



## Agenda -Development Review Committee

DATE: Wednesday, August 25, 2021

TIME: 2:30 P.M. – 5:00 P.M.

ADDRESS: 30 West 100 North Salem, Utah 84653 (Council Chambers)

**2:30 p.m.** WORK SESSION

1. Summer Springs Town Home Right of Way Adjustment
2. D.R. Horton Salem Springs Master Planned Development Standards  
(Street ROW, Housing Products, Setbacks and Design)

**3:30 p.m.** AGENDA – DRC

1. Approval of minutes from DRC July 21, 2021 and August 4, 2021
2. Summer Springs Town Home Right of Way Adjustment
3. D.R. Horton Salem Springs Master Planned Development Standards  
(Street ROW, Housing Products, Setbacks and Design)

Attendance: Cody Young, Chief Brad James, Walter Bird, Greg Gurney, Bruce Ward, Ted Barnett, Ryan Selee, Steve Cox, Matt Marziale, Vaughn Pickell, Hales Engineering, LEI Engineering, D.R. Horton Team

**2:30 p.m.**     WORK SESSION

### **Summer Springs Town Home Right of Way Adjustment**

The Summer Springs development is located at 1500 north 770 west. Jake Black is coming to DRC to present a right of way adjustment for the townhomes. Bruce Ward mentioned that the developer is presenting to take away the planter strips in the road and put the eight feet from the planter strip into the backyards of the townhomes. Bruce Ward mentioned that the current right of way cross section promotes cars to park behind each other. Bruce Ward mentioned that the proposed right of way only allows one car to park in the driveway. This will prevent parked cars to be hanging over into the sidewalk and street. Greg Gurney asked if it is allowed to park on the streets. Bruce Ward stated that there will be parking on the streets. Ryan Selee also mentioned that there will be visitor parking in the area. Bruce Ward mentioned that the revised right of way gives the product better value. Bruce Ward also mentioned that the driveways will still be twenty-five feet long. Chief Brad James asked where the plowed snow will go if the planter strips are removed. Bruce Ward stated that plowed snow does not go in the planter strip but goes on the shoulder of the road. Bruce Ward stated that this proposed revision would need to be adopted into the R-5 zone as an accepted cross section.

### **D.R. Horton Salem Springs Master Planned Development Standards (Street ROW, Housing Products, Setbacks and Design)**

Howard Chuntz stated that additional density is awarded to the developer depending on providing outstanding amenities. Howard Chuntz stated that the proposed amenities is worth about 2.5 units per acre. Howard Chuntz mentioned that the City should ask for more amenities. Howard Chuntz is concerned about the quality of the development as a whole.

Howard Chuntz asked the DRC if the City can control who the sub developers are for the project. Vaughn Pickell stated that the City could negotiate approved sub developers in the development agreement. Bruce Ward stated that if the City has a sturdy development agreement it will not matter who builds the project. Vaughn Pickell mentioned that the best protection for quality would be lined out in the design standards. Bruce Ward mentioned that the DRC will be talking about street right of way's, housing products, setbacks and designs with D.R. Horton today. Bruce Ward mentioned that the City could make the development look more open with widening roads and appropriate setbacks. Bruce Ward also mentioned that density for the development will be lost through necessary improvements. Ryan Selee mentioned that he likes the idea of narrow roads because people don't drive as fast on narrow roads. Greg Gurney reminded the DRC that the roads need to be wider to allow emergency vehicle access. Chief Brad James stated that powerhouse road needs to be two lanes both ways with a median. Bruce Ward asked how much the City can require the developer for offsite road improvements. Vaughn Pickell stated that the traffic study will determine the amount of offsite road improvements the developer will need to do. The DRC has concerns about the appropriate widths of the roads. Bruce Ward stated that the City is going to look at the traffic study more in depth to make sure that the appropriate roads widths are established. Steve Cox stated that the estate lots outlined in the development agreement is basically Salem City's R-15 zone. Steve Cox stated that the only change is that they are proposing an 18 foot setback on the corner lots. Steve Cox said he is okay with this change because the side yard is untouchable for the landowner. Bruce Ward stated that the R-15 zone currently has a 25-foot setback on corner lots to keep street view. The DRC reviewed the cross sections for the residential streets in the proposed development agreement. Chief Brad James stated that he likes the streets to be wide. Bruce Ward mentioned that in the cottage homes D.R. Horton is proposing to keep the asphalt the same width but remove the planter strip. Vaughn Pickell stated that without the planter strip the development will not look like Salem. Steve Cox stated that their needs to be a discussion about the setbacks for the cottage lots and townhomes. Bruce Ward stated that the City should stick with ten-foot setbacks and when the living areas get really small it should be 10-to-5 foot setbacks.

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83   **Approval of minutes from DRC July 21, 2021 and August 4, 2021**

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85   Chief Brad James made a motion to approve the minutes from the July 21, 2021 DRC meeting.

86   Vaughn Pickell seconded the motion. All members of the committee voted in favor.

87   Matt Marziale made a motion to approve the minutes from the August 4, 2021 DRC meeting.

88   Ted Barnett seconded the motion. All members of the committee voted in favor.

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90   **Summer Springs Town Home Right of Way Adjustment**

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92   Bruce Ward stated that Jake Black from Northern Engineering is presenting a revised right of  
93   way adjustment for the Summer Springs townhomes. Bruce Ward mentioned that Sean Athy  
94   and Bradon Ames from Bach Homes are on speaker phone. Jake Black said that the current  
95   right of way for the townhomes has a lot of concrete. Jake Black said stated that with the  
96   current right of way there is no way to use the planter strip effectively. Jake Black mentioned  
97   that there will be 20,000 square feet of area lost to concrete in the current right of way. Jake  
98   Black stated that if the new right of way standard is approved then they will put the lost  
99   landscape from the removal of the planter strips somewhere else in the development. Bruce  
100   Ward asked if there will be landscaping in front of the townhomes front doors. Vaughn Pickell  
101   stated that he would like to see landscaping between the driveways of the townhomes. Vaughn  
102   Pickell also mentioned that he does not want to have a sea of concrete in the development.  
103   Brandon Ames stated that there will be landscape in between each driveway of the  
104   townhomes. Vaughn Pickell stated that if the proposed cross section is approved then there  
105   should be an alternative cross section standard approved.

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107   **D.R. Horton Salem Springs Master Planned Development Standards (Street ROW, Housing**  
108   **Products, Setbacks and Design)**

109 Ryan Hales from Hales Engineering presented the traffic study for the Salem Springs  
110 Development. Ryan Hales stated that the level of service for a road is determined from the  
111 amount of time a car waits at an intersection to cross a street. Ryan Hales stated that all of the  
112 intersections are functioning at a B or better currently. Ryan Hales also mentioned that the  
113 peak traffic hours are 7 a.m. to 9 a.m. and 4 p.m. to 6 p.m. at night. Ryan Hales also stated the  
114 8800 south and Woodland Hills Dr. at 800 units warrants a signal at this intersection. In 2050  
115 Woodland Hills Dr. and the future Nebo loop road intersection will need a signal. 400 east and  
116 8800 south will need to be signalized in the year 2050. Powerhouse road does not need to be a  
117 five-lane road but a two-lane highway would accommodate. Matt asked if the study based off  
118 the whole population or just the Salem Springs development. Hales Engineering said that the  
119 study is based off of the entire area and not just the Salem Springs development. Hales  
120 Engineering is recommending two lanes and turn pockets at intersections for major roads in the  
121 area. Vaughn Pickell asked if they will need round bouts for the development's major roads.  
122 Ryan Hales stated that the development will not need any stop signs in the road and round  
123 'bouts would be sufficient. Bruce Ward asked what the improvements will need to be on 8800  
124 south. Ryan Hales stated that there is no recommendation to widen 8800 south. Matt Marziale  
125 stated that the City Council is expecting improvements of the existing roads in the area from  
126 this development. Matt Marziale stated that the slant powerhouse road needs to be an arterial  
127 and it needs to be wide. Scott Bishop stated that Hales Engineering was hired to make sure that  
128 the traffic plan will work in the development. Scott Bishop mentioned that the roads can be  
129 bigger than what was recommended in the traffic study. Bruce Ward mentioned that he  
130 struggles with the traffic funneling out of only two roads. Bruce Ward stated that Salem City  
131 wants the streets to meet a high grade of service. Bruce Ward also mentioned that Salem City  
132 wants there to be a connection road from town to the summer springs development. Ryan  
133 Hales stated that the traffic study was based off of a worst-case scenario. Ryan Hales also  
134 mentioned that diagonals roads are more appealing to drive on than horizontal roads. Greg  
135 Gurney asked if the traffic study studied the intersection of 1100 north and SR-198. Ryan Hales  
136 stated that under the current conditions it will take a while for 1100 north and Sr-198 to get a  
137 signal. Bruce Ward stated that the public comment is the fear of losing rural feel with this

138 development. The DRC feels that if the development maintains a wider right of way, then they  
139 can sustain the normal development feel of Salem. Bruce mentioned that the 66 foot right of  
140 way is great because you can park cars on both sides of the street and still use the street. Chief  
141 Brad James stated that we need to preserve the feel of Salem and keep the 66 foot right of way.  
142 Scott Bishop stated that their proposed plans showed a sixty foot right of way. Bruce Ward  
143 mentioned that there is not a lot of change from the sixty-six to the sixty foot right of way. Ryan  
144 Hales mentioned that a rounded curb in the development would keep an open feel. Chief Brad  
145 James wants the streets to be wide to provide adequate space for emergency vehicles. Scott  
146 Bishop mentioned that have an eight-foot planter with landscaping causes water conservation  
147 issues. Vaughn Pickell stated that no trees in the planter strips is not a good look for a City.  
148 Ryan Selee asked what the developers plan was for storm drain. Scott Bishop stated that they  
149 are looking at doing regional ponds and outfalls because the soil will not percolate very well.  
150 Greg Magleby stated that eight-foot planter is a maintenance nightmare. Bruce Ward stated  
151 that the three main roads will not have driveways going into them. Vaughn Pickell asked if  
152 there can be big trees in a five-to-six foot planter strip. Scott Bishop stated that big trees can be  
153 in five-to-six-foot planters. Greg Magleby stated that two-and-a-half-foot size curb is a  
154 comfortable width for a rounded curb. Bruce Ward mentioned that if the planters were  
155 changed to six feet wide, they would not lose any asphalt width. Bruce Ward asked what the  
156 future of 8800 south is. Ryan Hales stated the future of 8800 south is to two lanes. Scott Bishop  
157 stated that the diagonal road going through the development will be the road that is used the  
158 most in the area. The DRC is wanting 8800 south to be designed to be a major corridor and  
159 preserve right of way around it. Scott Bishop presented the seventy-five foot right of way.  
160 Bruce Ward stated that the trail will need to be put into the right of way. Ryan Selee mentioned  
161 that the Murdock canal trail is a good example for the City to follow while trails are being  
162 constructed. Scott Bishop mentioned that the median lane in the road could be made into a  
163 turning lane. Greg Magleby suggest that the trail should be on the open space side of the right  
164 of way and the sidewalk should be on the non-open space side of the right of way. Bruce Ward  
165 said that Jim Price said that twelve-to-fourteen-foot trails is a good idea. Greg Magleby will  
166 need to talk with flagship homes to make sure the proposed trail goes through their

development as well. Bruce Ward mentioned that the proposed seventy-five foot right of way should be applied to 8800 south. Scott Bishop mentioned that residential streets will tie into the trail system in the development. Bruce Ward stated that the trails may need to be adjusted to align with the Spanish Fork River trails. Bruce Ward mentioned that the estate lots are basically Salem City's R-15 zone. Steve Cox stated that he does not see an issue with the eighteen-foot setback on corner lots. Vaughn Pickell mentioned that there should be no driveways on the eighteen-foot setback side of the lot. Adam Loser stated that the reason for the eighteen-foot setback is to make the wrapping of utilities easier. Scott Bishop asked if the City is okay with the fifty-four foot right of way in the estate lots. Bruce Ward stated that the modified sixty foot right of way will be used in the estate lots. Bruce Ward stated that the D.R. Horton plus lots are similar to Salem City's R-12 zone. Bruce Ward mentioned that the modified sixty foot right of way will be used for the D.R. Horton plus lots. Bruce Ward stated that the single family lots are Salem City's R-10 zone. Steve Cox mentioned that it would be best to keep the single family lots at ten-foot setbacks. D.R. Horton is concerned that the ten-foot setback shrinks the home and does allow flexibility with design. Steve Cox stated that he wants to keep the open feel of Salem with keeping the ten-foot setback. Bruce Ward stated that they could put a five-foot setback on one side and then require fifteen feet between two homes on the other side. Chief Brad James stated that the narrower setbacks will not sit well with the City Council. Bruce Ward stated that Howard Chuntz still has concerns about the recreation impact fees and the value of the amenities. Scott Bishop mentioned that the hill side is not included in the open space provided to the community calculation. Bruce Ward stated that the development agreement needs to have solid number in place in regards to amenities and impact fees. Bruce Ward mentioned that the cottage lots are similar to Salem City's R-5 zone. Steve Cox mentioned that the street setback will be ten foot and the interior setback is seven and a half feet. D.R. Horton agreed to the setbacks for the cottage lots. Chief Brad James mentioned that there will need to be public safety equipment provided for the foothills park. Bruce Ward proposed that there should be not less than thirty feet of asphalt in any cross section in the development. The DRC needs to decide on an appropriate cross section for the town homes.

196 Bruce Ward made a motion to adjourn. Steve Cox seconded the motion. All members of the  
197 committee voted in favor.