



DRC Members in Attendance: Engineer Jon Lundell, Fire Chief Ryan Lundell, Police Chief Rod Hurst, Assistant City Manager Jason Bond, City Manager Norm Beagley.

Others in Attendance: Recorder Amalie Ottley, Planner Camille Moffat, Senior Planner Loren Wiltse, Officer Kayson Shepherd.

Building Official Randy Spadafora and Public Works Director Jason Callaway were excused from the meeting.

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

Hollow Flats Preliminary Plan

A preliminary review of a 140-lot subdivision located east of Summit Ridge Parkway between S. Stone Brook Lane and S. Cedar Pass Drive.

Shawn Herring attended the meeting via ZOOM representing the applicant for the Hollow Flats Subdivision.

Fire Chief Lind had no comments.

Police Chief Hurst mentioned that the signage on the plans looks good but didn't have any other comments.

Engineer Lundell indicated that USPS will have to review the locations of the Post Office boxes and provide approval. He noted that as phasing plans occur turn arounds will need to be in place. Engineer Lundell pointed out where minimum building setbacks need to be noted at 10-feet for all lots on the plans. Currently, the plans show two roads named "Tanner Road." As such, one of the road names will need to be changed to a unique name. Engineer Lundell showed where labels are needed for corner lots that will have limited access on the eastern road and not along Summit Ridge Parkway. He noted that when the planning phase commences, the parcel owned by USP and not owned by Ivory Homes will need the appropriate amount of signature lines on the plat for all owners to sign. The applicant indicated that he believes USP will transfer land ownership to Ivory prior to Phase 1 being recorded. Engineer Lundell also pointed out other notations that need to be added to the final set of plans including the setbacks for lot 94 being clearly defined. Engineer Lundell discussed the easement needed to tie in the offsite sewer to the city's sewer line. Public Works Director Callaway previously made a note to verify that PI connections off of Summit Ridge are tied correctly. Engineer Lundell and the applicant discussed the trail size along Summit Ridge Parkway, noting that it should be 5 feet rather than 10 feet. Details for landscaping along the trail needs to be included with the plans. Engineer Lundell asked what the plans are for mass grading on the site. The applicant described that Phases 1 and 2 will be completed in which material will be hauled in, and then Phase 3 will trigger the mass grading aspects of the site. City staff will review the mass grading specifications submitted by the applicant. Members of the DRC and the applicant discussed the best path moving forward on the parcel of land that may or may not be owned by Union Pacific Railroad. There are questions of ownership of that parcel of land. Manager Beagley recommended that the applicant provide a letter from Utah County approving a Quit Claim document or easement so that Santaquin City legal counsel can review it.

Manager Beagley made a motion to table the Hollow Flats Preliminary Plan until such a time that the sewer and grading issues can be worked out. Fire Chief Lind seconded the motion.

Police Chief Rodney Hurst	Yes
Public Works Director Jason Callaway	Absent
Fire Chief Ryan Lind	Yes
City Manager Norm Beagley	Yes
Assistant City Manager Jason Bond	Yes
Building Official Randy Spadafora	Absent
Engineer Jon Lundell	Yes

Motion passed unanimously in favor.

Santaquin Peaks Preliminary Plan

A preliminary review of a 17-lot industrial subdivision located at approximately 225 N. Summit Ridge Parkway.

Fire Chief Lind inquired about what the road widths are in the subdivision expressing concerns for larger vehicles having enough turning radii. Engineer Lundell indicated that the right-of-way on the roads is 62-foot wide which includes 40 feet of asphalt. Manager Beagley and Engineer Lundell discussed having a large truck tracking path provided on the plans both turning off Summit Ridge Parkway from the existing turning lane and on the internal roads to provide an indication of how large vehicles, like semi-trucks, will be able to maneuver through the roads and accesses. Fire Chief Lind noted that fire hydrants on the plans appear to be sufficient.

Manager Beagley spoke to the mile of culinary water pipeline being installed along Summit Ridge Parkway that will facilitate higher flows in all of the parcels in the subdivision for industrial purposes. Engineer Lundell added that all interior pipes are 10-inch in size rather than 8-inch.

Chief Hurst asked about the property west of the industrial park. Engineer Lundell stated that the land west of the subdivision is outside of the city and is agriculturally zoned in the County. Manager Beagley stated that according to the city code, connections are being made to make sure future options for connectivity are available to the west. Chief Hurst pointed out that there are no stop signs on the plans at this time and will need to be placed at the Summit Ridge Parkway accesses as well as the inner intersections of the subdivision northbound and southbound.

Assistant Manager Bond suggested plat notes to detail lots 1-6 having east facing frontage along Summit Ridge Parkway. He added that new setbacks may need to be created by the CDRA on the east and west sides of the lots. He asked that shared access for vehicles to get to parking areas be on the east side of the lots, particularly on lots 2 and 5. Recognizing that storage will likely be a part of the use in the lots, Mr. Bond added that plat notes be made to allow for fencing. He stated that per purchase agreements with individual buyers, some accommodations may be made, but he wished that plat notes specifically indicate how the subdivision should look and traffic flow for customers and employees. Chief Lind inquired where access to lots 2 and 5 drive access will be as there won't be access along Summit Ridge Drive. He cautioned that drive access and traffic flow may be complicated for large vehicles if proper access points aren't taken into consideration. Manager Beagley discussed the process of individual lots

going through the site plan approval process, at which time plans detailing hydrants, water lines, and access and driveway widths that will clarify the actual proposed use of the individual lots. Manager Beagley and Assistant Manager Bond clarified that the intention to identify access to the lots early on in the process would be beneficial in aiding traffic flow for store fronts and employees versus delivery and drop off zones. Members of the DRC discussed concerns for how to predetermine making traffic flow easier in the industrial zones realistic for large vehicle turn arounds and loading/unloading capabilities. DRC members discussed what needs to be done at the current subdivision process versus in the future site plan process. Chief Lind recommended lowcut curbs and landscaping as well as wider radii turning on ingress and egress be taken into account. Chief Hurst cautioned against overregulating parking in the area stating the need to be reasonable with expectations for traffic flows and large truck behaviors. Manager Beagley asked Engineer Lundell to make sure that the traffic tracking sheet specifies that the radius from the turning lane be focused on rather than the north/southbound travel lanes. Assistant Bond reiterated the importance of good plat notes to lay down the expectations up front on how traffic will work in the subdivision.

Engineer Lundell addressed redlines, pointing out where turnarounds need to be added at the end of the roads traveling west. Road naming needs to be completed. The DRC discussed how addressing the lots will be. Interior sidewalks and landscape planters are not anticipated in the plans and will have to go to the Planning Commission and City Council for approval. Storm water basins will be relocated as much as possible into the public right-of-way. Lastly, Engineer Lundell pointed out missing notations on the plans that need to be corrected.

Manager Beagley made a motion to table the plans to allow for the city to address the redlines and discussion points. Assistant Manager Bond seconded the motion.

Police Chief Rodney Hurst	Yes
Public Works Director Jason Callaway	Absent
Fire Chief Ryan Lind	Yes
City Manager Norm Beagley	Yes
Assistant City Manager Jason Bond	Yes
Building Official Randy Spadafora	Absent
Engineer Jon Lundell	Yes

Motion passed unanimously in favor.

Traffic Control Request (Main Street & Oak Summit Drive/1030 East)

A resident submitted a request to have the city add two speedbumps along Oak Summit Drive due to a recent speeding incident and ensuing crash. Fire Chief Lind inquired if the Santaquin City Code allows for speed bumps on public roadways. Engineer Lundell indicated that the city would typically refer to MUTCD and State Transportation Engineering Guidelines for speedbumps. He stated that current traffic loads and street maintenance is also taken into consideration. Understanding the frustration of residents, Chief Lind stated that other traffic can be negatively impacted by speed bumps, i.e., school buses, fire apparatus, etc. Chief Hurst inquired when 900 East would be completed. The anticipated completion of that road, as Engineer Lundell represented, would be in early spring. Chief Hurst stated that he believes the completion of 900 East will relieve some of the traffic along the Oak Summit Drive roadway. He also stated that as homes and buildings fill the area, speeds will naturally reduce. Chief

Hurst will encourage an extra traffic patrol in the area until data can be gathered in good weather. Assistant Manager Bond stated that a solution preferable to a speed bump would be a solar sign alerting travelers to speed limits on those roadways. Extra patrols have proven to deter speeding and will be enforced.

Chief Hurst made a motion to deny the traffic control request for Main Street and 1030 East. Chief Lind seconded the motion.

Police Chief Rodney Hurst	Yes
Public Works Director Jason Callaway	Absent
Fire Chief Ryan Lind	Yes
City Manager Norm Beagley	Yes
Assistant City Manager Jason Bond	Yes
Building Official Randy Spadafora	Absent
Engineer Jon Lundell	Yes

Motion passed unanimously in favor.

Adjournment

The meeting was adjourned at 10:54 a.m.

Jon Lundell, Engineer



Amalie R. Ottley, Recorder