

ROY CITY PLANNING COMMISSION

May 22, 2007

Minutes of the Roy City Planning Commission Meeting held in the City Council Room of the Roy City Municipal Building on May 22, 2007, at 6:00 p.m.

The meeting was a regularly scheduled meeting designated by resolution. Notice of the meeting was provided to the *Standard Examiner* at least 24 hours in advance. A copy of the agenda was posted.

The following members were in attendance:

Bill Merx, Chairman	Mark Larson, Planner
Doug Allred	Julia LaSeure, Secretary
Dave Collins	
Gennie Kirch	
Tom Stonehocker	
Karlene Yeoman	

Excused: Brad Hilton

Others present were: Paul Sorensen; Denny Faulkner; Mark Jensen; Charley Jones; Kay Swan; Brian Jenkins; Brandon Bott; Marshall Shelman; Mark Becraft; Lynette Fawsen; Paul Fawsen; Larry Talbot; Lelea Talbot; Bert Visser; Toni Thompson; W. K. Barnes; Weldon Smith; John Bjerregaard; Mike Robertson; Matt Scanlon; Brett Hopkins; Dave Warnock; and Elizabeth Scanlon.

Pledge of Allegiance:

1. APPROVAL OF MAY 8, 2007, MINUTES

Commissioner Yeoman moved to approve the minutes of May 8, 2007 as corrected. Commissioner Kirch seconded the motion. Commission members Allred, Collins, Kirch, Merx, Stonehocker, and Yeoman voted "aye." The motion carried.

2. PUBLIC HEARING TO CONSIDER A CONDITIONAL USE PERMIT AND SITE PLAN FOR A COMMUTER RAIL STATION PARKING LOT LOCATED AT APPROXIMATELY AND TO CONSIDER PRELIMINARY APPROVAL OF ROY STATION SUBDIVISION BOTH LOCATED AT APPROXIMATELY 4155 SOUTH 2500 WEST

Commissioner Collins moved to open the public hearing to consider a conditional use permit fro a commuter rail station parking lot at

approximately 6:00 p.m. Commissioner Kirch seconded the motion. Commission members Allred, Collins, Kirch, Merx, Stonehocker, and Yeoman voted "aye." The motion carried.

Commissioner Allred moved to open the public hearing to consider preliminary approval of the Roy Station Subdivision at approximately 6:00 p.m. Commissioner Yeoman seconded the motion. Commission members Allred, Collins, Kirch, Merx, Stonehocker, and Yeoman voted "aye." The motion carried.

Mark Larson stated that six lots were proposed in the Roy Station Subdivision. Lot No. 1 was adjacent to the rail boardwalk and would include the bus turnaround, the kiss-and-ride lot, and the parking lot. Everything on Lot Nos. 1 and 2 would be constructed in Phase No. 1. The parking lot in Phase No. 1 would have 580 parking stalls. Phase No. 2 would be constructed when UTA determined there was a need. It would include an additional 330 parking stalls. The plan showed a road running south from 4000 South and ending in a temporary cul-de-sac. In the future, the road would be extended to complete 2675 West.

Mr. Larson said the Planning Commission tabled consideration of the conditional use permit and subdivision on March 27th and asked that the staff work with UTA to address the following concerns:

1. The location of the fence, adding 5 feet of landscape buffering, and the location sidewalk of the on the east side of 2675 West;
2. Storm water and erosion and how they would affect neighboring properties
3. Rework the entrance to the kiss-and-ride lot and the function of the cul-de-sac;
4. Improve the vehicular and pedestrian flow through the parking lot on Lot No. 2;
5. Fencing between the park-and-ride site and adjoining properties;
6. A lighting study;
7. A third party traffic analysis; and
8. Adding Lot Nos. 5 and 6 to the subdivision plat.

Mark Larson said UTA had submitted a cross section of the street that included a 4½ planting strip. An additional 5 feet was added. There would be a 4-foot vinyl-coated chain link fence.

Commissioner Allred asked what type of landscaping would be included in the planting strip. Mark Larson said wasn't sure, but it could possibly include small shrubs and ground cover. Commissioner Allred said the Planning Commission didn't want anything too tall for security reasons. Mark Larson said there would be grass in the park strip along the street.

Mark Larson referred to the engineer's comments and said the landscape buffer had been added. Fencing would be discussed later.

Chairman Merx asked about the location of the fence around the parking lot. Mark Larson explained that the 4-foot chain link fence would start on the east side of the road. A 6-foot chain link fence was shown on the south side of the parking lot.

Commissioner Allred asked for a clarification on the location of the fence on the west side. Mark Larson said there wasn't a fence on that side, but the right-of-way and the tracks were fenced. There was an existing fence backing up to the home on the south side. UTA would install a 6-foot opaque fence behind those homes.

Mark Larson said the Planning Commission's second comment was about storm water and erosion. Mark Larson presented the landscaping plan and explained that drought tolerant landscaping would be used on Lot Nos. 3 and 4. UTA did not propose to landscape Lot Nos. 5 and 6. However, the staff recommended that Lot Nos. 5 and 6 be landscaped with drought tolerant plants as well. It was noted that the landscape plan included shrubs and trees. UTA proposed using larger trees on the sloping area near the parking area and road. A swale would be in place to catch the water so it would not go into the road or parking lot. The swale would be along the southeast side of the property, and water would be directed to the storm drain system. No retaining wall was proposed; just the slope on the landscaping, the grass, and the water being directed out. The City Engineer had reviewed the elevation difference near Mr. Wilson's property and was okay with it.

Mark Larson said the third condition was reworking the entrance of the kiss-and-ride lot and the function of the cul-de-sac. UTA adjusted the cul-de-sac to the east to allow room to open up the entrance to the kiss-and-ride lot. The City Engineer felt that was a good solution. When the road was continued to the south, the entrance would be just like any other access.

Mark Larson said the fourth condition was improving the vehicular and pedestrian flow through the parking lot. UTA included raised

sidewalks in the parking lot to direct pedestrians to the outside sidewalks and accesses in the fence. Three crosswalks were added, as well as two openings to the boardwalk. Pedestrians would be directed to those accesses.

Mark Larson said the fifth condition was fencing between the site and adjoining properties. There was an existing fence, which would be replaced with an opaque fence. Vegetation would be added, as well as a drainage swale. The City Engineer was comfortable with that solution.

Mark Larson said the sixth comment was about the lighting study. One big advantage the site had was the downhill slope from the homes. Light would hit the hill before it hit any of the homes. The proposed direct lighting would only reach the property line. Commissioner Allred asked if lighting would be installed in Phase No. 2 at this time. Mark Larson said it would not. Mark Larson described the type of pole UTA was proposing. The poles were 20 feet in height. The light shown straight down.

Mark Larson said the seventh condition was about a third party traffic analysis. UTA did a study along with the Wasatch Front Regional Council in 2006. The study showed there were 10,364 cars in a 24-hour period on 400 South; 704 cars at the peak a.m. and 987 cars at the peak p.m. Those numbers were without the addition of the rail station. Wasatch Front Regional Council helped UTA determine that in 2030, those numbers would increase to 14,000 vehicles per day. On the opening day in 2010, there would be an additional 600 trips per day; 90 trips in the peak a.m. and 90 in the peak p.m.

Commissioner Allred asked how those numbers compared to 5600 South. Mark Larson did not know. Commissioner Kirch felt the numbers on 5600 South were higher than those on 4000 South. John Bjerregaard, Wasatch Civil Engineering, did not know, but guessed that it would be higher on 4000 South.

There was general discussion about how 4000 South was currently being affected by 4800 South being blocked off.

Commissioner Collins asked if they had looked at how another access to the parking lot would affect the count on 4000 South.

Mark Larson said Mark Miller, the City Engineer, had met with a couple of citizens who were concerned about what would happen if the intersection with 4000 South were blocked. They came up with

the idea of installing a crash gate for emergency access only on 2450 West where an existing road stubbed into the site. Emergency access would be on an unpaved, gravel road, but it would be the standard width.

Mark Larson explained that the plan showed that the intersection on 4000 South would have two exit lanes (right and left) and an entrance lane. On 4000 South there would be a deceleration lane, a center turning lane, and an acceleration lane. The center turning lane would extend all the way to 1900 West. The existing gravel road on the north side of 4000 South would still exist, but the entrance would be relocated to the east to line up with the 2500 West/2675 West 4000 South intersection. Chairman Merx suggested that the realignment of the gravel road be included in Phase No. 1.

Mark Larson stated that the City did its own traffic study in order for comparison with UTA's. The City felt the numbers in UTA's study were a little low. In addition to what UTA was proposing, the City's traffic consultant proposed that UTA install whatever was needed for a future semaphore at the intersection of 4000 South 2500 West/2675 West. Then when it was warranted, the signal light could be installed.

Commissioner Collins asked who would determine when the signal light was warranted. Commissioner Yeoman suggested that the warrants be based on the number of accidents. John Bjeergaard said it would be tied to the accidents, traffic counts, and delays. Mark Larson said 4000 South was a City street. The City would be responsible to determine when the signal light was warranted. Chairman Merx stated that the Commission would probably want to reference that standard to ensure it was not just hanging out there.

Mark Larson explained that any development that created the need for a light was responsible to install the necessary wiring, etc. for the future installation of the light. UTA was having a hard time accepting the new study, as the cost for a light was \$200,000. That was understandable, but safety was the first priority.

Mark Larson said the eighth condition was the addition of Lot Nos. 5 and 6 to the subdivision.

Commissioner Kirch asked about Lot Nos. 5 and 6. Mark Larson said the City planned to purchase Lot No. 5 for an underground culinary water reservoir. It would be similar to the one just to the east

and would have a visually low impact. Chairman Merx asked how large Lot No. 6 was. Commissioner Yeoman said it was roughly 28,000 square feet.

Commissioner Yeoman stated that some of the City's recommendations were hefty and would be hard for UTA to accomplish, but she felt the plans were ready to forward to the City Council.

Elizabeth Scanlon, planner for UTA, introduced members of UTA's staff who were present: Mike Roberston, UTA Project Manager, Brandon Bott, PR Officer, David Warnock, Design Manager, and Matt Scanlon, Traffic Engineer. Ms. Scanlon said UTA was planning to open in the spring of 2008. UTA agreed with the recommendation about the fence and five feet of landscape buffering. The new plans reflected the design change. Native seed mix would be added to Lot Nos. 5 and 6 in response to the recommendation regarding storm water and erosion affecting neighboring properties. Native seed mix included meadowgrass and wild flowers, such as evening primrose and prairie clover. Landscaping would include shrubs, trees, and native seed mix, as well as drainage swales. She felt the planting would take care of the erosion concerns.

Chairman Merx asked whether the swale would be on the east side of the access road or the west. Mark Larson said it would be on the east side so storm water wouldn't flood access the road.

Ms. Scanlon said UTA had reworked the entrance to the kiss-and-ride lot, and the cul-de-sac had been moved to the east side. The entrance had been widened to 30 feet. Vehicular and pedestrian traffic flow had been addressed, as well as crosswalks and pedestrian islands.

There was discussion regarding the middle access to the sidewalk and then down to the crosswalk. Commissioner Allred felt it would be better to have an access for pedestrians to walk down the sidewalk rather than through the parking lot.

Elizabeth Scanlon stated that the fencing between the park-and-ride lot and adjoining properties would be 6-foot vinyl coated chain link. There would also be opaque fencing along the residential properties to provide more privacy. UTA would also fence Mr. Wilson's property to the south.

UTA staff displayed a sample of the shoebox light that was proposed to show how it would shine directly down in to the parking lot.

Commissioner Collins stated that UTA had a lighting study that showed lights shining up into the hill and into the atmosphere. He asked for clarification that only the top of the lights would be seen.

Chairman Merx asked if there would be enough light to prevent dark spots. Elizabeth Scanlon said there would.

Commissioner Kirch asked if there would be lights in each of the islands. David Warnock explained where the lights would be located and where they would shine. The light was dispersed the further it got away from the light pole. There wouldn't be any dark spots, but there would be brighter spots under each light.

Commissioner Kirch asked if the lights would be on only during the night. David Warnock said that after the last train left, every other light would turn off. The lights were photocell so they would come on at dark and go off in the morning. After the last train left, the total light volume would be decreased.

Elizabeth Scanlon stated that UTA had thoroughly gone through all of the data on the traffic study. Station boardings were accepted by WFRC (Wasatch Front Regional Council) and were consistent with other data. Both analyses conducted by UTA came up with the same results, and they were considered acceptable up to 2030. Since the last study, the acceleration and median were added. UTA had asked the City Engineer and traffic consultant what was not acceptable. Those items would be discussed later with the engineers. UTA did not feel they should be held accountable for other development that would happen in the future. They were happy to put down conduit for a future traffic signal now, but they didn't want to be held responsible for 100% of the cost. Data showed their plan would work, and they were waiting to hear what the City's concerns were.

Chairman Merx expressed concern about vehicles turning off of 4000 South. Would the turning radius make a difference? Matt Scanlon explained that the turning radius would not make a difference. The traffic models didn't show an issue with that.

Commissioner Kirch asked if a round-about would work there. Matt Scanlon said it would not.

Elizabeth Scanlon stated that they were waiting to hear from Mark Miller, the City Engineer. She felt they had done the work and now

needed more information. There were national standards that warranted lights.

Commissioner Collins asked when the new road would be coming over the hill. Elizabeth Scanlon said the Hinckley Drive/3100 South extension was set for construction in 2010.

Elizabeth Scanlon explained that UTA had not decided what bus service to the site would be offered. Route 604 served Roy. More routes might be added or taken away. UTA was looking at the possibility of a van share for Hill AFB's Roy gate.

Mike Robertson, UTA, reviewed the construction stages and explained that UTA was out of time. UTA planned to open in the spring of 2008. No paving could be done between November 2007 and March 2008. They had a two-week period for Roy City to make its decision. From that point, it would take UTA two weeks to mobilize and begin construction. UTA needed to close up any outstanding issues within the next few weeks. UTA needed to know what the issues were regarding traffic. They would take care of any issues with landscaping Lot Nos. 5 and 6.

Commissioner Kirch asked how soon the City planned to construct the water reservoir on Lot No. 5. Mark Larson did not know. It made no sense to put in grass and flowers if the City would be digging them up in a year or so.

Chairman Merx open the floor for public comments at 7:15 p.m.

Cloy Child, 3883 South 2275 West, stated that he attended the open house and met with UTA staff. He thanked those who planned the open house. His comments were generated by the open house. His asked Brian Jenkins to read a statement for him.

Brian Jenkins, 2046 West 3775 South, read the following statement from Cloy Child dated May 22, 2007:

To UTA and Roy Planning Commission:

There are some specific concerns that need to be addressed and resolved before a final approval of the UTA parking lot should be given.

As any citizen knows, no one may not start a building or construction project without first having the plans approved by the Planning Commission and City Council. The question we need addressed and answered publicly is: *Why was UTA allowed to begin*

their Park and Ride Lot without having the appropriate approval for the entire Plan?

Does UTA have a special variance approval that we as citizens are unaware of?

Property owners along the 2450 West road and others involved in the construction of the Park and Ride Lot have not been contacted about the re-seeding and or restoration of their property. When and how will they be contacted and arrangements made for property restoration?

Who is responsible for removing the Dyers Woad that is presently in the UTA lot?

When will the manhole covers in the Park and Ride Lot going to be lowered to the same level as the pavement?

Mr. Meyers has stated that UTA has done two traffic surveys. In the survey dated December 2006, the daily average traffic count was 10,364 cars per day. Mr. Mansfield's most recent traffic count done over a 97-hour period registers the daily traffic count at 15,850 cars per day. This is a huge discrepancy of over 5,486 cars. UTA's figures are under-estimated by more than 34%. UTA also lists the projected growth at 1.2%. This figure may be reflective of the state's overall growth, but it is under-reporting the growth we are experiencing in Weber County and does not account for the record growth we've experienced in the past seven years.

We dispute Mr. Meyer's inference that anyone can cross 4000 South at anytime in 30 seconds or less. During morning rush hours and the afternoon rush hours or when there has been a train holding up traffic, it takes considerable more time than 30 seconds.

We not only dispute his inference, we also invite everyone before they give their approval to drive across 4000 South some afternoon between the hours of 4:30 and 6:00 p.m.

We would like the 2450 West road to be extended into the parking lot for access by emergency vehicles as an outlet in case of other emergencies. *What can be done so that this road is ready and available on an emergency basis?*

Once the Park and Ride Lot is completed, *who is responsible for the safety and security of the lot? What will be done to alleviate the types of crime that have been reported by Channel 2 and recorded in other Park and Ride Lots? The types of crime are theft, smashed windows, stolen batteries, stolen gas, and even stolen cars? These are not inferences, but rather reported, recorded, and part of the public record. What is going to be done in a way of prevention, and who will be accountable for the safety measures?*

Other traffic concerns: Wal-Mart is going to be completed less than one mile away. When that store is opened, the traffic could increase. What are the requirements for a traffic light out of the Park and Ridge Lot? With the projected traffic increased, when will this Park and Ride require a traffic light installed?

Mr. Meyers told me fact to face last Tuesday, May 15, 2007, that as the designer of this Park and Ridge Lot, whether we like it or not, we will have it 'shoved down our throat.'

I take issue with his suggestion of supremacy over the citizens, Planning Commission and other governing authorities. The City Council and Planning Commission have been instrumental in listening and addressing our concerns. I appreciate all of the extra time and work that has gone into making this Park and Ride Lot a good think for our community, not merely a good idea poorly planned. We all desire this to be a high-quality addition to our city and community. We are willing to make compromises in consideration of what is best for everyone.

I again thank you for your time in listening and seeking positive solutions to these issues.

Sincerley,

Cloy H. Child

Paul Sorensen, 4176 South 2400 West, stated that his property bordered Lot No. 4. This was the second time a 1,000-car parking lot had been put in his backyard. He had 11 year of experience living near a large parking lot. He was concerned with the vacuum sweepers that were often brought in to clean the lots. They ran at night and sounded like a vacuum in your living room. That type of cleaning should be done during the daytime hours. Car alarms go off. What was the remedy? In kiss-and-ride lots, people would sit in their cars with stereos going while they waited to pick someone up. Did the City have a Noise Ordinance and was it enforced? He would like to be able to walk to the rail station rather than drive. He would like pedestrian access to catch a train. When he built his home, there were all sorts of restrictions and covenants regarding building materials. He was given a first refusal to purchase the property directly behind him; the part that is not being developed.

Jeanne Peterson, 3860 South Midland Drive, stated that 2000 South in Clinton used to be very rural and residential like 4000 South was. It had homes, but it would turn into commercial property. She wanted the number crunchers to go down to 2000 South and see what a mess it was. Drivers were now going through parking lots to

avoid sitting through traffic lights. A light would be necessary in the future. She suggested getting things in place now so the road wouldn't have to be torn up again.

Bert Visser, 4833 South 2500 West, stated that he had been coming to City Council and Planning Commission meetings for the last 3½ months. He wanted an answer from someone about how UTA got permission to start without a site plan. He didn't know who gave UTA the authority to do it. UTA's assumptions were way off. He reviewed some correspondence between the City Engineer and UTA regarding Hinckley Drive, traffic counts, materials for the road with the emergency crash gate, a light on 4000 South, and infrastructure installation. He felt UTA's engineer did a poor job. Mr. Visser had many concerns regarding UTA's proposal. The City had a copy of the material he read dated May 15, 2007.

Carl Swan, 4097 South 2275 West, asked for clarification on Lot No. 4. He thought Lot No. 4 was just to be part of the proposal, not that it would be built upon. Commissioner Kirch said it could become a single-family development. The homes would be built as a buffer for the existing homes. Mr. Swan said he lived closer to Lot No. 5, which was to be an underground water storage reservoir. What would Lot No. 6 be? Chairman Merx said that was up in the air right now.

Commissioner Allred stated that the entire area was zoned R-1-8.

Commissioner Kirch said this was residential. The only commercial area was down on 3500 West.

Leon Wilson, 4302 South 2675 West, was concerned about the storm drain runoff from the subdivisions. He asked if the drains could be set in the park-and-ride area to funnel the water into the storm sewers. Some of the water would come down on the south side. He felt it would not cover the amount of water running off. At time the area received a lot of water, and it came down fast. The City needed to address the issue of water flow. Even if they could catch it, it will have to be ran off the paved parking lot. Mr. Wilson felt the site could be engineered really well to eliminate the issue of runoff. He also appreciated the fence UTA would put up and the efforts of the Planning Commission.

There was some discussion regarding the runoff that flowed into the orchard.

Jeanne Peterson stated that school kids hopped her fence to get through. She wondered about putting in a crosswalk for kids to pass.

Marshall Shelman, 4095 South 2300 West, asked what future homes on Lot No. 4 would look like. Commissioner Allred said it was the same zone as the existing residential areas. Commissioner Kirch explained that Lot No. 4 would be sold at a later date. Neighboring property owners would receive notice when a development was proposed on Lot No. 4. They could make comments at that time.

Commissioner Kirch moved to close the public hearing to consider approval of Roy Station Subdivision at ?. Commissioner Yeoman seconded the motion. Commission members Allred, Collins, Kirch, Merx, Stonehocker, and Yeoman voted "aye." The motion carried.

Commissioner Allred moved to close the public hearing to consider approval of a conditional use permit and site plan for a commuter rail station at ?. Commissioner Kirch seconded the motion. Commission members Allred, Collins, Kirch, Merx, Stonehocker, and Yeoman voted "aye." The motion carried.

There was general discussion regarding the time line and process regarding this project and the surplus property. A letter of interest from a neighbor could be submitted to Steve Hanson, UTA's property manager.

Commissioner Kirch explained that UTA was allowed to begin construction because they were moving dirt for the Ogden station.

Commissioner Allred reminded the Commissioners and the public that an approval process was followed. None of this had been done in a vacuum. UTA had come forward with an actual development plan for the park-and-ride lot. They had not bypassed anything. It had all been done in a step-by-step manner over quite a long period of time.

Commissioner Yeoman stated that UTA had discussed the cleaning and security in a previous meeting.

Brandon Bott, UTA, stated that there had been some concern about security at park-and-ride lots as reported by Channels 2 and 5. Safety and security was a number one priority for UTA. Passenger safety was top priority for UTA. Activity in park-and-ride lots was similar to other parking lots. UTA police spent time on the

trains. While asking for tickets, they were really checking on passenger safety and to act as a safety presence. There had been concern about car thefts and vandalism. The news media went to cars in the lot where valuables were left out or left unlocked. UTA security staff left 'report cards' on vehicles that were left in an unsafe manner. They were looking at putting up signs listing safety tips and were studying the use of cameras at the station sites. They didn't have plans yet, but they were looking at it. Mr. Bott had a written response to the Channel 2 spot. It was made part of the public record.

Commissioner Yeoman liked the idea of leaving 'report cards' on cars that were left in an unsafe manner.

Commissioner Kirch asked if UTA had considered signs asking people to turn down their stereos. Mike Robertson, UTA, felt a sign about Roy City's Noise Ordinance would be more effective than a sign from UTA. Commissioner Kirch was concerned about the noise of sweepers at 4:00 a.m. Mike Robertson said that as a business they relied on people riding their system. They didn't want to be bad neighbors.

Chairman Merx was concerned about the site generating more runoff than was expected. Had that been considered? Mike Robertson said there was some drainage that property owners needed to deal with. Hew as curious about where the water was coming from.

John Bjeergaard, Wasatch Civil, stated that he did the storm drainage master plan. It did take into account the overall drainage basins. They should correlate. He would check it out.

Commissioner Allred asked if the existing storm drain system was adequate. UTA was only responsible for their runoff.

Mark Larson stated that the storm drainage within the project area was designable. The loose water outside the project area might involve the property owners themselves.

There was more discussion regarding the storm drainage issues.

Mark Larson stated that there would be ongoing things that would affect the neighborhood, such as dust. That was something to look at now that could be more of a problem in the future.

Commissioner Kirch moved to recommend that the City Council approval a conditional use permit and site plan for the commuter rail station parking lot located at approximately 4155 South 2500 West subject to the staff and engineering comments; that concerns about storm drainage and master plan be looked at; that Lot Nos. 5 and 6 be seed be grassed, or delayed for Roy City; that UTA install conduit for the traffic light at 2500 West 4000 South; move the exiting frontage road north of 400 South to align with the 2500 West 4000 South intersection as part of Phase No. 1. Commissioner Stonehocker seconded the motion. Commission members Allred, Collins, Kirch, Merx, Stonehocker, and Yeoman voted "aye." The motion carried.

Commissioner Kirch moved to recommend that the City Council grant preliminary approval of the Roy Station Subdivision located at approximately 4155 South 2500 West subject to the findings of the staff and engineer. Commissioner Collins seconded the motion. Commission members Allred, Collins, Kirch, Merx, Stonehocker, and Yeoman voted "aye." The motion carried.

Commissioner Allred moved to take a short break. Commissioner Kirch seconded the motion. Commission members Allred, Collins, Kirch, Merx, Stonehocker, and Yeoman voted "aye." The motion carried.

3. APPROVAL OF A SITE PLAN FOR AN ADDITION TO THE MUNICIPAL BUILDING LOCATED AT APPROXIMATELY 5051 SOUTH 1900 WEST

Mark Larson presented a site plan and elevations of City Hall. He explained that the proposed addition was the only change to the side, along with side sidewalk. The addition was approximately 2000 square feet on each level, for a total of 4,000 square feet. The staff wanted the site to function as a campus and would like to be able to get between the buildings and from the parking lots by some sort of step way or sidewalk.

Commissioner Allred moved to approve the site plan for the Municipal Building addition subject to a connecting sidewalk from the south parking lot to the fire station. Commissioner Collins seconded the motion. Commission members Allred, Collins, Kirch, Merx, Stonehocker, and Yeoman voted "aye." The motion carried.

4. ADJOURN

Commissioner Kirch moved to adjourn at 8:38 p.m. Commissioner Allred seconded the motion. Commission members Allred, Collins, Kirch, Merx, Stonehocker, and Yeoman voted "aye." The motion carried.

Bill Merx
Chairman

Attest:

Michelle Drago
Secretary

dc:pmay2207