



DRC Members in Attendance: City Engineer Jon Lundell, City Planner Aspen Elmer, Building Official Randy Spadafora, Public Works Director Jason Callaway, Police Lieutenant Mike Wall, Fire Marshall Allen Duke and Assistant City Manager Jason Bond.

Others in Attendance: Community Development Director Morgan Brim, Engineer Megan Wilson, Deputy City Recorder Gwen Butters, Applicants Brad McDougal, David Johnson, Kirk Greenhalgh, Jared West and other members of the public.

City Engineer Lundell called the meeting to order at 10:00 a.m.

NEW BUSINESS

1. Taco Bell Site Plan Review

A site plan review of a proposed Taco Bell Restaurant at 60 N 400 E.

Lundell introduced the item, explaining that it is located on the west side of the Maceys parking lot. The project has been reviewed previously to address parking requirements and was tabled at the last DRC meeting to allow the applicant to respond to staff comments. The revised plans now include the required number of parking stalls as well as the location of water lines and other utilities. Staff believe the outstanding issues have been satisfactorily addressed.

Elmer stated that Planning and Zoning had no additional comments and confirmed that all previous red line comments had been addressed. In response to Lundell's question regarding parking, Elmer explained that the applicant reduced the bathroom and storage areas to meet the parking requirements. With those revisions, the site now provides the required 17 parking stalls, including the three stalls that were previously restored.

Spadafora stated that the Building Department had no comments.

Callaway stated that the pressurized irrigation system discussed at the previous meeting is now shown on the landscape plans. The existing meter is expected to remain usable, although the connection will need to be field fitted during construction. He recommended that the applicant coordinate the connection with Public Works. Lundell suggested adding a note to the plans requiring coordination with the Public Works Department, so the contractor is aware of the requirement. He added that the connection will also be addressed during the pre-construction meeting.

Wall inquired whether the parking stalls shown satisfy the site's parking requirement or if stalls within the Maceys parking lot should be counted. Lundell confirmed that the Maceys parking stalls are not included in the required parking count.

Duke stated that the Fire Department had no comments.

Bond advised the applicant to contact him once the architectural elevations are ready so an Architectural Review Committee (ARC) meeting can be scheduled. He explained that ARC meetings are held on an as-needed basis and that staff will conduct an initial review to ensure the plans meet the objective design requirements before scheduling the meeting. Lundell noted that ARC approval must be

completed before a building permit can be issued. Elmer added that sign permit applications have not been submitted and will also be required as a separate process from the building permit.

No further comments from the DRC Committee were received.

Wall made a motion to approve the Taco Bell site plan with red lines addressed.
Duke seconded the motion.

City Engineer Jon Lundell	Yes
City Planner Aspen Elmer	Yes
Building Official Randy Spadafora	Yes
Public Works Director Jason Callaway	Yes
Police Lieutenant Mike Wall	Yes
Fire Marshall Allen Duke	Yes
Assistant City Manager Jason Bond	Yes

The motion passed.

2. Maverik Site Plan Review

A site plan review of a proposed conversion and expansion of an existing gas station at approximately 990 W Summit Ridge Parkway.

Lundell introduced the item, explaining that it is a site plan review for the proposed remodel and expansion of the existing Chevron Kars gas station into a Maverik convenience store. The property is located at the northeast corner of Summit Ridge Parkway and South Ridge Farms Road, and the application includes modifications and an expansion of the existing site.

Elmer noted that the drive aisles existing are 50 feet wide and stated that DRC approval will be needed for that width. She added that the widened drive aisle will also require verification from UDOT. McDougal indicated the applicant may have already received UDOT approval for the access point, but it had not been confirmed prior to the meeting. Lundell requested that the applicant provide a UDOT approval letter, as the access is part of the I-15 expansion project. Bond asked for clarification on the code provision requiring approval for drive aisles wider than 30 feet. Lundell confirmed that an exception is required. Bond then asked whether the exception should be included in the motion or approved separately. Lundell clarified that it should be included as part of the motion and does not require separate action.

Elmer noted that the parking lot landscape islands containing streetlights are still required to include trees. She also explained that City code requires landscaping on three sides of the trash enclosure. McDougal asked whether an exception could be granted where only two sides are available for landscaping. Elmer clarified that if the enclosure is located against the building, landscaping would only be required on the two accessible sides, with a minimum of four shrubs on each side. McDougal also asked whether an exception could be made due to the adjacent accessible parking stalls shown on the plans. Lundell clarified that the hatched area between the two accessible stalls is required for pedestrian access and cannot be used for parking. McDougal acknowledged that the site design would need to be revised to accommodate the landscaping requirements.

Spadafora noted that the property's address should be updated to match the address pattern on the opposite side of the street. Lundell explained that the current address, 1423 Summit Ridge Parkway, is inconsistent because Summit Ridge Parkway is an east-west roadway. He recommended changing the address to 990 W Summit Ridge Parkway and stated that an affidavit will need to be recorded to formalize the change. Spadafora confirmed that the Building Department will prepare and record the affidavit with the County.

Wall stated that the Police Department has no concerns with the proposed address change, and Duke confirmed the Fire Department has no objections.

Spadafora stated that an asbestos survey must be completed before demolition of the existing car wash and submitted with the demolition permit application.

Callaway stated that the site has two culinary water meters, one serving the car wash and one serving the main building. He noted that the Public Works Department will need to disconnect the car wash water meter and sewer line before demolition. He also recommended installing an RP backflow preventer on the main building, noting that one currently exists only on the fire riser. McDougal stated that the applicant will evaluate incorporating the backflow preventer into the project design. Callaway offered assistance if needed.

McDougal explained that the project is planned in two phases to minimize disruption and keep the store open as much as possible. The building remodel is expected to begin within approximately 30 days, while the asphalt and additional drive lanes will follow about 90 days later. He asked whether the existing sewer connection serving the car wash could be repurposed for the proposed RV dump station. Lundell stated that he had the same question and noted that the site plans do not show how the water line will be extended to the RV dump hydrant. Based on the City's utility mapping, he explained that the site's sewer lateral appears to run north to the Frontage Road before continuing west, although the mapping is older and may not be fully accurate. As shown, a new sewer connection may be necessary to serve the RV dump.

Callaway noted that a manhole is located at the northeast corner of the building between the car wash and the main building. Lundell responded that it may be possible to reuse that infrastructure but stated that staff will also need to evaluate whether the proposed RV dump will require additional impact fees, noting that the removal of the existing car wash may offset those requirements.

Bond stated that the committee discussed overall site circulation during its pre-meeting review and considered how RVs would access the proposed dump station. While not a requirement, he suggested evaluating whether relocating the RV dump to the former car wash area would improve traffic flow. He noted that the current location, in the corner, may be difficult for longer vehicles due to limited turning space and could require awkward maneuvers to access. Bond explained that placing the RV dump near the former car wash could provide better access, potentially making use of existing utility infrastructure, and will allow for the displaced parking to be relocated to the current RV dump area. He added that many RVs will likely enter directly from Summit Ridge Parkway, making a more accessible location beneficial. He emphasized that the suggestion was intended to improve site circulation and maneuverability for larger vehicles.

McDougal stated that the applicant will evaluate whether the site layout can be optimized. He explained that one challenge is accommodating both RVs using the dump station and fuel tanker deliveries at the same time, and that keeping the RV dump away from primary traffic areas would help minimize conflicts. Bond reiterated that the suggestion was not a requirement but an opportunity to improve overall site circulation and functionality for both the business and its customers. McDougal acknowledged the recommendation and stated that it would be considered.

Staff and the applicant discussed potential options for drive approach widths, turning radius and applicable design requirements. Additional discussion focused on possible alternative locations for the proposed RV dump to improve site circulation and functionality.

Duke stated that the Fire Department had no comments.

Bond noted that while not currently required, the existing site provides internal access to the adjacent property, and the proposed site plan would eliminate that connection. He encouraged the applicant to consider maintaining future connectivity to support coordinated development and reduce the need for vehicles to enter the public roadway when traveling between neighboring properties. He acknowledged that preserving the connection may affect the proposed location of the RV dump but recommended it be considered during the final site design.

Bond confirmed that the project does not include an expansion of the building. The proposed improvements include removing the existing drive-through window and converting the current dumpster enclosure area into parking stalls. Bond and Lundell discussed the proposed landscaping and recommended that it be clearly identified on the site plan. Lundell also recommended adding the proposed phasing plan to the site plans to clearly identify which improvements must be completed before a Certificate of Occupancy is issued as part of the DRC review.

Spadafora stated that the project will require a demolition permit for the existing car wash, as well as building permits for the store remodel and fuel island improvements. He noted that the applicant may submit these permit applications immediately to help shorten the project timeline. He also reminded the applicant that all required landscaping must be installed or bonded before a Certificate of Occupancy can be issued.

Bond stated that if the project is limited to replacing the signage, Architectural Review Committee (ARC) approval is not required. However, if any exterior modifications to the building are proposed, the applicant must submit architectural renderings and elevations for ARC review. He noted that this submittal may be made at any time and does not need to wait for site plan approval.

No further comments from the DRC Committee were received.

Duke made a motion to table the item until the phasing plan and red line items are addressed. Spadafora seconded the motion.

City Engineer Jon Lundell	Yes
City Planner Aspen Elmer	Yes
Building Official Randy Spadafora	Yes
Public Works Director Jason Callaway	Yes
Police Lieutenant Mike Wall	Yes
Fire Marshall Allen Duke	Yes
Assistant City Manager Jason Bond	Yes

The motion passed.

3. Heritage Circle Subdivision Preliminary Plan Review

A preliminary plan review of a proposed 6-lot subdivision located at approximately 100 N 100 W

Lundell introduced the item, explaining that this is the second review of the proposed six-lot subdivision located at the corner of 100 North and 100 West. The application was previously tabled, and the City Council has since approved a deferral agreement allowing subdivision improvements along 100 North and 100 West to be deferred. As a result, the current plans do not include sidewalk or roadway improvements along those frontages. Improvements within the cul-de-sac and interior of the subdivision will be completed in accordance with the deferral agreement. Lundell also noted that several required items are missing from the preliminary subdivision plans, including sewer profile drawings showing how the line extends from the site and proposed curb and gutter elevations. He stated that these are significant deficiencies that must be addressed before the application can proceed.

Elmer noted that lots two (2) and five (5) do not meet the 80-foot frontage requirement for the R-8 zone. She explained that the applicant may apply for an infill frontage reduction, which would require Planning Commission approval. She also reiterated a previous comment regarding the double-frontage lots, recommending either a note restricting driveway access or installation of a fence to prevent driveways from being constructed on both street frontages. Lundell added that access to these three lots should be limited to the cul-de-sac, with no access provided from 100 West.

Spadafora stated that the Building Department had no comments.

Callaway stated that red line items need to be addressed for the Public Works Department.

Wall stated that the Police Department had no comments.

Duke stated that the Fire Department had no comments.

Lundell explained that the proposed storm drain design includes a 12-inch pipe extending from the cul-de-sac into the northeast corner of Lot four (4), which presents several concerns. He noted that Public Works would require access for future maintenance, the plans currently show the pipe within an easement on private property, and the easement would limit future development of Lot four (4). He further explained that neither the storm drain nor the sanitary sewer line qualifies to be located within a public utility easement, as those easements are reserved for private utility providers such as Enbridge and Rocky Mountain Power. Separate easements dedicated specifically for the storm drain and sanitary sewer facilities will need to be provided on the subdivision plans.

Bond commented that placing the easement on a residential lot is unusual and asked whether it would be enclosed with a fence or similar feature. He suggested evaluating whether the existing snow storage easement could instead accommodate an infiltration gallery, eliminating the need for a sizable stormwater facility within a residential lot. Lundell responded that infiltration galleries have been used successfully in other locations but noted that they must maintain a minimum five-foot separation from the curb and gutter to meet design requirements.

West explained that available frontage space is limited and that an infiltration gallery was evaluated but would require more area than the proposed detention pond because Storm Tech chambers have a larger footprint. He also noted that the cul-de-sac slopes approximately five to six feet to the north, allowing runoff from the chambers to drain to the pond, which could be accessed from 100 West. Regarding maintenance, West stated that the applicant has no objection to dedicating the facility to the City if necessary and suggested adding a note to the plans requiring the pond area to remain unobstructed for maintenance access. He added that, in the event of a failure, runoff would flow into the street rather than onto a residential lot.

Lundell noted that the plans do not include grading information, making it unclear how deep the proposed detention pond will be. West responded that the pond is currently designed to be approximately two feet deep but could be increased to three feet, allowing for a smaller footprint and relocation closer to the corner of the lot. Bond expressed concern that, if the pond were to fail, runoff could flow toward the homes north of the site rather than into the street. Staff and the applicant continued discussing the pond design, grading, and the surrounding site topography.

Lundell stated that the existing overhead power line along 100 West and 100 North must also be addressed. He noted that it is unclear whether the line is owned by Rocky Mountain Power and that confirmation will be needed to verify the existing and proposed public utility easements. He also stated that the site plan must identify the required streetlights, including one at each intersection and one within the cul-de-sac. In response to Callaway's question, Lundell confirmed that the streetlights will be metered.

No further comments from the DRC Committee were received.

Bond made a motion to table the item until the red line items are addressed.

Spadafora seconded the motion.

City Engineer Jon Lundell	Yes
City Planner Aspen Elmer	Yes
Building Official Randy Spadafora	Yes
Public Works Director Jason Callaway	Yes
Police Lieutenant Mike Wall	Yes
Fire Marshall Allen Duke	Yes
Assistant City Manager Jason Bond	Yes

The motion passed.

MEETING MINUTES APPROVAL

4. June 9, 2026

Wall made a motion to approve the DRC meeting minutes from June 9, 2026.

Elmer seconded the motion.

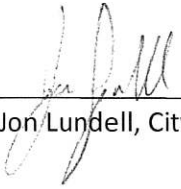
City Engineer Jon Lundell	Yes
City Planner Aspen Elmer	Yes
Building Official Randy Spadafora	Yes
Public Works Director Jason Callaway	Yes
Police Lieutenant Mike Wall	Yes
Fire Marshall Allen Duke	Yes
Assistant City Manager Jason Bond	Yes

The motion passed.

ADJOURNMENT

Elmer made a motion to adjourn the meeting.

The meeting was adjourned at 11:00 a.m.



Jon Lundell, City Engineer



Gwen Butters, Deputy City Recorder