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3 **PLEASANT GROVE CITY**  
4 **PLANNING COMMISSION MEETING MINUTES**  
5 **APRIL 25, 2024**

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7 **PRESENT:** Chair Karla Patten, Commissioners Jeffrey Butler, Alicia Redding, Jim Martineau,  
8 Denise Trickler, Todd Fugal

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10 **STAFF:** Jacob Hawkins, City Planner; Christina Gregory, Planning & Zoning Assistant; Magali  
11 Acevedo, Administrative Assistant

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13 **EXCUSED:** Commissioners Dustin Phillips, Wendy Shirley, and Kenna Nelson; Daniel Cardenas,  
14 Community Development Director; Aaron Wilson, City Engineer

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16 Chair Karla Patten called the meeting to order at 7:00 p.m.

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18 **REGULAR SESSION**

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20 **Commission Business:**

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22 **1. Pledge of Allegiance and Opening Remarks:** Commissioner Butler led the Pledge of  
23 Allegiance. Commissioner Redding offered the opening remarks.

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25 **2. Agenda Approval.**

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27 • **MOTION:** Commissioner Redding moved to APPROVE the agenda. Commissioner  
28 Martineau seconded the motion. The Commissioners unanimously voted “Yes”. The  
29 motion carried.

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31 **3. Staff Reports:**

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33 • **MOTION:** Commissioner Fugal moved to APPROVE the Staff Reports.  
34 Commissioner Butler seconded the motion. The Commissioners unanimously voted  
35 “Yes”. The motion carried.

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37 **4. Declaration of Conflicts and Abstentions from Commission Members.**

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39 There were no declarations or abstentions.

1 **ITEM 1 – Code Text Amendment – Section 10-18-2-B and Section 10-18-4.**  
2 **(City Wide)**

3 Public Hearing to consider the request of Drew Armstrong to amend City Code Section 10-18-2-B:  
4 Parking Design Standards and Section 10-18-4: Diagrams, by modifying the depth requirement for  
5 parking stalls within the Downtown Village Zone. (Legislative Item)  
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7 City Planner, Jacob Hawkins presented the Staff Report and stated that this is a request to reduce the  
8 depth of the parking stalls in the Downtown Village Zone from 20 feet to 18 feet. Staff considered  
9 the request and supported the applicant's request. Research of the parking stall dimensions of other  
10 cities showed that several have parking stalls that are 9 feet wide and 18 feet deep. Reducing the  
11 depth to 18 feet helps ensure available parking in tight areas and provides needed flexibility.  
12 Additionally, the Downtown Village Zone setbacks are less than required in other zones, and with the  
13 reduced building setbacks, emergency access can be better managed from the street instead of a  
14 parking lot. Parking lots, with 18-foot-deep stalls, can be managed with a 24-foot drive aisle without  
15 impacting safety. Further, because the Downtown Village Zone is smaller than other zones in the  
16 City, the impact will be less. Staff recommended approval of the proposed request as long as the  
17 minimum dimensions for a stall are no less than 9 feet wide and 18 feet deep.  
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19 The following questions were raised and discussed:  
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- 21 • Commissioner Fugal asked what steps the City is taking to balance congestion versus vitality  
22 in that this proposal enlarges the vision of the Downtown Village Zone. Planner Hawkins  
23 noted that many of the parking stalls in the area are already established. Areas such as Main  
24 Street, where additional street parking may be requested, may require traffic studies for  
25 additional guidance.
- 26 • When asked what is being done with future development to ensure that open spaces,  
27 walkability, and seating areas are preserved, Planner Hawkins explained that this zone has  
28 different landscape requirements and building setbacks to meet the needs of what they want  
29 to see. In addition, all of the guidelines and General Plan requirements will still need to be  
30 met. The largest impact the change will have is new potential parking lots that will provide  
31 developers more flexibility to meet the parking requirements and meet what is needed for their  
32 businesses to thrive.
- 33 • Commissioner Martineau reported that when he first moved to Pleasant Grove the entire  
34 downtown area was filled with businesses. Now it seems to have atrophied. His concern was  
35 with the possible detrimental effect on walkability of adding more parking spaces. Planner  
36 Hawkins stated that the requirements for walkability, including sidewalks and access to both  
37 the front and back of the buildings, will still be required.
- 38 • When asked about studies or research done addressing the positive or negative impact of  
39 shorter parking stalls, Planner Hawkins stated that the impact is unclear as it is uncertain what  
40 future developers will be doing. Further, it is uncertain what the City Council envisions for  
41 the future of the area and development. Tonight, they are addressing parking alone. He noted  
42 that the Downtown area is historic and is to be preserved as much as possible in a turn-of-the-  
43 century design. The Planning Commission is also involved in the area's future development  
44 but the change is ultimately up to the City Council. It may have the same question.
- 45 • When asked about whether conditional uses can be put on parking stall depths to help regulate  
46 the number of parking lots, Planner Hawkins stated that the Commission can put conditions  
47 in if they choose that would be passed along to City Council.

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2 The applicant, Drew Armstrong, who has lived in Pleasant Grove for the past 24 years, would love to  
3 have a conversation with the Commission about the vision for downtown, the guidance he has  
4 received from what the city wants, and why they are doing what they are doing. The amendment  
5 before the Commission affects everyone, not just him, and makes a difference to all. He addressed  
6 the following points:  
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- 8 • Asking for smaller parking spaces in Pleasant Grove is not new. The surrounding cities  
9 typically have smaller stall depths. The City has unusually large parking stalls to  
10 accommodate larger trucks. It is easier to get larger parking spaces in The Grove, as the  
11 development there is raw land. Development in the downtown area involves remodeling what  
12 already exists, which makes development more difficult. He has been working on the  
13 development here for the past 5 ½ years. Land values downtown are double those in The  
14 Grove because of the need to raze old buildings that also have value. All of that has to be  
15 considered with downtown development.
- 16 • Downtown development is on the upswing. He loves old downtowns and hopes his  
17 development will make a huge difference. He was of the opinion that Noel's property (a  
18 block) will be developed, in some fashion in the future, which could bring in 25 new  
19 businesses. If he builds two more buildings, beyond the one he is currently planning, 17 new  
20 storefronts are possible. All of this will generate more traffic and having more parking space  
21 is valuable.
- 22 • Other cities have addressed parking differently. Provo City, through redevelopment bonding,  
23 has five to six parking structures that are paid for with a 1/4 cent sales tax. They also narrowed  
24 the streets to slow down traffic and make the area more walkable. This was a risk for Provo  
25 but it now has a vibrant downtown. American Fork went in a different direction as it has a  
26 major road running right through the middle. Pleasant Grove has an opportunity to do  
27 something.
- 28 • Mr. Armstrong referenced the Regional/Urban Design Assistance Team ("R/UDAT") study  
29 conducted in 2005, which addressed the evolution of the plans for The Grove and the  
30 downtown area. With the downtown, commercial space is tied to residential space to get the  
31 downtown to redevelop. The problem with the study was that they did not think of all of the  
32 other things that would need to be changed in order to make that all happen, including parking  
33 and landscaping. For example, they have the same landscaping requirements for buildings  
34 with no setbacks as they do for The Grove, which does not work. For the downtown, they  
35 need landscaping that is appropriate for streetscapes.
- 36 • The downtown area is going to change dramatically in the near future. It is important,  
37 however, to preserve its character. The downtown needs to stay quaint and feel like an old  
38 downtown even if the buildings are new. That is what people want. They do not want to lose  
39 their character. This change in parking will not change the look of the area. The change is  
40 being requested only for this area. It fits and will add more parking in the downtown area.
- 41 • Mr. Armstrong wished that there was more traffic in the downtown area. If they ever get to  
42 the point that there is a traffic problem or more parking is needed, the City has options. There  
43 should be an overlay zone to build parking structures on available City property along with a  
44 funding mechanism to do that. A Redevelopment Zone makes the City responsible for paying,  
45 but the sales tax stays in place until the bond is paid off. The city invests in the front end but  
46 is able to make up any deficit in the end.

- There was brief discussion about balancing downtown development as it pertains to congestion. It is up to the City Council and Planning Commission to look ahead. Mr. Armstrong is investing a lot in the downtown area and wants it to work and is here for the long haul. This modification is reasonable and makes sense. He suggested that they dig into the Downtown 2020 Action Plan and update it.
- Lastly, they need a Downtown Business Owners Alliance that can provide information from their perspective regarding what can be done to make the area better. He was advised that one group just started. He was unaware of that and stated that he has tenants in the building he has already built. He hopes they are participating. He commented that changes were made in 2005 and 2006 to get them where they are finally able to realize the effects. They need to continually be aware of the possible need for change.

Chair Patten opened the public hearing. There were no public comments. The public hearing was closed. The Chair invited the Commissioners to either continue the discussion regarding the item or bring a motion if no further discussion was necessary.

**MOTION:** Commissioner Fugal moved that the Planning Commission forward a recommendation of approval to the City Council for the request of Drew Armstrong for the proposed amendments to City Code Section 10-18-2-B: Parking Design Standards and Section 10-18-4: Diagrams, by permitting parking stalls to be 9 feet wide by 18 feet deep within the Downtown Village Zone. Commissioner Martineau seconded the motion. The Commissioners unanimously voted “Yes”. The motion carried.

**ITEM 2 – Review and Approve the Minutes from the April 11, 2024, Meeting.**

**MOTION:** Commissioner Redding moved to APPROVE the minutes from April 11, 2024. Commissioner Denise Trickler seconded the motion. The Commissioners unanimously voted “Yes”. The motion carried.

**MOTION:** Commissioner Martineau moved to ADJOURN. The Commissioners unanimously voted “Yes”. The motion carried.

The Planning Commission Meeting adjourned at approximately 7:37 PM.

  
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Paul K. Patten  
Planning Commission Chair

  
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Christina Gregory, Planning & Zoning Assistant

5-9-2024  
Date Approved