



DRC Meeting Minutes
Tuesday, January 28, 2020

DRC Members in Attendance: Engineer Jon Lundell, Public Works Director Wade Eva, Building Official Randy Spadafora, Fire Inspector Taylor Sutherland, Community Development Director Jason Bond, and City Manager Ben Reeves.

Other's in Attendance: Assistant City Manager Norm Beagley, Post Master Jon Mendenhall, Staff Planner Ryan Harris, GIS/Infrastructure Drew Hoffman, and Building Inspector Jared Shepherd. Derk Palfreyman representing Countryside Estates Plat E, and Aaron Jensen representing Orchards West.

Mr. Lundell called the meeting to order at 10:01 a.m.

Countryside Estates Plat E Preliminary Review

A preliminary review of a 3 lot subdivision located at approximately 200 E. and 820 S.

Mr. Lundell revisited past discussions regarding the 750-foot dead end waterline on 820 S. He explained that the code regarding dead end waterlines was amended, and that the City Council gave permission for three additional lots to connect to the existing culinary water line with the condition that the subdivision must go through the subdivision review process.

Post Office: Mr. Mendenhall stated that the new homes can be added to the existing Mail Box Unit (MBU).

Engineering: Mr. Lundell explained that per the current standards and specs; a hammer head turnaround needs to have a 24 feet width of drivable surface, excluding curb and gutter. Mr. Beagley stated that right of way dedication will be required for the hammer head turn around. Mr. Bond suggested that a no parking sign is provided for the hammer head turnaround. Mr. Palfreyman assured him that signage will be provided. Mr. Lundell clarified that the hammer head turnaround will need to be extended 12 feet to the North and have an additional 4 feet in width. This will allow fire and plow trucks to turn around if someone is parked on the opposite side of 820 South. Mr. Palfreyman asked for clarification that curb and gutter, but not sidewalk will be required around the turnaround. Mr. Beagley confirmed this.

Mr. Lundell indicated that the shown cross section needs to be modified by adding two feet between the back of the sidewalk and the proposed property line. He explained that no sumps may be located underneath the asphalt, curb, and gutter. This means any storm water retention for the roadway will need to be provided behind the sidewalk within an easement in favor of the city. Mr. Lundell stated that the developer must verify that there are existing utility services. He explained that if roadway cuts are necessary to connect to the existing utilities, trench patching and a 2-inch overlay will be required 15 feet past each side of all trench cuts. Mr. Lundell noted that the existing P.I. line isn't shown on the plat. Mr. Palfreyman asked if the turnaround can be sloped towards the road in order to drain the water back towards the road. Mr. Beagley indicated that it should be fine, as long as the water draining towards the road is appropriately controlled and retained.

Mr. Bond clarified that while this agenda item was listed as a concept review, it is actually a preliminary review.

Motion: Mr. Bond motioned to recommend preliminary approval of the Countryside Estates Plat E, with

the condition that engineering redlines are addressed prior to the Planning Commission review. Mr. Eva seconded. The vote was unanimous in the affirmative.

Orchards West Preliminary Review

A preliminary review of a 95-unit single family and multifamily development located at approximately 215 W. and Ginger Gold Road.

Planning: Mr. Bond explained that the proposed apartments/4-plexes aren't consistent with the development agreement. Rather, attached single family housing such as the existing townhomes in the area are consistent. Mr. Jensen argued that his proposal creates a delineation between single family housing, townhomes and apartments. Mr. Beagley explained that if Mr. Jensen wishes to revisit the development agreement that is something he can propose to the City Council.

Mr. Lundell asked if a further review should be held since the proposal isn't consistent with the development agreement. Mr. Bond suggested that the DRC provide feedback specifically for the townhomes and the single family housing that do match the development agreement.

Fire: Mr. Sutherland asked what the intent of the dead end drive way on the North East corner of phase one is. Mr. Jensen answered that it would be two parking stalls. Mr. Lundell noted that the width of that proposed driveway is 20 feet. Mr. Sutherland explained that it needs to be widened to 26 feet in order to meet Fire Code. Mr. Bond indicated that according to the development agreement exhibit, there should be a road connecting Ginger Gold Road to the North East corner.

Mr. Jensen asked if he can move forward the seven townhomes in phase one. Mr. Beagley explained that since the access road isn't needed for the townhomes, they could be developed separately while the development agreement is addressed, should the developer desire to move in that direction.

Post Office: Mr. Mendenhall informed Mr. Jensen that this development will affect access to existing MBU's off of 90 West. He asked that this be considered as this development moves forward.

Planning and Zoning: Mr. Bond pointed out multiple areas in the development agreement that aren't consistent with the proposed plans. He asked that the developer provide a landscaping and phasing plan. Mr. Mendenhall asked that the MBU's are included in the phasing to ensure that they are installed prior to C of O's being issued. Mr. Bond noted that staff will monitor and communicate with the Post Office during their final review.

Mr. Reeves clarified that approving a subdivision that isn't consistent with an existing development agreement is a legislative decision. Mr. Jensen asked what his next steps are. Mr. Bond suggested that Mr. Jensen provide comprehensive information regarding how they propose to change the development agreement, as well as providing elevations. He recommended that he review that proposal with the DRC and Planning Commission prior to the City Council review.

Public Works: Mr. Eva asked how the apartments would be potentially metered. Mr. Lundell explained that current standards require multifamily units of three or more, to have a single meter. Mr. Eva pointed out that the current layout would put 12 individual meters on private property, with a main line located on a private street.

Planning: Mr. Harris explained that apartment parking for the current proposal would need to be expanded. He clarified that the covered parking stalls would need to be 20 feet instead of 18 feet. He also noted that the parking stalls located next to the building can be reduced to 18 feet, but a 6-foot sidewalk would be required.

Fire: Mr. Sutherland noted that apartment buildings require fire sprinklers. He noted that this would also affect the locations of the fire hydrants.

Engineering: Mr. Lundell explained that the per city code, trash enclosures require landscaping around three sides. He stated that the proposed amenities need details that are consistent with the development agreement. Mr. Lundell asked that the plat is cleaned up and that the amenities are listed on a separate page. Mr. Lundell asked that verification is provided indicating the one P.I. connection will be able to service all of the landscaping. He also indicated that the roadway cross section will need to be approved by the City Council.

Motion: Mr. Bond motioned to table the Orchards West Preliminary plan with the finding that it's not consistent with the development agreement. With the direction that if a change of development agreement is desired, that a comprehensive submittal is provided. Mr. Reeves seconded. The vote was unanimous in the affirmative.

Discussion on Proposed Amendment to the Foothill Development Agreement

A proposal to modify setbacks in the Foothill Village development will be discussed.

Mr. Bond explained that D.R. Horton purchased the Foothill Development from Salisbury Homes. He described their proposal to change the setbacks, in order to better fit their product to the approved lots. Mr. Bond stated that while this proposal requires City Council legislative action, staff feedback is wanted prior to City Council review.

Mr. Bond outlined the currently approved setbacks which are; a 25-foot rear setback, a 30-foot front setback with 10-foot side setbacks. He presented their proposed setbacks which are: a 20-foot rear setback, an 18-foot setback to the house, with a 20-foot setback to the driveway. The proposed side setbacks would be 5 feet on one side and 10 feet on the other.

Mr. Bond explained the Council's concerns that 20-foot driveways are too small for larger vehicles. Despite these concern, D.R. Horton is still proposing 20 foot driveways, but have offered to provide a compacted road base material on the side of the home where larger vehicles could be parked. This extra driveway would be setback 22 feet 9 inches. Mr. Bond explained that homes with a third car garage will already have a longer third driveway to accommodate larger vehicles. He clarified that these setback modifications would only apply to lots that are 110 feet or less in depth, this would include roughly 80 lots that are a part of the Foothill development.

Mr. Lundell noted that the R-8 zone has a 20-foot setback to the garage. Mr. Sutherland explained that the proposed setbacks would meet fire code, but putting homes that close together can cause issues. He explained that in the case of a structure fire, the neighboring homes take away priority from the home that is on fire.

Mr. Bond explained that the Council was clear that they wouldn't like to see 20-foot driveways. He

clarified that this is the developer's proposal. Mr. Eva noted that he would like to see traffic grade P.I. and utility boxes required for lots less than 80 feet in width. Mr. Reeves agreed, but suggested that this would need to be modification to existing City standards rather than this specific development.

Mr. Lundell asked if road base would conflict with the landscaping requirements. Mr. Harris stated that it shouldn't affect the overall landscaping requirement since it isn't common open space.

Mr. Reeves explained the City's desire to work with D.R. Horton and see the Frontage Road connect from the North freeway interchange to the South freeway interchange. He stated that they are working with the developer in good faith to reconfigure the Highland Drive and Canyon Road intersection, which isn't required per the development agreement. Because of this, the City is open to working with them on the set backs.

Mr. Shepherd asked if the lots will remain the same size. Mr. Bond clarified that the lots and development layout will remain the same. Mr. Mendenhall suggested that the developer provide concrete for the third driveway rather than compacted road base.

Approval of Minutes for Meeting Held

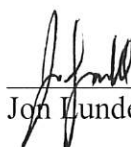
January 14, 2020

Mr. Reeves motioned to approve the minutes from January 14th, 2020. Mr. Sutherland seconded. The vote was unanimous in the affirmative.

Adjournment

Mr. Bond motioned to adjourn at 11:06 a.m.

*Approved on February 11, 2020


Jon Lundell, City Engineer


Kira Petersen, Deputy Recorder