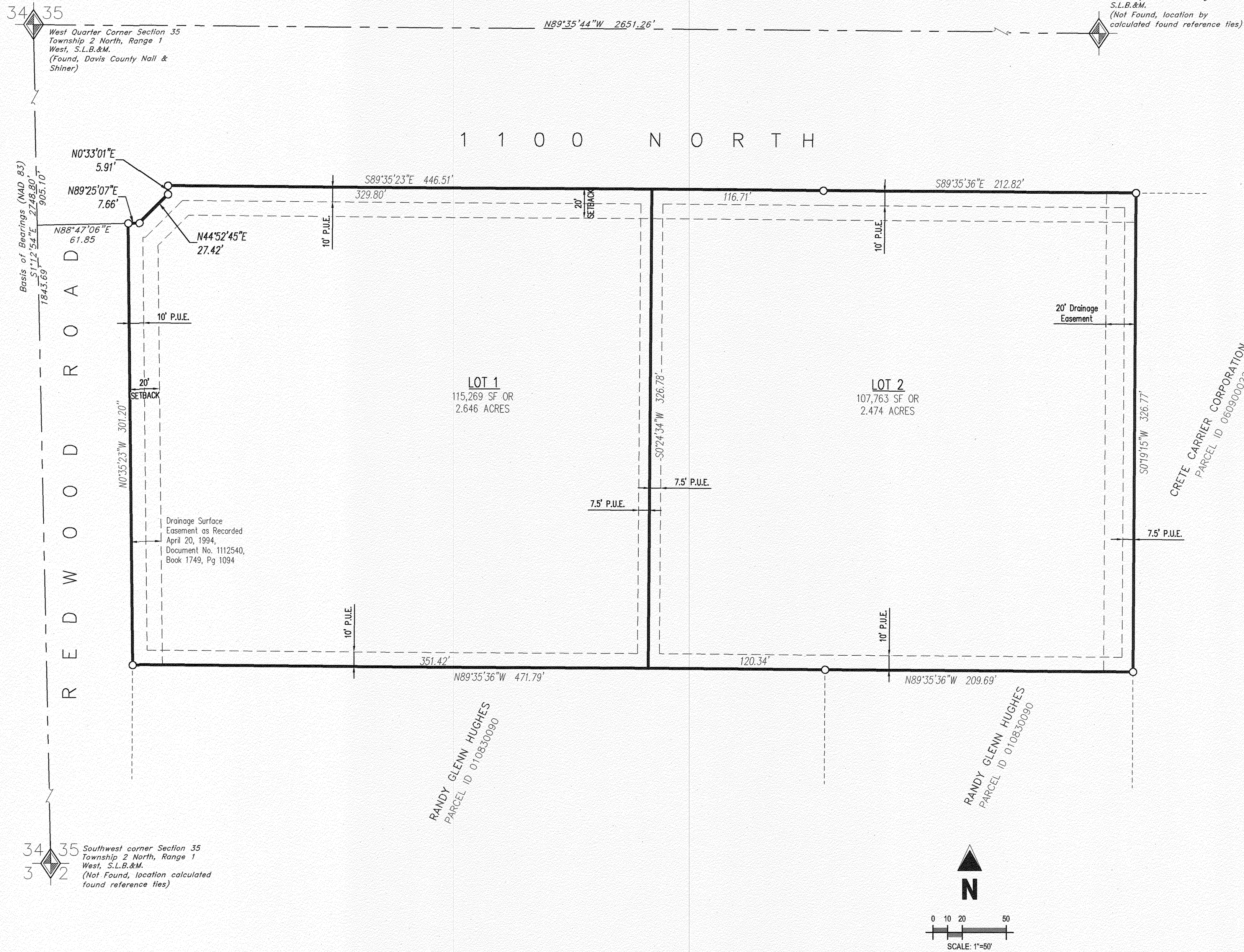




VICINITY MAP
NOT TO SCALE

1100 NORTH KRAUSE CROSSING

A PART OF THE SOUTHWEST QUARTER OF SECTION 35, TOWNSHIP 2
NORTH, RANGE 1 WEST
SALT LAKE BASE AND MERIDIAN
NORTH SALT LAKE CITY, DAVIS COUNTY, UTAH



- NOTES:
- PRIOR TO ISSUANCE OF A BUILDING PERMIT FOR ANY NEW STRUCTURE, A FEDERAL AVIATION ADMINISTRATION (FAA) CLEARANCE LETTER MUST BE PROVIDED TO THE CITY OF NORTH SALT LAKE.
 - WITHIN THE REQUIRED 24 FEET OF LANDSCAPING BEHIND THE CURB ALONG REDWOOD ROAD, A 5 FOOT PEDESTRIAN PUBLIC SIDEWALK EASEMENT IS HEREBY DEDICATED, AS PER CITY CODE SECTION 16-7-7.

LEGEND

- ALLOY MONUMENT (AS DESCRIBED)
- FOUND MONUMENT (AS DESCRIBED)
- SET MONUMENT NO. 5 REBAR WITH YELLOW PLASTIC CAP "GALLOWAY & CO" UNLESS OTHERWISE NOTED
- RIGHT OF WAY
- EASEMENT
- LOT LINE
- PROPERTY LINE
- P.U.E.
- SETBACK

BOUNDARY DESCRIPTION

A part of the Southwest Quarter of Section 35, Township 2 North, Range 1 West, Salt Lake Base and Meridian, more particularly described as follows:

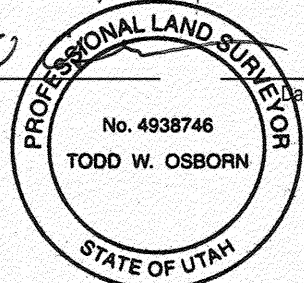
Beginning on the east line of Redwood Road at a point South 1°12'54" East 905.10 along the Quarter Section Line and North 88°47'08" East 61.85 feet from the West Quarter Corner of Section 35, Township 2 North, Range 1 West, Salt Lake Base and Meridian, and running thence North 89°23'07" East 7.89 feet; thence North 44°25'45" East 27.42 feet; thence North 0°32'01" East 5.91 feet to the south line of 1100 North Street; thence South 89°35'23" East 446.51 feet to the northwest corner of Lot 17, Plat 18", of the North Salt Lake Industrial Park; thence South 89°35'36" East 212.82 feet continuing along the south line of said street; thence South 0°19'15" West 326.77 feet; thence North 89°35'36" West 209.69 feet to the west line of said Lot 17; thence North 89°35'36" West 471.79 feet to the east line of Redwood Road; thence North 0°35'23" West 301.20 feet to the point of beginning.

contains 223032 sq. ft. or 5.120 acres

SURVEYOR'S CERTIFICATE

I, the undersigned surveyor, do hereby certify that I am registered Land Surveyor and that I hold a license (number shown below) in accordance with the Professional Engineers and Land Surveyors Licensing Act found in Title 58, Chapter 22 of the Utah Code. I further certify that by authority of the owners, I have made a survey of the tract of land shown on this plat and described below, have subdivided said tract into lots, streets, and easements, have completed a survey of the property described on this plat in accordance with Utah Code Section 17-23-17, have verified all measurements, and have placed monuments as represented on this plat. I further certify that every existing right-of-way and easement grant of record for underground facilities, as defined in Utah Code Section 54-6a-2, and for other utility facilities, is accurately described on this plat, and that this plat is true and correct to the best of my knowledge. I also certify that I have filed, or will file within 90 days of the recording of this plat, a map of this survey I have completed with the Davis County Surveyor.

Tood W. Osborn
Professional Land Surveyor
Certificate No.: 4938746



OWNER'S DEDICATION AND CONSENT TO RECORD

NSL PARTNERS, LLC, THE OWNERS OF THE DESCRIBED TRACT OF LAND TO BE HEREINAFTER KNOWN AS

1100 NORTH KRAUSE CROSSING

DOES HEREBY DEDICATE FOR THE PERPETUAL USE OF THE PUBLIC, ALL STREETS AND OTHER PROPERTY AS REFLECTED AND SHOWN ON THIS PLAT TO BE DEDICATED FOR PUBLIC USE. OWNER(S) HEREBY CONSENT(S) AND GIVE(S) APPROVAL TO THE RECORDING OF THIS PLAT FOR ALL PURPOSES SHOWN HEREIN.

IN WITNESS WHEREOF, I HAVE HEREUNTO SET MY HAND THIS _____ DAY OF _____, 20__.

OWNER: _____
BY: _____
PRINTED NAME: _____
TITLE: _____

NOTARY ACKNOWLEDGMENT

STATE OF _____
COUNTY OF _____
ON THIS _____ DAY OF _____, IN THE YEAR 20__ BEFORE ME, _____ OF _____, A NOTARY PUBLIC, PERSONALLY APPEARED _____ THE _____ OF _____, WHOSE NAME IS SUBSCRIBED TO IN THE FOREGOING OWNER'S DEDICATION AND CONSENT TO RECORD REGARDING THE 1100 NORTH KRAUSE CROSSING AND WAS SIGNED BY HIMMER ON BEHALF OF SAID _____ AND ACKNOWLEDGE THE HE/SHE EXECUTED THE SAME.

COMMISSION NUMBER _____
MY COMMISSION EXPIRES _____

PRINT NAME: _____
A NOTARY PUBLIC COMMISSIONED IN _____

Galloway

2015 W Grove Parkway, Suite H
Pleasant Grove, Utah 84062
385.248.0460 GallowayUS.com

COUNTY RECORDER STAMP

PLANNING COMMISSION RECOMMENDED FOR APPROVAL THIS _____ DAY OF _____, 20__. _____ CHAIR, PLANNING COMMISSION	CITY ENGINEER RECOMMENDED FOR APPROVAL THIS _____ DAY OF _____, 20__. _____ CITY ENGINEER	CITY ATTORNEY RECOMMENDED FOR APPROVAL THIS _____ DAY OF _____, 20__. _____ NORTH SALT LAKE CITY ATTORNEY	CITY COUNCIL APPROVAL PRESENTED TO THE CITY COUNCIL OF NORTH SALT LAKE CITY, UTAH THIS _____ DAY OF _____, 20__, AT WHICH TIME THE SUBDIVISION WAS APPROVED AND ACCEPTED. _____ NORTH SALT LAKE CITY MAYOR _____ CITY RECORDER ATTEST
---	--	--	---



CITY OF NORTH SALT LAKE COMMUNITY & ECONOMIC DEVELOPMENT

10 East Center Street, North Salt Lake, Utah 84054
(801) 335-8700
(801) 335-8719 Fax

MEMORANDUM

TO: Planning Commission
FROM: Sherrie Pace, Community Development Director
DATE: July 12, 2022
SUBJECT: Consideration of a General Development Plan Amendment to the Towne Plaza GDP for the Lofts at North Lake

RECOMMENDATION

The Development Review Committee (DRC) recommends approval of the proposed amendment to the Towne Plaza General Development Plan with the following conditions:

1. Subject to complete site plan submittal and approval (civil drawings);
2. The fencing material surrounding the pool and other amenities be non-sight obscuring decorative black metal fencing;
3. Street level pedestrian entrances be maintained at 130 East Center Street corners;
4. An updated parking study be completed assessing the parking demand of the proposed development with the increased unit count including market rate units demonstrating the development is providing parking to meet the demand.

BACKGROUND

The city and David Curtis, developer of the Towne Plaza PUD, entered into a development agreement on April 21, 2015 that included a General development Plan with 52 town homes and two commercial buildings. One commercial building was to contain approximately 16,600 sq. ft. of retail and office space and the second with 22,000 sq. ft. of Class A commercial office space.

The developer finished building the 52 townhomes and received site plan approval for the two commercial building, each 2 stories in height, on May 15, 2018. The buildings have not begun construction and the developer is in the process of selling the remainder of the project and property to his son, Jesse Curtis.

Jesse Curtis met with the City Council on February 15, 2022 with an alternate development proposal for the two office buildings. The proposed amended General Development Plan would increase the height of each building to 5 stories. The retail commercial building on the west corner of 130 S and Center Street would remain commercial/office space on the main level with the other 4 levels consisting of residential apartments. The entirety of the office building on the east corner would become residential apartments. The developer is requesting a third building on the same east site that would also be entirely apartments. The proposal made to the City Council was that these apartments would be efficient apartments meeting the goals set in the City's adopted Moderate Income Housing Plan. The

Council indicated to the developer that they would likely be in support of an application to amend the agreement with the affordable housing component.

REVIEW

The proposed plan changes the name of Towne Plaza Phase 2 to the Lofts at North Lake. The proposed General Development Plan amendment will affect only lots 153 and 154 of the Towne Plaza PUD Subdivision. The development will include:

1. 7,000 sq. ft. of retail/office space
2. 120 studio apartments, 28 one bedroom apartments, and 28 two bedroom apartments, for a total of 176 residential units.
3. Of the 176 units, 102 will have rent restrictions meeting the income limits related to the Area Median Income (AMI) as established by the US Department of Housing and Urban Development (HUD). See Income Limits Summary below.
 - a. Low Income (80% AMI)-50 units
 - b. Very Low Income (50% AMI)-26 units
 - c. Extremely Low Income (30% AMI)-26 units
4. 2 parking garages, each with 2 levels, and a total of 192 parking spaces
5. Roof amenities on the western building with bbq, lounge, gas fire pits, and games
6. Ground amenities on the eastern property with a pool and bbq area, pickle ball, dog park, and bocce court

With respect to the provision of affordable housing, the following table is provided to demonstrate the maximum income for individuals living in these restricted units. A maximum of 30% of a persons income should be used for housing costs, thus the maximum rent/utilities for a single individual is \$1,407 at the 80% AMI, \$880 at the 50% AMI, and \$529 for the 30% AMI individual. The AMI is revised each fiscal year, thus the rental rates may adjust accordingly. The Moderate Income Plan identifies the need for North Salt Lake to create 300 units at the 50% level and 330 units at the 30% level. The City is currently meeting the population needs for those at the 80% level, however these estimates of needs are re-evaluated each year, therefore the city should not discourage creation of units at the 80% level as that need fluctuates.

FY 2022 Income Limits Summary

Selecting any of the buttons labeled "Click for More Detail" will display detailed calculation steps for each of the various parameters.

FY 2022 Income Limit Area	Median Family Income Click for More Detail	FY 2022 Income Limit Category	Persons in Family							
			1	2	3	4	5	6	7	8
Ogden- Clearfield, UT HUD Metro FMR Area	\$100,500	Very Low (50%) Income Limits (\$) Click for More Detail	35,200	40,200	45,250	50,250	54,300	58,300	62,350	66,350
		Extremely Low Income Limits (\$)* Click for More Detail	21,150	24,150	27,150	30,150	32,600	37,190	41,910	46,630
		Low (80%) Income Limits (\$) Click for More Detail	56,300	64,350	72,400	80,400	86,850	93,300	99,700	106,150

The developer was asked to supply a parking study to analyze the impact on parking demand associated with moderate and low income households. The study recommends a parking ratio of 1.25 spaces per unit on a previous draft of 104 studio apartments only. The current proposal provides 192 parking stalls in the two parking structures. Staff has requested the applicant have the parking study updated to reflect the current proposal.

The proposed architecture is a modern design and is improved over the previously approved architecture. The buildings contain a significant quantity of glazing, flat roofs, and pedestrian street scale and entrances. The developer has provided isometric drawings of the proposed structures for review by the Planning Commission. The developer has added amenities to be utilized by the new residential units that are high quality and in demand with current market conditions. The remainder of the site streetscape will remain as approved previously and includes planter boxes, wider sidewalks, street trees and tree grates, and the new town center street lights.

TOWN CENTER FORM BASED CODE

This property is located within the draft Town Center Form Based Code Zoning District. The proposed GDP amendment has been evaluated with the draft code with the following observations:

1. The property is located within the Core Subdistrict.
2. The building types for Storefront and Stacked Flats are permitted.
3. The side yard parking along Center Street does not exceed 60' of width and the building meets the required 90% front property line coverage.
4. The maximum front setback has been increased from 5' to 10' for the purposes of creating a pedestrian space as the building entrances to accommodate possible restaurant outdoor seating.
5. The minimum/maximum height is 3/5 stories in the core, the proposed buildings are 5 stories.
6. Storefront Building Type (northwest corner). Uses permitted on the ground story include Retail/Service only.
7. Stacked Flats Building Type (2 eastern buildings). Any use including residential is permitted on the ground story.
8. The minimum ground floor transparency appears to meet the minimum 65%, and 25% on second story and above for the storefront building. Stacked flats require 25% on ground story and meets the minimum.
9. The minimum ground story entrances for storefront building must be 1 per 75 feet of building width with the principal entrance being on Center Street for the two corner buildings. Stacked flats require 1 per 100 feet.
10. Vertical and horizontal façade divisions are met in the proposed building designs.
11. Maximum impervious limits of 90% appear to be met but will require further analysis with formal site plan submittal.
12. The parking standard currently drafted requires 1 space per unit for Studio/1 bedroom units and 1.5 spaces per unit for 2 bedroom units. The draft also requires that 1 space per unit be a covered space. Approximately 90 spaces are covered of the 192 spaces provided. The draft Town Center Code allows for shared use based upon the following table for time of day. The peak demand for parking for the project is 190 spaces based upon the proposed ordinance. An updated parking study is needed to determine recommendations for parking demand. Additionally, the draft code allows additional reductions on residential uses with the provision of bike lockers, development provided transit passes, or senior housing, with a maximum reduction of 0.5 spaces per unit.

Use Category	Weekdays			Weekends		
	Midnight-8:00 am	8:00 am-6:00 pm	6:00 pm-Midnight	Midnight-9:00 am	9:00 am-6:00 pm	6:00 pm-Midnight
Entertainment	5%	20%	100%	5%	50%	100%
Hotel	100%	65%	100%	100%	65%	100%
Office	5%	100%	5%	0%	5%	0%
Assembly	0%	30%	50%	0%	100%	75%
Restaurant	25%	80%	100%	35%	70%	100%
Retail	0%	100%	80%	0%	100%	60%
Residential	100%	50%	80%	100%	75%	75%

RESIDENTIAL USES	Unit Count	Rate/Unit	Required	
Studio Units	120	1.0	120	
1 Bedroom Units	28	1.0	28	
2 Bedroom Units	28	1.5	28	
2 Bedroom Units (Guest)		0.5	14	
		Sub-total	190	
COMMERCIAL USES	Sq. Ft.	Rate/1,000 sq. ft.	Required	
Retail/Service	7,000	2.0	14	
Restaurant		1 per 4 seats		Provided
		Total	204	192

Use Category	Weekdays			Weekends		
	Midnight-8:00 am	8:00 am-6:00 pm	6:00 pm-Midnight	Midnight-9:00 am	9:00 am-6:00 pm	6:00 pm-Midnight
Retail	0%	100% (14)	80% (11)	0%	100% (14)	60% (9)
Residential	100% (190)	50% (95)	80% (152)	100% (190)	75% (143)	75% (143)
Peak Demand	190	109	163	190	157	152

POSSIBLE MOTION

I move that the Planning Commission recommend to the City Council approval of the proposed amendment to the Towne Plaza General Development Plan with the following conditions:

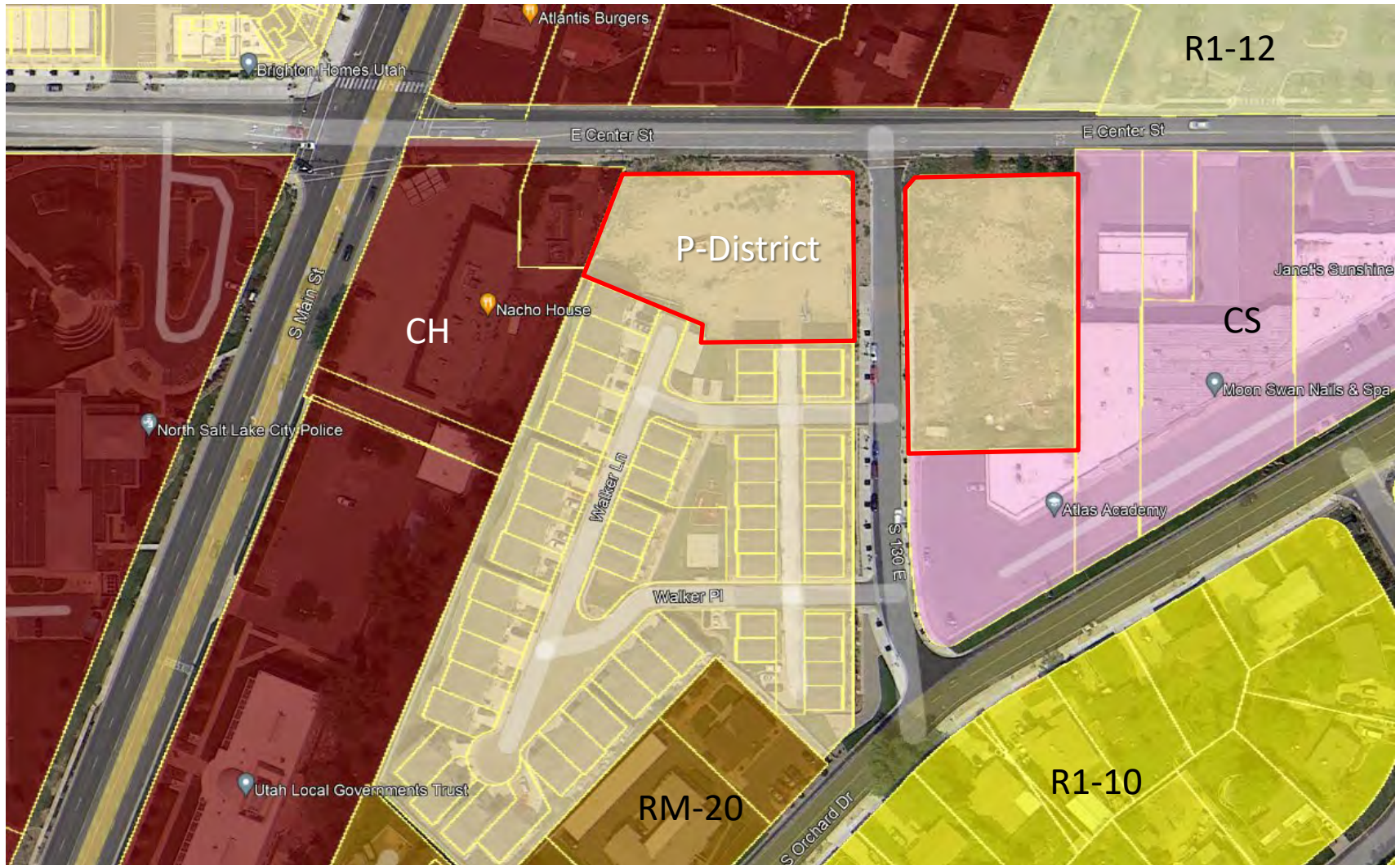
1. Subject to complete site plan submittal and approval (civil drawings);
2. The fencing material surrounding the pool and other amenities be non-sight obscuring decorative black metal fencing;
3. Street level pedestrian entrances be maintained at 130 East Center Street corners;
4. An updated parking study be completed assessing the parking demand of the proposed development with the proposed unit count, including market rate units, which demonstrates that the development is providing parking to meet the demand.

Attachments

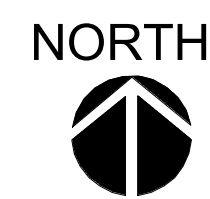
- 1) Aerial/Vicinity Map
- 2) Site Plan
- 3) Isometric Elevations
- 4) Parking Study



General Development Plan Amendment Towne Plaza (Ph.2)-Lofts at North Lake 130 East Center Aerial/Zoning



Last Plotted: 7/5/2022 11:35:29 AM



① Grading Plan
1" = 20'-0"

NOTES:

OFFICE/COMMERCIAL = 7,000 SF
APARTMENT UNITS = 176 (50% OF THE UNITS TO BE RESTRICTED TO BELOW 80% AMI)
STALLS PER UNITS = 1.1 (NOT INCLUDING ANY ON STREET PARKING)
INTERIOR AMENITIES - INDOOR BIKE STORAGE, COMMUNITY LOUNGES, FITNESS CENTER
GROUND AMENITIES - POOL W/ BBQ AREA, PICKLE BALL, DOG RUN, BOCCIE COURT
ROOF AMENITIES - FIREPITS, CORN HOLE, LOUNGE & BBQ AREAS

PARKING ANALYSIS:

WEST PARKING STRUCTURE: 78 STALLS
EAST PARKING STRUCTURE: 114 STALLS
TOTAL PARKING STALLS: 192 STALLS



RUSSELL PLATT ARCHITECTURE
438 NORTH 300 WEST
SALT LAKE CITY, UTAH 84103
(801)-580-0181

PROFESSIONAL STAMP:

CODE OFFICIAL STAMP:

PROJECT NAME:

**N Salt Lake
Apartments**

E Center St & S 130 E North Salt Lake, UT 84054

ISSUED: July 5th, 2022

NO.	DATE	DESCRIPTION

OWNER PROJECT #:
RPA PROJECT #:
DRAWN BY:
CHECKED BY:
DESIGNED BY:
COPYRIGHT:
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SHEET TITLE:

SITE PLAN

SHEET NUMBER:

A100



**N Salt Lake
Apartments**

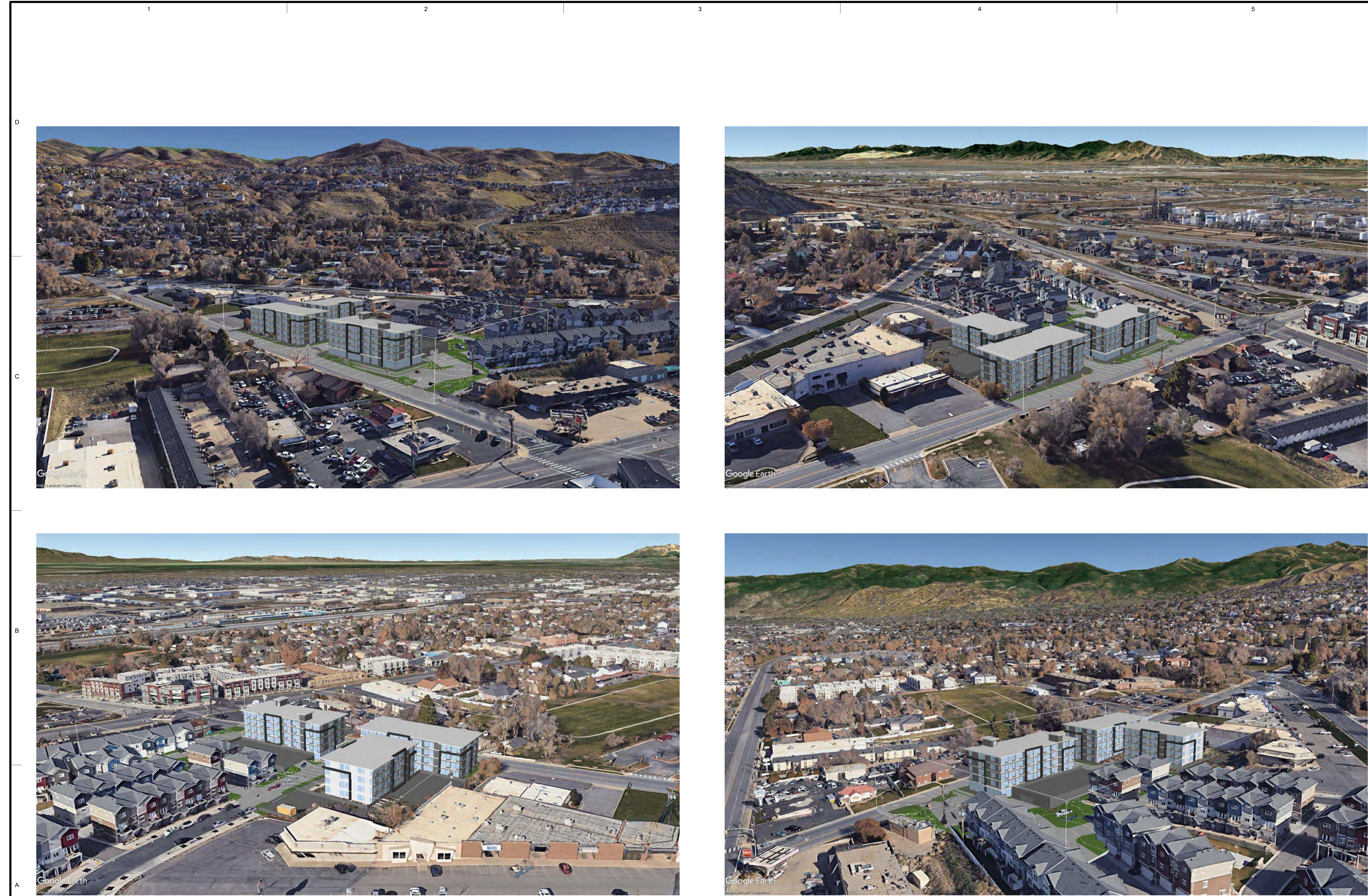
REVISIONS:			
NO.	DATE	DESCRIPTION	

ISSUED: July 5th, 2022	
NO.	DATE
	DESCRIPTION

OWNER PROJECT #:
RPA PROJECT #:
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ISOMETRICS

A900



ARCHITECT'S INFORMATION:

RUSSELL PLATT
ARCHITECTURE

RUSSELL PLATT ARCHITECTURE
438 NORTH 300 WEST
SALT LAKE CITY, UTAH 84103
(801)-580-0181

PROFESSIONAL STAMP:

CODE OFFICIAL STAMP:

PROJECT NAME:

N Salt Lake
Apartments
E Center St & S 130 E North Salt Lake, UT 84054

REVISIONS:

NO.	DATE	DESCRIPTION

ISSUED: July 5th, 2022

NO.	DATE	DESCRIPTION

OWNER PROJECT #:

RPA PROJECT #:

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SHEET TITLE:

CONTEXT
RENDERINGS

SHEET NUMBER:

A901



ARCHITECT'S INFORMATION:

RUSSELL PLATT
ARCHITECTURE

RUSSELL PLATT ARCHITECTURE
438 NORTH 300 WEST
SALT LAKE CITY, UTAH 84103
(801)-580-0181

PROFESSIONAL STAMP:

CODE OFFICIAL STAMP:

PROJECT NAME:

N Salt Lake
Apartments

E Center St & S 130 E North Salt Lake, UT 84054

REVISIONS:

NO.	DATE	DESCRIPTION

ISSUED: July 5th, 2022

NO.	DATE	DESCRIPTION

OWNER PROJECT #:

RPA PROJECT #:

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SHEET TITLE:

RENDERINGS

SHEET NUMBER:

A902



ARCHITECT'S INFORMATION:

RUSSELLPLATT
ARCHITECTURE

RUSSELL PLATT ARCHITECTURE
438 NORTH 300 WEST
SALT LAKE CITY, UTAH 84103
(801)-580-0181

PROFESSIONAL STAMP:

CODE OFFICIAL STAMP:

PROJECT NAME:

N Salt Lake
Apartments

E Center St & S 130 E North Salt Lake, UT 84054

REVISIONS:

NO.	DATE	DESCRIPTION

ISSUED: July 5th, 2022

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OWNER PROJECT #:

RPA PROJECT #:

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SHEET TITLE:

RENDERINGS

SHEET NUMBER:

A903



ARCHITECT'S INFORMATION:

RUSSELL PLATT
ARCHITECTURE

RUSSELL PLATT ARCHITECTURE
438 NORTH 300 WEST
SALT LAKE CITY, UTAH 84103
(801)-580-0181

PROFESSIONAL STAMP:

CODE OFFICIAL STAMP:

PROJECT NAME:

N Salt Lake
Apartments

E Center St & S 130 E North Salt Lake, UT 84054

REVISIONS:

NO.	DATE	DESCRIPTION

ISSUED: July 5th, 2022

NO.	DATE	DESCRIPTION

OWNER PROJECT #:

RPA PROJECT #:

DRAWN BY:

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SHEET TITLE:

RENDERINGS

SHEET NUMBER:

A904

MEMORANDUM

Date: April 7, 2022
To: Jesse Curtis
From: Hales Engineering



Subject: North Salt Lake North Lake Lofts Parking Study

UT22-2153

Introduction

This memorandum discusses the parking study completed for the proposed North Lake Lofts development located in North Salt Lake, Utah. The study identifies the City parking supply rates and parking demand rates identified by the Institute of Transportation Engineers (ITE). The proposed development is located at the intersection of 130 East / Center Street in North Salt Lake, Utah. A vicinity map of the project site is shown in Figure 1.



Figure 1: Site vicinity map of the project in North Salt Lake, Utah

Project Description

The development consists of office space, retail, and 104 studio residential units. A supply of 130 stalls is currently planned for the project. A site plan is provided in Appendix A.

City Parking Code

The North Salt Lake City code specifies parking rates for various land use types. The required parking rates found in the City code for the study land uses are shown in Table 1. The calculations for the parking required by the City are shown in Table 2. As shown, it is anticipated that the City would require 299 stalls for the proposed development.

Table 1: City Parking Rates

Land Use	Unit Type	Rate (stalls per unit)
Multi-family Housing	Dwelling Unit	2.25
General Office	1,000 sq. ft.	4
Retail	1,000 sq. ft.	5

Source: North Salt Lake code, 2022

Table 2: City Parking Calculations

City Parking Calculations North Salt Lake - North Lake Lofts				
Land Use	# of Units	Unit Type	Rate (stalls per unit)	Total Stalls
Multi-family Housing	104	DU	2.25	234
General Office	10	1000	4.00	40
Retail	5	KSF	5.00	25
TOTAL				299

Source: North Salt Lake code, 2022.

ITE Parking Demand

Hales Engineering referred to the Institute of Transportation Engineers (ITE) *Parking Generation* (5th Edition, 2019) to identify parking demand rates for the study land uses. ITE has gathered actual parking demand counts at various land uses and identified average, 85th percentile, and maximum rates. The 85th percentile rate represents a demand that is higher than 85 percent of study sites. The industry standard is to apply this rate. Hales Engineering calculated the anticipated parking demand based on the 85th percentile rates. The number of stalls needed based on these rates is shown in Table 3. As shown, ITE would suggest that the parking demand for the proposed project will be 141 stalls.

Table 3: ITE Parking Generation

ITE Parking Demand and Supply North Salt Lake - North Lake Lofts					
Land Use	# of Units	Unit Type	85th %-tile Rate	Demand	Supply (+5 or 10%)
Multi-Family Housing	104	DU	0.87	90	95
Office	10	KSF	3.30	33	36
Retail	5	KSF	3.68	18	20
TOTAL				141	151
Source: ITE Parking Generation, 5th Edition, 2019					

Since the ITE rates represent actual parking demand, it is common to provide a parking supply beyond what the anticipated demand is to accommodate occasional surges in demand and to reduce the need for drivers to circle the parking lot to find an open stall. Hales Engineering recommends providing 5% additional stalls for residential and 10% additional stalls for office and retail beyond the anticipated demand. Based on this, a supply of 151 stalls should be provided for the project based on ITE data.

Shared Use Analysis

It is unlikely that all land uses in the development would experience peak parking demand during the same hour of the day. For instance, residential land uses typically experience peak demand during the night, while shopping center and office land uses experience an afternoon peak demand.

Hales Engineering performed a time-of-day analysis based on ITE parking generation rates as well as ITE time-of-day distributions. This analysis is shown in Figure 2. Based on the time-of-day parking demand analysis, the daily parking demand at the project site is not anticipated to exceed 97 stalls. Including a 5% increase in the maximum daily parking demand yields a recommended parking supply of 102 stalls.

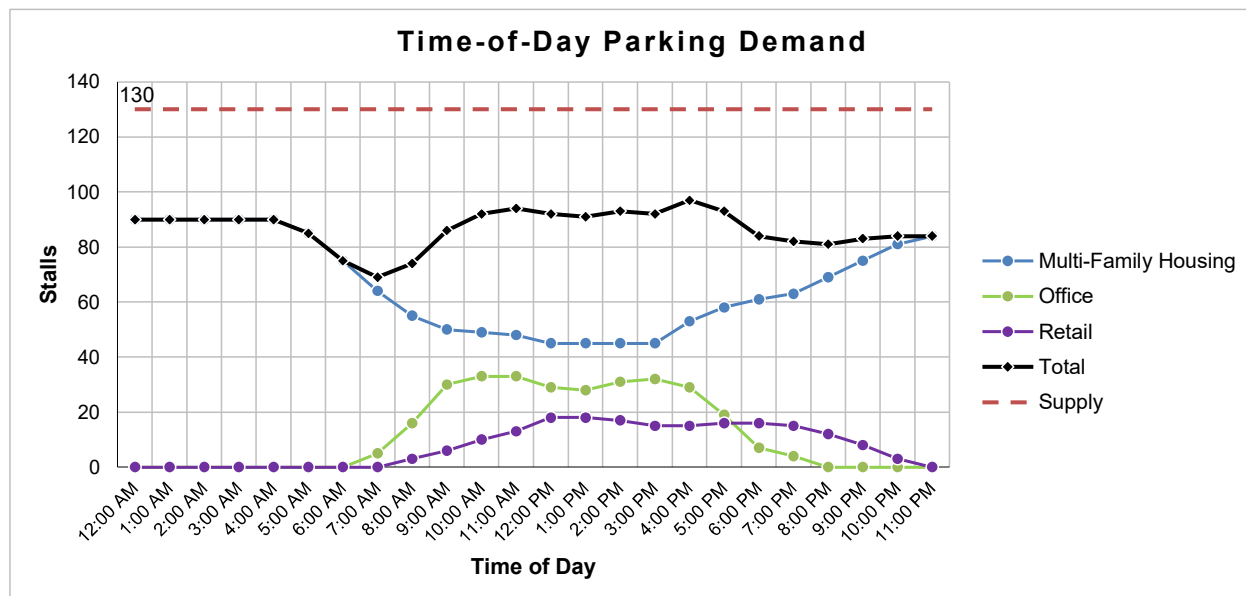


Figure 2: ITE Time-of-Day Parking Demand

Local Parking Demand

To evaluate the needs of a typical multifamily housing project in North Salt Lake and surrounding jurisdictions, Hales Engineering collected parking data at nearby housing developments with similarities to the project site. These parking counts were collected overnight, after 12:00 AM, when parking demand for residential land uses has been found to be the highest. The counts were performed on the week of April 19, 2021.

A summary of these parking counts and their calculated parking rates are shown in Table 4. The occupied unit counts were obtained through correspondence with apartment employees. The average parking demand rate was 1.76 stalls per occupied dwelling unit; however, as a parking rate was not developed on a per bedroom basis, we don't have a good comparison to the ITE rate.

Table 4: Local Parking Demand

Apartments	Occupied Spaces	Occupied Units	Parking Demand
Eaglewood Lofts, NSL	835	390	2.14
Hampton Place, NSL	314	208	1.51
Pointe at Northridge, NSL	450	178	2.53
Ridgeview & Quail Hollow Apartments, NSL	247	120	2.06
Hills at Renaissance, Woods Cross	127	107	1.19
Legacy Crossing, Centerville	218	197	1.11
Park at Legacy Trails, Centerville	288	161	1.79
Average Parking Demand:			1.76

Additional Considerations

The North Lake Lofts will be located near a bus transit line that will facilitate the movement of people to / from Salt Lake City and nearby large employment centers with access to a robust transit system composed of Commuter Rail (Frontrunner), Light Rail (TRAX), Street Car (S-line), BRT, and bus systems that make the entire metro area accessible. Residents of this project will not need an automobile to access the major employment areas. The project is anticipated to have 50% of the dwelling units restricted to below 80% AMI, and therefore, it is likely that many of the residents will not have an automobile, thereby reducing the need for project supplied parking.

A well-managed parking plan for this project will need to be in place while the project is leasing up to ensure that those who are searching for tenancy within this project have one vehicle or less per unit. Additional incentives could be used to encourage transit usage and car shedding such as unbundled parking or providing a transit pass to those tenants who don't have a car. Additional amenities could be encouraged such as providing a car share on site, bike share, bike lockers / storage, etc.

Comparison and Recommendation

A comparison of the proposed supply, the local parking demand, the City's parking requirement, and the recommended supply based on the ITE Parking Generation rates is shown in Table 5. Based on the provided information, Hales Engineering recommends that 130 stalls will be sufficient for the anticipated parking demand at the project site based on national ITE data with time-of-day distributions.

Table 5: Parking Comparison

Source	# of Stalls
Proposed Site Plan	130
City Requirement	299
ITE Parking Generation + 5 or 10%	151
ITE Time-of-Day Demand + 5%	102

Conclusions

The key findings of this study are as follows:

- The proposed site plan includes 130 stalls
- The City of North Salt Lake would require 299 stalls per municipal code
- The ITE 85th percentile parking demand rates with an added 5% added to the residential parking supply and 10% added to the retail and office supply would result in a needed 151 stalls.
- Hales Engineering completed time-of-day parking analyses for ITE Parking Generation rates

- o A time-of-day analysis with ITE rates yielded a maximum parking demand of 97 stalls and a recommended parking supply of 102 stalls.
- Hales Engineering recommends that the planned 130 stalls should be sufficient to accommodate the anticipated parking demand at the project site based on ITE retail, office, and residential rates with ITE time-of-day distributions.
 - o The success of the project will be based on a great parking management strategy enforced by the project owner / developer. Additional incentives can be added as needed to keep the parking demand for the project within the parking supply.
- There will be on-street parking located near the project site that can alleviate parking needs during a peak period, that have not been included within these analyses or calculations.

If you have any questions regarding this memorandum, please contact us at 801.766.4343.

APPENDIX A

Site Plan

CITY OF NORTH SALT LAKE
PLANNING COMMISSION MEETING
ANCHOR LOCATION: CITY HALL
10 EAST CENTER STREET, NORTH SALT LAKE
JUNE 14, 2022

DRAFT

Commission Chair BreAnna Larson called the meeting to order at 6:30 p.m.

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

STAFF PRESENT: Sherrie Pace, Community Development Director; Mackenzie Johnson, Planner.

OTHERS PRESENT: Roger Graves, Jennifer Graves, Dee Lalliss, residents; Scott Babcock, K&G; Christian Michaelson, Galloway & Company; Carl Rupp, Rupp PUD Subdivision.

1. PUBLIC COMMENTS

There were no public comments.

2. PUBLIC HEARING: CONSIDERATION OF A PLAT AMENDMENT TO ADJUST
PROPERTY LINES AND VACATE AN EXISTING PUBLIC UTILITY EASEMENT.
PROPERTY(S) LOCATED AT APPROXIMATELY 822 SOUTH EAGLEPOINTE
DRIVE, CARL RUPP, APPLICANT

Mackenzie Johnson reported that this application was a plat amendment for the Rupp Subdivision, which was originally approved in 2021. In 2013 a building permit was issued to construct an accessory structure on the property of 810 South Eaglepointe Drive, Lot 1122 of the Eaglepointe Estates Phase 11 Subdivision. The owner of Lot 1122 also owned an adjacent parcel and the accessory structure was built over the separating property line. That parcel was sold to Carl Rupp and incorporated into the recently approved Rupp PUD Subdivision. The Rupp Subdivision plat was approved with half of the subject accessory structure on Lot 1122 of the Eaglepointe Estates Phase 11 Subdivision and half on Lot 1 of the Rupp PUD.

This plat amendment would adjust the property lines so that the entire accessory structure was within Lot 1122 of the Eaglepointe Estates Phase 11 Subdivision. In addition to adjusting that property boundary, the plat amendment would also vacate an existing eight-foot public utility easement on the back of Lot 1122 so that it did not interfere with the existing accessory structure. Lots 1 and 2 in the Rupp Subdivision would have altered lot lines to maintain lot size. Going forward, the lots would be identified as Lot 1122, Eaglepointe Estates Phase 11=Lot 6 Rupp PUD-first amended, Lot 1, Rupp PUD=Lot 5, Rupp PUD-first amended, and Lot 2 Rupp PUD=Lot 4, Rupp PUD-first amended. The Development Review Committee (DRC) recommended approval with no conditions.

Commission Chair Larson opened the public hearing at 6:33 p.m. There were no public comments and she closed the public hearing at 6:34 p.m.

Commissioner Jorgensen asked who was ultimately responsible for the proper placement of foundations and structures in relation to setbacks. Sherrie Pace replied that it was the responsibility of the builder to mark property corners. She said in this case the owners of Lot 1122 owned multiple parcels but did not join them together. When the Rupp PUD Subdivision received final approval, the intention was that the existing accessory structure on Lot 1122 be fully incorporated into that lot but the wrong property description was used. Staff has since implemented procedures including a plat amendment to ensure this does not occur again.

Chair Larson asked about the vacation of the eight-foot public utility easement. Mackenzie Johnson responded that all utility companies in the area were noticed prior to the meeting and the feedback received was that there was no issue with vacating the easement.

Commissioner Maus asked if any other landowners would be affected. Carl Rupp commented that this subdivision was approved last year and that due to the property description error, he had to repeat the process which included involving the property owners of Lot 1122, the Graves, and the party he sold Lot 1 to. Moving the property line approximately 20 feet would resolve the issue.

Commissioner Tucker moved that the Planning Commission recommend approval to the City Council of the plat amendment to adjust property lines and vacate an existing public utility easement on Lots 1 and 2 of the Rupp PUD Subdivision and Lot 1122 of the Eaglepointe Estates Phase 11 Subdivision located at approximately 822 South Eaglepointe Drive with no conditions. Commissioner Ward seconded the motion. The motion was approved by Commissioners Holbrook, Jorgensen, Larson, Maus, Stone, Tucker and Ward.

81 3. CONSIDERATION OF A CONCEPT PLAN FOR KUM & GO STORE SUBDIVISION
82 LOCATED AT 1096 NORTH REDWOOD ROAD, NATE ABBOTT, GALLOWAY &
83 COMPANY, APPLICANT
84

85 Mackenzie Johnson reported on the concept plan application for the Kum & Go Subdivision. The
86 applicant requested to subdivide the 5.12 acre property, located at 1096 North Redwood Road in
87 the General Commercial (GC) zone, into two lots. Lots in the GC zone were required to be a
88 minimum of one acre in size with a minimum lot width of 100 feet. Each of the proposed lots
89 would be compliant with the code as Lot 1 would be 2.646 acres and Lot 2 would be 2.474 acres.
90 Lot 1 would be accessible from Redwood Road (if permitted by UDOT) and 1100 North. Lot 2
91 would only be accessible from 1100 North. She said the name of the subdivision would be
92 changed to be less specific to the use.
93

94 Lot 1 would be used for a convenience store and gas station called Kum and Go. The City
95 received an application to rezone Lot 2 from CG to Manufacturing Distribution (MD). Lot 2 is
96 directly south of the Skypark Airport's runway and therefore regulated by the Federal Aviation
97 Administration (FAA) in addition to City code. The FAA has a list of permitted land uses that
98 are more cohesive with the City's permitted MD uses than CG. The DRC will support the future
99 rezone because the neighboring properties to the east and south are currently zoned MD and Lot
100 1 would remain CG. Lots in the MD zone were required to have a minimum of two acres and
101 100 feet of frontage. If rezoned, Lot 2 would remain in compliance with City code.
102

103 The applicant was working with City staff to modify the proposed plat and site plan to follow
104 code regarding items such as parking layout, building placement, and landscaping. The Planning
105 Commission would review these changes during the preliminary plan and final plat. City code
106 10-6-2 stated that "each driveway shall not be more than forty feet (40') wide, measured at right
107 angles to the centerline of the driveway, except as increased by permissible curb return radii, or
108 as established by a conditional use permit. The entire flare of any return radius shall fall within
109 the right-of-way". The applicant requested guidance from the Planning Commission as to if they
110 would support one driveway on 1100 North to be 59 feet wide and the driveway on Redwood
111 Road to be 50.5 feet wide when they returned for site plan review. The lot would be used as a gas
112 station for standard vehicles, large trucks, and trailers. To accommodate the large truck traffic
113 and increased driveway width was necessary for safer maneuverability in and out of the property.
114

115 Chair Larson clarified that the applicant would have two driveways on 1100 North including a
116 40 foot driveway for passenger cars and a 50 foot driveway for large trucks.
117

118 Commissioner Holbrook asked if the driveways should be labeled to identify which type of
119 vehicle they accommodated. Mackenzie Johnson replied that this had been done at another gas
120 station in the City and could be done here as well.
121

Mackenzie Johnson commented that the applicant had also stated they have a minimum standard driveway width of 40 feet at their narrowest point to allow for entry and exit of delivery vehicles for grocery and fuel products. They also constructed an “over curb” protection, which was a concrete pavement for three feet behind the curb to protect landscaping from trucks that cut corners. Fire code also required a minimum 28 foot inside turning radius for all fire accessible drive aisles.

Commissioner Jorgensen felt the Planning Commission should be accommodating for additional driveway widths for safety sake, particularly for someone unfamiliar with the gas station property. Mackenzie Johnson replied that the Commission had the authority to allow for all of the driveway widths to be more than 40 feet.

Commissioner Stone asked if anything would change in the intersection adjacent to this gas station and what the traffic circulation would be like. Sherrie Pace responded that she would consult with the City Engineer before preliminary and final approval.

Commissioner Tucker commented that he would be in favor of widening two of the driveways but would consider removing the western most entrance on 1100 North and placing a median on 1100 North prohibiting left turns.

Chair Larson asked about Lot 2 once the property was subdivided. Mackenzie Johnson said that she had already received a rezone application from a completely different entity that may be interested in flex space.

Chair Larson also commented on traffic issues at this location including having driveways on 1100 North and Redwood Road so close to the intersections. She suggested one large driveway on 1100 North and one on Redwood Road.

Commissioner Holbrook suggested a right turn only on the western most exit. Sherrie Pace replied that the entire frontage for Lot 1 along 1100 North was 329 feet and the subject driveway was 110 feet from the intersection.

Christian Michaelson, Galloway & Company, said that Commissioner Tucker’s remarks were in line with what they wanted to accomplish with a right in/right out. He said the City Engineer discouraged cutting into that road due to substantial City investment. Mr. Michaelson suggested right in/right out signage.

Commissioner Stone commented that her concern was with traffic exiting left and said the left turn there was problematic.

Commissioner Tucker asked if the rezone needed to be addressed today. Sherrie Pace replied that this was just the approval of the concept plan for the subdivision. She said the next step would be

preliminary and final plat approval. Staff would take the issues discussed today and make recommendations along with those provided by UDOT.

Chair Larson clarified that the decision was whether to subdivide the property regardless of land use. Mackenzie Johnson responded affirmatively and commented that the applicant was also seeking guidance on the driveways to ensure that the project would be approved at the time of site plan review.

Commissioner Ward commented that there was a certain driveway width specified in the City code but the Commission could allow for what was determined to make the best sense for traffic flow and safety.

Commissioner Holbrook said the concern was for the northwest driveway entrance.

Chair Larson said the motion was for recommendation of approval of the concept plan for the subdivision with the recommendation to allow for wider driveways than what was specified in City code. Mackenzie Johnson clarified that the allowance for a wider driveway would be a conditional use granted by the Commission at the time of site plan approval.

Commissioner Maus asked for more information on the concept plan and said she had discomfort approving it as is. Sherrie Pace said this would not be a recommendation of approval for the site plan and would only be the concept plan for the two lot subdivision.

Christian Michaelson commented that they would provide a traffic impact statement to the City and would analyze the data prior to returning before the Commission for preliminary plan and final plat review. He said the radii were based on providing the minimum turning radius for fire apparatus and good access for all vehicles.

Commissioners Maus and Jorgensen were in favor of wider driveways and recommended right in/right out.

Mackenzie Johnson clarified that the Commission would have multiple opportunities to review the layout of the property including at site plan approval.

Commissioner Maus moved that the Planning Commission recommend approval to the City Council of the concept plan for the Kum & Go Subdivision located at 1096 North Redwood Road with no conditions. Commissioner Jorgensen seconded the motion.

Commissioner Tucker asked if this approval locked the applicant into having the subdivision name as Kum & Go. Sherrie Pace replied that they would not be locked into the name. Staff would make a note on the file that the name would be changed.

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

4. TRAINING: OPEN AND PUBLIC MEETINGS ACT

Sherrie Pace explained that once a year all of the City's committees and boards that were formed by a resolution or ordinance would need to participate in a yearly open and public meetings training. The Commissioners present then watched a brief video from the State Auditor's Office in accordance with the Open and Public Meetings Act.

Sherrie Pace clarified that the Legislature made a change to the State code that public hearings no longer had to be advertised in a newspaper. She also commented on items related to closed meetings, the amount of time for noticing public hearings and posting notices.

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

Sherrie Pace reported that the City Council approved the water conservation landscape ordinance and included a requirement for some vegetative material in the park strip with street trees to be counted toward the requirement. Staff calculated the canopy and determined that small trees would count as 50 square feet, medium trees as 75 square feet, and large trees as 100 square feet. Typically this would be one tree every 25 feet to meet the requirement of one third vegetative material. The City was now compliant and could participate in the Flip Your Strip program through Weber Basin Water Conservancy District.

Commissioner Holbrook mentioned the canopy sizes for trees with the corresponding value and that this was not directly discussed by the City Council. Sherrie Pace replied that the Council provided direction for staff to determine a requirement. She said this could be adjusted in the future if necessary.

Commissioner Holbrook asked what benefits the City would be eligible for if they participated in the Flip Your Strip program. Sherrie Pace replied that the City could apply for the rebate but said if City property was converted that they would not apply for the funding which would allow for more residents to participate in the rebate program. She mentioned xeriscaping the park strips around City Hall in the future.

6. APPROVAL OF MINUTES

The Planning Commission meeting minutes of May 24, 2022 were reviewed and approved.

Commissioner Maus moved to approve the Planning Commission meeting minutes from May 24 with no changes. Commissioner Holbrook seconded the motion. The motion was

approved by Commissioners Holbrook, Jorgensen, Larson, Maus, Stone, Tucker and Ward.

Sherrie Pace confirmed that the June 28th Planning Commission meeting would be canceled due to the primary election. She then provided an update of the Form-Based Code and said staff would prepare the remainder of the chapters for the July meetings.

7. ADJOURN

Commission Chair Larson adjourned the meeting at 7:34 p.m.

The foregoing was approved by the Planning Commission of the City of North Salt Lake on Tuesday, June 28, 2022 by unanimous vote of all members present.

Wendy Page, City Recorder