

**City of Saratoga Springs  
Planning Commission Meeting  
January 14, 2016**

Regular Session held at the City of Saratoga Springs City Offices  
1307 North Commerce Drive, Suite 200, Saratoga Springs, Utah 84045

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**Minutes**

**Present:**

Commission Members: Kirk Wilkins, Sandra Steele, Hayden Williamson, David Funk, Ken Kilgore, Troy Cunningham

Staff: Kimber Gabryszak, Sarah Carroll, Kevin Thurman, Nicolette Fike, Gordon Miner, Janelle Wright, Mark Christensen

Others: Frank Pulley, Steve Maddox, Jim & Rose Wheeler, Susan Palmer, Bud & Barbara Poduska, Julie King, Brenda Heslop, Kraig Sweat, Greg Magleby, Gary Kirschbaum, Justin Johnston, Joe Parren

**Excused:** Brandon MacKay

**Call to Order** - 6:30 p.m. by Kirk Wilkins

1. **Pledge of Allegiance** - led by Frank Pulley
2. **Roll Call** – A quorum was present

**Jeff Cochran was recognized for his service in Planning Commission and was presented with a commemorative plaque.**

3. **Public Input Open** by Kirk Wilkins  
No input was received tonight.  
**Public Input Closed** by Kirk Wilkins

4. **Election of Chair and Vice Chair for Planning Commission.**

**Motion made by Sandra Steele to elect Kirk Wilkins to be Chairman. Hayden Williamson seconded the motion. Aye: Sandra Steele, David Funk, Hayden Williamson, Kirk Wilkins, Ken Kilgore, Troy Cunningham. Motion passed 6 - 0.**

**Motion made by Sandra Steele to elect David Funk to be Vice-Chairman. Ken Kilgore Seconded the motion. Aye: Sandra Steele, David Funk, Hayden Williamson, Kirk Wilkins, Ken Kilgore, Troy Cunningham. Motion passed 6 - 0.**

5. **Approval of the Planning Commission Meeting Schedule for 2016.**

**Motion made by Hayden Williamson to approve the Planning Commission Meeting Schedule for 2016. Seconded by David Funk. Aye: Sandra Steele, David Funk, Hayden Williamson, Kirk Wilkins, Ken Kilgore, Troy Cunningham. Motion passed 6 - 0.**

6. **Public Hearing: Preliminary Plat for Catalina Bay, Located at approximately 3500-3700 South, between Redwood Road and Utah Lake, Desert Peak Management Group, LLC applicant.**

Sarah Carroll presented the preliminary plat. This was originally part of the Harbor Bay Master Plan which has expired. The application is being reviewed independent of the previous expired agreement. In August 2015 the City Council reviewed a request by the applicant for payment in lieu of open space. They found the proposal for the amount of \$433,714 to be used towards improvements at the existing Marina Park to be an acceptable replacement for an open space deficiency of 2.20 acres. The project would be done in phases. Later phases would front McGregor Lane which the city proposes to realign with a street across the main road to help with traffic flow. Sarah reviewed the landscaping plans. Once the fee in lieu is paid to the City

they would then formalize what parts of the Marina Park would be improved. They recommend the proposed phasing of open space and the phasing of the fee in lieu of open space be approved. Susan Palmer, for the applicants, said they have updated their landscape drawings and the irrigation will be on that and amenities which they will get to the City soon.

**Public Hearing Open** by Chairman Kirk Wilkins

Brenda Heslop noted the fee in lieu and is concerned about the impact the development will have on the wildlife. We need to leave corridors for animals that are coming through the area.

**Public Hearing Closed** by Chairman Kirk Wilkins

Kimber Gabryszak addressed the concern about wildlife. The City does not have any specific protections but they work closely with the State. They do try to look for ways to connect open space as much as possible. Sarah Carroll added that they have several drainage corridors in the city that they preserve as open space that may help.

Ken Kilgore read about a recommendation for the City to space parks a half mile or so from each other and wondered if it was based on residents or animals

Sarah Carroll responded that the spacing was based on usability for residents and walkability to the parks.

Sandra Steele had no comments at this time.

Ken Kilgore is wondering if the payment in lieu can be bonded. It seems that it's in the later phases and he wonders if we will actually see it happen. He would like to see somehow to make sure it will happen.

Sarah Carroll replied that condition 9 addresses that, an instrument addressing the phasing shall be recorded with the first final plat and it will address the open space as well and require payment in full prior to recording those phases it affects.

Kevin Thurman advised the first few phases will be compliant with open space and not use the payment in lieu. There are things we can do to guarantee the payment will be made. They are installing the Redwood Road trail which will be a regional benefit. If the recommendation is to find a way to make sure it happens we can address it. Our bonding requirements are when they record the plat we require the bonding. An open ended bond would be costly to the developer.

Ken Kilgore noted he uses the marina park with a trailer so he pays the fee; he asked if you had to pay if you are just using the park.

Sarah Carroll noted there are some parking spots where you don't need to go through the gate on the Master plan and additional spots in the plans.

Ken Kilgore asked the applicant if they were ok with the number for the fee.

Susan Palmer said the applicant has agreed to pay that amount.

Troy Cunningham noted some lakefront credit or grant we could apply for, would we be able to use the money from this for matching.

Mark Christensen noted we had already been granted some money this year, we think we will be able to leverage these funds successfully on projects in that area.

Troy Cunningham also had concerns about Redwood Road. He is concerned about the road that needs to move to match up and if it was an issue to the neighboring property owners.

Sarah Carroll said it will impact those owners and they have just started discussions with them but do not know their response at this time. She is not sure if there will be resistance or not.

David Funk had a concern on the funds for payment in lieu, are there any regulations to hold that money strictly for parks in that area.

Mark Christensen said yes, funds dedicated to specific sources are held to those things. There are checks and audits in place for that. The challenge is that parks get built and funded as they come in, fees in lieu are not always marked for a particular park, in this case it would be.

David Funk wanted to make sure it was used for some open space around this area as it was the area the open space was taken from.

Mark Christensen replied that this is a complex project because of previous things not finished under the previous agreement. We are trying to make sure this park gets finished at this time.

Hayden Williamson indicated his questions had been answered.

Kirk Wilkins asked about the amenities in the soccer area, is it something they need to discuss?

Sarah Carroll said it is a condition of approval, the applicant has stated they don't have a concern with it. Kirk Wilkins also had the same comments as David Funk about the open space fee in lieu being earmarked.

**Motion made by Sandra Steele that the Planning Commission forward a positive recommendation to the City Council for approval of the Catalina Bay Preliminary Plat, generally located between 3500 and 3700 South and between Redwood Road and Utah Lake, with the findings and conditions in the staff report. Seconded by Hayden Williamson. Aye: Sandra Steele, David Funk, Hayden Williamson, Kirk Wilkins, Ken Kilgore, Troy Cunningham. Motion passed 6 - 0.**

7. **Public Hearing: Site Plan for Alpine District School (Name TBD) in Legacy Farms, Located at approximately the NE corner of Highpoint Dr. and School House Rd., Alpine School District applicant.** Kimber Gabryszak presented the site plan which is for a 79,188 sq. ft. school. School House Road was designed to collect traffic for the school. The original proposal was for a 6-7 grade school and included 119 parking spaces. There has been a new proposal by the district; the proposal has been revised to a k-6 school. This will decrease the bus load to the school. In Option 2 the school remains facing the west but the access has changed with bus drop offs on the south and parent drop off on the west. It increases parking to 161 stalls +/- . Option 3 removes more potential traffic conflicts with no exits on to High Point. Parking is also increased to 200 stalls. Most Staff prefers alignment 3, the School District would prefer alignment 2. Either way it is requested that the access be one-way. According to State Code for schools we cannot regulate things like setbacks, height, lot coverage, aesthetics, fencing, and zones. We can regulate location to avoid risks to health or safety. We recommend that the District work with the City on siting to avoid or mitigate existing and potential traffic hazards and to maximize school student and site safety. Three acres of the site has to remain as open space and helps Legacy Farms meet their open space requirement. They are looking at 4-7 busses. Kimber reviewed the conditions. They have been revised to match the newer plans. Staff has not received verbal or written public comment.
- Kraig Sweat with Alpine School District appreciated the City for working with the District and trying to meet the growth demands.
- Frank Pulley, with Alpine School District Physical Facilities, spoke to why the district would like option 2. It would keep the walking students from crossing the entrance and exit of parent pick up and drop off zones. They want to make sure the drop off is on the passenger side of cars. They think option 2 is the safest for students walking and for drop off.
- Joe Parren with A-Trans Engineering commented that the concern is on the counter flow situation with kids getting out on the travel lane and having a bypass lane on the right is counter-intuitive. They feel the flow would be better coming in for drop off with cars turning right out of the school and continuing north to 400 S. They are finishing up a new traffic study which will be finished next week.

**Public Hearing Open** by Chairman Kirk Wilkins

Julie King commented that she had some concerns. She thinks 4 – 5 buses is not an accurate number. She noted where several students would be bussed from around the area. She asked what the cut outs were on the plans. (Plumbed areas for trailers.)

**Public Hearing Closed** by Chairman Kirk Wilkins

Frank Pulley replied that with the split day school track there will be two starting times and less busses per time.

Hayden Williamson wanted to know why staff and the consultant felt the 3<sup>rd</sup> option was better.

Kimber Gabryszak replied that the consultant preferred the 3<sup>rd</sup> alignment. They were looking at previous traffic studies when it was going to be a middle school. Now that it's an elementary school they haven't had as much time to look at it. The third alignment was his preferred, she said that the recommendation was very strong to be one way for drop off. She explained the left drop-off option. Option 3 has more parking as well, but Option two is still an improvement.

David Funk asked if the upper bus drop-off is still needed with an elementary school.

Frank Pulley said they feel the flow is better when they can separate the bus drop off from parent drop off and helps to minimize problems.

David Funk received clarification that in option 3 kindergarten and older kids would use the same drop off. Frank Pulley noted that where kindergarten parents want to make sure the kids are safer on drop off and pick up they found a separate kindergarten drop off has been merited. It also has some different times than the other drop offs. If they use the same drop off a kindergarten child would more likely stop the flow of traffic. They would recommend the flow go north with either option. He noted that kids walking would have to cross traffic flow at some point with option 3. They want to avoid that as much as possible.

Mark Christensen noted the critical distinction is with 2 you have a separate kindergarten drop off but less parking. On 3 you get more parking but more potential walking conflict. He appreciates the exit point aligned with the other street on the north. We are really waiting for the new traffic study. They are moving quickly with the application and they want to be able to build the building and they could sort the parking later so the school can be completed as much as possible for the next school year.

Kevin Thurman reminded the commissioners that the Code says that the Alpine School District shall coordinate the siting of the school with the City. It's more of a mutual decision. We do need to put some weight on their recommendation based on their experience. They have mitigated some of the safety problems before.

David Funk said the additional parking does help; but, as far as safety which is our biggest thing we can talk about it's not going to be much different because you are giving up safety of pedestrians for the safety of parking. There would probably be parking on the street during events either way.

Frank Pulley said pedestrian safety is a major concern, if option 3 was preferred we would probably be back trying to come up with a new option because parents get concerned with students crossing the drop off at any point. Their response would be to work with D.R. Horton to make sure the houses driveways are not in direct alignment with our entrance.

Mark Christensen mentioned that most of the traffic at these schools is the pick-up time, it's not the buses. Parking on high point will be limited. Option 2 has more parking than any of our schools already but the majority of the traffic comes from driving kids to school instead of having them walk. At some point it will become a walking school and less bus traffic. Hopefully we wouldn't have mass lines of people.

Troy Cunningham visited the site a few times. He is concerned with the traffic from Redwood Road. It won't be easy for people to turn left (south) back onto Redwood Road. High Point eventually connects to 400 S. but now it ends at Saw Mill; do we know when that will be completed?

Kimber Gabryszak noted that it will wait until they get their approval from FEMA.

Troy Cunningham is concerned the road won't be completed by the time the school goes in. He was concerned about other roads not yet in and when they would be.

Kimber Gabryszak said they will begin installation with these roads now as they just recorded these plats. At some point when they get to a certain number of lots they will have to complete the access before they can move forward.

Troy Cunningham heard that by April they will have about 100 homes under construction. He wondered what work was being done when he visited.

Kimber Gabryszak said they are allowed to grub the site but not allowed to build yet.

Troy Cunningham asked how the kids would walk to the school now.

Mark Christensen noted that there were some trails existing now; they will have to do a safe school walking map. There will be cross walks and connections along where the church will be.

Troy Cunningham said his other concern is the width of the roads and that all the roads would be lined with cars. His preference is to have more parking than less but doesn't know if he likes either option. He would like to see the new traffic study.

Ken Kilgore asked if it will ever become an intermediate school.

Frank Pulley replied no, this building is not designed to be able to handle an intermediate school.

Mark Christensen noted that staff would not have recommended the intermediate school but we do support the direction this is going and we still need to look at the traffic study.

Ken Kilgore asked who would landscape the open space.

Kimber Gabryszak noted the school would take care of it; after school hours would be for neighborhood use.

Ken Kilgore noted driveways across from the school and the church lot to the south and he wondered if residents that live on that road will complain that their values will go down.

Sandra Steele doesn't feel the floor plan would have ever worked as an intermediate school and wondered what changed.

Frank Pulley noted with the speed that it needed to happen they needed to go with a school plan they have done before. They have a need of space for both types of schools with overcrowding, feedback from the community was to not have the 6-7 school.

Sandra Steele said normally before they vote they want a traffic report to look at and study but she understands them asking for approval tonight. They originally thought it would be a south facing school with convenient extra parking across the street at the church now that parking was a little extra hike. She has looked at both options and said that since they are asking for a recommendation without a traffic study she would have to go with option 3. She thinks that there are pedestrian issues either way. The danger is if parents decide they do not want to go through the maze and people will want to park on the street. With parking on either side of High Point they will have the same issues of kids darting out in front of cars. She asked if it was possible for us to make it a no parking zone on the east side adjacent to the school and put restricted parking on the west side.

Mark Christensen said yes, but he would not recommend it. No matter where we prohibit parking it will cause problems somewhere else. When we have school events there will be a lot of parents, period. It won't matter where we assign parking it just pushes traffic; it almost makes it safer to not block it off. When the church is built there will be parents dropping off over there. Option 2 is better than any schools they have in the city currently and we don't have parking limited in any of those areas. It's not an easy problem.

Sandra Steele said her concern is there are several driveways and if cars are parked there, it makes limited visibility for backing out. Could we restrict parking on the west side during certain hours?

Mark Christensen would point to the Jr. High, the street on the back with the neighborhood is congested when sports are going on from people parking there. Any of the elementary schools will have the same problem. Most parents will not drop their kids off and have them dart across the street. With Option 2 they may be able to align the driveways. As long as you can cue the cars and people can get in drop off is not bad. He thinks that the kindergarten choke point may be the worse problem on this option 3. Both 2 and 3 are better than anything we have, but there are inherent flaws in both. He would not recommend parking restrictions.

Sandra Steele commented that in the future if it becomes a problem they can address it at that time. She wondered about a parking issue at Sage Hills because of parking on the streets and people could not exit.

Mark Christensen noted that Sage Hills got striped as a turn lane; he wouldn't recommend striping a turn lane because when people do park on the shoulder it blocks the lanes, the road isn't wide enough. Once Church Street is built there will be less of a problem.

Sandra Steele thinks there needs to be a crossing guard at Church Street.

Mark Christensen said it's \$10,000 a year for them for each crossing guard. He recommends having them do their safe walking plan; it will have the kids walk to wherever there is a crossing guard.

Sandra Steele said her first preference is to continue the item to see the traffic studies. Because of the parking issue and more parking in option 3, and less conflict on High Point she would go with option 3.

Kirk Wilkins asked if there was a bypass lane in option 3.

Joe Parren said there is a passing lane in both options. Traditional flow is drop off on the right and pass on the left. It's a one way circulation.

Kirk Wilkins thinks lots of parking is good, less entrance to main roads is good, good stacking is important, less student crossing in traffic is most important. He asked who the author of option 3 was.

Kraig Sweat said it was one of their engineers so they could give options but they would like option 2.

Frank Pulley commented that option 2 is safest for a walking school.

Kirk Wilkins wondered if they could put speed bumps in the long drop off drive.

Kevin Thurman advised that the Statue says the school shall coordinate the site of the school to help mitigate traffic and safety concerns with the City, if the Planning Commission is going to recommend one plan over the other he would like to hear the reasons why.

Kirk Wilkins thinks with the absence of a traffic study he would defer to the experience of the school, so he would go with option 2, but it would be nice to see the traffic study.

Frank Pulley noted option 2 has about 40 more stalls than any other school they normally have.

Kirk Wilkins asked the commissioners to validate their concerns to the attorney's point.

Sandra Steele thinks option 3 has less conflict with traffic and safety of residents.

Ken Kilgore noted how it was with his student's school, minimizing the conflict points for the cars was better for him and so option 3 looked better to him.

Troy Cunningham thought option 3 was better because of the fewer entrances on High Point, he also noted the people that race on the long drop off.

Kirk Wilkins said his opinion stands with Option 2 and that the safety of the pedestrian students exceeds the safety of vehicles.

David Funk went with option 2 because of safety of pedestrians. He has grandchildren in a school which has houses in front of it with driveways and it doesn't seem to be a big problem to the neighborhood. It's definitely a safety issue to children walking.

Hayden Williamson is leaning to option 2 in lieu of a traffic study, he would default to the district that has to do this often. He asked about the proposal to perhaps approve the school and approve the traffic flow later.

Kevin Thurman would recommend that they send it on to City Council.

Kimber Gabryszak noted they don't really have the ability to approve a partial site plan. The commission is equally split, the school district has a preference, they could forward this with a condition of a concern of the traffic study and City Council could make a decision.

Mark Christensen noted the school stays in the same spot with either option; the only question is where the asphalt goes.

**Motion made by Hayden Williamson to forward a positive recommendation on the Legacy Farms School as outlined in Options 2 and 3 as provided by the applicants to the City Council. With the findings and condition in the Staff Report dated January 7, 2016. With the modified conditions as provided. Seconded by David Funk. Aye: Sandra Steele, David Funk, Hayden Williamson, Kirk Wilkins, Ken Kilgore, Troy Cunningham. Motion passed 6 - 0.**

Conditions:

1. All requirements of the City Engineer shall be met.
2. The site shall be modified to ensure that access is limited from High Point, and the remainder of access obtained from schoolhouse road to the south, per the original concepts and discussions and per the previous traffic study.
3. The Commission recommends that the City Council support the alternative layout proposed by the applicants in Option 2 or Option 3, whichever is supported as safest and most effective through a traffic study.
4. Parent drop off shall be limited to one-way traffic to minimize potential conflicts and increase safety.
5. All other applicable code requirements shall be met.

A short break was taken, meeting resumed at 8:20 p.m.

Kimber Gabryszak introduced Gordon Miner as the new City Engineer.

**8. Work Session: Rezone, General Plan, and Community Plan for Talus at Saratoga Springs, Located between SR73 and Pony Express Parkway, adjacent to Eagle Mt., Edge Homes applicant.**

Sarah Carroll presented the plans for Talus at Saratoga Springs. The applicant is requesting approval of a General Plan Amendment and Rezone to change the designations of the property from Low Density Residential (R-3) to Planned Community (PC), and also a Community Plan (CP) to master plan the approximately 688 acre property for residential and commercial uses. The CP lays out general densities and configurations, design guidelines, infrastructure plans, proposed road cross sections, hillside regulations, and an open space program. They asked Edge to run a scenario on proposed developments with a point system for amenities in open space plans. This is a first look at the master plan so we can get feedback at this level. She gave a broad overview of Review comments.

Steve Maddox said this project is very overwhelming and he wanted to thank staff for their guidance. There are restraints they encountered and they think they have solved the issues. They are against the wall of water pressures in the general vicinity. They realized the topography of the area was unique and they have

worked with their engineers. They have integrated native trails and vegetation. He feels if they do it together it will be a fun project. The theme for the project is a walkable community with 200 acres of open space. They explored underground walking tunnels under major streets.

Steve Maddox introduced Curtis Leavitt - Project Manager, Brandon Watson and Greg Magleby from LEI.

Sandra Steele would address the name of the project. She thinks Talus at Saratoga is confusing with Saratoga Springs Development. She suggested Talus at Mt. Saratoga. She wanted them to talk about their vision for the commercial area.

Steve Maddox responded that there were thoughts of storage, neighborhood retail, gas stations; Neighborhood Commercial is what they would lean towards. They are residential builders, they were asked by staff to include a commercial element.

Sandra Steele would hate to send everyone into Eagle Mountain for commercial needs. This is large enough that commercial would be a viable entity in the project.

Steve Maddox commented that one of the items they discussed was road widths and aisles to work with the hillsides and not fight with them. This is fairly close to what they intend on building.

Ken Kilgore wondered why the small lot sizes. The minimum would be 2500. He thinks it makes it a more walkable community but he is concerned so many tight homes would ghetto-ize the area.

Steve Maddox replied that now people want smaller lot size and xeriscaping. They are seeing an economy of a footprint with additional open space and not have the impact of watering all the space. If we bring on that larger size lot today it would not be as marketable. The first phases are not near that. There was talk with staff of some half acre lots. We want to hit empty nesters to newlyweds. And the only way to do that is to work with them on what the final village will look like, the houses themselves are 23-3000 sq. ft. but they have gone with little setbacks and landscaping. It is for those that want to live like that and have a walkable community. They have not built a dog park before, which is new, we are trying to be innovative and look toward the future.

Ken Kilgore commends their forward looking ideas. He knows people want smaller footprints but people moving to Saratoga seem to want the larger lots. Our city code of R-18 still has 5000 sq. ft. minimum.

Steve Maddox noted the open space and amenities that go along with that lot size and the level of services and it is also lessening the impact at the same time. It's a lifestyle choice.

Ken Kilgore noted a lot of the younger age professionals are moving to this type. He noted however, that people are trying to move out of a lot of the smaller houses around here, but this is a different market they are looking at.

Troy Cunningham was concerned about the lot size too. He knows many are buying the smaller houses and lots and not liking the yard work as much. Even though he is concerned about the smaller lots it would go with whoever is buying. He asked about protecting petroglyphs.

Steve Maddox noted that they are looking into the best way to protect those; they don't want to draw attention to them yet. They noted in the first Village Plan they submitted that the lots are almost two times the size and bigger. He thinks people will move here when the services and infrastructure are in and the trails. He noted where the school was interested in building. He also noted the underpass they are proposing.

David Funk noted that many enjoy gardening but it can be done on a smaller lot. One of his bigger concerns was on churches. He feels there is not enough churches set aside.

Steve Maddox said they talked to local leaders and they would like to maintain 400 homes per church site. It's lower here in Saratoga, other cities are 500 + to facilitate a chapel.

David Funk wanted to know what was approximately across from the commercial area.

Steve Maddox replied it was Eagle Mountain open spaces, near the amphitheater.

Hayden Williamson commented that it looked like a mix between single and multi-family and asked if they had an idea of what their multi-family would look like.

Steve Maddox said there was an element of condo, maintenance interior and exterior. They don't do apartments. They have looked around they don't want to compartmentalize too much of one product in one area. If there was one pod of attached they would do another of detached next to it.

Hayden Williamson asked what the most dense product would be.

Steve Maddox replied that it was up to 20 units in one pod, per acre. He noted one pod in Village Plan 3 Neighborhood1.

Mark Christensen noted conversations on how do we lay out densities, opening up to products looking out to the lake and a pod of higher densities towards the back, also providing for densities for economic advantage. It's a great project to meet Capital Projects citywide.

Ken Kilgore asked in cases where the density and minimum lot size is different from the code will it come up later on where we make a waiver.

Sarah Carroll noted at this point in time if you would like there to be broader ranges they can suggest that, you can give feedback when the plan comes through, otherwise when the plan does come through that is the minimum and that's what they review.

Hayden Williamson wondered how this works in with prop 6.

Kevin Thurman noted that prop 6 pertained to attached rather than detached, it would have some justified discussion, but prop 6 amended the general plan which is an advisory document, not necessarily binding, those are all considerations.

Sarah Carroll noted a breakdown of percentages of single-family and multi-family units for this project.

Hayden Williamson would advise to be as compliant with prop 6 as possible because many residents are passionate about it.

Mark Christensen said they have been working with Edge Homes for years on how to get this project off the back burner. We explored the historic densities on this parcel and we are working through all these issues.

Kirk Wilkins asked what the current land use was today.

Sarah Carroll said it's currently R3; the master plan that was in place has expired.

Kirk Wilkins said we had a large development come in recently and there was a lot of opposition to high density, for a higher density than what they were proposing doesn't make sense. They would need to expect some objection to high density areas. It would help to see what they plan to put in those higher densities.

Sandra Steele asked what kind of products they think they will be putting on 20 to the acre that is not an apartment.

Steve Maddox replied that an apartment is a for rent unit, we do not build for rent. It would be more stacked units with open space. The aesthetics of this will be different as they are building into hills and things. The maximum number of stories would be three.

## **9. Work Session: Discussion of Code and Vision.**

Kimber Gabryszak talked about regulating home occupations by categories; office only, light manufacturing sales type and childcare and classes. They propose categories; 1-2 would require staff approval and could be permitted in multi-family housing, category 3 Planning Commission approval. Category 1 wouldn't need a Home Occupation, just a business license.

David Funk clarified that category 1 and 2 were not only in multifamily areas.

Kimber Gabryszak replied that it was multi-family in addition, if someone was just doing something like programming there is no reason it couldn't be in multi-family.

Sandra Steele commented she had a problem with 2 being in multi-family.

Kimber Gabryszak said in that case if they put a low cap on it, like no more than one car at a time. There may be something like a small daycare with kids walking from only that area.

Ken Kilgore commented on something like an artist with paint fumes.

Kimber Gabryszak noted there are regulations. These are good comments. She also noted lower fees for 1-2 and higher for 3 because of more work involved. They would suggest for category 1 business license only. She asked for discussion of any prohibited uses or do they let traffic dictate. Should they keep sq. ft. or percentage limitation, and differ that by category. Maybe for a dance studio with dedicated space it works, but for child care it wouldn't.

Kirk Wilkins felt it was how it impacted the neighborhood.

Hayden Williamson thought maybe traffic impacts and if they want to use the whole house. It becomes a fight that we can't regulate well anyway.

Sandra Steele suggested that tattoo parlors should not be an allowed use. The suggestion was discussed, health issues were most concerning.

Kimber Gabryszak thought they should not list limited uses, if they are concerned about health they can put requirements that they follow health regulations.

Sandra Steele noted if they allow too many businesses then the residential areas are no longer residential areas they are commercial.  
Hayden Williamson commented that it comes down to how is what are they doing in their house impacting those next door. If we can control the impacts, then what happens in the house becomes somewhat irrelevant.  
Sandra Steele said you are going to impact property values if you are not careful. She thought we will need limitations about what can go in what zones just like we say a service station can't go in Neighborhood Commercial.  
Ken Kilgore has seen articles where residents fight against a business they don't agree with, like gun sales for example.  
Kirk Wilkins thought another category, besides impact, could be by types of sales.  
Kimber Gabryszak noted that there is a separate section of code that covers sexually oriented businesses.  
Sandra Steele mentioned a vehicle used in businesses needed to be clarified.

**10. Approval of Minutes:**

**a. December 10, 2015.**

**Motion made by David Funk to approve the minutes for December 10, 2015. Seconded by Hayden Williamson. Aye: David Funk, Hayden Williamson, Kirk Wilkins, Ken Kilgore, Troy Cunningham. Abstain: Sandra Steele. Motion passed.**

**11. Reports of Action.**

Alpine School District, Legacy Farms School - Positive recommendation with conditions.

**Motion made by Hayden Williamson to approve the Report of Action on the Legacy Farms Elementary School dated 1-14-16. Seconded by Ken Kilgore. Aye: Sandra Steele, David Funk, Hayden Williamson, Kirk Wilkins, Ken Kilgore, Troy Cunningham. Motion passed 6 - 0.**

**12. Commission Comments. – No additional Comments.**

**13. Director's Report:**

**a. Council Actions**

- o Council retreat was last weekend where they went over City Council goals. They would like to have another joint meeting with the Planning Commission. First possibly in March.

**b. Applications and Approval**

- o 2012 they had about 67 applications total, in 2013-14 they had around 122 and in 2015 they had over 150. Not only a large increase but the complexity of them was increased.

**c. Upcoming Agendas**

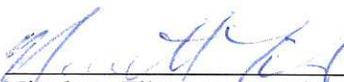
**d. Other**

**14. Motion to enter into closed session. – No Closed session needed.**

Meeting Adjourned at 9:35 p.m. by Chairman Kirk Wilkins

29 JAN 2016

Date of Approval

  
Nicolette Fike, Deputy City Recorder



  
Planning Commission Chair  
Kirk Wilkins