



Project Management Meeting Minutes

Harrisville City Offices

363 W Independence Blvd

Thursday, September 10, 2026 – 9:00 AM

- Present:** Jennie Knight, City Administrator, Matt Robertson, City Engineer, Sarah Wichern, City Planner, Cynthia Benson, Deputy City Recorder, Grover Wilhelmson, City Council, Ryan Barker, North View Fire, Tyler Seaman, Building Official, Kenny Hefflefinger, Bona Vista Water,
- Excused:** Bryan Fife, Public Works Director, Jack Fogal, City Recorder, Mark Wilson, Police Chief, Angie Francom, Planning Commission Chair, Dakota Thacker, Pineview.
- Visitors:** Patrick Cross, Joe Morello, Mark Apuna, Brad Brown, Carter Guinness, Luke Kennard, Steve Mueller, Gina Kelly, Josh Bucci, Anna Betkowski, Zenobia Haynes, Chad Swenson, Danielle Alarcon.

Jennie Knight, City Administrator, began the meeting by having the committee members present introduce themselves.

1. Discussion on site plan amendment North Valley Bible Church located at approximately 2224 North Highway 89.

Patrick Cross described the project was to place a 20x30 portable unit on the property to meet the needs of the growing children's ministry. They acquired Durk's plumbing for this purpose, but the classrooms are not large enough to handle the children's worship time. The side yard is currently not landscaped, fencing falling down, and weeds. They would like permission to make improvements to the lot. This would clean up the area and meet the needs of the children's ministry. There would be no effect on the plumbing or sewage since they do not plan on tapping into them. Power would come from the main building. The building will be under skirted. If they need to add ADA accessibility, they will. Joe Morello will be the general contractor. They have received permission from Lloyd Barker, the owner of the property.

Sarah Wichern, City Planner, did not see any issues with the site plan amendment. Jennie Knight said the setbacks are adequate. They would need to go through the site plan review process. She verified power was only utility being utilized for the portable unit. Tyler Seaman asked where the structure was coming from. His concern is if the structure does not meet federal standards for an accessory building, then they would not be able to utilize it. He asked them to get him involved with this early on. Joe Morello said the building is coming from Modern Modular in Salt Lake. Tyler Seaman added he has concern with anything that is portable especially in commercial. Very few places in Utah which allow portables in commercial. It is normally school districts who have their own standards and are not regulated by the building code. There are some challenges which will need to be identified early on. The architect will need to be informed about compliance with the code for a commercial building.

Tyler Seaman said if this is going to be used for a classroom then they will need ADA compliance

for ingress and egress, fire extinguishers, and other basic life safety items. They will need to follow the process for occupants in regard to electric heat making certain the power coming for the church is acceptable for the new load. He did not have a whole lot of reserve at this point. He wanted to make sure they were in line with city, state, and federal codes before moving forward.

Grover Wilhelmsen asked if there would be air conditioning. Tyler Seaman replied technically speaking air conditioning is not required in a building. Patrick Cross said they do plan on having a mini split in the building to do both heating and air.

Matt Robertson said he did not have any concerns but would like to see a grading plan to verify no storm water runoff will be going onto the neighbors. Patrick Cross added this is largely an unimproved area. He believed it was asphalt with gravel on top. The area was used prior for storage. There is no mud.

Jennie Knight reviewed the approval process. This does require Planning Commission approval. The city would want the full set of engineered plans fifteen (15) days before the meeting. This would be a site plan amendment. The next Planning Commission meeting is October 14, 2026. The deadline for that meeting would be September 30, 2026. Project to be added to agenda if all required items are submitted by the deadline.

2. Discussion on final plat approval for Lomond Heights Phase 2B located at approximately 1801 North Highway 89.

Jennie Knight said the final plans for Lomond Heights Phase 2B were not submitted to the Project Management team nor were the Geotech Study for basements to be added to the housing units in this phase. Cameron Spencer, Flagship Homes, asked for this item to be tabled.

3. Discussion on final plat approval for Lomond Heights Phase 2D located at approximately 1801 North Highway 89.

Jennie Knight said the final plans for Lomond Heights Phase 2D were not submitted to the Project Management team nor were the Geotech Study for basements to be added to the housing units in this phase. Cameron Spencer, Flagship Homes, asked for this item to be tabled.

4. Discussion on final plat approval for Lomond Heights Phase 2C located at approximately 1801 North Highway 89. (Correction: Not Phase 2C. Phases 3, 4, 5, 7, 8, 9)

Cameron Spencer said the discussion today is to modify the layout for the residential that is remaining on the north side. The commercial we have already worked out. They repositioned the commercial layout to be more along the highway. This creates a better layout for commercial viability. They converted the old commercial space, which was smaller, into a park and open space. This is where the new clubhouse will go. The center will be the focal part of the neighborhood as you enter. It will be more open space and amenity orientated.

They modified the layout of the housing in this area to eliminate all the condos and apartments. This is what we would like the city to consider as a better result. The unit count remains the same with no additional units. This moves us away from having stacked condos and stacked apartments. What they have found in the industry is condos are hard to get approved. There are new regulations

for mortgages on condos which rolled out last month making it harder to underwrite the loans. The first building is a nightmare to get through the underwriting mortgage process. Once you get through the first building the remaining underwrite is pretty simple. To meet the criteria to get one done adds about four (4) months to the process for getting a mortgage that someone can then go and close on. We have had trouble with selling condos in Utah. They are proposing here are smaller townhomes for the same price as the condos.

Jennie Knight clarified the unit count is the same as in the MDA and there are no units transferred from other phases. This is a combination of the remaining units from 2A and the units in this area. Cameron Spencer confirmed this does not transfer units. What this concept represents is Phases 3-6. What they did was take all the units North of 1900 and reallocated them to eliminate condos and apartments. The rest of the townhomes were turned into forty-five (45) single-family detached units representing Phase 4. They hope to do a more single-level living product in this phase. The remaining units, forty-four (44) units in Phase 3 and seventy-eight (78) units in Phase 5, are the same townhomes they are building South of 1900. With the sixty-seven (67) units in Phase 7, they are introducing a 16-foot-wide townhome they are building in Eagle Mountain currently. These units sell in the same neighborhood as our condos. We are selling them at a ratio of three (3) to one (1) in comparison to townhomes. This is surprising because we have offered our condo units as a loss to drum up sales at \$299,000. We are finding them hard to sell. The condo style living has not caught on in Eagle Mountain.

Jennie Knight said she noticed there are a lot of parking stalls with the sixty-seven (67) units. She asked if these are garageless units. Cameron Spencer replied that they have a one (1) car garage with alley loading. The front door is towards the courtyard. Most of the homes will have a driveway depth of twenty-two (22) feet but there are some that do not meet this standard. They are trying to make the driveway deep enough to park cars onto. We set them up to do two (2) bedrooms upstairs. If they can do basements then there will be one in the basement creating three (3) bedrooms and two (2) baths. This is how we are building them in Eagle Mountain. We are only going to build them that way if the soil condition allows it. What we found out in this area is the ground water is pretty deep. We have done all our test bits to allow for basements in other areas and we expect the trend to continue. We have an eighteen (18) foot deep sewer there and no groundwater. We were really surprised when we began the development. Matt Robertson said the sewer most likely brought the groundwater down. Cameron added that most likely when they crossed Highway 89, it took most of the groundwater out of here maybe following the sewer path. Regardless, they have not seen it over a year they have been monitoring groundwater on the whole site. The site has also been raised on average five and a half (5 ½) feet in most locations which helps the basement viability. They only need five and a half (5 ½) foot depth below top back of curb to do a basement and that gets us a good result.

Sarah Wichern said her main concern would be parking. She would not want to see a third bedroom without more parking. Even right now, there is only one (1) parking space per unit for a two (2) bedroom unit. Each unit with two (2) bedrooms will most likely have two (2) cars. Then if someone drops by, where would they park. Each unit will most likely park in the garage or on the driveway but not both. Adding a third bedroom makes her nervous about parking availability. Visually when you stack them you get more breathing room or open space, but it also creates congestion. She asked the developer to be mindful of the parking. Cameron said they could do a parking exhibit and count up the extra parking stalls for this area. He added they ended up with more parking spaces than the condo layout previously. The condo layout was not very aggressive. They were

basically doing a three (3) story layout with built-in garage. The main floor would have a single car garage for the ten (10) units above it. They ended up with a pretty good result parking wise which exceeded what they had before.

Sarah Wichern said on the seventy-eight (78) and forty-four (44) units she did not see as much parking. Cameron Spencer said the forty-four units are two (2) car garages not allowing for as much extra parking. These garages are typically twenty-two (22) feet wide and eighteen (18) to twenty (20) feet deep. The committee discussed the dynamic of those potentially owning these homes. They typically do not drive F150 Super Cabs. They drive smaller SUV's or cars. Those would fit in this garage. F150 Super Cabs have trouble fitting in a twenty (20) foot garage. Sarah Wichern added she is aware this will be a different client then those owning that type of vehicle. However, it makes her nervous to count on parking in the garage space when there are not many other options.

Jennie Knight asked the city engineer what roads were public, and which were private. Matt Robertson replied that the main road is public. The one around the pavilion space and anything coming off the main road were to be private. Cameron Spencer said the private roads are in the southern section. They kept all the road widths here the same as in the commercial area. The interior roads the driveways face are private. The committee discussed the concern for parking in the street and the challenge for Public Works to snow plow. Grover Wilhelmsen told of his experience with Dixon Creek where most of the residents there do not park in the back, they park closest to the front door which is creating a hazard. Cameron Spencer said they would still need to follow the city winter parking ordinance. They will have the HOA to police and monitor this. Jennie Knight added the challenge is Public Works. The city can only control parking through the winter ordinance. Sarah Wichern said the commercial properties will be heavily impacted. She gave an example of a commercial property in Salt Lake where the residential car park has taken up all the commercial parking, making it impossible for the commercial to be viable. She fears there might be a risk of this here as well. Cameron Spencer agreed and said they would like to have three (3) spaces per unit. The committee liked this goal.

Cameron Spencer said the goal today is to present the concept and see if the city likes the concept, then he could work with the city engineer to dial it in to make sure we get adequate parking. We have not tried to make an optimized plan yet. With that in mind, we tried to explore by going away from the condos and apartments and present a plan what would still work for the developer and the city. If we like the direction this is heading, we can move forward and work on engineering to make this work. If it costs them a couple of units to add additional parking, then they will make that happen.

Sarah Wichern said she liked the flow and layout. Matt Robertson said that he did meet briefly with the Flagship team to talk about the road section. They talked about this area obtaining more asphalt width moving the sidewalk to the back of curb and gutter. The trees would go behind the sidewalk. The original MDA shows only twenty-seven (27) feet. This width would be a concern for him with parking on the street. He would like to see the cross-section. He would need to look at the interior road because he thought in the original MDA this was designated to be private. Cameron Spencer said if this needs to be private, they can do that. He would be flexible to whatever the city feels is best. They wanted to present the concept and see what the city thought before moving forward.

Grover Wilhelsen said in regard to the park in the flood plain. If it is utilized for soccer or baseball bringing in an influx of people, where are they going to park. This is one of the concerns with the parks committee. They have discussed adequate parking many times. The city would like to know the intentions to handle this. Cameron Spencer said the main use for this area is the club house and amenity space. It will have its own site plan, layout, and parking.

Cameron Spencer said they are pretty happy with the trend this way. We think this concept fits the current market. We are seeing less demand for apartments and condos. This is a better slice of ownership for most homeowners with a similar entry point even though townhomes versus condos. Cameron Spencer said he will work with Matt to dial in some details if everything thinks this is the direction they should precede.

Kenny Hefflefinger said one thing to be aware of. Bona Vista adopted their resolution in April. They have a water budget which allows for 9.6-units per acre. They budget 5.7-acre foot per acre for that. Anything over needs to be brought to Bona Vista. This can be in the form of water shares or water rights or bought from Weber Basin. Cameron Spencer said they already worked through all that with Bona Vista through the master plan. They are not requesting anymore units then what was in the master plan. He thought they were already fully allocated but will check. Kenny Hefflefinger said Bona Vista has not received official plans on the commercial for this phase. Cameron Spencer said he would look into it. This falls into the unit count of the master plan which was already approved through Bona Vista.

Ryan Barker said he likes the layout. There are a few spots that will need to be looked at. For instance, there are long dead-ends but for a simple concept it appears to be okay.

Jennie Knight clarified they are waiting for the Geotech studies for basements for Phase 2B and Phase 2D. The city will plan for final approvals in October.

5. Discussion on potential commercial / residential development on Parcels #17-066-0010, #17-066-0062, and #17-066-0049 located at approximately 2440 North Highway 89.

Brad Brown, engineer, showed a revised concept plan. He said they plan to do a mixed-use development and are going for rezone. There expectation is to maintain the same line and keep the front part commercial. Then taper off to townhomes and single-family homes. We wanted to make certain they were on the right path to the city expectation. Not showing but there will be access off east side. They currently have fire access but are working to obtain full right-of-way from property owners on both sides of this access which may be resolved here shortly. The vision is to buffer the commercial with townhomes, cottages, and smaller lots.

Sarah Wichern asked the square footage for the cottage homes. Brad Brown replied roughly 5-6,000 sq feet. The table shows four (4) single-family homes. The committee discussed placement and size of these lots. Sarah Wichern said if the scale is correct, they should be around third (1/3) acre lots since they back one (1) acre lots. She said she likes that one (1) lot is backing each of the existing residential, but they need to be bigger than shown on this concept.

Jennie Knight said the townhomes need to be reworked. Forty-three (43) is far too many for density allowance. Sarah Wichern said with the townhomes they Planning Commission would like to see

viable garages. We are looking at requiring a twenty-five (25) foot width on townhomes in order for them to have a wide enough garage as usable parking. We are not opposed to not having a driveway but aiming for three (3) parking spaces per unit. Brad Brown asked for clarification on the three (3) spaces. Sarah Wichern replied that would be two (2) in a viable garage and one (1) not in the driveway. They have found tandem parking is not viable. Human nature is to park on the street instead.

The committee discussed alley ways and roads throughout the property in order to have a main thoroughfare. Sarah Wichern said we prefer not to the front-loaded townhomes on our public streets. We do not want to see a row of garages on the main street. These need to be in an alley way.

Brad Brown asked if the city is expecting a roadway through the property to be a public right-of-way. Sarah Wichern replied they do not have to be because you will need an HOA to manage the townhomes. Brad Brown asked if this also applies if they are front loaded. Sarah Wichern said where this is being worked through a development agreement, we can discuss it. The Planning Commission would not want to see it. There will not be as much through traffic.

Jennie Knight said she is super concerned about not having a second access. If this is the only access you will have to the area that is a lot of density to rely on a Highway 89 access point. Ryan Barker said for fire access you can have either a hundred (100) multifamily or thirty (30) single family, but nothing about both. Brad Brown asked if they have fire access, will it help qualify. Ryan Barker replied it would and it would not need to be a full access. Jennie Knight added from a planning perspective it is a lot of traffic.

Sarah Wichern asked if they had been working with the neighboring property, Skeen. Mark Apuna said he has been. They discussed the idea of uniting with Skeen to create a larger project. It would be better for everyone involved, the city, the residents, to work together to create a better viable product.

Sarah Wichern stated that she really likes one (1) house backing each one of the larger properties. This creates a good buffer zone. If the cottages really are the 5-6,000 lots that would be fantastic from a planning perspective. She said she would not go to much smaller. She said to keep the amount of open space already shown. Jennie Knight said open space will be a challenge. Not so much for the single-family homes because they will have yard space, but for the town homes. They discussed the greenspace area and how effectively the HOA could maintain it. She suggested walking paths with benches and play structures. Jennie Knight added these amenities are ones the Planning Commission would like to see with a townhome community.

Sarah Wichern said to have at least a third (1/3) acre on your large lots for a good buffer. Then look at the R-1-10 residential setbacks for the third (1/3) acre. For the cottages, nothing denser than six (6) units per acre and look to the HOAZ ordinance (HCMC 11.16) for your setbacks there. For the townhomes, we are working on those standards now through the Planning Commission.

Brad Brown asked if this was a mixed-use with a development agreement. The committee discussed how the city is looking into the mixed-use ordinance because, like this development, they are finding some concepts qualify for mixed-use but do not necessarily make the standards. The committee discussed the various options the city staff have looked at including the percentages

of commercial versus residential in a mixed-use development.

Brad Brown asked if he were to come with a new concept and a development agreement would it work. Jennie Knight responded with we do not like to work outside of our ordinances. We have received a lot of feedback on this but if we go with the Mixed-Use commercial it requires 51% commercial, which we acknowledge as staff, it is fitting or going to create enough of a buffer for the existing residential area, especially if commercial fills the area.

Grover Wilhelmsen said the ordinance needs to change. He said he liked the concept, but does it make sense for future developments. We now have to look at the ordinance to see if this is the direction we want to head. Sarah Wichern said this is what staff and the commission are working on now. Jennie Knight added the process is the same either way. It is the appetite of the Planning Commission and the City Council when we have applied an overlay that we have already adopted. We have said this is what we are looking for. Then when the development meets the criteria, it makes a recommendation really easy for staff. When it is one of these in between projects where staff recognize it is not as viable as the ordinance was intended to be then it goes under a development agreement. The process is the same, public hearing, legislative decision. We got a lot of feedback last night. The public do not like the legislators to make decisions without ordinances. Sarah Wichern said another point she heard last night was that the development was not sticking to the future land use map. Where this is more aligned with the future land use map, it will help.

Brad Brown said he has had cities where he has had good experiences with development agreements and some where the cities are very scared of development agreements. For example, if we bring to the city a concept and development agreement by September 30th and have everything in there that is required to go through the process, he can see it moving forward. If it is an ordinance change, as optimistic as staff is, he has seen it take a lot longer to get an ordinance through the process. Staff said the development agreement would be the zoning for this project.

Brad Brown said he understood that, but when it is the blanket or we are changing the ordinance then it becomes what if we apply this here or there. This adds months to the project. Staff agreed and said the city had just gone through what he was describing. His preference would be to focus on this area with a developer's agreement. He wants to make sure this is the city's preference before moving forward. Sarah Wichern said she felt the city was too far out with our mixed-use updates to make this project viable in the short term. The only path forward is to create a developer's agreement. Jennie Knight agreed. She has reservations from what we have experienced from the public. We have had two (2) negative recommendations from the Planning Commission in a row for a project.

Brad Brown asked Councilmember Wilhelmsen what his thoughts were on pressing forward with a development agreement. He replied moving forward with a development agreement is the most probable cause we got. He said he was looking at it on two (2) bases. When they came in last month, they discussed in order to have commercial you have to have rooftops. This gives that opportunity for both. That is what he likes. He hopes Skeen will see what is going in and he will want to buy in. Brad Brown said that this is a two-edged sword for him. When the city is looking at it, the city wants to make sure what you approve does not give the neighbor lofty expectations. He does not like the sense of entitlement when implying the same in other parts of the city. But if they come in and give the city what they want, this will then give the city something to point to. Whether or not Skeen develops with us or not, it is an example.

The proposed density on this concept was discovered to be around eleven (11) units per acre. Councilmember Wilhelmsen said he thought they had a couple of things that were positive with this concept. When the city passed the ordinance to allow access through onto 750 West, this gives leeway to fire to give them access but not public access. That is a win. The second win is the buffer zone from the existing residential. The third win is, when we were looking at the mixed-use map in Harrisville, we were looking for long term, and this is commercial. This is the only way he could see getting commercial to start coming in. One of the items discussed in City Council was to have tri-city distance planning. When you start looking into having someone who is trying to drive commercial in our cities, this fits. It is easier to put commercial out front and still have rooftops coming to it. Brad Brown said he thought that as far as what happenings in those discussions is one city takes the commercial and the other gets all the residential across the border.

Jennie Knight said from a planning position, her concern with having secondary access might be the very thing that gets it through because more traffic is not being diverted to 750 West. She feels the resident's preference would be to funnel all the traffic to Highway 89. Mark Apuna pointed out an adjacent piece that is for sale. Jennie Knight said there have been two expired site plans for this property. Both were for flex space. The committee discussed connectivity for the area with secondary access points, roof tops, and preservation of the commercial corridor.

Jennie Knight said there is some viability to this concept. The way it is laid out is the way we recommended to Mark Apuna at the last meeting. Buffer those residents and increase density as the project moves closer to the highway. Whether you add additional land or a possibility for an updated commercial, it is a rush to think this could go in October. She felt it would be better to have them come back to Project Management with a more viable plan with setbacks so the staff could do a full review. If the staff can get behind the project, it helps. Sarah Wichern to work with the developer to prepare a viable concept to be brought before the committee in October.

The next Project Management meeting is on October 8. If it is all good to go, we could go to Planning Commission on November 18 with City Council on December 8. The public notice is at the Planning Commission level as a public hearing. We would like to see the development agreement tied to the people doing the actual civil development. This way we would not have someone receive entitlements and then sell the building aspect to someone who does not understand what they signed up for. This would be your development agreement, and it would be your site plan. Brad Brown asked how the residential input is during the public hearing. The committee said there is a lot of intense public input by the residents. They also explained a little more about why the residents were so intense about the proposed development.

The committee discussed the current zoning and future zoning of the property. Sarah Wichern said the whole area is future land used for commercial. Jennie Knight said we question the vitality of commercials along 750 West. The history was given for this area in regard to the future land map. By 2030, a third (1/3) of the city's revenue will come from residential properties. The city has learned homes are economic development now. We acknowledge that people are buying on line more than they are going out shopping. Less brick and mortar.

Brad Brown asked with the expectation of residential pushback, what the city would recommend in mitigating it. Councilmember Wilhelmsen said they have more positive personal contact, more one-on-one, then group meetings. There is always a mentality in Harrisville that we want to

preserve the rural country feel. And 750 West is very much entrenched in this. Now the mentality is in order to build commercials we need rooftops. This is a good way to accomplish this. The ones being affected by this the most will be those along 750 West. Over time, as we have built townhomes up Highway 89, it has not been a big flag. It has been accepted. We have accepted this whole corridor as commercial. Now we are finding this has to change. He was excited to see the project. It is the first time he has seen something presented that makes sense. Getting the residents involved on 750 West and letting them know where the intention for traffic will be. We know 750 West will be a bigger artery. It is going to happen. It is on the plans. This would develop into those plans.

The committee discussed utility connections next. Kenny Hefflefinger said there is a sixteen (16) inch line on Highway 89. This will need looping to 750 West for fire flow. Keep in mind if the density stays about the same, they will be required to bring culinary water to Bona Vista. Anything over 1.69 units per acre. They provide .57 for that acre. The developer has to carry over any other water to meet the need of the development for that acre. Secondary will be off 750 West and is through Pineview. Proof of secondary will need to be shown to Bona Vista. Councilmember Wilhelmsen said there are storm water run-off concerns. It is marsh land here. Mark Apuna said they have already turned in a GeoTech study to the city. They cored three (3) different areas at thirty (30) feet and never hit water. Jennie Knight said the city is a little leery because of the drought conditions. Mark Apuna clarified this was during those two winters were we had a ton of water but still we did not hit it. We were worried about the marsh land a well. When we cored the area, the first foot, foot and half, were clay. Water puddles for sure because it cannot get through the clay. Once you get past this, it is thirty (30) feet of gravel and silt. Matt Robertson recommends before projects go much further submit a plan to UDOT. Also, they will most likely have to connect with UDOT storm drain.

Councilmember Wilhelmsen was excused.

6. Discussion on potential drone service at Walmart located at approximately 534 North Harrisville Road.

Danielle Alarcon, from Wing's public policy team, said since this is a new and innovative technology she desired to walk the committee through it. Wing is a logistics company focusing on package delivery via drone. They deliver a lot of different things. We deliver retail goods, food items, medical items. Wing and Walmart have been partners for three and a half (3 ½) years and we have expanded to customers in Dallas, Fort Worth, Atlanta, Houston, and Orlando soon in Charlotte. Wing began in a Google Moon Shot factory from 2012-2018. We are very focused on making our aircraft design efficient and safe and have approvals through the FFA. They first launched in Australia in 2018 than in the US in 2019. We have been commercially operating since 2018. We have completed over a million deliveries. They are the world record holder for the most drone deliveries in an hour. She played a video to walk the committee through the process of ordering, what the nests look like, and delivery. The nests are their term for their flight operation locations. The nest will be located in the front of the Walmart parking lot. The drone will be identified and already be programmed with a path to deliver to the customer. The loader will come up to the identified drone and attach the package on the underbelly of the drone. The drone will run at an altitude of about 150 feet above ground level. The FFA allows them to go as high as 400 feet. They will take off at approximately 60 mph. What is unique about our system is the drone comes down to deliver and hovers at about 20 feet. The tether is lowered with the package. When

it hits ground, or when gravity is no longer pulling on the package, the tether releases leaving the package. The drone returns to its charging station then does it all over again. They are approved by the FAA. They have two models. They have spent a lot of time making certain these drones are as safe as possible. They designed them to be frangible. They are made with foam and carbon fibers. They are designed with a lot of redundancies. For instance, the propellers on the drone are not all needed. It is designed with these redundancies to account for any given situation. One model is shy of twelve (12) pounds, and it carries a little less than three (3) pounds. Danielle said she had held this down before and found it wild that one can actually hold and lift this drone because it is so lightweight. It is designed for things to break off. The second model is bigger. It is a little over seventeen (17) pounds. It carries about five and a half (5 ½) pounds. They both have the same range and essentially the same cruising speed of 5-60 mph. She wanted to emphasize how seriously they take privacy. She showed an image taken by the drone's navigation lens. It was extremely blurry and unrecognizable. Objects appeared as dark/near black items. This lens is for navigation only in the event there is a flight restriction. It is not built to monitor. It is only built to deliver. They are a part 135 carrier in the FAA.

She next talked about noise. They also try to build and continue to optimize their aircraft to be as intrusive as possible. The ambient suburban sounds are about fifty (50) decibels we are well below that at forty-three (43) decibels when they are in flight. She feels that the drones would not even been noticed unless someone was looking. When they are actually delivering a package, and hovering at twenty (20) feet, is comparable to a delivery truck idling. Our flight time is around five (5) minutes to complete to and from. It is honestly very quiet. Our customers who have said they have had it have given positive feedback. It blends in pretty well here.

She next spoke about community engagements. This is something that is near and dear to our hearts and to Walmart's heart. As I said, this is a new and innovative technology. We want to work with cities and groups in the area to set up and educate them about what we do and do not do. There is a lot of misinformation out there about drones. When we do these kinds of meetings we actually like to bring our drones for the people to interact with it, touch it, and see what it looks like.

The nest contains pads and chargers. It is surrounded by a six (6) foot fence. What you are not seeing here is a container which is used like a garage for the drones to sit in when they are not being in use. The battery is all electric battery, no diesel.

Danielle Alarcon asked if anyone else from the team wished to add anything. Zenobia Hayes added all the points were covered in regard to noise, our FFA certificates, and overall safety record.

Jennie Knight said the city participation here would be the review of the site plan or location. Gina Kelly said that is correct. We submitted the site plan for the city to review and provided the informational video to help understand the concept of what they are doing. We have Walmart on board with Josh Bucci and Zenobia Hayes. We have a civil engineer, Anna Betkowski from Galloway and Company. We wanted to review the site plan and talk about it with the city. Josh Bucci said that is correct. Anna Betkowski clarified presentation preferences.

Jennie Knight pulled up the submitted site plan for all to see. Anna Betkowski confirmed that the proposed area will be located in the southern portion of the parking lot. The circles on the site plan are a 250 ft setback requirement by Walmart because these are the areas which are mostly parked.

They plan on keeping those areas clear for customers to park closer to the entrances. The nest proposal is an eighteen (18) stall which means there are eighteen (18) stalls for the drones. This will create a loss of nineteen (19) stalls. One of which will be relocated. They are looking for feedback on the layout and plan in general.

Jennie Knight said previous applications for site plan amendments, the city has discovered possible agreements with neighboring properties on the parking. We have discussed this with the expansion of the pickup area and the gas station area. She encouraged the legal team to look into this for any restrictions. In past conversations, there has been some impact with those stalls when parking is being converted into some other use. The city acknowledged there has been a lot of pickup and online deliveries taking place and not as much shopping in store as there was when this location was built. She does know in these past conversations there has been some concern for parking in this commercial area.

As far as the location from the city perspective, Jennie Knight did not think the city has anything in the code to prohibit this activity. Obviously, the city does not control the airspace in Harrisville. She said she does not know what the service area looks like, but she asked the team to keep in mind that we do have Hill Air Force Base to the south and Ogden Municipal Airport to the southeast. She is not certain what the city's role would be outside of the site plan review since we do not have jurisdiction over the other elements affected by your program.

Josh Bucci said the delivery radius is six (6) miles in other directions. He thanked the committee for notating the other airports. They like to validate the airspace. We are always in communication with local airports. Once the drone is in the air it is FAA jurisdiction. We are looking for the city's approval to set up the site and whatever steps it takes to figure out that process on how to proceed. Jennie Knight said the biggest issue will be parking. Sarah Wichern said she does not see any issues with parking from the city stand point but if there is an agreement outside of the city that needs to be looked into. Chad Swenson, Walmart Reality, said if there are any agreements with the neighboring properties, we are in direct communication with them in order to adhere to those agreements for those parking standards. Discussions with the other property owners are being completed as well.

Jennie Knight said from a public safety perspective on the nests, do they increase calls for vandalism. Have you had any experiences where the nest has caused an increase on calls to the location. Josh Bucci said they operate over sixty (60) locations. He is not aware of any increase calls. He is happy to have a call with the police chief. He asked if the city has a drone first responder program. This is one of the items we talk to the police about. But he is not aware of any increase in traffic or calls.

Jennie Knight asked for clarification on the generator that will be used. The generator looks like it is portable. She asked if there would be any power to the location or a permanent structure of any kind. Josh Bucci said they normally start with battery power to allow them to move quickly to get the service out. They normally work with Walmart to add permanent power in the future but as you can imagine, to install it across the parking lot takes an extensive review and due diligence to make sure they are not causing other issues. They start with the battery generator. There is a small storage structure on site to store the drones when not in use.

Jennie Knight asked if they had an hour of operations for the drones. Josh Bucci said they do. It is

7am to 10pm because that is what the FAA has approved. We adjust them slightly depending on the store pickup and delivery hours. The latest we ran last quarter was 9pm. The FAA has approved the 7am to 10pm and that is what we typically use.

Jennie Knight said during the presentation mentioned the actual noise made by the drones during flight or delivery. She asked if there were any excessive noise issues from the nests and the generators. Danielle Alarcon replied the noises are more in the ambient range of noises. It is really fast. They drop the package and leave. Josh Bucci said the battery units are silent and are charged off-site. Jennie Knight added that we would not anticipate the nest creating any more noise than the drone themselves.

Tyler Seaman said his concern from the city standpoint where we have a business operation that is happening, are there measures in place for public privacy. We are running into the issues with flock cameras in this area. This is different but can be a privacy thing. He suspects there will be concern with making sure that when people find out what is going on they know that they are not being recorded. He can see these items the Planning Commission would dig into. With the noise ordinance says unreasonable sound shall not be generated to the extent that it is transmitted to an excessive level beyond the property line. These are being taken over the property line. He was wondering if this is a concern. Sarah Wichern said the noise is comparable to the noise of the cars going in and out of the property. Tyler Seaman added it is sixty-two (62) decibels which you will hear but it is less than a mower.

Jennie Knight added that there is more concern with privacy. She thinks it will be important for the Planning Commission to have the information available for them to understand they will be at 150 feet. We do have a drone program and are limited to where we can fly it. This would go through as a site plan amendment with Planning Commission for Walmart and this parking area to be identified as a nest or whatever you will be classifying this as. Sarah Wichern said this would not need to go through the conditional use process. It will only be a site plan amendment. Jennie Knight said we do not even have drone delivery in our ordinance which typically would mean it is not allowed. However, in this situation she does not think the city has jurisdiction to say it is not allowed because we do not control the air space. She was curious of how Harrisville was identified to be a participant for this program. Some of the cities mentioned were large cities. Harrisville is not a large city.

Danielle Alarcon said they do not have that information but are trying to rapidly expand. Josh Bucci interjected there are a couple of factors, air space is part of it and how low can we fly. Walmart selects these stores on the point of delivery volume that exists and what they see as appetite for additional delivery services. All the stores mentioned have decent delivery store volume and a certain number of properties which make them ideal for the service. Jennie Knight said in regard to the limitations with the drones carrying weight, she imagines prescriptions are not that much, but a jug of milk would not work. She finds it interesting Harrisville was identified.

The Harrisville Walmart has been consistently a good partner. We have enjoyed our relationship with our local Walmart. We feel honored to be identified to try this program out. We hope for your success.

Our next meeting for Planning Commission will be October 14th. The deadline for the review would be September 30th. We will not need more than what you have already submitted. Sarah

Wichern said she did not see anything else required for the planning aspect. As far as the parking arrangements, the city does not need to have letters or anything. This is an arrangement through with the neighbors. We can visibly see there is ample parking with this added. Jennie Knight added this is a neighboring agreement the city was made aware of a long time ago and we trust you will have that taken care of. The committee discovered there would be no need for a building permit since the shed is smaller than 200 square feet unless they will add power to it. Then one would be required.

Tyler Seaman said from the building aspect he was wondering if there will be employees to run the next and hook up the product. Josh Bucci described the process. There will be a ground crew that sets the drones out in the morning. Walmart employees will bring out the package to attach to the drone. Most the time the employees will spend their time in the Walmart building then bring the package out to the nest. Those doing this is a mix of Walmart employees and others operating the drones. There is an agreement for restroom use for these workers. Tyler Seaman said he has a safety concern with getting to the nest and asked if there will be a designated pathway. Josh Bucci said there is a crosswalk path. Long term there will not be people walking out to the location. They are working with other options to pick up closer to the store. Walmart has a requirement to have crosswalk paths when crossing any vehicle pathways. Discussed crosswalk safety, potential ADA access, and employee safety along with good path locations from the store to the nest.

Josh Bucci said the FAA limits up to 400 deliveries per day. This is a valid concern and will make certain there is something. He will work with the Walmart Civil Team to verify this is addressed. Tyler Seaman said he is aware of how focused Walmart is on risk assessments. He asked if they ever considered having this on the roof. Danielle Alacron said they have looked at this option.

Gina Kelly clarified that a building permit would not be required for the shed or fencing. Tyler Seaman replied there is no permit required if under 200 square feet unless there is electrical added. Jennie Knight said there is nothing required on fencing. The city does not govern anything on private property. Gina Kelly clarified the city has everything needed for the upcoming Planning Commission on October 14th. Jennie Knight clarified the last item would be an application for a site plan which can be found on the city website. This was sent to Gina Kelly by the deputy recorder before the meeting ended.

7. Discussion on potential residential development on Parcel # 11-021-0031 located at approximately 1225 North Harrisville Road.

Item was tabled until October 8, 2026, meeting per applicant's request.

8. Discussion on potential commercial development on Parcel #11-038-0007 located at approximately 431 North Harrisville Road.

Luke Kennard said he was present to ask questions for the landowner. The parcel is 1.56 acres and is currently zoned R-1-15. He said if the parcel were to be rezoned to the CP-2 zone or mixed use residential for a future development, would the city be in favor. The landowner also wanted to know about taxes and would he need to change uses or permits for the renters on the property.

Jennie Knight asked what the intent of the rezone was. Luke Kennard replied the owner is looking

at selling it and is finding out the best use for the property. Sarah Wichern said generally the city does not entertain a rezone without a concept plan. Jennie Knight said there will be some challenges changing it from residential to commercial. For example, residential use is not allowed in commercial zoning. He would be creating a non-conforming use by rezoning to commercial. The city does not dabble in the reality world. We would have no say in how the property owner would like to advertise it. If the city is approached, then we will show them the future use is CP-2 on the property. The other consideration is if it is rezoned to commercial the county will recognize it as commercial which is 100% property tax where residential is discounted to the 55%. If there will not be a viable commercial built there, then there is probably not a huge benefit to the property owner.

Luke Kennard clarified the city waits until someone is buying it before the rezone is entertained. Sarah Wichern said what the city typically sees is the buyer working with the seller to obtain a rezone. Luke Kennard said with the non-conforming use, renters being in a residential home while the lot is zoned commercial, would the renters still be available to rent the unit. Jennie Knight said if using the term renters, meaning more than one, then it would not be an allowed use. If rented by one occupant, then it would be. She gave an example of what this would look like. The only time we have seen a non-conforming use is when the city has placed an overlay in an area. We do not want to create them by doing a rezone. For this parcel, a rezone would not be a recommendation from the city.

Jennie Knight said the city would like to see the whole area developed because it makes since. This is a lighted intersection and where we find our prime commercial locations to be. Luke Kennard said the whole corner, outside of one lot, is for sell. They discussed the options of what it would be like to develop this corner as a whole.

Luke Kennard wanted to know if the property owner would need to give his Pineview irrigation water shares over if using it for a commercial connection. Jennie Knight said she did not know if Pineview went all the way to North Street. If the owner has irrigation shares, then they are most likely through Lynn Irrigation. In order to do a development, he would need to turn over the shares to get irrigation to his property, but currently there is no infrastructure in this area for that. When there is no secondary infrastructure, then there will need to be an onsite private pressured system. It is a better benefit for multiple properties owners when this is the case.

Luke Kennard reiterated the city would be in favor of commercial if it were rezoned but the city would like to see a concept before doing so. Jennie Knight said the ordinance requires a concept plan.

9. Continuing Projects.

There were no continuing projects discussed.

Meeting adjourned at 11:07 am.