



Agenda -Development Review Committee

DATE: Wednesday, September 1, 2021

TIME: 3:30 P.M.

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

3:00 p.m. WORK SESSION (Staff Meeting – No Official Business Done)

1. Zone Change – Bringhurst Property A-1 to I-1 **PZ2021-89**
2. D.R. Horton Salem Springs Master Planned Development Standards
(Street ROW, Housing Products, Setbacks and Design)

3:30 p.m. AGENDA – DRC

1. Zone Change – Bringhurst Property A-1 to I-1 **PZ2021-89**
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27 TIME: 3:30 P.M.

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

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31 Attendance: Greg Gurney, Brad James, Bruce Ward, Steve Cox, Ryan Selee, Cody Young, Ted
32 Barnett, Vaughn Pickell, Dale Carter, Ryan Hales, John Bowcut

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34 **3:00 p.m.** WORK SESSION (Staff Meeting – No Official Business Done)

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Zone Change – Bringhurst Property A-1 to I-1 PZ2021-89

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37 The Bringhurst zone change is located at 1179 North 1750 West Salem, Utah. The applicant is

38 proposing a A-1 to I-1 zone change. The applicant is also proposing to build storage units if the

39 I-1 zone is granted for the property. Bruce Ward mentioned that the Bringhurst Zone Change is

40 consistent with the proposed Sunrise Engineering area plan. Chief Brad James has concern with

41 granting the I-1 zone because sexually orientated and tobacco orientated businesses are

42 permitted in the I-1 zone. Bruce Ward stated that we could potentially approve the zone

43 change with a site plan to ensure that storage units get built on the property. Bruce Ward

44 finished up by suggesting to hold off on changing the zone until the area plan from Sunrise

45 Engineering is completed. Ryan Selee mentioned that he believes the I-1 zone is the best zone

46 adjacent to the sewer plant. Ted Barnett mentioned that the existing home on the property is

47 fed by Rocky Mountain Power. Ted Barnett finished up by saying that the power for the

48 property will need to be transferred to Salem City Power. Ryan Selee mentioned that the west

side of the Arrowhead Springs Development (across the street from the sewer plant) is planning on constructing storage units in this area as well.

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

Bruce Ward mentioned that the City is looking for direction on what can be required for offsite road improvements. Bruce Ward stated that 8800 south and 400 east will be impacted by this development. Ryan Hales stated that 8800 south would be a class D level of service with no improvements and an estimated 6500 cars per day. Ryan Hales stated that the City could establish a standard that requires a certain service level standard. Ryan Hales stated that 400 east is estimated to have 9000 cars per day. Bruce Ward asked Vaughn Pickell if the City has to follow the class D level of service. Vaughn Pickell stated that 8800 south is a county road and the City has no jurisdiction over the road. Bruce Ward stated that the turn pockets should solve the traffic problem on 8800 south. Ryan Hales mentioned that people in the development will avoid Woodland Hills Dr. if there isn't an easy intersection to navigate while dropping their kids off at school. It was also mentioned that SR-198 and Woodland Hills Dr. will be a five-lane road in the future. Bruce Ward asked if the City can require offsite turn pockets. Vaughn Pickell is not sure if offsite turn pockets can be required on streets that aren't in Salem City's jurisdiction. Vaughn Pickell suggested that the City reach out to the county to see what we can and cannot require the developer to do on county roads. The DRC mentioned that the road plan is still under construction and the City staff needs to coordinate with the developer and their engineers. Ryan Selee mentioned that the Master Planned Development code requires the

70 developer to provide all adequate public facilities. Vaughn Pickell mentioned that the traffic
71 study will determine the road improvement for the developer.

72 **3:30 p.m. AGENDA – DRC**

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74 **Zone Change – Bringham Property A-1 to I-1 PZ2021-89**

75 The Bringham zone change is located at 1179 North 1750 West Salem, Utah. The applicant is
76 proposing a A-1 to I-1 zone change. The applicant is also proposing to build storage units if the
77 I-1 zone is granted for the property. Bruce Ward asked Chad Campbell what the timing for
78 improvements of the property will be if the zone change is granted. Chad Campbell stated that
79 they are going to acquire the property in a month and hopefully have cement down before late
80 winter. Chad Campbell also stated that they will be building storage units on the property. Greg
81 Gurney asked if the existing home will be removed from the property. Chad Campbell stated
82 that they would like to keep the existing home to turn it into an office. Bruce Ward said that
83 having storage units next to the sewer plant is a great idea. Bruce Ward mentioned that there is
84 a potential road that will go east to west in between the sewer plant and the proposed
85 Bringham property zone change. Chad Campbell stated that he will need to improve the
86 frontage if the potential road is built. The DRC mentioned that the existing structures may need
87 to be moved because of setbacks if the future road is built. Bruce Ward asked if the developer
88 has a site plan for the storage units to present to the Planning and Zoning Commission and City
89 Council. Chad Campbell said that they could get a site plan drawn up if needed for Planning and
90 Zoning Commission and City Council. Bruce Ward also mentioned that it would be nice to have
91 a big enough entrance for trucks and trailers to pull off of the main road to type in the code to
92 get into the storage units. Vaughn Pickell asked if we know the future width of the road that

could potentially go in between the sewer plant and the proposed Bringhurst property zone change. Bruce Ward said that the area plan is not set in stone so there are no road widths determined at this point.

Vaughn Pickell made a motion to recommend approval of the Bringhurst Zone Change from A-1 to I-1. With condition that the applicant will use the property for storage units. The applicant is to comply with the general plan and the in-process area plan for the New Salem area. Ted Barnett seconded the motion. All members of the committee voted in favor.

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

Bruce Ward mentioned that some of the intersections in the area that will be impacted by the Salem Springs development are controlled by the county. Bruce Ward stated that Ryan Hale's traffic study is based off of a class D service level. Vaughn Pickell mentioned that a standard could be created that would require roads to meet a certain level of service. Ryan Hales mentioned that a project in Salt Lake City does not have impact fees for improvement outside of their jurisdiction. Bruce Ward said that the intersections that the county is in control of in the area will be heavily used and something needs to be done to improve them. Bruce Ward mentioned that the City could go to the county and do a pioneering agreement for the improvement of necessary improvements. Ryan Hales stated that there will need to be turn pockets in 400 east and 8800 south. Bruce Ward talked with Spanish Fork about the future of 8800 south. Spanish Fork wants 8800 south to be a three-lane road. Scott Bishop asked Ryan Hales if round 'bouts could be place on 8800 south. Ryan Hales stated that there will be the same amount of traffic on 8800 south with or without round 'bouts. Ryan Hales stated that the

115 beauty of round 'bouts is their safety. Bruce Ward mentioned that people pulling trailers will
116 avoid the round 'bouts in the slant road and will go to 8800 south. Bruce Ward mentioned that
117 placing round 'bouts where the road angles are different would be a great solution to align
118 roads. Ryan Hales stated that most of the traffic will go to the slant road in the middle of the
119 development. Bruce Ward mentioned that round 'bouts take away the turn pocket discussion
120 for a road. The slant road would be the road that would have the round 'bouts. Greg Magleby
121 sees the slant road being a three-lane feeder road and does not like the concept of road 'bouts
122 in that specific road. Bruce Ward stated that he likes the round 'bout concept. Ryan Hales
123 stated that if the round 'bouts go away from the slant road the road will turn into a speed road.
124 LEI mentioned that the slant road is design to be a forty-five mile an hour road. Bruce Ward
125 mentioned that there are only six intersections on the slant road. Bruce Ward asked if there
126 needs to be a round 'bout at every intersection. Ryan Hales mentioned that traffic calming
127 happens between six hundred to one thousand feet. Ryan Hales stated that if a round 'bout is
128 removed then traffic calming may not be met. Ryan Hales stated that four way stop
129 intersections are not traffic calming. The DRC mentioned that there will be three round 'bouts
130 and two four way stops on the slant road going through the middle of the development. The
131 DRC also stated that the round 'bouts will be single lane with a big apron around it. Bruce Ward
132 stated that he wanted to talk about the landscape median in the major roads. Bruce Ward
133 mentioned that the landscape medians would take away a lot of storm drain runoff. Dale Carter
134 mentioned that storm drain retention could be used in the median. Dale Carter also stated that
135 the utilities will be extremely hard to maintain if they are place under the round 'bouts. Bruce
136 Ward mentioned that the City will talk to the county about the intersection improvements that

137 fall under the county's jurisdiction. Bruce Ward stated that Howard Chuntz said that once the
138 density is set the City will allow for ten percent adjustment in the development. Bruce Ward
139 mentioned that the City wants to keep Salem how it is with wider roads and more spaced-out
140 homes. The DRC mentioned that they did not like the idea of rear loaded townhomes for
141 multiple reasons including public safety access concerns. Scott Bishop stated that without the
142 rear loaded townhomes the slant road in the development will turn into a big long corridor of
143 fence because driveways are not allowed to enter on major roads. Boyd Martin stated that the
144 HOA will enforce the homeowners to park their cars in the garages. Boy Martin stated that this
145 enforcement will cure the parking concerns in the rear loaded town homes. Scott Bishop
146 mentioned that the only product that could front the slant road would be the rear loaded town
147 homes. Vaughn Pickell stated that he likes the idea of having some homes front the slanted
148 road. Greg Gurney stated that the rear loaded townhomes are a public safety nightmare. D.R.
149 Horton mentioned that the alley for the rear loaded town homes will be a sixty foot right of
150 way currently. They can have the address of the townhome on both sides of the rear loaded
151 townhomes to make public safety access easier. The DRC also mentioned that the trails need to
152 be in the City right of ways and not easements. The DRC stated that the planters in front of
153 homes facing a main road will not be maintained by the City. The DRC stated that the
154 appropriate easements will need to be persevered and created in the development. D.R.
155 Horton stated that they are okay with the modified sixty foot right of way. D.R. Horton is
156 concerned about the cottage lot requirement of fifty feet of frontage on the lots. D.R. Horton is
157 also requesting five feet from the property line and fifteen feet between both buildings for
158 setbacks in the cottage lots. D.R. Horton asked the DRC if there could be a forty-six foot

159 frontage on the cottage lots. The DRC stated that they would be okay with a forty-six foot
160 frontage on the cottage lots. D.R. Horton presented a fifty-five foot right of way. This right of
161 way has a five foot sidewalk, five-foot planter strip and thirty three feet of asphalt. Ryan Selee
162 mentioned that he likes the proposed fifty-five-foot cross section. Greg Gurney does not like
163 the proposed fifty-five foot right of way because of emergency vehicle access. The DRC
164 mentioned that they could take one foot off of both planters on the sixty foot right of way and
165 call it a fifty foot right of way and still have the same amount of asphalt width. The DRC stated
166 that the active adult lots will have fifty feet of frontage. Bruce Ward was hoping that the active
167 adult product was twin homes. Scott Bishop mentioned that they will be multifamily homes.
168 Scott Bishop mentioned that the active adult product will have fences and basements if the
169 water table is low enough in the area. Scott Bishop also mentioned that there will be a
170 minimum livable space of fifteen hundred square feet in the active adult product. The DRC
171 mentioned that there will be a fourteen foot minimum setback between buildings. D.R. Horton
172 has concerns about the amount of guest parking request by the City in multiple products that
173 were presented in the development agreement. Most of the product has homes with car
174 garages and twenty-five-foot driveways. The DRC decided to allow street parking and get rid of
175 most of the guest parking in the development. D.R. Horton was against expanding the
176 townhomes back yards. Scott Bishop stated that a ten-foot backyard is perfect for a townhome
177 requiring little maintenance. The DRC mentioned that the rear loaded townhomes are tabled
178 for a different meeting. D.R. Horton is going to draft up an architectural design standard for the
179 products and present it to the City at a later date.

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