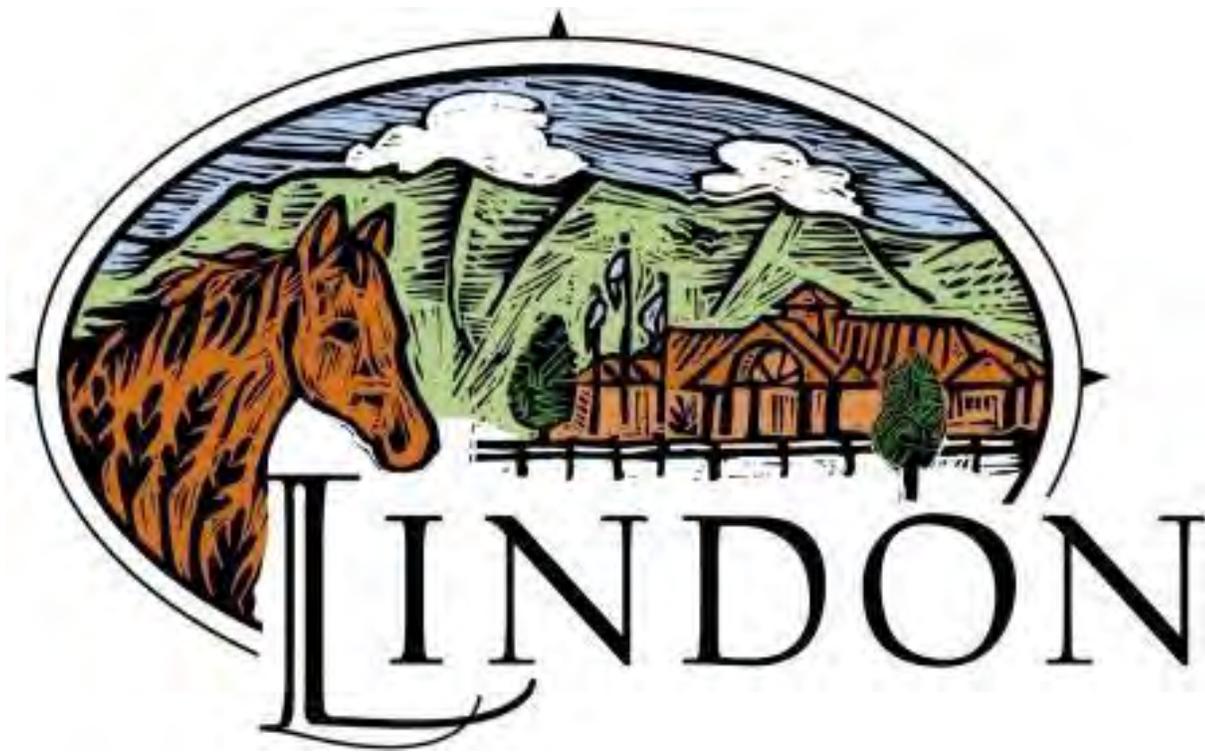


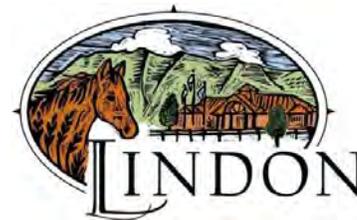
Lindon City Planning Commission Staff Report



March 14, 2017

Notice of Meeting

Lindon City Planning Commission



The Lindon City Planning Commission will hold a regularly scheduled meeting on **Tuesday, March 14, 2017**, in the Council Room of Lindon City Hall, 100 North State Street, Lindon, Utah. The meeting will begin at **7:00 p.m.** This meeting may be held electronically to allow a commissioner to participate by video or teleconference. The agenda will consist of the following:

AGENDA

Invocation: By Invitation

Pledge of Allegiance: By Invitation

1. Call to Order

2. Approval of minutes

Planning Commission 02/28/2017

3. Public Comment

4. Conditional Use Permit — Club V Volleyball, 142 North 1800 West

Matt Carlson, Club V Volleyball, requests conditional use permit approval for gymnasium & athletic clubs (volleyball specific training) to be located at 142 N 1800 W, Units 300, 400, and 500, in the Light Industrial (LI) zone.

(15 minutes)

5. Conditional Use Permit — Lindon Collision Center, 551 N. Geneva Rd.

Eric Read, Lindon Collision Center, requests conditional use permit approval for general auto/vehicle repair services to be located at 551 N. Geneva Rd., in the Mixed Commercial (MC) zone.

(15 minutes)

6. Site Plan Amendment – Mountain Tech II, ~2570 West 600 North

Mark Weldon, Mountain Tech II, requests amended site plan approval for an office building to be located at approximately 2570 West 600 North (Utah County Parcel #46:960:0002) in the General Commercial A8 zone. The site plan was previously approved by the Planning Commission on August 25, 2015.

(15 minutes)

7. New Business from Commissioners

8. Planning Director Report

Adjourn

Staff Reports and application materials for the agenda items above are available for review at the Lindon City Planning Department, located at 100 N. State Street, Lindon, UT. For specific questions on agenda items our Staff may be contacted directly at (801) 785-7687. City Codes and ordinances are available on the City web site found at www.lindoncity.org. The City of Lindon, in compliance with the Americans with Disabilities Act, provides accommodations and auxiliary communicative aids and services for all those citizens in need of assistance. Persons requesting these accommodations for City-sponsored public meetings, services programs or events should call Kathy Moosman at 785-5043, giving at least 24 hours notice.

The above notice/agenda was posted in three public places within Lindon City limits and on the State <http://www.utah.gov/pmn/index.html> and City www.lindoncity.org websites.

Posted By: Brandon Snyder, Associate Planner

Date: March 9, 2017

Time: 11:30 a.m.

Place: Lindon City Center, Lindon Police Station, Lindon Community Center



Scan or click here for link to download agenda & staff report materials.

Item I: Call to Order

March 14, 2017 Lindon City Planning Commission Meeting

Roll Call:

Sharon Call
Steve Johnson
Rob Kallas
Charlie Keller (excused)
Mike Marchbanks
Mike Vanchiere
Bob Wily

Item 2: Approval of Minutes

Planning Commission Meeting February 28, 2017

2 located at approximately 320 West 600 South (Utah County Parcel #46:967:0003)
4 in the General Commercial (CG) zone.

6 Brandon Snyder, Associate Planner, opened this discussion by inviting the
8 applicant Jason Dodge and Engineer Roger Dudley forward. He began by giving some
10 background of this application noting Mr. Dodge is proposing to construct a second
12 driveway approach to improve access to and from the school (Maeser Academy). He
14 noted that Mr. Dodge has looked into multiple placement options as the existing access is
16 not adequate and has changed (no left turns) since first approved to address safety and
18 traffic concerns. Mr. Snyder pointed out that driveways are subject to Lindon City Code
20 17.18.110 Driveway Access Requirements. The surface will be asphalt with concrete
22 curbing with proposed drive width at 20 feet and a slope of 9.68%.

24 Mr. Snyder further explained this will lessen to 5% as the driveway approaches
26 400 West. He noted the driveway is not intended to be used for walking or biking traffic
28 (no walkway proposed). The applicant's intention is to put in an electronic gate that will
30 be solid, secure, and either a rolling gate on wheels with no track so that the snow plow
32 can clear the snow, or a suspended gate that will close off the road completely. The
34 height will be at least 6 ft. and will be operated from the school office and will only be
36 open before school and at the end of the school day. The gate will remain shut when icy
conditions are present.

42 Mr. Snyder explained the Land Use Authority has the authority and opportunity to
44 approve, continue, or deny a site plan application and a denial is justified if the site plan
46 does not meet the codes, ordinances, or requirements of the City. The Land Use
Authority may also approve with conditions if the imposed conditions are necessary to
meet the intent of a City code or ordinance and if the conditions are necessary to further
the protection of the public's health, safety, and welfare.

48 Mr. Snyder stated the City Engineer and Mr. Dodge are working through the
50 technical issues related to the site and City Staff will ensure all issues are resolved before
52 final Engineering approval is granted. The City Engineer has also discussed the safety
54 concerns with the applicant and has provided an opinion letter regarding the application.
56 In summation, the letter states:

58 *"It is our opinion that the proposed access will result in a net reduction in hazards to
60 school children and drivers. We further believe this solution is as good as is available.
62 We appreciate the school's efforts to improve the situation and do not object to it. We do,
64 however, have two recommendations:*

- 66 1. *That the width of the access be 24 feet, so that it can accommodate entering and
68 exiting traffic.*
- 70 2. *That the school considers an entrance only at the emergency access if there are
72 still problems after constructing the additional access."*

74 Mr. Snyder noted third party notices were provided on February 17, 2017, to the
76 adjoining property owners in accordance with City Code and staff has not received any
78 responses back at this time. Mr. Snyder also referenced Lindon City Code 17.18.005
80 noting the purposes of the off-street parking ordinance. He also referenced Lindon City
82 Code 17.18.110: Driveway access requirement noting the manners in which adequate
84 ingress and egress to and from all residential, industrial, and commercial uses shall be

2 provided. Mr. Snyder then referenced for discussion the gate examples and the City
Engineer opinion letter.

4 Mr. Snyder then turned the time over to Mr. Dodge and Mr. Dudley to speak on
how they envision the second access working and the circulation pattern. He noted the
6 City Engineer is also in attendance to address any concerns and recommendations he has
highlighted in his letter.

8 Mr. Dodge stated he appreciates the opportunity to address the Commission
tonight. He noted they have 700 to 800 students in the school and most are dropped off
10 by parents or they walk as there is no bus service and therefore involves a lot of vehicles.
He pointed out there is a lot of congestion on 1600 north in the mornings and after school
12 and sometimes there is a line of cars even down to 400 west with no turn lane to help
facilitate the traffic. Mr. Dodge stated they are requesting approval for an additional
14 driveway down to 400 west of which the cost of the road is very high. It sits on a hill and
there is a drop of about 30 ft. down to 400 west and that was the cities concern with
16 safety (kids on skateboards etc). They believe they have come up with a good solution
that mitigates a lot of the risks and puts it on their private property. They have agreed to
18 put a gate on the west boundary that will be open only during school hour drop off times;
they feel this is the best scenario from working long and hard with city staff and the city
20 engineer.

Roger Dudley, Mr. Dodge's Engineer, stated he worked with Mark Christensen,
22 City Engineer, and staff to come up with this scenario. The road will be a 9% grade and
they have tried to mitigate the slope as best they can. He noted the winter months it is the
24 most critical time that would cause some concern and the gate will mitigate that issue and
the school can monitor and regulate the timing and use of the access. He noted the school
26 is committed to the safety of their patrons and this good compromise will ensure safety as
much as possible.

28 Chairperson Call commented she understands that the proposed 20 ft. road would
only go into the school property and that it may be widened to 24 ft. so traffic can go both
30 ways onto the school property which she feels is a better option. Chairperson Call also
mentioned that the emergency access may only be used as an access in case it's needed.
32 She also expressed her concern that when the gates are open it seems it would be hard to
control the pedestrian traffic.

34 Mr. Dodge agreed these are valid concerns. He pointed out that the problem is
already there with the steep hill and this proposal would remove it from 600 South and
36 put it onto their property. As far as the road width goes, they are comfortable going with
the 24 ft. wide road but there is a little bit of disagreement with the school on this issue;
38 he wants it to go both ways but the principal does not. He feels the extra 4 ft. will not
make a large difference; it would just be a little more in costs. Regarding the emergency
40 access the long term goal is to buy extra property and if they can negotiate a deal with
Ron Peck (the property owner) this would help to create a solution. The school wants to
42 put an auditorium in (long term) and then the emergency access would become a full
access which would help by giving the school a third access. He pointed out that single
44 access has been the problem since day one and he is surprised that there have not been
more accidents.

46 Commissioner Kallas asked to see where the emergency access is. Mr. Dodge
pointed out where the access is by the LDS Church. Commissioner Marchbanks asked

2 Mark Christensen, City Engineer, if he feels safety would be better achieved with a one
4 directional access not two, especially in the winter months with snow removal issues etc.
6 as the width is limited. Mr. Dodge pointed out that the access gate will be controlled
8 remotely through the Principals office, so if it is not clear, dry and safe the access won't
10 be opened. Mr. Christensen explained that one direction in terms of cars hitting each
12 other is better than two directional, but that is a minor matter. The bigger problem is what
14 is happening now on 600 South with the problems of getting in because of the left turning
16 movements but it is also a problem getting out because of the number of available gaps
18 and traffic on 600 South. Being able to get people in and out on the other access will
alleviate both of those problems; he believes it is worth doing two directions. There was
also discussion on the use of the LDS Church parking lot. Mr. Dodge added with this
opened access that use would diminish.

14 Commissioner Johnson asked where the gate is going to be located in relation to
16 the road. Mr. Dodge stated it will be by the track and the Chris Knapp property (who has
18 been working with them on the slope) of which they bought an easement from him
through a written access agreement. He then explained the pivot point of the grade to
achieve less than the 12% grade.

20 Chairperson Call questioned if the 24 ft. width recommendation from the City
22 Engineer should be a condition. Mr. Snyder stated the recommendation of 24 ft width is
24 only if the applicant wants to utilize it as a two way road. Commissioner Keller pointed
26 out that per the City Engineer's letters and opinions that he recommends a 24 ft. width.
Mr. Christensen explained he recommends the 24 ft. width because it creates the ability
and the potential to have it be a two way road which he feels is safer. Mr. Dodge stated
they want to restrict pedestrian traffic as much as possible so there will not be a sidewalk.

26 Mr. Christensen clarified for the record his recommendation would be if after
28 constructing the access and there are still problems, then they look into making use of the
30 emergency access. He also clarified what would work well is a right in and a left in so it
would be a one way as opposed as a right in and right out for the emergency access. He
would also recommend that the potential for two directional be there.

32 Chairperson Call asked if there were any further comments. Hearing none she
called for a motion.

34

36 COMMISSIONER KALLAS MOVED TO APPROVE THE PROPOSED
38 AMENDED SITE PLAN FOR THE KARL G. MAESER PREPARATORY ACADEMY
40 LOCATED AT 320 WEST 600 SOUTH IN THE GENERAL COMMERCIAL (CG)
42 ZONE WITH THE FOLLOWING CONDITION 1. THE NEW ACCESS BE A 24
FOOT ACCESS AND IF THIS DOES NOT WORK WITH THE SCHOOL BOARD
THAT THE APPLICANT RETURN BACK BEFORE THE COMMISSION.
COMMISSIONER WILY SECONDED THE MOTION. THE VOTE WAS
RECORDED AS FOLLOWS:

44	CHAIRPERSON CALL	AYE
46	COMMISSIONER KALLAS	AYE
	COMMISSIONER MARCHBANKS	NAY
	COMMISSIONER WILY	AYE
	COMMISSIONER KELLER	AYE

2 COMMISSIONER JOHNSON AYE
THE MOTION CARRIED UNANIMOUSLY.

4
6 Commissioner Marchbanks expressed his reason for his nay vote as he believes
8 this action would just be moving the problem not fixing it and he hopes this issue is
thoroughly thought out before implementation. He feels there has been work done on this
street.

- 10
12 **5. Public Hearing—General Plan Amendment, MS Industrial Properties.** The
14 applicant is requesting a General Plan Land Use Map Amendment from Mixed
Commercial to Industrial or Commercial to Industrial on subject properties
16 located in various locations and identified by Utah County Parcel IDs #s
140620027, 140620051, 140630031, 140630067, 140640131, 140640139,
18 140640143, 140640144, 140650024, 140650051, 140650167, 170210059,
451110002, 451110003, 451110004, 451110005, 451110006, 451110007,
451110008, 451110009, 451110010, 451110011, 451110012, 451110013,
451110014, 451110015, 451110016, 451110018, 451110025, 457440026,
20 454740027, 454750027, 454940028, 140630053, 140630039, 140630037,
140630055, 140640145, 451110001, 450630052, 465180001, 465180002,
22 465180003, 465180004, 465180005, 465180006, 465180007, 465180008,
465180009, 465180010, 451110008.

24
26 COMMISSIONER KALLAS MOVED TO OPEN THE PUBLIC HEARING.
COMMISSIONER KELLER SECONDED THE MOTION. ALL PRESENT VOTED IN
FAVOR. THE MOTION CARRIED.

28
30 Hugh Van Wagenen, Planning Director, gave some background of this agenda
item explaining this application was originally considered last year on January 28, 2016
32 to re-do the General Plan Map (he clarified the difference between the general plan land
use map and the zoning map). Tonight's discussion is for the general plan land use plan
only. At that time it was continued pending the regular review of the General Plan slated
34 for fall of 2016. That regular review is behind schedule, therefore, this application is
being considered so as not delay the applicant's request any further. On January 28, 2016,
36 many public comments were taken (minutes from that meeting are included in the staff
report).

38 Mr. Van Wagenen stated the applicant has provided a letter dated February 23,
2017 regarding the request and he would like the General Plan Land Use Map to reflect
40 the current Zoning Map. He noted that many additional property owners are in support of
this application. Currently, all the parcels requesting the change are zoned either Light
42 Industrial or Heavy Industrial. The current status of these parcels on the General Plan
Land Use Map ranges from Mixed Commercial to Research & Development to
44 Commercial to Parks – Public Facilities. The current General Plan Land Use Map does
not have a Heavy Industrial area identified on the Map. However, Heavy Industrial is
46 referred to in the General Plan under the Industrial Land Uses section.

2 Mr. Van Wagenen noted the General Plan currently designates one property under
the category of Commercial. This category includes retail and service oriented
4 businesses, and shopping centers that serve community and regional needs. The General
Plan currently designates one property under the category of Parks — Public Facilities.
6 This category refers to open space property owned by the city and designated for public
use — primarily recreation (parks & trail systems) or public works and government
8 facilities. The General Plan currently designates several properties under the category of
Mixed Commercial. This category includes general commercial, low intensity light
10 industrial, and research and business uses.

Mr. Van Wagenen further explained the General Plan currently designates several
12 properties under the category of Research & Development. This category is for areas of
very light industrial uses with the character of a high-tech research park, corporate
14 offices, and/or commercial uses which are compatible with surrounding properties.
Depending on specific business activities, this type of development is viewed as
16 particularly helpful for buffering between residential and other uses.

Mr. Van Wagenen stated the applicant requests that the General Plan designation
18 of certain properties be changed to Light Industrial, which accommodates manufacturing,
industrial processes, and warehousing uses not producing objectionable effects. The Light
20 Industrial designation also allows some appropriate related retail uses such as gasoline
service stations. The applicant also requests that the General Plan designation of certain
22 properties be changed to Heavy Industrial, which accommodates areas where heavy
manufacturing industrial processes necessary to the economy may be conducted.

Mr. Van Wagenen then referenced the relevant General Plan policies to consider
24 in determining whether the requested change will be in the public interest (included in the
staff packet).
26

Mr. Van Wagenen stated a comparison of permitted uses in the General
28 Commercial, Mixed Commercial, Light Industrial, and Heavy Industrial zones is also
included in the report. This comparison can help clarify and understand how uses may
30 change depending on the outcome of this proposal. Without listing every possible change
he gave some examples (included in the staff report).
32

Mr. Van Wagenen also referenced the five land use categories that would *not be*
34 *permitted* if a property were rezoned from Heavy Industrial to Light Industrial as follows:

- 36 1. Other Gas Productions manufacturing
- 38 2. Rubber and Misc. Plastics manufacturing
- 40 3. Natural or Manufactured Gasoline Storage & Distribution Points
- 42 4. Metal & Minerals wholesale trade
- 44 5. Petroleum Bulk Stations & Terminals

Mr. Van Wagenen stated there are 23 land use categories that would *not be*
42 *permitted* if a property were rezoned from Light Industrial to Mixed Commercial as
follows:

- 44 1. Meat & Dairy manufacturing
- 46 2. General Food Manufacturing – over 20,000 s.f.
3. Preparing Feeds for Animals & Fowl
4. Lumber & Wood Products manufacturing

- 2 5. Recycling Businesses
6. Fabricated Metal Products manufacturing (outdoor storage)
- 4 7. Tobacco Products manufacturing
8. Bus Garaging and Equipment Maintenance
- 6 9. Motor Freight Terminals
10. Motor Freight Garaging & Equipment Maintenance
- 8 11. Culinary Water Treatment Plants – Purification
12. Used Vehicles Sales Lots
- 10 13. Aircraft & Accessories retail trade
14. Crematory Services
- 12 15. Heavy Equipment Rental & Leasing; Vehicles over 26,000 GVW
16. Impound Yards
- 14 17. Veterinarian Services, Animal Hospitals – large animals
18. Go-Cart Tracks
- 16 19. Golf Courses &/or Country Clubs
20. Skate Board Parks – Private
- 18 21. BMX Biking Tracks & Facilities
22. Commercial Play Fields/Athletic Fields
- 20 23. All Fisheries & Fish Hatcheries

22 Mr. Van Wagenen stated that Mr. Mike Christensen also submitted a letter dated
February 24, 2017, that stated opposition to the request (included in the packet). He then
24 turned the time over the Mr. Sean Monsen representing UIS for comment.

26 Mr. Monsen stated they are not asking for a zoning change or for a particular use
to be approved that has not been going on for the past 30 years. Essentially they are here
28 to express their concerns as they want an indication from the city as to what the future
vision/goals is for their activities for industrial manufacturing in the city. Mr. Monsen
30 stated the General Plan is a vision document that helps inform subsequent zoning
requests for particular uses. Mr. Monsen further stated they want a signal from the city
32 for their vision of industrial manufacturing and their long term plan. He then read part of
a letter from earlier interactions (2016) that the City Attorney sent to them in response to
34 their concerns including a statement indicating the city clearly has a desire that their
operations continue in Lindon and be a part of their long term vision as they provide good
paying jobs and contribute to the overall economy.

36 Mr. Monsen pointed out their business provides hundreds of jobs and pay millions
of dollars in taxes. He understands, and is sympathetic, with citizen concerns with the
38 expansion of industrial, but the situation is that the houses were not in place before these
businesses and these businesses have been here for well over 30 years. They have
40 invested millions of dollars and tax revenue and hundreds of jobs and they did it with the
intention that there would not be houses there. He noted the people buying these houses
42 know the industrial is there and they had a choice knowing the industrial was already
there. Mr. Monsen stated they realize there will be some conflict and they are trying to
44 balance that conflict. He re-iterated that these businesses contribute to the community
greatly.

46 Mr. Monsen pointed out the city acknowledges that there will be that conflict and
they have indicated they will not shut the businesses out and they are looking for

2 direction as to what the long term vision is. He noted Councilmember Bean was at the
4 last Planning Commission meeting and stated at that meeting that he was on the
6 Commission that was involved when the general plan was done in 2011 and he indicated
8 there was not a lot of deliberation between the change or disconnect in zoning and the
10 designation on the General Plan. Mr. Monsen commented he feels this is a perfect time
and opportunity for the city to decide what their long term vision and commitment plan is
for the industrial and manufacturing facilities for the future; that is what they want to
know. He added that he would also like to address any questions during the public
hearing portion of the meeting.

12 Mr. Monsen also noted there were some concerns with a potential conflict with
14 the new Ivory Development and that is why they were here before and the city was good
to mitigate some of those concerns. Chairperson Call called for any public comment at
16 this time. She pointed out that the Planning Commission hears land use proposals and
does not have the authority to address complaints. Several residents in attendance
addressed the Commission as follows:

18 **Melvin Radmall:** Mr. Radmall stated he is an industrial property owner. He then
20 referenced the future planning map and pointed out that the future planning shows his
property will be made into a park and because it shows it as a park he won't be able to
22 sell it and he doesn't plan on having his property be a park.

24 **Jared Johnson:** Mr. Johnson stated he is representing the residents from his Pheasant
26 Brook neighborhood. He noted they are here tonight to not necessarily oppose the
general plan however as it is right now it benefits them better; they are opposing the
28 codes. He understands that there are three codes: the grandfather code, the mixed
commercial code and the industrial code. Their complaints are if the code was up to
30 today's standard it would give them a stand. They are next to Pheasant Brook Park and
they have a 3 to 4 ft. wall to the mixed commercial. This is not necessarily that they don't
32 want businesses there because they were there first, but they want the current code
enforced. There are issues with wall height restrictions, noise, garbage enclosures and
34 junk, so if we look at the codes as they are written these issues should be taken care of
now. They want to know with the General Plan update do the codes get updated as well
36 and enforced. Either way, if it is mixed commercial or industrial with the codes it is
pretty much the same for them. They are okay with the businesses but it is enforcing the
codes that they have an issue with. The only thing they are opposing is if anything
38 changes can the codes (mixed commercial) be enforced.

40 Mr. Van Wagenen clarified the three (3) codes Mr. Johnson mentioned. He
42 explained when a property comes in and develops with a site plan they have certain
regulations they have to meet. When this industrial park went in they had to meet certain
44 codes but at that point they weren't required to put in a separation wall when they built at
that time. Today when they come in they have to put in a 7 ft high wall and a dumpster
46 enclosure. The way that "grandfathered buildings and sites" for onsite improvements
have to meet change in the future is if they are amending the site or changing the use or it
is done through a conditional use permit. So to bring any property up to current codes,
certainly when it comes to noise ordinances, we may need to work to clarify the codes so

2 there is not ambiguity in the future and vet it out. When it comes to the maps themselves
in the mixed commercial or industrial zones in the code there are a lot of the same
4 restrictions so they should be similar. He noted that Pheasant Brook has been there a
long time and was developed under a different set of codes than what is currently on the
6 books. Mr. Johnson asked for clarification between the two zones. Mr. Van Wagenen
referenced the comparison included in the staff report including what types of businesses
8 can operated in the two zones.

10 **Alison Davis:** Ms. Davis gave some perspective why they continue to attend meetings
stating they have tried alternative avenues to get their voices heard and they have called
12 the city with their concerns and they have followed up as directed but nothing tends to
improve. The trouble is they have little control over the tenants in these buildings and
14 what they do on the property. They are not necessarily against this plan they just want a
plan that will help improve the codes and keep them up to date it enforced.

16 **Lani Piccolo:** Ms. Piccolo stated they understand that they have a choice to live here but
18 they didn't know it was grandfathered in code and they assumed it was up to code. This is
beyond their control and they would love to have a 7 ft. wall as a buffer. Some of these
20 businesses are heavy industrial and they don't screen their tenants and they need to take
responsibility for their tenants.

22
At this time, Chairperson Call pointed out as far as what the Commission is doing
24 tonight they are not in the position to look at the codes on these property. Mr. Van
Wagenen confirmed that is not what is on the agenda tonight noting any changes to the
26 code would have to go through a public hearing process.

28 **Clark Olsen:** Mr. Clark stated he is the owner of Utah Pacific Bridge. Mr. Clark stated
he appreciates the conflicts that can and do occur when not having proper buffers. He
30 feels it is important that the residents are here and that they not in opposition to industrial
but just want the codes on the books to be followed and enforced. It sounds like the
32 residents don't want the current businesses gone, but their desire is to look at the general
plan with the hope that the current codes will be enforced. He pointed out there is a
34 better chance of this happening under a new general plan than what is happening now. It
is important to know that when the general plan was changed in 2011 they were not
36 notified or a part of the process or they would have been there. They became aware of the
general plan change in 2015 when the Ivory home plan came about with the buffer being
38 reduced. It comes down to this, does Lindon City want the businesses there (some for 42
years) to prosper and grow or not. Mr. Clark stated when the general plan changes it's a
40 good time to revisit these issues because it affects his decision as a business owner
whether to stay here and expand, pay taxes, employ people and be more prosperous or
42 not. He is hesitant to build more and expand when he has a city that doesn't want him
here and that is reflected in the General Plan. They love Lindon City but frankly he is
44 offended that he wasn't notified of the meetings in 2011 to have these discussions before
it went on the books.

46 Mr. Van Wagenen stated notices are sent out to property owners that were
involved but he cannot speak of who actually received the notices. Mr. Olsen stated if a

2 letter would have been sent to the address of record he would have gotten it because that
4 is his home address. Mr. Clark further stated it is important to address this issue now, as it
6 devalues their businesses because if a future developer/buyer looks at the general plan
they may not buy or come here. None of their businesses can operate in these new zones
and it is not conducive to what they are doing at all.

8 **Melvin Radmall:** Mr. Radmall questioned if the city even knows what these businesses
10 do in the industrial zone and if the city is aware at how much they contribute to the
community.

12 **Bryce Childs:** Mr. Childs is here representing Good Fellow Corporation. He noted he
14 appreciates their residential neighbors and when changes were made to the General Plan
they were not notified either. He pointed out they contribute by building roads and
developing and they are concerned with the cities future vision as well.

16 **Julie Christensen:** Ms. Christensen stated their industrial neighbors have made valid
18 points here tonight but they raise their families in Lindon and they want to know what
Lindon is going to be in the future, a “little bit of country” or will it all go industrial.
20 Their property values are important and they need to know what the plan is for the west
side as it will affect their quality of life.

22
24 Chairperson Call asked if there were any public comments. Hearing none she
called for a motion to close the public hearing.

26 COMMISSIONER KALLAS MOVED TO CLOSE THE PUBLIC HEARING.
28 COMMISSIONER WILY SECONDED THE MOTION. ALL PRESENT VOTED IN
FAVOR. THE MOTION CARRIED.

30 Commissioner Kallas commented that the Master Plan is a visionary plan that
32 may never happen, but on the other hand he feels the vast majority of Lindon residents
don't have an issue with the industrial locations and feel they contribute to the
community and the plan was not meant to send the message to leave. He suggested that
34 the city consider the visionary plan to represent the industrial businesses better. In regards
to the concerns of the residents, he can see their problems and issues and if there are
36 violations of current codes we should work to mitigate those issues.

38 Commissioner Marchbanks agreed with Commissioner Kallas' comments. He
stated he would rather see the document reflect what they are actually doing and using
(business/land owners). He pointed out on the other hand we need to do all we can to
40 enforce the current code and current ordinances. He suggested the residential owners
work together with the business owners to help mitigate some of those issues.

42 Chairperson Call asked Mr. Van Wagenen if there is a way to change the master
44 plan to reflect the actual land use there now (which is being requested by the industrial
users) and what is the process to update the codes to have buffers and protections in place
for the residential owners. Mr. Van Wagenen pointed out any change to the general plan
46 map (vision map) tonight will not do anything directly to the city codes. If there are
violations of the codes that those businesses are governed by, the city should look into

2 and take care of those issues and if there is a request to change those rules by which those
4 businesses are governed by it really only applies to new businesses or those who are
6 expanding the site. Any requests to change the current codes to reflect desires for
8 buffering or mitigation etc., wouldn't necessarily be required of adjacent businesses to
10 meet those standards; certain codes can be enforced, but this request tonight has nothing
12 to do with that issue. Commissioner Wily commented that you cannot go back
14 retroactively so the city, tenants and residents will have to work together to resolve and
16 mitigate these issues. Mr. Van Wagenen stated their department will continue to work
18 with the residents to help enforce the codes.

20 Mr. Clark Olsen suggested that the city be the catalyst between residents and the
22 businesses and go through it completely. It sounds like if the businesses have been there
24 for some time and the code has changed there has to be some willingness to compromise
26 and it needs to come from the city; it would be a good approach.

28 Commissioner Johnson commented that the protections are already in the code
30 but need to be enforced. He also stated, as a business owner, in his opinion he would opt
32 to change it back to the way it was because that was the vision those businesses have had
34 for a long time.

36 Mr. Van Wagenen pointed out the Planning Commission recommendation will go
38 on to the City Council for their final decision (General Plan only) and no notices will go
40 out. He added that he will also sit down with Mr. Johnson and vet out these issues and
42 address their concerns.

44 Commissioner Wily commented that procedurally this application was made a
46 year ago and the applicant was told the Master Plan was up for revision this year and
would be considered and that hasn't happened, so the applicant has brought it back to
have some movement on the request because of no action. He noted what the City
Council will have to decide is if they want to make a change in the master plan (with the
recommendation from the Commission) then they will have to decide procedurally if they
want to do it now or if they want to roll it into the revision that is forthcoming. He
pointed out that the Planning Commission is just making the recommendation to the City
Council.

32 Chairperson Call asked if there were any further questions or comments from the
34 Commission. Hearing none she called for a motion.

36 COMMISSIONER KELLER MOVED TO RECOMMEND TO THE CITY
38 COUNCIL APPROVAL OF THE APPLICANT'S REQUEST TO CHANGE THE
40 GENERAL PLAN DESIGNATION FOR THE LOTS IDENTIFIED IN THE STAFF
42 REPORT TO LIGHT AND HEAVY INDUSTRIAL, RESPECTIVELY, WITH THE NO
44 CONDITIONS. COMMISSIONER MARCHBANKS SECONDED THE MOTION.

46 THE VOTE WAS RECORDED AS FOLLOWS:

CHAIRPERSON CALL	AYE
COMMISSIONER KALLAS	AYE
COMMISSIONER MARCHBANKS	AYE
COMMISSIONER WILY	AYE
COMMISSIONER KELLER	AYE
COMMISSIONER JOHNSON	AYE

THE MOTION CARRIED UNANIMOUSLY.

2

12. **New Business: Reports by Commissioners** – Chairperson Call called for any
4 new business or reports from the Commission.

6

Commissioner Johnson mentioned an issue at Fryer Park (which is a city park) and noted impact fees have been used to pay for it. He mentioned there is a small group
8 of residents who were against putting in a restroom because of concerns about predators etc. and having any more improvements; there are a lot of dynamics. He noted that Heath
10 Bateman handled the meeting very well. He added some residents may be coming to the address the City Council about this issue. There was then some discussion regarding this
12 issue.

14

Chairperson Call asked Councilmember Bean his thoughts on the discussion tonight about the residents’ concerns. Councilmember Bean commented that he is not
16 sure where the Council sits on this issue regarding the history of the general plan. He noted that changes made to a general plan are never made lightly. In 2011 they were
18 made over a long period of time. It is a vision document and the City Council and Planning Commission, then and after, looked at it and ultimately agreed with most of
20 what the Planning Commission wanted to see in 30 years. At this point he sympathizes with the property owners.

22

13. **Planning Director Report** – Mr. Van Wagenen reported on the items listed
below followed by general discussion.

24

- Public Safety Building Open House

26

Chairperson Call called for any further comments or discussion. Hearing none she called for a motion to adjourn.

28

ADJOURN –

30

COMMISSIONER KELLER MADE A MOTION TO ADJOURN THE
32 MEETING AT 9:10 P.M. COMMISSIONER JOHNSON SECONDED THE MOTION.
ALL PRESENT VOTED IN FAVOR. THE MOTION CARRIED.

34

Approved – March 14, 2017

36

38

Sharon Call, Chairperson

40

42

Hugh Van Wagenen, Planning Director

Item 3: Public Comment

1 - Subject _____
Discussion

2 - Subject _____
Discussion

3 - Subject _____
Discussion

Item 4: Conditional Use Permit — Club V Volleyball 142 North 1800 West

Matt Carlson, Club V Volleyball, requests conditional use permit approval for gymnasium & athletic clubs (volleyball specific training) to be located at 142 N 1800 W, Units 300, 400, and 500, in the Light Industrial (LI) zone.

<p>Applicant: Matt Carlson Presenting Staff: Brandon Snyder</p> <p>General Plan: Light Industrial Zone: Light Industrial (LI)</p> <p>Property Owner: Ka Eono LLC, Registered Agent: Harvard C. S. Kim Address: 142 North 1800 West Parcel ID: 48-327-0001 (Lot 1, Plat D, Ostler Industrial Park Subdivision) Lot Size: 2.682 acres</p> <p>Type of Decision: Administrative Council Action Required: No</p>	<p><u>SUMMARY OF KEY ISSUES</u></p> <ol style="list-style-type: none"> Whether to approve the applicant's request for a conditional use permit. Whether to impose reasonable conditions to mitigate potential detrimental impacts. <p><u>MOTION</u> I move to (<i>approve, deny, continue</i>) the applicant's request for a conditional use permit for gymnasium & athletic clubs (volleyball specific training) to be located at 142 N 1800 W, Units 300, 400, and 500, in the Light Industrial (LI) zone, with the following conditions (if any):</p> <ol style="list-style-type: none"> Parking
---	---

OVERVIEW

The applicant has requested approval for club volleyball. The applicant has provided information relating to the proposal (attached). Additional information from the applicant related to parking and the floor plan is included in the analysis section of the staff report. The Lindon City Land Use Table indicates that “gymnasium & athletic clubs” are a conditional use in the LI zone. The proposed site is the Timpview Business Park, which was approved by the Planning Commission on April 14, 2015 (file #15-014-2). The applicant is not proposing any changes to the site.

Third Party Public Notices concerning the proposal, as required per Lindon City Code section 17.14.50, were mailed on March 3, 2017. Staff has received feedback (03/08/2017 email) concerning parking. Please refer to the attached email below. **(1800 West has 34' of asphalt, not 28' as stated in the email).**



The purpose of the Light Industrial (LI) zoning district is to provide areas in appropriate locations where light manufacturing, industrial processes and warehousing not producing objectionable effects may be established, maintained, and protected. The regulations of the district are designed to protect environmental quality of the district and adjacent areas. (Lindon City Code 17.49.020)

ANALYSIS

The site has one building that totals 48,677 square feet in floor area. The building is broken into eight suites. The suites range in size from 6,083-6,962 square feet. The average suite size is approximately 6,300 square feet. The site has 83 completed parking stalls south of the building, with 17 additional potential parallel parking stalls on the north side of the building. (Potential total of 100 on-site stalls). The potential stalls are not stripped/painted at this time. The north driveway is currently signed as a loading/drop-off area. Each unit is allocated an average of 10.4 parking stalls. (This would increase to 12.5 stalls/suite with the additional north parking stalls). When the site plan was approved the parking was based off of the building being 40% office and 60% warehouse. Lindon City parking codes indicate the parking ratio for office space is 1/350 square feet and the ratio for warehouse space is 1/1000 square feet. Sites are required to comply with the requirements set out in Lindon City Code 17.18 (Off-Street Parking), or as otherwise required by conditional use permit.

The building currently has five suites in use. Four units are being used as long term storage with no full-time onsite staff which has resulted in a minimal parking demand on-site. The suites devoted to storage have minimal area devoted to office. (BP 1870-2015, Suites 1, 2, 6, and 7). Items being stored include **RV's, boats and other recreational vehicles**. Suite 8 is being improved to include 1/3 of the suite in office and the remaining 2/3 in warehouse. (BP 2190-2016). The applicant proposes to occupy three units of the building with a combined area of 19,404. The applicant would be assigned ~32 to 38 parking stalls. The applicant has indicated that the property owner has approved 30 parking stalls for their use. As a condition of approval, the Planning Commission may address the parking via limitations on class sizes or hours of operation. Staff has very recently asked the applicant to provide information relating to their Salt Lake location and existing Lindon location. Answers from the applicant are underlined. (The applicant is currently operating out of the Weldon warehouse located at 632 N 2000 W. The applicant intends for this new location to replace the current location). Helpful information may include: # of parking stalls and size of the facility in Salt Lake (65,000 sq ft. and 161 parking stalls w/12 courts), registration records for existing locations (details at meeting), floor plan and layout proposed Lindon location (TBD - we plan on using 4 courts and a small reception area. The layout is dependent on getting accurate measurements when the boats move out.), max occupancy for proposed location (50 people - we do not plan on running tournaments currently at this location. We may in the future but will set up another meeting to determine if necessary.), and # of parking stalls assigned by the property owner for your use (We have 30 stalls.). It will also be helpful to have additional information related to tournaments (Tournaments are on hold currently for this location). Updated hours of operation: Hours of operation will be as follows:

December - April (Monday - Friday) 3pm - 10pm (roughly 4 teams every 2 hours). Saturdays - small groups all day.

May - August (Monday - Friday) 8am - 6pm (handful of kids for camps)

August - November (Monday - Friday) 3pm- 10pm (handful of kids for group training)

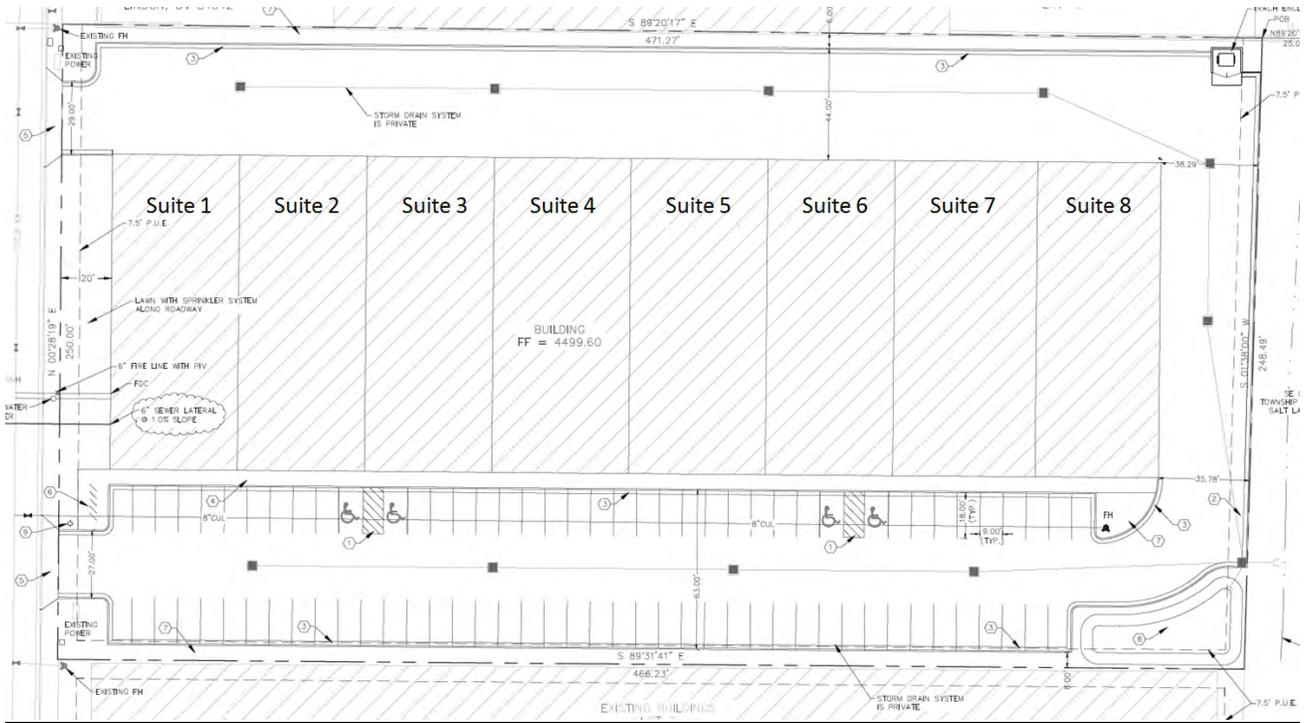
Additional information relating to the proposal can be found online at: www.clubvolleyball.com

The current Lindon City parking requirement, per 17.18.070, for the proposed use is one (1) per three and one-half (3 ½) person capacity in the building or facility, based on maximum use of all facilities at the same time. At this time the occupancy of the three units has not been determined. In discussing the proposal with the Building Official Phil Brown, he recalled that the building has a fire suppression sprinkler system. The doors will need to have panic hardware installed for exiting purposes and the doors must swing outward. He indicated that those items can be addressed prior to approval of the business license. In order to determine the occupancy of the suites for the proposal, a floor plan, layout and additional information from an architect will be needed. At that time it can also be determined if there are adequate restrooms. The 2015 IBC indicates that the capacity of the building, for the proposed use, can be as high as one person per fifteen square feet. Rough estimates indicate during peak use (using the highest occupant load per the IBC), the site may not be able to provide adequate off-street parking. The proposal may need to be approved with conditions to address parking or be continued to allow staff to work further with the applicant to determine actual parking demands. **The applicant's** business plan indicates 50 people would use the building at one time.

The required parking ratio for this type of use has adjusted over time. Prior files indicate parking ratios of 1/350 sq. ft. and 1/200 sq. ft. (Files O2-0179-2 soccer and O4-272-1 gymnastics). The review of Cross fit in 2013 **resulted in approval with the condition that “the facility provide a one to one parking ratio based on the class size” (13-059-1).**

Applicable laws and standards of review

- State Code defines a conditional use as "a land use that, because of its unique characteristics or potential impact on the municipality, surrounding neighbors, or adjacent land uses, may not be compatible in some areas or may be compatible only if certain conditions are required that mitigate or eliminate the detrimental impacts."
- Section 10-9a-507 of the State Code requires municipalities to grant a conditional use permit "if reasonable conditions are proposed, or can be imposed, to mitigate the reasonably anticipated detrimental effects of the proposed use in accordance with applicable standards." Once granted, a conditional use permit runs with the land.
- State Code further provides that a conditional use permit application may be denied only if "the reasonably anticipated detrimental effects of a proposed conditional use cannot be substantially mitigated by the proposal or the imposition of reasonable conditions to achieve compliance with applicable standards." Utah Code § 10-9a-507.
- Lindon City Code Section 17.20.060 provides that a conditional use may be denied when:
 - "[U]nder circumstances of the particular case, the proposed use will be detrimental to the health, safety, or general welfare of persons residing or working in the vicinity, or injurious to property or improvements in the vicinity, and there is no practical means available to the applicant to effectively mitigate such detrimental effects;" or,
 - "[T]he applicant cannot or does not give the Planning Commission reasonable assurance that conditions imposed incident to issuance of a conditional use permit will be complied with."



ATTACHMENTS

1. EMAIL
2. BUSINESS INFO
3. PICTURE

Email received 03/08/2017, in response to the public notice:

“Good talking to you today. I wanted to follow up as per your request to give written input as to my concerns about Matt Carlson and the Club V Volleyball business that is requesting permission to occupy 3 of the units in the building at 142 N 1800 W. Those 3 units that he is proposing occupying add up to about 20,000 sq feet of warehouse style building. There are only 16 parking spots per unit and 4 of those are handicap parking. I haven't seen the business plan but it seems like they would have quite a few volleyball courts inside this building and be looking at teams with additional players which will very likely create a need for way more parking than is available at this location.

This building has a lot of square footage with very little parking and is designed for industrial warehouse type of businesses which don't require a lot of employees or customers. The main concern is the spillover of parking that will be created on the street. This street is quite narrow for the heavy semi-truck traffic that runs up and down this road every day, the street being only 28' wide.

There is room for about 5 cars to park in front of this building but you have to consider that these 3 units that they are looking at occupying are not the only units in this complex. There is NOT room to have cars parked on both sides of this narrow street. It would make it impossible for any delivery trucks to even enter their parking lot if there were cars parked on both sides of the street, and considering that these are warehouse units with large delivery bays, it seems like the making of a parking/traffic nightmare and problems for the other building occupants who are running legitimate industrial/warehouse type of businesses for which this building was designed and approved for.

It was so stressful during the construction of this particular building because the construction workers parked on both sides of the road and every day, I would have to wait for passing vehicles coming the other direction to pass through the parking lot that was created in the street before you could continue down the road past the building, because it was not safe to try and have 2 cars pass that section in front of the building with vehicles parked on both sides of the road.

It also has to be considered that there will be development on the other side of the street that will also cause more congestion on this narrow road. When Google Fiber was in a couple blocks to the south on 1800 W, they had WAY too many employees and cars lined both sides of the road for blocks, causing the same problems.

Please note that as you approve large warehouse buildings to be built with minimum parking, these developers need to understand that they are limiting themselves to the types of businesses that are able to come into their warehouse style buildings. Warehouses in industrial areas are for housing product, not for filling with people. If this is a people based business, like Club V Volleyball's business, they need to look for an appropriate building with adequate parking for the 50-100 people that will be occupying this warehouse space as customers and employees, as well as spectators/parents, etc. If their business is going to occupy 20,000 square feet and they are only going to have 5-10 employees/coaches and 20-30 customers/spectators in there at a time, they are either lying or their business will fail because the economics do not work. There is one of these Volleyball businesses located in the new buildings to the north of the freeway just before the old Noah's. These buildings have huge parking lots and were designed to be able to handle this type of customer/employee base. I've driven by that building when their parking lot has been packed full. This particular building on 1800 W just does not have the parking to support this type of business.

I appreciate your time and for asking and listening to input on this from local businesses, as I will be out of town for the meeting on the 14th. I hope that the right decision will be made.

Sincerely, Rick Squires



Club V Volleyball Planning Commission

Mission Statement: To develop character based athletes that compete at their highest level.

Club V Expansion into Lindon: Club V Volleyball is looking to expand into Utah County. Based out of North Salt Lake, Club V is the largest and most successful volleyball development program in the state of Utah. We are bringing our efforts into Utah County to help provide the same outstanding program to our athletes in all parts of Utah. Our efforts are primarily focused on easing the opportunity for more athletes to access our program without the extended commute; allowing each athlete the opportunity to spend more time and focus on family, school, and other extracurricular activities. We currently plan to host 230 of our athletes down at our south location.

Program: Athletes receive volleyball sport specific training as well as character and athletic training programs.

Operations: Volleyball is seasonally. The season goes from October – May. Hours of operation is as follows:

In Season (Oct – May)

Monday – Friday 4:00pm – 10:00pm

Saturday 8:00pm – 2:00pm

Athletes will show up in 3 different cycles. 4-6pm, 6-8pm, and 8-10pm. On average, there will around 40 athletes plus coaches in the facility (50 people at one given time). On average, 90% of the parents drop their kids off and run errands. In our north facility, it is about 5% of parents that stay and watch the practices. Stalls needed during the aforementioned hours for parents, players, coaches, and staff would be around 20 per hour.

Out of Season (May – September)

Monday – Saturday 8:00am – 8:00pm

We do personal lessons and summer camps throughout these months. At any given hour, there is only about 20 athletes in use of the gym during these months.

Accommodations: The space we will be occupying is outfitted with 2 separate (unisex) bathrooms; 1 water fountain; and 1 enclosed office. There are currently (X amount) of entrances and exits; (X amount) of parking spaces; (X amount of handicap spaces).

We will also manage the flow of traffic with designated drop off points, designated entrances, and exits for the flow of traffic. (We can drop in front of the building, and exit through the back).

Please let us know of any additional questions or concerns. Thank you!

Matthew J Carlson
CEO
Club V Volleyball
(801) 425 – 8014
matt@clubvvolleyball.com



Item 5: Conditional Use Permit — Lindon Collision Center 551 N. Geneva Rd.

Eric Read, Lindon Collision Center, requests conditional use permit approval for general auto/vehicle repair services to be located at 551 N. Geneva Rd., in the Mixed Commercial (MC) zone.

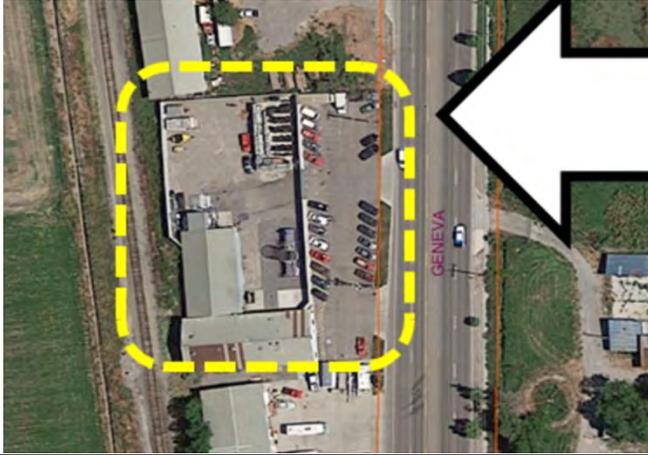
<p>Applicant: Eric Read Presenting Staff: Brandon Snyder</p> <p>General Plan: Mixed Commercial Zone: Mixed Commercial (MC)</p> <p>Property Owner: Gibb, Duane G. Address: 551 N. Geneva Rd. Parcel ID: 14-053-0048 Lot Size: 0.81 acre</p> <p>Type of Decision: Administrative Council Action Required: No</p>	<p><u>SUMMARY OF KEY ISSUES</u></p> <ol style="list-style-type: none"> Whether to approve the applicant's request for a conditional use permit. Whether to impose reasonable conditions to mitigate potential detrimental impacts. <p><u>MOTION</u></p> <p>I move to (<i>approve, deny, continue</i>) the applicant's request for a conditional use permit for general auto/vehicle repair, to be located at 551 N. Geneva Rd., in the Mixed Commercial (MC) zone, with the following conditions (if any):</p> <ol style="list-style-type: none">
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OVERVIEW

The applicant has requested approval for general auto/vehicle repairs. The Lindon City Land Use Table indicates that "General auto/vehicle repair" is a conditional use in the MC zone. The applicant will be providing collision repair (body shop). **The applicant's business plan is attached.** The applicant is not proposing any changes to the site. The existing building was constructed in 1978. The applicant does propose to renovate the inside, as well as, repaint the building and concrete wall, install a new gate, update the signage, and update the windows and front door. (Business plan is attached) The minimum parking requirements of Lindon City Code are met.

Third Party Public Notices required per Lindon City Code section 17.14.50 were mailed on March 3, 2017. No public comments have been received by Staff at this time.

The purpose of the Mixed Commercial (MC) district is to provide areas in appropriate locations where low intensity light industrial (contained entirely within a building), research and development, professional and business services, retail and other commercial related uses not producing objectionable effects may be established, maintained and protected. The regulations of this district are designed to protect environmental quality, compatibility, competitiveness, and aesthetics of the district and adjacent areas.



ANALYSIS

Applicable laws and standards of review

- State Code defines a conditional use as "a land use that, because of its unique characteristics or potential impact on the municipality, surrounding neighbors, or adjacent land uses, may not be compatible in some areas or may be compatible only if certain conditions are required that mitigate or eliminate the detrimental impacts."
- Section 10-9a-507 of the State Code requires municipalities to grant a conditional use permit "if reasonable conditions are proposed, or can be imposed, to mitigate the reasonably anticipated detrimental effects of the proposed use in accordance with applicable standards." Once granted, a conditional use permit runs with the land.
- State Code further provides that a conditional use permit application may be denied only if "the reasonably anticipated detrimental effects of a proposed conditional use cannot be substantially mitigated by the proposal or the imposition of reasonable conditions to achieve compliance with applicable standards." Utah Code § 10-9a-507.
- Lindon City Code Section 17.20.060 provides that a conditional use may be denied when:
 - "[U]nder circumstances of the particular case, the proposed use will be detrimental to the health, safety, or general welfare of persons residing or working in the vicinity, or injurious to property or improvements in the vicinity, and there is no practical means available to the applicant to effectively mitigate such detrimental effects;" or,
 - "[T]he applicant cannot or does not give the Planning Commission reasonable assurance that conditions imposed incident to issuance of a conditional use permit will be complied with."



To Whom It May Concern;

Lindon Collision Center would like relocate from 465 N 1030 West Lindon, Utah to 551 N 1000 West Lindon, Utah. This is roughly 200 yards away. We have been at 465 N for 11 years, renting and now we have an opportunity to buy a new facility at 551 N 1000 West.

This business operates as a collision repair shop(Body Shop). We take apart and assemble cars/trucks after they have been in an accident and fix to the original statue of the car/truck. We are the only Mercedes Benz certified collision shop in Utah county. We also restore antique classics to the customer liking. We will be installing an environment friendly paint system that utilizes water based paint that is eco-friendly to the environment. We will not increase pollution or odors in operating our business. All of the business operations will be behind the cement walls and will not be visible from Geneva road.

Lindon Collision Center operating hours is Monday- Friday 8am-5:30pm. We have 11 employees and with the larger facility we plan on hiring another 3-4 employees in 2018. There is ample parking space for many customers as well as our employees.

The property has been neglected for many years. Lindon Collision Center will be adding value to the property and will be renovating the inside as well as the outside to make it presentable to our customers and to the City of Lindon.

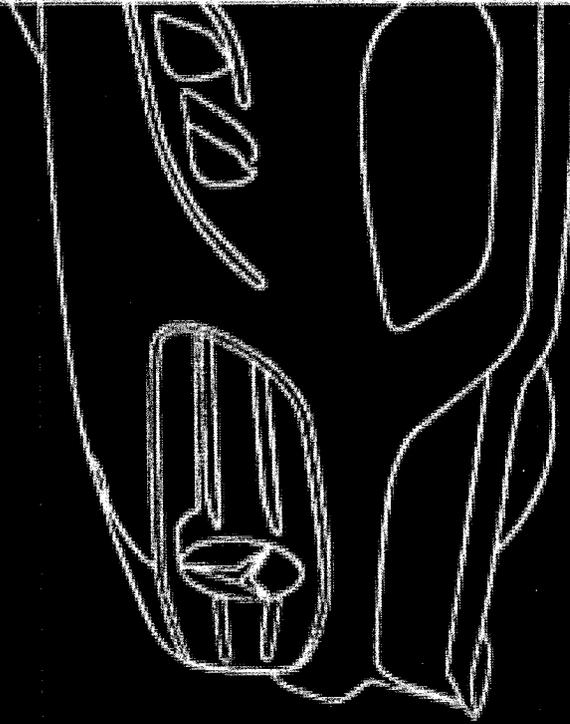
We will not have any 'Processed Water" discharged into the sewer system. The current water function will work just fine.

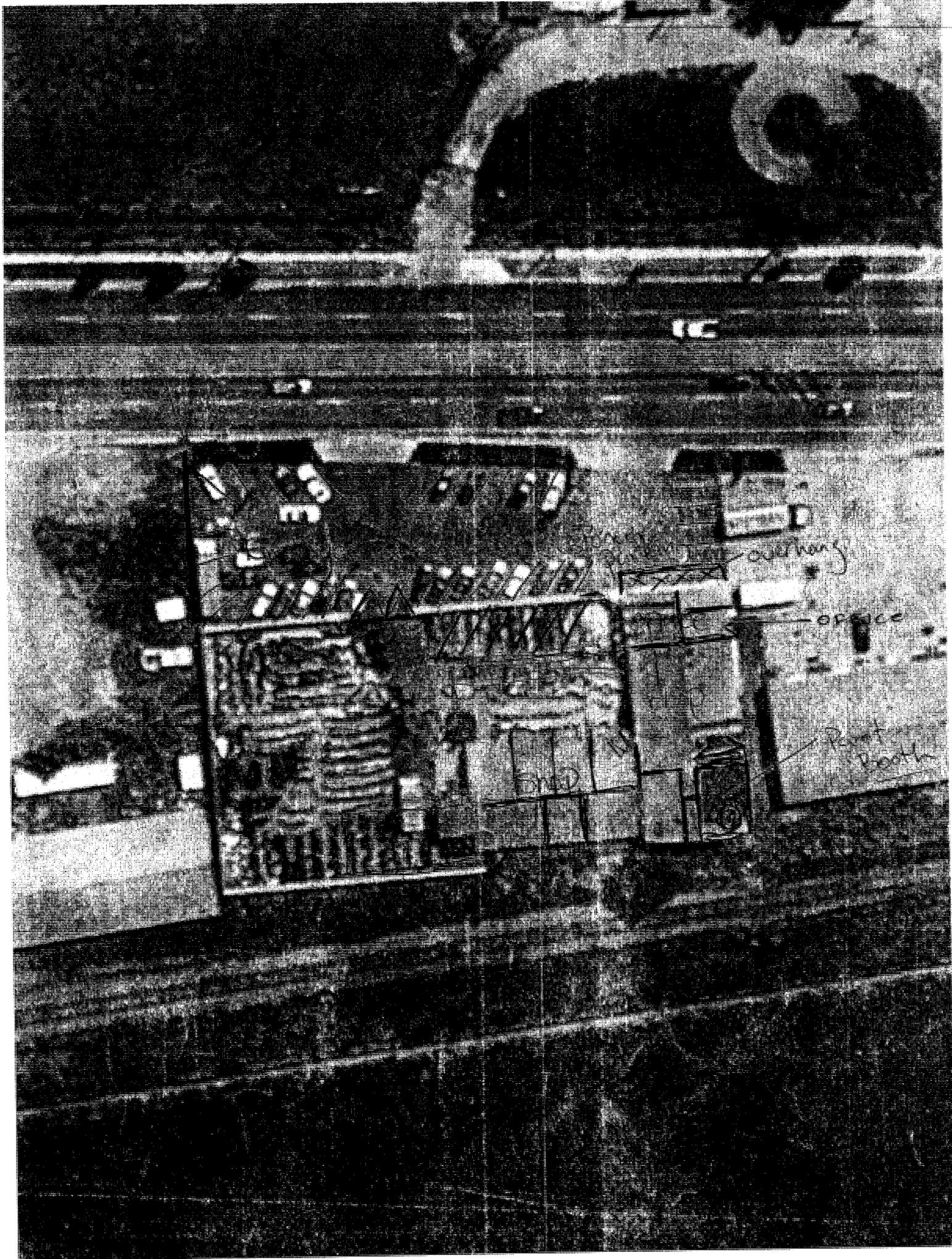
The property in the past has also been used as a Construction company, sewing facility, Hub cap business, Body Shop, Laboratory and car dealership.

Thank you for your consideration.

Lindon Collision Center Website www.lindoncollision.com

Certified Collision



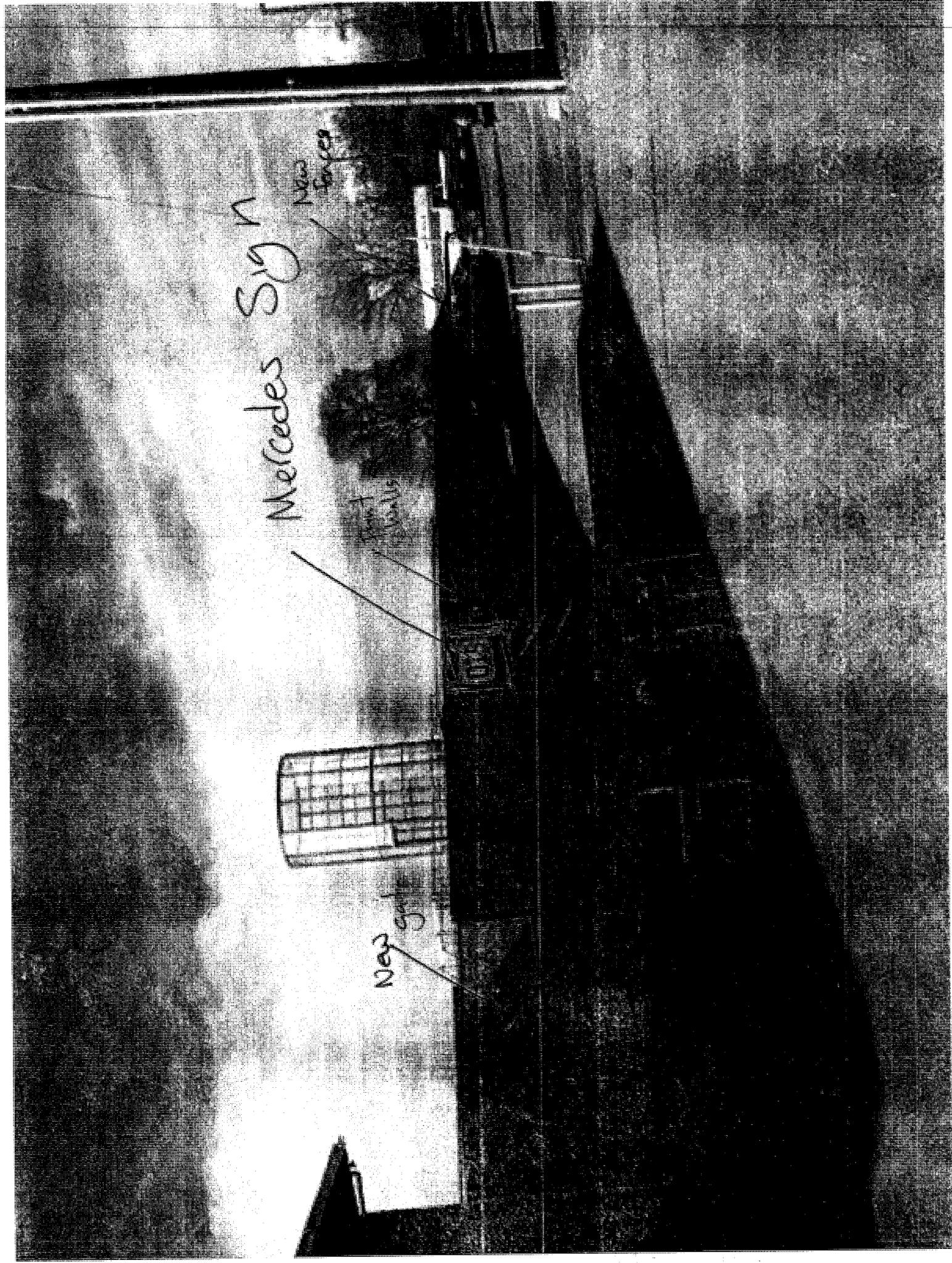
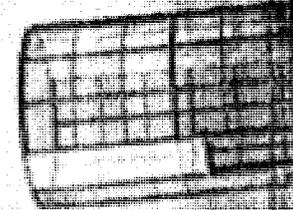


Mercedes Sign

New Garage

New Windows

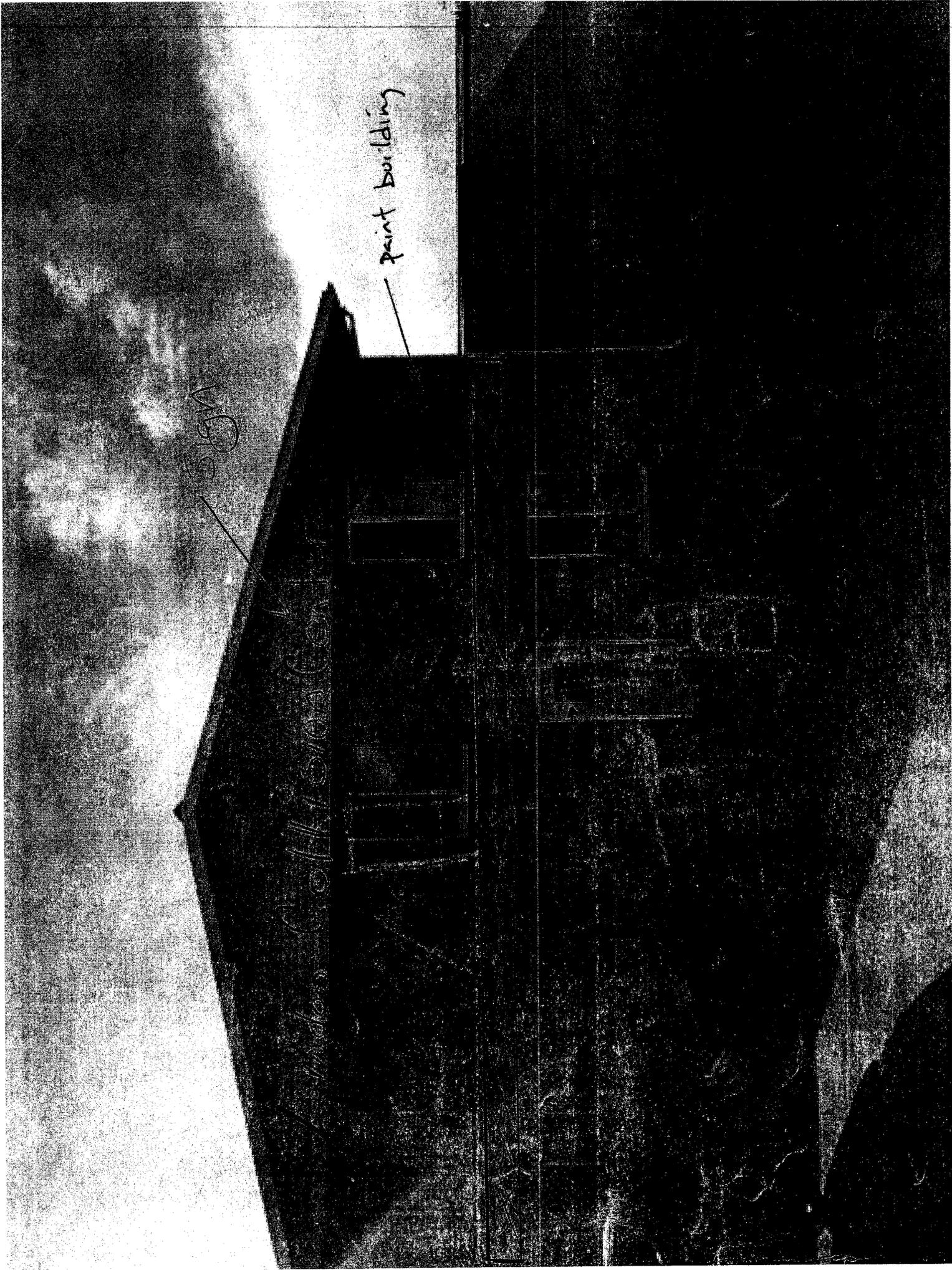
New gate

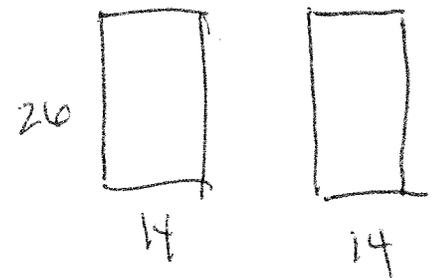
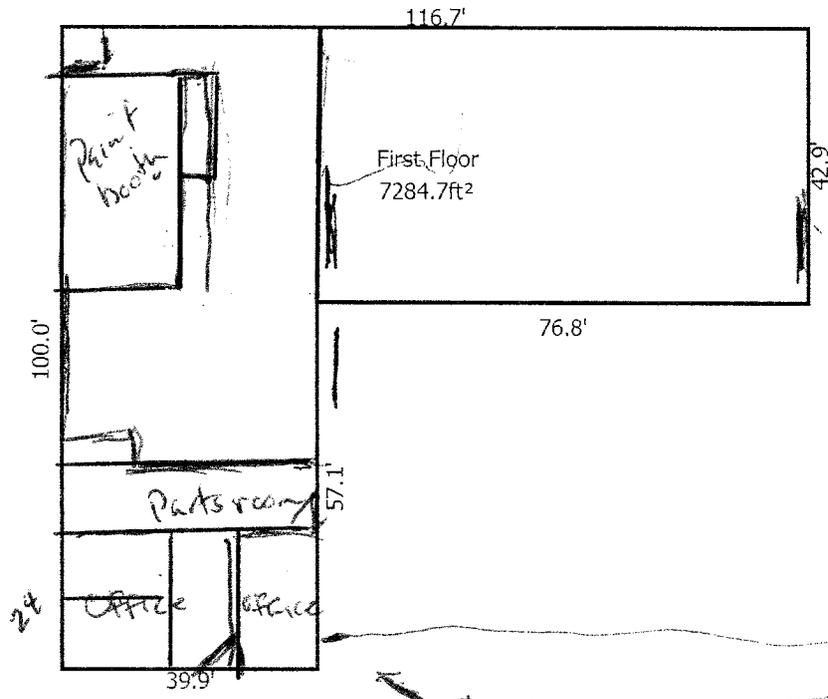


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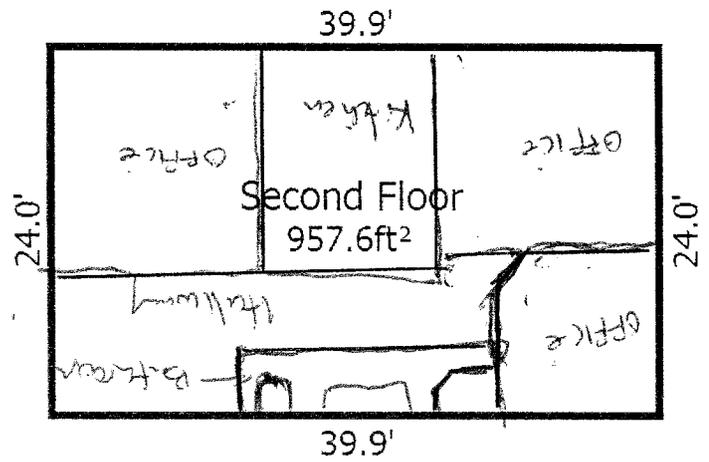
— paint building

London Collection





Custom body & paint



Sketch by user 1/17

Item 6: Amended Site Plan — Mountain Tech Center II 2570 West 600 North

<p>Applicant: Cecilia Uriburu for Mark Weldon Presenting Staff: Hugh Van Wagenen</p> <p>General Plan: General Commercial Current Zone: General Commercial A8 (CG-A8)</p> <p>Property Owners: WICP West Orem, LLC Address: 2570 West 600 North Parcel ID: 46:960:0002 Lot Size: 4 acres</p> <p>Type of Decision: Administrative Council Action Required: No</p>	<p><u>SUMMARY OF KEY ISSUES</u></p> <p>1. Whether to approve the amended site plan for one 97,000 square foot four-story office building in the CG-A8 zone.</p> <p><u>MOTION</u></p> <p>I move to (<i>approve, deny, continue</i>) the applicant’s request for amended site plan approval for one 97,000 square foot office building with the following conditions (if any):</p> <p>1.</p>
--	--

BACKGROUND

1. This is an amended site plan application for one 97,000 square foot office building with an intended use as office space. The original application called for two buildings, both two-stories, of 50,000 square feet each; building one has been constructed and is operational. *Building two has since been amended to be four-stories rather than two, but maintaining the original footprint.* This results in an increase in square footage from ~50,000 s.f. to 97,000 s.f.
2. The site is located in the General Commercial A8 (CG-A8) zone, indicating that buildings up to 80 feet in height are permitted. This parcel is nestled into the northwest corner of PG/Lindon interchange on I-15.
3. The site has limited access off 600 North via a UDOT right in/right out only access.

DISCUSSION & ANALYSIS

Parking Standards

<i>Type</i>	<i>Required (both buildings)</i>	<i>Provided (both buildings)</i>
Vehicle spaces (1/350 s.f)	278 (485)	304 (608)
ADA spaces (2% of total)	6 (12)	6 (12)
Bicycle spaces (8% of total vehicle spaces or 16 max)	16 (32)	16 (32)

Landscaping Standards

Landscaped Strip Along Frontage

With exception of the entryway, this site does not have any public frontage and no landscape strip is required.

Interior Parking Lot Landscaping

Interior landscaping must be provided at 40 square feet per required stall with one tree per 10 stalls. With the amended proposal having 608 stalls between the two buildings, that equates to 24,320 square

feet and 60 trees required; 24,341 square feet of landscaping and 62 trees are provided (only minor changes to landscaping have occurred with this amendment).

Open Space

The CG zone requires 20% open space on any project. Here 22% is being provided.

Architectural Standards

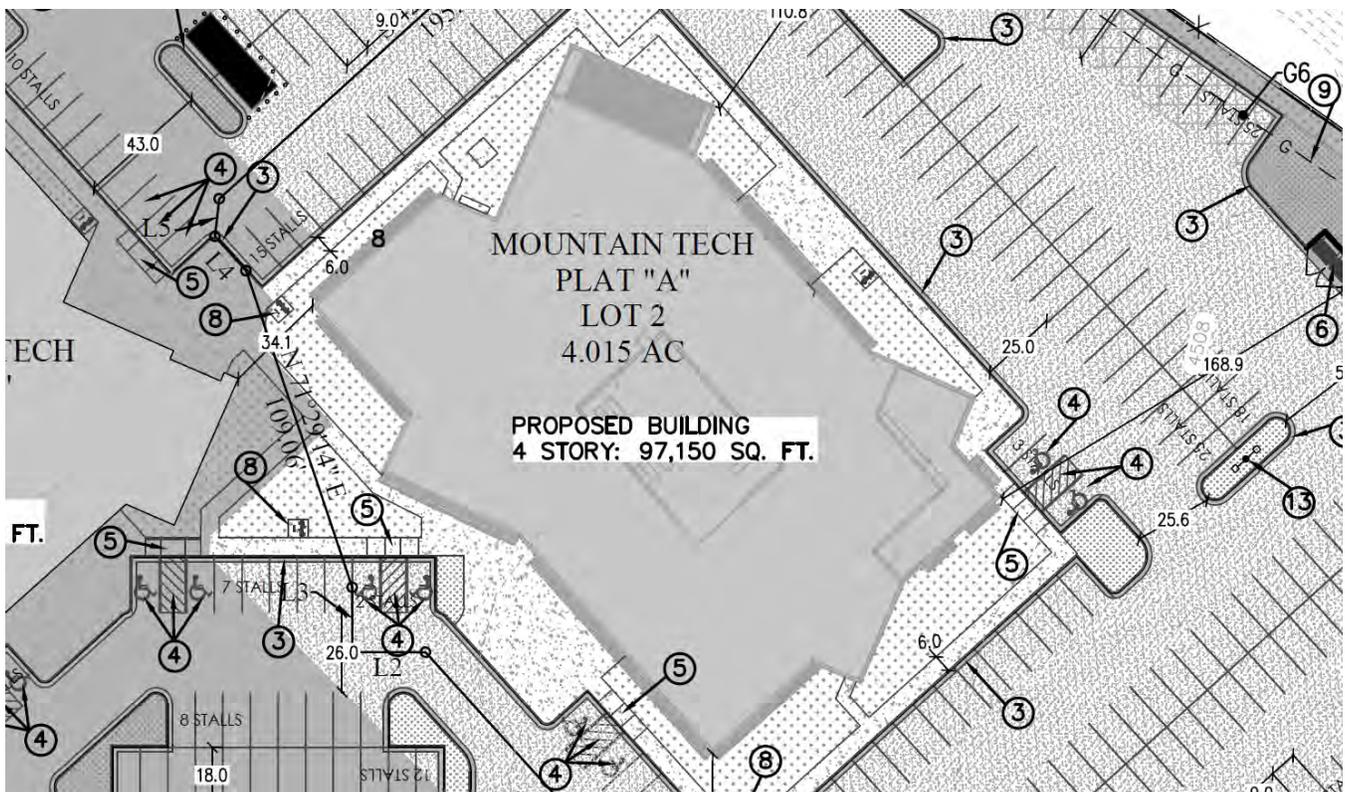
Building Materials

Lindon's Commercial Design guidelines, which govern architectural treatments in the CG zone, identify masonry building materials, such as brick, stone, and colored decorative concrete block (including fenestration) as the preferred primary building material; and brick, stone, colored decorative concrete block, stucco, wood/cement fiber siding, and timbers as secondary materials. Fenestration is also highly encouraged.

The building materials proposed for the exterior of the structures include façade treatments of plaster/EIFS trim, dark brown brick veneer, alternating opaque and clear glass window panels with aluminum trim, main entrance canopies, third floor balconies, and aluminum sun shade features.

Building articulation/massing

The building footprint is magnified below. There are several different pop out elements, awnings, roof variation, and balcony setbacks on the upper floors that give this building varied articulation. The building does have specific entrance canopies and a brick veneer extension.



Mechanical equipment is designed to be on the roof and will be in a walled enclosure (see elevations). The building roof heights is 56 feet with the parapet extending approximately 2-3 feet higher. The mechanical equipment wall is just over 63 feet high. Total height is within the 80 foot limit.

City Design Standards under consideration but not passed by ordinance look at building articulation, roof line variation, building entrance emphasis, and screening of ground floor mechanical equipment.

Building Color

The Commercial Design Standards indicate that earth tones are generally preferred over harsh or loud colors, except where more vibrant colors are used to create a special effect that is harmonious with the adjacent context. The Design Standards include a color palette for reference in determining compliance with this requirement. The color palette has been included as attachment 6 for your reference.

Renderings of the building that illustrate the building colors are included in attachment 4 for review with pictures of the existing building in attachment 2.

Traffic Impacts

When phase one was approved, a u-turn pocket (attachment 7) was created to aid vehicles leaving the site from performing u-turns at the intersection of 600 North 2800 West. A condition of approval for phase two was for the developer and City to enter into a development agreement regarding intersection improvements agreed upon by American Fork, UDOT and Lindon as each entity has jurisdiction over portions of that intersection. Timing for phase two was unknown at that time. Based on this condition, a revised traffic study (attachment 8) has been completed by the firm RSG, who performed the original study. Based upon the revised traffic impact study, it appears building two will be able to function with the newly created u-turn pocket and no additional improvements at the 600 North 2800 West intersection.

UDOT has indicated that once a traffic signal is warranted due to higher traffic counts, that is additional traffic from not only this development but other new development in the area as well, they will install a traffic light at 600 North 2800 West. In the future, this intersection will most likely be part of the connection from I-15 to the Vineyard Connector and under UDOT jurisdiction exclusively.

Although not part of the site design for this phase, the applicant is working to obtain additional egress from this site to 2800 West. This is to alleviate the need for u-turn movements that will be hindered by increased traffic in the area over time. As traffic increases in the area, the congestion and delays leaving the site will get worse until a traffic signal is warranted and installed. At that point, traffic will flow at a reliable service level.

Engineering Standards

There are no changes to any utility or other surface improvements that require engineering review on this amendment.

MOTION

See above.

ATTACHMENTS

1. Aerial photo of the site and surrounding area
2. Photographs of the existing site and building
3. Site Plan
4. Architectural Rendering & Elevations
5. Landscaping Plan
6. Color Palette
7. U-turn street improvements
8. RSG Traffic Impact Study Summary

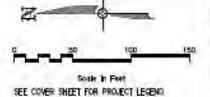


EXISTING AREA CONSTRUCTED AS PART OF PHASE 1

LOT AREAS:

LOT	BUILDING FOOTPRINT	410,211 SQ. FT. / 9.42 ACRES
	BUILDING FOOTPRINT	23,893 SQ. FT.
	LANDSCAPING	23,944 SQ. FT.
	INFUSED PARKING	98,300 SQ. FT.
	RESHAWING	24,346 SQ. FT.
	ASPHALT	74,619 SQ. FT.
	CONCRETE	208,144 SQ. FT.
		238,863 SQ. FT.

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 24,346 SQ. FT.
 74,619 SQ. FT.
 208,144 SQ. FT.
 238,863 SQ. FT.



PARKING REQUIREMENTS:

BUILDING 1 OFFICE (HIGH DENSITY OFFICE)	243 PL		
MAIN	2,870 sq ft	128.57	(1/250)
OFFICE	2,870 sq ft	128.57	(1/250)
BUILDING 2 OFFICE	4 STORY	97,300 sq ft	277.57 (1/300)
MINIMUM REQUIRED:		483 (484/1)	
MAXIMUM ALLOWED:		630 (630.5 OR 1300)	
TOTAL PROVIDED:		608	
ACCESSIBLE SPACES:		12 (12.2 OR 25.6 SQ. FT. - 30' x 1,000)	
BIKE SPACES:		32 (25 OF 60' x 40'; MAX. 16' WIDE)	

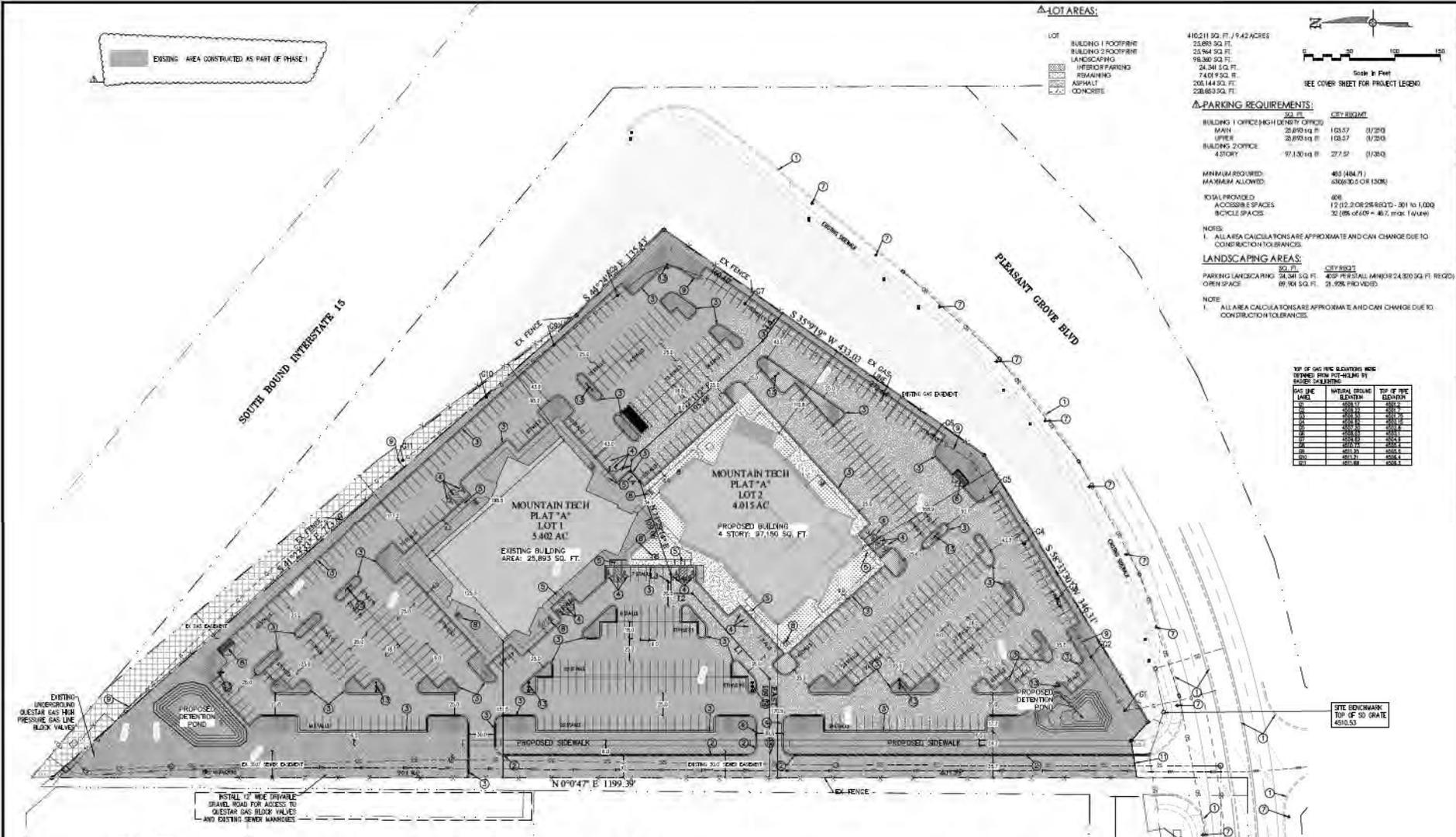
NOTES:
 1. ALL AREA CALCULATIONS ARE APPROXIMATE AND CAN CHANGE DUE TO CONSTRUCTION TOLERANCES.

LANDSCAPING AREAS:
 PARKING LANDSCAPING: 24,346 SQ. FT. COVERING: 45% PER MINIMUM (24,300 SQ. FT. REQ'D)
 OPEN SPACE: 89,964 SQ. FT. 21.9% PROVIDED

NOTE:
 1. ALL AREA CALCULATIONS ARE APPROXIMATE AND CAN CHANGE DUE TO CONSTRUCTION TOLERANCES.

TOP OF GAS PIPE ELEVATIONS (SEE WPI FOR PIPE SIZES BY SIZES INSTALLING)

PIPE LINE	INTERNAL GRADE	TOP OF THE
10"	525.17	526.17
12"	525.88	526.88
16"	526.88	527.88
20"	527.88	528.88
24"	528.88	529.88
30"	529.88	530.88
36"	530.88	531.88
42"	531.88	532.88
48"	532.88	533.88
54"	533.88	534.88
60"	534.88	535.88



- SITE PLAN NOTES:**
- EXISTING CURB & GUTTER
 - PROPOSED 24" CURB & GUTTER. SEE DETAIL SHEET 1/C4.
 - PROPOSED 24" REV PAN CURB & GUTTER. SEE DETAIL SHEET 3/C4.
 - ALL HANDICAP STALLS SHALL HAVE SLOPES OF LESS THAN 2% IN ALL DIRECTIONS.
 - ADA RAMP ARE TO BE INSTALLED PER CITY AND ADA STANDARDS AND SPECIFICATIONS. SEE DETAIL SHEET 2S.
 - PROPOSED TRASH ENCLOSURE. SEE ARCHITECTURAL DRAWINGS FOR DETAILS.
 - EXISTING LIGHTPOLE
 - PROPOSED BIKE RACK. SEE ARCHITECTURAL DRAWINGS FOR STAIRS DETAILS.
 - EXISTING GAS LINE. CONTRACTOR TO FIELD VERIFY LOCATION AND ELEVATION PRIOR TO CONSTRUCTION.
 - PROVIDE SMOOTH TRANSITION FROM CURB & GUTTER TO REV PAN CURB & GUTTER.
 - CONTRACTOR TO SANICUT EXISTING ASPHALT AND PROVIDE SMOOTH EDGE FOR NEW ASPHALT TO MATCH TO.
 - PROPOSED 3" WIDE ROLL OUT. SEE DETAIL 11/C4.

PROPOSED LIGHT POLE. SEE ARCHITECTURAL PLANS FOR DETAILS

BUILDING FLOOR DRAINS NOTE:
 FOR THIS PROJECT THERE WILL BE NO FLOOR DRAINS IN THE BUILDING. THEREFORE NO GREASE TRAP OR SAMPLING MANHOLE WILL BE REQUIRED OR PROVIDED.

UTAH CITY STANDARDS NOTES:

- THE APPLICANT IS RESPONSIBLE FOR COMPLIANCE WITH ALL REQUIREMENTS OF THE "AMERICANS WITH DISABILITIES ACT" (ADA).
- ALL LANDSCAPED AREAS SHALL HAVE AN AUTOMATIC UNDERGROUND SPRINKLING SYSTEM WITH A BACKFLOW PREVENTION DEVICE AND A BACKFLOW PREVENTION DEVICE TO THE BUILDING. UNLESS LANDSCAPING IS SERVED BY THE SECONDARY WATER SYSTEM.
- WATER METERS ARE TO BE LOCATED BEHIND BACK OF WALK OR BACK OF CURB IN AN AREA THAT IS ACCESSIBLE, NOT LOCATED BEHIND FENCED AREAS OR UNDER COVERED PARKING.
- UTAH CITY STANDARDS SPECIFICATIONS AND DRAWINGS APPLY TO CONSTRUCTION OF PUBLIC IMPROVEMENTS THAT WILL BE OWNED OR MAINTAINED BY UTAH CITY AND TAKE PRECEDENCE OVER OTHER STANDARDS.

TELECOMMUNICATIONS NOTES:

- TELECOMMUNICATIONS CONDUIT SHALL BE INSTALLED TO SERVE THIS SITE. RUN THE CONDUIT TO THE SITE FROM AN EXISTING SERVICE BOX AT A NEARBY SITE AS SHOWN IN THE UTOPIA DESIGN. RUN THE CONDUIT WITHIN THE PUBLIC RIGHT-OF-WAY OR SECURE EASEMENTS TO RUN IN ON PRIVATE PROPERTY. LAY THE CONDUIT AT A MINIMUM DEPTH OF COVER OF 24".
- INSTALL ONE ORANGE 1/2" DIAMETER 50M-1 HOPE CONDUIT MEETING ASTM 3333, OR IN DIFFERENT QUANTITIES AND SIZES AS SHOWN IN THE UTOPIA DESIGN. A TWELVE (12) GAUGE SOLID THIN TRACKER WIRE SHALL BE INSTALLED INSIDE ALL CONDUITS ACCORDING TO NESC STANDARDS. TELECOMMUNICATIONS CONDUIT SHALL INCLUDE A 3" CAUTION TAPE INSTALLED IN THE PIPELINE TRENCH APPROXIMATELY 12" BELOW THE GROUND SURFACE. WITH THE WORDS "CAUTION: RISK OPTIC CABLE" PRINTED ON IT.

DATE	BY	REVISIONS

CIR ENGINEERING, I.L.C.
 5052 S. 1100 W. SUITE 100, WEST VALLEY CITY, UT 84119
 TEL: 765-233-0000 FAX: 765-233-0001

MOUNTAIN TECH CENTER
 2570 WEST 600 NORTH, LINDON, UTAH
SITE PLAN



SHEET NO. **C1**
 PROJECT NO. W1005-01 DATE 07/31/15
 FILE NAME: PRS-MTW SCALE: 1" = 40'







C1 NORTH ELEVATION
SCALE: 1/8" = 1'-0"



A1 EAST ELEVATION
SCALE: 1/8" = 1'-0"

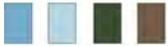


C1 SOUTH ELEVATION
SCALE: 1/8" = 1'-0"



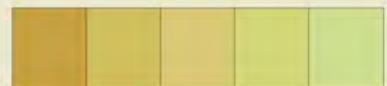
A1 WEST ELEVATION
SCALE: 1/8" = 1'-0"

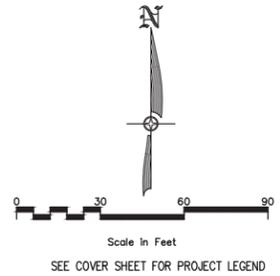
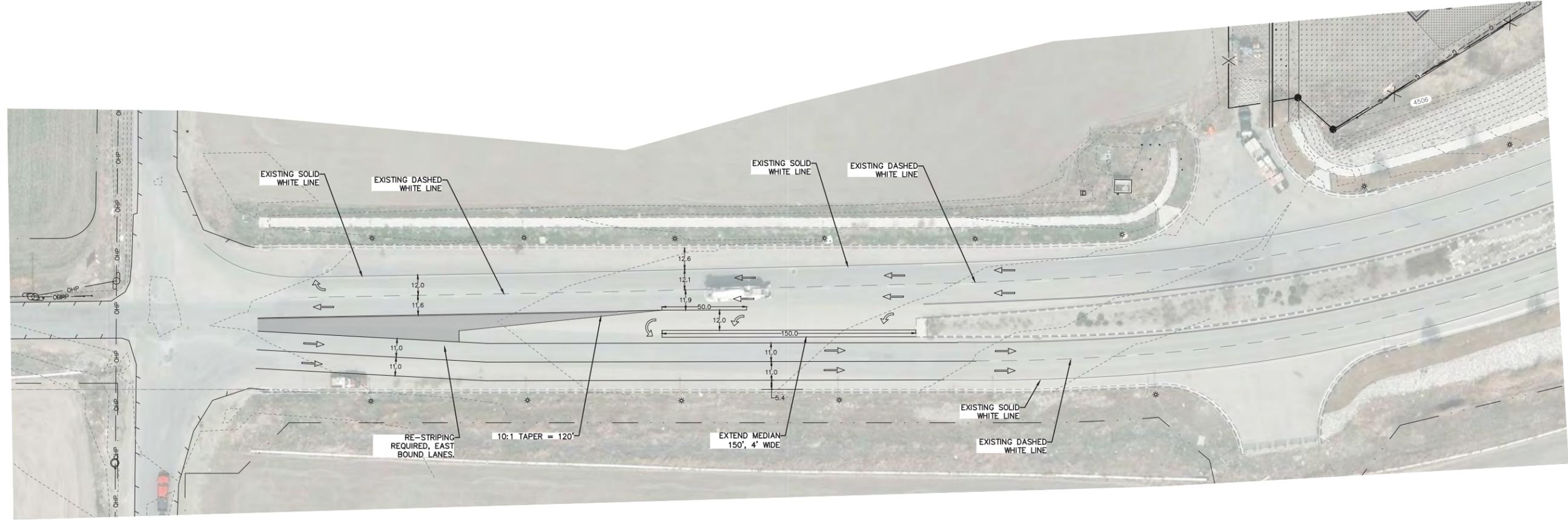
IV. Utah Mountain Desert Color Palette



Utah Mountain Desert Color Palette

Primary Colors





NO.	REVISIONS	BY	DATE

CIR
ENGINEERING, L.L.C.
 3032 SOUTH 1030 WEST, SUITE 202
 S.C. Utah 84119 - 801-949-6296
 DESIGNER: SDT
 PROJECT ENGINEER: SDT

MOUNTAIN TECH CENTER
 2570 WEST 600 NORTH, LONDON, UTAH
ROAD STRIPING PLAN



SHEET NO. **C8**
 PROJECT ID: 1073115
 DATE: 07/31/15
 FILE NAME: PRJ-MTW
 SCALE: 1"=50'



MEMO

TO: Mark Weldon
CC: Cecilia Uriburu, AIA
FROM: Kordel Braley, PE, PTOE
DATE: February 28, 2017
SUBJECT: Lindon – Office Complex Traffic Impact Study – Update

This memo provides an update to the “Lindon – Office Complex Traffic Impact Study – Revision 1” dated July 21, 2015, and the “Lindon – Office Complex Traffic Impact Study – Addendum” dated August, 13, 2015, both of which outlined an analysis of traffic operations proximate to the proposed Office Complex located between 2800 West and I-15 to the north of 600 North. Access to the office buildings is provided from 600 North approximately 1000 feet west of the Pleasant Grove Blvd./I-15 Interchange. Phase I was completed near the end of 2016.

This update considers a new proposal for Phase II and the anticipated traffic impact to the roadway network, especially the current U-turn location on 600 North. Figure 1 shows the current U-turn.

FIGURE 1. EXISTING U-TURN ON 600 NORTH.



1.0 SUMMARY OF KEY FINDINGS

We offer the following summary of key findings based on the analysis presented in this report:

- Background traffic conditions have not significantly changed since the original traffic study was completed in 2015.
- The proposed Phase II office building is anticipated to generate approximately 300 peak hour trips. This is based on a conservative assumption of 600 employees in the ~100,000 square foot building.
- With project traffic added to existing traffic, the study intersections are anticipated to operate at LOS B or better. Queuing for the U-turn movement is anticipated to be up to 110 feet long.
- In order to test longer term traffic operations of the U-turn movement, a sensitivity analysis was conducted assuming eastbound traffic volumes doubles. Under these conditions, the LOS for the U-turn movement would deteriorate to LOS D. Additional traffic beyond that level is anticipated to cause the movement to fail.
- No crashes have been reported at the project access or the U-turn location.

2.0 PROJECT DESCRIPTION

Phase I has already been constructed and is fully occupied. Phase I is approximately 50,000 square feet and has approximately 185 employees. The original TIS assumed 350 employees for Phase I and an additional 350 employees for Phase II (also a 50,000 square feet office building).

The current proposed land use for Phase II is a 100,000 square feet office building, with the potential for housing 600 employees. Figure 2 shows the currently proposed site plan.



Item 7: New Business (Planning Commissioner Reports)

Item 1 – Subject _____

Discussion

Item 2 – Subject _____

Discussion

Item 3 – Subject _____

Discussion

Item 8: Planning Director Report

- **Update MS Properties General Plan Amendment**
- **Utah APA Conference (Brigham City, UT April 20-21, 2017)**

Adjourn