



DRC Members in Attendance: City Engineer Jon Lundell, City Manager Norm Beagley, Assistant City Manager Jason Bond, Public Works Director Jason Callaway, Fire Marshall Taylor Sutherland, Police Chief Rod Hurst, Building Official Randy Spadafora.

Others in Attendance: Fire Chief Ryan Lind, Recorder Amalie Ottley, Planner Camille Moffat, Assistant Stephanie Christensen, and Danny Lange from Elevate Engineering.

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

Quick Quack Car Wash

A commercial site plan review for a proposed car wash located at 365 E Main Street.

Engineer Lundell addressed the control of Main Street access routes by Utah Department of Transportation (UDOT). Per Santaquin City Code, for businesses like Quick Quack Car Wash, two accesses are required. Mr. Lange stated that UDOT has already denied the request by Quick Quack Car Wash to have two access points on Main Street and revisions to the proposed site plan have been made. The DRC discussed UDOT's denial based on the spacing requirements and Santaquin's City own code requirements for the site.

There were no comments from the Building or Police Departments.

Public Works Director Callaway pointed out that the waterline on the plans show a 2-inch waterline, whereas the current waterline on the property is $\frac{3}{4}$ inches. He added that fixing the lateral waterlines may require encroachment into the UDOT right-of-way. Director Callaway inquired about the pH level of the discharged water going into the city's sewer system and requested that the pH level and the components of the discharge water be provided.

Fire Marshall Sutherland inquired if the three entrance lanes to the site will have barriers in between them. The applicant stated that there are no barriers between the lanes until just before the pay station.

Assistant Manager Bond brought up that elevation renderings will have to go through Architectural Review Committee (ARC) review.

Engineer Lundell stated that a geotechnical report that includes the perc rate for storm drainage at the site is required. Engineer Lundell pointed out that significant impact fees are anticipated for the car wash. It is also expected that additional water dedication will need to be allotted and anticipated water usage reports need to be submitted to the city. Any outbuildings or trash enclosures will need to match architecturally to the main building. Engineer Lundell showed that the parking stall dimensions on the plans do not meet the city code. Assistant Manager Bond suggested that the parking stall widths and turning radii be as large as possible to accommodate large vehicles that are common in the area. Engineer Lundell noted that any signs on the property need separate sign permits. Engineer Lundell inquired about the "Pond Gate" on the plans. The applicant stated that the drop arm gate's purpose is to keep people out of the vacuum area during nonbusiness hours. The DRC addressed concerns with

traffic flow on Main Street and within the site itself and suggested that a right turn only sign be placed at the exit. Engineer Lundell stated that the grading plan should also include storm drainage calculations. The proposed retaining wall along the north and west side of the property exceeds 4 feet and therefore requires engineering that needs to be submitted prior to a building permit being issued. Manager Beagley stated that per city code, any retaining wall over 6 feet must also have a guard rail/fence on top. Notes on the utility plan show the sewer manhole on the northeast corner of the property will need to be raised to grade. Grease interceptors and recycled water use (reclaim tanks) usage also needs to be reported to the city so that sewer discharge volumes can be anticipated. Symbols on the plans need to be clearly labeled. A demolition permit is required for existing structures. Landscaping comments are referenced with city code, including side setbacks.

Manager Beagley addressed storm drain infiltration areas potentially being above the bottom of the retaining walls and stated that the applicant should make considerations for deeper infiltration galleries so that perc doesn't come through the retaining wall.

Notes and modifications to the plans will be sent to the applicant.

Assistant City Manager Bond made a motion to table the Quick Quack Car Wash site plan pending redlines being addressed, specifically the second access and feasibility of the site. Manager Beagley seconded the motion.

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

Motion passed unanimously in favor.

Request for Traffic Control Device #1

A review of a traffic control device at 200 West and 500 North.

The DRC discussed the proposed flow of the streets based on similar traffic patterns in the area. Chief Hurst pointed out that the stop sign at the intersection of 550 North should be adjusted. However, Chief Hurst also pointed out that the roadway at 500 North is not yet a dedicated city road. The DRC discussed having a two-way or four-way stop at that intersection in the future. Manager Beagley pointed out that at present because the street is being used, it would be impractical to barricade all of the roads within the development. Assistant Manager Bond inquired about the potential of liability in an accident on a private road versus a city road. Chief Hurst stated that traffic code cannot be enforced on private property and in his opinion speeds will naturally slow as homes and streets are finished. The DRC discussed the philosophy of existing stop signs in the area. Engineer Lundell recommended relocating the stop sign at 550 North to eastbound traffic and leave the two stop signs at 500 North for the east and westbound traffic as required in the subdivision plans when the road becomes public.

Assistant Manager Bond made a motion that the traffic control device request not be approved based on the finding that it is not a city street and the stop signs will be installed per the development plan when the streets are dedicated to the city. The motion was seconded by Building Manager Spadafora.

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

Motion passed unanimously in favor.

Request for Traffic Control Device #2

A review of a traffic control device at 200 West and between 450 and 560 North.

Per the previous discussion, Chief Hurst made a motion to relocate the stop sign at 560 North to the southwest corner of the intersection. Chief Hurst requested that flags be attached to the stop sign as it's relocated to bring attention to residents to it being moved. The motion was seconded by Fire Marshall Sutherland.

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

Motion passed unanimously in favor.

Meeting Minutes Approval

August 23, 2022

September 27, 2022

Fire Marshall Sutherland made a motion to approve the above stated meeting minutes. Motion was seconded by Director Callaway.

Police Chief Rodney Hurst	Yes
Public Works Director Jason Callaway	Yes
Fire Marshall Taylor Sutherland	Yes
City Manager Norm Beagley	Yes

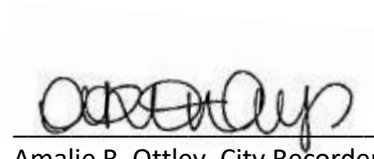
Assistant City Manager Director Jason Bond	Yes
Building Official Randy Spadafora	Yes
Engineer Jon Lundell	Yes

Motion passed unanimously in favor.

Adjournment

Meeting was adjourned at 10:39 a.m.

Jon Lundell, City Engineer



Amalie R. Ottley, City Recorder