



**Planning Commission Meeting Minutes
Tuesday, September 24, 2019**

The Planning Commission began their work session at 6:00 p.m. for a site visit of the mining operation that is located within the boundaries of the proposed Ekins Annexation area.

Planning Commission Member's in Attendance: Jessica Tolman, Kylie Lance, Pamela Colson, Trevor Wood, and Michelle Sperry.

Other's in Attendance: Community Development Director Jason Bond, Staff Planner Ryan Harris.

Planning Commission Chair Wood called the meeting to order at 7:38 p.m.

Invocation / Inspirational Thought: Commissioner Tolman shared an inspirational thought.

Pledge of Allegiance: Commissioner Lance led the Pledge of Allegiance.

Public Forum: Wood opened the Public Forum at 7:41 p.m. and closed it at 7:41 p.m.

DISCUSSION AND POSSIBLE ACTION ITEMS

PUBLIC HEARING - Secondary Driveway Approach Request (Daniel and Paula Chapel)

The Planning Commission will review a Conditional Use Permit application for a secondary driveway located at 117 West 600 North.

Mr. Bond explained that any time a secondary driveway is applied for; a Conditional Use Permit is required. This process includes a review from the Planning Commission. Mr. Bond explained that the resident's main driveway access is to the East, and they are proposing the secondary drive way to be to the North of their home. Mr. Bond described the main aspects of a secondary driveway proposal which requires that the distance between the existing and neighboring driveways must be at least 30 feet away from the proposed driveway. He clarified that Staff has no concerns about the proposed driveway.

A Public Hearing was opened at 7:46 p.m. and closed at 7:46 p.m.

Commissioner Lance indicated that she thinks there is enough room for the proposed driveway and she is in favor of it.

Commissioner Colson asked why a secondary driveway approach needs to come to the Planning Commission. Mr. Bond explained that Staff need to ensure that the secondary driveway approach meets City Code, and need to be informed because sidewalk is City infrastructure.

Motion: Commissioner Lance motioned to approve the Chapel's secondary driveway request. Commissioner Tolman seconded.

Roll Call:

Commissioner Tolman	Aye
Commissioner Lance	Aye
Commissioner Sperry	Aye
Commissioner Colson	Aye
Commissioner Wood	Aye

The vote passed unanimously 5 to 0.

PUBLIC HEARING - General Plan Amendment

The Planning Commission will review a proposed amendment of the Santaquin City General Plan that will update the Moderate Income Housing Element and Transportation Element in order to be compliant with Senate Bill 34.

Mr. Bond introduced Ryan Harris, the new Staff Planner for the Community Development Department.

Mr. Harris explained that this amendment is coming forward because of new State Code which requires these changes to be completed prior to December 1st 2019. He explained that Mountain Land Association of Governments (MAG) was contacted in order to know what should be added to make the General Plan compliant with State Code. (See Attachment 'A' for the proposed changes.)

Mr. Harris reviewed the proposed changes in the Circulation Element which include; adding information regarding current and future public transportation, as well as population and employment projections in relation to the transportation master plan. He clarified that this includes the added location of bus routes and other public transportation. Mr. Harris also noted the added language regarding the long term vision of bringing the front runner to Santaquin.

Mr. Harris explained that other Circulation Element changes include providing the major transportation corridors. He described that a map outlining the public transportation plan has been added to the general plan. Mr. Harris clarified that this route will coincide with future economic development, commercial areas and high density.

Commissioner Colson asked if other types of transportation were considered. Mr. Bond explained that the General Plan can be changed in the future, and that there is a Capital Facility Plan that will be more detailed. Commissioner Colson believes that the proposed plan will drive growth by placing denser housing along the proposed transportation route. Commissioner Tolman disagreed and noted that high density can't be built in a lot of the areas where the transportation plan is shown.

Mr. Harris explained that the Circulation Element is meant to focus on the economic opportunities and growth. It is projected that a lot of the growth and economic development will happen along the bus route, due to it being along Main Street, next to interchanges, etc.

Mr. Harris reviewed the Moderate Income Housing Element. He reported that the statistics have been updated to the 2017 Census Bureau and Utah Housing Urban Development (HUD) data.

Mr. Harris explained that the Current Moderate-Income is configured by taking the median gross income of the County; those who make 80 % or less, of the median are considered Moderate Income Housing. Mr. Harris reported that 58 % of households in Santaquin make 100 % or more than the AMI and 42 % are considered Moderate Income Housing. Mr. Bond noted that that statistics can be modified when the 2020 Census is updated.

Mr. Harris reported that Housing Stock (as of 2017) was 84% single family, 12% multifamily or apartments, and 4% manufactured homes. 85 % of which are owner occupied and 15% are renter occupied. He stated that between 2000 and 2009 over 1,000 homes were built. Mr. Bond noted that roughly 200 new homes were built in Santaquin last year and the year before.

Mr. Harris illustrated the concept of being cost burdened, which means that 30% or more of a person's gross annual income is being spent on housing. He presented a Table based off of the AMI of 2019 which shows how much someone can afford for their mortgage before becoming cost burdened.

Mr. Harris reviewed an update which included the recent zoning amendment removing multifamily housing as a permitted use in the R-8 zone. He noted the following areas in the General Plan which remained the same; the allowance of multifamily housing along Main Street. Infill development and smaller lots, and the allowance of accessory apartments throughout the City (unless HOA prohibited.) Mr. Harris also stated that Planned Unit Developments (PUD's) allow for different types of housing units in the City.

Mr. Harris described that the Cities Goals and Policies have remained the same, besides the addition of two policies that are specifically related to the State's requirements. He explained that the added policies (numbers 8 and 9) and are things that the City is already doing. These policies include the allowance of accessory apartments, and the allowance of high density housing along Commercial areas.

Mr. Bond added that the State requirement for the Moderate Income Housing element doesn't have a specific quota. Rather, they require a moderate income housing element with goals and plans that support those goals. He explained that 42% of housing in Santaquin is considered moderate income housing.

Commission Chair Wood opened the Public Hearing at 8:29 p.m. and closed it at 8:29 p.m.

Motion: Commissioner Lance motioned to forward a positive recommendation to the City Council for the proposed General Plan Amendment. Commissioner Sperry seconded.

Roll Call:

Commissioner Tolman Aye
Commissioner Lance Aye
Commissioner Sperry Aye
Commissioner Colson Aye
Commissioner Wood Aye
The vote passed unanimously 5 to 0.

PLANNING COMMISSION BUSINESS

Approval of minutes from:
September 10, 2019

Motion: Commissioner Wood motioned to approve the minutes from September 10, 2019. Commissioner Lance seconded. The vote was unanimous in the affirmative.

Mr. Bond reminded the Commissioners that there is a meet the candidates event, Thursday the 26th at 6:00 p.m. at Apple Valley Elementary. He also reported that there will be a Townhall meeting to allow residents to walk through the proposed Rec Center on October 5th. Mr. Bond offered to let any of the Planning Commissioners take a tour of the building if they would like. Commissioners Wood, Sperry, and Lance indicated that they are interested in touring the building. Mr. Bond suggested that a walkthrough could be scheduled before the next meeting on October 8th. On Thursday at 5 p.m. at C.S. Lewis Academy there is an open house for the debris flow environmental assessment done by NCIS on the East Bench.

Commissioner Lance asked for an update on the grocery store. Mr. Bond explained that they are working on finalizing the development agreement, and are hoping to have a ground breaking soon. He added that the building plans have been submitted. Mr. Bond reported that a ribbon cutting is anticipated for the recreation building which is 100% complete. There will also be a ribbon cutting for the continuation of Summit Ridge Parkway, the completion date is October 15th. An additional ribbon cutting will also be held for the soccer fields. He explained that the bathrooms were just installed and it is anticipated that flag football will be held there this fall.

Commissioner Colson explained that the Chinese Restaurant on Main Street is moving to Payson. She is interested in why they are leaving and if there is anything that can be done to mitigate businesses leaving the City. Mr. Bond explained that is why the City participates in the Chamber of Commerce. Commissioner Lance thinks that things will change once there is a grocery store. Commissioner Wood indicated that he likes the idea of a postmortem for businesses that are leaving. Commissioner Colson feels that the City needs to raise their expectations so that businesses can rise to them.

ADJOURNMENT

Commissioner Tolman motioned to adjourn at 8:45 p.m.



Trevor Wood, Commission Chair



Kira Petersen, Deputy Recorder

CHAPTER 4: MODERATE INCOME HOUSING ELEMENT

The Utah Municipal Code, 10-9a-403(2)(a)(iii) requires that all cities adopt a Plan for “Moderate Income Housing” as part of their General Plan. Section 10-9a-403(2)(b) of the Utah Municipal Code, outlines three issues that must be addressed in the Moderate Income Housing Plan. The three issues that must be addressed are: 1) municipalities shall facilitate a reasonable opportunity for a variety of housing, including moderate income housing; 2) an analysis of how the municipality will provide a realistic opportunity for the development of moderate income housing within the next five years; and 3) shall include a recommendation to implement three or more strategies found in 10-9a-403(2)(b)(iii) of the Utah Municipal Code.

I. Current Moderate-Income Population

Moderate income housing is defined by the Utah State Code 10-9a-103(38) as: “...housing occupied or reserved for occupancy by households with a gross household income equal to or less than 80% of the median gross income for households of the same size in the county in which the city is located.”

The U. S. Census Bureau lists the median household income in Utah County in 2017 as \$ \$69,200. Information from the U.S Department of Housing and Urban Development (HUD) indicates that based on the size of the household, an income level of \$ \$38,750 - \$73,100 could still be considered a low income household. For example, a household with 4 people making less than \$55,350 is considered having a low income.

Table 1: Low Income Levels Based on Household Size.

Income Levels	Household Size							
	1	2	3	4	5	6	7	8
Low (80%) Income Limits	\$38,750	\$44,300	\$49,850	\$55,350	\$59,800	\$64,250	\$68,650	\$73,100
Very Low (50%) Income Limits	\$24,250	\$27,700	\$31,150	\$34,600	\$37,400	\$40,150	\$42,950	\$45,700
Extremely Low (30%) Income Limits	\$14,550	\$16,600	\$20,420	\$24,600	\$28,780	\$32,960	\$37,140	\$41,320

Source: Information obtained from US Housing and Urban Development Income Limits Documentation System 2017(www.huduser.org)

Santaquin’s population in 2010 was 9,128 and the population estimate for 2017 was 11,652. That is an increase of 2,524 residents in seven years. Each year, HUD receives custom tabulations of the American Community Survey 5-Year Estimate (ACS) from the Census Bureau. This data is known as the Comprehensive Housing Affordability Strategy (CHAS). This data demonstrates the extent of housing problems and needs, particularly for low income households. Table 2 categorizes household income levels by Area Median Income (AMI) using the statistics for CHAS. This table illustrates the number of Santaquin households whose total income falls within each income bracket.

Table 2: Households by Income Level 2016

AMI Income Level	Households	% of Households
100% AMI	1465	58%
80% AMI	625	25%
50% AMI	315	12%
30% AMI	135	5%

Source: Information obtained from US Housing and Urban Development Comprehensive Housing Affordability Strategy 2016 (www.huduser.org)

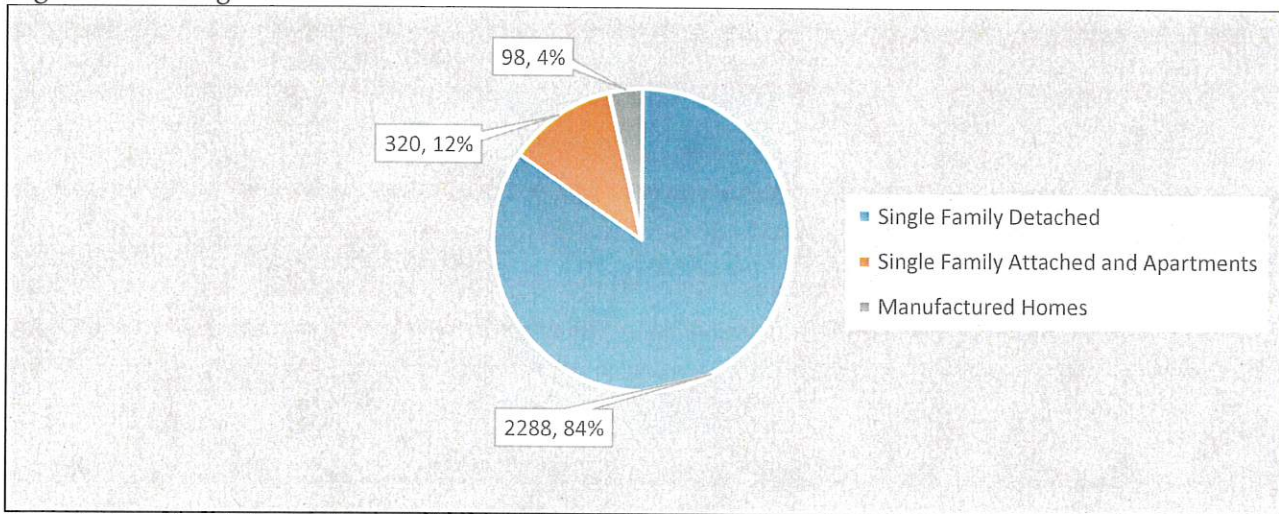
CHAPTER 4: MODERATE INCOME HOUSING ELEMENT

A low income is considered to be 80% of the AMI. There are 1,075 households in Santaquin with a household income categorized as low income to extremely low income. The households that earn just 30% of the AMI find it very difficult to live within the affordable housing guidelines since they cannot afford average market rental rates. It is vital to the well-being of the community that households of all income levels have affordable housing options.

II. Current Housing Stock

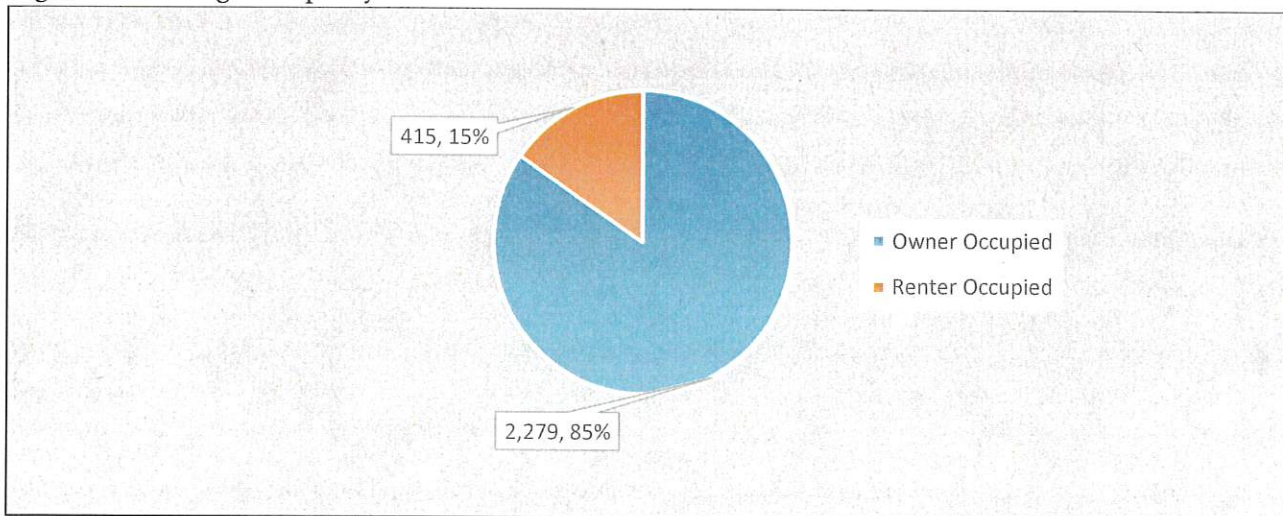
In 2017, Santaquin had 2,288 detached single family residences, 320 attached single family or apartment units, and 98 manufactured homes. These numbers combine for a total of 2,706 dwelling units. The majority of dwelling units in Santaquin were owner-occupied. There were 2,279 owner occupied units, 415 renter occupied units and 12 vacant units.

Figure 1: Housing Stock



Source: US Census Bureau's American Community Survey, 2017 (www.factfinder.census.gov)

Figure 2: Housing Occupancy

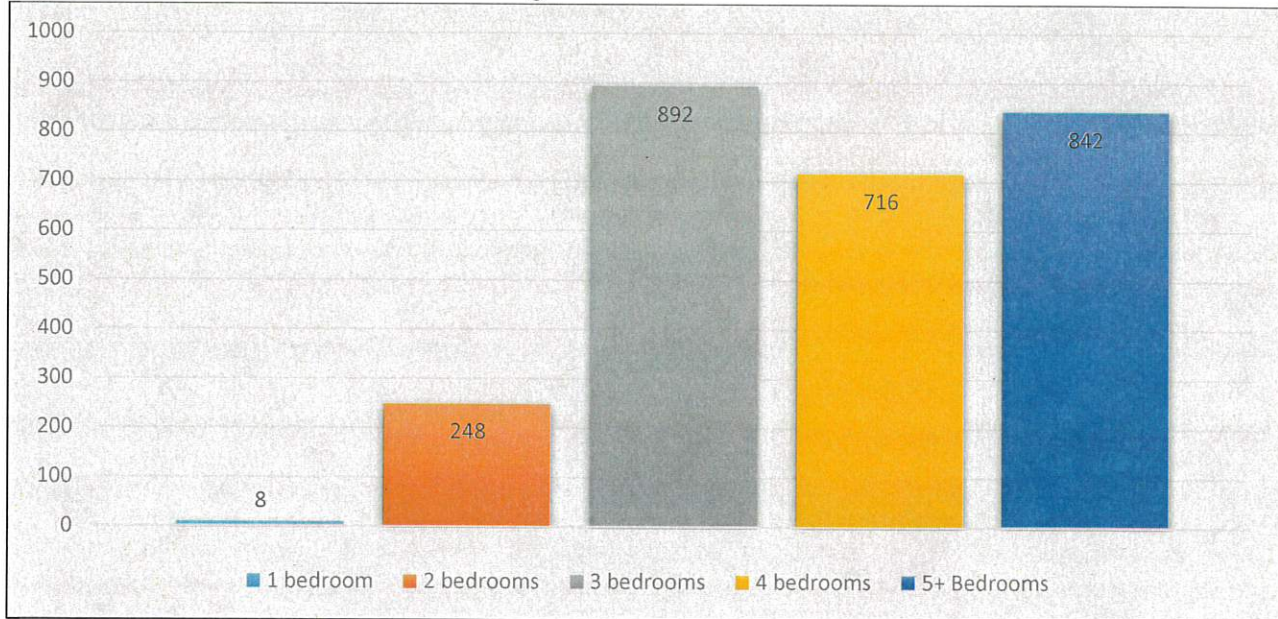


Source: US Census Bureau's American Community Survey, 2017 (www.factfinder.census.gov)

There are only 8 dwelling units that have one bedroom. The majority of housing units have 3+ bedrooms. Approximately 48% of the housing stock in Santaquin was built in 2000 or later and 14% built before 1959. Half of the owner-occupied units and 57% of the renter-occupied units are over 20 years old.

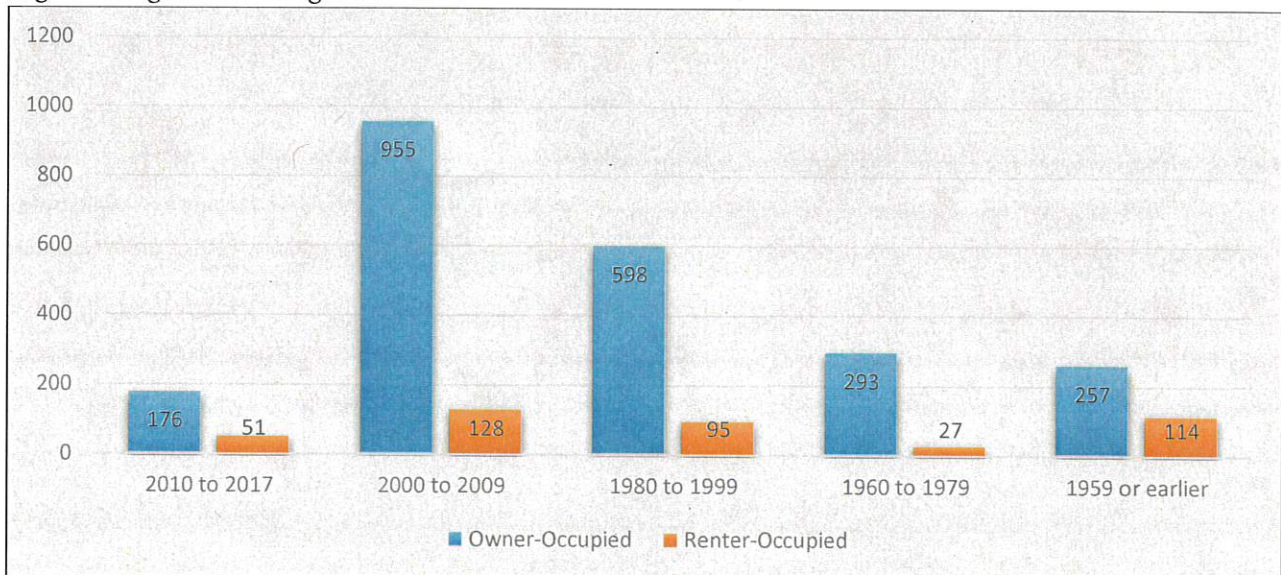
CHAPTER 4: MODERATE INCOME HOUSING ELEMENT

Figure 3: Amount of Bedrooms in Housing Units



Source: US Census Bureau's American Community Survey, 2017 (www.factfinder.census.gov)

Figure 4: Age of Housing Stock



Source: US Census Bureau's American Community Survey, 2017 (www.factfinder.census.gov)

III. Housing and Rent Affordability

Affordability of housing units is determined by AMI and the amount a household at each income level can afford. Housing is considered affordable by State and Federal definition when a household spends no more than 30% of their annual income on housing expenses, including mortgage or rent and utilities. Households that spend more than 30% of their monthly income on housing expenses are considered cost-burdened.

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In 2019, the AMI for Utah County was \$79,600 or \$6,633 a month. Based on these numbers, mortgage or rent and utilities should be no higher than \$1,990 per month for the unit to be considered affordable.

The Moderate Income Housing Plan is created to ensure that housing is affordable for all income levels. The same affordability standards apply to all income levels. For example, a household that makes 80% of the AMI, which is \$63,680 or \$5,306 a month, can spend \$1,592 on mortgage or rent and utilities. A household will be considered cost-burdened if they pay more than \$1,592.

The table below summarizes the maximum monthly affordable housing costs for various income levels in Santaquin. The estimated maximum mortgage loan amount in the table below is based on a 30 year fixed rate loan at 3.7% interest and \$0 down payment, a monthly utility bill of \$321 and an estimated property tax.

Table 3: Affordability Summary 2019

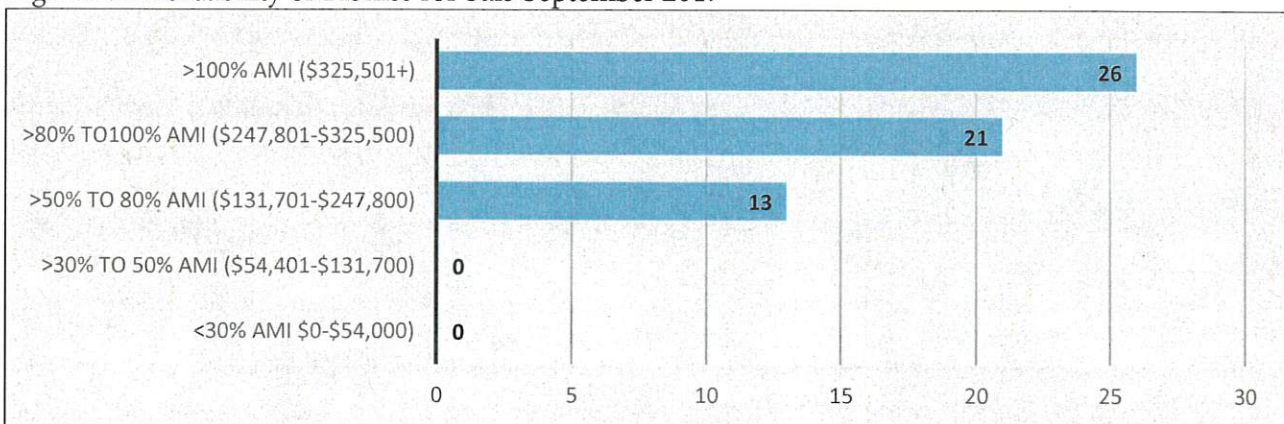
Household Income	Yearly Income	Monthly Income	Monthly Housing Expenses	Max. Mortgage Loan Amount
100% AMI	\$79,600	\$6,633	\$1,990	\$325,500
80% AMI	\$63,680	\$5,306	\$1,592	\$247,800
50 % AMI	\$39,800	\$3,316	\$995	\$131,700
30% AMI	\$23,880	\$1,990	\$597	\$54,000

Source: Information obtained from US Housing and Urban Development Income Limits Documentation System 2019(www.huduser.org)

Research conducted on utahrealestate.com and homes.ksl.com indicate that there are currently 60 homes for sale in Santaquin as of September 2019. Of the 60 homes available, 21 units are affordable to moderate income households and 13 are available to low income households

There were 19 properties listed for rent on zillow.com and rentler.com. Of the 19 properties available for rent, 10 were available to low income households, 5 for very low income households and 2 to extremely low income households.

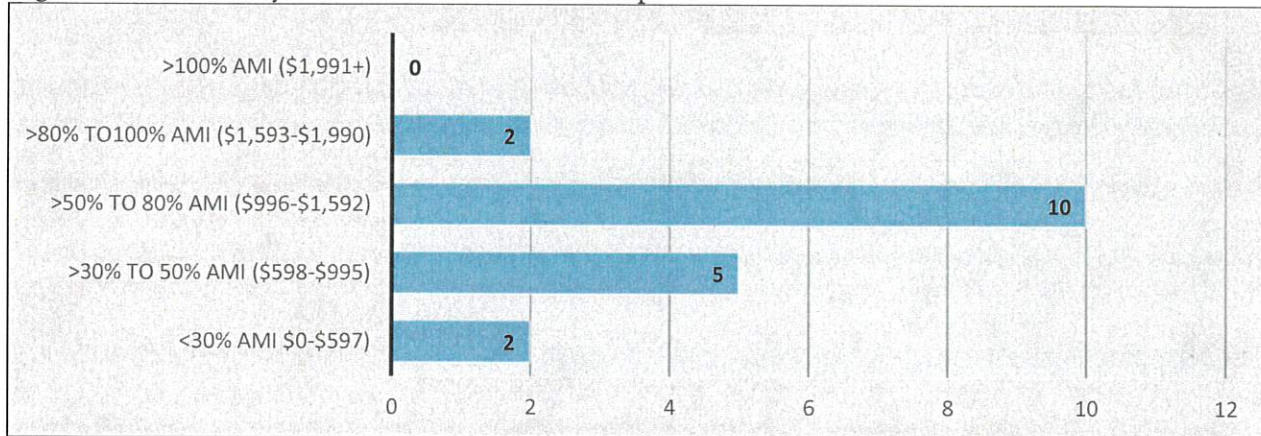
Figure 5: Affordability of Homes for Sale September 2019



Source: US Census Bureau's American Community Survey, 2017 (www.factfinder.census.gov, utahrealestate.com, homes.ksl.com 2019)

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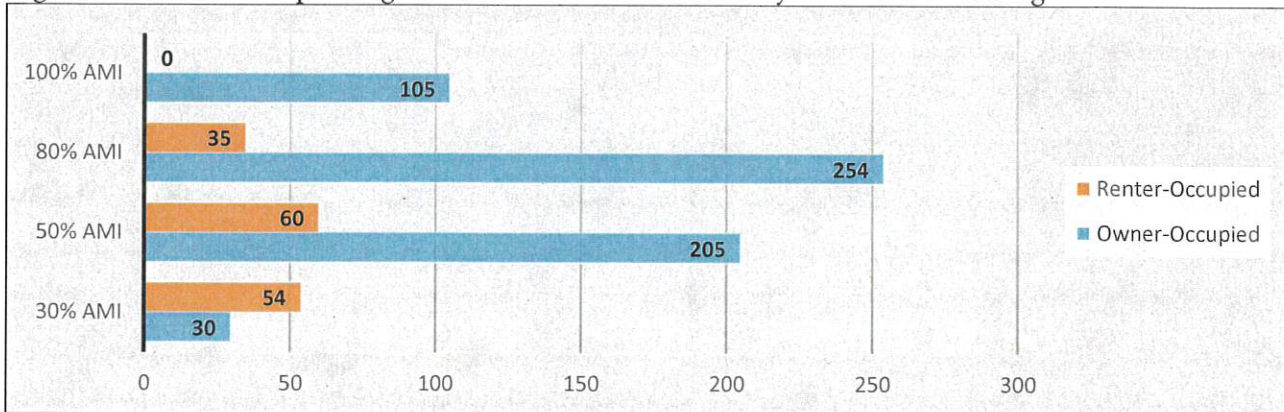
Figure 6: Affordability of Available Rental Units September 2019



Source: US Census Bureau's American Community Survey, 2017 (www.factfinder.census.gov, Zillow.com, Rentler.com 2019)

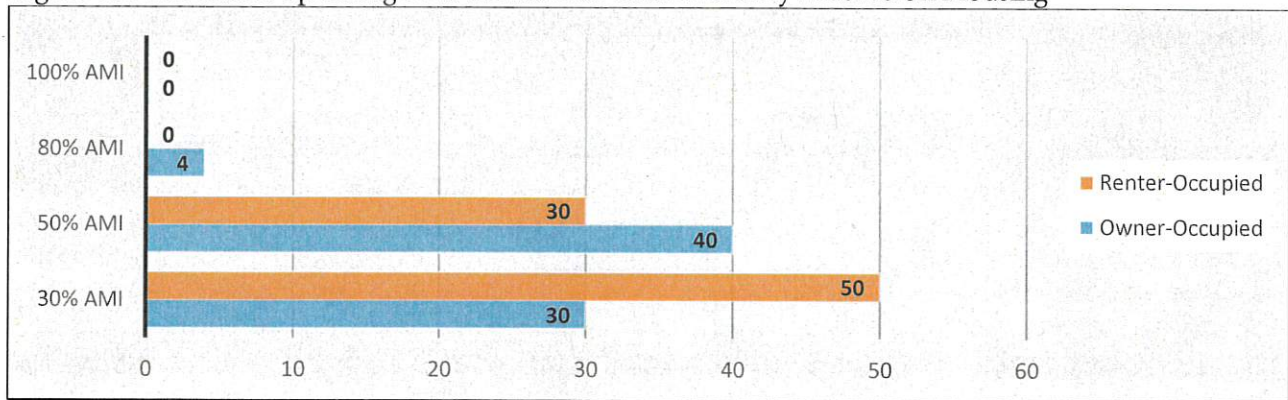
The two figures below show the owner-occupied and renter-occupied households that are spending 30% or 50% of their monthly income on housing. The majority of cost-burdened households are in the 80% AMI category and spend 30% or more of their income on housing.

Figure 7: Households Spending 30% or More of Their Monthly Income on Housing



Source: Comprehensive Housing Affordability Strategy 2016 (huduser.gov)

Figure 8: Households Spending 50% or More of Their Monthly Income on Housing



Source: Comprehensive Housing Affordability Strategy 2016 (huduser.gov)

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IV. Evaluation of How Existing Land Uses and Zones Affect Opportunities for Moderate Income Housing

Santaquin's affordable housing is clustered near the center of town. This is primarily due to the zoning regulations that are in place and the age of the housing stock in this area. Some affordable housing is also found in newer, larger homes, where accessory apartments are located. Santaquin's zoning regulations allow for more affordable housing to get built in areas which are more readily serviced by public transit, services and amenities.

Zoning around Main Street allows for multi-unit housing and even encourages more housing opportunities near the Central Business District. These areas are serviced by public transit and are within walking distance to business.

Most of the older homes in the core area include 2-3 bedroom structures on large lots. Santaquin allows for redevelopment, infill reduction standards and flag lots within the core area of town to increase the amount of new affordable housing stock in the area. The infill reduction allows for the square footage of the lot and the lot frontage to be reduced by 20% from what the underlying zone requires. This always for smaller more affordable lots and homes.

Other affordable units in the city are accessory apartments. They are sought by single person households and young families with limited incomes and older individuals, who also benefit from these units, since the rental income helps subsidize their retirement incomes. Accessory apartments are allowed in every residential zone in Santaquin.

Santaquin also encourages higher densities within typical single family zones by doing a Planned Unit Development(PUD). A PUD allows for additional multi-family and "starter home" dwellings. With the approved PUD's in the City, there will continue to be multi-family and starter home dwelling for the foreseeable future.

V. Santaquin's Program to Encourage Moderate Income Housing for the Next Five Years

Providing a mix of residential densities, both in housing and parcel size throughout the community can stabilize home values, draw a variety of households to the City, and increase economic potential. Knowing this, Santaquin has zoning regulations near downtown that allows for more infill and high density developments where infrastructure is readily available. This directed growth will likely consist of smaller lots or higher density developments, which helps provide housing opportunities not readily available to those with extremely low income. It will also increase economic development potential and local business support in the downtown area. Areas which have not been developed yet or are currently in agriculture operations are slated for low density development (e.g. ranchettes, farmsteads) for those seeking larger properties and animal rights. Other lands within current developments are also being reserved for housing of attached single family homes or large lot estate homes. All of these efforts will strengthen the housing market around Santaquin while maintaining the affordability of homes.

Providing high density residential areas in strategic locations will be a priority. The objectives of establishing high density residential areas is to provide a residential environment within the city which is characterized by dwellings that may include attached and detached single-family homes, patio homes, townhomes or row-houses, duplex and apartments. These areas are situated to take advantage of existing public infrastructure,

CHAPTER 4: MODERATE INCOME HOUSING ELEMENT

e.g. recreation facilities, utilities, services, schools and shopping centers. Proximity to these uses allows more community interaction with reduced dependence on automobiles with neighborhoods that are designed for walkability. Providing more density in these areas allows for development of properties with unique limitations due to size, configuration, location or price. These areas serve to recapture tax base opportunities lost by larger lot single family developments and increase the viability of commercial areas. The design of high density areas should integrate high quality materials and building character with integration to existing neighborhoods rather than create isolated and walled off housing projects. Allowing for more varied housing opportunities in the area can meet the needs of many levels of economic and demographic characteristics within the city, including young single professionals, recently married couples and elderly or retire couples or individuals that prefer less house size and less maintenance responsibilities

The following goals and policies should be considered as the City reviews future residential development proposals

GOALS OF THE MODERATE INCOME HOUSING PLAN:

- | | |
|----------|---|
| Goal 1 | Ensure that housing within the community is safe, accessible, sanitary, and constructed with lasting materials. |
| Goal 2 | A variety of housing types should be integrated throughout the City in various locations, and consistent with the needs of all household types and incomes. |
| Policy 1 | Provide a mix of lot sizes and housing types in new residential developments so that a variety of household and demographic types can be integrated with a neighborhood and not isolated in one development area. |
| Policy 2 | Distribute multi-family development opportunities throughout the community consistent with the Land Use Plan |
| Policy 3 | Work cooperatively with the Utah County Housing Authority to provide opportunities for Section 8 rent assisted housing. |
| Policy 4 | Utilize state or federal funds or tax incentives to promote the construction of moderate and low income housing. |
| Policy 5 | Utilize programs offered by the Utah Housing Corporation. |
| Policy 6 | Utilize affordable housing programs administered by the Utah Department of Housing and Community Development. |
| Policy 7 | Find ways to reduce utility expenses and housing costs for families with very low and extremely low incomes. |
| Policy 8 | Continue to allow for accessory apartments throughout the City to help subsidize mortgage payments and allow for affordable rentals in the City. |
| Policy 9 | Allow for higher density and moderate income residential developments around commercial, and employment centers. |

CHAPTER 3: CIRCULATION ELEMENT

The Circulation Element of the Santaquin General Plan is required by State Code and established to provide for the safe and efficient movement of people and goods in the City. Owing to the inter-connection of land use with transportation—the circulation element is arguably the third most important element of the General Plan after the Community Vision and Land Use Elements. Changes in one element, either the land use or circulation element, will undoubtedly effectuate changes in the other element. Close consideration should be given to the affects that a change in either element will have on the other element and any studies required to make a change should address both elements.

It is intended that this element mirror the Santaquin Transportation Capital Facilities Plan as it may be amended from time to time, in accordance with State laws pertaining to Impact Fee Facilities Plans.

INTRODUCTION

Each roadway, street and non-motorized transportation facility functions as a part of a larger network designed to create a logical and safe pattern for moving goods and people through the community. Each segment, or facility, in the network is highly dependent on many other segments. This system must meet the mobility needs of future residents, employees and visitors to Santaquin while maintaining a workable balance between the movement of goods and people with automobiles, public transportation, pedestrian facilities, bicycles and other non-motorized means and being sensitive to the built and natural environment. The city should consider how each new facility planned or constructed will affect the transportation and circulation system as a whole.

All future expansions must be planned and designed to be within the fiscal capacity of the city. These expansions must also maintain enough flexibility to evolve as needs and technology change. The location and design of any new facility should be integrated into the surrounding neighborhood and the community as a whole protecting the character of the city as changes occur. New transportation facilities should be designed to provide maximum durability and minimize maintenance costs.

Some of the streets in Santaquin City are under the jurisdiction of other public entities such as the State of Utah or Utah County and play a major role in the City's connection to the region and surrounding communities. Expansion or modification to these multi-jurisdictional systems, Main Street (Highway 6) in particular, can have dramatic affects on surrounding land uses and neighborhoods.

TRANSPORTATION FACILITY REVIEW CRITERIA

As new transportation facilities are planned or constructed within Santaquin City they will be reviewed for compatibility with the following key issues.

New Facility Review Criteria:

- Compatibility with Built Form
- Neighborhood Integration
- Protection of Environment
- Safety
- Maintenance
- Planning Priority

CHAPTER 3: CIRCULATION ELEMENT

Compatibility with Built Form

The transportation system of Santaquin City is strongly affected by the existing land use pattern and environment in which it occurs. Likewise, the future development pattern of the city is strongly affected by the development of the transportation system. As plans for transportation facilities are developed, efforts should be made to ensure that the facility and the desired future land use pattern are mutually supportive. The facility should reflect the desired future development pattern in scale, function and intensity.

Appropriate transportation facilities should service development patterns. Retail and commercial areas should be convenient not only for automobiles, bicycles and pedestrians, but should also include design for ample off-street parking, unloading zones, and access via public transportation. Residential areas should have facilities designed with safety, walkability, and function as the key concerns rather than cost. Parks and other recreational areas should be well served by trails and other pedestrian modes of transportation along with automobiles and transit service.

In-fill development facilities should be constructed in a manner which strikes an appropriate balance between existing transportation facilities and those planned for future use. Generally, new facilities should enhance and improve the existing system and not add to any existing deficiency in the current transportation system.

Integration into Neighborhoods

New transportation facilities should be designed to improve the mobility and circulation in existing neighborhoods, which may include pedestrian connections, trails, and appropriate block lengths and locations for public transportation connections. Smooth transitions, functional intersections, and safety will be given special consideration. All facilities should be completed in compatibility with the Transportation Capital Facilities Plan and with future desired development patterns in mind so development intended to use the same facilities will be adequately handled when built.

Protection of Natural Environment

While construction of any transportation facility will inevitably impact the adjacent natural environment, it is a goal of Santaquin City to minimize these impacts. Noise, air pollution, cuts and fills, and run off of oils and other pollutants are all concerns related to protection of the natural environment. These issues are of greater concern along the east bench and in developments with varied natural terrain.

Noise impacts can be reduced with appropriate speed limits, noise barricades or barriers, vegetation and berms, enforcement of local and endorsement of state and federal vehicular noise reduction regulations and methods, and appropriate facilities in heavy traffic areas for large trucks.

The reduction of air pollution can be aided by enforcement of local and endorsement of state and federal air quality regulations including emissions testing, reducing vehicular trips, and promoting non-motorized means of travel and mass transit.

CHAPTER 3: CIRCULATION ELEMENT

Cuts and fills should be minimized to the extent possible without jeopardizing safety of the facility. All cuts and fills should be properly repaired through the use of vegetation, retaining walls, decorative rip-rap, or other appropriate methods in accordance with the City and industry standards and specifications.

New facilities should be designed to filter out oils and other pollutants prior to their deposit into any water course. Grease traps and other means of cleaning run off pollutants should be included in all projects.

In addition to the concerns listed above, it is a requirement of Santaquin City to enhance the environment adjacent to transportation facilities with appropriate landscaping while limiting signs and other unnatural objects, which may distract motorists and thus cause a potential threat to public safety. Additionally, all transportation facilities should be kept in good repair.

Safety

Transportation facilities should enhance safety in the community. Circulation, simplicity, and maintenance should be addressed with safety in mind. The circulation system should provide each neighborhood with adequate access to police, fire and medical services. The transportation system should be designed so that visitors and other users unfamiliar with the city can easily find their desired locations. All new and existing facilities should be properly maintained to minimize the possibility of accidents and injuries. Pedestrian facilities should be properly lighted to reduce the possibility of personal crimes. Finally, proper signage should be placed throughout the community to control traffic and guide users.

Maintenance Responsibilities

Circulation facilities should be designed and constructed to minimize City maintenance costs not just provide for low cost installation. Where facilities are under the jurisdiction of the State, County or other public entity, the City shall work to enforce agreements for the ongoing maintenance of those facilities.

Planning and Priority of Facilities

All major construction and maintenance of transportation facilities should be included in the Capital Facilities Program of Santaquin City and planned to increase the effectiveness of each transportation dollar. If the city is required to prioritize transportation facility projects, the criteria should include safety, number of citizens that will receive benefit, and linkages between facilities.

FACILITY CLASSIFICATIONS

Important to the success of the Santaquin City transportation system is the need for an effective and complete hierarchy of roadways with transportation corridors and nodes, which reflect access management strategies and alternatives to corridor access. Each road or street and non-motorized facility in the community has been classified according to its intended use and capacity based on the City's buildout potential in accordance with the Land Use Element of the General Plan.

CHAPTER 3: CIRCULATION ELEMENT

Each of the following classifications represents a different type of roadway or street, or non-motorized facility. The classifications represent a local definition and description and are not intended to reflect any County, State or Federal definitions, but rather provide an effective method for designing a circulation system.

Circulation Classification

- Arterial Road
- Collector Road
- Major Local Road
- Local Road
- Rural Lane
- Trails
- Pedestrian

Arterial

An arterial street serves the transportation needs of not only residents of Santaquin City, but also for travelers moving through the community and on to other destinations. Access should be strictly limited on arterial facilities in order to preserve the best possible traffic flow. Developments should drain onto other collector roads before emptying onto an arterial and should not be designed to allow users to back onto arterial roads. Developments adjacent to arterials should provide adequate on-site parking, circulation routes and loading and unloading areas rather than utilize arterial roads for such.

Because these facilities are designed for carrying greater amounts of traffic, pedestrian facilities such as sidewalks, trails and paths should be separated from the traffic flow through the use of planter strips, detached sidewalks and landscaping. Elementary schools should not be located on arterial streets without additional precautions being taken to assure student/pedestrian safety.

Collector

A collector typically serves the transportation needs of the residents of Santaquin City. Although collectors are meant to service mainly residential development, they also serve to provide transportation routes to residential support uses such as parks, churches and schools. Associated pedestrian facilities should be designed to link with other sidewalks, trails or paths to make all services in the community accessible to pedestrians.

Access should be limited where possible on collector facilities in order to preserve traffic flow and promote safety. If possible, subdivision lots should internally drain onto major-local or local roads before merging with collectors. If possible, private driveways should be avoided on collectors, and special design features such as shared, circular or hammerhead driveways should be considered.

Because these facilities are generally designed for carrying greater traffic than major-local and local streets, pedestrian facilities such as sidewalks, trails and paths should be separated from the traffic flow through the use of planter strips, detached sidewalks and landscaping. Developments adjacent to collectors should provide adequate on-site parking, circulation routes and loading and unloading areas rather than utilize collector roads for such.

Major-Local Street

A Major-Local Street serves local residents. Its design allows for slow traffic and safety while accommodating on-street parking of guests or visitors to residential dwellings. Non-motorized access is a part of the local system and such facilities should link to other sidewalks, trails or paths to

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make all services in the community accessible to pedestrians. Pedestrian facilities should blend into the system and be a key part of the transportation review of a proposed subdivision. The pedestrian facilities should be not attached to the street curb, but separated by a planting strip with large canopy trees. The street design should be narrower for the travel lanes and parking lanes and should have traffic calming elements to keep travel speeds low.

Local Street

A Local Street serves neighborhood residents. They are intended to be an element within a neighborhood but not an intrusion or dividing factor between residents. Its design allows for slow traffic and safety while accommodating on-street parking of guests or visitors to residential dwellings. Furthermore the design acknowledges the high amounts of pedestrian traffic in neighborhoods by incorporating sidewalks, street trees, traffic calming elements, etc. These roads should be designed to discourage through traffic with the use of traffic signs or other appropriate means.

Rural Street / Country Lane

A rural street may be appropriate in areas where vehicle trips are less than 100 per day and the surrounding uses are more agricultural in nature. These roads may include gravel or asphalt surfacing with drainage swales rather than curb and gutter along shoulders. Natural shoulder areas would be maintained for drainage and may be appropriate areas for pedestrian or equestrian travel. It is recognized that development along these roads will likely occur in the future and would necessitate the installation of facilities found on local streets. City development standards and zoning requirements will need to address this conversion time frame or events.

Trails and Paths

Trails and Paths are utilized by non-motorized commuters, tourists, recreationists, and neighborhood users. They can provide access to major retail and recreational facilities in the city, but also provide linkages to regional and state non-motorized transportation systems. They may include amenities such as park benches, landscaping, exercise stations, wayfinding signs, etc. Details about the location and types of trail facilities are found in the Parks and Recreation Master Plan.

Pedestrian Facilities

All of the above circulation facilities should incorporate facilities to address pedestrian needs and neighborhood connectivity. Safety of pedestrians shall always be the primary concern of the city in approving pedestrian facilities in a new development.

FUNCTIONAL DESIGN

Each road in the city is assigned a functional class, which is detailed in the City's Transportation Plan. Examples of level of service for each class are shown in Table 1, below. If a proposed new facility will have a negative impact on the existing system, which would cause traffic loads to occur

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beyond the currently planned or built facilities, the applicant will be required to address the impact by upgrading existing facilities to meet new demand caused by the development.

In order to determine when a transportation facility has reached its intended capacity and should be expanded or a new facility should be constructed, the city has adopted a level of service for the functional class of each facility in the community. Table 2 describes these levels of service.

Table 1: Functional Class Levels of Service

Functional Class	Adopted Level of Service	Example Roads
Arterial	D or Better	Center Street, Summit Ridge Parkway
Collector	C or Better	Highland Dr., Summit Ridge Parkway (west of railroad tracks), 400 East
Major Local	B	200 North, 200 South
Local	B	General neighborhood streets

¹See Table 2 below

Table 2: Description of Level of Service.

Level of Service	Traffic Flow	Service Description
A	Free Flow	Posted speeds attainable with very little or no interference between vehicles.
B	Stable Flow	Posted speeds attainable with minor amounts of delay and interference. Smooth traffic flow.
C	Less Stable Flow	Posted speeds attainable with periods of delay during peak hours. Congested flow during peak periods of traffic.
D	Approaching Unstable Flow	Posted speeds not attainable during peak periods of traffic. Significant congestion during peak periods of traffic.
E	Unstable Flow	Posted speeds not attainable during peak periods of traffic. Intersection failure and heavy congestions in peak periods.
F	Forced Flow	Heavy congestion even during non peak periods of traffic. Intersection failure most of the time.

PUBLIC TRANSPORTATION

Santaquin joined the Utah Transit Authority District in 2010, which allowed public bus services to begin in 2011. There is one bus route in Santaquin with 5 bus stops along Main Street and a park and ride lot at the LDS church located at 45 S. 500 W. In addition to bus routes, UTA provides for flex-trans and van-pool options for persons who desire to use a UTA van for carpool purposes during the week. ~~Services to Santaquin are still limited due to the little revenue generated by sales tax in Santaquin.~~

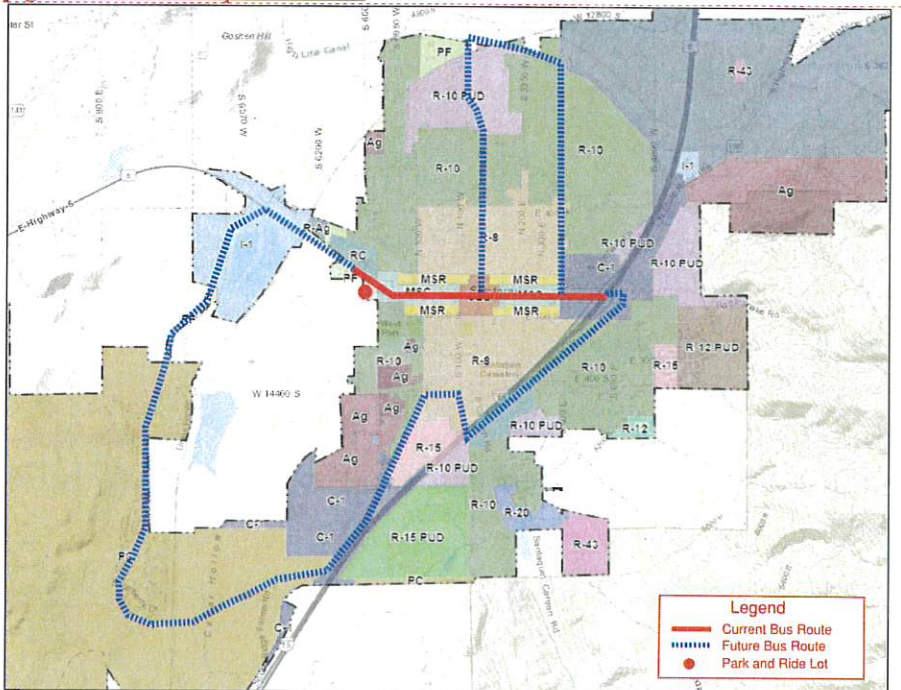
Santaquin City would like to see a front runner station in the city so commuter rail can service

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Santaquin City residence. Long-term goals for the region include bring the FrontRunner to Santaquin. This commuter rail system will travel along the Tintic line corridor and then will need to run new track until it can meet with the Union Pacific freight line to head towards Nephi. Santaquin owns 35 acres for an end of the line station near the Summit Ridge Development and some of the corridor needed to bring the line to that land. Additional corridor needs to be purchased or reserved to assure the commuter rail system can make it to Santaquin.

Santaquin needs to work with UTA and identify appropriate routes and facilities needed to make expansion in Santaquin easier. Santaquin City needs to work with UTA on establishing a more effective bus route that will be centered around the cities major transportation corridors and be accessible to more Santaquin City residents. The major transportation corridors are located next to commercial/employment centers and high density housing. It may be necessary for UTA to locate some fleet services in the south Utah County area. Having such a facility in Santaquin would provide increased jobs, establish a major transportation connection point in Utah County, and bring associated commercial opportunities. As Santaquin continues to grow there will be greater need for these services and more commercial development to help fund it.

Figure 2: Public Transportation Plan



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TRANSPORTATION MASTER PLAN

Santaquin City is a growing community with undeveloped land on all sides. It is anticipated that population growth will continue along the major transportation corridors. Santaquin City also

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anticipates economic development that will provide economic opportunities along these corridors.

As the community continues to expand in population and employment opportunities and size, new transportation facilities will need to be constructed in order to maintain an efficient and effective motorized and non-motorized transportation system. Once a development is proposed which could adversely effect the transportation and circulation system, either the whole system will need to be adjusted or in some cases even demolition of the structure will need to occur. In either case, development approval without considering long term effects can prove costly to the community. A Master Transportation Plan map has been prepared to help anticipate some of the impacts of development.

The primary purpose of the Transportation Master Plan is to balance future demands generated by the Land-Use Element population and employment growth with future roadway improvements, thereby developing a long-range circulation system plan which would efficiently support future land development. The Transportation Master Plan identifies future transportation corridors and designates the functional class of each facility. Exploratory facilities, as shown on the circulation map of this element, are intended to represent future corridors or possible transportation routes that ought to be preserved when adjacent lands are developed. A number of methods for financing and construction of these facilities can be utilized, including exactions, impact fees, capital improvements programming, and cooperation with other appropriate government entities such as the Utah Department of Transportation and Utah County. The design of such roads will need to be evaluated at the time adjacent lands development. The Transportation Master Plan should be reviewed prior to any development approval, including issuance of a Building Permit.

Appropriate use of Santaquin's long-range Transportation Master Plan should be to:

1. Secure right-of-way prior to or concurrent with land development.
2. Determine if outlying potential development could degrade existing streets, and consider actions to limit or concentrate future land-use densities, if required.
3. Anticipate long-range financial demands and search for additional methods of street improvement funding.
4. Verify that a comprehensive transportation process has been completed as is often required when applying for federal or state transportation funds.

Thus, recommendations of the long-range Transportation Master Plan should be noted, but actual improvements would be tied to future growth.

GOALS AND POLICIES OF THE CIRCULATION ELEMENT:

Goal 1 To have a balanced circulation system which provides for safe and efficient movement of vehicles and pedestrians.

- Policy 1 Ensure that all roadways in the community have properly designed surfaces and drainage facilities which are in adequate condition.
- Policy 2 Provide for safe and convenient bicycle and pedestrian movement.
- Policy 4 Intersections should be located at intervals which maximize street capacities, provide

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necessary access, and allow for pedestrian connectivity between blocks and neighborhoods.

Policy 5 Provide access to schools, parks and churches without requiring automotive travel.

Policy 6 Minimize non-local and commercial traffic within residential neighborhoods.

Goal 2 To have a circulation system which reinforces surrounding land development patterns, and enhances regional circulation facilities.

Policy 1 Coordinate land-use and circulation planning to maximize the land development opportunities created by major transportation routes and freeway exits within and around Santaquin.

Policy 2 Design an adequate thoroughfare system within future growth areas and designate sufficient rights-of-way prior to land development or through the plan approval process.

Policy 3 Protect arterial street traffic flow through management of access points to adjacent land-uses.

Policy 4 Ensure that decisions regarding future land development and roadway construction are closely coordinated and mutually supportive.

Policy 6 Existing streets should be upgraded to minimize congestion. Where congestion can be attributed to new construction, needed improvements should be the responsibility of the developer.

Policy 7 Minimize localized traffic congestion and operational problems.

Goal 3 To have a circulation system which is harmonious with the natural environment and an enhances the aesthetics of the City.

Policy 1 Improve the overall design and appearance of roadways within the community through the use of parkstrips, street trees, decorative lighting, etc.

Policy 2 Ensure that circulation facilities are designed and developed in harmony with the natural environment and adjacent land uses, including protection of hillside areas, culturally or historically significant properties, etc.

Policy 3 Develop standards for cuts and fills for new roads as well as reclamation and stability of hillsides after road construction is completed.

Policy 5 Develop streetscape standards for gateway roads, major thoroughfares, and around commercial centers.

Goal 4 To cooperate appropriately with other public and private agencies in the provision of convenient public transportation services within Santaquin, and between

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Santaquin and other nearby destinations.

- Policy 1 Santaquin will coordinate with the Mountainland Association of Governments for long range transportation planning efforts.
- Policy 2 Work with all appropriate agencies to assure adequate and appropriate design or modifications of multi-jurisdictional roads will further the goals and policies of this General Plan.
- Policy 3 Become part of regional transportation districts that can service the Santaquin area.
- Policy 4 Work with and support regional transportation initiatives, e.g. commuter rail, bus rapid transit (BRT), carpool services, etc.
- Policy 5 Plan for Commuter Rail Stations within Santaquin and work on right of way corridor preservation with Utah Transit Authority. Coordinate a land use plan for a Transit Oriented Development at the station location.

Goal 5 To provide an economically feasible circulation system.

- Policy 1 Private development participates in major street system improvements through street impact fees, dedication of land, and construction of facilities.
- Policy 2 Where congestion can be attributed to new construction, needed improvements should be the responsibility of the developer.
- Policy 3 Work with all appropriate agencies to assure adequate and appropriate design or modifications of multi-jurisdictional roads will further the goals and policies of this General Plan.
- Policy 4 Implement road design and construction standards which utilize historically adequate drainage patterns and resources rather than construct hard surface areas uncharacteristic of rural areas.

Goal 6 To provide a circulation system which enables the establishment of major commercial or business park developments.

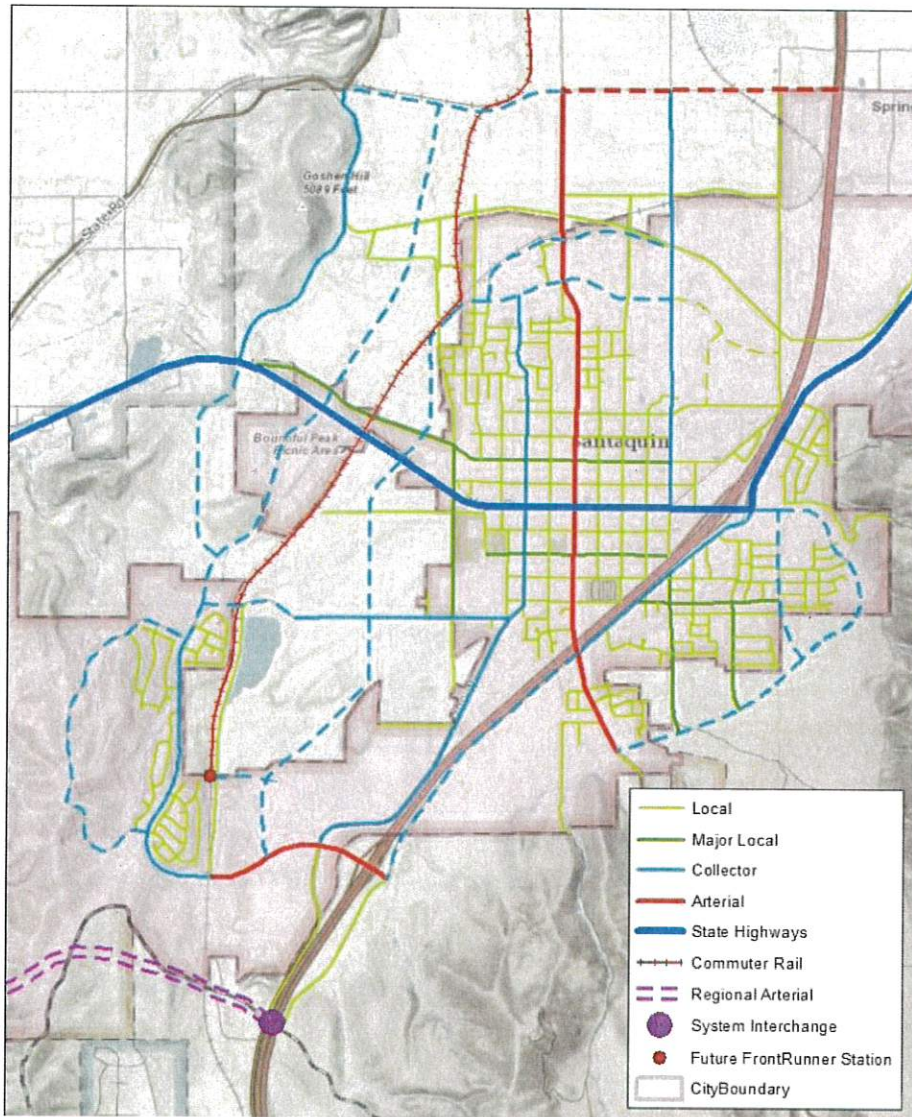
- Policy 1 Ensure adequate access to and circulation around commercial and industrial areas, public facilities, and other activity centers.
- Policy 2 Provide for the safe and efficient movement of trucks and service vehicles within the community in a manner that does not adversely affect nearby land-uses, including but not limited to weight restrictions and signage.

Official Circulation Map

The following Circulation map and those neighborhood or area specific master plan maps incorporated into this document shall constitute the official Circulation map of the Santaquin General Plan. These maps shall be effectual in directing the establishment of policy and development practices throughout Santaquin City. Enforcement of these maps shall be as

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established in the Santaquin City Municipal Code and as allowed under Utah Code Sections 10-9a.



MEMORANDUM



To: Planning Commission
From: Ryan Harris, Staff Planner
Date: September 19, 2019
RE: **General Plan Update**

At the beginning of the year, the State passed S.B. 34 which required updates to Santaquin's General Plan. These changes are related to moderate income housing and must be completed and approved by December 1st. The new requirements involve chapters related to land use, transportation and moderate income housing.

The City contacted Mountainland Association of Governments(MAG) and had them look through the general plan to see what needed to be updated to be compliant with the new requirements. MAG determined that Chapter 3: Circulation Element and Chapter 4: Moderate Income Housing needed to be updated.

Not much has changed in the Circulation Element. Staff focused on adding what was required and didn't change anything else. The Public Transportation and Transportation Master Plan sections are the only sections that had updates.

All the statistics in the Moderate Income Housing Element have been updated. Most of the statistics come from the U.S Department of Housing and Urban Development and the American Community Survey 5-Year Estimate completed by the Census Bureau. Most of the statistics are estimates from 2017. We will have more accurate numbers with the 2020 Census is released. There were only minor changes to the rest of the chapter. A few items were deleted due to the new law passed not allowing multi-family in the R-8 zone and a few paragraph that were updated to match current conditions. The goals and policies stayed the same. Policy 8 & 9 were added to be compliant with the new requirements by the State.