

MINUTES of the Wellsville City Planning Commission meeting held Wednesday, September 12, 2012, at the Wellsville City Offices, 75 East Main in Wellsville. Commission members present were Chairman Loyal Green, Russell Glenn, Paul Egbert, John Spence, and M. Kent Larsen. Also present were City Manager/Recorder Don Hartle, Councilwoman Glenna Petersen, and Councilman Carl Leatham. A copy of the Notice and Agenda was posted, faxed and emailed to the Herald Journal, and mailed to the Planning Commission on September 7, 2012. The meeting was called to order at 6:00 p.m.

Others Present:

Jennifer Leishman	Doug Cooper	Peggy Cooper
Quentin Cudney	Marcene Parker	Karma Leatham
David Roundy	Ryan Piggott	Don Ewing
Alison Ewing	Kelly Parkinson	Lisa Parkinson
Robert Bolton	Steve Kyriopoulos	Alan Sorensen
Jonathan Cook	Justin Cooper	Rachel Fry

Opening Ceremony: Paul Egbert

Loyal Green reviewed the agenda with the Commission. After discussion, John Spence made a motion, seconded by M. Kent Larsen, that the agenda be approved as presented.

<u>YEA 5</u>	<u>NAY 0</u>
Russell Glenn	
Paul Egbert	
Loyal Green	
John Spence	
M. Kent Larsen	

The Commission reviewed the minutes for the Commission meeting which was held August 22, 2012. There were word changes on lines 119 and 185. After review, M. Kent Larsen made a motion, seconded by Russell Glenn, that the minutes of the August 22, 2012 meeting be approved with the changes.

<u>YEA 5</u>	<u>NAY 0</u>
Russell Glenn	
Paul Egbert	
Loyal Green	
John Spence	
M. Kent Larsen	

Because of a conflict of interest, Loyal Green recused himself from the Planning Commission.

At 6:05 p.m., conduct a public hearing to receive public input on the proposed Road Master Plan from the area north of Main Street (Highway 101) and south of Caine Dairy 4300 South (County address) and east of Highway 89/91 to the Meridian Road. Carl Leatham gave a presentation on the roads master plan for the area. This plan is not to take away property or property rights. It is a plan that will help Wellsville City to be prepared when commercial development begins. There are several parcels in the area for sale. Wellsville City felt there was a need for a road system. Mr. Leatham read the bullet points from the map:

In support of the Wellsville City General Plan, the US 89/91 Corridor Agreement, and the combined interest of citizens and officials, the following road master plan has been drafted to:

- Optimize highway access onto US 89/91 to preserve traffic flow, while still allowing conducive commercial development
- Lay our roads in the established 10-acre block grid system
- Locate a collector road every four blocks
- Maintain 99 foot right-of-way widths for all roads
- Pavement width on collector roads a minimum of 60 feet
One lane each direction (12 feet each), middle turn lane (12'), and usable shoulders (12')
- Pavement width on local Ch, C3, or M1 zone roads a minimum of 44 feet

One lane each direction (12 feet each), middle turn lane (12'), and small shoulders (4')

- Consolidate and optimize railroad crossings

Mr. Leatham reviewed each bullet point. Most of the farm accesses along Highway 89/91 would be eliminated. The street 400 North would be deemphasized because the sight lines are not there for safe traffic flow. The intersections would be squared up so that there are no blind corners. The 10-acre block system is being used because that is what has been used historically. Wellsville City is laid out in the 10-acre block system. It will make addresses easier to find. Wellsville City is not in a position to tell land owners to give up their property in order to build a road. As the property is developed, the developer will be responsible to purchase the property and install the road. Robert Bolton asked how 500 North would be controlled. Mr. Leatham stated that it would be a stop sign controlled intersection. Mr. Leatham gave some examples of roads that were laid out many years ago and just built in the last year to 3 years. Russell Glenn stated that the difference in those examples and what is being proposed is that Wellsville City owned the right-of-way. Mr. Leatham stated that is correct. Mr. Leatham stated that all of the subdivisions had to develop their road system. All of the roads are stubbed. There are no cul-de-sacs. Mr. Leatham stated that land is selling because there are parcels in this area that have 'for sale' signs. There is no plan to take property from owners. Loyal Green stated that if he decides to develop his property, he will have to build a road through it. Mr. Leatham stated that in his opinion, yes he would have to build the road through in order to square up the intersection. Paul Egbert stated that when property is developed, it has to be brought up to City or State standards. Mr. Green stated that he is required to give that much property for a road; he will lose his development rights and close to 1 acre of property. Mr. Green stated that he has 400 feet of frontage on Highway 101; he doesn't need to build a road for frontage. Jonathan Cook stated that the State of Utah requires the intersection to be squared up for safety reasons. Mr. Green stated that straightening 900 East would allow it to be used as a commercial road way. Mr. Leatham stated that the yellow markers on the map represent the current railroad crossings. They would like to do away with those railroad crossings and add improved railroad crossings on artery roads. Some of the property that is shown on this map has not been annexed into Wellsville City yet. This plan is not for the next 5 or 10 years, but for the next 500 years. Mr. Green stated that the 3-corner piece of property he owns along Highway 89/91 is required to have a 200-foot setback, it would render taking all of that property and it would not be able to be developed. Mr. Egbert stated that is a different discussion concerning the land use map. Mr. Leatham stated that Wellsville City is in desperate need of commercial development. Mr. Leatham stated that the property along the highway be buffered with berms, shrubs, plants, trees, and flowers. This is part of the next phase of this area. Mr. Bolton suggested that 900 East be closed at the railroad tracks. Mr. Leatham stated that it is not conducive for a property owner in the area of 900 East and 400 North because he would have to go around-about way to get to his property. They would like to deemphasize 400 North, square up, and improve the intersection. Don Ewing stated that by deemphasizing 400 North, there will be major traffic problems on 500 North. Mr. Leatham stated that there needs to be a plan and we all can't say that it isn't going to happen in my neighborhood. Mr. Glenn stated that as the plan develops, they may move closer to having a traffic light on 500 North. Glenna Petersen stated that she lives on 200 South and has the same problem getting on the highway. Mr. Green asked what the possibility of allowing 500 North to have a traffic light. Mr. Leatham stated that he didn't know. Mr. Bolton stated that he spoke with a gentleman from the county this week. There can be no signal installed until traffic warrants it. The challenge that Wellsville City faces is that there is no adequate access now. Mr. Leatham stated that they need to keep traffic flowing on Highway 89/91. The concerns that have been voiced are appreciated and are all valid concerns. These concerns will all be considered. Mr. Leatham stated that growth is going to come and Wellsville City needs to be prepared. Mr. Glenn stated that he appreciates everyone's input. There is no such thing as a plan that makes everyone happy. There is a need for a plan and the committee is doing the best that they can to have the plan remain flexible. Mr. Egbert asked if the Planning Commission needs to make a recommendation to the City Council. Mr. Glenn stated that the agenda states that it is for public input only, and no recommendation is to be made. Don Hartle suggested that the Planning Commission wait until the City Council holds their public hearing and input is given there.

Russell Glenn closed the public hearing at 6:56 p.m.

The Planning Commission reviewed for approval the Final Plat for the “Parker Escape Subdivision” consisting of a total of 3 lots on the north side of 800 South from 50 West to 100 West. Don Hartle stated that there were no copies of the construction drawings in the packets that were sent to the Planning Commission. Justin Cooper stated that he was seeking approval subject to the construction drawings. Russell Glenn stated that the final plat doesn’t show the utilities, and he read from the code that final approval shall not be given until all of the improvements to the property have been made. Mr. Hartle stated that in the past, the City Engineer has signed off on the final plat. The Planning Commission and City Council approves the final plat. The mylar is held until all of the improvements are made to the property. The mylar is then filed at the Cache County Recorder’s Office. Paul Egbert asked if City Engineer Chris Breinholt had any comments on the final plat. Mr. Cooper stated that he discussed with Mr. Breinholt the height of the sidewalk and the opened ditch on 100 West. Mr. Hartle stated that he will no longer accept drawings in electronic format. It is too difficult. John Spence asked about the sidewalk and the opened ditch. Mr. Cooper stated that the sidewalk will be installed. They may have to straighten the ditch and turn it into the head gate. After discussion, Paul Egbert made a motion, seconded by M. Kent Larsen, to approve the final plat for the “Parker Escape Subdivision” consisting of a total of 3 lots on the north side of 800 South from 50 West to 100 West.

YEA 5

NAY 0

Russell Glenn
Paul Egbert
Loyal Green
John Spence
M. Kent Larsen

At 7:36 p.m., Paul Egbert made a motion, seconded by John Spence, to adjourn the meeting.

YEA 5

NAY 0

Russell Glenn
Paul Egbert
Loyal Green
John Spence
M. Kent Larsen

Loyal Green
Chairman