

Adopted Minutes
Spanish Fork City Development Review Committee
April 29, 2020

Staff Members Present: Chris Thompson, Public Works Director; Seth Perrins, City Manager; Dave Anderson, Community Development Director; Brandon Snyder, City Planner; Kelly Peterson, Electric Superintendent; Tom Cooper, Electric Utility Planner; Vaughn Pickell, City Attorney; Jason Sant, Assistant City Attorney; Michael Clark, Staff Engineering; Jered Johnson, Engineering Division Manager; Bart Morrill, Parks Maintenance Supervisor; Dale Robinson, Parks and Recreation Director; John Little, Chief Building Official; Brady Taylor, Lead Cable Technician; Shelley Hendrickson, Engineering Division Secretary; Kimberly Brenneman, Community Development Secretary; Jessica Burdick, Building Inspection Division Secretary; Josie Paxton, Engineering.

Citizens Present: Lane Snider, Amy Rasmussen, Matt Brown, Scott Dimmick, Brock Condie, Jason Rasmussen, KS No Del Monte, Jake Thuerer, Rod Alan Richardson, Ryan Hales, David Grant, Kim Truesdall, Paige Silva, Mark Boothe, Tara Bashard, Jessica Anderson, David C., Terri.

Chris Thompson called the meeting to order at 10:00 a.m.

PRELIMINARY PLAT

Eagle Haven Subdivision

Mike Clark discussed the reduced width intersections within this development. He feels some are needed, but others aren't because it could look odd to have so many, so close. Mike suggests having one reduced width intersection, in the middle.

Chris Thompson agreed. He suggested that the intersections next to Lot 17 and Lot 19 be full intersections, with curb and gutter on the south and north side of 300 South.

Matt Brown stated that the intersections there are half width, plus 10, but he wasn't planning to do curb and gutter on the north side of 300 South. He'll be sure the plans show the intersections are half width, plus 10 and 3 feet of shoulder.

Dave Anderson noted that having a curb and gutter on the north side of 300 South could help with any parking issues, and he suggested the applicant look into it.

Seth Perrins stated he's not sure the City can require the applicant to do the curb and gutter there. He's also not sure parking will be an issue anyway.

Mike Clark asked whether there should be bulb outs at the east side of lot 1 and the west side of lot 13.

Chris Thompson stated he likes how it's shown.

Matt Brown clarified that they show 24.5 feet of pavement, and have 4 feet to the property line, so they can do the 3-foot shoulder before the fence.

There was discussion regarding intersections and bulb outs. Jered Johnson recommends against bulb outs near the intersection because they conflict with driveways.

Chris Thompson agreed.

Brandon Snyder asked about the 15' front setback shown on the plat. Our standard is 20' to living areas and 25' to garages.

Matt Brown explained that the plat shows the wrong front setbacks. He'll update it.

Brandon Snyder discussed his redline regarding landscaping that could come up with the Final Plat, and Kelly Peterson discussed his redlines from the Power Department. There is a temporary overhead power line that will need to be put underground.

Jered Johnson **moved** to recommend approval of the proposed Eagle Haven Subdivision Preliminary Plat, with the following Findings and Conditions:

Findings

1. The applicant's plans conform to the City's General Plan and Zoning Map.
2. The applicant meets the City's zoning requirements and construction standards.

Conditions:

1. Subject to the applicant addressing any outstanding redlines.
2. Subject to the applicant adjusting the front setback notation on the plat to meet the current standard.

Seth Perrins **seconded** and the motion **passed** all in favor.

Park Meadows Estate

Mike Clark discussed the two reduced width intersections within this development. He feels they are not necessary. However, a bulb out at the trail might be necessary.

Chris Thompson asked about mow strips and fencing. Mike Clark said there will be a field fence, but there is no HOA to maintain a mow strip. There was further discussion regarding trail connections and reduced width intersections.

Mike Clark suggested the applicant remove one or both reduced width intersections and add a reduced width road at the trail.

Chris Thompson agreed, though he feels the reduced width intersection at 360 South 2800 East is fine.

Seth Perrins asked whether we should remove the reduced width intersection at 360 South 2730 East. He stated he would be okay with that because we have one a few blocks to the west in the Eagle Haven Subdivision. Seth noted he does not support taking out the one at 360 South 2800 East because that road will continue on and will be a long, straight road. These undulations will become important with future development.

Dave Anderson agreed with Seth. He is a fan of these features, but he added that they can be employed too often. He suggested we look at adding some guidelines we could use when looking at projects like this. Even if they are used for just traffic calming.

Chris Thompson agreed there are benefits to reduced width intersections. He suggested the applicant take out the reduced width intersection at 360 South 2730 East.

There was discussion regarding a fire truck turnaround at the north end of 2730 East, which is required at the Final Plat but should be shown on the Preliminary Plat.

Mike Clark discussed fencing and the ditches on the east side, south side, and through the property. The ditches that remain within the development will have to have a fence around them.

Chris Thompson stated that all of the lot lines on the north and east sides of this development will have a masonry wall. And all south and west property lines will have a consistent vinyl type fence because then they wouldn't have to pipe in the ditches. The

wall is going to be needed along the trail corridor, linear park. When the City eventually develops that park, the City will be responsible for piping the ditch. Chris asked Vaughn Pickell about this variance from the requirement, which says the ditch must be piped, and whether the variance needs to be approved by the City council.

There was discussion regarding the requirement for piping ditches and a possible variance in this project.

Mike Clark explained that piping standard is in Title 13, construction standards. Any variances there must be approved by the Council.

Scott Peterson stated that the standard is 3 CFS and they are well under that. A variance is not required.

Dave Anderson **moved** to recommend approval of the proposed Park Meadows Estates Preliminary Plat subject to the applicant addressing any redlines that remain outstanding; and subject to the City reviewing the current standards regarding the piping of ditches and analyzing whether or not any revisions to the City's requirements need to be changed to approve what's proposed.

Jered Johnson **seconded**, and there was discussion on the motion.

Jered Johnson suggested we include in the motion the removal of the west reduced width intersection at 360 South 2370 East, and that we do traffic calming device on the trail crossing.

Dave Anderson made an **amended motion** to recommend approval of the Park Meadows Estates Preliminary Plat subject to the following conditions:

Conditions:

1. Subject to the applicant addressing any redlines that remain outstanding.
2. Subject to the City reviewing the current standards regarding the piping of ditches, and analyzing whether or not any revisions to the City's requirements need to be changed to approve what's proposed.
3. Subject to the applicant removing the west reduced width from the intersection of 360 South 2370 East.
4. Subject to traffic calming device on the trail crossing being installed.

Jered Johnson **seconded** the amended motion. There was discussion on the amended motion.

Kelly Peterson discussed 2800 East. SUVPS has a right-of-way going through 2800 East. We need to get drawings to them so they know what's going on. This will require permitting through the Bureau because they'll be working 15 feet within the right-of-way. The Bureau prefers the City complete the application process.

Seth Perrins feels we can't be the bureau's watchdog. They need their easement to stand on its own. There should be some kind of note on the easement.

Chris Thompson suggested we ask for the permit, but not hold anything up for it. Seth Perrins agreed. We can't enforce their easement.

Dave Anderson stated that we can be a good neighbor though, especially if they just want someone to give them basic information.

Vaughn Pickell agreed and feels they have a right to require that permit. And since we'll be the ultimate users of those facilities, it's appropriate for us to be the applicant.

Brandon Snyder discussed the applicant's request to have the side setbacks adjusted so they have 5 feet on one side and 10 feet on the other, rather than 10 feet on both sides.

Dave Anderson and Seth Perrins aren't comfortable with that. These lots are large lots, and they feel the setbacks of 10 feet on both sides will be fine.

Dean Ingram explained the request was made to accommodate larger homes and three car garages, but it's fine. He asked about the rear property lines.

Dave Anderson said the rear setback is 25 feet.

Bart Morrill asked about the trail and access to the power corridor over lot 36.

Chris Thompson explained that it is private property, so if they can plat it, we would allow that. But the property to the East of lot 36 is owned by the power company and we anticipate that being a park.

There was discussion regarding a trail along 100 South. The applicant will need to do a trial there, and that is a redline comment.

The motion **passed** all in favor.

Maple Park Estates

Chris Thompson discussed the empty parcel east of lots 81 and 82, currently owned by the railroad. It will become a weed patch and he's afraid there will be no access to it.

Dean Ingram explained that he has tried to purchase that parcel from the railroad, but they have never gotten back to him, and he can no longer wait for them. He suggested that, in the future, if they want to sell it, perhaps the homeowners will want to buy it.

Seth Perrins feels the parcel could be accessed from 100 South. The parcel might not be buildable, but it could be accessed.

Dave Anderson agrees that it is a problem, and over the years the City will see a lot of different proposals for the parcel, and it will be hard to maintain, but there isn't a good solution for us right now. It is what it is. We jumped the gun in approving the project with that parcel designed into it, but here is no better option right now.

There was discussion regarding access to the parcel and what could be done with the property. It's possible for it to become a park, and Bart Morrill agreed, but it is next to railroad tracks.

Chris Thompson suggested Dean Ingram speak with Railpros. They have helped with issues like this in the past.

Dean Ingram said he'd like to include the parcel into the development, and clean it up. He asked whether the City could get a response from the railroad on the issue.

Chris Thompson said we won't hold this up, but if Mr. Ingram is willing to try to work something out, Mike Clark and Jered Johnson can help with it.

Jered Johnson said he'd speak with CRS Engineers, but it won't be a quick resolution.

Dave Anderson and Dean Ingram agree, it will be good to take one more run at it, but they don't want to hold anything up.

There were no other issues from Engineering.

Brandon Snyder asked, with the parcel discussed being excluded, where will the wall connect?

Chris Thompson said the wall will connect to the collector wall.

There were no issues from Power.

Dave Anderson **moved** to recommend approval of the Maple Park Estates Amended Preliminary Plat with the understanding that the City will work out a meeting between the applicant and the railroad in an attempt to salvage the original design. If that works out, this amendment will be withdrawn.

Kelly Peterson **seconded** and the motion **passed** all in favor.

ZONE CHANGE AND PRELIMINARY PLAT

Del Monte Townhomes

Brandon Snyder discussed the area using the site on screen. The proposal is for 65 townhome units, on just under 6 acres of land. The zone requested is R3 and the General Plan designation is Mixed Use, which is consistent to allow for R-3 zoning. The layout of the project was brought up on screen. The applicant meets the minimum standards, in fact, there are less units than the zone would permit. Brandon added that the applicant is sensitive to traffic issues in the area.

Mike Clark introduced Ryan Hales, the traffic engineer who did a study in the area. Mr. Hales also attended a neighborhood meeting for this project.

Ryan Hales from Hales Engineering discussed the traffic study, which was conducted in May, 2018. He stated ALA does give a lot of congestion, and a committee was formed consisting of school administration, parents, City staff and Hales Engineering to discuss traffic. Mr. Hales talked about several mitigating factors, the main one at the top, is adding the new signal at Mill Road and Arrowhead Trail. That signal will be very helpful to limit traffic from the school. Second, a round-a-bout is suggested at 1100 South and Mill Road. Mr. Hales stated that round-a-bouts are safer and very efficient. Third, the committee looked at limiting access to ALA to 3 accesses, rather than 4. Mr. Hales described these

suggestions using the site on screen. He feels with these changes, we will reduce queuing on Del Monte, and traffic will be very smooth.

Chris Thompson stated this is a great plan. He added that the round-a-bout is quite expensive so the developer has said he'd help fund it. ALA will fund \$100,000 and the developer will fund \$200,000 for the round-a-bout. UDOT will install the signal at Mill Road and Arrowhead Trail. He asked Josie Paxton, the City's traffic engineer, to discuss her conversation with the school administrators.

Josie Paxton stated that, currently, Riverview Elementary recommends that students not ride bikes along Del Monte, but with this development there will be a safe route from Riverview Elementary to Del Monte, as well as a trail. She then went over the safe route from Riverview Elementary to Del Monte using the site on screen.

Dave Anderson asked Ryan Hales whether everything he discussed addressed existing conditions.

Ryan Hales said yes, it was all related to the school traffic. The Del Monte Townhome project, would layer on top of that, but it shouldn't change any of the recommendations already made. It will all still function greatly.

Seth Perrins noted the plan requires ALA to make changes to how they're currently functioning. He asked whether any commitment has been made from ALA to make those changes.

Chris Thompson stated that ALA was on the steering committee and they helped create this solution. All they have to do is put up some cones to block off the east entrance, which they said they would do as soon as we have the signal, round-a-bout and island in place. The round-a-bout should be included in the budget for fiscal year 2022.

Dean Ingram presented a slide show of the proposed development on screen.

After the presentation, Seth Perrins read some questions from residents that were submitted during the meeting.

Nate Bursdal asked about timing of the traffic study and whether things have changed since it was done. He noted there has been a lot of growth since May, 2018. Ryan Hales explained that when studies are done, they know there will be future development and

they take that into account. The additional traffic and growth will still be handled adequately. It will work.

A resident asked if this study anticipated this high of density on this property. Chris Thompson stated that this development doesn't significantly impact the peak traffic. There will be an impact, but it is not significant. The development is in line with the overall modeling. The peak issues are all related to the school. So, in short, yes.

Seth Perrins asked about relevant peaks and Ryan Hales explained that the typical peaks are 7-9 a.m. and 2-4 p.m. Commute time, 4-6 p.m., is overshadowed by the school peak.

Terri asked about round-a-bouts. She feels round-a-bouts won't solve anything, and high schoolers don't know how to handle them. She asked what is the reality there with round-a-bouts rather than four-way stops or traffic signals? Ryan Hales stated that there is a learning curve with round-a-bouts, but they can figure it out. Round-a-bouts keep traffic moving, they are very efficient. He noted that crashes are reduced by 35% with a round-a-bout, traffic is also slowed.

Josh asked how underdeveloped Mill Road will handle the additional traffic going on to it, especially with the pedestrian traffic with no sidewalk. Ryan Hales stated that Mill Road currently handles 5,000 cars a day but could handle 10,000. There is no sidewalk, but that will probably be improved in the future.

Brock Condie asked about queuing on Academy Drive and whether that's considered.

Chris Thompson said the queuing on Academy Drive was considered because of the needs of islands at the school and it was considered in the overall recommended option.

Seth Perrins asked if we observed queuing on Academy Drive?

Ryan Hales said we did, we looked at queuing. It is anticipated with the round-a-bout and improvements that the flow through the school will be safer. So, we're hopeful that the parents won't use Academy Drive for drop off.

Seth Perrins read through further questions from the area residents.

David C. asked if there can be another, independent traffic study done.

Chris Thompson answered that anyone can pay for a traffic study. The City selected Hales Engineering because they've done a lot of charter school studies. Our City Council won't put more money towards traffic studies on this. Also, the study was paid for by the City and ALA before this development was ever proposed.

Seth Perrins agreed, the study wasn't done by the developer.

Nate Bursdal stated that the City once promised there would be no high-density housing in this area, so how does the City justify this?

Dave Anderson addressed the question by discussing the history of the General Plan and zoning in the area. This proposal is consistent with what was discussed 10 years ago. This proposal is compatible with the surroundings and is consistent with the General Plan. There were commitments that were made as part of Old Mill Estates, but the Del Monte side has been viewed differently.

Seth Perrins explained that this has been Mixed Use since 2010 or earlier, which predates the homes in the area. It is consistent with the General Plan. The previous promise had to do with Muhlestein Meadows. Seth then went over the process that's followed when we receive a development application.

Dave Anderson pointed out that the City suggested that the developer reduce the number of homes adjacent to Del Monte Road, so that was an important change. Also, the site elevations are better looking than what we usually see. But he informed Dean Ingram, because there are some prominent elevations, they need some additional detail to units 1, 7, 17, 18, 27 and rear of 28 and 29.

Dave Anderson **moved** to recommend the City Council approve the proposed Del Monte Townhomes Zone Change from Business Park and Industrial 2 to Residential-3.

Vaughn Pickell **seconded** and the **motion** passed all in favor.

Dave Anderson **moved** to recommend approval of the proposed Del Monte Townhomes Preliminary Plat, with 65 homes, based on the following findings and conditions:

Findings:

1. That the project conforms to the City's General Plan.
2. That the project as designed is consistent with the City's zoning requirements.
3. That, with the improvements the applicant will participate in to the ALA Road Improvements, the traffic concerns of the area will be reduced.

Conditions:

1. Subject to the applicant following City's construction and development standards.
2. Subject to the applicant addressing any redline comments outstanding.
3. Subject to the applicant adjusting the design to the street facing elevations.
4. Subject to the applicant, property owner, and ALA, participating in the improvements along the 1100 South corridor, as discussed.

Jered Johnson **seconded** and the motion **passed** all in favor.

Jered Johnson **moved** to adjourn meeting at 12:21 pm.

Adopted: May 13, 2020

Jessica Burdick
Building Inspection Division Secretary