



**AMERICAN FORK CITY
AMENDED NOTICE OF PUBLIC HEARING
PLANNING COMMISSION REGULAR SESSION
October 5th, 2022
7:00 p.m.**

Notice is hereby given that the American Fork City Planning Commission will meet in regular session on October 5th at the American Fork City Hall, 31 North Church Street, commencing at 7:00 p.m. The agenda shall be as follows:

REGULAR SESSION

Pledge of Allegiance

Roll call

COMMON CONSENT AGENDA

(Common Consent is that class of Commission action that requires no further discussion or which is routine in nature. All items on the Common Consent Agenda are adopted by a single motion unless removed from the Common Consent Agenda.)

1. Approval of the September 21st, 2022, Planning Commission minutes.

PUBLIC HEARINGS

1. Public hearing and recommendation on a proposed code text amendment of the American Fork Municipal Code, amending Section 17.11.103, to update public noticing requirements to remain consistent with the requirements of the Utah State Code.

OTHER BUSINESS

1. Upcoming Projects

ADJOURNMENT

Dated this 22nd day of September, 2022.

John H. Woffinden, P.G.
Planning Commission Chairman

The order of agenda items may change to accommodate the needs of the commissioners, public and the staff.

AGENDA TOPIC:

Public hearing and recommendation on a proposed code text amendment of the American Fork Municipal Code, amending Section 17.11.103, to update public noticing requirements to remain consistent with the requirements of the Utah State Code.

BACKGROUND:

This code text amendment has been initiated by staff. The purpose of the amendment is to bring the noticing requirements within American Fork's Municipal Code into conformity with State code.

Potential Motions:

APPROVAL

Mr. Chairman, I move that we recommend approval of the proposed code text amendment of the American Fork Municipal Code, amending Section 17.11.103, to update public noticing requirements to remain consistent with the requirements of the Utah State Code.

DENIAL

Mr. Chairman, I move that we recommend denial of the proposed code text amendment of the American Fork Municipal Code, amending Section 17.11.103, to update public noticing requirements to remain consistent with the requirements of the Utah State Code.

TABLE

Mr. Chairman, I move that we table action on the proposed code text amendment of the American Fork Municipal Code, amending Section 17.11.103, to update public noticing requirements to remain consistent with the requirements of the Utah State Code, and instruct staff/developer to.....

ORDINANCE NO. 2022-__-__

AN ORDINANCE AMENDING SUBSECTION 17.11.103 OF THE AMERICAN FORK CITY CODE RELATED TO PLANNING COMMISSION TO CONDUCT PUBLIC HEARING BEFORE RECOMMENDING AMENDMENTS - NOTICE OF HEARING TO BE PROVIDED.

WHEREAS the City is authorized to enact ordinances as are necessary and proper to promote the health, safety, morals, convenience, order, prosperity, and general welfare of American Fork;

WHEREAS the City is authorized by law to enact ordinances establishing regulations for development within the City;

WHEREAS Utah Code 10-9a-204 governs required notice of public hearings and public meetings to consider general plan or modifications;

WHEREAS the City desires to amend the American Fork City Municipal Code to remain consistent with the requirements set forth in Utah Code 10-9a-204;

WHEREAS, it is in the best interest and general welfare of residents of American Fork to amend the city code relating to the Notice of Hearings to Be Provided.

BE IT ORDAINED BY THE CITY COUNCIL OF AMERICAN FORK CITY, UTAH, AS FOLLOWS:

**PART I
TEXT OF ORDINANCE**

Section 1. Section 17.11.103 shall be amended as follows:

1. No ordinance approving an amendment to the official zone map or text of the development code, or approving a large-scale development project may be enacted by the city council unless and until a public hearing relating to the proposed ordinance shall have been conducted by the planning commission.
2. Notice of the date, time and place of the first public hearing regarding a proposed amendment to the official zone map, text of the development code or ordinance of approval of a large-scale development project shall be given at least 10 calendar days before the public hearing as follows:
 - ~~1. Published in a newspaper of general circulation in the area at least ten calendar days before the date of the hearing; and~~
 1. Published on the Utah Public Notice Website;
 2. Posted in at least three public locations within the city, or on the city's official website; and
 3. Mailed to each affected entity; ~~(as defined by Section 10-9a-103(1), Utah Code Annotated, 1953, as amended) at least ten calendar days before the date of the hearing.~~

PART II

SECTION 1— Conflicting Provisions. Whenever the provisions of this Ordinance conflict with the provisions of any other ordinance, resolution or part thereof, the more stringent shall prevail.

SECTION 2 — Provisions Severable. This Ordinance and the various sections, clauses and paragraphs are hereby declared to be severable. If any part, sentence, clause or phrase is adjudged to be unconstitutional or invalid it is hereby declared that the remainder of the ordinance shall not be affected thereby.

SECTION 3 — Effective Date. This Ordinance shall take effect upon its passage and publication as required by law.

PASSED, by the American Fork City Council this _____ day of _____, 2022.

MAYOR:

BRADLEY J. FROST

ATTEST:

CITY RECORDER

UNAPPROVED MINUTES

AMERICAN FORK CITY

PLANNING COMMISSION REGULAR SESSION

September 21, 2022

The American Fork City Planning Commission met in a regular session on September 21st, 2022 at the American Fork City Hall, 31 North Church Street, commencing at 7:00 p.m.

Present: Christine Anderson

Chris Christiansen

Bruce Frandsen

Jenny Peay

David Bird

Absent:

Chairman John Woffinden, Rodney Martin, Harold Dudley

Staff Present:

Patrick O'Brien Development Services Director

Travis Van Ekelenburg Senior Planner

Cody Opperman Planner 1

Ben Hunter Engineer

Rebecca Andrus City Engineer

Jeff Mortimer Engineer

JJ Hsu Engineer

George Schade IT Director

Melissa White Admin Assistant

Cherylyn Egner City Attorney

David Bunker Cidy Administrator

UNAPPROVED MINUTES

Others Present: Chris Bick, Luis Santana, Thatium Falls, Dennis Beck, Matt Brown, Dustin Sanderson, Chad Christofferson, Robbie Gibbons, Stacy Gibbons, Rob Gibbons, Alley Gibbons, Adam Anderson, Buck Swaney, Rob Shelton

REGULAR SESSION

Christine Anderson led the “Pledge of Allegiance”

Roll Call

COMMON CONSENT AGENDA

Minutes of the September 07, 2022 Planning Commission Regular Session were approved.

Bruce Frandsen motioned to approve the minutes. David Bird seconded the motion.

Jenny Peay Abstained as she was not present at the 09.07.2022 meeting.

PUBLIC HEARINGS

- 1. Public hearing and recommendation on an Amended Plat for the Greenwood Creek subdivision, located at 685 W 1040 N, in the R1-12000 Residential Zone, removing a lot for inclusion in the Shin Family lot in the Searle Meadows subdivision.**

Cody Opperman reviewed the background information about agenda item number 1: The applicant is applying for an Amended Plat approval in the Greenwood Creek Plat “B” subdivision, located at 676 W 1000 N, in the R1-9000 Residential Zone. The proposal consists of the removal of 1 lot from the Greenwood Creek Plat “B” subdivision to be put into the “Plat A” Searle Meadows subdivision for a lot consolidation. In accordance with Utah State Code 10-9a-608, the applicant had to gather 21 signatures from all affected property owners within the approved Greenwood Creek Plat “B” subdivision in addition to the Amended Plat, which the applicant has gathered.

PROJECT CONDITIONS OF APPROVAL:

1. With the lot consolidation the easements on the back of the lots will be vacated. The remaining 10-foot easement on both frontages of the roads and

UNAPPROVED MINUTES

1 the 5-foot easements on either side of the lot will remain in place. It will just
2 be the removal of the 5-foot PUE's on both of those lots.

3 2. The owner required/willing to cap off the utilities from main at 676 W 1000
4 N.

5 3. The owner needs to indicate the principal frontage.

6 David Bird: What is the effect of shifting these locks?

7
8 Cody Opperman: It's a consolidation between the two lots which means it's making
9 a larger lot out of the two smaller ones.

10
11 Jenny Peay: It butts off of two separate streets; what would be the frontage?

12
13 Cody Opperman: That was one of the conditions of approval set forth in the staff
14 packet [The owner needs to indicate the principal frontage]. The street frontage,
15 from what I understand, is going to be the empty Searle Meadows approved
16 subdivision which is the 685 West 1040 North parcel or lots.

17
18 Jenny Peay: Would they allow access of both streets into the property?

19
20 Cody Opperman: No. The one that's in the Greenwood Creek at 676 W 1000 N
21 will be fenced off. The only access will be from the street frontage on the North
22 parcel.

23
24 Jenny Peay: What if they were to put a fence in the back and access it off of that
25 back property?

26
27 Christine Anderson: For walking or for a car?

28
29 Jenny Peay: For a car or trailer. Is that something that would be allowed?

30
31 Patrick O'Brien: That would likely refer to our code enforcement as to whether it
32 would be a breach of conditions of approval.

33
34 Mr. Hsu reiterated and agreed with the comments made above.

35
36 Christine Anderson: Regarding the fence along 1000 North, are we making sure
37 that the light to the sides of them have good sight triangles for backing out and
38 things like that?

UNAPPROVED MINUTES

JJ Hsu: This will be reviewed by the building department at the time the applicants apply for the fence permit.

Public Hearing Opened

No public comment

Public Hearing Closed

David Bird motioned to recommend approval on the Amended Plat for the Greenwood Creek Plat “B” subdivision, located at 676 W 1000 N, in the R1-9000 Residential Zone, subject to any conditions found in the Staff Report.

Chris Christiansen seconded the motion. Voting was as follows:

Christine Anderson	AYE
Jenny Peay	AYE
Chris Christiansen	AYE
Bruce Frandsen	AYE
David Bird	AYE

2. Public hearing and recommendation on an Amended Plat for the Searle Meadows subdivision, located in the area of 685 W 1040 N, in the R1-12000 Residential Zone, amending the subdivision to include property from the Greenwood Creek subdivision as a part of a lot consolidation.

Cody Opperman reviewed the background information about agenda item number 2: The applicant is applying for an Amended Plat approval in the “Plat A” Searle Meadows subdivision, located at 685 W 1040 N, in the R1-12000 Residential Zone. The proposal consists of the removal of 1 lot from the Greenwood Creek Plat “B” subdivision to be put into the “Plat A” Searle Meadows subdivision for a lot consolidation. In accordance with Utah State Code 10-9a-608, the applicant had to gather 45 signatures from all affected property owners within the approved “Plat A” Searle Meadows subdivision in addition to the Amended Plats, which the applicant has gathered.

PROJECT CONDITIONS OF APPROVAL:

UNAPPROVED MINUTES

1. With the lot consolidation the easements on the back of the lots will be vacated. The remaining 10-foot easement on both frontages of the roads and the 5-foot easements on either side of the lot will remain in place. It will just be the removal of the 5-foot PUE's on both of those lots.
2. The owner required/willing to cap off the utilities from main at 676 W 1000 N.
3. The owner needs to indicate the principal frontage.

Christine Anderson: Because it connects both of those lots we have to make a motion for each subdivision?

Patrick O'Brien: Yes, because they are two separately approved subdivisions and you're taking a lot from one and putting it into the other subdivision and consolidating it. It's part of the step process.

Public Hearing Opened

No public comment

Public Hearing Closed

Chris Christiansen motioned to recommend approval on the Amended Plat for the "Plat A" Searle Meadows subdivision, located in the area of 685 W 1040 N, in the R1-12000 Residential Zone, subject to any conditions found in the Staff Report.

Jenny Peay seconded the motion. Voting was as follows:

Christine Anderson	AYE
Jenny Peay	AYE
Chris Christiansen	AYE
Bruce Frandsen	AYE
David Bird	AYE

The motion passed

Ms. Anderson noted that Public Hearing Items 3, 4, 5, 6, and 7 would be heard together and voted on separately.

UNAPPROVED MINUTES

3. Public hearing and recommendation on a Final Plat for Edgewater Phase 2, Plat 4 located in the area of 350 S 1100 W, in the TOD Zone.

Patrick O'Brien reviewed the background information about agenda item numbers 3, 4, and 5: The applicant is applying for Final Plat approvals for Edgewater Phase 2, Plats 4, 5, and 6, located in the area of 350 S 1100 W, in the TOD Zone. The proposals consist of 140 lots for a multi-phase development intended for single-family homes. The entire development parcel consists of 15.34 acres.

Patrick O'Brien reviewed the background information about agenda item numbers 7 and 8: The applicant is applying for Final Plat approvals for Edgewater Phase 3, Plats 7 and 8, located in the area of 450 S 1100 W in the TOD Zone. The proposal consists of 88 lots for a multi-staged development intended for single-family homes. The entire development parcel consists of 15.34 acres.

Patrick O'Brien: A part of the process requires that the applicant satisfies a number of certain things as a part of the approval process. The first step is to get this to the district framework plan approval, which they received. Also preliminary and final block plan approval, which they received. They're still waiting for a lot plan approval and there are a number of Engineering issues that haven't been satisfied to allow it to move forward to getting plat approval. The Staff's recommendation on this is that the item is tabled. As we make the recommendation, it's for phase two for each of the items that require a separate motion and a separate hearing.

Christine Anderson received confirmation that the recommendation for tabling is for Phase 2 and Phase 3.

Rebecca Andrus: Unfortunately, this is a complicated development due to some issues on the Western property line related to a block wall that then affects the road. Additionally, there is an existing indemnification agreement associated with that wall. For quite some time we've been requesting some detailed engineering plans to address that indemnification agreement. We have included comments associated with that as well as the actual indemnification agreement. For transparency, we're showing what has been reviewed by staff and what we've received so far on the wall. We're continuing to talk with the applicant to try to get them to provide approvable plans for that wall. At this time, we have not received those and can't approve them all. This means we can't approve the road or anything else.

UNAPPROVED MINUTES

1 David Bird: Is the wall the only issue stopping the progress? Is everything else in
2 compliance?

3
4 Rebecca Andrus: Yes, it affects everything else.

5
6 Bruce Frandsen: If it were built, would it be a full-width road or would this be a
7 partial road?

8
9 Rebecca Andrus: A partial road.

10
11 Chad Christofferson: I'm one of the owners of the project, and we have had some
12 issues down there. Ever since I've been involved, we've quickly turned over
13 information for the wall or for anything else that needs to be done as well as paid
14 our bills. It is a complicated one, but it's less complicated today. We're almost
15 done. We are hoping we could work alongside Engineering with the wall and
16 continue with the build. It's been shut down for quite some time so we're trying to
17 get going again. I'm one of the owners and I wish I could speak more
18 authoritatively about all this stuff. I know that every time that we have a request or
19 there's something that we need, along with some great people that I'm working
20 with, we get it done the next day or as quickly as we can. It has been complicated,
21 but it's been less complicated ever since we've been involved.

22
23 David Bird: Is this a material issue or is it an approval issue? What seems to be
24 holding it up?

25
26 Chad Christofferson: It's knowing what the Engineering requirements are and
27 getting them satisfied.

28
29 Bruce Frandsen: Is the top of the block wall, part of the travel roadway, under your
30 current proposal?

31
32 Matt Brown: The wall is the setback. The curb is about six feet off of the back of
33 the property line that we're putting in. The wall sits 18 inches off of the property
34 line and it's two foot wide at the top.

35
36 Bruce Frandsen: What do you mean off of the property line?

37
38 Matt Brown: Off of the Western Property.

UNAPPROVED MINUTES

1 Bruce Frandsen: You are no longer encroaching on Tyree's [Lamph] property?
2 And Tyree believes you're off his property?

3
4 Matt Brown: Correct.

5
6 Bruce Frandsen: The question still remains regarding the block wall. The concrete
7 wall is probably about 15 inches wide. Is that going to be part of the travel
8 roadway when you complete your partial?

9
10 Matt Brown: No, it is not.

11
12 Bruce Frandsen: When the full roadway is constructed, would the block wall be
13 removed?

14
15 Matt Brown: That depends on what Engineering requires. Most likely Tyree will
16 backfill against it and he will have lots or something coming off of it for access.
17 Most likely he would remove the wall.

18
19 Bruce Frandsen: Was that wall constructed according to City standards?

20
21 Matt Brown: The existing wall was put in with sub-base, but we didn't have an
22 approved design. Since then, the design has been modified. Chad is going to go
23 back in and replace what's already there and put in the new approved wall as part
24 of Phase 1.

25
26 Bruce Frandsen: Your proposal then would be to remove the current wall and
27 replace it with a more permanent structure that has been built to the correct
28 standard.

29
30 Matt Brown: Yes

31
32 Jenny Peay: Regarding the engineering on the wall in CMT's [Technical Services]
33 report, is it just figures five and six that you're addressing, or are there other issues
34 other than five and six that were stated in the report?

35
36 Matt Brown: The issues were going back and forth on how we handle Tyree's
37 irrigation water and what we do in front of the wall on his side, how much rain
38 water falls there, and what happens with that water. On top of the wall, we're

UNAPPROVED MINUTES

1 concreting it all in, picking it up and putting it in the storm drain. They requested
2 that I show that water in there. We had it in the original accounts. They want me to
3 pull it out and show them. Those are some of the items that we talked about
4 yesterday afternoon.

5
6 Jenny Peay: I am going off their conclusion with recommendations. They go off of
7 figures five and six, and that's what I'm referring to.

8
9 Matt Brown: That's right. Since that report, I felt like we've addressed most of
10 those. In that report, the staff felt like they needed some additional information
11 which I'm working on getting to them. What staff has right now is a little bit
12 different than what you're seeing in your packet.

13
14 Bruce Frandsen: I think that's a good point. The property to the West is flood
15 irrigated, which means they can put four feet of water on that property once a year.
16 In that soil type that means water can't penetrate to eight feet, basically double
17 what you're putting on top. I'm concerned about the construction of that wall. I
18 know Engineering is going to stay on top of it, but the thing to be aware of is there
19 is going to be a lot of water seeping into what you're using as compacted
20 engineered fill, and that has to be addressed. It's typical down in this area that the
21 engineers and owners forget that the property next door has four feet of water that
22 can go on that property every year. That's their right. They don't put it all on once,
23 but with the irrigation ditches that have been down where that kind of wall is it
24 needs to be readdressed in a significant way. It's not building on virgin soil, there's
25 an issue next door.

26
27 Matt Brown: We understand that. Halfway down Tyree has a manhole that's on one
28 of the land drains that he pipes water into it and it backs up to him.

29
30 Bruce Frandsen: He has a point of diversion.

31
32 Matt Brown: From there on down we've got another drain that goes down, we're
33 not even sure where it ends up. So we do have some underground drainage there.
34 But as the fill goes down, it tends to fall off more to the West.

35
36 Bruce Frandsen: How many underground drains do you have in that parcel?
37

UNAPPROVED MINUTES

1 Matt Brown: No. We were aware of them when we were under construction. We
2 ran across the gravel of one, but we never saw any pipe. I was talking with a
3 contractor a lot to make him aware that there are land drains down here and if we
4 came across them we needed to make sure that they were repaired and fixed.

5
6 Bruce Frandsen: I think there's at least one or two. You have to be careful. There
7 are a lot of concerns on that parcel.

8 9 **Public Hearing Opened**

10
11 No public comment

12 13 **Public Hearing Closed**

14
15 **Bruce Frandsen motioned to table action on the Final Plat for Edgewater**
16 **Phase 2, Plat 4, located in the area of 350 S 1100 W, in the TOD Zone, and**
17 **instruct the developer/staff to work together to resolve the issues relative to**
18 **the Western boundary, the block wall, and the final road construction.**

19
20 **Jenny Peay seconded the motion. Voting was as follows:**

21
22 DAVID

23 **Christine Anderson AYE**

24 **Jenny Peay AYE**

25 **Chris Christiansen AYE**

26 **Bruce Frandsen AYE**

27 **David Bird AYE**

28
29 **The motion was tabled**

30
31 **4. Public hearing and recommendation on a Final Plat for Edgewater**
32 **Phase 2, Plat 5 located in the area of 350 S 1100 W, in the TOD Zone.**

33 34 **Public Hearing Opened**

35
36 No public comment

37 38 **Public Hearing Closed**

UNAPPROVED MINUTES

Bruce Frandsen motioned to table action on the Final Plat for Edgewater Phase 2, Plat 5, located in the area of 350 S 1100 W, in the TOD Zone, and instruct the developer/staff to work together to resolve the issues relative to the Western boundary, the block wall, and the final road construction.

Jenny Peay seconded the motion. Voting was as follows:

Christine Anderson	AYE
Jenny Peay	AYE
Chris Christiansen	AYE
Bruce Frandsen	AYE
David Bird	AYE

The motion was tabled

5. Public hearing and recommendation on a Final Plat for Edgewater Phase 2, Plat 6 located in the area of 350 S 1100 W, in the TOD Zone.

Public Hearing Opened

No public comment

Public Hearing Closed

Bruce Frandsen motioned to table action on the Final Plat for Edgewater Phase 2, Plat 6, located in the area of 350 S 1100 W, in the TOD Zone, and instruct the developer/staff to work together to resolve the issues relative to the Western boundary, the block wall, and the final road construction.

David Bird seconded the motion. Voting was as follows:

Christine Anderson	AYE
Jenny Peay	AYE
Chris Christiansen	AYE
Bruce Frandsen	AYE
David Bird	AYE

UNAPPROVED MINUTES

The motion was tabled

6. Public hearing and recommendation on a Final Plat for Edgewater Phase 3, Plat 7 located in the area of 450 S 1100 W, in the TOD Zone.

Public Hearing Opened

No public comment

Public Hearing Closed

Bruce Frandsen motioned to table action on the Final Plats for Edgewater Phase 3, Plat 7, located in the area of 450 S 1100 W, in the TOD Zone, and instruct the developer/staff to work together to resolve the issues relative to the Western boundary, the block wall, and the final road construction.

Jenny Peay seconded the motion. Voting was as follows:

Christine Anderson	AYE
Jenny Peay	AYE
Chris Christiansen	AYE
Bruce Frandsen	AYE
David Bird	AYE

The motion was tabled

7. Public hearing and recommendation on a Final Plat for Edgewater Phase 3, Plat 8 located in the area of 450 S 1100 W, in the TOD Zone.

Public Hearing Opened

No public comment

Public Hearing Closed

UNAPPROVED MINUTES

Bruce Frandsen motioned to table action on the Final Plats for Edgewater Phase 3, Plat 8, located in the area of 450 S 1100 W, in the TOD Zone, and instruct the developer/staff to work together to resolve the issues relative to the Western boundary, the block wall, and the final road construction.

David Bird seconded the motion. Voting was as follows:

Christine Anderson AYE

Jenny Peay AYE

Chris Christiansen AYE

Bruce Frandsen AYE

David Bird AYE

The motion was tabled

8. Public hearing and recommendation of a Final Plat for Stonecreek Plat K, requesting approval for 55 lots in Plat K of the overall Stonecreek Development, located in the area of 1000 South 380 West, in the PR 3.0 Zone.

Ms. Anderson noted that Public Hearing Item number 8 was removed at the request of the applicant.

9. Public hearing and recommendation on Land Use Map Amendment, amending the existing land use of Shoreline Protection to Residential Low Density for a portion of the area in the vicinity of 6500 W 6800 N.

Patrick O'Brien reviewed the background information about Public Hearing item number 9: The applicant has requested a land-use map amendment for an area proposed as a part of the Harbor Road Annexation project to be redesignated from Shoreline Protection to Residential Low Density. The area highlighted in red in Exhibit 1 is the subject area for redesignation.

Patrick O'Brien: That area is a mix of Shoreline Protection and Residential Low-Density land use. We were moving down the Residential Low-Density land use into that Shoreline Protection area after a number of studies showed that it wasn't wetland and was still agricultural land and the Northern boundary of what the proposed road would have been the boundary of where it would end. We wouldn't

UNAPPROVED MINUTES

1 have been going at any wetland for Shoreline Protection, but due to the changing
2 nature of the annexation agreement and the proposed route for the road, Staff
3 would like to table the item until we have a final location for that road so we know
4 where the boundaries will be in future.

5 Christine Anderson: In the past the boundary was the road, is that right?

6 Patrick O'Brien: No. *References the presentation* The Northern red line would
7 have been the proposed route previously but the applicant for the annexation was
8 proposing an alternative route. So, we were looking at moving that down as some
9 of it would have been developable land. Because the annexation is not happening
10 now, we don't know where that road is going to end up. We're asking for the item
11 to be tabled so we can work with the potential applicant for annexation.

12 Bruce Frandsen: Whether that moves down or not, I think we do need to address
13 the upper trace. We don't need both of them. I don't know what the City's process
14 plan or thoughts are. If the lower one were to be approved, what happens to the
15 upper one where the City already owns that property? It's already been deeded to
16 the City, is there a process to return that land over?

17 Ben Hunter: The applicant was looking to replace that current right-of-way with
18 the new proposed alignment. That was the intention. If it continues this way, or if
19 in future development that road changes it would probably follow suit with
20 something like that. If it stays where it is, it is because they decide to keep it where
21 it is. We would just need one road, not both minor collector roads going through.

22 Bruce Frandsen: There is a process in place to make that happen?

23 Ben Hunter: Correct. There would be several different agenda items that would
24 take place. Part of it would be an acceptance of the new roadway dedication plat,
25 and then a vacation of the existing right-of-way. Both of them would have their
26 own separate public hearing items.

Public Hearing Opened

28
29 No public comment

Public Hearing Closed

UNAPPROVED MINUTES

Jenny Peay motioned to table the Land Use Map Amendment and instructed staff and developers, as per their request, to provide further information on this item.

David Bird seconded the motion. Voting was as follows:

Christine Anderson AYE

Jenny Peay AYE

Chris Christiansen AYE

Bruce Frandsen AYE

David Bird AYE

The motion was tabled

10. Public hearing and recommendation on an agreement for the Harbor Road Annexation, consisting of 85 acres and located at approximately 6500 W 6800 N.

Patrick O'Brien reviewed the background information about Public Hearing item number 10: The Harbor Road Annexation consists of approximately 85 acres and is located in the area of 6500 W 6800 N. Existing use of the area is agriculture, and surrounding uses include residential where property is annexed into the City of American Fork. The Land Use Element of the General Plan shows the Annexation Area classified as Residential Low Density, and Shoreline Protection. Therefore, the zone classification attached to the parcel shall be PR-3.0 (Planned Residential) for areas designated by Residential Low Density, and Shoreline Protection, for areas designated as such under the Land Use Plan. The General Plan provides for the development of an Open Space termed the "Vineyard Connector and Linear Park," a portion of which also traverses the Annexation Area. The annexation agreement is the first step toward ultimate development of the property.

Patrick O'Brien: There were there were a number of issues that the staff were working on over the last couple of weeks with the applicant. This was really a high-pressure project that we were undertaking, and we were working until the last minute today with the applicant to try and get this pushed through. They have run into some issues of their own so the staff recommendation on this is to table

UNAPPROVED MINUTES

the item while we see what needs to be done moving the item forward. It's out of our hands on some of the issues that have come up. We're hoping that going forward we'll be able to get this back to the Planning Commission and hopefully to City Council at a later point.

Public Hearing Opened

No public comment

Public Hearing Closed

David Bird motioned to table action on the Annexation Agreement.

Chris Christiansen seconded the motion. Voting was as follows:

Christine Anderson	AYE
Jenny Peay	AYE
Chris Christiansen	AYE
Bruce Frandsen	AYE
David Bird	AYE

The motion was tabled

11. Public hearing and recommendation of a code text amendment to Section 15.01.100, titled Streets and Standard Drawing 15.7 (Section 15.01.1430) amending various elements related to dead end streets and dwelling units on a single access.

Rebecca Andrus reviewed the background information about Public Hearing item number 11: American Fork City Council requested that staff review the Dead End Street requirements including turn around type and length. As part of the review, staff compiled the following table of code requirements of nearby municipalities. Staff also reviewed design considerations relating to safety, maintenance, and access for likely users including residents, guests, snowplows, sanitation, delivery trucks, and trailers/recreation vehicles. Hammerheads present significant safety and access issues as well as limitations for parking and convenience of users. None of the municipalities allow hammerheads without specific approval, and American Fork

UNAPPROVED MINUTES

1 City Staff does not recommend the inclusion of hammerheads in the code. Staff did
2 find that the cul-de-sac length varies between cities and recommends that the
3 allowable length be increased to 650 feet provided, that the number of dwelling units
4 on a single access be limited for emergency response and to prevent issues related
5 to traffic volume. This revision is provided in the code text amendment to 15.01.100
6 and on the revised Standard Drawing 15.7 (Section 15.01.1430) to be 15.7a. Since
7 development occurs at different times, staff is recommending a code text amendment
8 to 15.01.100 and the creation of Standard Drawing No. 15.7b (Section 15.01.1435)
9 to provide a temporary turnaround option that allows for potential future connection
10 while being designed for safety, maintenance, and user convenience.

11 Rebecca Andrus: We talked in a City Council Work Session a few weeks ago and
12 went over some of the different configurations. Staff has done a lot of research in
13 best practices in adjacent cities. We've talked to our Streets Department. We have
14 the Fire Marshal here and we also have Public Services who does our sanitation.
15 We've looked at how we deal with these in the long-term. Staff is recommending
16 that we increase the length of a cul-de-sac and in doing so we are recommending
17 that we also limit the number of residences (dwelling units) that can be on a dead-
18 end single access street. We want to try to make sure that we aren't contributing to
19 traffic issues. It's also affecting emergency management, sanitation management,
20 maintenance, and so forth. We've looked at all the different items, all of the adjacent
21 cities, and a few up in Salt Lake County. Our recommendation is to increase the
22 length to 650 feet, it used to be 400 feet, and then limit the amount of units to 15
23 dwelling units. We've also added a temporary cul-de-sac detail for areas where it
24 looks like the road is going to go through in the future so that we don't have to do
25 major plat amendments. This allows for some temporary easements on the side of
26 the cul-de-sac that can then be abandoned in the future if needed.

27 Jenny Peay: What was the home limitation on the 400 feet?

28 Rebecca Andrus: We had 25 units on any given single access. As we were looking
29 at this we looked at the typical amount of homes that can be on a single-family
30 residential. We wanted to make sure that we weren't adding too many additional
31 units on these single points so we've adjusted that number to 15.

32 Jenny Peay: 15 in addition to that? *Ms. Andrus stated it would be 15 in total* It
33 seems like that would significantly reduce the amount the developer has and increase
34 the lot sizes. Am I understanding that correctly?

UNAPPROVED MINUTES

1 Rebecca Andrus: No. It's based on the size of the lots that would be typical in the
2 residential zones. It does not change the number of units that would be viable on
3 these.

4 Chris Christiansen: Previously it was just a little bit heavy so this is just making this
5 align with what would be practical out there.

6 Bruce Frandsen: This would be city wide in every zone?

7 Rebecca Andrus: Correct.

8 Bruce Frandsen: In the zone we discussed last meeting [Code text amendment to
9 Section 17.7.503, titled Planned Unit Developments – Conservation Subdivision
10 Project amending the lot size requirements for corner lots] the lots could only be 60
11 feet wide in the PR-3.0 Zone.

12 Mr. O'Brien clarifies the number to be 7,500 square feet maximum size. Mr.
13 Frandsen asks what the minimum size is. Mr. O'Brien stated that he was unsure
14 because it varies for the flexible laws and the conservation laws.

15 Bruce Frandsen: I have not done the math, but I think we may be building in a
16 conflict. That zone says they have to build this small of a lot and they can't build any
17 bigger.

18 Patrick O'Brien: That's if they select to do a conservation type of development within
19 PR-3.0. There are regular PR-3.0 options. There's the conservation lot option and
20 then a flexible lot option.

21 Bruce Frandsen: I realize that. If someone had the Conservation element, it would
22 really mess this up.

23 Patrick O'Brien: It has that potential.

24 Bruce Frandsen: Can we exclude some zones that currently allow more than 15? I
25 don't know how we could word that or how that can be codified.

26 Christine Anderson: Would it state something like, "No more than 15 dwelling units
27 unless otherwise specified by the zone."

28 Patrick O'Brien: They don't have to select the cul-de-sac.

UNAPPROVED MINUTES

1 Bruce Frandsen: Correct, they don't have to. I just think there is a chance this could
2 happen. We should try to address that now and make sure we don't cause a problem
3 down the road.

4 Ms. Anderson asks Ms. Egner if she has any suggestions.

5 Cherylyn Egner: Patrick kind of hit the nail on the head. A developer has many
6 opportunities of how to develop their lot. If they're required only to have a certain
7 width of frontage, but you have a restriction of 15 lots on a cul-de-sac, that cul-de-
8 sac wouldn't be an option for that particular development. Truthfully, as this was put
9 together the idea was the City doesn't want cul-de-sacs. This idea is really to promote
10 connectivity to adjacent lots. Theoretically, they could put in more lots. However, I
11 don't know that would be something that the City would necessarily want anyway.
12 Again, the purpose of this would be to encourage connectivity to neighboring lots.

Public Hearing Opened

13
14
15
16 Rob Shelton provided a handout. Refer to Attachment number 1.

17 Rob Shelton: On this topic, I was the one at City Council that made the motion to
18 table and to ask for a work session to review this. I felt like with the city code there's
19 some opportunity for us to refine it a little bit more. Particularly where this topic
20 came up was on the Beck property on 200 East. Bruce, to your point, I think there's
21 a possibility. But to build in that PR-3.0 zone that has that special requirement.
22 There's a minimum amount of acres we have to have. Typically, we don't see a lot
23 of these temporary cul-de-sacs come up just because you've got big slots of land
24 which allow you to design roads and put things in and out. But we're coming back
25 into existing homes that were built back in the 70s and trying to retrofit development
26 inside there; that's where you typically run into issues here. I appreciate the staff
27 providing the Commissioners a table in your packet of hammerheads allowed or not
28 allowed. I did a lot of research on this and looked into way too many different city
29 codes than I care to admit. *Refers to the handout* Here is what I provided you with.
30 I think a picture says 1,000 words. These are the renderings and design specifications
31 for the different cities that were mentioned out there. If you look at the table the staff
32 provided it says, "No." What they didn't account for adding in there is what most
33 cities call a temporary turnaround where they allow the cul-de-sac to be smaller than
34 96 feet. If you go through and look, there are quite a few other cities that allow for

UNAPPROVED MINUTES

1 that and you can see the design standards that are here inside of that. I'm not a big
2 fan of that. I don't think that that works. International Fire Code doesn't make that
3 an option to limit it. I think if we're going to go to what other cities have looked at
4 with temporary turnarounds, I think we are in dangerous territory because it's outside
5 of that great research document of the International Fire Code. What I do think it
6 shows is that there is reason out there to provide other options other than the 96-foot
7 cul-de-sac. There are other cities as well as the Unified Fire, which covers a grand
8 majority of the cities up in Salt Lake County, that allow for other configurations that
9 coincide with the International Fire Code. Beyond that, I talked to a few residents in
10 Pleasant Grove that live on hammerheads and asked them what it was like, and about
11 any issues they saw from sanitary pickup and using the same service. They get their
12 same garbage picked up just like we do, and it functions just like in my cul-de-sac.
13 Today we had our recycling and garbage picked up in our neighborhood and guess
14 what? They backed up. I guarantee you nine times out of ten when they come to pick
15 it up, they're backing up. I talked with different firefighters that drive fire engines in
16 Pleasant Grove, Salt Lake City, and American Fork. Very rarely do they pull into a
17 cul-de-sac and have the ability to make a complete turnaround without backing up.
18 It seems that the backing up issue is the biggest opponent to the hammerhead
19 configuration. As you look at the packet that's provided to you and the drawing that's
20 being proposed for the temporary roundabout, I like what staff has done here. To the
21 extent that they say, "We're going to call this a temporary easement." But at some
22 point, all of that infrastructure has got to be ripped out. Otherwise, we're going to
23 have this bulb that's going to sit there. We allow for temporary easements which I
24 think is a good opportunity. But what I think is better is a hammerhead configuration
25 on some of these. Now, I don't necessarily think that's going to be the right
26 configuration in every certain circumstance. I'm a big believer that we give
27 developers options. That doesn't have anything to do with increasing significant
28 issues with public safety and the ability to function as a city. I think we ought to be
29 able to allow that just like we have in a lot of other municipalities throughout the
30 state of Utah. And, quite frankly, the Nation. And it's not just the Fire Department,
31 we talked about the snowplows. My cul-de-sac is about 358 feet from the turn to the
32 cul-de-sac. The snowplow driver drives straight down, and he backs up for 358 feet.
33 Never once that I've lived in that cul-de-sac did he ever go all the way around. It's
34 one strip all the way down and straight back out for 358 feet. So, I look at it and a
35 lot of the uses that we're using inside the city are already being treated as if they
36 were [a hammerhead]. I think it's worse than a hammerhead configuration, quite

UNAPPROVED MINUTES

1 frankly, because they're not even using it. Our cul-de-sac is one of those that does
2 not park during snowstorms. So, there's plenty of ability to, it's just a matter of that
3 was the convenience that they chose to be able to do. I would just ask for your
4 consideration in the ordinance that we take a look at the wording of it. We'll look at
5 section one of what you're considering here. It's going to be in the middle of the
6 paragraph after the parentheses that reference section 15.01.1430. Instead of saying
7 temporary cul-de-sacs, use the language temporary turnaround. I couldn't find a
8 single city that used the word cul-de-sac. They were all temporary turnarounds. I
9 would say temporary turnarounds may be allowed were recommended by approval
10 of, and this is where I think a change would be warranted, this body [the Planning
11 Commission]. You're the recommending body. I think that would be appropriate,
12 especially on site plan approvals where it's recommended by the Planning
13 Commission with approval from the City Council. In the event a temporary
14 turnaround is approved it shall be constructed as shown in the International Fire
15 Code. You can reference that, which many other cities do, and the Unified Fire did.
16 As you can see on the second to last page of the packet I provided you, Table D103.4
17 for the International Fire Code gives you the specifications. I believe our safety lies
18 within staying with the fire code and getting options to developers. I did speak with
19 the Fire Chief here for American Fork this afternoon and asked him if he had any
20 concerns with the International Fire Code and what Unified Fire has adopted. He
21 didn't have any concerns about it. I think that that's something that we should
22 seriously consider. There's some other amendments on the next item, but it may be
23 best to wait for that time. They're kind of brought together. *Ms. Anderson states
24 that it should wait until the next item is addressed. * In conclusion, the 650 feet is a
25 great thing to be able to go to. I do agree with almost everything that we have here.
26 But I think that you're a great body where Fire, Public Services, and Engineering can
27 bring up concerns where hammerheads are there. But I do think that they have the
28 ability to be used. I could go through and show you where they do exist in American
29 Fork. We have a lot of dead-ends that do occur, not that that's the right thing, but
30 they're amidst significant issues.

31 Jenny Peay requested to hear from the Fire Department and Public Works
32 Department.

33 Dennis Beck: My wife and I are the owners of that development up on 200 East and
34 757 North. Our family has been a long-time resident of American Fork, starting with
35 grandma and grandpa, my parents, and now my wife and I and our family. We've

UNAPPROVED MINUTES

1 got five and a half acres and we're selling five acres. We're keeping half an acre so
2 that we can build. I'm not selling and then going out of state or or moving someplace
3 else. I'm staying put. My wife and I get our exercise walking and stay off 200 East.
4 We're going to be using that subdivision behind us a lot to get our to get our
5 exercises. We've got grandchildren that'll be coming to our place, and we won't allow
6 them to go on 200 East because it's a hazard. That's where they'll be riding their bikes
7 is up in this subdivision. I don't have a problem with the hammerhead. If you can
8 remember a while back, my Aunt Linda's daughter, Sheree, and her daughter-in-law
9 were here in this meeting. Linda is well up in her high 70's. She said, "No, we're
10 never going to sell." Well, her daughter got up and said, "Okay, we probably won't
11 sell while Mom's alive. But none of us kids have enough money to buy the others
12 out, so one of us will probably sell. If we don't sell, then our grandkids will sell."
13 You have public record of what she said. She said that she approved the road going
14 up right next to the property line that separates us from the other family. She said
15 they would want something like that because once they decide to sell and they need
16 a road access into that particular property, it would have to come off 200 East which
17 would take away another building lot. Therefore, I would ask you for your
18 consideration on this. It's been going on for a long, long time, and hopefully we can
19 get this on its way.

20 David Bird: If, down the road, your Aunt Linda's property was sold, can they get
21 access off of 1120 [North] instead of off 200 East? Is there a way to gain access to
22 1120 [North] as you come down the hill?

23 Dennis Beck: There's a lot of property between us and 1120 North. If there was ever
24 a road to go through, yes, they could get access. But I understood that there's
25 supposed to be a road that was supposed to go up that direction many years ago, and
26 nothing has really been done. That doesn't mean that it won't be done. To answer
27 your question, yes, they can get access from 1120 North.

28 David Bird: My opinion is that we need to address this as what exists now, not what
29 may happen in the future. It might be two years, it might be 10 years. You have to
30 deal with safety issues in the immediate circumstance, in the present. Anticipating a
31 road somewhere down the road, I have a little trouble with that. But I understand
32 your problem and I see a need to resolve this because I realize that you have been
33 fighting this problem for a while now. I'd like to see the subdivision put in. We have
34 to meet the parameters of the codes. That's what we're addressing.

UNAPPROVED MINUTES

1 Mat Sacco: I'm the Fire Marshal for American Fork, and I can speak to the Fire
2 Code. I appreciate Councilperson Shelton's research. That's good information from
3 the other cities. I just want to differentiate the fire code from the Municipal Code. In
4 the fire code, it doesn't matter how long the street is, it doesn't matter what a
5 development is. We still need to be able to turn our trucks around. So that's what the
6 purpose of the fire code is, is to allow us the ability to turn our trucks around whether
7 it's a cul-de-sac or a hammerhead. But as far as the municipal code goes, I can't speak
8 in reference to trash collection or snowplows. I can speak as a firefighter, I don't
9 drive a snowplow, and I don't drive a trash collection vehicle. For Engineering, they
10 work with those individuals on a more consistent basis than we do and that's the
11 difference between the two codes that are in application in this point. The Fire Code
12 does provide options, but they don't touch upon the functionality of the Municipal
13 Code and what the intent of that is. I wanted to make that clarification so that if there
14 are any questions related to the Fire Code, we can address them as they relate to us
15 as the fire department. But to incorporate them with the Municipal Code, it's two
16 different things.

17 Chris Christiansen: Do you feel like the International Fire Code is adequate for you
18 to turn your machines around?

19 Mat Sacco: In some instances, yes. I would say that maybe there might be an instance
20 where we need even more space to turn a vehicle around. As I mentioned prior, there
21 might be a three-point turn if necessary. But that's what would be necessary in this
22 situation with a hammerhead to turn that vehicle around. It's also part of dedicated
23 right-of-way. If a turnaround incorporates somebody's private property, we're not in
24 our place to go in and say, "You can't park in your own driveway because we need
25 that as a turn." I would not want anybody doing that to me as a property owner
26 myself. If it's not part of a certain dedicated right-of-way, and we don't have the
27 ability to say you can't park here, then that creates a problem.

28 David Bird: Is the hammerhead option acceptable to the fire department? I'm looking
29 for a yes or no on this one.

30 Mat Sacco: It varies. The reason I say that is because it does. It's based on the
31 equipment that we have. If our turning radius can't be met with this specific
32 hammerhead that's in the fire code, then we may have to provide some alterations in
33 order for that to be acceptable. If the municipal code requires otherwise, I wouldn't

UNAPPROVED MINUTES

1 dare speak to that and say yes, the Fire Code is the solution to the problem. Because
2 that's not what we're concerned about.

3 David Bird: I'm trying to establish if the proposal here is acceptable to the fire
4 department.

5 Mat Sacco: Based on what is in the Fire Code, I would not argue that.

6 Ms. Anderson confirmed that was Mr. Bird was talking about the proposal in the
7 packet.

8 Jenny Peay: Does the size of the municipal spire vehicle have any bearing on the
9 length of the street that can be turned into a hammerhead?

10 Mat Sacco: Not necessarily. There are certain limitations that are provided in the
11 International Fire Code for lengths of streets in certain environments for
12 turnarounds. As soon as you exceed a certain amount of, for example, what you
13 consider a townhome type development, you can only have 30 of those dwellings in
14 place before you have to have a secondary access. If you're an excess of those
15 distances, then chances are you probably have more properties than you should have
16 before you should provide secondary access to that area. That being said, the
17 proposal is well within reach of that so that would not be a concern right now.

18 Dustin Sanderson: I'm with Republic Services. Some of the concerns that we may
19 have, especially with hammerheads, is backing up is the number one accident in our
20 industry. Nationwide, backing by far is number one. With the hammerhead, we're
21 going to have to back it up 100% of the time. It's hard to keep cars from parking
22 inside that street. When we are trying to back, there are cars parked at the dead-end
23 so we're not able to go back all the way. There are also cars parked as we're trying
24 to make either turn, left or right. It's hard for us to maneuver our vehicles into that
25 small amount of space. We teach our drivers what's called "zero three two one." We
26 try to eliminate backing, we honk three times, wait for two beeps of our backup
27 alarm, and then check one more time before we back. In a lot of these new
28 neighborhoods that are coming, there are a lot of little kids running around, which is
29 our number one priority. We want our kids to stay safe and well and so the more
30 times we have to back up, the more we put kids, the public, and public property in
31 danger. Hammerheads for us in some of the cities that we deal with, we have some
32 in Saratoga Springs and we have some in Pleasant Grove, and they're just hard to
33 maneuver around. A lot of times the residents don't get service because we're unable

UNAPPROVED MINUTES

1 to get into those tight areas with vehicles, parked boats, trailers, different things like
2 that. Even if they have a sign posted at the end saying no parking, nobody ever pays
3 attention to that. Our main concern is safety for sure.

4 Jenny Peay: Where do you put the accumulation of snow on a hammerhead to be
5 able to utilize that after the snow accumulates at the end of the street?

6 Dustin Sanderson: That's one of the other issues we have if the snowplow can even
7 get up there, they'll either push it straight into it and then we can't go down either
8 side. Or they'll push it to one side, and we can only get down on one side. Once
9 again, it limits our ability to service residents, as well as the safety of others, my
10 truck, and my driver because we're trying to go up on snowbanks as well as trying
11 to move around vehicles.

12 David Bird: Would a cul-de-sac approach eliminate those concerns that your
13 company has in that regard?

14 Dustin Sanderson: The standard circle cul-de-sac? Yes. We still have a few issues
15 with people parking straight into the curb and doing three-point turns, but it's much
16 easier to maneuver and much safer to maneuver in those cul-de-sacs.

17 Cherylyn Egner: I do want to make a clarification. I don't want to get into cul-de-sac
18 versus hammerhead. I want to talk on two points that were made with prior
19 comments. First, I don't want to speak to what other cities do. The Fire Code is very
20 clear that if it's a cul-de-sac turnaround, it needs to be 96 feet. If other cities are doing
21 something different, I don't know, I can't speak to that. From a Fire Code perspective,
22 we would require 96 and that's why this includes that. As far as parking within that
23 easement area, the note is that parking is not required; there has to be separate
24 parking outside of that easement area. Yes, are people still going to park there?
25 Potentially. Just as people will potentially park in the cul-de-sac. There's not a whole
26 lot that can be done with that other than enforcement. Legally, they wouldn't be
27 allowed to park in that easement area if this standard were approved. Again, I'm just
28 speaking to the legal piece of it.

29 Jenny Peay: When they build a home and they get their driveway, they could not
30 incorporate that easement as part of their driveway?

31 Cherylyn Egner: They would have to meet the standard in developing that cul-de-
32 sac. but the parking for that property. You have to have two parking stalls outside of

UNAPPROVED MINUTES

1 your garage for any residential home. Those would have to be separate from that
2 easement area. That's consistent with what some other communities have done with
3 these temporary turnaround makeups. Again, I know some cities do different widths
4 and such. I can't speak to why they do that.

5 Jenny Peay: If a typical parking spot was 10 by 20 and they're required to have two
6 in a driveway, they could not incorporate the temporary easement in that 10 by 20?

7 Cherylyn Egner: That is correct. In other communities that have done such a thing,
8 the driveways do look a little bit unique, but developers have managed.

9 David Bunker: I am the City Administrator. Thank you to our staff for doing a lot of
10 work and a lot of research on hammerheads, cul-de-sacs or other types of
11 turnarounds. It's a complex issue. We've had a lot of staff looking at different aspects
12 of that. I appreciate Councilmember Shelton also doing some research and adding
13 to what Engineering put together on their chart. About 300 people die each year from
14 getting backed over. 18,000 people get injured from people backing up. About 30%
15 to 40% of all accidents and vehicles are from backing up and vehicles are only in
16 reverse 1% of the time that they are on the road. It's definitely a problem. I have
17 family who has had their children run over by someone backing up and it's really sad
18 when that happens. We've talked a little bit about the Fire needs and the International
19 Fire Code and what that allows and what it doesn't allow. The National Fire Code is
20 a minimum standard for several different aspects of public safety. Turnarounds and
21 cul-de-sacs are one of those. There are also fire hydrants. The International Fire Code
22 does not dictate that we must use a Watrous fire hydrant in our city, and yet we do.
23 We have a standard for that in our development code specifically saying "you shall
24 use a Watrous fire hydrant," and we have reasons for that. However, the International
25 Fire Code says you can use any type of fire hydrant. The type of pipe we require
26 which is a ductile iron pipe for our culinary water system. The Fire Code doesn't
27 dictate that, but we do as a city. Our standards can be tighter than the Fire Code and
28 they are in many cases, and often for good reason. Even though the Fire Code says
29 there are multiple ways you could turn around an apparatus. The City has the ability
30 and the option to say no. Our standards can be a little bit higher, a little bit tighter,
31 and we want to require a certain type of turnaround. Our Streets superintendent was
32 not able to be here tonight, but I wanted him to come and talk a little bit about
33 snowplowing. In my former life I was a snowplower and I still maintain my CDL.
34 In my experience, personally, when you plow, it's a very difficult job. You think that

UNAPPROVED MINUTES

1 it's easy just to go down the road and drop a blade and just cruise on down the street
2 and snow flies off to the side and you don't even have to think about it. It's more
3 difficult than that. You have to really understand how to handle that truck and where
4 you put your blade down and where you don't. Anytime you pick your blade up, you
5 will leave a clump of snow in the road. When cars go over that it will turn to ice, and
6 it is such a pain for residents to have that clump of snow in the road. Cul-de-sacs
7 lend themselves to a smoother transition of turning around in the cul-de-sac. I have
8 snowplowed many cul-de-sacs. Hammerheads would require a stop to pick up the
9 blade. You cannot go in reverse with your blade down, you must pick up your blade.
10 When you pick up that blade whatever snows in front of the blade stays on the road,
11 and that will cause a problem. That's from personal experience from plowing roads.
12 I have talked to our Streets Department, and they have concerns about the
13 hammerhead option. I am glad that Dustin came to talk about the garbage facility
14 and picking up our garbage because that's also another concern. I talked to Reese
15 DeMille, who is one of the general managers at Republic [Services]. He had big
16 concerns. He reminded me of an incident where a garbage truck had to back up
17 because there was not a sufficient turnaround space. They're very careful about that.
18 Somehow, a resident's mailbox got knocked over. Not just knocked over but
19 obliterated. It was a brick mailbox and there were tiny pieces left. The resident's only
20 guess was that it must be the garbage truck. The resident came after the garbage
21 company to rebuild their mailbox. The garbage company said they didn't hit the
22 mailbox, and the resident said it had to be the garbage company because they had to
23 back up. That kind of an example causes conflict with our residents and one of our
24 contracted suppliers. Talking to Reese, he's not in favor of having hammerheads
25 because of the conflict that it causes. I looked at the packet that Councilmember
26 Shelton passed out, and one of the standard drawings talked about the turnaround
27 having a gate with a lockbox. Oftentimes in turnarounds like that they do lock the
28 hammerhead so that people don't park in there. The Fire Department has access to
29 that lockbox and they can come in and unlock it. Everybody else doesn't have that
30 key. If we're going to control that turnaround, we're going to limit who can use it.
31 Fire can use it. But what about the Streets Department? What about the garbage
32 truck? What about someone pulling a trailer? I have a pretty large trailer and it's
33 really hard for me to back into a hammerhead. I prefer going forward in a cul-de-
34 sac. I live on a cul-de-sac people come down my street not knowing it's cul-de-sac.
35 I've seen go all the way down, flip around, and come all the way back out. If there's
36 not an adequate way for them to turn around, then it causes a problem for people

UNAPPROVED MINUTES

1 who don't know that they're on a dead end to turn around. I get worried about people
2 pulling trailers. There's so many issues that we've tried to grapple with as we've tried
3 to figure out the best possible turnaround for the City to provide the most safety and
4 the most access for residents. I appreciate Engineering taking such a deep dive into
5 this. At the end of the day, it came back that we should stick with the cul-de-sac. We
6 can have a temporary cul-de-sac in case that road gets extended. When it does, then
7 those modifications can be made. The developer who needs to hook on to the end of
8 that road can then put that curb and gutter in so that the road can continue straight.
9 It would be the next developer who would need to make those standards back into
10 place for the previous temporary cul-de-sac. The group that wants to develop their
11 land, there's a way to develop their land. I agree with Engineering and their proposal
12 to extend the cul-de-sac length to 650 feet, I think that was a good compromise. This
13 would allow several of the projects that we're talking about now to have a road go
14 all the way to the end of their project. It was a great compromise.

15 Rob Shelton: I appreciate all that's been said. I've lived in a cul-de-sac for 13 years.
16 I appreciate Republic and I have a good relationship with Reese. Never is there a
17 three two one done in my cul-de-sac. I think we have talked a lot about different
18 things here and they never happen in my cul-de-sac. I'd love for that to happen. I'd
19 beg our Streets Department to go all the way around. Guess what they do? They
20 drive to the end; they pick up their blade and leave [snow] right in front of 1131
21 North and they back out 358 feet. If we're really worried about all this stuff in the
22 city, let's fix it. What I want to put in front of you today is just an option. It's not
23 saying we're allowing hammerheads all throughout American Fork. It's saying it's
24 an option that's allowed to be brought to you in a meeting just like this where it can
25 be debated project by project. By saying we're not going to allow it at all, I think that
26 that's unfortunate for us to consider. I think that you're wise enough and you can
27 listen to the arguments. You may never allow a hammerhead to come into the city,
28 but at least we allow the ability where maybe it does make sense to be able to do it.
29 A hammerhead does not require a lockbox on every single hammerhead. Some cities
30 do that, some don't. Again, we can go back and forth and argue the points. I
31 appreciate the statistics brought up about backing up. I looked at those same statistics
32 and studies. All of them site residential vehicles, not even one will site a commercial
33 vehicle. There's not one that exists that I can use research and find. We're not talking
34 about necessarily residential vehicles. If we were, we'd make everyone put a
35 horseshoe in their driveway and make them all come out up front. That's why

UNAPPROVED MINUTES

1 vehicles have backup cameras, automatic stopping, and things of that nature. I hope
2 that the decision you're making tonight is based in the reality of what actually
3 happens. It's hard to hear some of the comments made tonight when that's just not
4 what we experience here in American Fork right now.

5 Ben Hunter: I also live in a cul-de-sac although it's in Lehi. Our garbage trucks drive
6 the full length and that's what they've always done. Whenever there's a snowstorm,
7 the snowplows don't always go through the cul-de-sac necessarily. At least in my
8 experience, they've gone around and driven through it. That's something to consider
9 and keep in mind. I appreciate Councilmember Shelton's expressions of some of his
10 experiences. I don't know the experiences of the other 1000's of people that live in
11 cul-de-sacs. I know safety is obviously one of our main concerns for everyone
12 involved.

13 Cherylyn Egner: If the Planning Commission does opt tonight to consider the
14 hammerhead or wants to give the hammerhead as an option, I will be recommending
15 that it be tabled tonight. The basis for that is two-fold. One is that we don't have a
16 proposal for what that standard looks like. The other is that if the Planning
17 Commission wants to recommend giving options to developers, it's not as simple as
18 coming here and a developer asking which one they use or asking for permission on
19 certain projects. If we have options in the code, unless there's a very clear basis for
20 why they can't use one or the other, they get the option. It's not as controlled. If that's
21 the direction that Planning Commission wanted to go, we would have to craft very
22 specific criteria in order to make sure that there are options available, or the ability
23 for Planning Commission and, ultimately, City Council to say yes or no to an
24 either/or. It can't just be, "Here are two options. You need to go to Planning
25 Commission and City Council to get a recommendation on one or the other." If that's
26 something contemplated, I would recommend tabling with some direction to the
27 staff.

28 Jenny Peay: Tonight we're strictly voting on 15.7 A and B?

29 Cherylyn Egner: Correct. Tonight you're voting on the proposals that were made.
30 Now, a motion could be, "We recommend approval with this modification." For
31 instance, the proposal is 15 dwellings. If you said, "No, I think it should be 20
32 dwellings" and you recommend approval with a modification. That'd be 20 instead
33 of 15 dwellings on a single access. That's something that can be done and that's a
34 very simple change that can be carried out to Council. But if it was that you

UNAPPROVED MINUTES

1 recommend approval with the addition of a hammerhead option, then I recommend
2 tabling because without having a standard developed, it's too difficult to proceed
3 forward to City Council.

4 Chris Christiansen: I want to address all these concerns. I do live the cul-de-sac in
5 American Fork, and they come and plow. It's only 200 feet long and in the last 12
6 years hasn't been a full cul-de-sac; it's a partial. There was a part that was cut off
7 until the Greenwood subdivision came in. The whole discussion about backing up,
8 that's a training item. To say that if we put a hammerhead in there that they wouldn't
9 do the same thing I think is a fallacy that we shouldn't perpetuate. David brought up
10 a great point about backing up trailers. The hammerhead design is not something
11 that would work well with any type of trailer. You need room to get turned around.
12 Counselman Shelton also brought up the idea of the infrastructure that would have
13 to be removed. Looking at this plan with the hammerheads, I think you actually have
14 more utilities and infrastructure that would have to be moved [in a hammerhead]
15 where you can clearly cut off the asphalt and make your cul-de-sac straight [in a
16 temporary cul-de-sac]. All things combined, I think the temporary cul-de-sac is the
17 best option for the Planning Commission.

Public Hearing Closed

18
19
20 Christine Anderson: I feel that our job as a Planning Commission is to acknowledge
21 the reality of what's happening but also to shoot for the ideal. I thought it was
22 important what Dustin [Sanderson] said about how a hammerhead requires backup
23 100% of the time. Maybe in cul-de-sacs people back up when they shouldn't. But
24 with a hammerhead, it's 100% of the time that they have to back up. As far as this
25 piece that we're working on, I think the 650 allows developers more flexibility for
26 development, and the fact that it falls in line with the established general numbers
27 that surrounding the cities are doing makes me feel comfortable with that. Having a
28 temporary cul-de-sac was a new idea to me. I've thought a lot about it. I agree with
29 Chris that it creates the least amount of necessary change to convert it into a straight
30 road to allow for future connectivity. I feel that is one of our main goals here in
31 addition to safety. I feel comfortable with this text code amendment. Nothing is
32 perfect, but I think this is probably the best option.

33 **Chris Christiansen motioned to recommend approval of the code text**
34 **amendment to Section 15.01.100, titled Streets and Standard Drawing 15.7**

UNAPPROVED MINUTES

(Section 15.01.1430) amending various elements related to Dead End Streets and dwelling units on a single access.

Jenny Peay seconded the motion. Voting was as follows:

Christine Anderson AYE

Jenny Peay AYE

Chris Christiansen AYE

Bruce Frandsen NAY

David Bird AYE

The motion passed

12.Public hearing and recommendation of a code text amendment to Section 15.01.100, titled Streets amending various elements related to subdivision connection to public streets and adjacent properties and creating Standard Drawing No. 15.7b (Section 15.01.1435) consistent with the amendments.

Rebecca Andrus reviewed the background information about agenda item number 12: American Fork City Council requested that staff review the code text in 15.01.100 relating to subdivision connection to public streets and adjacent properties. Connectivity and neighborhood permeability are important characteristics of a healthy community. Among other concerns, permanent dead end streets create safety issues due to access and response time for emergency services, increase trip lengths for residents, and cause traffic concentration on adjacent streets (As seen in Exhibit A in the Staff Report).

Rebecca Andrus: As we were looking at the dead-end streets, one of the items that Council asked Staff to address was the connectivity to adjacent properties. The current code states that as they're doing public streets, they need to connect to all adjacent parcels. There was some ambiguity in the way that that was written. There are some issues associated with when there's a new development coming in that there's, for example, already a row of houses on one side of it. You're not going to connect the road to all of those adjacent parcels so we wanted to clarify that. In addition, there may be topographical issues or other concerns that create problems with connection. While we do want to provide connectivity and permeability to

UNAPPROVED MINUTES

1 neighborhoods as much as possible, and while that is good planning practice, it's
2 also great for Engineering and for the roads to not concentrate too much traffic onto
3 one location and when you have streets that do not connect through. This is why we
4 wanted to limit the number of units on a dead-end street. We wanted to address how
5 all of this connection happens. We want to adjust the code in such a way that it would
6 allow for circumstances where connectivity is impractical, or at least have a
7 procedure that does not require connection to all adjacent parcels. Generally, it needs
8 to connect through. If there are existing developments or topographical issues that
9 create a problem with that, then staff would recommend not moving forward with
10 that connection.

11 Jenny Peay: This would prohibit two cul-de-sacs butting up side by side of each
12 other?

13 Rebecca Andrus: *References example in the packet* This is a perfect example of
14 why this does not work. The people that live in the cul-de-sac on the North are going
15 to have to drive or walk all the way around. It creates issues or creates concentration
16 on the adjacent streets. We want to have that ability to connect through. This picture
17 is here in American Fork, and it provides a beautiful example of why you want to
18 remove cul-de-sacs when you put a street through. If you look on the right side of
19 the image there is a cul-de-sac that got left there when the Southern property got
20 developed. It's confusing to drivers and it's a very messy area. Residents have asked
21 us to try to figure out a way to address the issues associated with it. Staff is currently
22 working on that in cooperation with our Streets Department to try to determine a
23 solution, but this is definitely an initiative where we want to look at these areas. We
24 want to have streets that connect through, but we want them not to be left partway
25 done.

26 Bruce Frandsen: My experience is that people like living in cul-de-sacs. There's less
27 traffic and it's quieter and safer than a through street. Do the Planning gurus say that
28 you should avoid them so people can drive straight through?

29 Rebecca Andrus: The reason through streets are uncommon is because of the cul-
30 de-sacs. If you have more permeability and access to neighborhoods, people will be
31 able to take various routes to be able to get to their destination. If you have multiple
32 dead-end streets, you're concentrating all of the traffic onto the main road and that
33 road then becomes exceptionally busy. I live on a through street that functions
34 similarly to a cul-de-sac. My kids play out in the street, and they ride their bikes

UNAPPROVED MINUTES

1 because there's very little traffic that goes through because the only people that really
2 need to be there are the people that live on that street. If a community is designed
3 properly, that is what will happen. However, if we concentrate all of the traffic onto
4 the road it causes problems. That's just vehicular traffic; there are also pedestrians
5 and bikes. If you want a walkable, bikeable community, you don't put in a lot of cul-
6 de-sacs. It causes problems like the segregation of areas. Cul-de-sacs are a remnant
7 of planning now passed. In general, if you have a properly planned community, you
8 don't have a lot of traffic on the local roads. If you have only one point of access and
9 there is a problem, you're going to have to have limitations for utilities and
10 emergency access. It creates significant issues. It's better to practice to connect
11 where you can. We recognize that sometimes it's a temporary situation, which is why
12 we address that.

13 Patrick O'Brien: From a Planning perspective, the best practice now is to promote
14 permeability and accessibility through blocks. It stops all of the issues that Rebecca
15 has spoken about, particularly where you end up with a neighbor back to neighbor.
16 This promotes community health, and community integration. It's a hugely
17 important thing from a planning perspective when you look beyond just land use.
18 Planning is now focused on a lot more than just that.

Public Hearing Opened

20
21 No public comment

Public Hearing Closed

24
25 Christine Anderson: I am in favor of this one because of the way it promotes
26 community integration, connectivity for walkability, and as well as for shorter trip
27 lengths. You don't have to go all the way around to get somewhere which lowers
28 pollution and lowers the time that we're spending in our cars. It creates less traffic in
29 the neighboring streets and shorter trips for emergency vehicles. There are just so
30 many good reasons to have through streets and be more connected.

31 **Chris Christiansen motioned to recommend approval of the code text**
32 **amendment to Section 15.01.100, titled Streets amending various elements**
33 **related to subdivision connection to public streets and adjacent properties.**

34 **David Bird seconded the motion. Voting was as follows:**

UNAPPROVED MINUTES

1
2 **Christine Anderson** **AYE**
3 **Jenny Peay** **AYE**
4 **Chris Christiansen** **AYE**
5 **Bruce Frandsen** **AYE**
6 **David Bird** **AYE**

7
8 **The motion passed**

9 **ACTION ITEMS**

- 10 **1. Review and action on site plan for the Mira Vista Development, seeking**
11 **a recommendation of approval for a 21-unit development, located in the**
12 **area of 530 South 1040 East, in the R3-7500 Zone.**

13
14 Christine Anderson noted that Action Item number 1 was pulled at the applicant's
15 request.

- 16
17 **2. Review, and action on a site plan for The Ken Garff Ford Truck Center,**
18 **for the development of a new truck center in the GC-2 Zone, located at**
19 **581 E 1100 S.**

20
21 Cody Opperman reviewed the background information for Action Item number 2:
22 The applicant is applying for a Site Plan for The Ken Garff Ford Truck Center, for
23 the development of a new truck center in the GC-2 Zone, located at 581 E 1100 S.
24 The proposal consists of 1 lot intended for the sale of automobiles. The entire
25 development parcel consists of approximately 4.33 acres.

26 Ben Hunter: We've been working with the applicant through several iterations of
27 some reviews, especially traffic concerns. There are just a couple of minor notes that
28 they need to update in their plan set. They've addressed all the other concerns and
29 issues that we had, and we don't have any other further issues and recommend
30 moving forward.

31 Chris Beck: We've been working with the staff on all of these comments. We've got
32 a couple of minor ones that we're going to address right after this one. I think it's
33 pretty straightforward.

UNAPPROVED MINUTES

Bruce Frandsen: Is it on the Northeast corner of that intersection? Engineering, are there any open ditches that run on the West or East side of that property?

Chris Beck: We're not actually developing all the way to the West side. Currently, the furthest West portion of that intersection is labeled as phase 2 future development. There are no plans or approvals as part of this portion. The city is currently working on a roundabout in that area, so we've got an agreement with the city to use some land for the roundabout. We did not want to put in all of the improvements and then have the city rip them out at some stage, so we offset the cost with some land purchase to simplify it down to once instead of twice.

Mr. Frandsen reminded Mr. Beck to be aware of the water rights they will be dealing with in Phase 2. Mr. Beck agreed.

Chris Christiansen motioned to recommend approval on the Site Plan for The Ken Garff Ford Truck Center, for the development of a new truck center in the GC-2 Zone, located at 581 E 1100 S, subject to any conditions found in the Staff Report, or recommended by the Fire Marshal.

Bruce Frandsen seconded the motion. Voting was as follows:

Christine Anderson	AYE
Jenny Peay	AYE
Chris Christiansen	AYE
Bruce Frandsen	AYE
David Bird	AYE

The motion passed

3. Review, and action on a site plan for Cost-U-Less Carpet, for a new commercial development in the GC-2 Zone, located in the area 64 N 900 W.

Cody Opperman reviewed the background information for Action Item number 3: The applicant is applying for a Site Plan approval for Cost-U-Less Carpet, for a new commercial development in the GC-2 Zone, located in the area 64 N 900 W. The proposal consists of 1 lot intended for commercial development. The entire development parcel consists of approximately 0.35 acres. Additionally, the applicant has provided a parking study for the proposal of reducing the amount of

UNAPPROVED MINUTES

1 parking stalls that is required for the development. The applicant has proposed 14
2 parking stalls for the development when a requirement of 15.75 stalls, rounded up
3 to 16, is needed. Planning Commission may recommend to the City Council an
4 increase or decrease to the number of off-street parking spaces.

5
6 Cody Opperman: After the staff have made their comments, I am going to ask the
7 applicant to present their parking study to you. I apologize that I did not get that
8 into the packet. The required amount of parking stalls for this development was
9 15.75. In the background information, I made another mistake. It says 16, but we
10 actually round down to 15. So, the total requirement is going to be 15 parking
11 stalls. The applicant has provided 14 which is one short, but the applicant has a
12 parking study to present to you to try and get that reduction. You as the Planning
13 Commission can recommend whether they give that reduction or not. From a
14 Planning perspective, there are two major concerns for this development. One is
15 the number of parking stalls. Number two is the location of their dumpster
16 enclosure which they have not provided on their site plan. The reason this is a
17 major concern is because it can alter the site plan. It could potentially take out
18 some parking stalls, it could get rid of some of the landscaping, or maybe even
19 reduce the square footage of the building. I believe the trash enclosure goes hand-
20 in-hand with the concerns about parking.

21
22 Jeff Mortimer: We've been working closely with the applicants and their engineers.
23 We only have minor comments which are clarifications for their storm drainage
24 system. This shouldn't affect the overall design of their development, but we have
25 asked them to provide those clarifications. We would recommend that they address
26 the issues with planning to provide those clarifications.

27
28 Robbie Gibbons: *Refers to the presentation* This is our proposed project here in
29 American Fork. On the left-hand side is what our building is going to look like and
30 on the right is the layout. This lot has been challenging and we appreciate the staff
31 working with us through this project. We are there and we have just a few minor
32 things to adjust. I am going to touch on the garbage cans really quickly. We are
33 going to need a small can at this location. Our current location in Draper is where
34 we do flooring and there is a lot of removal. That is still going to be done in
35 Draper, and Draper will service American Fork. This will just be a retail location
36 and so we will need a small dumpster. We will get that updated. The major issue
37 was the parking stall as we are one short. We have come up with two viable
38 options that we feel will work well. Option one is that we are simply requesting

UNAPPROVED MINUTES

1 and adjustment. We did a parking study and want to give you a quick
2 understanding of our business. We have been in Draper for 20 years, we do 6
3 million in revenue, and we have three employees. The size of our showroom in
4 Draper is just under 6,000 square feet. The American Fork location is just under
5 4,500 square feet. At this location currently we have 13 stalls on average per day.
6 We have 10.13 customers coming through our door. What this equates to is that we
7 will have zero to five customers in our showroom at one time. In the presentation,
8 you will see a breakdown of our foot traffic as of July which is very typical month-
9 to-month. What that foot traffic equates to, basically, is one customer per hour. In
10 the whole month of July, five customers were the maximum we had at one time. If
11 you add our three employees on top of that, then the parking stalls were on average
12 four stalls per hour and the height was eight stalls. Again, we have 14 stalls right
13 now and are one short of the requirement. However, we feel very confident that we
14 will never need that extra stall. We have a shared parking lot with other retail
15 outlets and our customers are always parked right in front of our location. *Mr.
16 Gibbons goes through the presentation which depicts different days and time
17 periods of their business. See Attachment 2* One of the other things we were
18 working with staff on is reducing the square footage of the showroom to get the
19 extra lot. Currently, our location in Draper is just under 6,000. Flooring is a large
20 ticket item, \$10,000 to \$20,000. Customers want to see a variety of products.
21 Before we purchased this lot we worked with our architect and our manufacturers
22 on all of the samples and even though we are 1,500 square feet less, we feel
23 confident we can show our customers what they need. To go down further is really
24 hard at this point because we are limiting what our customers can see. Again, we
25 wanted to prove that we will not use that one stall that we are missing. Option 2.
26 As you can see from our picture in the presentation, we can add an additional two
27 stalls in this green space. By doing that, it puts us out of the code requirement for
28 how much landscaping we will need. With the drought we are in do we really need
29 this much grass? Or could we possibly take one of these areas, change it to a stall,
30 and it satisfies the parking requirement even though it might put us out of the
31 landscaping requirement? We wanted to present those options and get your
32 thoughts.

33
34 Robbie Gibbons: I wish I knew that. I don't know off the top of my head without
35 talking to my architect. I can get that answer. And again, it's going to be a small
36 garbage can. Those comments were given to me a few weeks ago, and as I reached
37 out to my architect and as he worked with the team, they said that they answered

UNAPPROVED MINUTES

1 all the comments. To my knowledge, it should be fixed right now, and the garbage
2 cans should be in there with the proper landscape, but I don't know 100%.
3 Christine Anderson: Is this garbage can the size of the one I have at my house the I
4 roll out to the street or is this a dumpster?

5
6 Robbie Gibbons: I believe it would be a dumpster.
7

8 Patrick O'Brien: In the city code 17.5.121 H it states, "Dumpster enclosures—
9 Design standards. Dumpsters and refuse containers for new uses in all zones shall
10 be enclosed in a solid, opaque enclosure constructed of brick, masonry, stucco or
11 wood of at least six feet tall. The design of each dumpster enclosure shall conform
12 to the design standards for dumpster enclosures as set forth on Figure 17.5.121-B.
13 The enclosures shall be of the same material(s) as found on the main structure on
14 site. Landscaping, consisting of trees and shrubs, shall be located along the sides
15 and rear of the enclosure." It does mention the enclosure, it does not mention the
16 size of the can that is required. But it does specify that as a part of the landscaping
17 requirement the enclosure is required.
18

19 Christine Anderson: Would this roughly be two stalls of space?
20

21 Patrick O'Brien: I'm not sure about the dimensions, I would need to look.
22

23 David Bird: *Refers to the presentation* In this drawing, where would that
24 dumpster be located? If this is a dumpster that has to be dumped by a commercial
25 vehicle, is that going to take up some of your parking spaces that have to be
26 installed? I don't see it on the drawing.
27

28 Robbie Gibbons: I wish I had asked my architect that and I had an answer to that
29 question.
30

31 Patrick O'Brien: The enclosure dimensions are 16 foot wide by roughly about 13
32 feet deep. It's a double-gated enclosure with pedestrian access on the side and a
33 depth of about 30.
34

35 Robbie Gibbons: About two stalls worth.
36

37 Patrick O'Brien: It could be incorporated into the landscaping. It is a part of the
38 landscaping code and could be calculated in based on the code. Looking at it now,

UNAPPROVED MINUTES

1 I don't think there's a way that it could impact stalls if you want to go down that
2 route. It would give you a bit more flexibility.

3
4 Jenny Peay: When they deliver the carpet to the showroom, you sell it from the
5 showroom and they don't bring the remainder back to the showroom?

6
7 Robbie Gibbons: Correct. This will be a retail showroom only. In Draper we have
8 a retail showroom and a warehouse and large dumpsters in the back of that
9 location. This showroom will be stocked with samples customers will purchase and
10 the installation will be serviced out of Draper. All products that will be installed in
11 a home will be delivered to Draper and all of the removals will be taken back to
12 Draper.

13
14 David Bird: With the 14 stalls that you have been able to put into this plan, does it
15 include the handicap stall and that conforms to the requirement?

16
17 Robbie Gibbons: Yes.

18
19 Christine Anderson: The tricky part is that we're not only planning for the carpet
20 company but whatever company buys it 20 years from now and what parking that
21 may require.

22
23 David Bird: I can see reducing the landscaping and adding one more parking stall
24 and approving that. I don't see a problem with reducing the amount of grass one
25 parking stall.

26
27 Jenny Peay: If you cut it out, you're compromising the clear vision triangles so that
28 probably wouldn't be an option, is that correct?

29
30 Chris Christiansen: We don't have the ability to change the landscaping, we can
31 deal with the parking issue only.

32
33 Christine Anderson: I think we have to look at what has been given to us right now
34 and that's the only thing we can vote on.

35
36 David Bird: I appreciate the parking study. It was not a high volume and seemed
37 adequate to me. But I do not want to go contrary to the city standards. It didn't
38 raise any red flags or safety issues.

UNAPPROVED MINUTES

Christine Anderson: I think there is flexibility within the Commission to plus or minus one parking stall if you can use the landscaping requirement as your trash area. But I do not think we're able to make that motion today.

Chris Christiansen: I agree, I'd like to see where the trash enclosure would be located as it could be very limited. Before I grant a request, I would like to see it on the table first.

Mr. Christiansen clarifies that the correct address of the property is 64 North 900 West.

Chris Christiansen motioned to table action on the Site Plan for Cost-U-Less Carpet, in the GC-2 Zone, located in the area 64 N 900 W, and instruct the developer/staff to address the garbage enclosure and parking requirements and to return.

David Bird seconded the motion. Voting was as follows:

Christine Anderson	AYE
Jenny Peay	AYE
Chris Christiansen	AYE
Bruce Frandsen	AYE
David Bird	AYE

The Commissioners had a brief clarifying discussion on their ability to recommend approval on the reduction of parking stalls. Mr. O'Brien clarified that the landscaping does not have a provision for a reduction.

The motion was tabled

4. Review, and action on a site plan for Pando Lake City, for a new 977,665 sq. ft. office and flexible-use industrial development located in the area 860 E 930 S.

Cody Opperman reviewed the background information for Action Item number 4: The applicant is applying for a Site Plan approval for Pando Lake City, for a new 977,665 sq. ft. office and flexible-use industrial development located in the area 860 E 930 S. The proposal consists of 5 parcels intended for office and flexible-use

UNAPPROVED MINUTES

1 industrial development. All development parcels consist of approximately 6.29
2 acres and is part of a master planned community development project with
3 American Fork City. Additionally, this project has a development agreement
4 between the developer and the city to ensure that parking/shared parking
5 requirements have been met and how the project will continue to look.

6
7 Cody Opperman: Planning does have one condition of approval which is to
8 provide elevation drawings. The Engineer on the project is aware and we should be
9 getting these shortly.

10
11 Christine Anderson: Are you saying you are not able to recommend approval until
12 you have the elevation drawings?

13
14 Cody Opperman: It is a conditioned approval. It can be approved with the
15 condition that they provide the drawings.

16
17 David Bird: You don't anticipate the drawings disqualifying the approval?

18
19 Cody Opperman: No, it's based on the construction materials and what it looks
20 like.

21
22 David Bird: How high is it going to be, how many stories are we talking about?

23
24 Patrick O'Brien: The applicant is here and can speak more to it, but it will be
25 concrete and a larger single story.

26
27 Jenny Peay: It looks like there are some elevation drawings in the packet.

28
29 Patrick O'Brien: We are looking to have final renderings available.

30
31 Jeff Mortimer: The applicant has addressed all the major comments. We have some
32 minor comments on their striking plan, but we would recommend approval on the
33 condition that Planning mentioned.

34
35 Christine Anderson: There is nothing that is a showstopper that could happen to
36 stop it moving forward?

37
38 Jeff Mortimer: Approved with recommendations is what we recommend.

UNAPPROVED MINUTES

Buck Swaney: One clarification, in your packet it says 977,665 square feet. There's an extra 6 or 7 in there. It's 1/10 the size of that. It's a tilt-up and approximately two stories high. There's the ability to build a mezzanine but it functions as a one story.

Christine Anderson: Are you confident the conditions of approval will be met?

Buck Swaney: Absolutely.

Chris Christiansen motioned to recommend approval on the Site Plan for Pando Lake City, located in the area 860 E 930 S, subject to any conditions found in the Staff Report, or recommended by the Fire Marshal.

Jenny Peay seconded the motion. Voting was as follows:

Christine Anderson	AYE
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Jenny Peay	AYE
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Chris Christiansen	AYE
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Bruce Frandsen	AYE
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David Bird	AYE
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The motion passed

Concept Plan Report & Upcoming Projects

Patrick O'Brien: We are currently in the review stages of the administrative reviews for TOD development. There will be a couple of plat approvals in the coming weeks related to those that we just worked through. We have some long-range planning documents coming forward as well. We are working on our Station Area Plan for the area around the front runner station. That will be a heavy list of documents as we start to craft that and work with some of our community partners at UTA and Mountainland Association of Governments to have that state-required document in place within the next 12 months. There will be some regular applications coming forward as well as some of the items that were tabled on tonight's agenda that we may be able to work through to be on the next agenda. We have one public hearing item on our upcoming agenda for a code text amendment related to public noticing to ensure we fall in line with state requirements. It will be to eliminate the provision to provide notice in newspapers

UNAPPROVED MINUTES

1 because very few people read the newspaper. We would instead notice on the Utah
2 Public Noticing website instead which is a lot more convenient.

3 **Other Business**

5 **Adjournment**

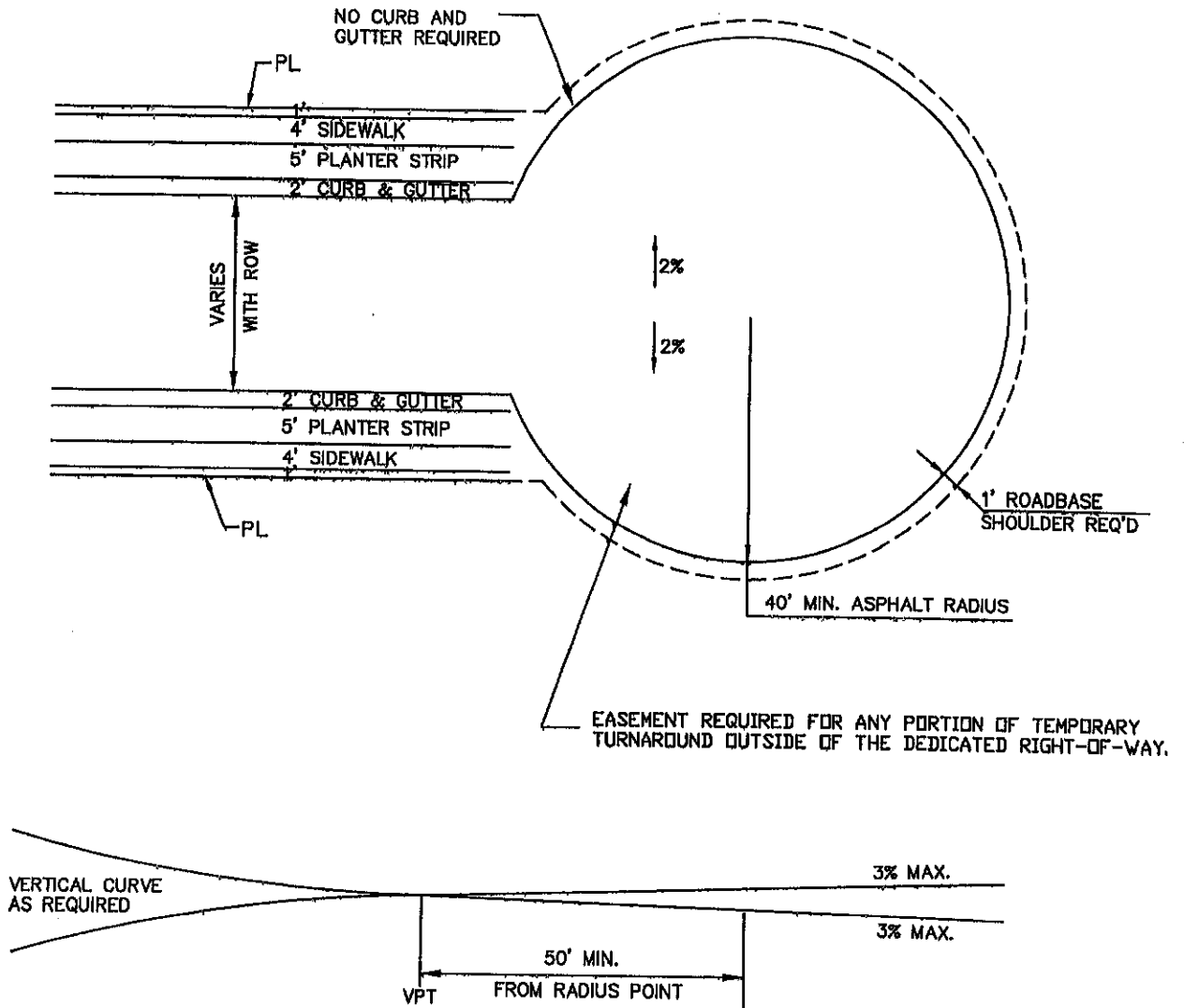
7 **Jenny Peay motioned to adjourn the meeting. Bruce Frandsen seconded the**
8 **motion.**

10 Meeting adjourned at 09:12

12 Melissa White

13 Administrative Assistant II

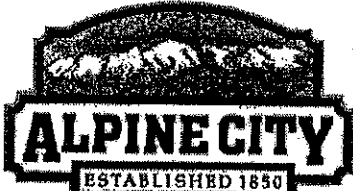
14 The order of agenda items may change to accommodate the needs of the
15 commissioners, public and staff.

GENERAL CONSTRUCTION NOTES:

1. SUBGRADE SHALL CONFORM TO CITY CONSTRUCTION STANDARDS, SEE STREET CROSS SECTION DETAIL 1.
2. 8" MIN. CRUSHED GRAVEL BASE COURSE.
3. 3" MIN. COMPACTED PLANT MIX ASPHALT SURFACING.

TEMPORARY TURNAROUND

NTS

STATEMENT OF USE THIS DOCUMENT AND ANY ILLUSTRATIONS HEREON ARE PROVIDED AS STANDARD CONSTRUCTION DETAILS WITHIN ALPINE CITY. DEVIATION FROM THIS DOCUMENT REQUIRES APPROVAL OF ALPINE CITY. ALPINE CITY CORPORATION CAN NOT BE HELD LIABLE FOR MISUSE OR CHANGES REGARDING THIS DOCUMENT.			TEMPORARY TURNAROUND		STANDARD DRAWING NUMBER: 10
REVISION NO. _____ BY _____ DATE _____			ALPINE CITY 20 NORTH MAIN ALPINE, UT 84004		PLOT SCALE: N.T.S. DRAWN BY: BDB DESIGN BY: CHECKED BY: ADOPTED DATE: 10/18/05

2.040. Storm Drainage.

The developer shall provide on-site facilities for a 100 year storm event and piping and appurtenances to convey the highest intensity 10 year storm to the on site retention facilities. Additional piping and appurtenances shall be required to convey the 10 historical discharge from the on site retention facility to the City's existing storm water facility. The minimum storm drain pipe size shall be 15 inches.

All improvements shall be constructed in accordance with the City ordinances and pursuant to the APWA Standard Specifications as amended by the City and/or other codes adopted by the City. All said work shall be done as directed and under the supervision of the City Engineer or his/her designee.

2.050 Pressurized Irrigation System

The developer may be required to connect the subdivision to the City secondary pressurized irrigation system, as designated by the City's Master Secondary Irrigation Plan as outlined in the development agreement if such facilities are expected to be available for use within 3 years of the installation of such improvements. The use of treated re-use water may allow a credit of banked water rights consistent with the amount of culinary water which should have been used for irrigation to be offset with secondary irrigation.

The minimum pressurized irrigation size shall be 4" in diameter. The adequacy of supply lines and sizes of main shall be established by the City Engineer or his/her designee. Workmanship and construction shall comply with the "Eagle Mountain City Construction Standards and Specifications." Installation shall conform the Chapter 8 of these Construction Standards.

Pressurized irrigation systems to be installed in existing city roads and rights of way shall conform to all relevant chapters of these Construction Standards.

2.060. Streets.

The developer shall construct all streets required by the subdivision as specified by the City Council in accordance with the APWA Standard Specifications as amended by the City. All streets shall be constructed pursuant to standards recommended by the City Engineer or his/her designee based on soil conditions and required structural engineered materials to be used in the construction of the road.

The developer shall be responsible to construct all streets required in the final plat and as a condition of the final plat approval to the standard required by the City Engineer or his/her designee. The developer shall be required to provide an engineered design for the street sub-grade construction.

2.070. Street Widths, Intersecting Driveways, Maximum Street Grades.

Street widths, intersecting driveways and maximum

street grade shall conform to the current Development Code as adopted by Eagle Mountain City Titles 16 and 17. All street cross sections shall be graded such that the storm runoff is directed away from the street section. In general, along collector and arterial roadways with larger rights of way, a vertical depression of six to 12 inches from the elevation of the top of curb shall be installed. In instances which include a median, a vertical depression of six to twelve inches shall also be maintained. In no instances shall grading on the sides or medians of roadways promote drainage from the landscaped areas onto the roadway.

2.080. Intersection Grades

The maximum grade at intersections shall not exceed 4 percent for 100 feet measured from the edge of asphalt on the intersecting street.

The grade may be increased to a maximum of 6 percent on a collector road if there is no signalization or traffic control. In addition, detailed designs are required for the intersection design along with storm drain inlet boxes at each of the intersecting curb returns.

2.081. Vertical Curves.

Vertical curves shall be designed to meet the maximum sight distance/and stopping sight distances required by AASHTO.

2.090. Cul-De-Sacs.

The maximum length of a cul-de-sac is 500 feet measured from the nearest right-of-way line of the adjoining street to the center of the cul-de-sac, and the minimum radius as defined by the Development Code and International Fire Code, unless otherwise approved by the City Engineer and the Fire Chief. No reversed grade cul de sacs shall be allowed unless adequate storm and sewer facilities are designed and approved by the City Engineer or his/her designee. Cul-de-sacs shall have a maximum of 15 lots unless stated otherwise in the Eagle Mountain City Development Code.

2.100. Temporary Turn-Arounds.

Temporary turn-arounds are to be provided on all streets which are more than one (1) lot from intersections unless approved otherwise by the Eagle Mountain Fire Chief. These are to be recorded on the plat as easements; 60 feet diameter 4" thick compacted road base and 2 inches of asphalt. If it is not anticipated that the temporary turnaround will be in place longer than a year, the developer may, at their discretion, forego installation of the asphalt in favor of bonding these improvements. If the temporary turn around is still required at the end of the warranty period, and if asphalt has not been installed, the asphalt will be installed by the developer at his/her expense, or the City will make a claim against the bond. All temporary turn-arounds must be approved by the Eagle Mountain City Fire Chief or his/her designee.

Street patterns in the subdivision shall be in conformity with the plan for the most advantageous development of adjoining areas and the entire neighborhood or district. The following principles shall be observed:

Where appropriate to the design and terrain, proposed streets shall be contiguous and in alignment with existing planned or platted streets with which they are to connect.

Proposed streets shall be extended to the boundary lines of the land to be subdivided, unless prevented by topography or other physical conditions, or unless, in the opinion of the Planning Commission, such extension is not desirable for the coordination of the subdivision with the existing layout or the most advantageous future development of adjacent tracts.

✕ Dead-end streets, intended as access to future development parcels, shall be a maximum of one lot depth in length. With Planning Commission approval, any dead-end street longer than one lot depth shall have a minimum of a 40-foot radius temporary turnaround area with an all-weather surface and shall not exceed 600 feet in length. Any street exceeding 600 feet shall have at least two points of independent access.

Proposed streets shall intersect one another as nearly at right angles as topography and other limiting factors of good design permit. "T" intersections rather than "cross" intersections shall be used wherever possible for local streets.

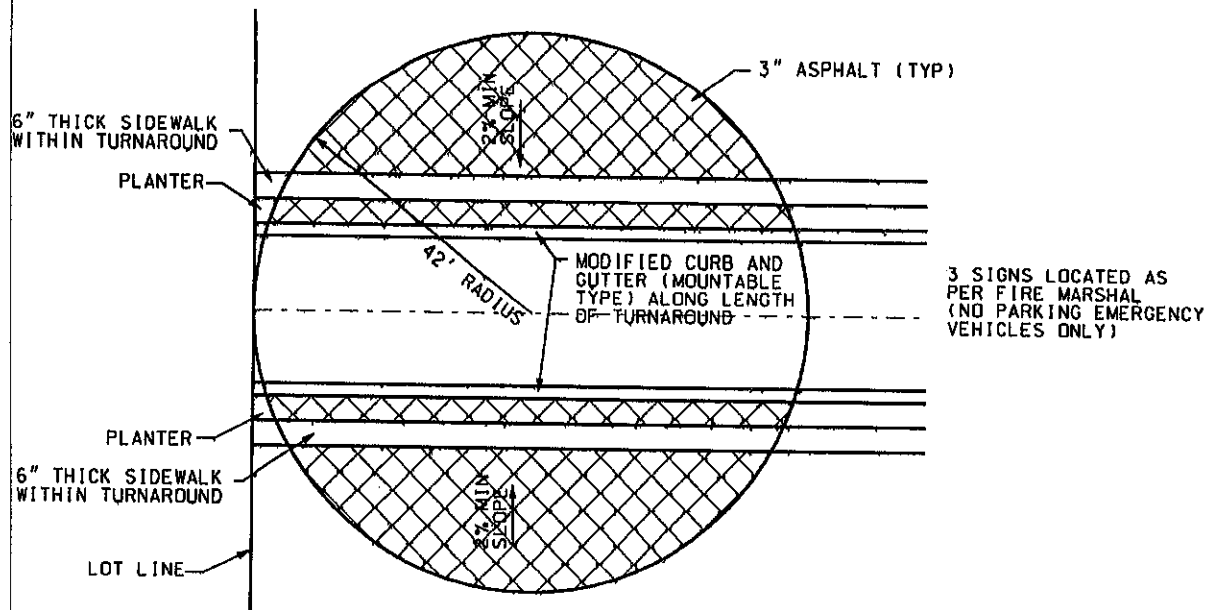
Excessively long and straight connecting local residential streets, conducive to high speed traffic, shall be prohibited according to the Planning Commission's judgment.

Alleys shall not be permitted in residential subdivisions except when approved for access to lots abutting an arterial. Alleys in nonresidential subdivisions may be permitted.

Cul-de-sacs shall not exceed 600 feet in length and shall have a minimum terminal radius of 50 feet. Driveways, mailboxes, fire hydrants, or any other obstruction to the terminal of a cul-de-sac shall be designed in such a way as to provide an area for the piling of snow.

Homes shall face local residential streets. It is not desirable to have lots with road frontage on front and back unless one is an arterial or major collector and proper screening is used.

Streets, dead-end streets, stub streets, or other access points shall not be permitted or required if the continuation of the street or access point would violate Municipal Code 12.08.050, except as provided therein.

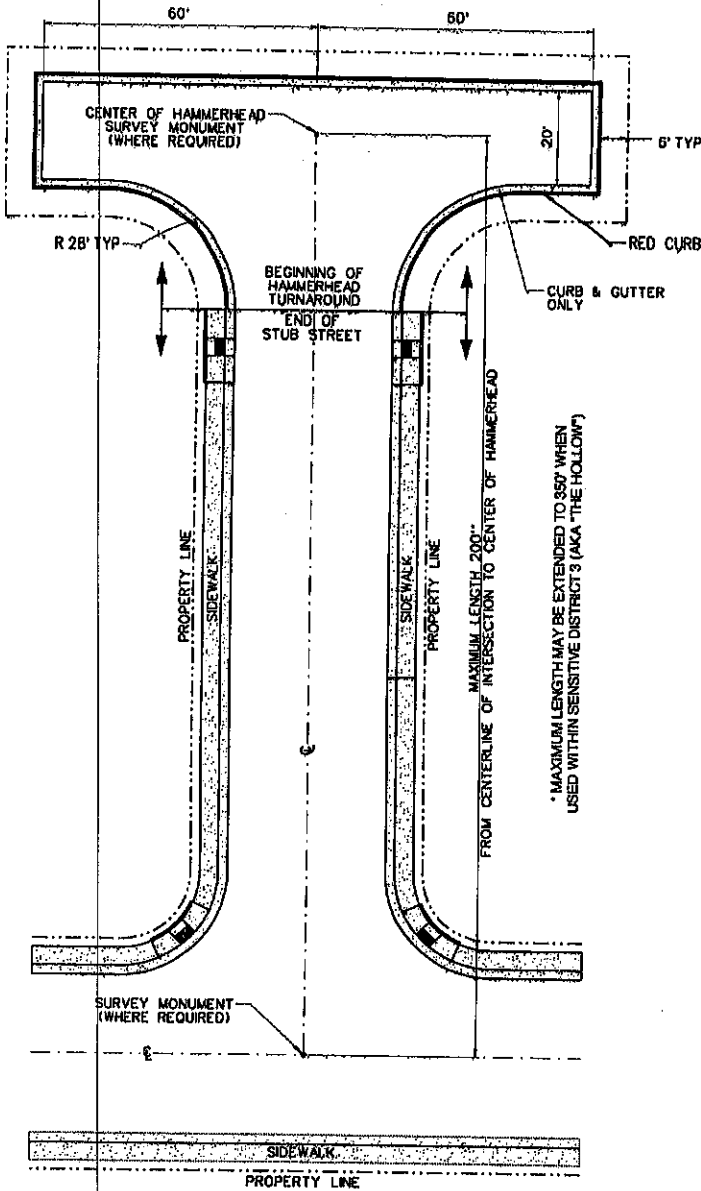


NOTES:

1. MAKE CROSS SECTIONS OF THE TEMPORARY TURNAROUND UNDER THE PAVEMENT, CURB AND SIDEWALK THE SAME AS A TYPICAL ROAD CROSS SECTION WITH SUBBASE AS PER SECTION 2, AND 6" ROADBASE.
2. NO ABOVE GROUND UTILITIES SHALL BE ALLOWED WITHIN THE TURNAROUND.
3. A TEMPORARY EASEMENT SHALL BE PROVIDED FOR AREA OUTSIDE OF THE CITY STREET RIGHT-OF-WAY.

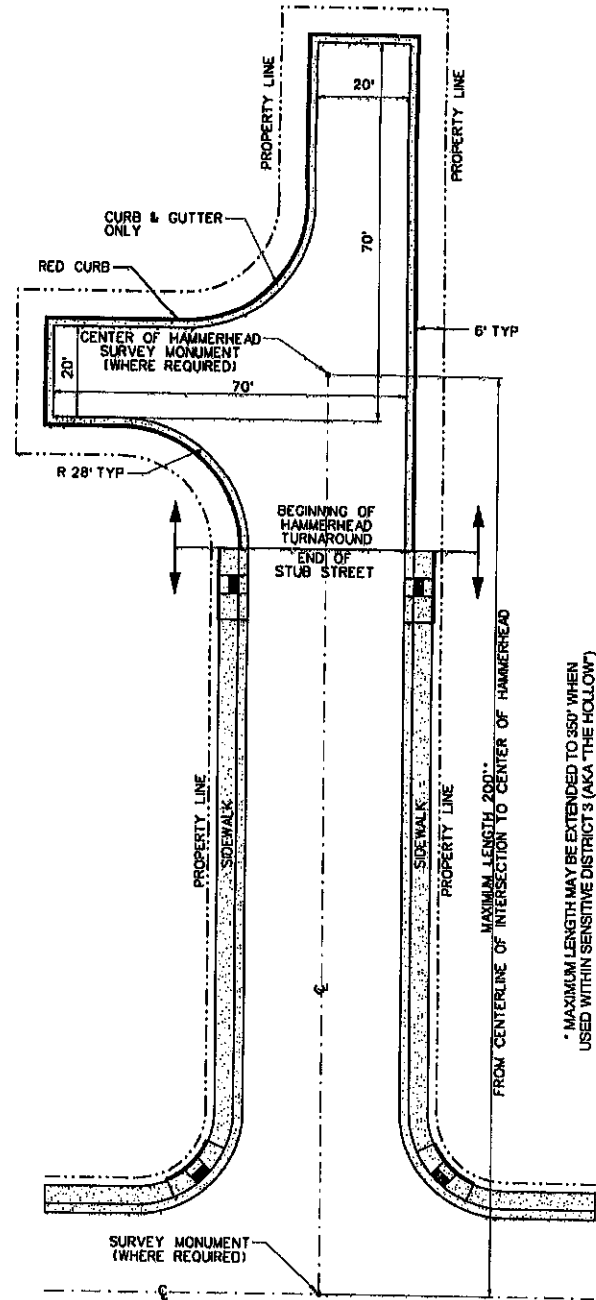


STANDARD DETAIL
TEMPORARY
TURNAROUND



120' HAMMERHEAD DETAIL

- HAMMERHEAD TURNAROUNDS ARE INTENDED TO BE USED ONLY IN EXCEPTIONAL CIRCUMSTANCES AND ONLY IN RESIDENTIAL LAND USE ZONES. THE FOLLOWING RESTRICTIONS APPLY TO THEIR USE:
1. HAMMERHEAD TURNAROUNDS MAY NOT BE USED IF A STANDARD CUL-DE-SAC IS FEASIBLE WHILE STILL PERMITTING CREATION OF AND ACCESS TO AT LEAST TWO LOTS THAT MEET ALL CODE CONDITIONS (LOT SIZE, FRONTAGE, ETC).
 2. NO MORE THAN TWO LOTS MAY HAVE ACCESS FROM A HAMMERHEAD TURNAROUND (OR COUNT FRONTAGE FROM THE HAMMERHEAD TURNAROUND).
 3. NO MORE THAN FOUR LOTS MAY ACCESS A STUB STREET WITH A HAMMERHEAD TURNAROUND (AS MEASURED FROM THE CENTER OF THE NEAREST INTERSECTION).
 4. LOTS HAVING ACCESS TO THE HAMMERHEAD TURNAROUND MUST PROVIDE A MINIMUM OF 3 OFF-STREET PARKING SPACES PER DWELLING UNIT.
 5. NO ON-STREET PARKING IS PERMITTED WITHIN A HAMMERHEAD TURNAROUND.
 6. ONLY THOSE HAMMERHEAD TURNAROUNDS SHOWN IN THE LINDON STANDARD DETAILS MAY BE USED. THEY MUST ALSO MEET THE MINIMUM REQUIREMENTS OF THE A TURNAROUND IN APPENDIX A OF THE INTERNATIONAL FIRE CODE.
 7. SIDEWALK IS OPTIONAL AROUND THE HAMMERHEAD TURNAROUND.



ACCEPTABLE ALTERNATIVE TO 120' HAMMERHEAD DETAIL



0 40'

STATEMENT OF USE

THIS DOCUMENT AND ANY ILLUSTRATIONS HEREON ARE PROVIDED AS STANDARD CONSTRUCTION DETAILS WITHIN LINDON CITY. DEVIATION FROM THIS DOCUMENT REQUIRES APPROVAL OF LINDON CITY, LINDON CITY CORPORATION AND JUB ENGINEERS. ANY CHANGES TO THIS DOCUMENT MUST BE MADE IN WRITING.

REVISION

NO.	DESCRIPTION	BY	DATE
1	ADDED CURB RAMP AT END OF STUB STREET & LOT 1	SAC	09/16/08
2	ADDED SIDEWALKS, SIDEWALK AREA, DISTRICT 3 (AKA 'THE HOLLOW')	MLC	10/26/11



HAMMERHEAD TURN AROUNDS

LINDON CITY
100 NORTH STATE

STANDARD
DRAWING
NUMBER
8b
CAD DWG: 1101 Std8b.dwg
PLOT SCALE: 1/8"=1'-0"
DRAWN BY: SAC
DESIGN BY: MLC
CHECKED BY: MLC
ADAPTED DATE: 06/01/20

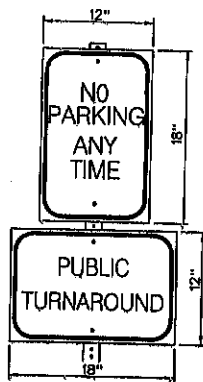
Orem Transportation Master Plan (TMP)

December 2015

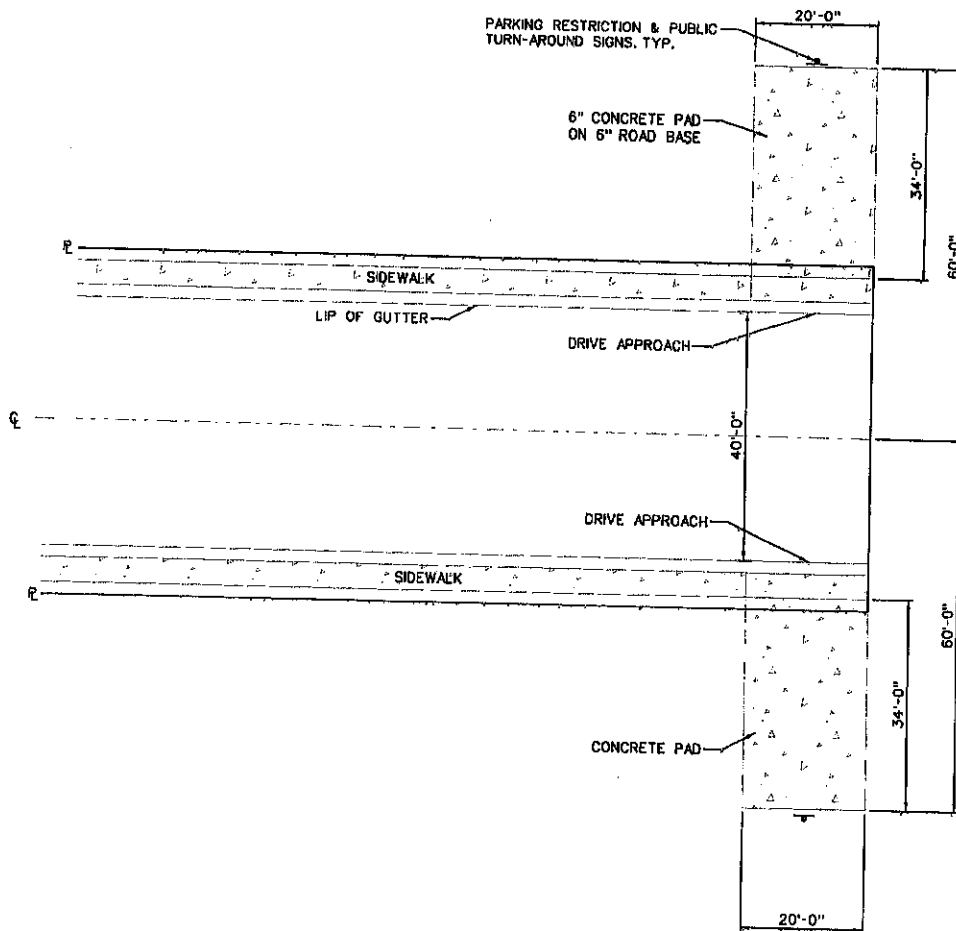
effort must be established in the study, who may or may not perform a TIS, and when certain elements must be included. The TIS guidelines presented follow closely the guidelines outlined by UDOT. It is important that these guidelines be fluid and that each development be treated individually, as special cases may require more or less information than the standard requires. The City reserves the right to waive any and all TIS requirements as well as requiring extra information at the discretion of the City Engineer.

4.9 Connectivity

Orem desires a connected street system for all new developments, minimizing the use of cul-de-sacs. Infill parcels will be required to provide future street stubs to adjacent parcels with the potential for development. Retail and office development must provide cross access easements to create circulation patterns to adjacent properties, to eliminate multiple access points to the major street system. Consequently, this will reduce travel time and congestion by allowing drivers to make shorter and more direct trips. In addition, connectivity will allow the option of walking or bicycling, due to shorter routes to schools, parks and businesses. Emergency vehicles including police, fire trucks, and ambulances will similarly benefit from connectivity, by use of alternate routes if one is blocked. Overall fuel consumption and pollution will also result by shortening trips through connectivity. Examples of projects to improve connectivity in Orem are the connection of 800 West to Campus Drive, the 1600 West extension to Geneva Road, and the 1200 South realignment through University Mall connecting to 800 East.



PARKING RESTRICTION SIGN



120' HAMMERHEAD
TEMPORARY TURN AROUND



STATEMENT OF USE

THIS DOCUMENT AND ALL INFORMATION HEREON ARE PROVIDED AS STANDARD CONSTRUCTION DETAILS. ANY DEVIATION FROM THIS DOCUMENT REQUIRES APPROVAL BY PLEASANT GROVE CITY. PLEASE, DRIVE SAFELY AND RESPONSIBLY. IT IS THE USER'S RESPONSIBILITY TO VERIFY THE ACCURACY OF THIS DOCUMENT.

REVISION

NO.	DESCRIPTION	BY	DATE



STUB STREET
TEMPORARY TURN-AROUND

PLEASANT GROVE CITY
86 EAST 100 SOUTH

STANDARD
DRAWING
NUMBER: **24**
CADD: P040102-2017.dwg
PLOT SCALE: 1/8"=1'-0"
DRAWN BY: EEA
CHECKED BY: EEA
ADOPTED DATE: NOVEMBER 2017

14.12.080 - Cul-de-sacs.

- A. Cul-de-sacs and turnaround shall have a minimum right-of-way radius of fifty feet in residential areas and sixty feet in commercial and industrial areas. A circular left hand offset is desirable.
- B. Hammerhead, "L," "Y" and "T" turnarounds shall only be allowed when approved by the planning commission upon written recommendation and design review of the public works engineer.
- C. A temporary turnaround for stub streets in excess of one hundred fifty feet long shall be provided where the extension of a street is planned and anticipated.
- D. The length of cul-de-sacs shall vary inversely with density to accommodate a maximum of twenty-five lots and shall not be longer than one thousand feet.

(Ord. 1473 (part), 2001; Ord. 1186 § 1 (part), 1992)

Road Grade, Road Width, Turn-a-Round, Gate Width and Lock Box

The Unified Fire Authority will use the following Tables and items listed and illustrated below.

Driveways

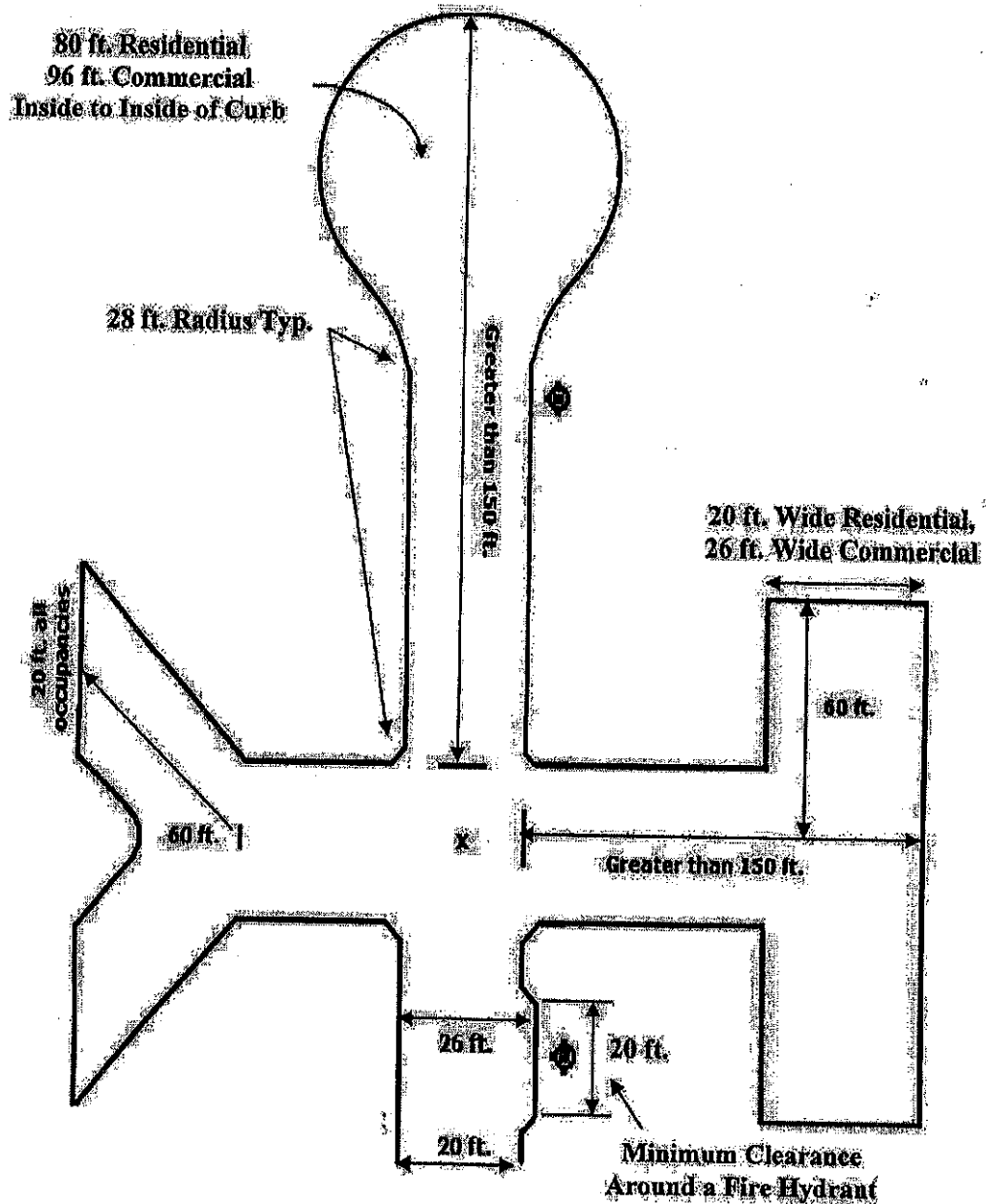
Defined as access points to a structure as measured from the inside curb of the main street serving the structure to the front most edge of the physical structure regardless of construction type, size or location. Driveways in excess of 150 feet require an approved fire department turnaround that complies with Table D103.4 of the International Fire Code.

TABLE D103.4 REQUIREMENTS FOR DEAD-END FIRE APPARATUS ACCESS ROADS		
LENGTH (feet)	WIDTH (feet)	TURNAROUNDS REQUIRED
0-150	20	None required
151-500	20	120-foot Hammerhead, 60-foot "Y" or 96-foot-diameter cul-de-sac in accordance with Figure D103.1
501-750	26	120-foot Hammerhead, 60-foot "Y" or 96-foot-diameter cul-de-sac in accordance with Figure D103.1
Over 750		Special approval required

Additional Requirements

1. 13' 6" height clearance
2. All weather access as determined by fire code official.
3. 12% maximum grade in Draper City only, all other areas 10%.
4. No dead ends greater than 150' without a turnaround.
5. No dead ends greater than 200' without a turnaround and a turnout.
6. Vehicle load limits posted for bridges to driveways and private roads designed to accommodate 75,000 lbs minimum. (D 102.1)

Required Dimensions for Fire Department Turnaround



Note: IFC D103.4 Dead ends. Dead-end fire apparatus access roads in excess of 150 feet shall be provided with width and turnaround provisions in accordance with Table D103.4.

D105.2 Width for Aerial Apparatus. Aerial fire apparatus access roads shall have a minimum unobstructed width of 26 ft. exclusive of shoulders, in the immediate vicinity of any building or portion of buildings more than 30 ft. in height.

CostULess Flooring

Parking Study for Retail Development

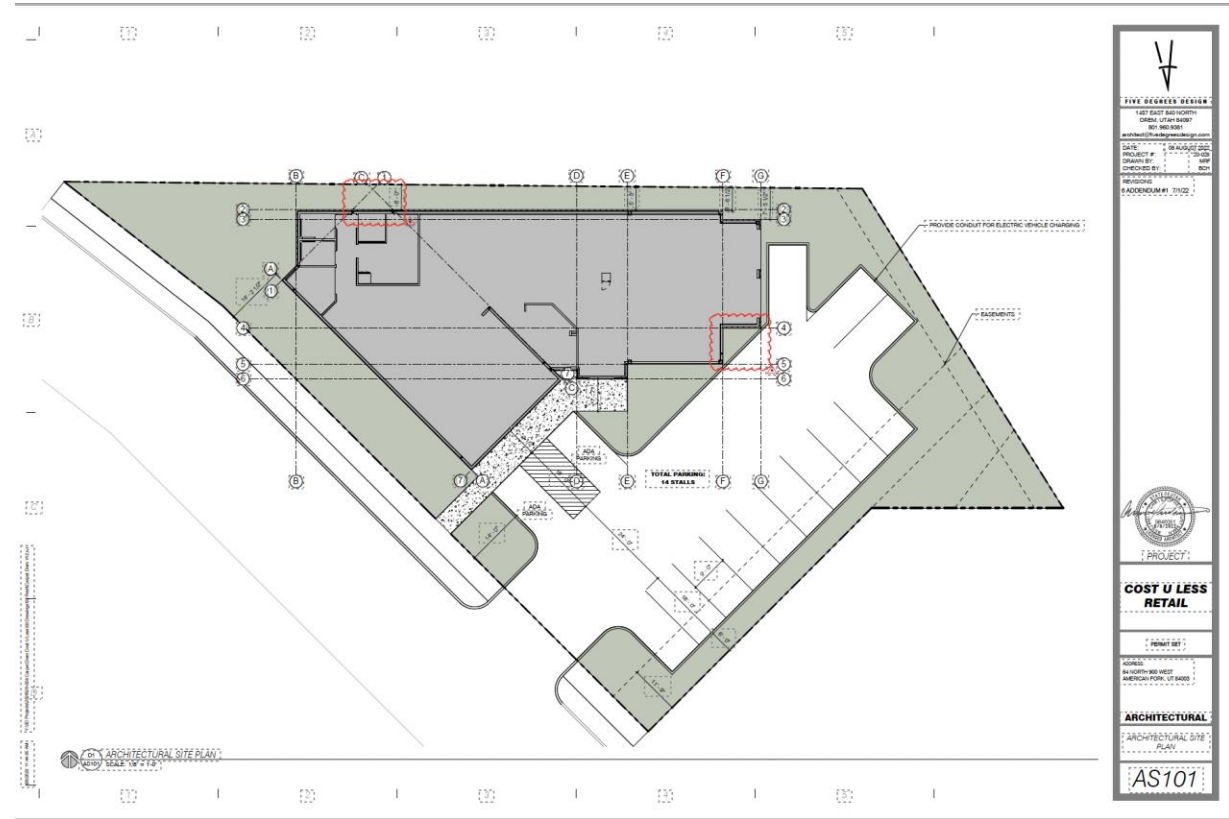
64 North 500 West



C O S T U L E S S

F L O O R I N G

Proposed Project:



Comment to be addressed from TRC

- "The parking requirement is at 3.5 ksfGFA making 15.75 stalls. As stated in the architecture letter, ("due to the abnormal shape of the lot and required parking and setbacks there is insufficient room to permit the required parking for the intended building.") This is not enough reasoning for a parking reduction.
- General retail off street parking Section 17.5.133(c)(6)
 - Off Street Parking Standards states: "General Retail" (not in shopping center) states that we are required to have 3.5 parking per ksfGFA.
- Costless Flooring is designed to be 4438 sqft
- As currently engineered, we have 14 parking stalls
- City Requirement: 15.5 parking stalls for sqft

Option 1: Requesting Adjustment

- 17.5.133(d)(1)
We are requesting an adjustment to allow for 14 stalls rather than 15.5
- CostU Less Flooring Total Area: 4438sqft
- Parking Requirement as delineated by American Fork City:
3.5 per 1000sqft
- As currently designed:
1.5 stalls short of the city requirement or 3.17 stalls per 1000sqft.

Understanding our Business

- Current Retail location: Draper UT
 - 20 Years
 - Revenue per year 6 Million
 - Employees: 3
 - Hours of Operation : 10-8pm
 - Closed Sundays and Major Holidays
 - Size of Show Room: 5,920 sqft





Understanding our Business : Current Parking

- Parking Stalls at Draper Utah retail space: 13
- Daily Foot Traffic for business: 10.13 customers/day
- Approximately 0-5/hour throughout the day

CostULess Flooring Customer Traffic: July 2022

	A	B	C	D	E	F	G	H		J	K	L	M	N	O	P	Q
1	July 1-2	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Total		July 4-9	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Total
2	10:00					0	0	0		10:00	Holiday	0	1	3	1	0	5
3	11:00					0	2	2		11:00	Holiday	0	1	0	2	0	3
4	12:00					2	3	5		12:00	Holiday	2	1	0	1	2	6
5	1:00					3	2	5		1:00	Holiday	2	1	0	2	3	8
6	2:00					2	3	5		2:00	Holiday	3	1	1	1	3	9
7	3:00					3	2	5		3:00	Holiday	2	1	0	0	5	8
8	4:00					1	Closed	1		4:00	Holiday	0	2	0	3	Closed	5
9	5:00					0	Closed	0		5:00	Holiday	1	0	0	1	Closed	2
10	6:00					0	Closed	0		6:00	Holiday	0	0	2	0	Closed	2
11	7:00					0	Closed	0		7:00	Holiday	0	0	2	1	Closed	3
12	Total					11	12	23		Total	0	10	8	8	12	13	51
13																	
14																	
15	July 11-16	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Total		July 18-23	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Total
16	10:00	2	0	2	0	2	3	9		10:00	3	0	1	3	1	0	8
17	11:00	2	1	2	1	2	3	11		11:00	3	0	1	0	2	0	6
18	12:00	1	0	0	2	2	4	9		12:00	1	2	1	0	1	2	7
19	1:00	0	1	0	2	0	1	4		1:00	1	2	1	0	2	3	9
20	2:00	0	0	0	2	0	2	4		2:00	1	3	1	1	1	3	10
21	3:00	2	1	0	2	0	3	8		3:00	0	2	1	0	0	5	8
22	4:00	1	0	2	2	0	Closed	5		4:00	0	0	2	0	3	Closed	5
23	5:00	1	3	1	1	0	Closed	6		5:00	0	1	0	0	1	Closed	2
24	6:00	2	3	1	0	1	Closed	7		6:00	0	0	0	2	0	Closed	2
25	7:00	1	1	2	1	1	Closed	6		7:00	1	0	0	2	1	Closed	4
26	Total	12	10	10	13	8	16	69		Total	10	10	8	8	12	13	61
27																	
28																	
29	July 25-30	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Total									
30	10:00	Holiday	1	0	2	1	3	7									
31	11:00	Holiday	0	0	3	1	3	7									
32	12:00	Holiday	0	0	3	2	3	8									
33	1:00	Holiday	2	2	2	2	1	9									
34	2:00	Holiday	1	2	1	2	3	9									
35	3:00	Holiday	2	1	0	1	2	6									
36	4:00	Holiday	2	0	0	0	Closed	2									
37	5:00	Holiday	0	0	0	2	Closed	2									
38	6:00	Holiday	1	4	2	0	Closed	7									
39	7:00	Holiday	0	1	1	3	Closed	5									
40	Total	0	9	10	14	14	15	62									

Analysis of Foot Traffic Parking



1.08 customers per hour



Maximum of 5 customers in showroom at one time

Monday at 1:00pm



Tuesday at 12:00pm



Wednesday at 7:45pm



Thursday at 2:00pm



Friday at 11:00am & 5:00pm



Saturday at 1:00pm and 3:00pm

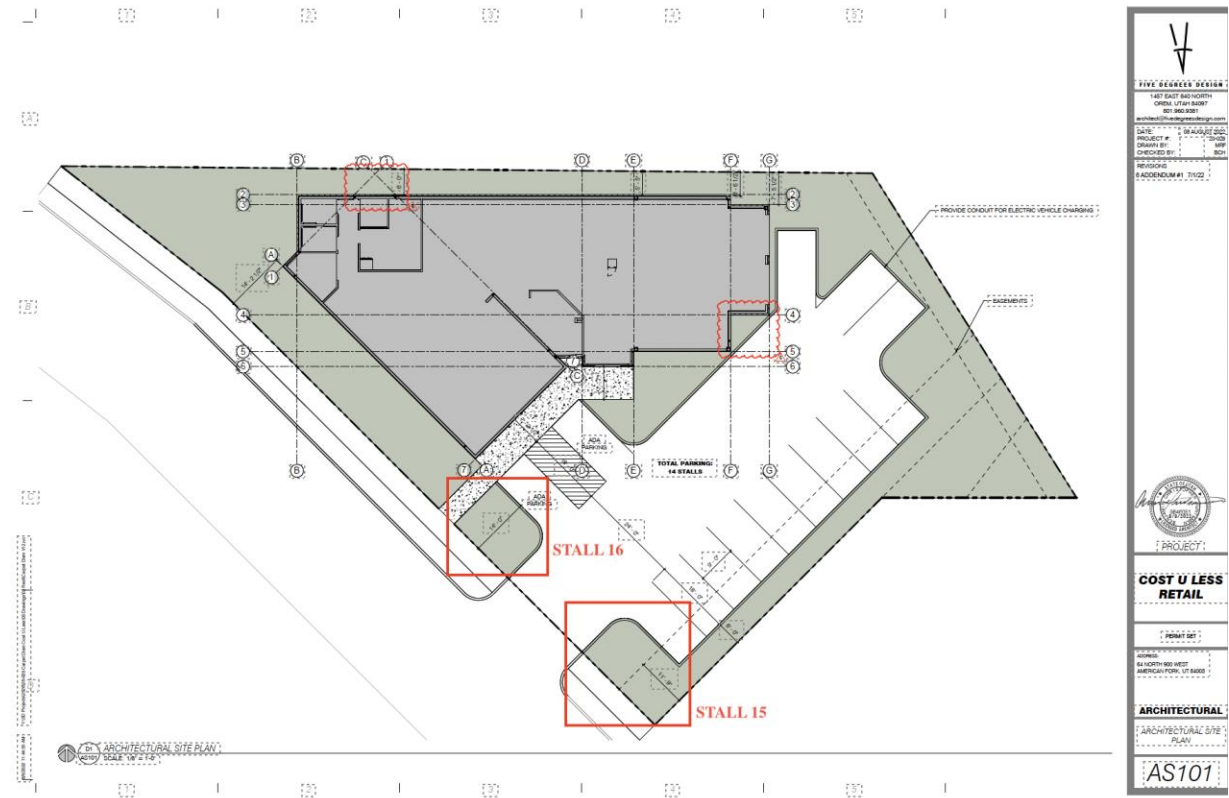




Appropriate
amount of
sqft

- Due to the amount of flooring samples and options of flooring to be stocked, the size of the building cannot be reduced.
 - 16 vendors with multiples samples and types of flooring to be displayed
 - Selling hardwood, laminate, carpet, tile, LVP
 - CostuLess Draper location is 1600 sqft larger than what is being engineered and uses fewer than 8 parking stalls at a time.
- 

Option 2: Reduce Greenspace



Reducing Greenspace

- By reducing greenspace and adding parking, the ratio of required greenspace on a commercial lot will not be aligned with code.
- Request a variance on the landscaping code
- Viable option based upon:
 - The amount of greenspace still available on the lot
 - The odd shape of the lot
 - Reduction of green watering space to decrease water consumption.