

MINUTES
PLANNING COMMISSION MEETING
FRUIT HEIGHTS CITY
910 South Mountain Road
May 22, 2018

PLANNING COMMISSION REGULAR MEETING

1. WELCOME

The Planning Commission Work Meeting was called to order by Chairman Curtis Tanner at 7:04 pm.

The meeting was opened by reciting the Pledge of Allegiance and a word of prayer was offered by Chairman Curtis Tanner.

2. ROLL CALL

COUNCIL MEMBERS PRESENT: Commissioners Chris Martineau, Susan Hunt, Paul Wood, Chairman Curtis Tanner and Council Member Brandon Halliday were all present. Commissioner Sam Brady was not present.

STAFF PRESENT: City Manager Brandon Green, City Planner Jeff Oyler, Public Utility Superintendent Darren Frandsen, City Engineer Brandon Jones and Recording Secretary Kelli Rollins were present.

VISITORS: Barbara Spendlove, Ted Spendlove,

3. APPROVAL OF MINUTES OF MEETING

Commissioner Chris Martineau made a motion to approve the minutes for the Planning Commission Meeting of March 27, 2018 with changes. It was seconded by Commissioner Paul Wood and was approved unanimously.

REGULAR PLANNING COMMISSION MEETING

4. SUBDIVISION REVIEW AND UPDATES

1. Review Development Agreement for Rock Loft Ridge Estates

City Planner Jeff Oyler reminded the Planning Commission about the Development Agreement for the proposed Rock Loft Ridge Estates development. He mentioned that the City had hired the geo-technical firm, Geo-Strata, to look at the slide area specifically and when the report was finished there may need to additional tests done as per their recommendation. The City is waiting on that report before moving forward on the development agreement. The geo-technical analysis will look at everything from Green Road down to the church. Commissioner Susan Hunt asked if the previous geo-technical study had revealed that the area that was sliding had the potential to slide. City Planner Jeff Oyler stated that in the first study this area had been identified as a potential problem area.

Planning Commission Chairman Curtis Tanner asked the visitors if they had wished to make any comments. Mrs. Spendlove, who owns some of the east bench property, mentioned this was the first she had heard of a new problem on the east bench. The Planning Commission and City Staff explained where the new slide was happening starting the Smith's and going to the Peterson's behind 4 houses. The owner expressed frustration with how long the development is taking to get approved and Commissioner Chris Martineau and the City Staff pointed out that there are still the problems with secondary water and other issues. Mrs. Spendlove stated that she didn't believe that the City was the cause of the delays.

5. CITY PARKS AND TRAILS REVIEW

Council Member Brandon Halliday reported that BreAnne Anderson reported on the options for the Nicholls Park playground and that the City Council would be making a decision on the options in the near future. The committee had given several different companies the City's required specifications and received different plans from the companies. They discussed a few of the specifications and the variety of plans received.

6. BUSINESS LICENSE REVIEW/DISCUSS/APPROVE/DENY

City Manager Brandon Green stated that there was a business license that was initially denied because of parking concerns and the concerns were addressed and the Planning Commission put some restrictions on the home owner and approved the business license. The neighbors have started to complain. The agreement that the owners would put their cars in the garage and clean out their carport, enabling people to park in the carport and on the driveway has not occurred and so the customers are parking on the street. City Manager Green stated he would be going to look at the property and talk to the owners about the complaints and would also put the complaint into writing to the homeowners.

7. CITY ORDINANCE REVIEW AND UPDATES

City Engineer Brandon Jones explained to the City Council that the City Standards were the guidelines that govern development in the City and it is put in place, so everyone is held to the same standards. It goes into the details of how everything should be done. The last time they were updated was 2005 and it was time for an update. The City Staff has gone through everything in the entire book so that everything would be updated according to updated codes and requirements. He mentioned that most of the document will remain the same. The current legislation requires that the City adopt new standards similar to the process for a land use ordinance so there would need to be a public

hearing at some point in the future and then after the Planning Commission recommendation it will go to the City Council for adoption.

He then went through the changes that the City Staff was recommending with the Planning Commission.

The first change states that if something is not specifically addressed in the City Standards that the City would defer to the specifications outlined in the 2017 APWA Standards (American Public Works Association) would be the rule. The specifications in the City's standards would be the primary source with the APWA standards being the secondary source.

City Engineer Brandon Jones reminded the Planning Commission that a few years ago the City adopted a street utility fee and during the process it became very apparent that new roads were not lasting as long as they should be.

During a City wide assessment of the road conditions the City Staff realized that the roads were not on track to last the intended amount of years. A road should last fifteen to twenty years with a chip and seal repair. Currently the asphalt is required to be three inches with the road base being ten inches. The first part of the second change would specify four inch asphalt over twelve inch road base. He went on to explain that this pavement section would be better suited to handle the actual traffic loading experience during the initial construction of homes as well as the long-term loading. The current 3/10 standard is not sufficient for the wear the roads are receiving. Commissioner Martineau inquired about the APWA standards and it was reported that the APWA Standards do not specify thicknesses. Those standards specify thickness would be dependent on road traffic and existing soil issues.

The second part of the aspect of the road specifications change is the asphalt design mix. That is something that has not been specified or tracked well enough. The City Staff is recommending that a maximum of 15% recycled asphalt product be used in the asphalt design mix. Asphalt mix design will help the roads last the 15-20 years that they should be expected to perform. The City will also be required to follow their own standards.

The third change discussed by the City Staff and Planning Commission was regarding the width of sidewalks. Current ADA standards require a five foot by five foot turn around area every 200 feet. City Manager Brandon Green related that he had taken a walk for a few blocks with a Fruit Heights resident who was in a wheelchair and he mentioned that it was an enlightening experience to see the difficulties the City's sidewalks presented to this woman. He mentioned that his recommendation would be six foot sidewalks right on the back of the curb. The first reason would be water conservation, for without the parking strip there would be a lot less water wasted. The second reason would be walkability. Wider sidewalks are easier for walking side by side and also for those riding in a wheelchair. City Engineer Jones recommended at least a change to five foot sidewalks to meet the ADA regulations of the turnaround every 200 feet. City Engineer Jones mentioned that the Planning Commission should keep in mind

that this would only apply to new developments which Fruit Heights does not have very many more developable areas.

The fourth change is the thickness of the sidewalks. Right now the standard is 4 inches thick except at the driveways and ADA ramps which have to be 6 inches thick. The new city standard would just require the sidewalks to be 6 inches thick everywhere. He explained that the developers cannot start their guarantee period until sidewalks have been installed so they usually install them before the development is finished and before the developer is ready to install the driveways so they usually install 4 inch thick sidewalks everywhere and then go back later and rip them out and install the 6 inch thick at the new driveways and ADA ramps. This is difficult to verify that the developer has indeed ripped the four inch sidewalk out and reinstalled the six inch at the driveways and ADA ramps. City Engineer Jones did the calculation of putting in four inch and then tearing out after construction and reinstalling six inch in the driveways or just installing six inch everywhere right in the beginning and the cost difference is negligible. He also mentioned that issues come as different owners install pools or rocks for landscaping and drive over the sidewalks. The six inches would protect against some of those scenarios.

The other minor changes that he mentioned were detailed drawings for ADA compliance on the sidewalks and drive approaches. The Planning Commission asked questions about the difference between back of curb sidewalks as opposed to those with a parking strip. Other minor changes include drawings clarifying the location of service lines, drawings detailing asphalt patching requirements, drawings for tracer wire for water lines and drawings with sizing charts for storm drain catch basins. There are a few changes to make the City Standards compliant with state requirements regarding drinking water. There are also drawings added for standard storm drain outlet control as well as emergency overflow detail for detention basins.

The City added the specifications in standardizing the streetlights. They have the parking lot and intersection lights and then the lamppost style would be a mid block and cul de sac. The developers would need to buy them from one of two companies because Rocky Mountain Power doesn't carry these LED lights. They can be purchased from any Phillips supplier. These two companies have the Fruit Heights Stamp on the pole already. These are the LED dark sky lights. The City will be replacing lights with the new light slowly. They will replace bad lights but are also coming up with a plan to budget 5-6 lights a year even if they aren't bad ones. The Planning Commission discussed the benefits of LED and the ability of the City to control them a little more and they can be more directional thus mitigating the lights shining through peoples windows.

The final change is a drawing detailing and showing examples of LID (Low Impact Development) questioned the need for the LID examples. City Engineer Jones explained that the EPA will soon require new developments to provide ways to keep the water that falls onto the property to stay on the site in order to keep the storm water clean. These examples provided are included just in case

someone asks for ideas of what they could use if they were ever interested in installing something. LID is not required is not required at this time.

City Planner Oyler mentioned that this adoption may require changes in other ordinances. Council Member Brandon Halliday also mentioned that some of these changes should be in effect for the CWPP before the development of any of the east bench.

Commissioner Chris Martineau expressed concerns. The first was that the 4/12 asphalt and road base requirements are for cities much larger than Fruit Heights. On the sidewalk issues he mentioned that there have to be other ways to accommodate ADA guidelines. He mentioned that there had to be a way to change the way things were done so that sidewalks were not put in until the developer knows where the driveways are going. Public Works Superintendent Frandsen agreed that with some subdivisions that is possible but not where they sell the lots months or years apart. He understands the City's concerns that they are responsible for the sidewalks but he asked if there wasn't another way like requiring permits or taking out a bond. He also expressed frustration over the requirements of the EPA. He understands the need for clean water but it is ridiculous that everything has to be regulated. He suggested pushing back and refusing to do things. It was reported that the problem is that the City will be fined if they don't comply. He mentioned that all the proposals that the City wants to change costs money and that concerns him. City Engineer Jones summarized that Commissioner Martineau was concerned with the 4/12 roads, the 6 foot wide sidewalks and the 6 inch thick sidewalks and reported that he would research more to show the reasoning behind the changes. He also asked Commissioner Martineau to call or sit down with or email City Engineer Jones to express concerns, give ideas or further discuss these standards. The City Staff expressed a desire to know what standards did and did not work in other cities that Commissioner Martineau has worked with in the past.

City Planner Jeff Oyler encouraged the Planning Commission to consider the six foot wide sidewalks. The first is that parking strips are the biggest waste of water. He also mentioned that you need six feet to walk side by side. It is cleaner, easier to care for from the homeowner, and is large enough for the home owner to shovel snow on the edge and still leaves two to three feet for walking.

Council Member Halliday asked about the location of the utilities. The City Engineer reported most would be behind the sidewalk. They discussed how either in the park strip or on the other side of the lawn they run the risk of breaking sprinklers. They discussed the challenges of snow removal and safety concerns of being closer to traffic. These standards do not apply to PUD except for utilities and water.

City Engineer Jones suggested keeping this process moving as rapidly as possible. He committed to providing information to support the changes the City Staff is recommending.

The City Staff recommended meeting with the City Council to discuss issues in order to address everyone's concerns at the same time. The plan would be that

during that meeting they come to an agreement of what they would like in the standards and would then be able to hold a public hearing. Then it can come to the Planning Commission for recommendation and they can send it on to the City Council for approval.

It was determined that the Planning Commission would meet with the City Council on June 19 at 6:30 pm to discuss the concerns with the changes in the standards. The next Planning Commission meeting would be on July 17 and they could have the Public Hearing on that day providing there would be a consensus at the combined meeting. The City Engineer will present the proposed changes to the standards to the City Council on June 5 so they are prepared for the combined meeting.

City Planner Jeff Oyler mentioned that they are looking for a County Planning Commissioner. They must be a resident of Davis County and they meet once a month on the first Thursday.

8. OTHER BUSINESS

9. CALENDAR

10. ELECTRONIC MEETING

11. ADJOURNMENT:

Planning Commissioner Susan Hunt made a motion to adjourn the Planning Commission meeting and it was seconded by Commissioner Paul Wood. The meeting was adjourned at 9:01 pm.

I HEREBY CERTIFY that the foregoing is a true, accurate and complete record of the Fruit Heights Planning Commission meeting held May 22, 2017.

Not approved until signed


Kelli Rollins, Fruit Heights Recording Secretary

Date approved by Planning Commission: July 17, 2018