

Adopted Minutes
Spanish Fork City Development Review Committee
40 South Main Street
Spanish Fork, UT 84660
November 11, 2020

Staff Members Present: Seth Perrins, City Manager; Dave Anderson, Community Development Director; Brandon Snyder, City Planner; Tom Cooper, Electric Utility Planner; 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 Department Secretary. Vaughn Pickell; City Attorney, Jason Sant; Assistant City Attorney, Chris Thompson; Public Works Director, Jake Theurer; Power and Light Assistant Superintendent, Ariana Lapine; Planning Intern.

Citizens Present: Brian Haskell, Steve Wilson, Brandon Wilson, David Peterson.

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

FINAL PLAT

Park Estates Phase 1

Chris Thompson asked if Brandon Snyder or Michael Clark had any concerns.

Brandon Snyder had no concerns with the proposal.

Chris Thompson recalled that staff are working on an agreement to get utility lines to the south. Developers and the City would participate in upsizing these utility lines. An outside agreement would handle the upsizing of the utility lines.

Michael Clark said that the agreement is being worked on right now.

Chris Thompson asked Michael Clark if any additions needed to be made to this item's motion before moving forward.

Michael Clark said that the motion is conditioned upon the agreement being signed and worked through.

Shelley asked if this upsizing had to do with the SUVPS line.

Chris Thompson said it was the sewer, water and pressurized irrigation lines. Two of them will be a little bit bigger than originally planned, so that they can loop through all the way to Highway 6 and 3400 East.

Jered Johnson asked if they are just being installed as the master plan trunk lines for each utility.

Chris Thompson confirmed.

Chris Thompson asked if anyone else had any concerns.

The developer Brian Haskell asked that an acknowledgement of a plan to enter into a reimbursement agreement on the upsize be included in the motion.

Chris Thompson asked Jered Johnson if this was something that could be done.

Jered Johnson said yes.

Michael Clark said that the City's code covers the reimbursement agreement, so it is typically not included in the motion.

Dave Anderson asked if there was a builder lined up for lots or if this would be an opportunity for people to bring their own builder. He commented that the answer to this question would not determine the motion for this item.

Brian Haskell said it would be a bring your own builder kind of situation. There is no agreement with any builders at this point in time.

Jered Johnson **moved** to approve the Park Estates Phase 1 Final Plat based on the following findings and conditions:

Findings:

1. That the application conforms to the City's General Plan Designation and Zoning Map.
2. That the application is consistent with the approved Preliminary Plat.

Conditions:

1. That the applicant meets the City's Construction and Development Standards.
2. That the applicant addresses any redline comments.
3. That the applicant upsizes the pressurized irrigation, water, and sewer lines to the Master Plan sizes.
4. That the applicant enters into a reimbursement agreement.

Vaughn Pickell seconded and the motion passed all in favor.

SITE PLAN

Wilson Hangar

Chris Thompson asked Brandon Snyder if there was anything from Community Development

Brandon said he had no comments or concerns.

Michael Clark brought up a concern. The southwest side of the unit appears to only have a 15 feet wide road. The Fire Chief expressed the need to potentially widen that. The south side of those buildings having a wider asphalt strip would be beneficial. The ditches are going away and staff needs to confirm that there won't be any wetland issues.

Chris Thompson asked if the applicant was here.

Steve Wilson said yes, he was here.

Chris Thompson asked if 15 feet will be wide enough on the south-west side. There are some concerns from the Fire Department. Chris Thompson also asked about the ditch to the northwest being abandoned and if it is being taken care of.

Steve Wilson said that the ditch mentioned was abandoned two years ago. The water was diverted to another ditch. There is not a wetland issue. Permission was received to proceed from the FAA. The section on the south-west end of the first building is a piece that is owned by the airport. That section is being leased by his son Brandon Wilson. They can make sure there is plenty of room for a turn around.

Chris Thompson asked if they would be opposed to adding 5 feet of asphalt on the south-west side. Chris Thompson said that typically there would be 20 feet for emergency vehicles.

Steve Wilson wasn't sure where Chris Thompson was referring to.

Chris Thompson clarified the area on the screen.

Steve Wilson said that that expansion would not be feasible financially. It was something he hadn't planned for. It would be difficult for him.

Chris Thompson asked Michael Clark if the Fire Department required that the road be expanded or just noted the issue.

Michael Clark said that it was just a note from the Fire Department, but that staff could confirm with Joe Jarvis.

Jered Johnson said that fire apparatus roads have to be 20 feet minimum. Fire apparatus roads must be an all surface road. Joe Jarvis refers to asphalt as an all surface road. It has been required in the past.

Steve Wilson said that that hasn't been required at the airport in the past. It has never been brought up to him before.

Jered Johnson said that the difference between an access road and a fire apparatus road is important as far as these requirements are concerned. If it is not the fire apparatus road then the 15 feet is fine.

Tom Cooper made comments about specific electrical details. There wouldn't be room to allow for the electrical equipment and fire apparatus road around the building.

Chris Thompson asked if Joe Jarvis put this comment into the redlines.

Michael Clark said that Joe Jarvis was there for the meeting and asked Michael Clark to write it up in his redline comments.

Jered Johnson asked what are the plans for the south side of the buildings (105, 104, 110, 111). Jered Johnson asked how the Fire Department is meant to back up in this location without that fire apparatus road. He asked about the future of this area.

Steve Wilson asked for the satellite image from the staff report to be shown. The plan is that there will be a paved road that will come from the other hangars and out to 700 West. On the north of the Miller Drillings lot and access on 700 West A triangle will be created there and another triangle will be created out closer to the runway.

Jered Johnson said that he is fine moving forward with this as long as it is determined whether the road discussed earlier is not a fire apparatus road.

Seth Perrins asked about the location of the potential roadway being discussed at the southwest end of the property. Seth Perrins asked if the plan already proposes putting an asphalt road in there.

Steve Wilson said that the road specified is a gravel road not asphalt. To the south of the existing boxes and then heading west there is an existing gravel road.

Seth Perrins said that a fire truck would have to approach this road from the runway taxiway space. Seth Perrins asked if the fire trucks should go one more bank of buildings over and then turn right. He asked for confirmation.

Jered Johnson said that fire trucks would come in from the taxiway into the hangar area as shown on the plans. However, the fire trucks would need to back out. Joe Jarvis may require a fire apparatus road so the fire trucks can continue moving forward and drive around the building.

Steve Wilson asked how many feet the fire trucks would require to turn around.

Michael Clark said that the fire trucks require 96 feet to turn around.

Steve Wilson said that there is 115 feet between the buildings.

Jered Johnson said that that should be fine. He said that Joe Jarvis needs to be made aware that those are not fire apparatus roads.

Seth Perrins said that we need to consider improving the space between those buildings. Now might be the right time to make those improvements. Maybe the developer does not need to be the one funding it, but Seth Perrins would like more discussion to be had. Seth Perrins does not like the idea of this area staying undeveloped at this time.

Steve Wilson agreed with Seth Perrins. This area needs to be asphalted eventually to create that access. Steve Wilson believes it would be premature to determine anything until a site plan is drawn for the development of the triangle left after constructing these buildings. These buildings have all been pre sold and Steve Wilson hasn't budgeted for asphaltting that road.

Steve Wilson asked Michael Clark if there were any further concerns.

Michael Clark said he had no further comments.

Brandon Snyder also had no further comments.

Jake Theurer said that there was nothing besides the redline comments.

Dave Anderson and Seth Perrins asked Steve Wilson questions in regard to those who have bought the buildings proposed.

Dave Anderson **moved** to approve the Wilson Hangar Site Plan based on the following findings and conditions:

Findings:

1. That the application conforms to the City's Zoning Map.

Conditions:

1. That the applicant meets the City's Construction and Development Standards.
2. That the applicant addresses any redline comment by staff in the Citizenserve application.

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

TRANSPORTATION MASTER PLAN

Transportation Master Plan

Michael Clark explained the changes to the Master Plan. Development was a key factor. The main change is an alignment change marked by either a solid or dashed blue line in the north portion of the map shown (3000 North 800 West).

Chris Thompson commented that the memo mentions a 90-foot right-of-way, but it should be a 95-foot right-of-way.

Michael Clark agreed.

Seth Perrins **moved** to recommend to approve the Transportation Master Plan to the City Council.

Chris Thompson **seconded** and the motion **passed** all in favor.

Dave Anderson brought up a concern with another project. The concern has to do with Rocky Mountain Power easement for Silverado Lane. Dave Anderson has touched base with a few people. Need to make sure to get the latest to Rocky Mountain Power. They would like 30-foot curb cuts. At this point in time these curb cuts would be paid by the City.

Chris Thompson said that their vehicles shouldn't be wider than 10 feet.

Seth Perrins said that if there are 10-foot accesses right now, we should leave it as is. We should allow the development of the trail to occur. Seth Perrins thinks that the trail is what they are going to drive on but we should leave it as is.

Chris Thompson said that cutting a curb is easy, but they most likely won't have issues just using the trail.

Jered Johnson agreed with Seth Perrins and Chris Thompson, but a larger truck may ruin landscaping.

Seth Perrins asked that whoever is designing the Power Corridor Trail be aware of that insight in relation to landscaping.

Bart Morrill asked if there would be an island in the road for pedestrian crossing.

Jered Johnson said that the Power Corridor Trail will be designed to make sure the landscaping isn't torn up every time someone drives on it.

Vaughn Pickell moved to adjourn the meeting at 10:40 a.m.

Adopted: November 18, 2020

Ariana Lapine
Planning Intern