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## PLANNING COMMISSION MINUTES

### Meeting of July 23, 2015

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City Hall Council Chambers \* 290 North 100 West Logan, UT 84321 \* [www.loganutah.org](http://www.loganutah.org)

Minutes of the meeting for the Logan City Planning Commission convened in regular session Thursday, July 23, 2015. Chairman Davis called the meeting to order at 5:30 p.m.

Planning Commissioners Present: David Butterfield, Amanda Davis, Roylan Croshaw, Tom Jensen, Russ Price, Maybell Romero, Sara Sinclair

Staff Present: Amber Reeder, Bill Young, Craig Humphreys, Debbie Zilles, Craig Carlston

Minutes as written and recorded from the July 9, 2015 meeting were reviewed. Commissioner Romero moved that the minutes be approved as submitted with minor grammatical changes. Commissioner Sinclair seconded the motion. The motion was unanimously approved.

### **PUBLIC HEARING**

**PC 15-019 Young Auto Mall – Display Lot** – *continued from May 28* - [Conditional Use Permit] Jeffrey Budge/Young T/H Real Estate LLC, authorized agent/owner, requests a permit for vehicle sales and display on the existing lot on 1.5 acres located at 1885 North Main in the Commercial (COM) zone; TIN 04-080-0022.

**STAFF:** Ms. Reeder advised that the applicant is requesting continuance to September 24, 2015.

**MOTION:** Commissioner Sinclair moved to **continue** PC 15-019 to the September 24, 2015 meeting. Commissioner Jensen seconded the motion.

Moved: Commissioner Sinclair Seconded: Commissioner Jensen **Passed: 7-0**  
Yea: D. Butterfield, A. Davis, R. Croshaw, T. Jensen, R. Price, M. Romero, S. Sinclair Nay: Abstain:

**PC 15-034 Maverik Store – 1000 W.** [Design Review Permit] Maverik Inc/Raymond Family Properties LC, authorized agent/owner, request construction of a 5,046 SF convenience store with 44 parking stalls and up to seven (7) fuel pumps located at 1000 West 200 North in the Commercial (COM) zone; TIN 05-062-0064.

**STAFF:** Ms. Reeder reviewed the request for a new 5,046 SF commercial building to be used as a 24-hour convenience store and gas station. The proposal includes streetscape improvements along four frontages, landscaping improvements, a new 39-stall parking lot, 7 gasoline stands with 14 pumps and an overhead canopy, 3 high-flow diesel fuel lanes, a cat scale, and outdoor patio areas. The total project site is approximately 620' wide by 225' deep. The property currently consists of seven (7) different parcels and has recently had ten (10) buildings demolished.

As proposed, the building is compliant on the east elevation as there is a door facing this roadway and a pedestrian walkway. The front elevation (200 North) is accessible by the walkways on the north end of the site and Maverik indicates that the large awnings and timber features will draw attention to this as the entrance of the building. As the west elevation is farthest from a frontage, it is functionally the side of the building and staff does not have concern with this elevation not having a door. Staff discussed the 250 North elevation with Maverik and recommended that

additional architectural features be provided on this side and the original setback of 10' be enlarged so that additional landscaping could be provided. As windows would all be spandrel glass, staff recommended use of landscaping and features such as a trellis system to provide for visual interest on this building face.

**PROPONENT:** Todd Meyers, representing Maverik, explained that the access issues have been reviewed at the pre-application Cache Access Management Program (CAMP) meeting. Once the project is reviewed, the civil plans will be forwarded to UDOT for further review and approval. There were originally three (3) accesses onto 200 North, UDOT asked for removal of the access closest to the 200 North 1000 West intersection. He said Maverik is not opposed to developing the street as long as there is full access to the road (on 1100 West). The building elevations are different than the 300 South Main building because this is in a much different area. Mr. Meyers said No Parking signage could be added to the west area of the site. There will be no overnight parking allowed. The main (200 North) elevation is the standard prototype design. The north elevation is reasonable for the type of use of the street. The east elevation contains tables, canopies and trellises; however, landscaping can be increased if necessary.

**PUBLIC:** Emails from Brent Miller and Rustin Walker, Director of Safety & Claims for LW Miller Companies, expressing concerns regarding traffic were received and distributed prior to the meeting.

Brent Miller said there are potential problems with this project, specifically relating to the CAT scale. He questioned how parking/stacking for trucks using the scale would be accommodated, as well as traffic circulation and parking congestion. There are approximately 200 trucks per day that currently use the scale at LW Miller (directly across the street to the south from this project).

Jeannie Simmonds asked if there would be parking available where the underground fuel tanks are indicated and, if so, whether there should be additional landscaping required in that location. Chairman Davis noted that, similarly, there is no enhanced landscaping along the gas pumps adjacent to 200 North, which could be considered parking as well. Ms. Simmonds said that the CAT scale proposed location would block the easement that has been discussed (scale would have to be shifted to the east). She questioned the area to the west being used to meet the requirement for stormwater retention. Ms. Reeder said there are a couple of different ways this can be handled. Ms. Simmonds noted that the only other time a building has been allowed to use trellises in lieu of transparency was Sportsman Warehouse because of weapon requirements. If the Commission chooses to allow the trellis to be considered compliant it should be structured for the entire height of the building. She encouraged the Commission to consider how transparency requirements are addressed.

**COMMISSION:** Chairman Davis asked for clarification regarding accesses and 1100 West improvements. Ms. Reeder reviewed what has been proposed.

Commissioner Butterfield asked how far north the proposed road development on 1100 West would go. Ms. Reeder explained that it would be from 200 North to 250 North; the City will work with the property owner to the west to develop that side of the road with curb and gutter.

Commissioner Croshaw asked about the road width of 250 North. Bill Young, the City Engineer, explained that 250 North is a 60' road. Commissioner Croshaw asked if that was a normal width. Mr. Young advised that due to the length of the road, the anticipated use and traffic in an industrial area, it was most likely appropriate at the time it was developed. There was no anticipation for public parking and there may be a need to remove parking along the road, which can be monitored and addressed if needed. Commissioner Croshaw agreed, especially with increased traffic in this area.

Commissioner Jensen asked about safety concerns, especially related to traffic congestion in the area. Mr. Young said the City is working with UDOT, unfortunately not everything regarding vehicle movement can be addressed and there has to be some common sense and respect demonstrated from motorists.

Commissioner Price questioned the west 33' right-of-way being used for detention. Mr. Young explained that Maverik would be allowed to use the City right-of-way in exchange for them giving the City easement through their property to align the two western entrances.

Chairman Davis asked about the 1100 West and 250 North frontages. Ms. Reeder pointed out that the Commission can allow for an adjustment to the orientation standards on the north and west elevations because of architectural features and landscaping on those side elevations.

Commissioner Price advised that adjusting the west right-of-way creates some ambiguity regarding whether an accident would be considered public or private property. He also asked how a motorist would know that they could get to 250 North from 1100 West. Ms. Reeder said it would not necessarily be signed, 250 North will not extend further north than 1100 West and mainly serves only the two properties on either side.

Commissioner Price asked why the west frontage did not require the same type of glazing as other exposed elevations. Ms. Reeder said there is a transparency requirement for exposed frontages, however, the west elevation, although visible, is situated far enough from 200 North it would not need to be treated as a main frontage, however the Commission can ultimately make that decision.

Commissioner Jensen questioned whether the west side of the lot would be intended for parking if the west access is aligned with the one to the south. Ms. Reeder said it would be open public access easement but not intended for public right-of-way or parking. Commissioner Jensen said there could be some problems with this layout. Chairman Davis agreed and pointed out that there would be semi trucks using that area to access the CAT scale and diesel pumps. Commissioner Jensen questioned the plan for traffic circulation and noted that it could become complicated. He did not want to create something that could become regrettable in the future.

Commissioner Croshaw asked about shortening the concrete island on 1000 West. Ms. Reeder said that is not part of this request and would have to be managed by UDOT.

Commissioner Jensen questioned the UDOT review process. Ms. Reeder explained that the project has been discussed and reviewed during the Cache Access Management Program (CAMP) meeting, which is where the recommendation for the shared access came from. UDOT will continue to be involved with reviews/approvals during the development of the project.

Ms. Reeder clarified for Chairman Davis that staff is recommending that the design of the 250 North elevation be considered substantially compliant with the requirement for 30% transparency with the trellises and landscaping in lieu of windows. It is difficult to put in actual windows due to the interior layout of the store (storage and mechanical equipment).

Chairman Davis said allowing spandrel glass (which is not transparent) to comply with the transparency requirement is confusing. Ms. Reeder said "window openings" are considered into the percentage even if they do not have complete visibility. She explained that the purpose for transparency is to promote aesthetically pleasing development. LDC §17.19.030(c) *Transparency: Where applicable, the intent of transparency standards is to promote economic activity by creating active street walls and visual interest for pedestrians at the ground level.* The terms fenestration and transparency are used interchangeably and fenestration as defined in the Land Development Code is "the arrangement of windows and other openings".

Commissioner Butterfield noted that, based upon his own personal experience, he would most likely use the west side of the site to park if he were towing a recreational vehicle. He asked if it would be better to have staggered entrance points to mitigate some traffic issues. Ms. Reeder pointed out that 200 North is ultimately regulated by UDOT.

Mr. Young pointed out that the City Engineering Department is working with Maverik and UDOT to come up with an alternative alignment/access that will work best for 1100 West. There is a fair amount of legwork that still needs to be done, however, UDOT is in favor of aligning with accesses to the south and working with the storage units (to the west) for a possible shared access.

Commissioner Price expressed concern with public safety in that area.

Commissioner Butterfield asked Mr. Meyers about mitigating congestions problems related to the CAT scale. Mr. Meyers said that CAT scale is national company - they have reviewed the site and determined that a scale can be put in. Commissioner Butterfield noted that they may not be aware of all the specific factors with this particular location. He suspects that there will be traffic congestion problems. He would like to feel a little more comfort with some of the concerns.

Chairman Davis said she is very concerned with onsite traffic circulation; Commissioner Jensen agreed and said there are parking issues both on and offsite and public safety is critical.

Commissioner Jensen said that the term transparency is a misnomer; the idea is to create a "human opening" which is sometimes achieved through spandrel glass or other visual signal. He recommended a couple more windows on the east façade near the customer door in addition to the trellises.

Commissioner Butterfield asked if the proposal could be bifurcated. Ms. Reeder said the Commission can place conditions of the approval on the project; however, the project should be continued, approved or denied with appropriate conditions and findings.

Mr. Meyers asked if the CAT scale could be withdrawn at this point and possibly added in the future. Chairman Davis said if the addition of a scale is the end goal she would like to see the project as a whole and solve any potential problems. Commissioner Price agreed.

Ms. Reeder advised that the future addition of a scale would not trigger a Conditional Use Permit to be reviewed by the Commission. Commissioner Price noted that a conditional use has to be permitted if allowed; the Commission could only add conditions to ameliorate any problems or concerns.

Commissioner Jensen said he would like to see how circulation will work; the project is good but seems to have some loose ends that need to be solved.

**MOTION:** Commissioner Butterfield moved to **continue** PC 15-034 to the August 27, 2015 meeting to review the CAT scale, west side parking and circulation, access issues and building design – specifically additional glazing/fenestration on the 1000 West and 250 North elevations, and additional front landscaping considerations (related to underground gasoline pump area). Commissioner Romero seconded the motion.

Moved: Commissioner Butterfield Seconded: Commissioner Romero **Passed: 7-0**  
Yea: D. Butterfield, A. Davis, R. Croshaw, T. Jensen, R. Price, M. Romero, S. Sinclair Nay: Abstain:

**PC 15-035 Verizon Wireless Tower** [Conditional Use Permit] Technology Associates/Zollinger Commercial Warehousing Mgmt., authorized agent/owner, request to construct a 70' tower with a full array of antennas and two (2) microwave dishes on 880 SF located at 695 West 1700 South in the Industrial Park (IP) zone; TIN 02-089-0015.

**STAFF:** Ms. Reeder reviewed the request for a new 70' tall wireless tower located between existing warehousing facilities in the Industrial Park (IP) zone. The proposal includes one pole with an array for up to 12 antennas, 8' in height, and two (2) microwave dishes with 6' diameter. The tower is located within a fenced area adjacent to a warehouse building on the site. The fenced area is 22' by 40' and includes cabinet ground equipment under a weather-protection structure at the base of the tower. A 6' tall chain link fence is proposed around the square shaped site.

The applicant has indicated there is a need for improved wireless communications service in this area. They were not able to find a suitable existing facility for co-location and would like to construct a new facility that meets their needs, meets the maximum height allowance, and is provided allowance for a wider array configuration so that they can accommodate co-location at this site in the future. The three sided array which extends a maximum of 8' from the pole is the slimmest option that allows for co-location. Staff (in accordance with the Land Development Code) would prefer to have more intensive use of this new pole than for additional new poles for carriers to build individual facilities in the area. The site is located between existing industrial buildings, its ground level equipment is screened and the setback from the streets and residential areas minimize its impact on the surrounding area. A paint color or other stealth camouflage may be incorporated to mitigate the impact of the facility on the area.

**PROPONENT:** Nefi Garcia, representing Verizon Wireless, advised that they will be co-locating with two future carriers. He clarified for Commissioner Jensen that the pole will be a steel color. Ms. Reeder said that because of different seasons, it is difficult to choose a color that would be completely camouflaged and staff was comfortable with the steel color.

**PUBLIC:** None

**COMMISSION:** Ms. Reeder clarified that the furthest extent of the array would be 8'.

**MOTION:** Commissioner Sinclair moved to **conditionally approve** a Conditional Use Permit as outlined in PC 15-035 with the conditions of approval as listed below. Commissioner Croshaw seconded the motion.

#### CONDITIONS OF APPROVAL

1. All standard conditions of approval are recorded and available in the Community Development Department.
2. The tower shall be no taller than 70'.
3. The Planning Commission accepts antennas placed on an array, provided it be as slim as possible, not projecting outward more than 8' from the pole. Microwave dishes shall be attached to the pole and be as slim as possible, not projecting outward more than 8' from the pole. This is to allow for co-location ability on the tower facility.
4. Prior to issuance of a building permit, the Director of Community Development shall receive a written memorandum from each of the following departments or agencies indicating that their requirements have been satisfied:
  - a. Engineering
    - i. Must comply with City Land Disturbance requirements and submit a sediment/erosion control plan for construction activities and permanent site stabilization.
  - b. Light and Power
    - i. Review and permit a new transformer at this location and utility easement. Approval from the railroad may be required for easement and utilities.

## FINDINGS FOR APPROVAL

1. The project is compatible with surrounding land uses and will not interfere with the use and enjoyment of adjacent properties as 70' is allowed by the Land Development Code and as a consistent and compatible tower height in the Industrial Park (IP) zone.
2. The project conforms to the requirements of Logan Municipal Code Title 17.
3. The antenna array configuration is consistent with the LDC by providing for wireless facilities in the least visible areas while allowing for co-location and minimizing the need for future towers.
4. The project is located between existing buildings, which screen the ground facilities from adjacent view.
5. The project met the minimum public noticing requirements of the Land Development and Municipal Codes.

Moved: Commissioner Sinclair    Seconded: Commissioner Croshaw    **Passed: 7-0**

Yea: D. Butterfield, A. Davis, R. Croshaw, T. Jensen, R. Price, M. Romero, S. Sinclair    Nay:    Abstain:

**PC 15-036 Bicycle & Pedestrian Master Plan** Logan City requests adoption of a Bicycle & Pedestrian Master Plan which will establish a vision and blueprint for cultivating a culture where bicycling and walking are fundamental elements of Logan City's identity.

**STAFF:** Ms. Reeder explained the request is to adopt, by resolution, a version of the Logan City Bicycle & Pedestrian Master Plan (BPMP), which is a citywide comprehensive master plan meant to guide policy and resource allocation for future infrastructure improvements, education programs and encouragement techniques for better walking and bicycling opportunities throughout the city.

At the request of the Planning Commission, staff is preparing a 3-phased presentation to break the large master plan document into smaller more manageable review sections. The first phase will focus on the vision statement, plan goals, existing policies, inventory, demographics and needs analysis. The second phase will focus on program and infrastructure design recommendations. The third phase will focus on cost and implementation.

Bicycling and walking is a healthy, inexpensive and environmentally friendly option to get around town for both recreational and transportation purposes. While Logan City already has a relatively high number of citizens that bike and walk, improvements could be made that attract even more users. National studies show that the majority of people are interested in walking and bike opportunities, but are concerned about safety and comfort levels in certain urban environments. This master plan and strategy, targets this majority group of people that are "interested but concerned" and attempts to tailor a plan that considers our unique local conditions and results in an increase of users.

**PUBLIC:** Stephanie Tomlin, Aggie Blue Bikes, said having this plan is a critical part in advocating cycling and pedestrian usage. Logan is "far behind the game" especially along the Wasatch Front. She was a member of the steering committee and explained that a great deal of time and thought was spent on researching infrastructure and recommending policy. She said riding bikes on sidewalks is the number one cause of accidents and there needs to be more education. Many cyclists do not feel comfortable on the road and adding lanes and infrastructure will help with this component and lessen possible accidents. She is very supportive of this plan.

**COMMISSION:** Commissioner Price asked about the graphics on page ES-4 (Existing & Proposed Facilities - indicating that the shared use path increases from 13 miles to 54.7 miles) and what process exists to designate miles and pathways. Ms. Reeder said there are areas where a sidewalk or path could be considered shared use.

Commissioner Prices likes the idea of increasing bike lanes, however, was concerned that we are not “padding numbers” of shared pathways if we are not providing any more facilities than what we currently have.

Commissioner Price noted that this is the only community he has ever lived where riding a bicycle on the sidewalk is considered acceptable. Safety issues need be taken into account.

Commissioner Jensen advised that page 17 outlines ways to protect bicyclists. He said there needs to be a mutual responsibility for obeying all applicable laws and safety between pedestrians, drivers and bicyclists. Ms. Reeder agreed and noted the need for increased education, especially as bike traffic continues to increase.

Discussion will be continued at the next meeting scheduled for August 13, 2015.

**WORKSHOP ITEMS for August 13, 2015**

- ✓ PC 15-037 LDC Amendment – 17.15 & 17.19 Side Setbacks
- ✓ PC 15-038 Bridgerland Meadows Zone Change
- ✓ PC 15-039 Whispering Oaks Zone Change
- ✓ PC 15-040 LDC Amendment – 17.40 Temporary Signs
- ✓ PC 15-041 Goodsell Subdivision

Meeting adjourned at 8:10 p.m.

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Minutes approved as written and digitally recorded for the Logan City Planning Commission meeting of July 23, 2015.

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Michael A. DeSimone  
Community Development Director

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Amanda Davis  
2015 Planning Commission Chair

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Russ Holley  
Senior Planner

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Amber Reeder  
Planner II

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Debbie Zilles  
Administrative Assistant