



REGULAR CITY COUNCIL MEETING

Tuesday, January 16, 2024, at 7:00 PM
Court Room/Council Chambers (2nd floor) and Online

MINUTES

Mayor Olson called the meeting to order at 7:00 p.m.

ROLL CALL

Councilors present included Councilors Adcock, Keel, Mecham, and Siddoway.

Councilor Del Rosario was absent from the meeting but listened in via Zoom. He did not participate in voting.

Others present included City Manager Norm Beagley, Assistant City Manager Jason Bond, Legal Counsel Brett Rich, Recorder Amalie Ottley, Community Services Director John Bradley, Jennifer Wagner, Joe Wall, Rose Larsen, Ross Williams.

Various members of the public attended the meeting.

PLEDGE OF ALLEGIANCE

Councilor Keel led the Pledge of Allegiance.

INVOCATION/INSPIRATIONAL THOUGHT

Councilor Mecham offered an invocation.

DECLARATION OF POTENTIAL CONFLICTS OF INTEREST

No members of the City Council expressed any conflict of interest.

CONSENT AGENDA (MINUTES, BILLS, ITEMS)

1. 12-19-2023 City Council Work Session Meeting Minutes
2. 12-19-2023 City Council Meeting Minutes
3. 01-02-2024 City Council Work Session Meeting Minutes
4. 01-02-2024 City Council Meeting Minutes
5. City Expenditures from 12/30/2023 to 01/12/2024 in the amount of \$1,006,934.20
6. Community Services Out of State Training Request - John Bradley

Councilor Mecham made a motion to approve the Consent Agenda items 1 through 6. Councilor Keel seconded the motion.

Councilor Adcock	Yes
Councilor Del Rosario	Absent (Abstain)
Councilor Keel	Yes

Councilor Mecham Yes
Councilor Siddoway Yes

The motion passed unanimously.

RECOGNITIONS

7. Quality Library Award – Jennifer Wagner and Staff

Director Bradley presented the Quality Library Award to Jennifer Wagner and the library staff. He read the following letter from the Utah State Library.

“Dear Mayor Dan Olson,

The Utah State Library would like to recognize Santaquin City Library for outstanding service to their community during the 2023 fiscal year. Please accept our congratulations on earning the Quality Library Award.

The Quality Library Award is a designation that the State Library determines during recertification, which is an annual process that requires public libraries to submit reports and data to indicate that their services are in accordance with State Library standards. The Quality Library Award is a secondary application for library directors to indicate that the work they and their staff have accomplished rises above and beyond the standards. The purpose of this award is to recognize libraries, and the dedicated people who work in them, who are offering exemplary work in their communities. In other words, the Quality Library Award provides an opportunity for the State Library to highlight transformational services that might not be obvious in the standard recertification process.

As a Quality Library, your institution is an active, involved, and vital part of the community. It provides resources and services beyond the four walls of the library with exemplary outreach to residents. The best libraries seek to serve their communities in specific ways to address local needs. The efforts being made at your library demonstrate an awareness of community needs with an appropriate and helpful response by the library.

Commitment to excellent library service indicates teamwork. It takes leadership from the director, funding and support from the city/county government, dedication from all library staff, support from the community, training for the staff and board, planning, and careful attention to community needs.

Thank you for continuing to deliver outstanding library service to Utah residents.

*Warmest regards,
Chaundra Johnson
State Librarian/Division Director*

Jen Wagner recognized and thanked her staff for their hard work.

PUBLIC FORUM

Ross Williams attended the meeting to address the City Council in the public forum. He expressed his frustration with his area of town as neighbors no longer care about the upkeep of their properties. He spoke of neighbors with multiple dogs and other neighbors with numerous broken down vehicles. He asked that the City focus on code enforcement in the coming year.

BUILDING PERMIT & BUSINESS LICENSE REPORT

Assistant City Manager Bond presented the Building Permit Report. 10 residential units have been issued building permits in the current calendar year. In comparison, 98 single and multi-family residential units have been built in the current fiscal year (July 1, 2023 – June 30, 2024). No new business licenses were issued in the last two weeks.

NEW BUSINESS

8. Ordinance 01-01-2024 - 2nd Access Requirements Code Amendment

Mayor Olson invited Rose Larsen to speak regarding the proposed 2nd Access Requirement Code Amendment. She presented documentation that she used to research ADT requirements in other cities. Councilor Mecham spoke to meetings and research that he has conducted on the matter. He encouraged Ms. Larsen to speak with neighboring businesses to discuss a possible joint access.

Councilor Siddoway made a motion to approve Ordinance 01-01-2024, an ordinance amending Santaquin City code to modify the second access requirement to a parking facility, providing for codification, correction of scrivener’s errors, severability and an effective date for the ordinance. Councilor Keel seconded the motion.

Councilor Adcock	Yes
Councilor Del Rosario	Absent (Abstain)
Councilor Keel	Yes
Councilor Mecham	Yes
Councilor Siddoway	Yes

The motion passed unanimously.

9. Ordinance 01-02-2024 - Public Facilities Zone Change

Assistant Manager Bond presented proposed multiple rezones on City owned property to allow for the City to provide services to areas such as Public Works and the Cemetery. Rezoning these various areas in the City allows for more functionality of those properties. Councilor Adcock expressed his concern about the City using the lot across from the cemetery due to residential neighbors. Council members discussed how the City could operate logistically using the lot near the cemetery for staging versus the difficulties of using the Public Works facilities across town. Councilor Siddoway clarified that notice for a Public Hearing was provided to neighbors within 500 feet of all the properties, including the property near the cemetery, and the City received no concerns or comments.

Councilor Mecham made a motion to approve Ordinance 01-02-2024, an ordinance amending the zoning map of Santaquin City, more specifically, approving the rezoning of approximately 179.49 acres from the Residential (R-8) Zone, the Industrial (I-1) Zone, the Planned Community (PC) Zone and the Main Street Commercial (MSC) District within the Main Street Business Districts Zone to the Public

Facilities (PF) Zone, providing severability and an effective date for the ordinance. Councilor Siddoway seconded the motion.

Councilor Adcock	Yes
Councilor Del Rosario	Absent (Abstain)
Councilor Keel	Yes
Councilor Mecham	Yes
Councilor Siddoway	Yes

The motion passed unanimously.

10. Ordinance 01-03-2024 - Food Trucks Code Amendment

Assistant Manager Bond presented the proposed Food Trucks Code Amendment. Councilor Del Rosario expressed concern regarding noise from generators used to power the trucks but otherwise approved of the ordinance for more food opportunities in town. Council members discussed the positive aspects of approving the ordinance for a one-year period to be able to test what may or may not work at the park and the use of food trucks, including parking.

Councilor Keel made a motion to approve Ordinance 01-03-2024, an ordinance creating provisions for Food Trucks, providing for codification, correction of scrivener's errors, severability, and an effective date for the ordinance. Councilor Siddoway seconded the motion.

Councilor Adcock	Yes
Councilor Del Rosario	Absent (Abstain)
Councilor Keel	Yes
Councilor Mecham	Yes
Councilor Siddoway	Yes

The motion passed unanimously.

11. Resolution 01-04-2024 - Santaquin Research & Tech Center Update Development Agreement

Assistant Manager Bond presented an updated Development Agreement for the Santaquin Research & Tech Center located at the south end of town. An applicant representative attended the meeting to review the proposed site and answer any questions from council members.

Councilor Mecham made a motion to approve Resolution 01-04-2024, a resolution approving the Santaquin Research & Tech Center LCM Master Development Agreement between Santaquin City and LG SQ1, LLC and KPHTHS, LLC. Councilor Siddoway seconded the motion.

Councilor Adcock	Yes
Councilor Del Rosario	Absent (Abstain)
Councilor Keel	Yes
Councilor Mecham	Yes
Councilor Siddoway	Yes

The motion passed unanimously.

12. Resolution 01-05-2024 - Modifying and Designation of Santaquin City Representation on the Board of the South Utah Valley Municipal Water Association (SUVWMA)

Mayor Olson presented both Resolution 01-05-2024 and 01-06-2024 that approves the replacement of previous council members on the South Utah Valley Municipal Water Association and Mt. Nebo Water Agency.

Councilor Keel made a motion to Resolution 01-05-2024, a resolution approving modification and designation of Santaquin City's representation on the Board of the South Utah Valley Municipal Water Association (SUVWMA). Councilor Siddoway seconded the motion.

Councilor Adcock	Yes
Councilor Del Rosario	Absent (Abstain)
Councilor Keel	Yes
Councilor Mecham	Yes
Councilor Siddoway	Yes

The motion passed unanimously.

13. Resolution 01-06-2024 - Modifying and Designating Santaquin City's Representation on the Mt. Nebo Water Agency

Councilor Siddoway made a motion to Resolution 01-06-2024, a resolution modification and designation of Santaquin City's representation on the Mt. Nebo Water Agency Board. Councilor Keel seconded the motion.

Councilor Adcock	Yes
Councilor Del Rosario	Absent (Abstain)
Councilor Keel	Yes
Councilor Mecham	Yes
Councilor Siddoway	Yes

The motion passed unanimously.

14. Resolution 01-07-2024 - Adoption of the Fee Schedule

Manager Beagley presented updates to the City's Fee Schedule.

Councilor Mecham made a motion to approve Resolution 01-07-2024, Adoption of the Fee Schedule. Councilor Siddoway seconded the motion.

Councilor Adcock	Yes
Councilor Del Rosario	Absent (Abstain)
Councilor Keel	Yes
Councilor Mecham	Yes
Councilor Siddoway	Yes

The motion passed unanimously.

REPORTS BY STAFF, COUNCIL MEMBERS, AND MAYOR OLSON

Assistant Manager Bond reported on the upcoming Payson Santaquin Area Chamber of Commerce Gala event. He discussed the State mandated Moderate Income Housing strategies that have been resubmitted and that the City continues to work on.

Manager Beagley encouraged the City Council members to follow legislative bills that are being considered in this year's current session. He asked the council members to plan to attend the upcoming Utah League of Cities and Towns Midyear Conference in April. He spoke to an upcoming Environmental Assessment meeting being held at the city offices in the coming week (January 25th, 5:30 pm). He clarified the plans for upcoming construction seasons for the Main Street Project in 2024 and 2025. Lastly, Manager Beagley reminded council members of the upcoming Budget Planning Sessions on February 2nd and 3rd.

Councilor Adcock inquired about the snowpack and water reserve for the city up in Santaquin Canyon. Mayor Olson indicated that water levels are at a normal level compared to other years. Councilor Adcock also inquired about the installation of security cameras in the canyon in hopes of reducing vandalism. Mayor Olson and Manager Beagley indicated that they are working on the purchase of those cameras.

Councilor Siddoway also mentioned the current legislative session and encouraged everyone to keep in contact with legislators and to keep an eye on what is happening in the State.

Councilor Mecham spoke of recent meetings with local legislators and encouraged members of the public to research current legislative bills.

Councilor Keel stated that he has met with the Youth City Council as well as the Library Board and looks forward to meeting with them in the coming years.

Mayor Olson discussed his nomination of the Kars convenience store as the Payson Santaquin Area Chamber of Commerce Business of the Year. He discussed the work continuing in the industrial zone and other parts of the city.

ADJOURNMENT

Councilor Mecham made a motion to adjourn the meeting. Councilor Keel seconded the motion.

Councilor Adcock	Yes
Councilor Del Rosario	Absent (Abstain)
Councilor Keel	Yes
Councilor Mecham	Yes
Councilor Siddoway	Yes

The motion passed unanimously.

The meeting was adjourned at 8:45 p.m.

ATTEST:



Daniel M. Olson, Mayor



Amalie R. Ottley, City Recorder

found when I googled

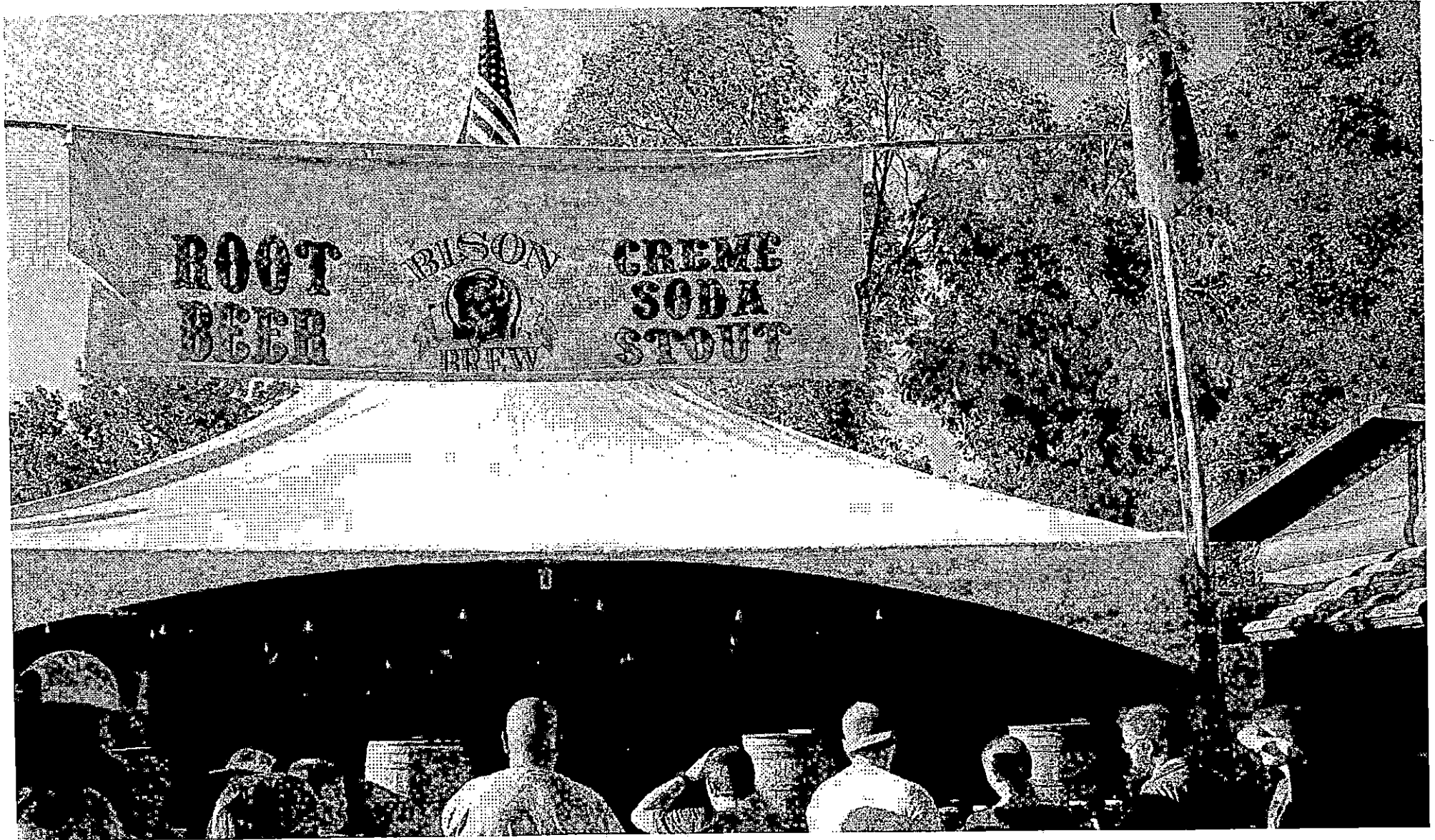
Utahbusiness.com

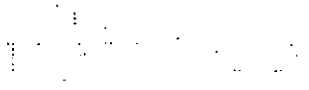
FEATURED

director of the Payson Santaquin area chamber of Commerce.

Payson, Santaquin small-town appeal brings population growth

by Rachel Barnes / December 27, 2023 /





[ABOUT](#)

[BOOK OF LISTS](#)

[EVENTS](#)

[MAGAZINE](#)

[NEWSLETTERS](#)

[NOMINATIONS](#)

[SUBSCRIBE](#)

Payson, Santaquin small-town appeal brings population growth

by Rachel Barnes

December 27, 2023

What do onions, orchards and the country of Scotland have in common? They are three things that bring tens of thousands of visitors from across the West to the towns of Payson and Santaquin, Utah, every year—and possibly what encourages them to stay.

According to the Gardner Policy Institute, Payson has gone from an estimated population of 19,892 in 2017 to 22,142 in 2021, and Santaquin has gone from 11,652 in 2017 to 15,361 in 2021. These growing hubs make the phrase that sums up what draws people to this area rather ironic.

Small-town feel

“We still have that small-town feel,” says Kat Santos, director of marketing for the Payson Santaquin Area Chamber of Commerce. The towns’ growth is balanced by events that bring the close-knit community together.

Festivals such as Orchard Days, Golden Onion Days and the Payson Scottish Festival provide opportunities for residents to get to know each other and create relationships. These same festivals also bring significant boosts to the local economy and are partially responsible for the large number of newcomers.

“I’d say the general public really longs for that quiet, peaceful, no-traffic lifestyle to remain,” says Jim Rowland, executive director of the Payson Santaquin Area Chamber of Commerce. “Yet we also want these businesses to come into town so that we can have better choices for restaurants and shopping.”

During Golden Onion Days and Orchard Days, attendees pass by the booths of local jewelry makers, artists and other creatives as they make their way to various concerts, 5K races, rodeos, car shows and flower shows.

“We get some pretty big bands that come down and play ... lots of rides, big carnival. They probably had a good thousand people in the park (this year),” Rowland says about Golden Onion Days. “It draws people from all over. A lot of people who have lived in Payson who’ve moved away come back for it.”

The Payson Scottish Festival, in particular, brings a myriad of out-of-town attendees. A two-day event, Rowland says the festival is one of the largest Scottish game festivals in the West. Kilt-clad Utahns, Idahoans and Californians gather to eat haggis, listen to bagpipes and compete in the Highland

games. “They literally do come from all over the country,” Rowland says. “We’ve only got one hotel here in town, so they certainly fill up for that event.”

The hotel isn’t the only business that takes advantage of the event. Rowland explains, “We do a lot of booths at the event itself, so a lot of businesses get some good recognition.” Santos says that Bill Elrick, president of the Payson Scottish Festival Board, is trying to get even more businesses to set up booths and advertise at the festival.

The need for local businesses

A The desire to increase revenue to local businesses in this area is particularly significant when one considers the fact that 75 percent of business licenses distributed in Santaquin are for home-based businesses.

“The challenge with home-based businesses is that they may or may not bring in a lot of tax dollars,” Rowland says. “A home-based business might even be a Mary Kay business or a network marketing business, where ... they may not produce a lot of revenue. If there’s no revenue, there’s no taxes to the county. To maintain the city budgets, we need that revenue. If everybody’s working from home or working up in Provo, there are not a lot of tax dollars.”

For the folks not working from home or in Provo, where in Payson and Santaquin are they? As with the rest of Utah County, sweets shops, soda shops and burger places are in vogue.

Santos lists Sip-N, Java Pop, Simple Nutrition, Arctic Circle, Dairy Queen and Iceberg as just a few of the hot spots in the area. “Santaquin is burger city,” she jokes. And, once again, events like the Payson Scottish Festival and Golden Onion Days are the key to bringing in revenue for these local joints as well as local artists and creatives.

The play’s the thing

Another development anticipated to bring revenue, people and enrichment to the Payson area is the Huish Theater. Originally built in 1949, the transformation of Huish from a movie theater to a venue for musicals, plays, comedy and concerts is anticipated to create a new staple for the Payson community. “We’ve been told by city council members, the Mayor’s office and other citizens that the Huish PACE [Performing Arts and Cultural Education] Center will become the anchor of everything downtown,” says Cary Stockwell, director of the Huish Theater.

The Huish Theater is in a strategic location, just west of Main Street on Utah Avenue. After a night out at a performance, comedy night or poetry slam, theatergoers are an easy walk to downtown restaurants and shopping, hopefully inspiring spending at local establishments.

The theater is also a short walk from Memorial Park, the site of the Payson Scottish Festival and Golden Onion Days celebration. Like Rowland and Santos, Stockwell anticipates that these events will increase traffic to all downtown businesses.

In fact, Stockwell says that during the upcoming 2024 Payson Scottish Festival, oil painters, watercolor artists and calligraphy artists will gather in the Sideshow, a 96-seat auditorium in the Huish, to showcase and sell their art.

Another unique feature of the Huish Theater is the Payson Bardschool, an open mic event held by the theater every Tuesday. Each week has a different theme, often music, storytelling, poetry or songwriting. After hearing from a featured artist, community members of all ages are invited to come to the theater and perform, free of charge (tickets are \$5 for nonperformers).

After developments, about two years from now, the Huish will have a main theater of about 650 seats, nearly seven times the amount of the 96 seats the small Sideshow has now.

“Right now, there aren’t a lot of things, activity-wise, downtown,” Stockwell says. “We have the opportunity to have so many people in our building doing different things each week, that’ll bring a lot of variety to town. ... It’s our goal to fill up the Huish every week.”

Ultimately, events like the Payson Scottish Festival, Golden Onion Days, Orchard Days and the Huish

Theater’s Bardschool nights will be key in bolstering the economy of the area as people come from out of town and local merchants, artists, restaurants and soda shops are given the opportunity to make significant sales. It’s community staples like these that allow a city to experience economic growth while also maintaining the coveted “small-town feel.”

10.48 PARKING AND CIRCULATION STANDARDS

10.48.050
Access TO
Parking Facilities
page 7

10.48.010 PURPOSE

10.48.020 SCOPE

10.48.030 GENERAL PARKING STANDARDS

10.48.040 NUMBER OF PARKING SPACES REQUIRED

10.48.050 ACCESS TO PARKING FACILITIES

10.48.060 CIRCULATION WITHIN A PARKING AREA

10.48.070 SITE LIGHTING

10.48.010 PURPOSE

The following regulations are established to increase safety and lessen congestion on public streets, to provide adequately for parking needs associated with the development of land and increased automobile usage, to set standards for off street parking according to the amount of traffic generated by each use, and to reduce the on street storage of vehicles. (Ord. 12-01-2006, 12-6-2006)

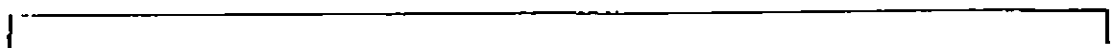
10.48.020 SCOPE

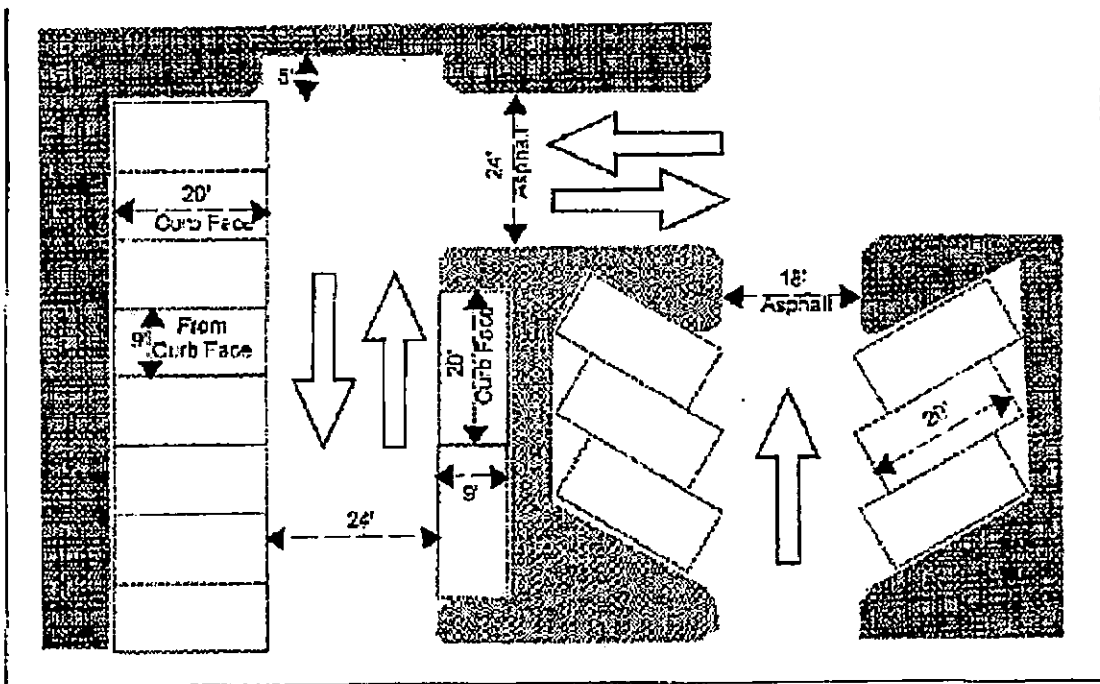
The following regulations shall apply to parking facilities for all new, reconstructed, or modified development sites for public agency projects, private nonresidential projects, and multi-family residential projects. These standards shall also apply to existing businesses which are nonconforming as to parking standards when such businesses apply for or make alterations to their parking facilities or when any structural alteration is proposed or made to the associated building. These standards will also apply if the change in use of a building occurs which would require additional parking than that provided. (Ord. 12-01-2006, 12-6-2006)

10.48.030 GENERAL PARKING STANDARDS

- A. Plot Plan Required: At the time a building permit is requested for any building or structure, or at the time the use of land is changed in a manner which requires additional off street parking space, a plot plan shall be submitted for review by the development review committee. Such plans must show the location and layout of the proposed spaces, ADA compliant spaces, access and drive aisles, roadways, curbs, and curb cuts. All parking spaces, drive aisles, and accesses shall meet the requirements for off street parking as set forth in this title and the Santaquin City fire codes, and construction and development standards. Parking and circulation plans must be stamped by an engineer licensed in the state of Utah. (Ord. 07-01-2016, 7-6-2016, eff. 7-7-2016)
- B. Parking Stall Dimensions: All parking spaces shall be a minimum of nine feet (9') wide by twenty feet (20') long and according to the following:
1. Square Parking: Square parking is determined to be ninety degree (90°) parking, parallel parking, or any other parking where any one side of a parking stall lies flush with the exterior border of a parking facility. Square parking may also be interior parking oriented essentially parallel or perpendicular to the aisleway providing vehicular access to that parking stall. The dimensions of all square parking shall be measured along the boundaries of the parking stall as shown in figure 1 of this section.
 2. Angled Parking: The width of all angled parking stalls shall be measured perpendicular to the centerline of the parking stall, as shown below. The length of an angled parking stall, despite the angle, shall be measured along the short side of the parking stall, as shown in figure 1 of this section.
 3. Required Backing Distances: All parking stalls shall have a minimum clear backing area of twenty four feet by nine feet (24' x 9') as measured from the rear of the parking stall in a manner parallel to the backing motions of a vehicle exiting the stall.

FIGURE 1





4. Reduction In Stall Depth: Parking stall depth can be decreased to eighteen feet (18') under the following circumstances:

- a. Where cars overhang landscape areas which are at least ten feet (10') wide along street frontages and at least five feet (5') wide along side or rear property lines.
- b. Where cars overhang an overly large sidewalk area adjacent to a building which is at least six feet (6') wide.

C. Parking Locations:

- 1. Main Street: Parking facilities may be located to the rear or side of the associated building except for areas that are required to be landscaped.
- 2. General commercial: Parking facilities may be located anyplace on the premises except for areas that are required to be landscaped.
- 3. Parking stalls shall have a minimum spacing of six feet (6') from primary structures.

D. Proximity To Use:

- 1. The off street parking facilities required by this title shall be located on the same lot or within three hundred feet (300') of the parcel of land as the use they are intended to serve. Off street parking spaces which are required with a use shall be located within the same or similar zone as the associated use.
- 2. Parking facilities not located on the same parcel as the associated use must provide documentation to the city of permanent lease, ownership, or shared parking agreement that runs with the land and business on the ground where such parking is located so long as the use is maintained or other parking is made available. Shared parking facilities or agreements must be approved by the land use authority before petitioning business operations commence and must be in accordance with the standards outlined below.
- 3. Parking facilities not located on the same parcel as the associated use must comply with the applicable parking standards outlined below.

E. Parking Area Landscaping: All parking areas shall comply with the landscaping and screening

requirements found in the city's landscape standards (SCC 10.52).

F. Parking Lot Surface, Drainage And Maintenance: Every parcel of land used as a parking or storage area shall be paved with asphalt, brick or concrete surfacing, and shall be so arranged and striped as to provide the orderly and safe loading or unloading, parking and storage of vehicles.

1. Striping: Parking lot striping shall be maintained on a regular basis so that striping is visible for the safe ingress/egress and parking of vehicles.
2. Maintenance: Parking lot shall be kept free of debris, including, but not limited to, trash, blowing debris, sand, dirt, gravel, etc.
3. Surfacing: Parking lot surfacing shall be kept true to line and in accordance with city engineering approved finish grading and drainage plans.
4. Drainage Plans: Drainage plans must be reviewed by the appropriate city department for compliance with adopted storm drainage standards, any storm drain master plans, and impacts on adjacent properties caused by a proposed development.
5. Deviations To Surfacing Materials: The City Engineer shall review and may approve or deny other types of hard surfacing materials based on site drainage and grading, durability and adequacy of materials, and ability to withstand local climate and geologic conditions. Compacted or treated typical subgrade materials are not an appropriate surface material.

G. Continuing Obligation: The required off street parking and loading facilities shall be a continuing obligation of the property owner so long as the use requiring vehicle parking or vehicle loading facilities continues. It shall be unlawful for an owner of any building or use to discontinue or dispense with the required vehicle parking or loading area which meets the requirements of this title. (Ord. 12-01-2006, 12-6-2006)

10.48.040 NUMBER OF PARKING SPACES REQUIRED

A. Rules For Computing Required Off Street Parking Spaces: For the purpose of computing required off street parking spaces which are required by this title, the following rules shall apply:

1. "Floor area" shall mean gross floor area, unless otherwise specified for a particular use.
2. In stadiums, sports arenas, churches, and other places of assembly in which benches or pews are used in place of seats, each eighteen inches (18") of length of such benches or pews shall be counted as one seat. Any remaining length of any one bench or pew shall be considered to be a whole seat. (Ord. 12-01-2006, 12-6-2006)

B. Minimum Requirements: The number of off street spaces required below for each land use is established as minimum requirements:

Use	Parking Required
Residential:	
Assisted living center, nursing home, convalescent home, or other similar use	1 visitor parking space per 3 patients' beds, plus 1 parking space for each employee at work during the largest shift
Attached single-family units ¹	2 parking spaces per unit. Garages will be counted as 1 parking space unless the garage dimension is a minimum of 24' x 24' with at least 20' for the

		opening, whether 1 door or 2 door, for vehicle entrance in which it would count as 2 parking spaces
Bed and breakfast facility		1 parking space for each bedroom and 1 space for each employee at work during the largest shift
Duplex		2 parking spaces per unit
Mixed development residential dwellings ¹	use with	2 parking spaces per unit. Additional parking is required per nonresidential uses as provided below. Garages will be counted as 1 parking space unless the garage dimension is a minimum of 24' x 24' with at least 20' for the opening, whether 1 door or 2 door, for vehicle entrance in which it would count as 2 parking spaces
Multiple-unit dwelling (apartments) ¹		2 parking spaces per unit. Garages will be counted as 1 parking space unless the garage dimension is a minimum of 24' x 24' with at least 20' for the opening, whether 1 door or 2 door, for vehicle entrance in which it would count as 2 parking spaces
Single-family part of a PUD	as	2 car garage per unit
Retail commercial:		
Ancillary commercial		2 spaces per 1,000 sq. ft.
Automotive Service Repair	and	3 spaces per 1,000 sq. ft. (not including service bays), plus 2 stalls per service bay for the temporary storage of customer vehicles.
Automotive Service Station		5 spaces per 1,000 sq. ft.
Convenience commercial		5 spaces per 1,000 sq. ft.
Heavy commercial		5 spaces per 1,000 sq. ft.
Retail sales and services		5 spaces per 1,000 sq. ft.
Commercial services, offices:		
Commercial recreation		1 parking space per 2 patrons, based on the design capacity of the facility
Hotels and motels		1 parking space per room or suite, plus 1 parking space for each employee at work during the largest shift
Medical clinics or offices, includes dentists and other healing facilities	art	6 parking spaces per staff doctor, plus 1 parking space for each employee on the property during the largest shift
Mortuaries and funeral parlors		30 parking spaces or 1 space for each 25 sq. ft. of combined floor space in all assembly rooms, whichever is greater, plus 1 space for each employee typically at work during normal facility function
Professional office or services	financial	1 parking space per 200 sq. ft. of floor area in the building minus storage and bathroom areas

Industrial:		
Business/research park	1 space per 1,000 sq. ft. of floor area or 1 space per 2 employees at work during the largest shift with Planning Commission approval	
Industrial, heavy	1 space per 1,000 sq. ft. of floor area	
Industrial, light	1 space per 1,000 sq. ft. of floor area	
Storage unit facility	1 space per site employee/manager on duty and 3 spaces per 50 units with a maximum of 8 spaces required. See also storage unit facility standards below ²	
Restaurants:		
Drive-in restaurants	1 space per 4 seats including outdoor seating or 1 space per 125 sq. ft. of gross floor area, whichever is greater	
Restaurants	1 space per 4 seats, including outdoor seating	
Public:		
Churches	1 parking space per 4 seating spaces in the main assembly room based on the design capacity of the structure	
Hospitals	1 visitor parking space per 3 patients' beds, plus 1 parking space for each employee at work during the largest shift	
Places of assembly (e.g., theaters, auditoriums, sports arenas, etc.)	1 parking space per 4 seating spaces	
Private clubs or lodges	1 parking space per 2 persons based on the design capacity of the facility	
Schools commercial, vocational	1 space per teacher and staff member plus 1 space for every 5 students based on design capacity	
Schools - public, private or quasi-public	Parking spaces required for public schools shall be determined by the Nebo or Juab School Districts, or the State of Utah as applicable. Private schools shall utilize similar standards as applied to public schools	
Special review:		
Automotive equipment sales or rental Impound yards Uses not mentioned	The required off street parking for any use not listed above shall be determined by the Planning Commission. The Planning Commission shall make the determination based on similar uses listed above, nature and impact of the use on public streets and adjoining properties, and typical customer and employee needs	

Notes:

¹ Additional guest parking shall be provided as follows: The first 5 residential units (1 ≤ units ≤ 5) in a development require 1 parking space per residential unit. The next 5 residential units (5 < units ≤ 10) in a development require 0.75 parking space per residential unit. The next 5 residential units (10 < units ≤ 15) in a development require 0.50 parking space per residential unit. Residential units above 15 (units > 15) in a development require 0.25 parking space per residential unit. (Fractional spaces shall require a whole space.)

² Businesses with warehouse and storage areas may utilize a 0.5 space per 1,000 square feet of

storage area when determining required number of stalls.

6

(Ord. 10-01-2017, 10-18-2017, eff. 10-19-2017)

- C. Americans With Disabilities Act (ADA): ADA parking requirements must be complied with in every way. This includes, but is not limited to, adequate stall dimensions, travel areas, pavement markings, signage, connectivity within a site, proximity to business entrances and access points.
- D. Reduction In Parking Requirements: Businesses or mixed use developments seeking a reduction in parking must receive special exception approval by the Planning Commission. Such exceptions shall be based on the following review considerations and conditions:
1. Considerations For Reduction:
 - a. Large Floor Area: The proposed business may have an exceptionally large floor area per volume of sales and customers; e.g., furniture store, car wash, etc.
 - b. Shared Parking: Where compatible occupancies within mixed use buildings and development projects allow sharing of parking stalls, impervious parking areas and "heat island" effects can be reduced. Different occupancies often have parking demands that differ with the time of day or week. This allows sharing of parking spaces between occupancies and reducing the site area dedicated to car storage. In addition to the above review items, where a shared arrangement is proposed, the following shall also be provided for review and approval:
 - (1) A parking study must be conducted by a transportation engineer licensed in the State of Utah, which can illustrate peak hours and parking demands for the existing or proposed uses.
 - (2) The total number of parking spaces between the uses shall not be less than that needed to handle the yearly average peak hour parking demands for the individual uses.
 - (3) Shared parking facilities may have a reduction greater than that outlined above.
 - (4) Documentation of a permanent lease, easement, association agreement, or other supporting documents between parties sharing the parking must be obtained prior to final approvals for the affected development.
 2. Conditions For Parking Reduction:
 - a. Compliance: All parking stalls and drive aisles will comply with the standards established by this section.
 - b. Reduction Not Applicable To ADA: In no case shall any such reduction be applicable to any requirements of the Americans With Disabilities Act. The calculation of the required number of handicapped parking stalls shall be computed from the prereduction total.
 - c. Impacts On Adjacent Properties: Impacts on adjacent properties will not be increased due to the lack of parking required by this Code.
- E. On Street Parking: Businesses located within the Main Street Business District Zones (i.e., CBD, MSC, MSR) or fronting on 100 South, may petition the Land Use Authority for a reduction in required on premises parking and the use of on street parking as a fraction of their required parking. Approvals of such request must be based on the following:

1. There is no parking between the associated building and the public street.
2. Due to site constraints, the total required parking cannot be provided on the associated

property.

- 3. On street parking will only be counted where adjacent to the business property.
- 4. The location of on street parking is constructed to City standards and the street cross section provides for parking adjacent to the business's property.
- 5. For mixed use developments, all required parking for residential units must be accommodated on site. Dedicated parking for nonresidential customers shall be provided in accordance with SCC 10.20.190 paragraph F. (Ord. 07-01-2016, 7-6-2016, eff. 7-7-2016)

F. Storage Unit Facilities: The following parking standards shall apply to storage unit facilities:

- 1. Outdoor storage and parking areas are for recreational vehicle storage only (i.e., boats, campers, trailers, jet skis, snowmobiles, automobiles).
- 2. Outdoor vehicle storage areas shall be located only at the rear of the project where vehicles will not be visible from any public streets.
- 3. Outdoor vehicle storage areas shall be designed so as not to block any driveways, accessways or parking aisles within the project. (Ord. 12-01-2006, 12-6-2006)

HISTORY

Amended by Ord. 10-03-2010 on 10/20/2010
 Amended by Ord. 03-01-2021 on 3/2/2021
 Amended by Ord. 12-01-2022 on 12/20/2022

10.48.050 ACCESS TO PARKING FACILITIES

- A. Access driveways shall be provided for access to and egress from all parking and loading facilities designed as provided in the Santaquin City construction standards. Each parking and loading space shall be easily accessible to the intended user.
- B. Forward travel in an automobile to and from parking facilities from a dedicated street or alley shall be required for all uses, except for parking which has been provided in connection with single- and multi-family dwellings. The parking area shall be adequate to facilitate the turning of vehicles to permit forward travel upon entering a street.
- C. Access to all off street parking facilities shall be designed in a manner which will not interfere with the movement of vehicular and pedestrian traffic.
- D. All commercial developments shall provide access to and between adjacent nonresidential properties and their associated parking areas. Such access shall be designed based on the adjacent or anticipated use of the adjoining property. (Ord. 07-01-2016, 7-6-2016, eff. 7-7-2016)
- E. Any development with a single point of access (ingress and egress) shall have a maximum ADT (average daily trips) of two hundred fifty (250) trips. Any development that exceeds an ADT of two hundred fifty (250) shall provide a secondary access for ingress to and egress from the site. (Ord. 04-02-18, 4-18-2018, eff. 4-19-2018)

HISTORY

Amended by Ord. 04-02-2018 on 4/18/2018

10.48.060 CIRCULATION WITHIN A PARKING AREA

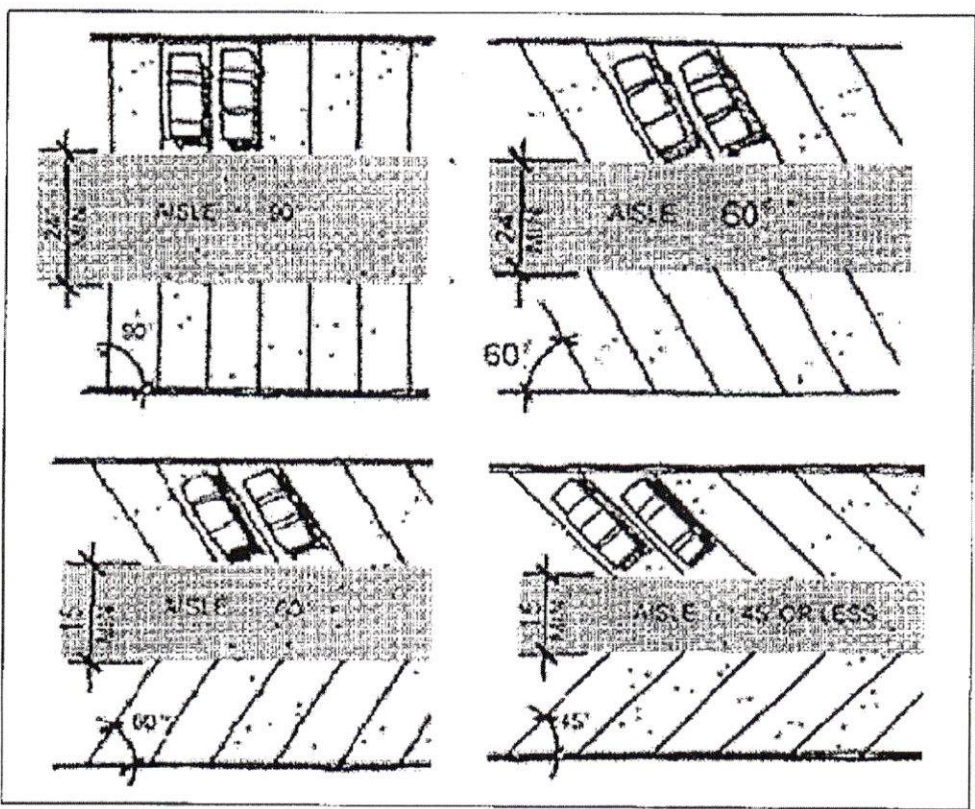
A. Traffic Aisles: Circulation within a parking area shall comply with the following requirements:

- 1. Parking areas with more than one aisle must be so arranged that a car need not enter the

street to reach another aisle within the same parking area.

- 2. Drive aisles within a parking facility shall be designed to accommodate two-way traffic and required backing distances from parking spaces. Drive aisle widths shall be provided as shown in figure 2 of this section. Aisles designed to accommodate one-way traffic shall be not less than eighteen feet (18') in width, measured perpendicular to the centerline of the aisle.
- 3. Primary access points and an emergency access route shall be designed for the site to accommodate the City's largest emergency response vehicle, in accordance with City adopted IFC standards.
- 4. Drive aisles adjacent to a building that exceeds thirty feet (30') in height must be a minimum of twenty six feet (26') in width and be located a minimum of fifteen feet (15') and a maximum of thirty feet (30') from the building and shall be parallel to one entire side of the building. (Ord. 09-02-2018, 9-18-2018, eff. 9-19-2018)

FIGURE 2



B. Queuing Lanes For Drive-Up Or Drive-Through Businesses:

- 1. Queuing lanes shall have a minimum width of ten feet (10').
- 2. Queuing lanes shall provide a minimum queuing distance for three (3) vehicles in addition to a vehicle at the drive-up window (i.e., 80 feet).
- 3. Queuing lanes are to be independent of circulation aisles and not interfere with required backing distances for parking stalls.
- 4. Turning radii within or at exits from queuing lanes shall not be less than ten feet (10').
- 5. Queuing lanes should be designed so that cars queue facing or along the rear of the associated building and vehicles can exit the queuing lane onto an approved development drive aisle or public street.
- 6. Queuing lanes are prohibited between the building and the front property lines.

7. A business may apply for a conditional use permit to queue contrary to the provisions of this section. Each such application shall establish that queuing does not conflict with the use of required parking stalls, Fire Code, Building Code; does not and will not result in queuing on any public street; and that it does not and will not interfere with any public rights-of-way.

C. Queuing Areas For Automotive Service Bays:

- 1. Adequate clear areas shall be provided at entry and exit points for the safe and unobstructed movements of vehicles for which the service bay has been designed to facilitate.
- 2. Parking stalls shall not be located within areas necessary to facilitate the movement of vehicles entering or exiting service bays.

D. Directional Signs And/Or Pavement Markings: Directional signs and/or pavement markings shall be required to differentiate between vehicular entrance and exit points to the streets as well as direct flow within a site.

E. Pedestrian Crossings Within Developments: Pedestrian crossings within developments shall be established by raised crossings or change of surface materials or colors. The use of pavement markings and signage shall also be used where appropriate to assure pedestrian safety and visibility.

F. Storage And Service Areas:

- 1. Outside storage of materials or parts shall not cover required parking stalls nor block any driveway or pedestrian areas as approved on the site plan for the development.
- 2. To alleviate the unsightly appearance of loading facilities, these areas shall not be located on the side(s) of the building facing the public street(s). Such facilities shall be located at the rear or side of the site.
- 3. Additional screening, such as decorative walls along the sides of loading and service bay areas, may be required where a development abuts a residential zone or residential development.
- 4. Access to trash enclosures, compaction devices, and service entries should be located to have minimal impact on the circulation of a site. (Ord. 12-01-2006, 12-6-2006)

HISTORY

Amended by Ord. 09-02-2018 on 9/18/2018

Amended by Ord. 04-01-2020 on 4/7/2020

10.48.070 SITE LIGHTING

Site lighting shall be designed and installed for the primary purpose of providing visibility and safety around structures, within parking areas, and along vehicular and pedestrian travel areas. Careful consideration should be given to reducing the number of lights and resulting ambient light generated.

A. Pole Heights: Luminary mounting heights are to be measured from the parking lot or driveway surface, to the bottom of the luminary device.

- 1. Light poles shall not exceed sixteen feet (16') in height if located within one hundred feet (100') of a residential zone.
- 2. Pole heights may not exceed twenty feet (20'). The location of lights and luminary amounts should give consideration to the following:
 - a. Review of the site and landscape plans,

- b. Proposed land uses on the site,
- c. Impacts on the surrounding land uses and properties,
- d. Parking area size,
- e. Building mass,
- f. Location of the site with respect to other lighting sources, and
- g. Topography of site.

3. Special consideration may be given to allowing pole heights of thirty five feet (35') for developments which are required to provide over one hundred fifty (150) parking stalls. The items of consideration in paragraph A,2 shall also be reviewed for this increased height.

B. Pole Design:

- 1. Metal fixtures or poles used should be black, dark brown or earth tone.
- 2. The base of the pole shall be treated with paint, stain, stucco or another form of decorative cover.
- 3. Each base of a light pole shall be placed within a landscape area where reasonably practicable.

C. Luminary Devices:

- 1. All luminary devices used to illuminate off street parking facilities or vehicle sales areas shall be so arranged as to reflect the light away from the adjoining premises and streets and be fully shielded and directed downward.
- 2. Exterior wall mounted floodlights are expressly prohibited for use as customer parking lot illuminators. They may be utilized for security purposes around the building if shielded and set to motion detectors.

D. Gas Station Canopies: All lighting on gas station canopies which serves to illuminate pump islands shall be recessed and designed to minimize glare and impact on motorists within or traveling by the site.

E. Pedestrian Paths And Walking Areas: The intent of pathway lights is to provide pools of light to help direct pedestrians along the path, not to fully illuminate the path. Three foot (3') bollards with louvers and ten foot (10') pole mounted, down directed luminaries shall be utilized to maintain a minimum one horizontal foot-candle along the path.

F. Photometric Lighting Plan: A photometric lighting plan is required for each new commercial development, in order to ensure adequate and appropriate lighting levels throughout the development. All site lighting should comply with the minimum lighting standards generally applied and recommended by the Illuminating Engineering Society of North America (IES). (Ord. 06-04-2009, 6-3-2009, eff. 6-4-2009)

10.20.120 COMMERCIAL ZONES

A. Objectives And Characteristics: Santaquin desires to promote and strengthen the community's quality of life, city's tax base necessary for sustaining essential government services, tourism and general commerce. Residential development does not generally provide enough tax revenue to cover the costs associated with these efforts. City revenue generators usually include job centers, retail and office development, product manufacturing and warehousing, agribusiness and high technology industries. These economic opportunities are necessary for the city's long term financial sustainability and viability. Commercial zones are therefore appropriate to guide business activities to locations which will be advantageous to local residents, general consumers and businesses themselves while accomplishing the goals and policies of the city's general plan.

Commercial zones within Santaquin City should accomplish the following:

1. These zones should be characterized by a harmonious grouping of a variety of stores, specialty shops, office buildings, or other permitted uses to meet the shopping needs of the community and surrounding areas.
2. These zones should facilitate business retention and expansion while attracting businesses compatible with the city identity and which will further the goals and policies of the city's general plan.
3. These zones shall promote new development which is characterized by well landscaped frontages, safe access and egress, proper parking design, coordinated site planning, and building architecture.
4. Emphasis within commercial zones shall be to protect the appearance of the entrances to the city and the overall image and identity of Santaquin as a community prospering in country living.
5. Commercial zones should be located adjacent to major thoroughfares or collector streets which provide ease of access for automobile traffic without passing through residential areas and any impacts to existing neighborhoods should be mitigated by new development.
6. Commercial uses should be widely accessible, clustered near the center of their service areas and developed compatibly with the uses and character of surrounding districts.
7. Commercial areas shall have safe and convenient pedestrian access to and from shopping and service areas. (Ord. 03-04-2014, 3-19-2014, eff. 3-20-2014)

B. Commercial Zones Established: The following commercial zones are established within the city. Parenthetical notations shown for each zone shall mean to represent such zone and all applicable parts where utilized within this code.

1. Interchange Commercial (C-1): This zone is created for application around and near those major transportation routes and nodes which offer visitors, tourists, and residents their first impressions of Santaquin. Additionally, the area would serve to promote and facilitate travel oriented businesses. Businesses within this zone will generally stand alone but some medium size box stores with satellite commercial buildings will be allowed where such is shown to complement the identity of the city and surrounding residential neighborhoods will not be unreasonably disrupted. Special emphasis is to be placed on the properties near the Main Street freeway interchange and along Highway 198.
2. Professional Office (PO): This zone is created for application around and near major and minor transportation nodes, which may function as gateways to the city's residential areas, but be conducive to professional office uses. Buildings and uses within this zone should have limited

impacts on adjacent residential uses through appropriate hours of operation, noise buffering, aesthetic considerations, and little intrusion of traffic into residential neighborhoods. (Ord. 03-04-2014, 3-19-2014, eff. 3-20-2014)

C. Permitted Uses: General land uses within commercial zones shall complement the city's general plan for their respective areas. Those uses allowed in the city's commercial zones are listed in the following matrix. Abbreviations and alphabetic use designations in the matrix have the following meanings:

P	The listed use is a permitted use within the represented area, based on city development standards and ordinances.
C	The listed use requires a conditional use permit within the represented area in addition to complying with all applicable development standards and ordinances.
A	The listed use is only permitted as an accessory use within the represented area.
N	The listed use is a prohibited use within the represented area.

Use	C-1	PO
Accessory building	A	A
Adult daycare	C	P
Alcoholic beverage class A license (store; beer only)	P	N
Alcoholic beverage class B license (bars)	N	N
Alcoholic beverage class C license (restaurants/clubs)	P	N
Alcoholic beverage class D license (hotel/conventions)	P	P
Alcoholic beverage class E license (liquor store, etc.)	P	N
Arcade	C	N
Art gallery	P	P
Auto, truck, RV, and equipment sales or rental	P	N
Auto, truck, RV, and equipment storage	N	N
Automotive service and repair	P	N
Automotive service station	P	N
Bakery, commercial	P	N
Brewpub	C	N
Car wash service	C	N
Caretaker facilities associated with a permitted or conditional use	P	P
Commercial, ancillary	P	N
Commercial, convenience store	P	N
Commercial parking lot or garage	N	N
Commercial, repair services	P	N
Commercial, retail sales and services	P	N

Payson City Code S

2.30.040 Ingress And Egress

Payson City has determined that maintaining emergency access to all parcels is an important governmental interest. To provide circulation and emergency access to and from the development, Payson City's objective is to develop on a vehicular grid network. However, there are times when topography and/or development timing may reduce the ability to provide this connection in a timely manner. At all times, two points of ingress and egress will be required for all projects, subdivisions, commercial developments, schools and churches with the following exceptions:

- A. Any development, or portion of a development, which literally cannot provide two points of ingress and egress due to topography, such as hillsides, waterways, or wetlands, shall be limited to no more than fifteen (15) residential lots or units, or residential equivalents. The configuration shall adhere to all applicable fire regulations. If possible, a pedestrian access to the wetlands, waterway, or hillside shall be created to break up the block length and the street design shall avoid a situation that "walls off" the wetlands, waterway, or hillside.
- B. A development, or portion of a development, which will be served by more than one point of ingress and egress in the future may receive approval for multiple homes on one access provided that the following is met:
 1. the arrangement meets all applicable fire code requirements at all times,
 2. the streets layout for future development will bring the project to a grid with multiple points of access for all units, except as outlined in paragraph A,
 3. the streets layout for future development is reviewed and approved by the city, and
 4. the contemporary layout accommodates the connection points into the future streets and trails network.
- C. Any midblock or inner-block development, i.e. one that is contained inside on street block of no more than approximately five hundred (500) feet in length, may have multiple units per access provided that all applicable fire regulations are met and the street blocks are maintained in compliance with PCC 12.30.050 and any applicable street master plans. *Wall property less than 260 feet*
- D. A commercial or industrial project, school, or church must provide a second point of ingress and egress if more than ten (10) equivalent residential units or one hundred (100) vehicle trips per day, on any day of the week, will be generated from the site.
- E. Any development providing a temporary second point of ingress and egress shall be subject to the following conditions:
 1. The second access shall be reviewed and approved in writing by the fire chief and city engineer.
 2. The second point of access shall provide continuous and unobstructed access to and from the development until which time a permanent access is completed.
 3. The second point of access may cross private property, but must connect the development to an improved public right-of-way.
 4. The second access shall be hard surfaced with at least one and one half (1 1/2) inches of asphalt prior to October 1st of the year construction began. The asphalt must be a minimum of twenty (20) feet in width.
 5. The second point of access may cross private property, but must connect to a public right-of-way.

F. Access to a parcel with slopes of greater than twenty (20) percent shall satisfy the access requirements of PCC 14 Sensitive Lands. wall property west & north

The second point of ingress and egress shall be located in a future right-of-way unless it can be shown that the second point of access in another location is preferable to the satisfaction of the city engineer and fire chief.

The fire chief, in behalf of the City public safety officials must approve the street design in any subdivision, commercial development, school, or church with only one point of ingress and egress.

HISTORY

Adopted by Ord. 05-18-2022-D on 5/18/2022

Payson cont.

11-6-114 Motor-Vehicle Access.

The purpose of this Section is to alleviate or prevent congestion of public rights-of-way to promote the safety and general welfare of the public by establishing minimum requirements for the provision of access to public rights-of-way.

- (1) General Provisions: The following general provisions apply to all motor-vehicle access requirements of this Chapter.
 - (a) Driveways shall provide paved access to a public street. Paving shall consist of an all-weather passable surface.
 - (b) No driveway with a slope of greater than twelve percent (12%) shall be permitted without approval of the City Engineer. And no driveway with a slope of greater than fifteen percent (15%) shall be permitted.
 - (c) The design and location of all driveways entering a State highway shall meet the requirements of UDOT (Utah Department of Transportation). UDOT approval of the driveway(s) shall be provided to the City in writing prior to the issuance of any building permit.
 - (d) Required driveways and parking spaces shall be paved and available for use before receiving a certificate of occupancy from the building inspector.
 - (e) Fire Lanes. A fire lane shall be required to provide access to any portion of any structure equal to or less than forty feet (40') tall which is more than one hundred fifty feet (150') from the nearest street right-of-way, and to any portion of any structure greater than forty feet (40') tall which is more than fifty feet (50') from the nearest street right-of-way. The Fire Chief may also require the provision of a fire lane or lanes to any part of any structure upon a determination that the distance of the structure from the nearest hydrant, the configuration of the development on the site, or other special characteristics of the site otherwise inhibit effective fire extinguishment. All fire lanes shall: (i) provide clear, unobstructed access for vehicles and apparatus at all times through a combination of pavement marking and signage; (ii) shall be a minimum twenty feet (20') wide; and (iii) shall be surfaced as an all-weather roadway.

(4) Other Than Residential Lots.

(a) Number and Width Requirements.

(i) Driveways per street frontage shall be allowed as follows:

Minor Collector/Local Street		Arterial/Major Collector Street	
Feet in Frontage	Driveway Access	Feet in Frontage	Driveway Access
0 – 200	1	0 – 300	1
201 – 400	1	301 – 600	1
401 – 600	1	601 – 900	1
601 – 800	1	901 – 1,200	1
One additional driveway will be allowed for every additional 200 feet of street frontage as sequenced above.		One additional driveway will be allowed for every additional 300 feet of street frontage as sequenced above.	

(ii) On 400 South between I-15 and 400 West, access shall be provided from intersecting streets with right-in and right-out access provided at driveway(s) meeting the requirements of UDOT (Utah Department of Transportation) standards.

(iii) Each two-way driveway shall not be less than twenty-four feet (24') nor more than forty feet (40') in width, measured at right angles to the center line of the driveway, except as increased by the permissible curb return radii. The entire flare of right-of-way radius shall fall within the right-of-way.

(A) Existing sites may increase driveway widths while still meeting the intent of the ordinance codified in this Section as determined by the Planning Commission.

Sites with buildings that were constructed on the site prior to July 1, 2016, may increase the driveway width up to fifty-five feet (55') as long as the increased driveway width meets the intent of the ordinance codified in this Section as determined by the Planning Commission.

(b) Distance between drive approaches. No two (2) of said drives shall be closer to each other than fifty feet (50') as measured from the most adjacent approach edge.

(c) Restrictions on Corner Lots. On any corner lot, no driveway shall be closer than one hundred feet (100') for arterial or collector streets, and fifty feet (50') for local streets, to the point of intersections as measured at the property line.

(d) Shared Access Driveways. Lots are encouraged to have a shared access guaranteed by a recorded perpetual access easement. If shared access occurs, an additional ten feet (10') in driveway width is permitted.

(e) Cross Access Driveways. In order to provide vehicular access between two (2) or more contiguous sites without entering the public street, cross access driveways are required wherever possible.

The Planning Commission or City Council may modify or waive this requirement on properties with multiple street frontages where access between two (2) lots can be accomplished through the use of a minor collector or local nonresidential street.

(Amended by Ord No. 39-2007, 12/04/2007, Ord. No. 20-2007, 04/03/2007; Ord. No. 12-2008, 06/17/2008; Ord. No. 06-2010, 06/01/2010; Ord. No. 20-2014 § 1, 08/19/2014; Ord. No. 11-2015 § 1, 09/01/2015; Ord. No. 11-2016 § 1, 06/21/2016)

Provo Municipal codes

14.34.290 Design Corridors.

(f) *Traffic Impact Analyses.* Traffic impact analyses shall be required for nonresidential projects with an aggregate size of forty thousand (40,000) square feet or more, and for residential projects with more than fifty (50) units.

(g) *Access Controls.* The City Engineer shall make recommendations to the Utah Department of Transportation regarding control of vehicular access onto University Avenue. The following land use guidelines shall be used by the City Engineer as an aid in making these recommendations.

(i) Residential projects should either back onto University Avenue, taking their principal access from a side street, or at least be done as a Planned Unit Development (PUD), with a common access drive, appropriately spaced from other driveways and street intersections.

(ii) Where possible, development projects on adjoining properties should be encouraged to share common driveway approaches.

(A) The number of residential driveways with direct access to West Center Street or Geneva Road shall be kept to a minimum. Principal access shall be from a side street, or from a common access drive, appropriately separated from other driveways and street intersections, located within a performance development; and

(B) Development projects on adjoining lots or parcels shall share common driveway approaches wherever possible as determined by the City Engineer and UDOT.

Spanish Fork City The
Has no ADT or Z access requirement
That I could find.

Talked to Chris Wall owner of the Barn
on Spanish Fork main built in 2021

From: Travis Shepherd
Sent: Thursday, July 20, 2023 11:06 AM
To: Rose Larsen; Joseph Wall; Robert and Laura Wall Jr.
Subject: Fw: 365 E. Main St. - Car Wash Project

I just received this.

Thanks Travis

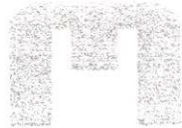
email that
Mr Beagley
couldn't find at
meeting December
19th 2023
and could not remember
receiving it.

We got this back from the city today. I have our permit expediter trying to figure it out today, but I wanted to keep you in the loop. If there is anything you know of that could help, we are all ears because this doesn't make any sense to me.

Brent Wignall

Board Member - Santaquin Area President

Mammoth Holdings



From: Norm Beagley <NBeagley@santaquin.org>
Sent: Thursday, July 20, 2023 7:02 AM
To: Chris Poulsen <chris@benchmarkcivil.com>
Cc: Brent Wignall <brent.w@mammothholdings.com>; Christopher Hovinga <chovinga@mfp.llc>; Jason Bond <JBond@santaquin.org>; Jon Lundell <JLundell@santaquin.org>
Subject: RE: 365 E. Main St. - Car Wash Project

Good morning,

Thanks for your email.

Bringing my Assistant City Manager, Jason Bond, who is over our Community Development, and my City Engineer, Jon Lundell into this discussion.

In short, in response to your question about width and location, we don't have any purview over actual location and width of accesses off of Hwy 6, even though it is our city Main Street.

Additionally, light poles can be relocated.

However, with all that said, the light pole and location and width of a single access are not going to be your biggest challenge for the proposed use on this site.

Your proposed use as a carwash, per Santaquin City Code, due to the number of daily trips to and from this type of use, requires 2 accesses into/out of the site.

We don't not believe UDOT will grant an additional access off of Hwy 6 for this site due to the narrow width of the lot and proximity to the close existing adjacent accesses.

You may or may not be aware that a carwash (Quick Quack, if my memory serves me correctly) has already considered this site for a car wash. It is our understanding that they have moved away from that pursuing that idea due to the challenge of solving the dual access code requirement.

In our estimation, the only way to make this specific site for a carwash would be to have a shared access on one side or the other or another access from the back.

I am happy to answer any other questions you may have.

Regards

Chris Poulsen <chris@benchmarkcivil.com>

Norm Beagley <NBeagley@santaquin.org>

Brent Wignall <brent.w@mammothholdings.com>

Christopher Hovinga <chovinga@mfp.llc>

365 E. Main St. - Car Wash Project

From: Chris Poulsen <chris@benchmarkcivil.com>

Sent: Tuesday, July 18, 2023 11:15 AM

To: Norm Beagley <NBeagley@santaquin.org>

Cc: Brent Wignall <brent.w@mammothholdings.com>; Christopher Hovinga <chovinga@mfp.llc>

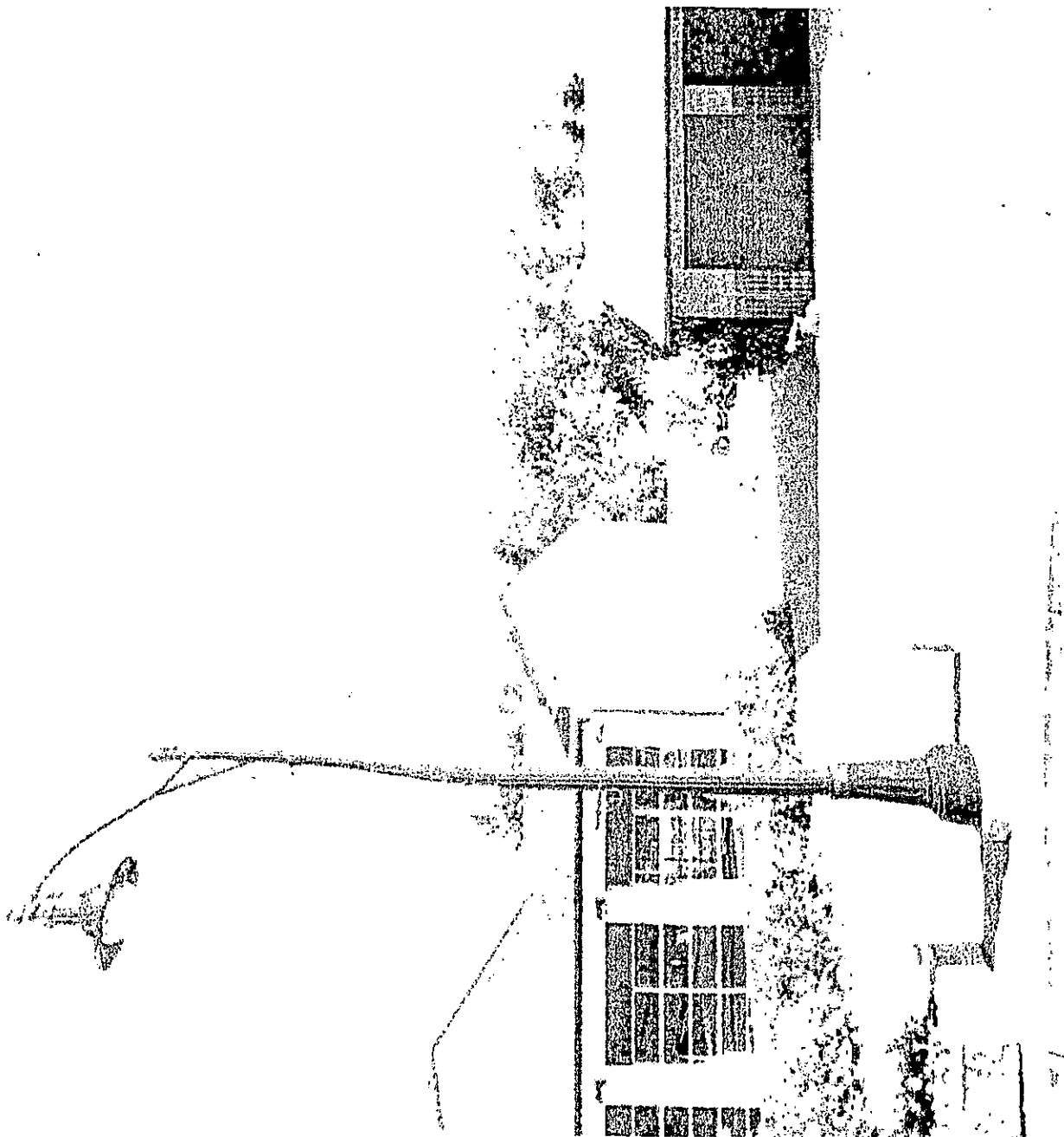
Subject: 365 E. Main St. - Car Wash Project

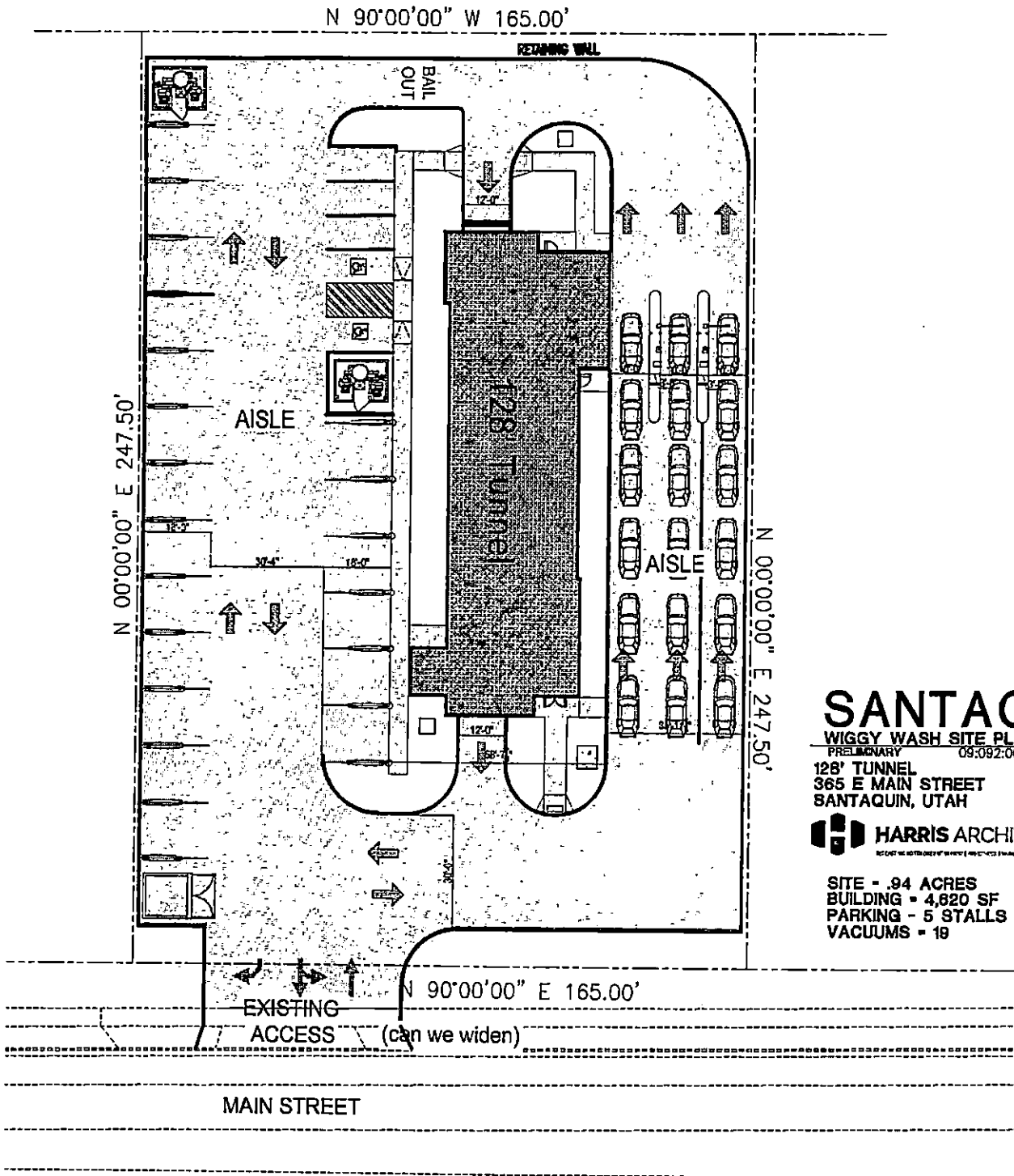
Norm,

We just completed a pre-application meeting with UDOT for a proposed car wash at 365 E. Main St. in Santaquin. They did not have any issues with the proposed project but they did mention that the city is about to get started on some construction along Main St. and requested that we coordinate with the city. Attached please find a preliminary concept of the proposed project.

We intend to reuse the existing drive approach near the southwest property corner but may possibly want to widen it by another 3'. Depending on the direction this is widened, it may impact the light pole on the west side of the access or the planter on the east side of the access (please see the image of the existing access below). Will the city have any issues with widening the existing drive approach by 3' to increase the access from 33' to 36'?

If you have any questions or concerns, please let us know.





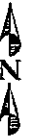
SANTAQUIN

WIGGY WASH SITE PLAN
 PRELIMINARY 09.092.0003

128' TUNNEL
 365 E MAIN STREET
 SANTAQUIN, UTAH

HARRIS ARCHITECTURE
1000 W. 1000 S. SUITE 1000, SALT LAKE CITY, UTAH 84119

SITE - .94 ACRES
 BUILDING - 4,620 SF
 PARKING - 5 STALLS (2 ADA)
 VACUUMS - 18



Business wiggly wash
 willing to do a Right turn out only.
 This is a site plan used with meeting
 pre-application meeting with UDOT

Quick Quack

From: Travis Shepherd
Sent: Tuesday, January 17, 2023 5:14 PM
To: Rose Larsen
Subject: Fw: Contract termination

Reason for termination
of contract.

1/17/2023

----- Forwarded Message -----

From: Jon Anderson <jon@andersoncrg.com>
To: 'Travis Shepherd' <tsheprealtor@yahoo.com>
Cc: Chase Bryan <chase@andersoncrg.com>
Sent: Tuesday, January 17, 2023 at 04:55:42 PM MST
Subject: RE: Contract termination

Travis:

Attached is Buyer's cancellation and termination of the contract. We are very disappointed to cancel the contract because we have everything we need except the required access to the property. As I told you, the city insists on two access points and UDOT is restricting us to one. We believe we can solve the problem but need a little extra time. We hope the sellers will work with us to reinstate the contract so we can still go forward and close. We have a Geotech report, a phase 1 report and all of the title work and survey. Any other buyer would require a lot of time to get back to where we already are. Let's talk in the next few days to see what we can do to reinstate the contract.

Thank you, Jon

Jon Anderson

President, Principal Broker

Anderson CRG

Direct [801-472-1000](tel:801-472-1000)

jon@andersoncrg.com

[3768 N University Ave., Suite 204](#)

[Provo, UT 84604](#)