



EAGLE MOUNTAIN

EAGLE MOUNTAIN PLANNING COMMISSION MEETING MINUTES

October 12, 2021, 5:30 p.m.
Eagle Mountain City Council Chambers
1650 East Stagecoach Run, Eagle Mountain, Utah 84005

COMMISSION MEMBERS PRESENT: Jeremy Bergener, Matthew Everett, Christopher Pengra, and Brett Wright. Commissioner Erin Wells was excused.

ELECTED OFFICIALS PRESENT: Councilmember Donna Burnham, Primary Liaison to the Planning Commission.

CITY STAFF PRESENT: Steve Mumford, Assistant City Administrator/Community Development Director; Tayler Jensen, Senior Planner; Elizabeth Fewkes, Recording Secretary, and Chris Trusty, City Engineer.

5:30 P.M. – Eagle Mountain City Planning Commission Work Session

Commissioner Wright called the meeting to order at 5:32 p.m.

1. Discussion Items

1.A. Information Item – Transportation Master Plan

Kevin Croshaw with Horrocks Engineers presented the item. The Transportation Master Plan preview received 29 in-person or online public comments during the 30-day online Geographic Information System Mapping (GIS) platform and open house held on July 14, 2021, with 24 members of the public in attendance. The Transportation Master Plan process includes high-level analysis of the Mountainland Association of Government (MAG) travel demand model and roadway level of service and excludes detailed level micro-simulation model and assessment of specific corridors and intersections.

Roadways are classified based upon functionality with freeway/expressway with the highest mobility and low degree of access, arterials with high mobility and lower access, collectors with balanced mobility and access, and local roads with lower mobility and a high degree of access. Typical Cross-Sections vary based upon road type designations and right-of-way (ROW) widths. The plan proposes parkways with a 152-foot to 206-foot ROW, seven-lane major arterial streets with a 150-foot ROW, five-lane major arterial streets with a 126-foot ROW, minor arterial streets with a 122-foot ROW, major collector streets with a 91-foot ROW, and minor collector streets with 77-foot ROW. Parkway and arterials generally have a 2 ½ -foot buffer, a 6-foot bike lane, 2 ½ feet of gutter pan and high back curb, an 8 to 10 foot or greater park strip, and 10-foot sidepath along each side of the street, and a 14-foot median between the center lanes. Major collector streets have a 2-foot buffer, 6-foot bike lane, 2 ½-foot gutter pan and high back of curb, 8-foot park strip or optional parking, and an 8-foot path and a 14-foot median between the center lanes. A minor collector street has a 2-foot buffer, a 6-foot bike lane, 2 ½ -foot gutter pan and high back of curb,

an 8-foot or greater park strip, an 8-foot sidepath, and no center median. To encourage active transportation, all roadways include a bike lane.

A level of service (LOS) analysis determines if the current road network is functioning properly based upon a LOS A through F grading scale from excellent to severely congested. LOS E and F designation are considered unacceptable. The plan proposes projects necessary to provide adequate LOS to meet future demands including additional roadways, interchanges, traffic signals, and roundabouts with plans for the next ten years and future projects for 2031 through 2050. Finalize the Transportation Master Plan, complete cost estimates for the project, and begin work on the impact fee facilities plan.

Discussion ensued regarding the sources used to obtain the most up-to-date growth and future traffic needs projections including the MAG model, census data, City projected growth patterns, and current real-time traffic data collection with consideration of pandemic impacts on traffic patterns.

City Engineer Chris Trusty said a contract has been awarded for a traffic light at the intersection of Pony Express Parkway and Bobby Wren Boulevard that was delayed due to pipe shortages over the summer. The City hopes to have the Pony Express Parkway widening project and the traffic light installation completed by the end of the year. A change order was approved for a traffic light at Pony Express Parkway and Eagle Mountain Boulevard. The design bid has been awarded for Airport Road from Pony Express Parkway to Wride Memorial Highway. Genova Construction has been contracted to complete Phase 1 of Airport Road to Overland with hopes to complete the connection to Wride Memorial Highway by next year. The cost estimate for Airport Road is 6 to 7 million dollars. The City continues negotiations with Saratoga Springs regarding a traffic light at Woodhaven Boulevard.

1.B. Discussion – Pole Canyon

Applicant representative Nathan Shipp said that traffic is a concern for the development especially due to the latest MAG projections depicting the Pole Canyon area as a park. Approximately 150,000 daily trips are missing from the model. They are working with Horrocks Engineers to provide additional data for the Transportation Master Plan. They have made significant progress in planning utilities, road, and housing products since the plan was prepared in 2006. Improvements to the water, sewer, and road systems have been completed. They desire to amend the existing agreement with the City to align the collector roads and transition zones along collector road boundaries for phasing with considerations for water systems. They plan to place higher-density, for sale and rental housing near the industrial area and place lower-density units with equestrian uses on the hillside. The changes do not increase the overall density of the project. Transportation studies indicate the Cedar Valley freeway will be merited earlier than previously anticipated. Once the freeway is installed, it will become the major transportation pipeline rather than Wride Memorial Highway. In anticipation of the freeway, the plan relocates the commercial area to the east along the future freeway and reduces the size of the commercial area to 52 acres due to consumer trends increase in online purchasing reducing retail demand. The industrial area has been expanded, in part due to additional land purchases, and expanded into the residential area

on the southeast side of the project. The northwest corner has the Boy Scouts of America camp and has been designated for parks and open space uses.

Commissioner Pengra stated that many industrial uses have concerns with housing located near their operations due to potential conflicts with residents over noises and odors. However, rental products can sometimes work in those areas as a buffer. He was concerned with the reduction and location of the commercial area next to industrial.

Applicant representative Jared Westhoff said they plan less-impactful industrial uses to be adjacent to the housing areas and major roadways and landscaping will provide additional buffering.

Mr. Shipp said the approximately 3,000-acre project has been divided into 100-acre segments to comply with Municipal Code master development area standards. He explained that neighborhood commercial uses are planned within the residential areas. The viability of the proposed location of the 52-acres of commercial is contingent upon the timing and location of the Cedar Valley freeway. The plan encourages use of the future freeway to the east rather than Wride Memorial Highway to the west. The project anticipates a population increase of 40,000 to 50,000 residents and will offer a variety of housing products focusing on the immediate Tyson housing needs, including townhomes and apartments, and the equestrian properties with unit types and unit type percentages comparable to current City demographics.

Discussion ensued regarding plans and the inclusion of potential locations for public facilities including a fire station and schools.

Commissioner Everett supported offering a mix of housing types throughout the project with concentrating the higher-density product in some areas and appreciates the consideration of providing for the housing needs for local businesses such as Tyson and dividing the project into 100-acre parcels. He expressed concern with the impact of industrial truck traffic on Wride Memorial Highway should the Cedar Valley freeway not be developed when or where it is anticipated. He prefers to have schools clustered together in one general area. He noted that church sites should also be contemplated.

Discussion ensued regarding potential traffic flow patterns.

Commissioner Wright approved of moving the housing density away from the mountainside. He advised the applicants to ensure the plan follows transition and other housing standards and remains within the approved density and the appropriate density for the locations within the development. Planning around and increasing density based upon a possible future freeway causes him concern. He recommended funneling traffic to Wride Memorial Highway rather than to the east because the traffic would have a detrimental impact on Eagle Mountain Boulevard and Pony Express Parkway should the freeway not be built as projected and to master plan the entire project including consideration for the anticipated additional schools.

Discussion ensued regarding the vested rights in the MDA and the portions of the agreement to include in the amendment, staff assisting the applicants with master planning the area in the entirety as well as higher-detailed plans and housing densities for the smaller parcels, and whether

to include specified school sites due to likelihood that Alpine School District will desire different locations than the ones indicated on the plan.

Assistant City Administrator/Community Development Director Steve Mumford stated the Regional Technology and Industry Overlay Zone will expire next spring and the Commission might desire to consider the impact of the expiration on this and other projects to determine if the overlay should be amended and retained or removed from Municipal Code and recommended evaluating affordable housing considerations including apartments or other rental units.

Commissioner Pengra stated affordable housing issues are increasingly economic development issues and if the industrial area is going to be successful, the City needs to be proactive about housing problem solutions. Otherwise, housing concerns will be preventative to attracting industrial development in the City.

6:30 P.M. – Eagle Mountain City Planning Commission Policy Session

Commissioner Wright called the policy session to order at 6:35 p.m.

2. Pledge of Allegiance

Commissioner Everett led the Pledge of Allegiance.

3. Declaration of Conflicts of Interest

None.

4. Approval of Meeting Minutes

4.A. PC Minutes 09.28.21 DRAFT

MOTION: *Commissioner Everett moved to approve the September 28, 2021 minutes. Commissioner Bergener seconded the motion. Those voting aye: Jeremy Bergener, Matthew Everett, Christopher Pengra, and Brett Wright. The motion passed with a unanimous vote.*

5. Status Report

Mr. Jensen reviewed the planning items discussed and voted upon during the October 5, 2021 City Council meeting.

6. Action and Advisory Items

6.A. Action Item – Eagle Mountain Medical Office Building

Mr. Jensen presented the item. This application is for a site plan for a medical office building located on 0.95 acres at approximately 4302 Pony Express Parkway. This proposal is located

directly East of O'Reilly Auto Parts. There is an adjacent six-foot wall between this project and Oak Hollow. The existing wall did not provide adequate screening coverage in the O'Reilly Auto project due to elevation differences. The grading plan shows the bottom of the wall at 4,793 feet. The top back of curb is between 4,793.50 to 4,794.34 feet high with a minimum difference of 4.66 feet. Landscaping is planned along the fencing and it may be appropriate to require evergreen trees.

Commercial design standards direct for a primary entrance of a building to be oriented toward the street or for the façade to incorporate design elements of a front entrance per EMMC 17.72.030(A)(1). The north elevation is largely flat with fewer design elements than the rest of the building. EMMC 17.72.040(A) requires buildings to be similar in style to other significant buildings. Staff desires the feedback of the Planning Commission to determine if the lines and coloring of the buildings are similar enough in style. LocalScape or other water-wise landscaping is preferred. One stall per 300 square feet of building is required resulting in 39 stalls; 46 stalls are provided. Parking islands are required for every 12 parking stalls. Per EMMC 17.100.500(C), staff recommends continuing the rear-drive access road to the east and moving the dumpster to a location that does not block the drive aisle.

Staff recommends the Planning Commission make a motion to recommend approval of the Eagle Mountain Medical Office Building to the City Council. For the reasons stated in the staff report and in the meeting with the following conditions:

1. The drive aisle at the rear of the lot shall be continued to the east property line;
2. Additional design elements shall be added to north elevations as required by EMMC 17.72.030(A)(1);
3. Additional vertical and horizontal articulation and features shall be added to the north and west elevations as required by EMMC 17.72.040(D);
4. Chosen architectural features shall be used on all four sides of the building in accordance with EMMC 17.72.040(E)(1);
5. Additional materials shall be added to the west and north elevations to eliminate featureless surfaces in accordance with EMMC 17.72.040(F)(2);
6. LocalScape or other waterwise landscaping is used; and
7. The monument sign shall be located on the applicant's property.

Mr. Jensen clarified that the City is unable to require waterwise landscaping as the requirement is not included Municipal Code but can encourage the usage. Relocating the drive aisle and incorporating the island will reduce the parking available but the remaining 42 parking stalls will still exceed the 39-stall requirement. The applicant has expressed the desire to have as much parking as possible.

Applicant representative Bruce Fallon with WPA Architecture said they submitted updated drawings to staff that addresses some of the issues discussed during the development review committee assessment including the parking island and additional information on building materials. The rear-drive aisle is designed as presented due to safety concerns as a traffic calming measure due to the pediatric use. As staff had not received the updated drawings, the applicant provided the Commission with printed, updated renderings that removed a tree to better illustrate the articulation and identified additional design features. They agreed with the recommendation to

utilize water-wise landscaping but plan on installing grass on the north side to transition to and be in harmony with the O'Reilly's landscaping and will determine a compliant location for the monument sign. The mechanical equipment will be located on the roof and screened on all four sides. Some evergreen trees will be included in the landscaping along the border with the Oak Hollow homes.

Discussion ensued clarifying the elevation measurement differences between the top back of curb in consideration of the six-foot minimum screening wall height requirement and the types of plants planned for the landscaping along the masonry wall.

Commissioner Wright opened the public hearing at 6:56 p.m. As there were no comments, Commissioner Wright closed the hearing.

Commissioner Everett stated he felt the proposed elevations meet design standards and the lines of the building are sufficiently similar. However, he is unsure if the coloring is adequately comparable to significant buildings in the area, noting the use impact on the variances in design and colorings of the buildings in the area, and due to the Commission recommended coloring changes to other buildings to be more in harmony with surrounding buildings. Nevertheless, he believes code provides the flexibility to move forward with the elevations as presented.

Commissioner Pengra supported allowing design variety in the City noting differences in individual's design opinions and preferences. He stated with respect to meeting Municipal Code requirements, he feels the proposed building is superior architecturally to adjacent buildings and feels the buildings are similar enough. He thinks that requiring a change to the color scheme could cause negative impacts to the overall design resulting in a less attractive building.

Commissioner Bergener noted the challenge in determining which buildings to apply the architectural similarity standards to due to the variances in use and design in the area. He agreed the design is appealing and is not out of harmony with other buildings with similar uses.

Commissioner Wright concurred with the statements regarding the attractiveness of the proposed elevations. While he appreciates staff's thorough review of the building design, he feels that the building adequately complies with Municipal Code design standards. He had originally planned to require the continuation of the drive aisle; however, after hearing the applicant's reasons for the proposed drive aisle configuration, he is amenable to allowing flexibility by waiving the recommended extension of the drive aisle.

Mr. Jensen explained staff's recommendation to extend the drive aisle was due to concerns with the traffic being routed through the parking lot.

Discussion ensued regarding the likelihood of through traffic to use travel routes other than the parking lot and the purpose of the rear-drive aisle for delivery trucks access for retail uses in the area.

Commissioner Wright said that allowing the plan as proposed would serve as a buffer to impede through traffic from the commercial uses traveling through the office use parking lots.

Commissioner Everett advocated for the benefit of additional parking provided should the extension of the drive aisle not be required.

Commissioner Pengra supported the applicant-proposed traffic calming measures and said he is not concerned about through traffic. He noted the City set the precedence with requiring vegetation for screening purposes for other projects in the area.

Mr. Fallon said they plan four evergreens, five or six or other trees, and a row of red twig redwood dogwoods that are deciduous but dense and grow to about seven feet for the landscaping along the southern border.

Mr. Mumford confirmed that staggered, closely place evergreens have been required for screening the southern border between the O'Reilly's and Dollar Trees and Oak Hollow. Most of the headlights will be sufficiently screened by the masonry wall for this site and the purpose of landscaping is to provide additional screening to prevent the patrons from being able to see into the adjacent backyards in Oak Hollow.

Commissioner Wright suggested directing the applicant to work with staff to provide adequate landscape screening and removing conditions 2, 3, 4, and 5.

MOTION: *Commissioner Everett moved to recommend approval to the City Council of the site plan for the Eagle Mountain Medical Office Building with the following conditions:*

- 1. LocalScape or other waterwise landscaping is recommended;*
- 2. The monument sign shall be located on the applicant's property and not the right-of-way;*
- 3. The applicant shall work with staff to provide appropriate landscape screening on the south end of the development between their property and the residential property; and*
- 4. A parking island shall be installed to divide the parking stalls adjacent to the building to bring the parking plan into compliance with Municipal Code requirements for an island between every 12 consecutive parking stalls.*

Commissioner Pengra seconded the motion. Those voting aye: Jeremy Bergener, Matthew Everett, Christopher Pengra, and Brett Wright. The motion passed with a unanimous vote.

6.B. Action Item – Eagle Crest Business Park

Mr. Jensen presented the item. Eagle Crest is located within the Commercial Portion of the Sage Park development. Sage Park was originally an entirely residential project, but on November 19, 2019, the City Council rezoned approximately 20 acres to Business Park, and granted Light Manufacturing as a conditional use, the Council also allowed for up to nine acres of self-storage in the northern portion of the project along Eagle Mountain Boulevard. This proposal is for a preliminary plat and master site plan for the commercial area rezoned at that meeting. In addition

to approving the rezone, the Council added a condition that the approval should mirror concept 2 presented during that meeting.

Terms of the Sage Park Development and Use Agreement include:

- 2. General Land Use Plan: The property shall be developed in the general configuration shown in exhibit B. The applicant's proposed site plan largely complies with the approved concept plan from the land use agreement with the one change that building A has increased in size to provide additional flex space, and Building D has been removed. This is largely compliant with exhibit B and in the opinion of staff complies with this provision.
- 4. Commercial Storage Access Road: The only access from the Commercial Storage area to Eagle Mountain Boulevard shall be a right in, right out access. The applicant is proposing a right in, right out access onto Eagle Mountain Boulevard in compliance with this provision.
- 5. Zoning and Land Uses: the property north of the collector road shall be zoned as:
 - 5.1: Up to nine (9) acres in the northwest corner as Commercial Storage, the commercial storage area shall not be adjacent to the collector road, and at least 550 feet of frontage along Eagle Mountain Boulevard shall be Business Park. The proposal contains 7.2 acres of Commercial storage, no storage is adjacent to the new collector road, and the amount of Business Park zoning adjacent to Eagle Mountain Boulevard exceeds 550' which complies with this provision.
 - 5.2: The remaining portion of the area shall be zoned Business Park, in which "Contract construction services, establishments & contractor offices (sometimes known as flex-use buildings)" are permitted per 5.2.a.viii the applicant's proposal complies with this provision.

Per EMMC 17.55.120(c), the parking requirement for storage facilities shall be determined by the Planning Commission. The applicant proposes 14 parking stalls at the office for the storage unit facility; it is up to the Planning Commission to determine if this is sufficient parking. The flex use buildings shall provide one parking stall per 300 square feet for office area, and one parking stall per 2,000 square feet of warehouse area for the first 20,000 gross floor area of the warehouse, and one stall per 4,000 square feet of gross floor area thereafter. Per EMMC 17.55.080(C), parking islands are required for every 12 parking stalls; however, the applicant is showing more than 12 parking stalls in a row without parking islands. Per EMMC 17.60.120(R) and EMMC 16.35.090, all fencing along Eagle Mountain Boulevard and the south collector road shall comply with the collector and arterial fencing requirements and shall be required where rear or side lot lines abut a collector or arterial road right-of-way. Per EMMC 17.60.110(D), a three-and-one-half foot tall headlight screen shall be provided between all parking areas and the road. EMMC 17.72.030(B) requires commercial parking to be located to the side or rear of buildings. The applicant's proposal places the expanse of parking between the buildings and the road with all parking in front of buildings this fails to comply with this provision.

Staff recommends that the Planning Commission motion to recommend approval of the application to the City Council for the reasons set forth in the staff report and in the meeting with the following conditions:

1. Any feedback on the proposed elevations;

2. The amount of parking required for the storage facility as determined per EMMC 17.55.120(C);
3. Parking islands shall be required for every 12 parking stalls in accordance with EMMC 17.55.080(C);
4. Headlight screening shall be required between parking areas and the public rights-of-way; and
5. Buildings shall be moved up with parking provided to the rear or side of buildings in accordance with EMMC 17.72.030(B).

Applicant representative Scot Hazard explained that the City had previously made exceptions to allow parking in the front of buildings and waived the requirement for parking islands between every 12 parking stalls for other storage and flex space buildings. They are grateful the requirements were waived because the use is frequented by large vehicles with trailers and maneuverability is impeded by landscape islands and rear parking. As such, they are requesting exemptions due to the same reasons the exemptions were granted for the other similar uses previously. The Flex A building is the most likely candidate for tilt-up materials due to the square footage of the building and construction costs. The smaller buildings, Flex B and Flex C, are more likely to be constructed with block materials.

Discussion ensued regarding confusion surrounding the number of intended accesses and connections to Desert Willow Boulevard, concerns with the misalignment of a proposed access with the road across Desert Willow Boulevard, potential traffic issues due to the proximity of a proposed access to the intersection of Desert Willow Boulevard and Eagle Mountain Boulevard, and the amount of traffic anticipated to be generated by the use.

Commissioner Bergener recommended requiring berms to provide headlight screening.

Mr. Hazard explained that hedging would be preferable due to lower maintenance and spacing limitations.

Commissioner Wright opened the public hearing at 7:42 p.m. As there were no comments, Commissioner Wright closed the hearing.

Commissioner Pengra expressed concern with approving the master site plan and preliminary plat because the provided documents included a preliminary plat with a different layout and inconsistency with the site plan.

Discussion ensued regarding concerns due to ambiguity, confusion, and insufficiency with the content and labeling of the materials provided.

MOTION: *Commissioner Pengra moved to table the master site plan and preliminary plat for Eagle Crest Business Park until a future meeting to allow the applicant to work with staff to provide greater clarity around the master site plan and preliminary plat application. Commissioner Wright seconded the motion. Those voting aye: Jeremy Bergener, Matthew Everett, Christopher Pengra, and Brett Wright. The motion passed with a unanimous vote.*

7. Discussion Items

Commissioner Everett stated a resident asked him about the status of a review of Commercial Neighborhood and Commercial Community permitted, conditional, and prohibited uses.

Mr. Mumford verified that an amendment of commercial use standards is not included on the list of 24 Municipal Code standards currently under review but could be added at the purview of the Commission if desired. He is aware that some residents have expressed concern with some of the allowed automotive uses in the Commercial Community Zone.

Mr. Jensen stated that the standards also contain the inclusion of uses that are not permitted in any zone where generally unallowed uses are excluded from standards.

Commissioner Wright requested a discussion during the premeeting with the Planning Commission chair and vice-chair to review and prioritize the list of Municipal Code amendments and to provide assistance with the code amendments.

Mr. Mumford explained that he has been working closely with the Mayor to prioritize the amendments but he is amenable to discussing prioritization with the Planning Commission chair and vice-chair.

8. Next scheduled meeting – October 26, 2021

9. Adjournment

MOTION: *Commissioner Pengra moved to adjourn the meeting at 7:57 p.m. Commissioner Everett seconded the motion. Those voting aye: Jeremy Bergener, Matthew Everett, Christopher Pengra, and Brett Wright. The motion passed with a unanimous vote.*

The meeting was adjourned at 7:57 p.m.

Approved by the Planning Commission on October 26, 2021.


Steve Mumford (C:\S\2021 10-26-21 18:44 MDT)

Steve Mumford, AICP
Assistant City Administrator/Community Development Director

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Final Audit Report

2021-10-28

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