

Action Summary

#1 Matthews Property Concept Plan	Discussion
#2 Mack Canyon Concept Plan	Discussion
#3 Chapter 21 – Subdivision Process and Crafting of Checklists	Discussion
#4 Minutes for June 15, 2023P&Z	Approved

MINUTES OF THE GRANTSVILLE CITY PLANNING COMMISSION HELD 07/06/23. THE MEETING WAS HELD IN THE GRANTSVILLE CITY HALL AT 429 EAST MAIN STREET AND ON ZOOM.

Commission Members Present: Commission Chair: Jaime Topham, Vice-Chair: John Limburg, Rick Barchers, Derek Dalton. Kevin Hall excused – out of town

Appointed Officers and Employees Present: Mayor Critchlow, City Engineer Dan England, City Planning and Zoning Administrator Cavett Eaton, Planning and Zoning Administrative Assistant Lanise Thompson. DRC specialist Gary Pinkham, Aqua Consultant Shay Stark

On Zoom: Brett Coombs

Citizens and Guests Present: Paul Lunsford, Mary Chappell, Marlo Meno, Vicky Matthews, Carol Jefferies, Dave Jefferies, Tony Clark On Zoom: Greg Wilding

Commission Chair: Jaime Topham called meeting to order at 7:01 PM

1. Discussion of Matthews Property Concept Plan

Marlo Meno, Mary Chappell the property owners were present for this item. Greg Wilding their engineer on Zoom

Rick Barchers – Are you going to be able to meet all the front setbacks on these smaller properties like the retirement community and the town homes? You're going to be able to meet those front setbacks?

Mary Chappell – On the single family or the multifamily?

Rick Barchers – The multifamily for the town home. The single family, I don't know what you're plan on doing there, how big the lot sizes are, et cetera. So just trying to get a general idea.

Dan England – You've got Greg on line two so if you need anything.

Mary Chappell – We have a list of things we think might be a potential that we need a variance on. That's possible. Sorry, do want to do 15 section? Okay. On the multifamily, Greg, I don't know if Greg's on the wing but I don't-

Greg Wilding – I am. Can you guys hear me?

Mary Chappell – Yes. On the multifamily where we talked about between buildings, the separation between buildings to be 15 feet, is that for apartments, town homes or is that for the.

Greg Wilding – That's for both the town homes and the 55 and older community is 15 feet between buildings.

Mary Chappell – Okay.

Greg Wilding – Then as far as the front setbacks go, we would like to ask for a 20-foot front instead of 25. However, we can probably make it work either way, but 20 feet would be easier and more appropriate in those areas.

Rick Barchers – You're asking for the new skinny Utah Street plan and 25 feet, right? 20 foot? So we're losing parking there is my concern.

Mary Chappell – And what do you mean by the skinny tree street plan?

Greg Wilding – Meaning that there won't be any parking in the driveway because it's only 20 feet long.

Rick Barchers – No, in the street.

Greg Wilding – Oh, correct. In the street. Yes, that's correct. And we do know we need to tweak our layouts a little bit. These are kind of hot off the press and we are really moving on them, but we think that we can meet your requirements for visitor parking in both of those communities. We actually have now quite a bit over in the 55 and older section and we just need to add about two or three times what we've got in the town section. We do need to tweak both those communities a little bit. But yeah, we think we can meet your city requirement there.

Rick Barchers – One other thing, I didn't get to the part to where this is percentage commercial, percentage residential. Then I much prefer this plan personally over the last ones that we've seen. As a general concept I don't have a problem with it. What is our density per acre on the residential? Do you know?

John Limburg – Four units is what it says.

Rick Barchers – Four units?

John Limburg – Yeah. That's what they got in here.

Rick Barchers – Okay. Thank you.

Mary Chappell – You know we're at the 55 and older, is that right?

Rick Barchers – Yeah.

Mary Chappell – That south-west corner. Okay. Just want to make sure that's what we have there. We felt like that would be best to have behind the grocery store. Then just as far as across the street from people on Murphy and the Schultz's and things to have.

Rick Barchers – What about our rear minimum set back on that particular community?

Greg Wilding – Are we talking about the 55 and older now?

Rick Barchers – Yeah. I'm looking at the stuff on the outer rim and then where you've got them backed up back to back.

Greg Wilding – We have requested a 15 foot between buildings, whether that be in the back and front. We will request a 15-foot rear yard setback there as well. I think your standard in that area, is it 20 or 25 feet for the rear? Is it 20 feet?

Rick Barchers – I think it's 25.

Gary Pinkham – I'm sure it's 25. I'll check that.

Greg Wilding – I think in your single-family sections it is 20, 25 in the front, 20 in the back and I was just wondering if that was the same. We would request 15 feet between buildings and on the rears and the exterior in that development, that part of the development.

Rick Barchers – How wide are those streets going to be there?

Greg Wilding – We have a 26-foot drivable surface on those and they'll have curb and gutter on each side. We need to add some more trails in there, but we're going to have some pedestrian walkways running all through that community there as well.

Mary Chappell – We would like to also request that there can be the private drives and things that they could be gated. We would like that to be gated.

Rick Barchers – There a guard shack? Just curious. It's not going to make any difference.

Greg Wilding – Probably not a guard shack but an automatic gate. Yep.

Jaime Topham – Oh, in the 55 community. Okay. I see. I can see that on the drawing.

Mary Chappell – They'd have their own little clubhouse and pickleball courts that would be a court then.

Rick Barchers – Did you see open space?

Mary Chappell – I know the park that we did. Greg, wasn't it roughly six acres?

Greg Wilding – The park's about six acres. Our overall landscape area is, and that was one of the exceptions, is about 20%. That's not figuring anything in for the single-family lots, of course which will have more than that. The commercial areas, we didn't figure any in for those as well because we don't know the exact layouts for them. We will have something north of 20%. As far as for what is shown in the town home, 55 and older and the park area as well as the trail running down the west side of the development where we should be pretty close to 20%.

Rick Barchers – Dan, have you had a chance to talk to these folks at all about any of this?

Dan England – I put together a list of comments on this and you didn't see that. As far as the 55 community, I really like the 55 community as the concept of it. I'd like to have a couple access points going back onto the trail that was going back along the west side of this lane. It goes back there. Then also with the housing area, have a couple connector sidewalks tie into that area back in that area.

Mary Chappell – Okay.

Dan England – With the 55 community, it'd be nice if we could get those streets to line up with the access points with the store so you didn't have offset intersections as people come in and out through that area.

Mary Chappell – Sorry. On things being lined up with the commercial. Can you point out? Because I think we tried to do that already. Show me what you're talking about.

Dan England – Line up with this entrance way to the shopping commercial area here. This is lined up really well.

Mary Chappell – Okay. You can see what you're talking about.

Dan England – Probably offset the entrance to the 55 plus area to make that work. That way it just makes it a little bit safer when you get to those intersections.

Mary Chappell – Okay. Yep. That's lovely. I'll take that.

Rick Barchers – Are any of these lot sizes not going to meet our minimum? Because it's kind of looking to me like some of them are.

Greg Wilding – So all of them are 4,000 square feet or bigger.

Rick Barchers – Okay.

John Limburg – How wide and how deep?

Rick Barchers – Right. With the depth, because I'm not trying to pick on the 55 community because I'm all in favor of that. I really honestly am. They've got to have a width and depth requirement and that-

Greg Wilding – You bet. You bet we are. And all of them are at least 50 feet wide. And as far as the depth goes, I didn't notice a depth requirement in your code, but they're all 50 feet wide and 4,000 feet in size. Each of the corner lots are a little bit wider to accommodate a wider set back on that pitch.

Rick Barchers – Okay. Here's my concerns, the biggest concerns. I've mentioned most of them for the most part. I want to see this project go through and I don't want to have to have you guys come in, go back and forth, et cetera, et cetera. I don't want it to happen to you. I'd like to see it go through. I would. We do have some minimum standards on different things that if you're going to set, ask for variances but then there's a process to go through for that. As far as, well if the city feels it's giving up this, then we're gaining that sort of thing. You guys seem to be working really good on that sort of stuff already. So please get with staff on maybe some of those things like Dan had mentioned. He's

got some. He's got some notes to go through because I don't want to have to go back. I don't want you guys to move back and forth in here for the next seven months trying to get that stuff hammered out. That's crazy.

Mary Chappell – Yeah. I think our last meeting was very productive.

Dan England – I only sent my notes to Cavett so I just forwarded to Jaime and Lanise. There are some comments that I had as I went over it last week. But overall, I like it. As far as the townhomes area, we would like the street to be 25 feet and then the setbacks for the driveways 25 feet.

John Limburg – Can I ask about Rear setbacks, they are kind of related but this. That subdivision over, do you know which one I'm talking about?

Dan England – Yeah.

John Limburg – Yeah. If you get a car parked on both sides of the street, you can just drive one car down the middle.

Dan England – Yeah, too tight.

John Limburg – And then the driveways aren't big enough to park two cars deep up. People are parking all the way down both sides of that street. Then you can only drive one car down. Is that a 20-foot road in that subdivision?

Dan England – I got to measure it. I've had that brought up so many times, I haven't been out to measure it.

John Limburg – If you drive through that, you'll see how bad it is. I guess. I drop my kids there off all the time and I have to drive down to the end of the street to be able to turn my car around. In fact, I drive down to the end of the subdivision and come back out. If I were you guys, I would drive down my subdivision and see what people end up doing.

Mary Chappell – You know what I mean? So, he wants 25-foot street plus 25 feet of parking for two cars?

Rick Barchers – You're talking about setbacks, aren't you?

Dan England – No.

Mary Chappell – For the driveway. He's talking about 25 feet in the driveway for two cars is what you're asking for right now.

Dan England – Yes. Right, and then also the road. Typically, on these town homes there's no place for a sidewalk to come in through there anyway. You need to have enough room there for a couple of cars to come through without clipping mirrors and things like that. They're not going to park in that area, which is why you need to have parking someplace close by to be able to handle that. He's got some parking in there for visitors but he just needed to make sure they had enough to handle one for every two plus five additional.

Rick Barchers – Right. And if we're doing that then we need to have connectivity to that parking area. In other words, we can't be asking people to park your car and then walk through the street.

Greg Wilding – Got it.

Mary Chappell – Sidewalk. Keep where you're going.

Rick Barchers – As best you can do, otherwise they're going to be walking in between and doing all this stuff that makes everybody upset and whatnot. Or they're going to just walk down the middle of the street. We don't want that, kids doing that any more than necessary.

John Limburg – But I like this road that goes all the way through the middle there. I know I talked about it and I don't know how everybody else feels about it, but I think it'd be good to have another road that goes all the way through. The other day when the freight was going, I was going down Durfee and the cars were backed all the way up to Matthew's Lane all the way down to Quirk, because once you shut down main street, there's no other way to get east and west in town. I know that probably doesn't line up with Cherry Street but it would be good eventually to have a plan to have some other road.

Rick Barchers – That's the mayor's fault. He's the one in charge of the parade. Just kidding. Just messing with you.

Mayor Critchlow – I know that's just one day a year.

John Limburg – But it would be good to have three big roads.

Mary Chappell – It's a fresh in the memory day.

Mayor Critchlow – It does actually have a way to cross through there. If you look at the map, the overhead map and everything, they can line up.

John Limburg – That would be great

Mary Chappell – Where is that?

John Limburg – Right about there.

Mary Chappell – So where we have that street.

John Limburg – Can you pull up just the satellite map, Cavett?

Dan England – While you're doing that, I had just had it pointed out to my attention that per our code, if you have fire hydrants in there, it does need to be 26 feet.

Greg Wilding – Right. And all of those roads are a minimum of 26 feet drivable surface.

Dan England – Is that in the town home area too?

Greg Wilding – That is correct. Yeah. They're all 26 feet drivable surface.

Dan England – Okay. I didn't realize that. I thought you were saying it was like 20.

Greg Wilding – They just look awful small compared to your big city standard streets that are going through the single family.

Dan England – I thought you said that the 55 it was only 25 feet too. I mean 26 feet.

Greg Wilding – Yeah. So, in both cases 55 of the town homes are 26 feet of drivable surface.

John Limburg – I mean it would have to kind of wind. Cherry Street would have to kind of wind to make it go all the way through because you can see on the other side too. There is a Cherry Street over there. But just wind it up for the future, that would be great to have under road going through.

Rick Barchers – Pull that one on the east side.

Dan England – I don't have a lot of hope for Cherry Street but I will keep trying. We'll just connect what we can and when it doesn't, we turn off and go around.

John Limburg – I'm just saying on this would be the easiest one to start it on.

Dan England – Yeah. I think if you bring up their other one, it does have a street approximately in that area.

John Limburg – And by the way, I love this a lot more than what you guys have.

Mary Chappell – Good.

Rick Barchers – Thank you.

Mary Chappell – Good, good.

Marlo Meno – Yeah

Mary Chappell – And then the commercial you can kind of see, we did the 20% commercial. We tried to get it all just down Matthew's Lane right there. There's not enough to cover all of Matthew's Lane, let's put it that way. We have some of the apartments closer to Matthews Lane.

Jaime Topham – That seems like a better idea but what are we doing about Matthew's Lane?

Mary Chappell – Good question.

John Limburg – Working on it. They're going to cover their ground.

Mary Chappell – We're going to cover our ground.

Rick Barchers – Let's see how it works.

Mary Chappell – Is there anything?

Dan England – Except that it makes it very hard for a commercial if we don't get a full right of way 90-foot lane road in there, it's going to cause a lot of problems on Durfee.

Mayor Critchlow – If you go down to line up to where Family Dollar comes out onto Matthew Lane and you line up on that, we're going to have to set that as the width. Then when Johnson's ever decides to build, they'll have to widen it out and move it around.

Dan England – Well, if you're going to want these commercials in now, you need to have that road now otherwise, people are going to end up going down Durfee instead of coming down Main and coming up this way because this will be too narrow and you'll get same comments here that you get on Willow.

Mayor Critchlow – It's pretty wide, that going to be pretty wide, means we're not going to put-

Dan England – I mean, you can put it where you don't have to worry about the curb gutter sidewalk on the other side of the street. But I think as far as the pavement and curb gutter on the developed side, I would recommend it to be done.

Mary Chappell – What is the requirement? Truly, I don't know

John Limburg – For you guys? Half the width.

Dan England – Plus 10, usually. Plus 10 to go to the other side just to make sure that you have enough drivable surface because you're talking about residential streets.

Paul Linford – I'm talking this also. We did that on Main Street too. What you told me was that you have to go half the width plus 10 if the other side is not developed.

John Limburg – I don't know if we've done that on all the streets.

Dan England – I don't know that I've worked with you on all those.

Paul Linford – You didn't but I that's what I thought the code said.

Jaime Topham – So it's back to the street code. If you don't address that first it doesn't give you the feedback you need to follow the code.

Shay Stark – I vaguely remember that. That was because it transferred, it changed to a residential width in order to get the minimum lane width in there. Our code it requires on the residential width that if there's not development on the other side.

Paul Linford – I mean it was the right thing for you to ask.

Shay Stark – Yeah. And that is in the code for the residential width. And so that's what happened. That transition to residential is going-

Jaime Topham – Dan, I'm taking back over.

Dan England – Thank you.

Jaime Topham – Okay. We need an answer on what's going to happen. We keep saying it's in the works, we're kind of working on it, but they can't go forward and we can't say, "Yeah, we like this plan" if we don't know what is actually going to be required of them, or required for Matthews Lane. and how we're going to address putting a ton of commercial down there. How do we solve this problem sooner than later? What is it? What is the hang-up?

Dan England – The hang-up as I see it is that this property put up half the right of way already and now they're being asked to put in the other half of the right of way, which would be a taking. So the city would have to pay for that other portion. I'm sorry, go ahead.

Jaime Topham – Is there a concession that you guys would look for, for to you to do what we need you to do on that? Knowing that you've already given half the right of way. Is there something that you would be looking for to say, "Hey, we're going to go ahead and give up more than we really need to so that this gets done so that the commercial can come in but in exchange for X"?

Mary Chappell – So I guess I need to understand, so how wide is the road now?

Mayor Critchlow – 22 feet.

Jaime Topham – The paved surface is 22 feet?

Mayor Critchlow – From fence to fence.

Jaime Topham – Oh. So, this area from fence to fence is 22 feet.

Mary Chappell – Yikes. Okay.

Jaime Topham – Paved is like what, 18?

Mary Chappell – Yeah. He says it's 18. So, if we will already be doing from the center out into our property 33 feet. That's already doubling our side from the center now, right?

Jaime Topham – I think that's what I understand. Because you've already given that easement because you're the ones who gave up the land to create the road in the first place. Right?

Dan England – That's what I've been told. Yes. I haven't verified it with records yet but that's what I was told.

Jaime Topham – If we're talking about we can't ask them to do another half because they've already given up more than half, how do we make this right and make it still work?

Dan England – If they want to volunteer it in offering for something else that they want to have.

Rick Barchers – I have an idea.

Jaime Topham – That's what I'm asking.

Rick Barchers – I have an idea. I personally am really opposed to these short setbacks. You're really opposed to giving up extra width on the street so maybe there's some give there. I don't know. I'm just throwing that out there. I'm still, to be honest with you, hating cutting that rear setback on those properties in half. I'm hating it.

Mary Chappell – So you're wanting the road though to be 90 feet wide, right? And us to give it all.

John Limburg – Just the right of way.

Mary Chappell – So, is 90 feet going to be required. Okay, so where do we come up with 90 feet? That's where I'm just trying to understand.

Jaime Topham – Because it's the collector, right Dan, we're asking for a 90-foot right of way because it's a collector.

Dan England – That is correct.

Mary Chappell – How do we know it's a collector? I seriously just don't know.

Dan England – It's on our transportation master plan. It shows that as a collector.

Mary Chappell – To become a collector? Yeah, okay.

Jaime Topham – And because of your plan you're helping it become a collector by planning all that commercial and the apartments and all of that.

Mary Chappell – Okay.

Dan England – That's because we're going to have to build two lanes of traffic each point type thing eventually, not with your first development side table and it being that wide. So, it's sort of almost, well it's not as big as a mainstream. Mainstream is the next level up.

Jaime Topham – Is it like 120 Main Street?

Mayor Critchlow – It's 120.

Dan England – Yeah. We'd already applied for eight now for our arterials but that was long ago.

Jaime Topham – Right. That's this problem with Matthew's Lane is it has to be able to handle what you're planning to build. Unfortunately, you're the only ones coming to ask to build it at this moment. We have to figure that out before we say yes to everything or we're going to have a huge mess.

Mary Chappell – So that's going to be the roadblock is the road.

Rick Barchers – Not necessarily, I agree. I agree.

Jaime Topham – They have the ability to negotiate with us to get something that benefits them, that fixes this problem.

Mary Chappell – The thing is, and I'm just being straight up and honest with you, it's really hard for me to know that, when we've given up 22 feet already.

Jaime Topham – Yeah.

Mary Chappell – It needs to be 90. If we are asked to go 45 feet from the center of the road, we're already beyond that. I feel like how is that right to the other side of the road?

Jaime Topham – Well, and that's why we're saying it's not, but why we're saying maybe there's something that the city can give on, that would benefit your development in order for us to get that accomplished.

Marlo Nino – We need to go back, see if there's something that would make us willing to do that.

Jaime Topham – Yeah.

Greg Wilding – Mary and Marlo, so there's probably a myriad of things that we could propose that the city may be interested in. Let me make sure that I understand this. Are we trying to say that for the development of this project, we want to measure from the east side of that existing lane and then go west a half width, which is 45 feet plus 10 feet? You want us to measure from the east side of that lane 55 feet to accommodate a half width plus 10? Which would be an additional 30 feet or 35 feet or so.

Jaime Topham – Hold on.

Mayor Critchlow – Okay, listen. Listen you guys, on Monday morning, Mr. England and I are going to go down there. He's going to bring his little rolling stick so we can measure things. We're going to just figuring then we'll report back to you.

Jaime Topham – Yeah, because I was going to say I don't know the answer to that question.

Mary Chappell – And see, and these are the things I'm just trying to understand. What are the county or city rules for this and if you put in a collector?

Jaime Topham – So a collector that's on the master plan, it's got to be 90 feet and so therefore the people developing on the other sides of it need to give 45 feet. Right? Hey Dan, sorry. You guys got to pay attention for a minute. You've got to correct me if I'm wrong.

Dan England – Sorry.

Jaime Topham – So they're asking about what is the county rules or more specifically what's Grantsville code for if they're going to put in a collector? If they're on the master plan, it says it's going to be a collector and they want to develop that, then they would be required to give 45 feet. Right?

Dan England – Correct.

Jaime Topham – Okay. The only reason this is even a conversation with you is because you've already given 22 feet, but we still actually need the 45 feet because of what's going to go there. It's

not your fault and it's not that we want to take more than we should from you, but logistically that's what needs to happen.

Dan England – If we can get 68 feet right now, it would end up doing everything that would be standard collector to the edge of pavement without the ditch and everything that's for off to the other side.

Jaime Topham – On the side.

Dan England – It gives us a 10-foot sidewalk out along the shopping commercial side. Gives you the planner strip, it gives you two lanes of traffic and a center turn lane. I think that center turn lane and those two lanes of traffic are important. If we narrow down something more than that, it might be possible if you want to get rid of parking strips and things like that. All those things detract from you're doing snow removal, now it's going to end up on the sidewalk, et cetera, and things like that. We definitely can get away without that other 22 feet on the other side.

Jaime Topham – So, what you're saying is that what we're kind of asking is that they consider giving 68 feet at this point.

Dan England – Total.

Jaime Topham – So then when you are thinking about, and Greg I guess this is for you as well, when you're thinking about what can we ask for the city in order to make it palatable for us to give up that 68 feet?

Mary Chappell – And the other side will only have to do 22.

Jaime Topham – Right.

Mary Chappell – Is that ethically okay? I'm just asking.

Jaime Topham – If you're getting something that's beneficial to your development then yes.

Rick Barchers – That give and take I was talking about earlier.

Dan England – What has happened in other areas, if you're willing to think about this. There's a pioneering agreement when they develop, if they develop within the next 10 years, then they pay you their share of the roadway as well as do their dedication. That's the way that it ends up making it ethical.

John Limburg – We can't ask them to do it now.

Dan England – No, we can't.

Mary Chappell – Right.

John Limburg – You got to have the road that you need to be able to service what you're proposing.

Mary Chappell – Well, and I think it needs, the big elephant in the room needs to be addressed that there are homes there.

Dan England – Which is why we also feel it doesn't work unless you can do that too.

Mary Chappell – Well, and that's why I feel like we're being forced to do it. We're saying, "Yeah, you're developing this area so you should have to do this and ask for concessions or whatnot." But from my standpoint, it really is hard for me to know that that was approved and we're going to be the ones punished. That's the way I got it. I realize there's concessions that we're going to have to look at.

Marlo Meno – We'll have to come up with whatever would make it look good to you then.

Rick Barchers – Right.

Marlo Meno – I mean that's what it comes down to for me.

Rick Barchers – Some of these things that I was talking about earlier, and I'm sure there's others that are going to come up, that you're going to be asking for exceptions or for variances to the code. Think about those things and get with staff to see if they agree that those things would be acceptable. They kind of know the things that were really sticklers on. One of them is definitely parking.

Mary Chappell – And we know that. Yeah.

Rick Barchers – The others, the front set back real super stickler on that myself.

Mary Chappell – Yeah.

Jaime Topham – I'm not super thrilled that Soelberg's, or whatever grocery store is still down there, but I like this layout out a lot better. It at least makes sense tying all the commercial and the apartments together and has the same consistency. Yeah. Feels a lot better and not so cramped. Maybe we lose some space in an open park, open space area where that's 68th feet. Maybe you guys can consider it, about it. We want to make it work but logistically that road's just got to get done and it sucks that it's fallen on you but that's how it is.

Mary Chappell – Well and honestly, let's be honest, if the other side's going to have to give up 22 feet, you need to look and see if Jeremy's front porch is getting any feet of that.

Jaime Topham – Right.

Mary Chappell – I mean let's be honest and real, because I feel bad about that.

Rick Barchers – Well then, he won't meet his front setback.

Mary Chappell – That's right. It's a bad situation and we understand that. We do. We understand that.

Marlo Meno – So anything else? I think that's good. It comes down to the big thing with the road.

Jaime Topham – The big thing is the road.

Marlo Meno – Is the road. Okay.

Jaime Topham – Do you guys like the plan otherwise? You've been quiet. Derek. Yeah.

Derek Dalton – No, just I want to thank you guys for working with us in the last meeting. This plan is, I feel a lot better than the last one. I feel like it's a good relationship of bouncing ideas off each other. Hopefully this Matthews lane is going to be the biggest problem.

Mary Chappell – Say the only, don't say the biggest, say the only. Come on, Derek.

Derek Dalton – Like Jaime said, I'm not a huge fan of Soelberg's location, but after seeing this feel a little bit better off from it. I can see that you guys are really wanting to work with us. I thank you guys for putting that work and I want to try to help you guys get this approved too.

Mary Chappell – So next steps, we'll hear from you tomorrow? We'll hear numbers from you guys. Monday?

Mayor Critchlow – Monday, Dan and I are going to go at one o'clock. You can meet us down if you want.

Jaime Topham – Monday at one, Matthews Lane.

Mary Chappell – If we need to do this and we already know it's going to be collector for 90 feet, is there going to be a requirement for a traffic study or does that go away? The worst thing that traffic study can come back and tell us.

Jaime Topham – No.

John Limburg – Yeah, that's the worst thing they could tell you it would have to be.

Mary Chappell – That's what I'm thinking. If we're doing it anyway.

Jaime Topham – But put in terms of in your variance.

Dan England – But there's still the Durfee Street side that they need to look at too. And that might be something that could be done later with the development in store or something. It might be that if you're splitting that up, I don't know, we can look at timing of development of this road too. You can look at splitting that up and then coming with the commercial. That's when the rest of that road or sidewalk or whatever we're doing with that.

Marlo Meno – But we know that, that's what in going to be needed to.

Jaime Topham – Do you have a list of what variances, of this plan, what variances you're going to be needing? We kind of talked about a few of them, but is there a written list?

Mary Chappell – We can email those over. They're all just potential, they're not even for sure yet. I think knowing this information, we're going to have to go back and then I'll send them.

Jaime Topham – We need to make sure that we keep everything in a public forum.

Mary Chappell – Okay. Yeah.

Jaime Topham – We can't be reviewing and discussing things outside of the public forum. So just you email it to them and then they put it in the right channels. Right?

Dan England – Yes. Unless it's a one-on-one. They could be with you one at a time if... Well, I don't know if you can meet with you guys at all.

Mary Chappell – We'll email it.

Jaime Topham – You said about email, just email it to staff.

Mary Chappell – So the next time we come, we need to have this revised to show that whatever you guys decide on Monday.

Jaime Topham – It would be super helpful if you did that.

Mary Chappell – Okay.

Jaime Topham – And then, because then you'll also know, okay, these are the kinds of variances that we need.

Mary Chappell – We're going to need. Right.

Jaime Topham – And to make this work for us, this is what we have to ask for the city in order for the city to get what it wants. If you can tell us that, it's much easier for us than just trying to pick things out of the air.

Mary Chappell – And then you, so you guys will look at the concept with those variances. Do you have the ability to make a decision on that?

Jaime Topham – On the concept, there's no decisions making.

Mary Chappell – Okay.

Jaime Topham – This is just conversation to help guide you in doing whatever. You have to then actually file your preliminary application. Then we can make decisions and we're working on our PUD process too, but we're not there yet.

Mary Chappell – So is it possible to come back to our preliminary application with these changes in?

Rick Barchers – Another concept meeting?

Mary Chappell – Without another concept meeting?

Jaime Topham – You certainly have the right to do so but...

Mary Chappell – You don't recommend it?

Cavett Eaton – We still have a PUD application.

Greg Wilding – We for sure are going to want to do another concept meeting.

Mary Chappell – Yeah. Okay. Okay.

Greg Wilding – This has been very, very helpful, but there are a lot of changes and some tweaks that we need to make. I think we definitely want to have this same discussion one more time.

Mary Chappell – Okay. Perfect. Okay.

Cavett Eaton – Greg, I'll send you the PUD application information, that'll help define some of this stuff that it actually asks the things that Jaime's asking for. What do you want that you aren't allowed to have that you want to discuss?

Greg Wilding – That'd be great. Thank you.

Mary Chappell – Will that include Dan's comments?

Mary Chappell – Okay. Perfect.

Jaime Topham – Sounds good. Thanks ladies.

Mary Chappell – Thank you.

2. Discussion of Mack Canyon Concept Plan

Paul Linford was present for this item.

Paul Linford – Thank you for your time tonight. We have made some changes. After the last meeting, we understood that parking was a huge issue. We now have it to where every single unit including town halls has 4.68 parking spots per unit. We have gone to an alley loaded, where we put the garages in the back on these. These are that. Now we have the standard street, standard subdivision street, the width and everything else out here on these. And then we have the alleyways here. If you need to park, you not only can park, there's four spots in every single home. Two the garage or the town home, two in the garage and two at a 25-foot driveway, not 20. And if anybody has a normal truck, even a longer truck can fit in outside the garage. Okay.

We went back and we added this. We think we can remedy this because you've got the four parking spots in the alleyway, plus you have the parking spots out on the street on both sides. It is a standard subdivision street. What else did we talk about that? I think, Rick, that was your big issue last time, wasn't it?

Rick Barchers – Kind of. You're kind of hitting it. You're swinging the bat.

Paul Linford – Okay. And I want you to, I really want you to throw the ball.

Rick Barchers – I'm not giving you a home run yet.

Paul Linford – Okay. We've got to add one more park over towards the west. Over in this area we feel like we've got to probably put another park somewhere in here, and we will, just because the yards aren't big. Now, our smallest yard will be 5,000 feet and it will go between 5,000 and 5960. Then there'll be 183 that are 5,500 to 6,800 square feet and that's side yards and corner lots, stuff like that. Then of course there'll be 54 that will be 8,000 and 9,500 feet. Now you can, if you go up here, higher. I'm sorry. Is that the second page? I sent you two pages?

Cavett Eaton – We only have one.

Paul Linford – Oh, wow. You didn't get this one?

Cavett Eaton – Oh no.

Paul Linford – Okay. What we have done, and I've got enough to pass out. What we have done with this is you've got a 20-foot alleyway and then 25 feet of driveway. Nobody so far that I know of has done that anywhere in Salt Lake County or here, unless it was a corner lot or some other reason. Every single one of our lots will have that plus the garage. Then in the front, we're asking for a 15-foot setback for the porch. Not the building itself, but for the porch. The regular building will be 20 or plus, it's just the porch.

Everything will be done in the front yards and all that will be done by the HOA. So that, you're not have to worry about getting run down. Most of it will be xeriscape. Most of it will be xeriscape in the front. And there are some subdivisions right now in South Jordan and in Utah County that are doing this. They really are attractive not having the driveway in front. Now, we could actually make these narrower but we're not, because we want to have a decent sized house on that. I will get these to you. I really feel bad because I really had some dog and pony show all ready for you. What I am saying I can do is, you can still have a small yard. It won't be a big yard, but you still have a small yard. Plus, you'll be 4.6 and actually more, every house, every of the single-family homes, will be able to have six parking spots if you count the street. Input?

Jaime Topham – Where would they have yards?

Paul Linford – They don't have a lot of yard.

Jaime Topham – Yeah, you're like a five-foot set back from the alley and then 20 feet in the front.

Paul Linford – You've got 10 feet on one side, 5 feet on the other, and 15 feet in between. If you go out to these houses, they put fences out to the alleyway over, and so they have green on 10 feet on one side of their house and they have green five feet on the other side and it's fence and it's not. I mean it's not great but it's... Go ahead.

Rick Barchers – If you're calling the backyard the front yard and the front yard the backyard, then the front yard, which is now the backyard needs to have the 25-foot setback. If you're following. If you're saying 25 feet for the driveway that would normally be in the front yard. Does that make sense?

Paul Linford – Yeah. This is what it would look like there. I've got another copy I can give.

Rick Barchers – Right. I'm talking about on the town homes.

Paul Linford – The town homes are very typical of what...

Rick Barchers – I haven't got a problem with that.

Paul Linford – But on the house, that was my question. This is what I'm bringing to you guys tonight to see if this is palatable to you because people seem to really like it.

Rick Barchers – Well, and on these town homes, okay, over here on the west side, there's the RV parking. Then we've got this large park that goes between them and the single-family housing. Right. Most people's front yard has a street in front of it. Their front yard in the town homes is going to be all the way across the ditch to the other side with no street. Because you're calling them rear loaded town homes. So, the front of the town home, the front yard essentially-

Paul Linford – Is on a major street. What's the new code now? The new legislation on residential.

Dan England – 32 feet.

Paul Linford – Yeah, but what's the right of way?

Dan England – There is no right way that I know. It's from pavement edge, pavement edge 32 feet.

Paul Linford – But then we also have the sidewalk plus the-

Dan England – Curb, gutter, sidewalk and planter strip too. That's also addition to. But that's not called out in the code.

Paul Linford – I understand that. But what's your code now?

Dan England – That's not approved. That's just the general idea.

Paul Linford – If I could get you to look at this, because I know it's a new concept.

Rick Barchers – It's not really. I've been in neighborhoods like that. I know of-

Paul Linford – Most of the neighborhoods that you've been in though, the driveway and the garage is always six feet. I just saw 150 of them yesterday. We are going 25 feet so that you can actually use it and actually have a place for your garbage cans and your things like that in the back. If you want we can change it all and we can go to the front, load it on everything and just go with what everyone else has done. I have no issue with that.

Rick Barchers – I'm just struggling with calling that rear loaded because of the reasons that I just said. And even with if they want to do that on the other side of the mountain and call that, because that to me just looking at it, what you're calling an alley for at least 30 town homes is going to be their front street. They're not going to have a street on the other side of it.

Paul Linford – They're not going to have a street where their garage is, but they'll have a street on the outside of their town home. A regular street on the front side of their town home. In other words, you pull up to here to visit your neighbor and would pull up, park on the street and go in to the front porch, ring the door.

Rick Barchers – So how are you going to park back in front of their house?

Paul Linford – Those there would lead to the park.

Rick Barchers – There's no street on the front of these town homes, what you're calling the front. This is the only access.

Paul Linford – You know what? I concede. I'll change that.

Rick Barchers – And I'm not only seeing that here, I'm seeing it up there. In several other places.

Paul Linford – Well, what I'm asking then is if I do it like this, you don't have an issue where it's the front door is the street.

Rick Barchers – Well, again, it gets back to parking. If you read our code, Gary can correct me if I'm wrong, we're not counting the ones in the garage.

Dan England – Actually we do.

Rick Barchers – We do?

Dan England – Well, for what he's talking about yes, but our code is only talking about the visitor parking.

Rick Barchers – Okay. All right.

Paul Linford – Yeah. I'll lose some units, but if what I understand what you're saying, Rick, and I will make those changes.

Rick Barchers – Because I'm just saying that looks like the only street access to me and you're calling it an alley. B that's cool. You see where I'm going? So what were you saying about the density?

Jaime Topham – What is the density in this area? What is this zone for again?

Paul Linford – Well, right now it's half acre but we're going with a PUD.

Jaime Topham – Right. Okay. So, we're going from half acre lots to, what?

Paul Linford – And we're going to, with more than 30, it'll probably end up being about 35 acres of open space.

Rick Barchers – Are we increasing the number of units overall on that acreage? If you built it at half lots?

Paul Linford – Yes, I am.

Rick Barchers – By how much?

Paul Linford – If I'm not mistaken, we are three point or 3.6 units per acre. For that you get the two ballparks, you get the park, you get the trailhead for Mack Canyon, unless you don't want that stuff.

The RV parking so that people aren't trying to... That was kind of funny. I did go to one yesterday where they had a six-foot driveway to the 20 foot and they had a 38-foot fifth-wheel trying to load it and it was kind of funny, but I'm not doing that.

Dan England – One thing that I can add hereby, because you asked the question about density. For the West Bank status coming in, I believe the average across everything, he's looking at about 4.2 units per acre. I know we want to stay away from units per acre, but that's kind of the general idea of what he's doing across the whole thing. Some more depth, some less, etc.

Rick Barchers – Sure. No, I think that Jaime had kind of addressed the same question that I had.

Paul Linford – Jaime, so what can I do to help you on this and make you feel more comfortable?

Jaime Topham – I just don't see how any of this applies, how any of this a rural feeling of our master plan. I understand that you say people in Salt Lake love these. I don't understand. I don't know that I hear the same thing from the community out here. I don't know how somebody is going to turn their long bed dually to get into this back loaded spots.

Paul Linford – Well, actually you can. I can.

Jaime Topham – With lots of point.

Paul Linford – Well I'm just saying, even with a bumper guard on it you can, on the 25 foot. You can't on the 20 unless you put a pretty long trailer hitch on it.

Jaime Topham – Right. Single family front loaded. The yellow, the light yellow is still front loaded? There on the bottom left.

Paul Linford – Yeah. They're all front loaded. They're also 8,000 square foot lots. At least. I think those, if I'm not mistaken, I might be wrong are 90 feet wide, which is more than enough.

Rick Barchers – How does this compare change in density wise to the one that you drew up just adjacent?

Paul Linford – We're down a hundred units., number of doors.

Rick Barchers – Well, I understand what you're saying, but this property is larger, right? It's a hundred doors less than the one it's adjacent to.

Paul Linford – Well, look, one adjacent is 80 acres. This ones is 117.

Rick Barchers – Right. So, percentage wise, are you following this question, Dan?

Dan England – Yes. I think he's asking, does this one have a higher density than the other one on the south side?

Paul Linford – Yes. I don't have that in front of me. I think we're similar. I guess what I'm trying to say, is what you said to the person before, "what can you live with? And what do I have to do so that we don't take seven months to do it?" If it's just no, I need to know that. If it's, "Hey, if you can do this and you can do this, we can work something out", it's very costly to put in those ball diamonds, as you know. A lot more than soccer fields.

Derek Dalton – Mayor, is this something that public works could take care of? That's a lot of space and fields.

Paul Linford – The small parks would be taken care of by us.

Derek Dalton – But the baseball fields and the green patch. I'm just asking because I know

Paul Linford – Well, I think you want to take care of those. On the small parks, they're all taken by the HOA.

Rick Barchers – What I'm getting at is if the change in density percentage wise, not number of doors, is equivalent 88 acres compared to a hundred. I mean, that to me makes it a lot more palatable.

This parking issue that I was talking about, I know these other guys have talked about other things so I'm not going to hammer those two things to the dirt. You were just saying what works for me, if it's comparable, it works to me.

Paul Linford – Actually, I think on parking, and I'm not certain on this, but if in parking, I think we're even... Yeah, we're even more. But that's because we're rear loading. If I start putting all the driveways in the front, then we drop down. We're still be code but you don't have as much parking.

Rick Barchers – You got any input on that specific issue I'm talking about, Gary? Do you know what? Do you know what I'm saying as far as these rear loaded town homes and parking? And then you've got, basically your street is an alley. It's not a street anymore, it's an alley. Where's the parking for those? Where'd it go? Does that make sense? You see what I'm saying?

Gary Pinkham – That's something that we're kind of struggling with now with the state changing the street design. Because that does impact parking because we still have to have the fire code minimum width and so on. So that does impact parking. We have done some draft work on some revisions to the parking ordinance to cover some of that stuff. That's happening. Now Shay just brought up something under the state code that may require us to go back and amend our parking code even further, because it looks like what we're saying in our city code doesn't comply with state code. We need to look there. The state code may require more parking than we're currently asking for.

Jaime Topham – That's interesting. They want us to have smaller streets, but they want us to have more parking so that means you guys get less houses.

Gary Pinkham – Well, it looks like part of this street deal, they did might have required two offsite or off-street parking spaces per unit to compensate for the narrower streets. I'm not sure what's going on there, but Shay just popped it up.

Jaime Topham – So, if you change this to front loaded, what does that do to the density?

Paul Linford – My density would probably change a little bit. I'm not really certain what it would do, but I could surely look at it and see what it would do.

Jaime Topham – I don't know. I don't like the plan at all because it's so dang small. Everything is really small. But I'm also not the person who would ever go and buy anything like this. Not ever. I'm not the voice for those kinds of people. If it's selling and marketable and that's what people want, and it meets our code and you're making all the parking happen, then I don't have such a big problem. I do see that in some of these single-family houses where they don't have a road on the front side-

Paul Linford – I agree with you completely.

Jaime Topham – You've addressed the parking issue because there's extra parking spots. But definitely the town homes, there's got to be a road.

Paul Linford – The only thing we were trying to do on some places, and he who should not be named. Daybreak, what was done that in some areas I don't like. We have tried to take what you've said and I will make those changes, and I will promise you that the density percentage when I come back will be exactly the same as that on the south. Okay. Rick?

Jaime Topham – What do you think?

Rick Barchers – Yeah, I'm good with that and I'll tell you why that's such a big deal to me without going into really huge detail on it, hopefully, because I can talk forever if given the opportunity. Right, right, right. Part of what we're trying to do is protect the infrastructure. If we get too many people in there it over burdens the infrastructure. Does that make sense?

Paul Linford – What I was going to say too is, on the town homes that are on the park, people would walk out their front doors and instead of they go right out to the park, they don't have to go there. But we can put a street in between there.

Jaime Topham – Maybe what you do is you put, you leave that concept, but you make the alleyway bigger so that there could be parking. Or you add parking in for that space more than the six.

Paul Linford – I could do that.

Jaime Topham – Because I could see where that would be attractive.

Paul Linford – Okay. So, if I compensate for what I would lose in the street parking on that, you might be okay with that.

Jaime Topham – I could stomach that better. But I could see that that could be a very attractive selling point for somebody who wants to walk out their door and onto the trail. But there still needs to be space for their cars.

Rick Barchers – I'm struggling with that being the front though.

Jaime Topham – Then stop calling it the front and call it the back.

Rick Barchers – I'll call it the back. Yeah. We'll call it the backyard and they can walk out to their car

Jaime Topham – Whatever they call it doesn't matter but you and I would never buy something like this. But there's a lot of people that would.

Paul Linford – But just think of how many on your 16 acres, Rick, how many you could put on here if you ever decided to retire. I'm just kidding, that was a joke Rick.

Rick Barchers – Well, I will probably never retire. They'll probably have to lock me out first.

Paul Linford – I understand that.

Jaime Topham – John, you have anything? Do you have enough direction from us?

Paul Linford – No. I just want your input so that I can come back and you can be as happy with what I did on the south side.

Jaime Topham – I guess that's what I meant. Do you have enough input from us to?

Paul Linford – Well, I think I do.

Rick Barchers – Do you have enough input from us to be able to potentially work with them to maybe get some idea of what we're looking for or not?

Dan England – I'm not sure where to go on this one.

Rick Barchers – Okay. Honest answer is good.

Mayor Critchlow – I'm going to hold Dan captive on Monday after we set the-

Dan England – Yeah. He wants to convince me that I like alleys and I'm not sure I'm there.

Rick Barchers – I have trouble pulling in with an alley. I just am.

Paul Linford – I'd love to take you to a place to let you see it

Mayor Critchlow – Is it out in the desert?

Rick Barchers – Is there cell service there?

Paul Linford – I don't know but I don't blame you for saying that. I think it's pretty funny actually. I just appreciate your time and I appreciate your input and we'll make it happen. Okay?

Jaime Topham – Okay. Thank you.

Paul Linford – Thank you.

3. Discussion of Chapter 21 – Subdivision Process and Crafting of Checklists

Shay Stark from Aqua Engineering was present for this item.

Shay Stark – One thing that I think I can simplify this here a bit. The last meeting we had, which I know was a long time ago, basically we had gone through all of chapter 21. I think everybody was good with what was in there. The issue was that we didn't have all the checklists completed.

Jaime Topham – Right.

Shay Stark – I know specifically the city engineer was asked to look at the existing checklists that are in the code, which would be removed as part of this, at the time he had brought in a preliminary checklist for the standard subdivision. As they were putting them together, just compare those and he's been doing that and working on that. What I wanted to put before you tonight though, was specific to the minor subdivision.

This checklist is a little different than the preliminary and the final checklist for the standard subdivision. There's really only three different drawings that we're requiring with the minor subdivision. The first one we're requiring is a record of survey. We have never had a checklist spelled out for a record of survey. I took this basically off of Tooele County site. As I'm reading through it again tonight, I've seen some places I need to replace a couple of the words with shall instead of needs to and that type of thing. I'll go in and try to get that in a little more correct language there.

The plat, I basically took our final plat requirements in the checklist, from the major subdivision and I cleaned some of them up. But essentially, it's about exactly the same as what is in there. The final, which starts on page four, is the site plan requirement. The idea here with the site plan is simply that they're going to provide us a simple drawing that shows the lot and shows those improvements that they're going to be required to make on the lot. Then call out any of the city's standard details that show how to construct those different improvements. For instance, they're going to need sewer connections. They'll go in, show the line where it's located on the lot. Then they'll call out the standard detail, the APWA standard detail that the city has adopted, in drawing for that connection. We're trying to keep this as simple as possible for them.

Yes, it's still going to require them to go back to probably the same person who drew the plat and take that and add that little bit of information in there. But we need to be covered too on that end and make sure that those improvements are constructed to the requirement, to our city standards and to the city requirements. It is certainly a lot less than what a full-size subdivision would be required to provide for construction drawings. It looks like a lot of information on that site plan. A lot of these site plans that will come in, most of this won't apply, but again we're just trying to cover different possibilities because otherwise we're going to have somebody come in here and we're going to have two simple lines that a water and a sewer out onto a dirt road. And there's a whole wetland in the front of the property that doesn't show up anywhere and nobody knows about it. We approve it and then find ourselves in trouble when our water meters five feet under deep in water and you can't read them.

I just wanted to put that in front of you. Like I said that still working on the major subdivision on coordinating those checklists with the checklists that are in the codes. As we're working on this, we want to bring it forward so that hopefully we get towards the end here to be able to approve it and we don't have to have a two- or three-hour session to go through everything.

Jaime Topham – So I see a lot of places that it calls out the city's design standards, so we already have that put together.

Shay Stark – So the city's design standards right now consist of the city adopted the APWA standard details several years ago. We have that component that's adopted that everybody uses in their plans. The other portion of the design standards right now are online. We have our own water details. We don't use the APWA details because we had to get them approved through the state. We have our own water details. That right now is what city design standards are. There's also a list that's online it's essentially a table showing the changes that we request from the APWA details.

For instance, our sidewalk, we have them constructed it with more concrete, the bags of concrete in the sidewalk so it's actually stronger than what the APWA requires. We asked for a six-inch thick sidewalk instead of a four-inch thick sidewalk. Those are noted in this table. We require specific fill materials in pipe heading zones, that are a little different than what APWA. A lot of that just has to do with what's available to us in the valley to be able to utilize. It's mostly things like that, just small variations that fit our area specifically.

Rick Barchers – If I can just have a quick question off on the sidewalks. What rating is that poundage? Do you know?

Shay Stark – 4,500. Yeah.

Rick Barchers – 4,500. Okay.

John Limburg – But is it air entrained? Because anything, any flat concrete that's exposed to weather has got to have air entrained in it.

Shay Stark – I think it's in the APWA. Yeah. And that's required in the APWA spec, which you're also adopted.

John Limburg – So you're just saying you're just changing, you're doing in addition to the APWA.

Shay Stark – Yeah. Instead of the 4,000 they require, we require 4,500.

John Limburg – That's good.

John Limburg – Are they testing any of these sidewalks?

Shay Stark – Yes, we have Cody. He goes out there and watches them as they do the tests I believe, to make sure that they're done correctly.

So just wanted to throw this out and just have a quick discussion with you, and see if there's anything glaring that you guys are seeing. And if you want to take the next week or so and read it and get back

with me. Like I say, we're just kind of looking at it going, if we can deal with this in parts here and get everybody comfortable in parts, we were already good I believe on all the Chapter 21 stuff then.

Rick Barchers – My thoughts just out of box are, does this solve a lot of problems that we're seeing when they come after they get through our process and go to review and Dan and all that?

Shay Stark – We've tried to handle that in the chapter 21 in the code. Some of those issues and the pre-construction meetings. Now, the thing that gets interesting with these minor subdivisions is usually with these minor subdivisions, they're going to approve it and then they're not going to improve any property until they want to build a house. One of the requirements that we've put in there is regardless of the number of lots in this minor subdivision, which the most it can be is four. But when you bring in that first building permit, you have to improve all the lots at that time because we don't want patchwork. We want those improvements to be consistent across.

That was one of the things that was in that language for the minor subdivision, which will really help. That helps that because previously the way our code was written back before we removed the minor subdivision, those improvements were supposed to be made after they approved it. This benefits them in that, okay, those improvements have to go in when a house is constructed. If I don't touch my land for 10 years after I approve this subdivision or I split it up, give it to my kids and none of them do anything for several years, why put improvements in there that just sit and don't benefit?

Jaime Topham – Sounds good.

Shay Stark – I think we've addressed some of that and I think some of the procedures the city's now using. Cody has been awesome. We actually have him as part of the review process too. It's amazing because he's looking through these drawings because he's seeing on the ground these problems. He'll spot something in a drawing really fast that quite honestly, I won't even spotted. He's just like, "No, it's not clear here that the fire hydrants, the flange on the fire hydrant needs to be four inches above the sidewalk or the back of the curb, this overall dimension doesn't really matter." He's pulled out a lot of stuff like that that has been really beneficial.

The process the city's using, the pre-construction meetings. We actually have the pre-construction notes now in the drawings on these large subdivisions. We require them to put them in there so they're approved as part of the drawings. It's there upfront. Some of those things like that are really making a big difference.

John Limburg – Can I ask a question? I know Jaime, you want to get out of here. This will only take a minute. Dan may need to get involved in this, I don't know, but do you know Williams's Lane down there, that new subdivision? What in the world happened there? Are we not testing the subbase on the laterals? How is that thing fall apart so fast?

Dan England – Which one?

Mayor Critchlow – Wells Crossing, how did it happen?

Shay Stark – The street did it every service, it's now a roller coaster?

John Limburg – Every single lateral about things settling, there's no way we are testing. We can't be?

Dan England – This is before we had the inspector on board, so we don't know if it was being tested every time.

John Limburg – I would love to have whatever you guys have on that subdivision, like test reports, I will audit all of that because there's major problems.

Shay Stark There's no question that there were huge problems there.

Dan England –Anderson farms was also at that time.

John Limburg – I mean I live out there. I live out there in South Willow and it's all falling apart but I know what happened there. I know the subbase wasn't tested because we tested the base course and the asphalt, nothing below that was tested. Every single lateral in that subdivision, both sides are settling. But I thought that was fixed. Then I'm riding my bike down Williams Lane and I can barely ride my bike down this road. Then Quirk Street gets chip sealed over the top. There was potholes all the way down that road. They didn't even fix the potholes. There's some stuff going on though, really it concerns me. I know that this isn't the place to do it, but I would love to get involved in this.

Dan England – Are you said you're retiring from the committee and you're going come on board. Is that what I'm hearing?

John Limburg – I will audit this. I would love to. No, honestly, if someone's giving you test reports on what you find down there that says that it was passing, I can back calculate all the densities. I can look at the density counts. I can tell you if somebody was lying to you guys.

Dan England – Well, I can get in touch with public works and we can try and see if we can find those things.

John Limburg – Yeah. Even when Main Street was happening, I was in here yelling at the mayor going, "There's no testing. You guys aren't testing anything." And now every single lateral down Main street sucked and it's just frustrating. I saw what we were talking about and I was saying stuff to people, I even stopped a Utah Inspector. I called the regional engineer and told on ground still because you guys aren't testing, there's nothing happening out here. And the last week that they were out there, I saw Utah testing down there, testing on one of the last laterals that they were back from and that's all that happened in the entire job. I have a passion for those. I will get involved in this as deep as you guys want me to. I would love to look at some of this stuff.

Dan England – I think what we want to do is get you involved with our public works and train them. We have an inspector who is awesome.

John Limburg – That's Cody?

Dan England – Yep.

John Limburg – I would love to meet him and it's great that he's great.

Dan England – But he's open to being trained. I think if we talk to our public works director and Cody.

John Limburg – I can even take some of these guys into labs and show them how they do proctors and why moisture matters and this is what a French curve is. I could show them all of it, and how important it is.

Jaime Topham – Okay guys, love the discussion, wrapping it up. We can do it another time.

Gary Pinkham – He just got on my 10-year-old soapbox.

Jaime Topham – No getting on the soapbox tonight. You can do it another time. Shay, it's good information. Next time we'll be ready to recommend approval. I didn't see any issues in the actual check checklists, seemed appropriate, but I like that we're cleaning up chapter 21.

4. Approval of minutes from the June 15, 2023

Jaime Topham made a motion to approve the minutes for June 15 2023. Derek Dalton seconded the motion. And all in favor? Motion carries unanimously. Minutes approved.

5. Report from City Council liaison Mayor Critchlow

Mayor Critchlow – The discussion tonight about what they want, what they don't want. You said it perfectly, you would never buy one of those houses.

Jaime Topham – Right.

Mayor Critchlow – Would you? No. A lot of young kids would so. We'll go down and measure the width of the road Monday. I was just down at Saratoga Springs, Friday, whatever one of those days. They just felt confusing last week. It was an interesting looking field down there. The roads had one lane this way and one lane this way, but there was an island and the road over here and parking. It was on the other side of this thing so the parking and the front yards were separate from this main road. It's really crazy thinking someone at least had some thoughts with that. We'll just work on some designs, what we can do for this. I will have a lot more time to devote to dragging Dan around and causing you grief.

My last day at the Salt Plant is tomorrow. What do you want me to take back to the city council?

Jaime Topham – I don't have anything. I feel like we're on better track. We know what we're working on.

Mayor Critchlow – Okay. Well, I like these meetings that we're doing together so, however you want to call it.

Rick Barchers – We were just talking about a work meeting.

Jaime Topham – We want to put a, can I interject? We want to do a planning. My brain will get there, a work meeting before our next meeting. What is that?

Lanise Thompson – The 20th?

Jaime Topham – Yeah, this month, the 20th, at six o'clock to talk about PUD. The Chapter 12 process and hopefully we'll have that draft. I need to get with Brett.

Mayor Critchlow – Okay. Yeah. And I was talking to Bridger Bolinder a bit. He goes, they have already got bills introduced to do some more changing to the plan.

Jaime Topham – How do they think this is actually going to work?

Mayor Critchlow – They would like to take this over. They would like-

Jaime Topham – Well, I get they want to take over and they want to have control. But logistically all the things that they're planning, how do they think they're going to work in real life? And people will be able to still get to their houses. they want to get rid of cars.

Mayor Critchlow – They don't worry about details, they just sprinkle fairy dust and away it goes, right? That's what they're doing so. He said more is coming though.

Dan England – We also need to go through training. Brett's going to put something together for us to understand the legislatures comes out. Shay was just showing me that 32 feet, that is only something is if we're asking for what?

Shay Stark – The LID, Low Impact Development.

Dan England – Which we never have required out here. There's no time when it would ever be 32 feet in width.

Jaime Topham – What are you talking about?

Dan England – The width of roadways, that width that was brought up, the minimum width requirement that every single developer has talked to me about. You guys probably haven't been hit with it. There are these codes that are coming out to us that they say that they're doing something. But what Shea just showed me, there's no requirement on this at all. We can stay with our existing road limits and everything as we are.

Gary Pinkham – We can stay with the 66 foot and the 32-foot curb face?

Shay Stark – That's what it looks like according to this. Now, if there's another spot in the state code where they introduce something else, because the date on this was May 5th, 2021 when it was adopted. This has actually been a couple of years ago. There was some modified language in this last legislative session, but I'm not sure.

Jaime Topham – So Brett's going to do some training with us on this.

Dan England – Yes.

Mayor Critchlow – Remember the lady who came out years ago, Meg Ryan and she did some training. I'm going to see if she'll come back out. Because she's really good at this kind of stuff. She can help us iron some of this stuff out.

6. Adjourn

Jaime Topham made a motion to adjourn the meeting. Rick Barchers seconded the motion. All in favor? Motion carries unanimously. Meeting adjourned at 8:30 PM.