



Special City Council/Planning and Zoning Commission
Work Session

&

Planning and Zoning Commission Agenda

Wednesday, September 14, 2022

Salem City Council Chambers 30 West 100 South Salem, Utah 84653

Planning and Zoning will also be held electronically, using the Zoom program. If you would like to participate, please call the city offices (801-423-2770) or email (saalemcity@saalemcity.org) **before 5:00 p.m. on Wednesday September 14th to request the link.**

6:00 P.M. Work Session (No Official Business Conducted)

1. Traffic Master Plan Presentation
2. Agenda Items Discussion

7:00 P.M. Planning and Zoning Commission

1. Planning and Zoning Commission Meeting Minutes From August 10, 2022
2. **Public Hearing**
 - a. Ordinance Amending Title Fourteen of the Salem City Municipal Code Related to Car Washes
 - b. Moonlight Village Development Agreement
3. **Motion**
 - a. Ordinance Amending Title Fourteen of the Salem City Municipal Code Related to Car Washes
 - b. Moonlight Village Development Agreement

Planning and Zoning Commission Attendance: Kevin Lyman, Dave Stringfellow, Paul Taylor

City Council Member Work Session Attendance: Councilperson Delys Snyder, Councilperson Cristy Simons, Councilperson Kelly Peterson, Councilperson Seth Sorensen, Councilperson Tim De Graw

City Staff Attendance: Cody Young, Bruce Ward

Public Attendance: Please review attached attendance role

6:00 P.M. Work Session (No Official Business Conducted)

Traffic Master Plan Presentation

Jeremy Searle from WCG engineering came to tonight's meeting to give an update on the traffic master plan update to the Planning and Zoning Commission and City Council. Jeremy Searle went through the concerns that the public has about the traffic master plan. These concerns were given to WCG engineering at the public open house. One of the concerns the public has is the realignment of Woodland Hills Drive. Jeremy Searle explained that the realignment of Woodland Hills Drive will alleviate traffic from Spanish Fork Main Street and other busy road ways in the area. Jeremy Searle mentioned that MAG does not know the exact alignment of the realignment for Woodland Hills Drive. Jeremy Searle stated that the recommendation in the traffic master plan will be to fund a study to determine the alignment of the Woodland Hills Drive realignment. Jeremy Searle mentioned that public had concerns about the future of 100 east. Jeremy Searle stated that he met with residents of 100 east to fully understand their concerns. Jeremy Searle stated that portions of 100 east have limited right of way. Jeremy Searle stated that the traffic master plan will not recommend the taking of anybody's property for future right of way improvements. Jeremy Searle presented the future cross section for 100 east. Jeremy Searle stated that the proposed 100 east future cross section may not be constructed in some portions of 100 east because of limited right of way. Jeremy Searle stated that 100 east is busy because of its connectivity. Jeremy Searle stated that traffic on 100 east will decrease as additional transportation routes are constructed. Councilperson Snyder mentioned that the construction of future roads will create connectivity and decrease the amount of traffic on local roads. Jeremy Searle presented the proposed traffic master plan story map. This story map showed level of service of roads as future roads are constructed. Paul Taylor asked if the traffic master plan will have a suggested time for future road construction. Jeremy Searle mentioned that the traffic master plan will suggest what future construction needs to be built to maintain a certain level of service. Paul Taylor mentioned that the majority of the major future road construction within Salem are roads owned by the county and state. Jeremy Searle stated that the traffic master plan will help the city encourage the county and state to construct roadway infrastructure when needed. Jeremy Searle presented the future roadway intersection improvements locations. Jeremy Searle mentioned that old block Salem

has massive right of way widths. Jeremy Searle mentioned that the traffic master plan needs to have a future plan for old block Salem. Jeremy Searle shared his suggestions for old block Salem. Jeremy Searle suggested that the City could sell excessive right of way to fund improvements for old block Salem. The City Officials were concerned that the right of way could not be sold. It was determined that the selling of excessive right of way is not the best option for old block Salem. It was mentioned that the excessive old block Salem right of way could utilize an equestrian trail or bike corridor. Jeremy Searle suggested that the City could budget every year to improve one block of old block Salem. Jeremy Searle stated that the future cross section for old block Salem has a sidewalk and storm drain swale. There was conversation about the design of the storm drain swale.

Agenda Items Discussion

There was not conversation regarding this item.

7:00 P.M. Planning and Zoning Commission

Planning and Zoning Commission Meeting Minutes from August 10, 2022

Dave Stringfellow made a motion to approve the August 10, 2022 Planning and Zoning Commission meeting minutes. Paul Taylor seconded the motion. All members of the commission voted in favor. 3-0

Public Hearing

Dave Stringfellow made a motion to enter public hearing. Paul Taylor seconded the motion. All members of the commission voted in favor. 3-0

2a. Ordinance Amending Title Fourteen of the Salem City Municipal Code Related to Car Washes

Bruce Ward presented the ordinance amending title fourteen related to car washes. The following text is proposed to amend the C-1, C-2, C-3, I-1, and B-P zones.

7. Tunnel Car Washes

a. Openings of car wash tunnels facing a residential use shall be located a minimum of 50 feet from adjoining residences taking into account overall design, layout, and predominant traffic patterns of the area. A minimum 7 foot tall, solid wall is required adjacent to residential areas. The wall shall be CMU, concrete, or approved equal. The tunnel opening where the blowers/dryers reside shall face away from the residences.

b. Vacuum stations and related equipment shall comply with the setbacks for the principal structure and are prohibited along any side of a building facing a residential use or residential zoning district.

c. Lighting of the vacuum areas shall meet all city code standards. No lighting shall be permitted to shine directly into any adjoining residential property. If necessary, vacuum lights shall be turned off between the hours of 11 pm and 6 am. A lighting study will be submitted to ensure lighting will not leave the site.

d. The site shall provide space sufficient to allow two lanes of entry with a minimum of five vehicles to stack in each lane while waiting to access the car wash prior to reaching the payment area. All stacking shall be maintained on site and shall not back onto any public right-of-way.

e. The site shall have a DRC approved a landscaping plan suitable to minimize water use and sound emanating from the property.

f. Recycling of water used for vehicle washing is required to be installed and used in perpetuity. The use of recycling water systems and the disposal of water fluids and solids shall comply with applicable state and federal laws, guidelines and/or standards.

g. Other reasonable conditions to meet site specific operations.

Bruce Ward stated that the I-1 zone is the only zone that allows car washes currently. This amendment will allow car washes to be built in various commercial/industrial zones. Bruce Ward stated that multiple car wash companies have approached the City recently. The car wash companies have requested the proposed amendment. Bruce Ward stated that Tag N Go Car Wash is potential building a tunnel car wash along SR-198. Bruce Ward stated that Conner Atkin from Tag N Go Car Wash is present at tonight's meeting to answer any questions.

Jamie Ledesma wanted to know if the potential tunnel car washes would replace the existing car washes in Salem. It was mentioned that there are no plans for the future car washes to replace existing car washes.

Matt Stocks stated that the car washes should be required to reuse a certain percentage of water. Matt Stocks believes that the car washes should be water conservative because the citizens have water restrictions for their yards.

Conner Atkin representing Tag N Go Car Washes mentioned that the best way to restrict water use would be limiting the number of gallons of water per car. Conner Atkin stated that tunnel car washes are the most efficient way to wash a car.

2b. Moonlight Village Development Agreement

Bruce Ward stated that the adjusted development agreement was submitted to the City this afternoon. Bruce Ward stated that the DRC tabled the Moonlight Village Development Agreement. The DRC tabled the Moonlight Village Development Agreement to allow time for

review. Bruce Ward stated that Sid Allsop representing the Arive Homes will be reintroducing the Moonlight Village Development to the Planning and Zoning Commission tonight.

Sid Allsop located the Moonlight Village Development. The project is located north of 750 north, south of Salem Park, east of 460 west, and west of mill road. The project is composed of 269 acres, 808 units, and has a density of 2.99 units per acre. Sid Allsop presented the development agreement for the Moonlight Village Development. Sid Allsop stated that there will be two public parks and public trails throughout the development. It was mentioned that the City will determine the amenities within the public parks. Sid Allsop showed a map of the wetland area of the development. The wetland will be dredged and used as storm drain infrastructure. Sid Allsop talked about the road improvements that will need to be constructed. It was mentioned that the developer would be required to improve offsite road infrastructure because of the impact the development will have in the area. Sid Allsop talked about the density purchase requirement. The developer will pay an amount of money to the City. This money will be used for offsite park improvements. Sid Allsop presented the unit/density/open space tabulation chart. Sid Allsop mentioned that the Moonlight Village Development will be 30% open space. Sid Allsop stated that the master planned development zone requires 15% of open space in a master planned development. Kevin Lyman asked if the amount of open space includes non-buildable area. Bruce Ward stated that open is calculated on gross acreage. Paul Taylor asked if the City was still planning on performing a density transfer from Garrett's Place to Moonlight Village for the water tank location. Bruce Ward stated that the City has decided to purchase the tank property with water impact fees. Sid Allsop presented the roads plan for the Moonlight Village development. Sid Allsop presented the future street cross sections for the development. Sid Allsop presented the public/hoa parks. Sid Allsop stated that the City park will be composed of 12 acres. The public park will also have a dog park. Sid Allsop went through the proposed trails plan. Paul Taylor mentioned that some lots in the development layout have double frontages. Bruce Ward stated that the frontages for the lots will be determined at preliminary plat. Kevin Lyman believes that there is not enough access to the development.

Brad Gordon stated that Spanish Fork, Salem, and SESD is running out of transformation infrastructure. The infrastructure needed to improve transformation for the three entities will be 50-70 million dollars. Brad Gordon wants to make sure that the developers are paying for their portion of the required power infrastructure upgrades. Brad Gordon stated that he is tired of paying for growth. Brad Gordon wants to make sure that Salem City is doing something to make sure there is enough power infrastructure for the residents.

Jamie Ledesma believes that the moonlight village development has too much density. Jamie Ledesma is concerned that there will be no room in the schools when this development is built. Jamie Ledesma stated that the current roads are not built for heavy traffic. Jamie Ledesma mentioned that Arive Homes built a similar project in Springville, Utah. Most of the town homes in the Springville, Utah project were purchased by rental companies. Jamie Ledesma mentioned that rental properties make an area lose the sense of community. Jamie Ledesma does not

want the Moonlight Village Development to turn into a rental project. Jamie Ledesma stated that according to the EPA the average person uses 3,000 gallons of water per month. Jamie Ledesma stated that Utah is in a drought and we need to conserve water. Jamie Ledesma stated that she would be okay with the development if it was single family home development. Jamie Ledesma does not understand how the area will function with this new development.

Sid Allsop mentioned that the goal is to have the residents of Moonlight Village filter to the freeway towards the North West. Sid Allsop mentioned that he does not have an answer to the power infrastructure concerns. Bruce Ward stated that the power infrastructure upgrade requirement is known by the City. This power infrastructure upgrade cost will be included in the power impact fee. Bruce Ward stated that subdivision plats do not record if there is a lack of infrastructure.

Karl DeBrine wanted to know how impact fees worked. Bruce Ward stated that impact fees are the mechanism that allows growth (infrastructure improvement) to pay for itself.

Sid Allsop presented the proposed phasing plan for the Moonlight Village Development. The phasing plan may be adjusted do to infrastructure location. Sid Allsop went through the parks/amenity construction schedule. Paul Taylor asked Bruce Ward how he felt about HOA areas. Bruce Ward stated that HOA owned roads are an issue. Paul Taylor mentioned that from his experience, City's sometimes take over HOA parks because of lack of maintenance. Sid Allsop presented the fencing plan for the development. Sid Allsop went through the architectural standards and unit design. Sid Allsop went through the parking requirements. Scott Peterson stated that the development is very well parked. Scott Peterson mentioned that the development is double parked

Matt Stocks asked if there was plans for more park infrastructure. Bruce Ward stated that a 60 acre park is planned to be constructed North West of the Moonlight Village Development.

Jamie Ledesma doesn't see the benefit of the Moonlight Village Development. Jamie Ledesma is worried that all of the townhomes will be rental properties and the parks will be un-useable. Jamie Ledesma is sad because she just built her forever home and now feels that she wants to move because of the Moonlight Village Development.

Paul Taylor made a motion to close public hearing. Dave Stringfellow seconded the motion. All members of the commission voted in favor. 3-0

3a. Ordinance Amending Title Fourteen of the Salem City Municipal Code Related to Car Washes

228 Bruce Ward stated that a typo will need to be adjusted on item C. The Planning and Zoning
229 Commission would like to require a maximum of 35 gallons of water per car wash in the
230 ordinance.

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232 Paul Taylor made a motion to recommend approval of the ordinance amending title fourteen of
233 the Salem City Municipal code related to car washes with the following conditions.

- 234 • Follow recommended conditions from the DRC
- 235 • Adjust the grammar for item C.
- 236 • Maximum of 35 gallons of water used per wash.

237 Dave Stringfellow seconded the motion. All members of the commission voted in favor.

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239 3b. Moonlight Village Development Agreement

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241 Paul Taylor made a motion to table the Moonlight Village Development Agreement. Dave
242 Stringfellow seconded the motion. All members of the commission voted in favor. 3-0

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244 Kevin Lyman made a motion to adjourn. Dave Stringfellow seconded the motion. All members of
245 the commission voted in favor. 3-0

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