

**BRIGHAM CITY PLANNING COMMISSION
BRIGHAM CITY COUNCIL CHAMBERS
Tuesday, 8/19/2025 6:00 p.m.**

PRESENT:	Roger Manning	Commissioner- Chair
	Cindy McConkie	Commissioner- Vice Chair
	Jason Coppieters	Commissioner
	Kristina Lenderman	Commissioner
	Garl Waldron	Commissioner
	Donny Constantineau	Commissioner
	Mandi Richens	Commissioner

ALSO PRESENT:

(non-voting alternates)

Vince Crane	Commissioner
Isaac Herbert	Commissioner

EXCUSED:	Kristen Bogue	Commissioner
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ALSO PRESENT:	Mark Bradley	City Planner
	Destry Larsen	Administrative Assistant
	Kevin Simmons	Applicant

AGENDA

Pledge of Allegiance

Approval of Minutes

Application #25-053 / Subdivision Amendment / Blue Heron Crossing – First Amendment, Amending Lot 1 / 1075 South and 1100 West / Brigham Land LLC

REGULAR MEETING

Regular session opened at 6:01 p.m. by Chairman Manning and the Pledge of Allegiance was recited.

APPROVAL OF MINUTES

Commissioner Coppieters moved to approve the minutes August 5, 2025, meeting. Commissioner McConkie seconded the motion and it passed unanimously.

Application #25-053 / Subdivision Amendment / Blue Heron Crossing – First Amendment, Amending Lot 1 / 1075 South and 1100 West / Brigham Land LLC

City Planner, Mark Bradley provided an extensive overview of the Blue Heron Crossing project, located in the 1100 West/1100 South Planned District. The development was originally approved with Lot 1 designated for townhomes and Lot 2 for apartments. However, the applicant is now seeking to amend the plat so that both lots will contain townhomes. The City supports this change, noting that it increases homeownership opportunities. The plat has already undergone multiple reviews and remains under staff consideration. The applicant intends to proceed with townhome construction and has received interest from parties who may purchase and build within the development.

The presentation included detailed maps and layouts of the subdivision. The site is bounded by public streets at 1075 South, 1100 West, and 1150 West, while the interior streets will be private drives serving the townhomes. Commercial elements of the planned district, including a hotel, a drink shop, and flex space, are integrated into the design. A fire department turnaround requirement has been incorporated, and while the fire marshal still needs to complete review, the proposed design aligns with his direction.

Mark highlighted the live/work units, numbered approximately 95 through 106, which will feature ground-floor commercial space with housing above, similar to developments elsewhere in the city. Parking for these commercial units is largely situated on the north side of the site, including ADA-accessible spaces near landscaped areas. The design also shows how sidewalks will connect throughout the development, creating an exterior pedestrian pathway for residents and visitors. A key question remains regarding customer access to commercial spaces, since rear doors appear to serve residents while commercial entrances face the front.

The townhome units are set back 20 feet from the street right-of-way, which includes curb, gutter, sidewalk, and park strip. Driveways vary between 20 and 22 feet, with deeper driveways provided south of 1050 South to ensure adequate space for emergency vehicles and to accommodate larger vehicles. A sidewalk is also provided on the north side of 1050 South, close to the townhomes, to enhance safety and connectivity. Mark explained that while city code now requires 22-foot driveways, this Planned District predates the change, so the applicant is permitted to use the earlier minimum standard of 20 feet.

Mark then reviewed building elevations and design examples submitted by the applicant. These examples show flexibility depending on which builder ultimately develops the site. Renderings included townhomes with commercial space at the ground level and housing above, as well as examples of the rear elevations of these mixed-use buildings.

Finally, Mark reviewed street cross-sections. Private streets within the subdivision will have a 27-foot-wide right-of-way, including rolled curbs and 23 feet of asphalt. Along 1050 South, the design includes a four-foot sidewalk on the north side of the road, which will connect residents to recreational areas, neighborhoods, and commercial

uses. Mark concluded the presentation by noting that the applicant would be invited to provide additional information and respond to questions from the Commission.

Kevin Simmons, the civil engineer for the project, explained that the developer, Amy, was unable to attend due to an emergency. He was asked to represent the project, take notes, and respond to questions. He stated that Mark had already provided a thorough presentation and invited the Commission to ask any additional questions.

Commissioner Lenderman asked how garbage collection would be handled. Kevin explained that cans would be stored in garages and placed at driveways on collection days, but likely staged along 1050 South so garbage trucks would not need to back into stub roads. Mark clarified that coordination with Public Works will be required to finalize this. Road widths are adequate for truck access, though the layout poses some challenges compared to looped subdivisions.

Commissioner Lenderman then inquired about guest parking for the townhomes. Mark confirmed the project meets the requirement of one space per four units, with spaces distributed in clusters throughout the subdivision. Guest parking is located near green spaces, along A and B Streets, and near units 63–67, with some shared use with commercial parking. Commissioner Lenderman noted concerns about distance between certain units and parking clusters, but Mark emphasized that the plan provides adequate distribution within the flexibility allowed by the planned district.

Commissioner Richens raised concerns about access to the commercial spaces within the live/work units. She asked whether the dotted lines on the site plan indicated garage space and whether the rear doors might serve as entrances to the storefronts. Kevin clarified that the rear doors and garages are intended solely for residents, while commercial patrons are expected to enter from the front along 1075 South.

This led to further discussion about parking and pedestrian circulation. Commissioner Richens noted that visitors who park behind the buildings would need to walk down G Street to reach the front entrances, which is inconvenient. Mark suggested adding a pedestrian pathway between units 103 and 104 to improve direct access. It was emphasized that successful commercial spaces must be easy to access, and poor connectivity could limit their viability.

Mark also compared the situation to historic Main Street, where many businesses have rear entrances that customers commonly use. Chariman Manning noted that while rear entries may not be as visually appealing as front façades, they are functional and heavily relied upon when customers park behind buildings. The commissioners agreed that a rear access option or improved pedestrian pathways should be strongly considered. Kevin stated he would relay these concerns to the developer for further design review.

Commissioner Crane asked what types of businesses were expected in the mixed-use live/work units. Kevin explained that these spaces are typically used for small home-

based on professional services, such as accountants or consultants, rather than larger retail operations.

Commissioner Constantineau asked about future traffic flow once additional development occurs south of 1075. Mark explained that 1075 South, the main road through the project, is designed as an 80-foot right-of-way, sufficient to handle anticipated traffic. The road will end in a cul-de-sac due to railroad crossing constraints, though limited private access will remain for farmers. To improve circulation, the subdivision will include three connection points—two from 1075 South and one from 1150 West. Future commercial projects, such as the Jack-in-the-Box, are expected to provide cross-access between sites to reduce reliance on 1075 South.

Mark also addressed density, noting that Blue Heron Crossing will include 106 townhomes, compared to 88 in the Visionary Homes project. (Mark Bradley, noted that during the August 19, 2025 Planning Commission meeting he misstated the number of units in the Visionary Homes project. The correct number is 188 townhomes, not 88 as stated). While dense, the project remains well within the limits of the R-M-30 zoning designation and below maximum density allowances. Mark further stated that a current challenge is assigning addresses within the Blue Heron Crossing project. Unlike apartments, which share one main address with unit numbers, townhomes each require individual addresses for their two- or three-level ownership units. Because the development is tightly situated between 1100 West and 1150 West, numbering options are limited. Extending 1150 West into higher numbers is being considered, but the presence of 1200 West on the opposite side of the railroad creates complications.

Commissioner Crane asked whether a traffic light was planned at the intersection of 1100 South and 1100 West to help manage traffic from the new development. Mark confirmed that UDOT will eventually install a signal once traffic volumes meet required thresholds, and the project is expected to trigger that need. Mark also explained that the S-curve design near the intersection was required by UDOT to keep the roadway at least 500 feet back from 1100 South, ensuring safer queuing and stacking of vehicles. This was done to avoid the kind of congestion issues seen near Chevron and Old Grist Mill, where access roads are too close together.

Commissioner Waldron asked about the project timeline, Kevin stated that construction is expected to begin in early to mid next year. The overall development is close to receiving final approvals, which will allow groundbreaking to proceed on schedule.

Commissioner Coppieters inquired about addressing for the mixed-use buildings. Mark confirmed that each structure will require two addresses—one for the commercial frontage on 1075 South and another for the residential portion on 1050 South. While this arrangement should work, Mark noted the area is very condensed and complicated by the railroad and street layout, making it challenging to assign enough numbers. Even though the subdivision shows private streets labeled A, B, and C, they must still be given official street coordinates for addressing purposes.

Commissioner Coppieters also reviewed mail delivery requirements. Mark stated that the developer must coordinate with the U.S. Postal Service to determine locations for centralized mailbox units (CBUs). These are generally installed in the public right-of-way, adjacent to sidewalks.

Commissioner Coppieters asked if the applicant's team had reviewed all staff comments. Kevin confirmed he had, and indicated there were no significant issues. Commissioner Coppieters concluded by expressing support for the project, noting that it appeared to be a good fit for the community.

Commissioner Richens asked whether there would be an access connection from 1100 West to 1050 South on the far east side of the project. Mark clarified that there will not be such an access. The confusion came from dashed lines on the map, which actually represent the old Parker Lane and existing farmer access. Earlier drafts considered an emergency exit at that location, but the fire department determined that a turnaround was required instead.

City departments uniformly opposed adding access directly to 1100 West, since that road will carry significant traffic volumes connecting north to SR-13 near the airport. Allowing access so close to the main road could create safety issues with vehicles backing into traffic. Instead, the plan eliminates the access and extends the sidewalk and landscaping along 1100 West to maintain pedestrian connectivity without adding a vehicle connection.

Mark explained that the landscape and fencing plan is a required element of the Blue Heron Crossing Planned District and must be formally reviewed and approved by the Planning Commission. Since the developer's intent is to sell the housing portion to another builder, the Commission has two options: either require the current applicant to submit the landscape plan now, or allow the future developer to bring it back later for approval before final design and construction. Mark emphasized that the Commission has discretion on timing, and while either approach is acceptable, delaying until the builder is involved may avoid unnecessary amendments.

The Commissioners discussed pedestrian and trail connections related to the Blue Heron Crossing development. Chairman Manning asked whether a sidewalk would connect residents directly to the planned bike path along 1100 West. Mark confirmed that a sidewalk about 7.5 feet wide already exists along the stub of 1100 West, and that this sidewalk will connect to the broader trail system.

Originally, the historic Orchard Path trail was considered for the west side of 1100 West, but crossing the railroad created challenges. The decision was ultimately made to place the 10-foot regional trail on the east side of 1100 West, extending north to the airport. Residents of the new apartments and townhomes will need to cross 1100 West at a future signalized intersection to access the trail. Mark noted that while crossing at a busy curved roadway would be unsafe, the signalized crossing will provide the safest option.

Additional potential connections were discussed, including a proposed trail on the south side of 1100 South near the railroad, but those ideas remain tied to future development agreements. Mark concluded by highlighting the benefit of the wider sidewalk (7.5 feet instead of the standard 4 feet) along 1100 West, which will provide better pedestrian access in an area expected to experience heavy traffic.

Motion: Commissioner Coppieters moved that the Planning Commission, acting as the recommending body to the City Council, recommend approval of application #25-053 with the additional recommendation that there be a sidewalk or connection from the back to the front for the business units whereas we've discussed between units 103 and 104 also to recommend that the landscape screening plan and fencing plan shall be submitted before the Planning Commission at some future date before the final design and construction plans and recognizing all the Staff Comments, Stipulations and Findings of Fact, Commissioner Richens seconded the motion and it passed unanimously.

Discussion/Presentation:

A. Bear River Migratory Bird Refuge / Bunk House / Mike Dunphy

Presenter Mike Dunphy was unable to attend due to a scheduling conflict. The item was postponed to a future meeting.

Motion to adjourn.

Motion: Commissioner Richens moved to adjourn the meeting. Commissioner Lenderman seconded the motion, which passed unanimously.

The meeting was adjourned at 6:45 p.m.

This certifies that the regular meeting minutes of August 19, 2025, is a true and accurate copy as approved by the Planning Commission on September 16, 2025.

Signed: _____ *Destry Larsen*

Destry Larsen, Administrative Assistant