



Planning Commission Meeting Minutes
Tuesday, June 25, 2019

Planning Commission Members in Attendance: Trevor Wood, Art Adcock, Pamela Colson, Kylie Lance, Michelle Sperry, and Jessica Tolman.

Other's in Attendance: City Manager Ben Reeves, Community Development Director Jason Bond, Michael Adams, Sam Ellsworth, Denise Rohbock, Doug Rohbock, Greg Fowkes, Steele Coombs, Zachary Rohbock, Kirk Greenhalgh, Brad Greenhalgh, Jessie Olsen, Chelsey Hone, Skyler Ennis, Leonel Fimbres, Orrin Hall, John Roach, Candace Roach, Cristie Roach, Steve Durrant, Jennifer Durrant, Paula Smith, Randy Smith, Andrew Goudy, Keela Goudy, Dave Tanner, Randy Smith, Waco Jarvis, Kacey Zillig and other unidentified individuals.

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

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

Public Forum: Commission Chair Wood opened the Public Forum at 7:05 p.m. and closed it at 7:05 p.m.

DISCUSSION AND POSSIBLE ACTION ITEMS

a. PUBLIC HEARING- Parking Large Trucks in Residential Zones

The Planning Commission will review a proposed amendment to Santaquin City Code Title 10 Chapter 7 Residential Zones (Articles A, B, C, D, E, P) to include language regarding the parking of large trucks.

Mr. Bond reported that the City Council has asked the Planning Commission to discuss and consider this code amendment (See Attachment 'A'). He explained that the following goals for tonight's meeting are, to hold a public hearing and receive input. If possible the Planning Commission will provide a recommendation to the City Council. Mr. Bond clarified that a decision will not be made tonight, but rather a potential recommendation. The Planning Commission will be considering the balance of, safety, property value, peace, tranquility and the character of Residential Zones.

Mr. Bond presented a slide show which touched on three main factors for potentially determining which large vehicles are appropriate to be parked on private property in Residential Zones (See Attachment 'B').: The weight of the vehicle, up to 16,000 lbs. (8 tons). The type of vehicle, all vehicles excluding RV's. And the size of the property, applying to property less than 1 acre (43,560 sq. ft.) Mr. Bond clarified that these are merrily suggestions and the purpose of tonight's meeting is to discuss what the appropriate parameters are for regulating the parking of large trucks on residential property. Mr. Bond explained that the gross vehicle weight rating (GVWR) is the maximum operating weight/mass of a vehicle.

Mr. Reeves expressed that it is a difficult situation to infringe on individual's property rights. He explained that the City aims to balance of the rights of the individual, and the rights of the community.

Commission Chair Wood opened the Public Hearing at 7:13 p.m.

Michael Adams explained that he lives on over an acre of property so this specific proposal wouldn't affect him. However, he expressed his concern that code will be changed in the future to control what he can park on his property. He explained that he parks two trucks on his parcel, and tries to be respectful to his neighbors. Mr. Adams indicated that he wants a safe neighborhood and community, and that he is safety conscious when operating his trucks. He suggested that the City consider looking at an area of the community for residents to park large trucks. Mr. Adams pointed out that the City has recreational spots, and he would like an area of the City to be used to park large trucks. He asked that the businesses in the City, old and new are respected.

Denise Rohbock expressed her belief that this ordinance doesn't need to be modified, but instead should be thrown out. She noted that those who own large trucks pay road taxes. Ms. Rohbock pointed out that most of people in attendance tonight moved here so they could have their business and use their property. She explained that this would affect her husband's mechanic shop. Ms. Rohbock stated that she doesn't like the idea of excluding RV's, she feels that they are just as dangerous and heavy as the large vehicles. Ms. Rohbock thinks that the complaints should be solved in a civil suit rather than an ordinance change.

Greg Fowkes explained that he has had a commercial business license for over 20 years. His property has since been rezoned as residential. He clarified that his property is taxed as commercial and he doesn't feel that it's right if he can't use his property for commercial purposes.

Doug Rohbock expressed his opinion that trucks that pay taxes and work trucks shouldn't be regulated. He doesn't think that the government should take away rights from individual people.

Steele Coombs explained that he has lived in Santaquin for many years. He expressed his feelings that those with work trucks are professionals. He understands the point of not parking large work trucks on the streets, but he doesn't feel that the City should regulate parking on private property.

Kirk Greenhalgh representing Greenhalgh Construction explained that his company has been in Santaquin since 1952. He recounted that they have assisted with floods, fires, etc. over the years using their own equipment. He described how they have donated time and money to help the City. Mr. Greenhalgh feels that City staff is trying to run his company out of town. He would like the Planning Commission members to do what is right for the community.

Mr. Reeves clarified that this ordinance amendment doesn't come from staff, but rather from residents' complaints and as directed by the City Council.

Jessie Olson informed the Commissioners that it costs several thousand dollars a month to maintain her truck. She explained that those with large trucks pay road taxes, extra fuel taxes etc. to maintain public roads. Ms. Olson doesn't feel that the City can tell her what she can park on her property.

She noted that most owners of large trucks can't afford to pay in order to park their trucks in other locations.

Dave Tanner pointed out that people's livelihood and livings would be affected by this ordinance amendment. He feels that those driving a large pickup truck are more dangerous than those with a CDL license driving commercial trucks. Mr. Tanner expressed that he doesn't feel that this is a safety issue.

Orrin Hall introduced himself as the CEO of Intermountain Valve Services. He stated that those who drive large trucks are working individuals trying to feed their families. He stated that this ordinance amendment will result in additional costs. Mr. Hall doesn't think that parking on private property should be regulated. He thinks that neighbors with complaints should work out issues between themselves. Mr. Hall noted that he keeps his property clean so he doesn't have problems with his neighbors. He also mentioned that he doesn't feel that it is right to exclude a recreational vehicle from this amendment.

Jennifer Durrant apologized, because it is her neighbor that has complained about her truck. She explained that this all began as a neighbor dispute in 2014. She indicated that she is working on a GRAMA request to find out how many people in the City have issued complaints besides her neighbor. Ms. Durrant stated that her husband is a professional who conducts safety checks every day prior to driving his dump truck. She noted that he is a slow, safe driver especially on residential streets. She stated that there are benefits from having large trucks nearby in an emergency. Ms. Durrant also pointed out that RV's that are larger than most work vehicles. She feels that other code enforcement issues should be focused on rather than this.

Randy Smith stated that he has lived in Santaquin for 65 years. He explained that he continually has large vehicles driving by his house for construction. Mr. Smith referred to the chart from the presentation and noted that it refers to gross vehicle weight. He pointed out that most of the time trucks are parked at a home, they are empty and weigh less. Mr. Smith referred to the water issue on the east bench as well as needed curb, gutter and sidewalk in some areas, he feels that priorities are being mixed up. Mr. Smith noted that Santaquin is a rural area and shouldn't be over regulated.

Waco Jarvis explained that he just purchased a truck two weeks ago to start a business. He stated that he invested a lot of money, and if this ordinance goes through he won't have anywhere else to park his vehicle. Mr. Jarvis doesn't believe that a neighborly dispute should affect all of those in the industry.

Kylie Hansen asked where the City would like her to park her vehicle if she isn't allowed to park it on her own property.

Cristie Roach expressed concern regarding how many complaints have been made, and who is making them. She asked if the complaints are based on the parking or driving of large vehicles? Mr. Reeves indicated that it is the parking of large vehicles. Ms. Roach asserted that a study needs

to be conducted regarding how many accidents these trucks have caused, etc. She also expressed concerns with the proposed definition, as there isn't a definition of large trucks in City Code.

John Roach noted that he lives next door to people who park large vehicles on their properties. He described that many RV's are larger than work trucks, many times with less experienced drivers. He asked how many accidents have been caused by large trucks and if they were caused by the truck driver? Mr. Roach feels that this ordinance needs to be thrown out. He indicated that he wants the City out of the HOA business. He feels that safety is a cop out and not the real reason for the ordinance. Mr. Roach stated that those who own large trucks are hardworking citizens. He would like to help others in the Community rather than alienate them.

Lon Hendershot explained that he has benefited from his neighbors who have helped him with their large vehicles. He believes that those with large trucks build the community.

Janice Prince stated that she has an acre so this ordinance wouldn't affect her. However, she thinks that everyone needs to realize that getting rid of construction workers would cause issues, and that they are needed in a community.

Paula Smith addressed the safety concerns. She stated that a truck has been parked in front of her house since 1976 and they have never had a safety issue. She feels that installing curb, gutter and sidewalk in the areas of town without it is a more serious safety issue. Ms. Smith noted that her truck and equipment was used to clean up mud slides in the past and it wasn't viewed as an issue then.

Bryce Roberts explained that he would be affected by this ordinance. He expressed his feelings that a parked truck isn't unsafe, but rather a truck being parked off of the road is the safest option. Mr. Roberts pointed out that the only residents in attendance are those who are against this ordinance.

Kacey Zillig explained that he is a truck driver. He noted that trucks are a safety issue when they are moving and that speed limits should be enforced, rather than regulating parked trucks.

Lionel Fimbres noted that this ordinance will affect him. He explained that having to commute to his work truck every day would greatly increase his costs.

Paula Smith asked where the guideline for one acre came from and why one acre resolves any of the issues. She thinks that people who have been operating in the town should be grandfathered into any ordinance amendment. Ms. Smith also thinks that evidence for safety issues should be provided, if it is an issue.

Michael Adams clarified that the trucks parked on lots are usually empty, not loaded. He feels that the issues such as noise, cleanliness, safety, etc. can be fixed if the other party is willing to work with them.

Steve Durrant explained that his neighbor has had issues with his truck. He has worked with the City regarding noise, and time concerns. He explained that he has abided by all of these constraints,

and asked where these constraints will stop. Mr. Durrant noted that he moved to the East bench because there wasn't an HOA and he could park his work truck there.

Jennifer Durrant indicated that she could sell her house tomorrow. The problem may then be gone, but the consequences of an ordinance amendment will remain.

Wayne Hansen stated that his work truck is a Dodge dually and it would be included in this ordinance amendment. He feels that a private dispute shouldn't be taken out on the public. Mr. Hansen thinks that common sense is needed if this ordinance would affect a pickup truck.

Randy Smith reiterated that a Chevy pickup truck he is looking at buying would be affected by this ordinance because it weighs too much. He posed the question why does acreage make a difference?

Kelly Hoyt indicated that his Dodge truck with a trailer is over the proposed limit. He explained that his boss pays 100 dollars a month to park his trailers on another lot. Mr. Hoyt stated that the roads in Santaquin were built by those who have these large vehicles. He shared his feelings that he isn't in favor of this ordinance.

Orrin Hall recounted that the main problem those in attendance tonight are finding is that this is being called a safety issue when it isn't.

See Attachment 'C' for a copy of a resident's email who is in support of the ordinance amendment. Commission Chair Wood closed the public hearing at 8:32 p.m.

Commissioner Wood explained that the Planning Commission's job is to receive public feedback, discuss the proposed ordinance and make a recommendation to the City Council. Mr. Bond thanked the public for attending tonight and providing their feedback. He wants the residents to understand that this ordinance amendment isn't the Planning Commission's or Staff's proposal. Instead it is the City Council's proposal.

Commissioner Wood asked that public comments are withheld so the meeting can move forward.

Commissioner Adcock read the following email from Commissioner Gunnell expressing his opposition to this ordinance amendment (See Attachment 'D').

Commissioner Wood feels that forwarding the proposed amendment would do a disservice to residents. He also believes that this ordinance would negatively affect the rural character of the Community.

Commissioner Lance thinks that these issues are being compounded because the lots in the community are getting smaller. She explained that she parks large vehicles on her property that is larger than an acre, but she is sympathetic to the issue of property rights. Commissioner Lance noted that 'Quiet enjoyment' is a property right. She explained that it is the City's job to respect everyone's property rights.

Commissioner Tolman shared her thoughts that passing this ordinance as proposed would adversely affect those in attendance and shouldn't be recommended. She noted that the decibel level of a vacuum is 75 decibels, a diesel truck is 60-65 decibels and a semi-truck is up to 100 decibels. Commissioner Lance asked for clarification regarding the noise and time ordinance. Mr. Reeves explained that noise is a hard ordinance for Police Officers to enforce. He noted that GVMR is easy for officers to enforce, and that is why this idea was proposed.

Mr. Bond explained that there are different criteria for noise. He referred to the ordinance regarding truck idling, 4-2A-3 which states that trucks can't idle for longer than 10 minutes. Commissioner Lance asked what the hours of operation are. Mr. Bond stated that they are between 6 a.m. and 8 p.m.

Commissioner Lance indicated that she doesn't see how this can be regulated without significantly impacting small business owners. Commissioner Wood asked about the legitimacy of safety complaints. Mr. Reeves explained that there are two processes. The first is a City Council process for public property such as the right of way ordinance that was approved in April. The second is a Planning Commission and City Council process for private property. Commissioner Wood asked what the nature of the complaints are. Mr. Reeves clarified that the biggest issue of trucks parked on private property is the maintenance, noise and diminishment of property value.

Mr. Reeves expressed that code needs to be black and white in order to be enforced. Commissioner Wood feels that using GVMR is a heavy handed approach, and he doesn't feel that this is the correct tool to enforce this issue.

Commissioner Adcock feels that 16,000 GVMR is a ridiculous number to enforce. He believes that the largest issue is individual property rights. Commissioner Adcock shared his feelings that this ordinance should be thrown out, and isn't needed.

Commissioner Lance suggested that this could be regulated instead, by the number of trucks allowed to park on a certain size of property.

Commissioner Sperry shared her feelings that everyone moved to Santaquin because of its rural nature. Commissioner Lance noted that she has a neighbor who is an on call power lineman, and people with these jobs need to be able to access their work trucks on their property. She also clarified that she doesn't feel like it's appropriate for a small parcel to have 5 or more work trucks parked on it.

Mr. Reeves asked the Commissioners if they would like to provide a recommendation with any line of regulation, or if they want to provide a negative recommendation. Commissioner Wood thinks that a discussion should be held regarding keeping the integrity of residential zones and how to do it in a fair manner. The difficulty is, how to do that without alienating those who have lived and worked in the City for years. Commissioner Adcock stated that there is merit between the size of the property and number of large work vehicles. The Commission agreed that they would like

to consider other issues rather than weight. Mr. Bond reported that there are current regulations for certain farm animals that are determined by acreage.

Commissioner Colson noted the passion of the residents in attendance, and thinks that there is a lot to be considered. She believes that more education is needed, and would like input from the residents who would be affected. Commissioner Colson also mentioned grandfathering in those in attendance tonight to any amendment made. Mr. Reeves asked that the residents in attendance provide their suggestions. He also clarified that the grandfathering is not a guarantee. Mr. Bond explained that the City attorney clarified that this ordinance amendment would not grandfather those already parking vehicles on their property. Commissioner Wood asked if there is a way to grandfather those in attendance into an ordinance. Commissioner Lance pointed out that it would be difficult to monitor if certain individuals were grandfathered into an ordinance amendment.

Commissioner Wood suggested that input is gathered from those affected regarding how to better handle this issue. He thinks that this should be tabled tonight and revisited in at a future meeting.

Motion: Commissioner Lance motioned to table the proposed amendment to Santaquin City Code Title 10 Chapter 7 Residential Zones (Articles A, B, C, D, E, P) to include language regarding the parking of large trucks. Commissioner Tolman seconded.

Roll Call:

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

The vote passed unanimously 6 to 0.

Mr. Reeves suggested that those in attendance subscribe to the City meeting agendas at the Utah Public Notice Website, to stay up to date on this ordinance amendment.

PLANNING COMMISSION BUSINESS

Approval of minutes from:

June 11, 2019

Commissioner Tolman motioned to approve the minutes from June 11, 2019 with a minor adjustment. Commissioner Adcock seconded. The vote was unanimous in the affirmative.

PLANNING COMMISSION MEETING

TUESDAY JUNE 25, 2019

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Mr. Bond reported that the grocery store is moving along. An ARC review will be held on Thursday the 27th, the Grocery Store as well as Evergreen Pointe Townhomes will be reviewed at this meeting.

Mr. Bond asked the Commissioners if they would like to discuss Stilson flag lot tonight or at a future meeting. Commissioner Wood suggested that it is discussed in a future meeting.

Commissioner Lance noted that the development plan for Johnson's Grove on Main Street is up for sale. She asked how it will be affected if they don't build within 6 months? Mr. Bond explained that because preliminary approval was given the expiration is in 3 years.

Mr. Bond reported that Mr. Ridley has requested that the area behind the grocery store be rezoned to high density. He clarified that nothing has been done yet. Mr. Bond explained that this would allow a buffer between the back of the grocery store and the residential homes to the north. Mr. Reeves explained that this zone change would have to go through the Planning Commission and the City Council. He noted that the Council indicated support when Mr. Ridley suggested it.

Adjournment

Commissioner Lance motioned to adjourn at 9:28 p.m.


Trevor Wood, Commission Chair
Kira Petersen, Deputy Recorder

ORDINANCE NO. 04-01-2019

AN ORDINANCE ESTABLISHING TITLE 7, CHAPTER 1, SECTION 10 REGULATING THE PARKING OF LARGE VEHICLES AND EQUIPMENT IN RESIDENTIAL ZONES, PROVIDING FOR CODIFICATION, CORRECTION OF SCRIVENER'S ERRORS, SEVERABILITY, AND AN EFFECTIVE DATE.

WHEREAS, the City Council has specific authority pursuant to Title 10, Chapter 9a Utah Code Ann. (1953 as amended) to adopt a zoning plan including an ordinance and map which divide the municipality into districts or zones and within such districts to regulate the erection, construction, reconstruction, alteration, repair and uses of buildings and structures and the uses of land; and

WHEREAS, the state legislature has granted general welfare power to the City Council, independent, apart from, and in addition to, its specific grants of legislative authority, which enables the city to pass ordinances which are reasonably and appropriately related to the objectives of that power, i.e. providing for the public safety, health, morals, and welfare; and

WHEREAS, the City of Santaquin is a fourth class city in the State of Utah and maintains a police force for the protection of the public's health, safety and welfare including the enforcement of laws for the preservation of life and property; and

WHEREAS, the parking of large vehicles and equipment on City streets and in the City's rights-of-way in residential zones has caused visibility issues, obstruction of the flow of traffic, safety concerns and damage to City infrastructure; and

WHEREAS, the City of Santaquin now desires the passage, by ordinance, of certain regulations regarding the parking of large vehicles and equipment on City Streets and in the City's rights-of-way within residential zones in the City of Santaquin;

NOW THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF SANTAQUIN, UTAH AS FOLLOWS:

Section I. Section 7-1-10 of the Santaquin City Code is hereby enacted as set forth below.

7-1-10 Parking of large vehicles and equipment in residential zones.

- A. Streets With Curbing. No truck-trailer or other equipment with a Gross Vehicle Weight Rating (GVWR) of 16,000 lbs. or licensed for more than 16,000 lbs. gross, shall be allowed to be parked on public streets with curbing within any residential zone for a period of time in excess of two (2) hours.
- B. Streets Without Curbing. No truck-trailer or other equipment with a Gross Vehicle Weight Rating (GVWR) of 16,000 lbs., or licensed for more than

16,000 lbs. gross, shall be allowed to be parked on City owned property within any public right-of-way or, within ten (10) feet of the asphalt shoulder on privately owned property within the public right-of-way within any residential zone for a period of time in excess of two (2) hours.

- C. Nothing in this section shall prohibit the reasonable use of vehicles and equipment in connection with construction activities conducted pursuant to a building or construction permit issued by the City.

Section II. Contrary Provisions Repealed. Any and all other provisions of the Santaquin City Code that are contrary to the provisions of this Ordinance are hereby repealed.

Section III. Codification, Inclusion in the Code, and Scrivener's Errors. It is the intent of the City Council that the provisions of this ordinance be made part of the Santaquin City Code as adopted, that sections of this ordinance may be re-numbered or re-lettered, and that the word ordinance may be changed to section, chapter, or other such appropriate word or phrase in order to accomplish such intent regardless of whether such inclusion in a code is accomplished. Typographical errors which do not affect the intent of this ordinance may be authorized by the City without need of public hearing by its filing a corrected or re-codified copy of the same with the City Recorder.

Section IV. Severability. If any section, phrase, sentence, or portion of this ordinance is for any reason held invalid or unconstitutional by any court of competent jurisdiction, such portion shall be deemed a separate, distinct, and independent provision, and such holding shall not affect the validity of the remaining portions thereof.

Section V. Posting and Effective Date. Prior to 5:00 p.m. on April 3, 2019, the City Recorder shall: (a) deposit a copy of this ordinance in the official records of the City; and (b) post a copy of this ordinance in three places within the City. This ordinance shall become effective at 5:00 p.m. on April 3, 2019.

PASSED AND ADOPTED this 2nd day of April, 2019.

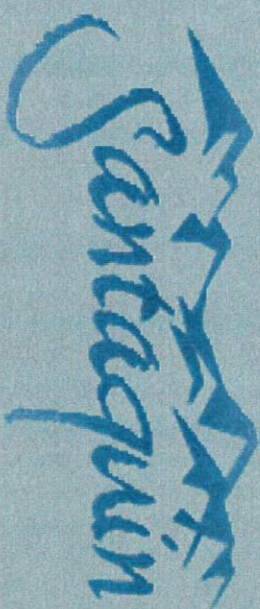
Kirk Hunsaker, Mayor

Councilmember Elizabeth Montoya	Voted	___
Councilmember Lynn Mecham	Voted	___
Councilmember Keith Broadhead	Voted	___
Councilmember Nick Miller	Voted	___
Councilmember Chelsea Rowley	Voted	___

ATTEST:

Susan Farnsworth, City Recorder

p. 25.19
Planning Commission
Attachment 'B'



LARGE VEHICLES IN RESIDENTIAL ZONES

Planning Commission Meeting

June 25, 2019

GOALS

- Hold a public hearing to receive input from the public.
- If possible, provide a recommendation to the City Council.

While doing this, consider the balance of ...

- Safety within residential neighborhoods of the City.
- Property values of residential property in the City.
- Peace, tranquility, and character of residential neighborhoods in the City.
- Broad impact that this regulation will have on the community.
- Are the regulations enforceable for the Police Officers?

MAIN TOPICS

1. Weight of Vehicle

16,000 lbs. (8 tons)

2. Type of Vehicle

All Vehicles (excluding RVs)

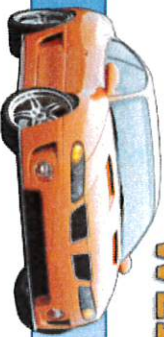
3. Size of Property

1 acre (43,560 sq. ft.)

GVWR

The **gross vehicle weight rating (GVWR)**, or gross vehicle mass (GVM) is the maximum operating weight/mass of a vehicle as specified by the manufacturer including the vehicle's chassis, body, engine, engine fluids, fuel, accessories, driver, passengers and cargo but excluding that of any trailers.

APPROXIMATE VEHICLE WEIGHTS



AVERAGE STANDARD
CAR - 1.5 TONS

AVERAGE STANDARD
TRUCK - 3 TONS



AVERAGE AMBULANCE -
5 TONS



AVERAGE DELIVERY
TRUCK - 6 TONS



AVERAGE LOADED
SCHOOL BUS - 17 TONS

AVERAGE LOADED
CHARTER BUS - 20 TONS



AVERAGE FIRE TRUCK
19 TONS - 30 TONS

AVERAGE LOADED
GARBAGE TRUCK - 25 TONS



AVERAGE LOADED
PLOW TRUCK - 28 TONS



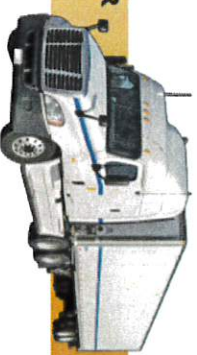
AVERAGE LOADED
CEMENT TRUCK - 33 TONS



AVERAGE LOADED DUMP
TRUCK - 36 TONS



AVERAGE LOADED TRACTOR
TRAILER - 40 TONS



APPROXIMATE VEHICLE WEIGHTS



AVERAGE STANDARD
CAR - 1.5 TONS

AVERAGE STANDARD
TRUCK - 3 TONS



AVERAGE AMBULANCE -
5 TONS

AVERAGE DELIVERY
TRUCK - 6 TONS



AVERAGE LOADED
SCHOOL BUS - 17 TONS

AVERAGE LOADED
CHARTER BUS - 20 TONS



AVERAGE FIRE TRUCK
19 TONS - 30 TONS

AVERAGE LOADED
GARBAGE TRUCK - 25 TONS



AVERAGE LOADED
PLOW TRUCK - 28 TONS

AVERAGE LOADED
CEMENT TRUCK - 33 TONS



AVERAGE LOADED DUMP
TRUCK - 36 TONS

AVERAGE LOADED TRACTOR
TRAILER - 40 TONS

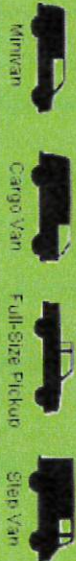


Examples of Trucks in Each Truck Class

Class 1 - 6,000 lbs & Less



Class 2 - 6,001 to 10,000 lbs



Class 3 - 10,001 to 14,000 lbs



Class 4 - 14,001 to 16,000 lbs



Class 5 - 16,001 to 19,500 lbs



Class 6 - 19,501 to 26,000 lbs



Class 7 - 26,001 to 33,000 lbs



Class 8 - 33,001 lbs & Over

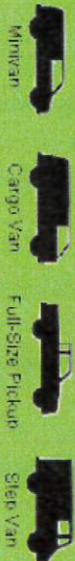


Examples of Trucks in Each Truck Class

Class 1 - 6,000 lbs & Less



Class 2 - 6,001 to 10,000 lbs



Class 3 - 10,001 to 14,000 lbs



Class 4 - 14,001 to 16,000 lbs



Class 5 - 16,001 to 19,500 lbs



Class 6 - 19,501 to 26,000 lbs



Class 7 - 26,001 to 33,000 lbs



Class 8 - 33,001 lbs & Over





Arthur Adcock <arthuradcock@gmail.com>

Email from concerned citizen

1 message

Robin Stevens <RStevens@santaquin.org>

Tue, Jun 25, 2019 at 8:52 AM

To: Trevor Wood <wood.trevor.c@gmail.com>, Arthur Adcock <arthuradcock@gmail.com>, Kylie Lance <kylie@lancegrouphomes.com>, Kyle Francom <kfrancom33@gmail.com>, Jessica Tolman <jessicajo430@gmail.com>, Brad Gunnell <bradleydgunnell@gmail.com>, Pamela Colson <pamelac50@gmail.com>, "Michelle Sperry1085@gmail.com" <MichelleSperry1085@gmail.com>, Jason Bond <JBond@santaquin.org>, Ryan Harris <RHarris@santaquin.org>, Jon Lundell <JLundell@santaquin.org>, Betsy Montoya <elizabeth.montoya@aggiemail.usu.edu>, Robin Stevens <RStevens@santaquin.org>

From: David Wride [mailto:wride7261@gmail.com]**Sent:** Monday, June 24, 2019 9:51 PM**To:** Robin Coalson <RCoalson@santaquin.org>**Subject:** Parking ordinance (public forum discussion)

Dear Members of the Planning Commission,

Hello! My name is Gwen Wride and my husband Dave and I have lived in Santaquin for 17 years. We have raised our five children here and love our beautiful neighborhood and city.

We just want to send an email to let you know how large vehicles affect our neighborhood every day, and why we are in support of a parking ordinance regarding large vehicles that will be discussed in the Public Forum on Tuesday, June 25.

For four years, our neighbor across the street has operated dump trucks out of his residence. The noise and exhaust has been a major issue for us and several other immediate neighbors. Our youngest son's bedroom is at the front of our house and his sleep has been disrupted so regularly that he no longer sleeps in that bedroom. The exhaust has been chronic and the wind seems to carry it our way most of the time. We keep our front windows shut and garage door shut as much as possible when he is idling his trucks.

The dump truck starts up at 6:00 am every morning and idles for up to ten minutes. The dump truck runs every week day and often on the weekends. He even ran the truck most of the winter. Our neighbor also works on it on a regular basis. All of his maintenance (including welding) has been done near the front of his lot. For over a year, a second dump truck was also parked and maintained on his lot, which added to the daily dust, noise, and exhaust. Fortunately, the second dump truck is not currently on his lot, however, there is nothing to prevent him from bringing it back.

We are grateful for planning and zoning laws that help protect our neighborhoods. We appreciate your consideration in this matter.

Thank you,

David and Gwen Wride

5 attachments



BothTrucksWorkOnRed.png
564K



WeldingFall.png
1139K



WashAndWorkOnTruck.JPG
1068K



TruckWithTrailerAndBackhoe.JPG
1226K



WhiteBedRaised.JPG
1164K

6.25.19
Attachment 'D'

Arthur Adcock <arthuradcock@gmail.com>

Brad Gunnell Statement re: Large Vehicle Parking

1 message

Brad Gunnell <bradleydgunnell@gmail.com>
To: Arthur Adcock <arthuradcock@gmail.com>

Tue, Jun 25, 2019 at 1:36 PM

Art:

Here's my view. Thanks!

Commissioners:

Friday afternoon we received for first time actual text of this proposed ordinance prohibiting parking of vehicles over a certain size from parking in lots less than one acre in the residential zones in Santaquin.

I strongly oppose this ordinance as written. I believe this would affect me personally more than any other commissioner--within less than a block of me, I have two neighbors who park their trucks on their own private property. One is directly across the street from my home, and the other is three doors down to the West. In addition to those two, Another neighbor directly across the street from me parks and services trucks and heavy equipment behind the residence. All three of these neighbors keep their trucks and equipment on their own property--not on the city right of ways. Of these three, only one was there when we bought our home in late 2012. The other two moved in after we did.

One neighbor has been using his lot for this purpose for about 20 years. The other two purchased these lots for the express purpose of having a home where they could also park their trucks. I understand from talking to these neighbors that monthly lot rent to park a truck and trailer runs anywhere from \$100 to \$600 a month in Utah County. As written, this ordinance would, in effect, impose a hidden tax on in this amount on any resident of Santaquin who currently parks their truck or equipment on these lots. The Planning Commission and City Council would be telling them to either incur that cost, or sell their house and get out of town. We recently had a discussion on the unfortunate situation of folks in need of affordable housing and the effect of rising property valuations and taxes on long-term residents of Genola eventually forcing long-term residents out. That was undesirable then, and it's undesirable here.

I cannot support any ordinance that would have that effect. While I understand and agree with the desire to foster a more residential feel to our residential zones, telling current residents that they are no longer welcome is not the way to achieve that end.

I will support an ordinance that "grandfathers-in" existing uses and allows those who currently park trucks or equipment to continue to do so. This could be accomplished by applying the ordinance prospectively to new residents. Yes, this adds complexity to enforcement, but adding complexity to enforcement should not be an excuse to write bad ordinances to take the burden off of city staff. As an example, using the Utah County Recorder's office I was able to determine when the Wrides and their neighbors each acquired their lots within 2 minutes total. Renters are harder to determine, but in the end we need to look primarily at the burden we are imposing upon our residents. I am not willing to tell my neighbors they need to either find a few hundred extra dollars in their monthly budget for parking or find a new town to live in because allowing them to continue to use their property as they have been for years would now be an enforcement headache. While this may not solve the disputes between neighbors that already exist, I do not believe that it is the role of our Commission or the City Council to resolve every dispute between neighbors by picking a winner and prohibiting the loser from doing what was previously a lawful use.

Finally, I also have concerns about the weights -- a dually truck with a fifth wheel camper or a side-by-side and four wheelers on a trailer can easily exceed these limits. I would like to know where these weights were determined and their basis, as well as the two hour time limit--a moving truck will likely be over the weight and parked for more than two hours any time someone moves in or out of town--a person loading a large Uhaul or Yellow truck and leaving it overnight before leaving would be in violation.

Let's take our time, let's take care of our residents who came here because we have allowed this use in the past, and let's just get this right, even if it's not tonight.

-Brad Gunnell, Commissioner

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