

**Pleasant Grove City
City Council Meeting Minutes
Work Session
March 7, 2023
4:30 p.m.**

Mayor: Guy L. Fugal

Council Members: Dianna Andersen
Brent Bullock
Eric Jensen
Cyd LeMone
Todd Williams

Staff Present: Scott Darrington, City Administrator
Deon Giles, Parks Director
Tina Petersen, City Attorney
Kathy Kresser, City Recorder
Denise Roy, Finance Director
Drew Engemann, Fire Chief
Sheri Britsch, Library and Arts Director
Neal Winterton, Public Works Director
Kyler Brower, Assistant to the City Administrator
David Packard, Human Resources Manager
Keldon Brown, Police Chief
Daniel Cardenas, Community Development Director

The City Council and staff met in the Community Room, 108 South 100 East, Pleasant Grove, Utah.

4:30 P.M. WORK SESSION

Mayor Guy Fugal called the meeting to order at 4:30 p.m. and welcomed those present.

a. St. John Properties Discussion.

Marty Beaumont from St. John Properties (“SJP”) updated the Council on the Valley Grove Project. This project was first presented to the City Council in September 2022. After hearing and considering the Council’s initial response, they returned in October to seek further guidance per the Council’s direction for the area and determine whether residential units were acceptable. Based on that October discussion, SJP’s representative was present to address a different proposal reflecting plaza/promenade modifications, including parking, and provide additional detail on the residential units in Phases 4 and 6. The discussion was to address the following:

- The Plaza design, layout, and architecture;
- A definition of luxury units; and
- Architectural design guidelines.

SJP has been working with three architectural firms and an illustration firm to provide the Council with an image of their vision for the project.

Mr. Beaumont described the revised Plaza area and noted that it will be more defined and enclosed to create its own space. To address the placement of the original parking spaces which the Council objected to, SJP has since designed the road from the roundabout through and along the Plaza area to create a Main Street feel. This change provides over two acres of space to accommodate additional community gathering space and open grassy areas on the Plaza. Mr. Beaumont presented renderings of the Plaza architecture from different directions. He noted the inclusion of an art sculpture area, various sitting locations, patios, and open spaces. The retail space was also defined to enhance the retail nature by extending the retail architectural features to the second floor and using significant glass on the ground floor walls. Trees, landscaping, and open seating on the patio areas near the glass retail building were described and could be used by the restaurants for outside dining.

Other open space areas could be used as park space or outdoor stage. Pedestrian areas were identified as well as areas that could be used for drop-offs near the roadway would provide increased access to the retail areas. The location of the modified parking areas, the large four-story parking structure, the proposed hotel site, and the location of three restaurants were described. Mr. Beaumont reported that parking remains a challenge because of the density. The Mayor expressed support for the concept.

Mr. Beaumont next addressed the luxury residential units. He explained that previously there was mention of approximately 1,320 units. The current plan identifies 840 units in Phase 6 and 315 in Phase 4 that can be physically located within the actual building sizes. This configuration is possible as a result of changes made to allow shared access to serve both the luxury buildings and help address traffic issues. He identified an open park space between the buildings and pointed out that the residential units will likely take three years to complete.

Mr. Beaumont was asked how the frontage road system and the Utah Department of Transportation (“UDOT”) plans impact the units. On an aerial map, he described the traffic flow using access routes and the connection to the proposed freeway system, which will facilitate access to and from the site. The proposed UDOT changes will likely take five to seven years to complete. This includes construction of the interchange system, which is high on UDOT’s priority list. He reported that there will be access to the Hale Center Theater as well. He was not certain of the specifics pertaining to how traffic will be mitigated until UDOT completes its work. He admitted that the proposed development will increase the traffic issues until UDOT’s work is complete. If, however, the development includes only commercial buildings, traffic will be more congested than if there were residential units since the transit peak hours are different.

Council Member LeMone asked if a Traffic Study was conducted to support that statement, as it was difficult to conclude that traffic coming from 1,155 residential units would not cause issues.

Mr. Beaumont responded they had the results of such a study. He noted that they will have to do a Traffic Impact Study but peak traffic hours control. He agreed to provide the study indicating that the placement of residential units has less traffic impact than office buildings. Council Member LeMone commented that she is already getting complaints and no housing has yet been completed. Mr. Beaumont stated that under any circumstance, traffic congestion will increase over the next five years until the freeway system is completed. The current UDOT congestion will be relieved by the \$12 million project to be done this year. There was discussion regarding when vehicles enter and leave the area in relation to congestion.

Parking issues were discussed. It was noted that all parking for the luxury residential units will be within the parking garage. Currently, 1.25 to 1.5 spaces per unit are set aside but SJP recognizes that the number of stalls still needs to be refined. Visitor parking is provided in the parking garage and outside. Community Development Director, Daniel Cardenas, was asked about the parking requirements for the zone. He reported that the zone currently calls for two parking stalls per unit. The City Council was shown renderings of the parking spaces. Indoor parking is considered part of what makes it a luxury unit.

Additional types of amenities suggested for luxury residential units included the following:

- The use of high-quality materials similar to what is found in a five-star hotel;
- Better soundproofing;
- Thicker walls;
- Additional landscaping;
- Upgraded fixtures and appliances;
- A dog spa;
- Hair salon;
- Grocery delivery; and
- A swimming pool.

With regard to rental values, Mr. Beaumont expected the one and two- bedroom units to rent for approximately \$3,500 per month. The cost of these units would be in the \$350,000 to \$400,000 per unit range, which would generate more property tax for the City.

Council Member Williams asked if research had been done showing that there is a market for these types of units. Mr. Beaumont responded that they believe there is a market. Council Member Williams asked what would prevent the developer from scaling back on the construction if they find that not enough people are willing to purchase the units. Mr. Beaumont explained that SJP will work with the City to develop specific guidelines for construction to create a stipulation requiring high-end construction. Council Member Williams stated that the parking problems need to be solved. He wants the area to be high-end and did not want low rents. He was worried about the possibility that downgrading will occur. A solution to prevent that would be to add Luxury Housing to the Code to bind the developer. City Council approval would be required. There was a suggestion that a Code change is not required and that a binding document would suffice. Mr. Beaumont commented that the surrounding retail, landscaping, promenade, interior and exterior signage, and luxury areas will all be defined in the Design Guidelines in the Development Agreement.

Mr. Beaumont commented that if the City Council is comfortable with the Promenade and the 1155 residential units, they can begin working with staff to define the Design Guidelines. He reminded the Council that the proposal is a zero-incentive plan. The number of units could be decreased if incentives were added.

Council Member Williams commented the traffic issues need to be corrected. Council Member LeMone did not support the proposed number of units and asked to see the incentives list. City Attorney, Tina Petersen, expressed the need to have a Traffic Impact Study that addresses a broader community perspective. There was discussion regarding traffic issues. Director Cardenas suggested that the City Council view actual units that are considered luxury. There are areas in Salt Lake City that are identified as having luxury units that have waiting lists. Administrator Darrington asked that staff work with the developer to identify what is being proposed in writing so that the Council has a clear vision of what the developer is presenting.

b. Budget Discussion.

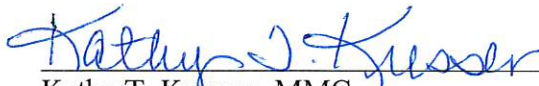
The above discussion was deferred to the City Council Meeting.

c. Staff Business.

The above discussion was deferred to the City Council meeting.

ADJOURNMENT

MOTION: At 5:39 p.m. Council Member Andersen moved to ADJOURN the Work Session. Council Member Bullock seconded the motion. Council Members vote: Dianna Andersen, Yes; Brent Bullock, Yes; Eric Jensen, Yes; Cyd LeMone, Yes; and Todd Williams, Yes. The motion passed unanimously.


Kathy T. Kresser, MMC
City Recorder
(Exhibits are in the Recorder's office.)

