APPROVED MINUTES
02.07.2024

AMERICAN FORK CITY

PLANNING COMMISSION REGULAR SESSION

February 7th, 2024

The American Fork City Planning Commission met in a regular session on February 7th, 2024 at the American Fork City Hall, 31 North Church Street, commencing at 6:00 p.m.

Commissioners Present: Christine Anderson, Jenny Peay, Rodney Martin, Bruce Frandsen, David Bird, Harold Dudley

Commissioners Absent: Chris Christiansen

Staff Present:

Patrick O' Brien	Development Services Director
Travis Van Ekelenburg	Senior Planner
JJ Hsu	Project Engineer
Ben Hunter	City Engineer
Angie McKee	Administrative Assistant I

Others Present: Sid Biddle

REGULAR SESSION

Chairwomen Anderson led the "Pledge of Allegiance"

COMMON CONSENT AGENDA

1. **Minutes of the January 17th, 2024 Planning Commission Regular Session.**

David Bird motioned to approve the Common Consent agenda.

Jenny Peay seconded the motion.

Voting was as follows:

Jenny Peay	**AYE**
Rodney Martin	**AYE**
Christine Anderson	**AYE**
Bruce Frandsen	**AYE**
David Bird	**AYE**

The motion passed

PUBLIC HEARINGS

a. **Public hearing, review, and recommendation on a proposed Code Text Amendment, known as Dead End Streets, of the American Fork City Municipal Code. Amending Section 15.01.100 (E.), the Code Text Amendment plans to allow and provide criteria for dead end streets into commercial developments.**

Travis Van Ekelenburg reviewed the background information for Public Hearing Item letter a: The staff has initiated a Code Text Amendment to amend Section 15.01.100 (E) of the American Fork City Municipal Code. The Code Text Amendment plans to allow and provide criteria for dead end streets into commercial developments.

Travis Van Ekelenburg: Do you guys have any questions outside of what was listed in the staff report packet?

Jenny Peay: On the design standards, is that the width of the street that you've listed on those?

Ben Hunter: Yeah, so part of the information that was listed in there that would be part of the code change and one of the things that we'd actually like to amend is it identifies a 24-foot width. We want to increase that to 26 feet wide just because there's some instances where the fire code actually would require 26 feet instead of 24 feet. And what we're envisioning with this is that it modifies the code so that in commercial and industrial type applications, it allows for the possibility that we'd still have access through their site through like a public access easement that would be maintained that full width, so it may not necessarily be a specific road or anything that

would go through there. But they would provide access from one public street to another public street and provide the turnaround requirements, both for fire code and accessibility. And it would just need to be that 26-foot width so that it wouldn't have any sort of impeding cars parked or anything like that. And so, with that listed in the code, that would be the criteria that they would have to comply with. That would be several factors that were listed on there that would be considered by both City Engineer and the Development Services Director in allowing for a commercial or industrial place to be able to provide this public access instead, to tweak a little bit from having to do like a temporary cul de sac or things like that, just in those instances.

Harold Dudley Entered the meeting.

Jenny Peay: So, what I'm understanding is that you don't want to put that on engineering, to be decided by engineering, is that correct?

Ben Hunter: Yeah, but as long as it meets that minimum 26-foot width of clear space then we consider it, along with other potential factors that we have listed there in that code amendment. It also talks about it maybe not being all inclusive. There may be some times where we identify, hey, this won't work because of XYZ, whatever reason that might be, and make sure that when we do allow for those types of circumstances, and approved for that type of public access, that we consider it and make sure that it would still provide any sort of fire access, and wouldn't create any undue harm or problems for accessibility or anything like that.

Jenny Peay: Okay. And this doesn't affect the diameter of the cul-du-sac?

Ben Hunter: Correct. Because this would be like, for example, let's say you had two streets and you have a commercial industrial complex that was being built in between those two streets, and maybe one of them goes through and one of them is a dead end. Instead of requiring that turnaround of that temporary cul de sac or that paved cul de sac or anything like that, It would provide that they could give us a public access easement through their site, from where this street dead ends down to the street where it continues, so that you can both get around the building for any emergency response that you would need, as well as provide public access for both streets to be able to go through their property from one street to the other.

Jenny Peay: Thank you for explaining that.

Ben Hunter: Yup.

Chairwomen Anderson: Any other Questions?

David Bird: What impact will that have on the commercial development? Does that limit what they can do with their property if they have to leave an easement?

Ben Hunter: Yeah, it would limit it because we wouldn't be able to have like overhangs from buildings or things like that. Typically, you'd see it in like a drive aisle in a parking lot. That it would have to be 26 feet from where the parking stalls and have 26 feet of asphalt before the next parking stall or before the curb and gutter or whatever it might be. Just within that 26-foot width, it would be very limited to what they can do, they can pave it obviously because we would be driving on it as well, but they couldn't put dumpsters or overhangs or parking stalls into it.

David Bird: They couldn't have any type of structure in it?

Ben Hunter: Correct. It would basically have to be a way for emergency responders, and public accessibility, to be able to drive through there without restrictions. It couldn't be like, if you have a loading dock and a truck maybe sticking out into it, that is offloading onto the dock. That wouldn't be acceptable because we couldn't get through. And that's why it would be looked at and considered on a case-by-case basis of 'hey, yes, this layout works', and making sure that what they're proposing and those limitations that are there, that it won't infringe on our ability to get through that access.

David Bird: Would it be better to put, say, a cul de sac on the dead-end road, rather than impose that restriction on somebody trying to develop their commercial property?

Ben Hunter: By putting this in code, it gives the flexibility for either option. And that's why it's not a guarantee. There may be some instances where the city staff feels 'Hey, no, we need to have a cul de sac.' And there may be some instances where the developer prefers a public access through the property. So, it gives that option of being able to look at both scenarios and see what would work best. So, then the city still has the access they need. And sometimes it may still end up being a cul de sac.

David Bird: It gives the option to the property owner?

Ben Hunter: At the discretion of the City. With the various lists of things that we're looking at, there may be some of those things, like for example, you may end up having areas where, you know, site visibility may be an issue and that access won't work. Then we as a city staff, City Engineering, and the Development Services Department as well, that we wouldn't approve it if there are any sort of concerns that way. We then say 'no, you need to do the cul de sac'. Or you need to provide a different public access or something to that effect.

David Bird: Okay, Thank you.

Chairwomen Anderson: Further questions? Okay, thanks Ben.

Public Hearing Opened

No Comments

Public Hearing Closed

Ben Hunter: Maybe just too, when you get to the motion, include in the motion changing that 24-foot minimum width to 26 feet as part of your motion if that's the way that you decide to go. Thank you.

Jenny Peay moved to recommend approval for the proposed Code Text Amendment, amending Section 15.01.100 (E), titled Dead End Streets, relating to allowing and providing criteria for dead end streets into commercial developments. and providing an effective date for the ordinance. Providing they include adding the 26-foot street width requirement, opposed to the 24-foot.

Rodney Martin seconded the motion.

Voting was as follows:

Jenny Peay	**AYE**
Rodney Martin	**AYE**
Christine Anderson	**AYE**
Bruce Frandsen	**AYE**
David Bird	**AYE**
Harold Dudley	**AYE**

The motion passed

Chairwomen Anderson: I apologize. I jumped ahead on the agenda. I skipped some items in the first section. Should we, as far as Rules of Order, take care of those now, or do those at the end of the meeting?

Travis Van Ekelenburg: Yeah, we can do those now.

Chairwomen Anderson: Okay.

Roll Call

Chairwomen Anderson: The next item is when we choose Commission Chairperson and Vice Chairperson. This normally just goes by a motion and a second. If anyone would like to be nominated, they can speak up to that effect.

Harold Dudley: I'm prepared to make a motion.

Harold Dudley motioned to nominate the Chairperson and Vice Chairperson currently constituted, to remain for one more year.

Bruce Frandsen seconded the motion.

Voting was as follows:

Jenny Peay	**AYE**
Rodney Martin	**AYE**
Christine Anderson	**AYE**
Bruce Frandsen	**AYE**
David Bird	**AYE**
Harold Dudley	**AYE**

The motion passed

Harold Dudley: I would Just like to add, I think you're doing a great job, and we appreciate the efforts.

Chairwomen Anderson: Thank you, especially after I tried to make a mistake on the agenda and you still...

Harold Dudley: Not going to work.

Bruce Frandsen: We just ignored it.

Travis Van Ekelenburg: You just showed that you're human.

Chairwomen Anderson: Well, I appreciate that. I am also open to, you know, in the past our city has kind of stayed with the Chairperson and Vice Chair for a very long time and, you know, maybe that's good. Maybe there are other good ways. So, you know, maybe after we keep it the same for a couple of years, it might be good to switch it up.

Harold Dudley: That's probably not a bad idea either, I agree with that.

Rodney Martin: I guess just keep messing up!

Chairwomen Anderson: Well, everyone think about it. It's not too hard to be the chair, and you can actually adjust that pre-meeting to work with your schedule. So, think about it for next year if anybody wants to do it. Is it okay that we did the Chair and the Vice Chair in the same motion?

Travis Van Ekelenburg: As far as I know.

Chairwomen Anderson: Okay, we can move on to action items.

ACTION ITEMS

a. **Review and recommendation on an application for a Commercial Site Plan, known as Walmart Garden Center & Parking Lot Modification, located at 949 W Grassland Dr., American Fork City, UT 84003. The Commercial Site Plan will be on approximately 21.91 acres and will be in the Planned Shopping Center (SC-1) Zone.**

Travis Van Ekelenburg reviewed the background information for Action Item letter a: The applicant has applied for a Commercial Site Plan to enclose the existing garden area at the existing Walmart Shopping Center. The project looks to enclose the outdoor garden at the front of the store, that is approximately 10,000 square feet. The project additionally is adding parking to the rear of the property so that the site can meet off-street parking requirements for the added square footage.

Travis Van Ekelenburg: Do you have any questions of staff regarding this site?

Rodney Martin: No, I wondered what they were going to do with that since they started storing things there.

Chairwomen Anderson: Is the applicant here?

Sid Biddle: I'm the engineer on record with Galloway.

Chairwomen Anderson: Okay, you're welcome to step forward and state your name and just give us an overview.

Sid Biddle: Sid Biddle with Galloway, Again, as described we're working to, or hoping to adjust the frontage of the store to include, I think the actual square footage of the left-hand area which is the enclosed dark square if you look at the circled area,

Harold Dudley: It's smaller.

Sid Biddle: Yeah, it's about like 4000 square feet and then they're gonna do like an open chain link or it's not chain link, I apologize. It's more of like a wrought iron fence is typically what you'd see. I think there was previously a garden center, and this would be very similar to the previous center that was removed. A previous proposal for the augmented to some improvements that are looking to be pushed to a future project and we're gonna make some adjustments to it and it's coming down the road. So, they're working on that separately. So, this is just for the garden center part, and then modify and amend to get the parking in check.

Chairwomen Anderson: So only the dark area will be enclosed, and the lighter area will be like a fenced area?

Sid Biddle: Like an open space area, it will typically have some shade cloth in place. The building permit will cover that, once it's submitted, but we have to do this first to get to that point.

Chairwomen Anderson: Okay, great.

Jenny Peay: I have a question for you as well. Is it going to be flush with the facade of the building, or is it going to jot out?

Sid Biddle: I'm sorry?

Jenny Peay: Is it going to be the same frontage?

Travis Van Ekelenburg: It is the same, yes.

Sid Biddle: Yeah, you see that white boxed area? It pretty much matches that front. I think it's an additional like three or four feet. But it's within the existing sidewalk frontage that's along the store.

Jenny Peay: I was just making sure it doesn't bump out.

Sid Biddle: No, it's not bumping out into what I would consider the building frontage road, it's within the existing sidewalk area that is currently there.

Jenny Peay: Is it going to be the same height as the existing building?

Sid Biddle: As far as I know, I'm not the architect on record so I can't speak to that.

Travis Van Ekelenburg: It is.

Sid Biddle: In terms of the actual enclosed area that is 4000 to 5000 feet, I think the left side is actually smaller than the actual building block height.

Travis Van Ekelenburg: It's shorter. And that added square footage is why the parking was so close because the site is maxed out for parking, so they had to be creative, but they were great to work with.

Bruce Frandsen: One question, the parking that's in the back, and I have only driven through there a few times. But whenever I do, it seems like there are semis back there unloading. How does that parking in the back, or will it impact this situation?

Travis Van Ekelenburg: I can answer that. They took a look at that, and it ended up being able to meet the requirement with the trucks loading and everything back there. And then the fire department is satisfied with the design as well for their apparatuses.

Chairwomen Anderson: Alright, if we don't have any further discussion, we can entertain a motion.

Rodney Martin moved to recommend approval for the proposed Commercial Site Plan, located at 949 W Grassland Dr., American Fork City, UT 84003, in the Planned Shopping Center (SC-1) zone, subject to any conditions found in the staff report.

David Bird seconded the motion.

Voting was as follows:

Jenny Peay	**AYE**
Rodney Martin	**AYE**
Christine Anderson	**AYE**
Bruce Frandsen	**AYE**
David Bird	**AYE**
Harold Dudley	**AYE**

The motion passed

Other Business

Travis informed the commissioners there is a new public works director that will start in the next couple of weeks.

Adjournment

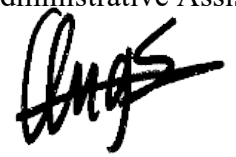
Jenny Peay motioned to adjourn the meeting.

Rodney Martin seconded the motion.

Meeting adjourned at 6:21 PM

Angie McKee

Administrative Assistant I



The order of agenda items may change to accommodate the needs of the commissioners, public and staff.