



## Planning Commission Agenda January 4, 2012

- Planning Commissioners** 6:30 P.M.
1. Preliminary Activities
    - a. Pledge of Allegiance
    - b. Approval of Minutes: December 7, 2011.
  2. General Plan
    - a. **Proposed Clayson Annexation**  
Applicant: Jay and Starlene Clayson  
General Plan: Industrial  
Zoning: Industrial 1 proposed  
Location: approximately 300 West 1600 North
  3. Other Business
    - a. Discussion on Planning Commission Work Program.
- Michael Christianson  
Chairman
- David Stroud
- Rick Evans
- George Gull
- Brad Gonzales
- Seth Sorenson

**Planning Commissioners, if you are unable to attend a meeting please let us know ASAP. Thanks.**

The public is invited to participate in all Planning Commission Meetings at 40 South Main Street, Room 140, Spanish Fork. If you need special accommodations to participate in the meeting, please contact the City Manager's Office at (801) 804-4530.

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**Draft Minutes**  
**Spanish Fork City Planning Commission Meeting**  
**December 7, 2011**

**Commission Members Present:** Rick Evans, Seth Sorensen, Brad Gonzales, George Gull, Dave Stroud.

**Staff Present:** Dave Anderson, Community Development Director; Shelley Hendrickson, Planning Secretary; Trapper Burdick, Assistant City Engineer; Jason Sant, Assistant City Attorney.

**Citizens Present:** Tyler Cope, Brian Jones, Aaron Dockter, Carol Swenson, Ray Swenson, Londo Fawcett, Ethan Gunn, Seth Jores, Brendan Bakker, James Mills, Trevor Oswald, Craig R. Gasser, Richard Mendenhall, Scott Duke, Dwight Packard, Blake Davis.

Co-Chairman Stroud welcomed everyone to the meeting at 6:09 p.m.

**PRELIMINARY ACTIVITIES**

**Pledge**

Scout Brendan Bakker led the pledge.

**MINUTES**

**October 5, 2011**

Commissioner Evans **moved** to **approve** the minutes of October 5, 2011.  
Commissioner Sorensen **seconded** and the motion **passed** all in favor.

**GENERAL PLAN**

**Proposed Transportation and Traffic Circulation Element  
Of the General Plan**

Applicant: Spanish Fork City

General Plan: City-wide

Zoning: City-wide

Location: City-wide

45 Mr. Burdick said that Horrock's Engineering was the firm that performed the  
46 Transportation study and model for the City. He explained the major changes to  
47 the plan. Mr. Anderson asked if most of the changes were to the map or text. Mr.  
48 Burdick said that there were a few changes to the text. He explained that the first  
49 four chapters were the same and that most of the changes were to chapter five.  
50 One large change was figure 8; the trails master plan. This year there was a  
51 higher than normal year with the runoff relative to the river. In March and April the  
52 City became concerned with potential flooding. Mr. Burdick explained that we had  
53 a high water year and there was a potential for flooding. It is proposed to have  
54 trails on both sides of the river for access and maintenance in order to mitigate  
55 potential damage to property.

56

57 *\* Chairman Christianson arrived at 6:18 p.m.*

58

59 Mr. Burdick explained that there is a new traffic signal at 1600 North and the City  
60 is currently in the design process for the signal at Cutbridge and Slant Road.

61

62 Mr. Anderson explained that this was a fairly new document for the City and  
63 explained that as we learn more about an area and how it will be served with roads  
64 this document will need to be updated.

65

66 Chairman Christianson explained that the City was getting a lot of traffic at the  
67 1150 East and 800 East corridors. He expressed that he felt they were above  
68 capacity and asked if the City was addressing them.

69

70 Mr. Burdick explained that in the last two years the City met with Horrock's  
71 Engineering and performed a study of those corridors. He said that along 800 East  
72 that the City had tried to narrow up lanes to slow traffic down. There has been  
73 discussion regarding the possibility of utilizing traffic controlling calming tools in  
74 the area. The biggest concern on 800 East is the intersection at Center Street and  
75 400 North. A traffic signal at 400 North is warranted but in the discussions with  
76 UDOT they feel that the four-way stop sign is working better than a signal. They  
77 feel a signal would create more congestion because the intersection is so narrow.  
78 Discussion has also been held regarding a traffic signal at 1150 East and Center  
79 Street.

80

81 Chairman Christianson asked about the intersection at 800 North and 800 East.  
82 Were there plans for a roundabout or what has been proposed to handle this area?  
83 Mr. Burdick said that UDOT would not allow a roundabout that close to Highway 6.  
84 A coordinated signal could possibly work but it is not on the priority list.

85

86 Discussion was held regarding the I-Core project and Main Street.

87

88 Chairman Christianson said that if this proposed document was designed to be  
89 used as a funding mechanism, as well as to plan for future development, how much

90 leverage or clout will the City have to ensure that the City receives what is  
91 required in this plan for future development?

92

93 Mr. Burdick explained that if a developer came in with a large parcel of property  
94 and the City said that they needed an arterial street through the property and the  
95 developer could not build the road than the City should be able to say that they  
96 didn't feel it was the right time for the developer to develop the property.

97

98 Mr. Anderson explained that the City is very committed to avoiding future  
99 deficiencies and that he anticipates the City will follow the guidelines in this  
100 document closely.

101

102 Chairman Christianson said that historically the City has not done any SAAs  
103 (Special Assessment Areas) and asked if we would use this document as a tool for  
104 SAAs in the future so that the taxpayers do not have to foot the bill.

105

106 Mr. Anderson said that the City had hired a consultant to help come up with an  
107 impact fee facilities plan which is a selective version of the proposed document  
108 that would advise what facilities can be attributed to new growth and would be  
109 eligible for impact fee funding. He expressed that he felt that SAAs were a better  
110 tool to use to meet some local problem that you have in a certain part of the City  
111 that is not necessarily attributed to growth.

112

113 Chairman Christianson reiterated and said that the City can use this document as  
114 a tool then if it is deemed necessary. Mr. Anderson said yes and that the City  
115 could withhold approvals if the facilities in this plan cannot be provided. The City  
116 understands that these facilities are expensive to build and that is why the City is  
117 working on a plan to incorporate an impact fee for transportation.

118

119 Commissioner Evans explained that he felt the proposal was a part of the General  
120 Plan and was just as binding or unbinding as every other Element of the General  
121 Plan. It is our best vision of what we think we are going to do but like the other  
122 Elements of the General Plan it is anything but a hand tying document.

123

124 Mr. Anderson said that the proposal was an advisory document. He then explained  
125 that State and Federal dollars really build the kinds of facilities that we are  
126 typically talking about when it comes to regional transportation facilities.

127

128 Discussion was held regarding the consultant who prepared this document and  
129 whether or not they took into account the City's zoning in preparing the document.  
130 Mr. Anderson and Trapper Burdick explained that it follows the Land Use Element  
131 of the General Plan.

132

133 Commissioner Evans proposed on page 12 & 13 that when we are talking about  
134 policy on encouraging things, he would like language added that encourages

135 cycling rules and the facilitation of rider education. He then explained that  
136 numerous times throughout the document mentions that big wide roads are not  
137 always better. He said that he felt the history in the City is driven by the mentality  
138 that wider roads are better and yet this document reiterates numerous points as to  
139 why wide roads don't always work well.

140  
141 Chairman Christianson said that 75 percent of the roads shown on here are UDOT  
142 roads and asked if they have to buy in on this plan. Mr. Anderson and Mr. Burdick  
143 explained that UDOT was well aware of the City's plans and works closely with us.  
144

145 Chairman Christianson invited Tyler Cope to come forward. He recognized him for  
146 his service on the Planning Commission.

147  
148 Mr. Anderson thanked the Commissioner's for their service even though they do  
149 not get any monetary payment for their service. He recognized Tyler Cope's  
150 service and told him that City staff appreciated his time and service. Mr.  
151 Anderson noted a few of the Commission's milestones that were achieved while  
152 Tyler was on the Commission.

153  
154 Commissioner Sorensen **moved** to open into public hearing. Commissioner  
155 Gonzales **seconded** and the motion passed all in favor at 6:40 p.m.

156  
157 Chairman Christianson invited public comment. There was none.

158  
159 Commissioner Gonzales asked how long it had been since UDOT had looked at our  
160 transportation plan.

161  
162 Mr. Anderson said that UDOT understands what the City is planning for.

163  
164 Commissioner Sorensen **moved** to recommend that the City Council **approve** the  
165 Transportation and Traffic Circulation Element of the General Plan. Commissioner  
166 Stroud **seconded** and the motion **passed** all in favor by a roll call vote.

167  
168

## 169 ZONE CHANGE

170

### 171 **Tenedor**

172 Applicant: Richard Mendenhall

173 General Plan: General Commercial and Light Industrial

174 Zoning: Commercial 2 and Business Park proposed, Shopping Center and

175 Industrial 1 existing

176 Location: 700 East Chappel Drive

177

178 Mr. Anderson explained the zoning as it exists today. At present, the properties  
179 are zoned Shopping Center and Light Industrial. The proposal involves changing

180 the zoning from what is currently zoned today as light industrial and Shopping  
181 Center to Commercial 2. The Shopping Center and Commercial 2 zones are  
182 almost identical so it would not be a significant change. This change would  
183 primarily facilitate retail development. The other part of the change involves  
184 changing what is now zoned Light Industrial to Business Park, two zoning districts  
185 that the City's General Plan identifies in our industrial land use category so, in that  
186 sense, it is not a change that necessitates a modification of the General Plan.  
187 Spanish Fork City has one zone that, as a permitted use, allows a hospital. That is  
188 the Business Park zone. City staff understands that the impetus for the Zone  
189 Change is changing the zoning so that a hospital would be allowed. City staff also  
190 acknowledges that the change impacts the area. They know that there are other  
191 uses in the area that would be impacted. We have a representative here tonight  
192 from Sapa. Sapa has been an excellent corporate citizen in Spanish Fork City.  
193 The City appreciates them being here and certainly does not want to do anything  
194 to make it any less desirable for them to maintain their presence here in Spanish  
195 Fork. Mr. Anderson further explained the road alignment and said that City staff  
196 recommends that the Zone Change be approved as proposed.

197

198 Commissioner Gonzales asked about 2600 North and if UDOT would re-entertain  
199 the possibility of an interchange at I-15 and 2600 North. Mr. Anderson explained  
200 that UDOT has been working with the City to plan for an interchange.

201

202 Chairman Christianson invited the applicant to address the Commission.

203

204 Richard Mendenhall introduced himself as representing the partnership that has  
205 made the application and collectively the property owners in the affected area. He  
206 explained the proposal deals with some zone adjustments within the proposed area  
207 in such a way that they can do some large scale planning in order to bring  
208 commercial uses into the City to increase the opportunity for commerce and some  
209 opportunities to generate tax revenue. He said that IHC was a party to the  
210 application and was fully aware of the situation and anxious to see it go through.  
211 He said that his hope was to bring plans into the City within the next couple of  
212 months and be in compliance with zoning.

213

214 Commissioner Sorensen asked if the intent was to relocate the properties that  
215 were currently owned by IHC which is prime commercial property and relocating  
216 whatever it is in the future out of the prime commercial property. Mr. Mendenhall  
217 concurred and explained what parcels IHC owns which are the parcel across  
218 Highway 6 as well as everything around the Kmart property. IHC acquired the  
219 property for insta-care and outpatient clinics. If the properties were developed for  
220 uses that are consistent with IHC's traditional land uses the City would not have  
221 any sales tax revenue generated from the properties as well as a tax exempt  
222 status that could affect the money collected on property tax. He further explained  
223 that he had been working for 18 months to develop some concepts that will allow

224 the properties to be commercial, predominately retail, and out of a non-profit tax  
225 exempt area.

226

227 Chairman Christianson asked if Mr. Mendenhall anticipated any traffic impacts to  
228 the north. Mr. Mendenhall explained that the City had done a very good job at  
229 master planning transportation facilities.

230

231 Discussion was held regarding access issues, what properties IHC owns.

232

233 Chairman Christianson asked who would be paying for the roads. Mr. Mendenhall  
234 said that the developer would be.

235

236 Discussion was held regarding a development agreement. Mr. Mendenhall  
237 explained that once the zone is in place that a whole host of issues would be  
238 addressed with a development agreement.

239

240 Mr. Anderson said the City had not discussed preparing a development agreement  
241 that would accompany the Zone Change.

242

243 Chairman Christianson invited public comment.

244

245 Dwight Packard addressed the Commission. Mr. Packard said that he had studied  
246 the county recorder plats and it appears to him that the east coordinates bisect a  
247 parcel. Mr. Mendenhall explained that the parcel would be subdivided by a metes  
248 and bounds description. Mr. Packard asked Mr. Mendenhall if IHC had any  
249 immediate plans. Mr. Mendenhall said that he could not speak for IHC but that it  
250 was his understanding was that it was purely a function of supply and demand in  
251 the market place. IHC is not compelled to move into a market to capture market  
252 share with competing hospitals. As population grows in south Utah County they  
253 want to be ready to expand.

254

255 Londo Fawcett asked if the Shopping Center zone had always been zoned that.  
256 Mr. Anderson said that he could only go back 6 years but that in the last 6 years it  
257 has been zoned Shopping Center. He explained that the extension of Chappel  
258 drive and 1100 East would be too expensive for a developer to construct and didn't  
259 feel that the road would connect. Chairman Christianson said that the road would  
260 be driven by development.

261

262 Discussion was held regarding Chappel Drive and 1100 East.

263

264 Mr. Fawcett told the Commission that next year SAPA will have been in Spanish  
265 Fork for 20 years. He explained that at night you can hear noise from there  
266 facility. He said that before the mobile home park was removed with the north  
267 park project that people would complain about the noise. He asked if noise from  
268 there facility was going to create a problem for the Business Park zone. He also

269 said that there were wetlands in the area. He said that Sapa employs close to 200  
270 people and pay \$12 million a year in payroll. Sapa does not generate sales tax but  
271 does inject money into the local economy and purchases \$1.3 million worth of  
272 electricity every year.

273

274 Discussion was held regarding the petitioners being fully aware of the conditions of  
275 the businesses that currently exist in the area.

276

277 Commissioner Sorensen said he felt this was good for the City to keep the  
278 industrial uses in the area, to permit IHC to build to the north and use property  
279 along US 6 for retail purposes.

280

281 Commissioner Sorensen **moved** to recommend that the City Council **approve** the  
282 Zone Change to Commercial 2 and Business Park as proposed. Commissioner  
283 Gull **seconded** and the motion **passed** all in favor by a roll call vote.

284

285 Commissioner Sorensen **moved** to **close** the public hearing. Commissioner  
286 Gonzales **seconded** and the motion **passed** all in favor.

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## 288 OTHER BUSINESS

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### 290 **Discussion on Parts 1 and 2 of Title 15**

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292 Discussion was held regarding updates and changes to Title 15 such as building  
293 height, grammatical errors, International Building Code etc.

294

### 295 **Discussion on Planning Commission Work Program**

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297 Discussion was held regarding the Commission's schedule.

298

## 299 ADJOURNMENT

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301 The meeting **adjourned** at 8:15 p.m.

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303 **Adopted:**

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Shelley Hendrickson, Planning Secretary



**TO:** Honorable Chairman and Esteemed Commission  
**FROM:** Dave Anderson, Community Development Director  
**DATE:** December 22, 2011  
**RE:** Clayson Annexation

Accompanying this memorandum is the Annexation Feasibility Report for the proposed Clayson Annexation. In short, the DRC has reviewed the proposed annexation and has recommended that it be approved. Furthermore, staff recommends that the subject property be zoned Industrial 1 when annexed.

Minutes for the DRC meeting are currently being prepared and will be passed along to you as soon as they are finished.



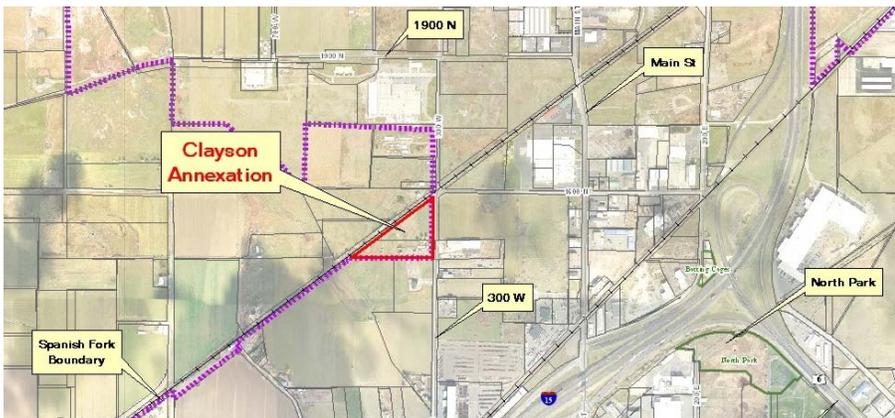
# SPANISH FORK CITY Annexation Feasibility Report



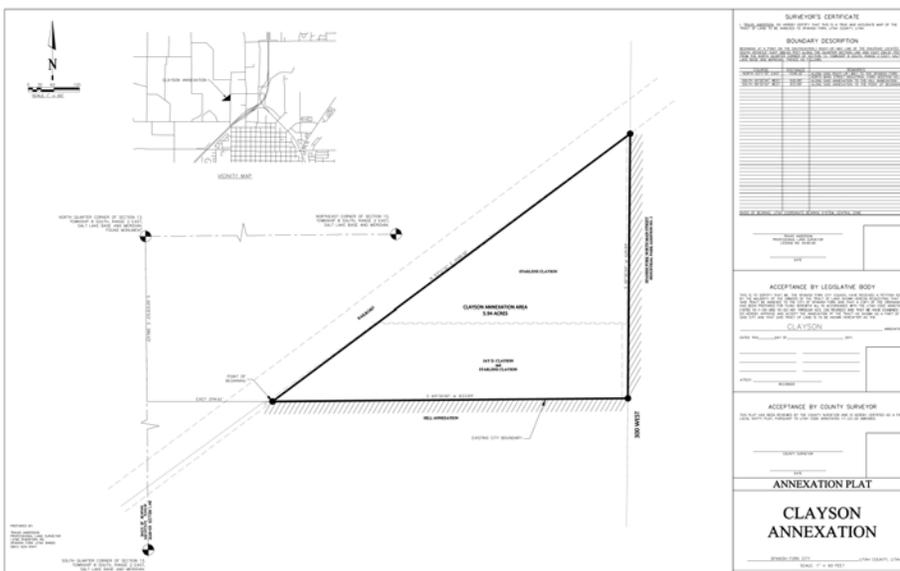
<b>Agenda Date:</b>	January 4, 2012
<b>Staff Contacts:</b>	Dave Anderson, Community Development Director Chris Thompson, City Engineer
<b>Reviewed By:</b>	Development Review Committee
<b>Subject:</b>	Clayson Annexation Report

## SECTION 1

Annexation Map.



Annexation Plat.



## SECTION 2

**Development Review Committee recommendation date:** December 21, 2011

**Planning Commission recommendation date:** January 4, 2012

**City Council meeting date:** January 17, 2012

## SECTION 3

In accordance with 15.3.08.030 (B) of the Municipal Code, the following items are addressed in Section 3 of the Annexation report:

**1. Whether the proposed property is within the Growth Management Boundary of the General Plan.**

The proposed property is within the Growth Management Boundary of the General Plan.

**2. Present and proposed land use and zoning.**

Present land uses include a residential and agricultural uses. Aside from one dwelling, all of the property is vacant. At present, the properties are all zoned RA-5, an agricultural zone that permits residential construction on lots of 5-acres or larger. It is proposed that the properties be zoned Light Industrial upon annexation. It is not anticipated that land uses will change with the annexation.

**3. Present and potential demand for various municipal services.**

Presently, there is very little demand for municipal services in the annexation area. Spanish Fork City has provided power service to the subject lands for a number of years. The City plans to serve the area with water, sewer, storm drain, communications and pressurized irrigation at some point in the future. These services will be provided as development occurs and the area will eventually be served by facilities that are described in the City's Capital Facility Plans.

**4. Distances from existing utility lines, public schools, parks, and shopping areas.**

Detailed information is provided in Section 4 of this report relative to the proximity of the proposed annexation to utility lines.

**5. Specific time tables for extension of services to the area and how these services would be financed.**

It is anticipated that utility services will be extended to the area as development occurs. As such, it is expected that the utilities shall be funded by property owners or the development community. All utilities sizes will match Spanish Fork City Master Plans and/or meet the requirements and sizes approved by the Spanish Fork City Engineer. At present, the City has no plans to extend utilities to the area or to make upgrades to City facilities that would serve the Annexation Area.

**6. Potential impact on existing and proposed streets.**

It is not anticipated that the proposed annexation will have any impact on proposed or existing streets.

**7. The effect that the annexation will have upon City boundaries and whether the annexation will create potential for islands, or difficult service areas.**

The proposed annexation does not create an island or peninsula that would make the provision of services difficult. Furthermore, the proposed annexation creates a boundary that is manageable and otherwise functional for the City.

**8. An estimate of potential revenue verses potential service costs.**

Simply put, it is estimated that very little revenue will be generated for the City in the foreseeable future with the annexation of these lands. Also, it is anticipated that the annexation of these lands will result in very little additional need for the provision of City services and therefore should result in little expense for the City.

**9. Requirements imposed by state law.**

Staff is aware of no requirements imposed by State Law, aside from following the requisite procedure for annexation that would impact the annexation area.

**SECTION 4**

In order to evaluate the City's ability to provide municipal services to the proposed annexation, the following information is provided:

**1. Conformity to Master Plans for public utilities and facilities.**

As the area develops, all changes or improvements to the utilities shall be reviewed by the City Engineering Office. The improvement designs for development will need to meet the requirements of the City Master Plans and construction standards. The transportation, drinking water, pressurized irrigation, waste water and storm drain Master Plans have all recently been revised and will soon be presented to the City Council. Improvements will need to conform to the Master Plans approved at the time of development.

Capacity in utility systems, including that found in trunklines, tanks, plants, substations, reservoirs, etc. is reserved when a final residential plat is recorded. Often areas do not develop until a long time after they are annexed. We cannot guarantee what the capacity will be in our utility systems once development actually occurs. We have, however, made an effort to indicate whether there are existing capacity issues at the time of annexation.

**Drinking Water**

In accordance with State regulations, the minimum size for drinking water mains in new or improved roads proposed in the annexation area is 8 inches in diameter. At present, there is an 8-inch water line in 300 West which eventually will need to be upgraded to a 12-inch line according to the proposed Master Plan. Currently, there is adequate storage capacity in the water system for typical new development in this annexed area.

**Sanitary Sewer**

The minimum size for sanitary sewer mains in new or improved roads proposed in the annexation area is 8 inches in diameter, according to state regulation. At present, the City's sanitary sewer system services the immediate area of the proposed annexation. Two existing sewer trunklines run along the proposed annexation. An 18-inch sewer trunkline runs along the railroad tracks to the north of the proposed annexation and a 36-inch sewer trunkline is located in 300 West along the east of the proposed annexation. The trunklines and treatment plant currently have capacity for typical new development in the proposed annexation area. The proposed Master Plan indicates that a redundant siphon needs to be installed at the railroad crossing adjacent to the Waste Water Treatment Plant on the trunkline coming from this area. The City currently plans to install this siphon in 2012.

**Storm Drain**

The minimum size for storm drain lines in new or improved roads proposed in the annexation area is 15 inches in diameter to accommodate some blockage and better facilitate cleaning. The proposed Master Plan requires a 30 inch storm drain trunkline to be installed along 300 West along the area to be annexed to 2050 North Main Street.

**Pressurized Irrigation**

The minimum size for pressurized irrigation mains in new or improved roads proposed in the annexation area is 6 inches in diameter. The City's pressurized irrigation system is not in the immediate area. The nearest pressurized irrigation line to the proposed annexed area is located in Main Street at 1600 North, 1600 feet away. Pressurized irrigation is also located at 300 West 900 North, 3000 feet away. The proposed Master Plan requires a 12-inch pressurized irrigation line in 300 West along the annexation. Currently there is adequate storage capacity in the water system for typical new development in this annexed area

### **Streets**

The minimum streets classification that can be built in the annexed area is the commercial local road with a 64-foot right-of-way. As per the proposed transportation element of the general plan, 300 West along the area to be annexed is to be improved as a collector street with an 85-foot right-of-way.

### **Surface Irrigation**

The Spanish Fork Westfield Irrigation Company has existing ditches that run through the proposed annexation and continue beyond to existing users. Existing ditches in the area will need to be piped or abandoned as the area develops. This work will need to be coordinated and approved by the Spanish Fork Westfield Irrigation Company and the City Engineering Office.

### **Parks and Trails**

There are no trails in the trails plan along or through this annexation area.

### **Power**

The minimum size for major electrical distribution circuits is 200 amps. The electrical Master Plan calls for a 600-amp circuit along 300 West which is already in place.

### **Communications**

It is expected that all communications facilities will be installed at the time of development.

### **Gas**

Questar Gas provides natural gas in the area.

## **2. Presence of unique utility/facility needs or requirements.**

Aside from what has been noted in this report, the railroad crossing on 300 West is the only unique facility in the area.

## **3. Presence of irrigation or other ditches and related facilities.**

Aside from what has already been described in this report, there are no noteworthy ditches or irrigation facilities.

## **4. Public Safety evaluation.**

The City anticipates that the development of this and other annexations in the area will generate the need for additional police officers. However, there is no reason to believe the City will need to hire additional law enforcement staff to serve this annexation.

## **5. Presence of Sensitive Lands or Watershed Protection issues.**

Staff is aware of no sensitive lands or watershed protection issues relative to the proposed annexation. The City does not delineate or track where sensitive lands exist on private property.

**6. Concept Plan's conformity with proposed zoning.**

To date, no concept plan has been formally reviewed for the proposed annexation.

**7. Annexation Agreement.**

There is no Annexation Agreement to accompany this annexation.

