

Pleasant Grove



Utah's City of Trees

**PLEASANT GROVE CITY
PLANNING COMMISSION MEETING MINUTES
NOVEMBER 7, 2024**

PRESENT: Chair Karla Patten, Commissioners Dustin Phillips, Jim Martineau, Alicia Redding, Kenna Nelson, Denise Trickler

STAFF: Daniel Cardenas, Community Development Director; Christina Gregory, Planning & Zoning Assistant; Magali Acevedo, Administrative Assistant

EXCUSED: Commissioners Todd Fugal, Jeffrey Butler and Wendy Shirley; Jacob Hawkins, City Planner; Aaron Wilson, City Engineer

Chair Karla Patten called the meeting to order at 7:00 p.m.

REGULAR SESSION

Commission Business:

1. Pledge of Allegiance and Opening Remarks: Commissioner Alicia Redding led the Pledge of Allegiance. Commissioner Jim Martineau offered the opening remarks.

2. Agenda Approval.

- MOTION:** Commissioner Jim Martineau moved to APPROVE the agenda as written. Commissioner Dustin Phillips seconded the motion. The Commissioners unanimously voted "Yes". The motion carried.

3. Staff Reports:

- MOTION:** Commissioner Phillips moved to APPROVE the Staff Reports. Commissioner Kenna Nelson seconded the motion. The Commissioners unanimously voted "Yes". The motion carried.

4. Declaration of Conflicts and Abstentions from Commission Members.

There were no declarations or abstentions.

ITEM 1 - Public Hearing: Code Text Amendment – Section 10-18: Off Street Parking Standards (City Wide)

Public Hearing to consider the request of Pleasant Grove City to amend City Code Section 10-18: Off Street Parking Standards for a code text amendment to revise the requirement for driveways leading to a garage/carport entrance for townhomes and rowhomes. (Legislative Item)

Community Development Director, Daniel Cardenas, instructed the Planning Commissioners to access the Staff Report labeled as “final version”. When the City creates code, Director Cardenas typically writes three to four versions and passes them through a lot of people; he then gathers their ideas and consolidates them into one version.

City Code Section 10-18: Off Street Parking Standards was displayed. Everything within this chapter is what rules the parking within Pleasant Grove City including commercial, residential, mixed-uses and anything that has to do with parking. After approving previous projects, the City has realized that the zones that allow for townhomes or rowhomes (not including apartments on top of each other but rather units that are attached to each other and are next to each other) are typically not on public roads but are on private roads that are much smaller than public roads. In many ways, they are like PUDs or Planned Unit Developments, which are not permitted in Pleasant Grove City. With a PUD, the developer comes up with their own rules for a cool project that will work for everybody. In this case, Pleasant Grove City does not have a requirement in regards to driveways or access to those multi-units in a multi-family project.

Right now, you can have a road and then immediately access your garage. Pleasant Grove City still has the requirement of how many parking stalls are needed per unit and it is at least two. However, as we look at projects that have been developed in the City and we have experienced some problems or challenges, we have realized that everybody drives and every family drives multiple cars. There are very few families that drive just one car. Usually, families have more than two vehicles. He asked the Commissioners to consider their own families and shared that his family recently went from two vehicles to three vehicles once his daughter became old enough to drive.

Townhomes and rowhomes used to be called entry homes. Nowadays, with how the market is and what we are seeing, these homes are being occupied by families. We have found that the requirement for two stalls for parking is not enough. Typically, with a single-family dwelling, you have a minimum setback of 20 or 25 feet. To get from the public street to your garage, you need a driveway because of this setback requirement. This results in a driveway that is at least 20 or 25 feet. This has saved the City a lot in accommodating the parking requirements. People are using their garages for storage and there is no way to codify a restriction on that. There is a part of the code that states the garage must be used as a garage and cannot be used as a dwelling, living room, or grandma apartment unless the parking is replaced somewhere else on the lot. If there is a driveway, people park in the driveway and it saves the City from residents parking on the right of way.

An aerial map was displayed showing the Boulevard Townhomes closest to the intersection of Pleasant Grove Boulevard and 100 South. Director Cardenas explained that The Boulevard

1 Townhome project complied with all of the City's parking requirements. Every unit has a 2-car
2 garage. There is a painted red curb on the city right of way of 100 South but residents still park
3 there because there is insufficient parking within the project. He sees the same problem happening
4 in Vineyard, but they have the benefit of having a frontrunner station across the street; he has seen
5 100 cars parked in the frontrunner station with people who are clearly not riding the frontrunner.
6 The Boulevard Townhome project complies with our current code by having a 2-car garage for
7 each unit and providing visitor parking. The townhomes within the project are at least 3-bedroom
8 units and the developer did not provide enough parking for its residents.

9
10 The zoning map was displayed at East 700 South and Geneva Road [aka South Main Street]. This
11 project, named Fossil Cove, also has a 2-car garage for each unit. The difference is that this project
12 has private roads that don't cause a problem for the City; private roads are the problem for the
13 developer that they are trying to figure out. However, the City receives complaints that the
14 residents are parking in the commercial businesses next to it.

15
16 The City has realized that when parking starts to spill over into the right of way, there is an issue
17 with that development. When there are no driveways, it creates a problem for the City. Right
18 now, townhomes and rowhomes do not require a driveway. This code text amendment that the
19 City is proposing is that every townhome and rowhome has a driveway.

20
21 Commissioner Phillips asked if existing landowners understand that the value of their land will be
22 reduced if this setback is required by the City. He was surprised there weren't developers in the
23 audience to contest this code text amendment. He believes this is a major impact to developers.

24
25 Director Cardenas explained that he worked with several developers to develop this code text
26 amendment since he did not want to create a problem. For example, on the Village Square project,
27 which was an expansion of the Fossil Cove development, he was able to negotiate for the developer
28 to include driveways on a few of the homes.

29
30 An aerial map was displayed showing a project located on South Garden Grove Lane just south of
31 100 South called Tayside Farms that is being developed by Hamlet Homes. Director Cardenas
32 required some driveways for this project and additional visitor parking. The City works with
33 developers to avoid residents parking on the public right of way or on their neighbor's properties.

34
35 Director Cardenas' experience with these past projects led to this proposed Code Text
36 Amendment. The proposed text showing the addition of Item 3, under the requirements for access
37 and driveways, was displayed. This addition is titled "driveway requirements for multiple-family
38 residential developments" and he clarified that this does not apply to single family dwellings or
39 apartments. To require a driveway for apartments would be impossible. The proposed text
40 includes both residential and commercial zones since, for example, the Commercial Sales 2 ("CS-
41 2") Zone allows for townhomes. The proposed text includes a requirement for driveways for both
42 Use 1120 for duplexes and Use 1130 for townhomes or rowhomes. The minimum dimensions
43 included 20 feet in width because that accommodates two vehicles and 22 feet in length because
44 so many people in Utah drive trucks. Director Cardenas shared that he has a project where one
45 vehicle projects about a quarter of its length into the street since the driveway is too short. In
46 summary, this is the proposal for this code text amendment.

1
2 Additionally, Director Cardenas pointed to the table under Minimum Number of Parking Spaces
3 Required. He is deleting the parking requirements for a use named "Residential hotels" since that
4 addition was for a project that never came to fruition; he clarified that this is a clean-up item. There
5 will be two new additions to the table. The first addition will be for single family homes or
6 duplexes which will require two parking spaces per unit within an enclosed garage or carport and
7 two in the driveway for a total of four off-street parking spaces. The second addition is to add
8 townhomes or rowhomes that will also require two parking spaces per each unit plus one space for
9 visitor parking for every three units, excluding the required driveway area.

10
11 Director Cardenas explained that he is reducing the requirement for visitor parking since he is now
12 asking developers to provide driveways. Since he will have two parking spaces in the garage plus
13 two parking spaces in the driveway, he decided to lighten the burden of the visitor parking from
14 one space for every two units to one space for every three units. He wanted to reduce the
15 requirement for visitor parking as a concession to the additional requirement for the driveway. His
16 hope is that this new requirement will help to solve the problems associated with residents parking
17 on the right of way. He shared that this code already applies to new developments in the CS-2
18 Zone but it does not apply to projects within The Grove Zone. Director Cardenas said that the
19 requirement for driveways for townhomes and rowhomes in all zones will help meet the parking
20 needs of our residents.

21
22 Commissioner Martineau asked if the requirement for a driveway will also mean that the
23 townhomes will now be setback by 22 feet. Director Cardenas applied in the affirmative.

24
25 Chair Patten asked if it is reasonable to assume that residents will not want to park tandem with
26 other occupants. She asked if they explored additional guest parking in other areas. Director
27 Cardenas confirmed that he considered additional visitor parking but recognized that there was
28 limited control on who would park in those spaces. The proposed code text amendment still
29 requires visitor parking but instead of one space for every two units it will now be one for every
30 three units.

31
32 Director Cardenas shared an analogy between water and parking in that, when people are looking
33 for a place to park, they look for the path of least resistance. He shared that he is already
34 experiencing issues with the BLVD 120 townhome project and, with the same developer building
35 an apartment complex, his fear is that residents will park at Doterra if they cannot find any parking.
36 He wished he would've applied these new rules to the BLVD 120 project.

37
38 Commissioner Phillips felt that this proposed code text amendment would be contrary to the state
39 mandate to find affordable housing solutions and asked how that issue could also be addressed.
40 Director Cardenas shared that he understood that the value of land is higher. His solution to the
41 moderate-income housing issue is to allow for smaller lot sizes to reduce the requirement for land.
42 He recognized that the requirement for a driveway will result in a requirement for additional land.
43 However, the parking problem that has been created for residents needs a solution. He hasn't lost
44 sight of the problem with creating affordable housing. This code text amendment may go against
45 affordable housing a little bit, but he is working on solutions that resolve the moderate-income
46 housing issue on a larger scale.

Commissioner Phillips understood that there is a parking problem in the areas identified and reiterated his concern is the price point of the units and the impact on the entry level buyers. Director Cardenas clarified that the projects he had shown to the Commissioners were not sold to the residents but developed and then leased out to tenants. Commissioner Phillips responded that this is still an affordability issue since the owner of the building has to pay more for their development and then they have to figure out how to make the project cash flow.

Director Cardenas repeated that this requirement already exists in the CS-2 Zone and many of the issues are within The Grove Zone. He does not believe that an apartment within The Grove Zone, regardless of the code, will be affordable.

The Public Hearing was opened. No public was in attendance. The Public Hearing was closed.

Commissioner Martineau stated since he works for developers, he sees this more and more.

MOTION: Commissioner Denise Trickler moved that the Planning Commission forward a recommendation of APPROVAL to the City Council for the proposed amendments to City Code Sections 10-18-2-X and 10-18-3 by requiring a driveway to be provided for every garage or carport associated with a single-family residence, two-family residence, townhouse, or rowhouse; and adopting the exhibits, conditions, and findings of the Staff Report.

Commissioner Jim Martineau seconded the motion. The Commissioners unanimously voted "Yes". The motion carried.

ITEM 2 – Review and Approve the Minutes from the October 24, 2024, Meeting.

MOTION: Commissioner Redding moved to APPROVE the minutes of October 24, 2024. Commissioner Phillips seconded the motion. The Commissioners unanimously voted "Yes". The motion carried.

MOTION: Commissioner Martineau moved to ADJOURN. The Commissioners unanimously voted "Yes". The motion carried.

The Planning Commission Meeting adjourned at 7:31 p.m.



Planning Commission Chair



Christina Gregory, Planning & Zoning Assistant

11-21-2024

Date Approved