



EAGLE MOUNTAIN PLANNING COMMISSION MEETING

October 08, 2019, 5:30 PM

Eagle Mountain City Council Chambers

1650 East Stagecoach Run Eagle Mountain UT 84005

5:30 P.M. - EAGLE MOUNTAIN CITY PLANNING COMMISSION WORK SESSION

1. DISCUSSION ITEMS

- 1.A. Overland Clubhouse Preliminary Plat
A 1-lot preliminary plat for the Overland events barn / clubhouse facility.
[OVERLAND VILLAGE ONE CLUBHOUSE PLAT 091819.pdf](#)

6:00 P.M. - EAGLE MOUNTAIN CITY PLANNING COMMISSION POLICY SESSION

2. PLEDGE OF ALLEGIANCE

3. DECLARATION OF CONFLICTS OF INTEREST

4. APPROVAL OF MEETING MINUTES

- 4.A. September 10, 2019 Minutes
Regular Planning Commission Meeting
[9.10.2019 PC Minutes - DRAFT](#)
- 4.B. September 24, 2019 Minutes
Regular Planning Commission Meeting
[9.24.2019 PC Minutes - DRAFT](#)
[9.24.2019 PC Minutes Attachment](#)

5. ACTION AND ADVISORY ITEMS

- 5.A. Jeppson Auto - Rezone, Site Plan, and Conditional Use Permit - Public Hearing
This is an application for a site plan, a conditional use permit, and a rezone of a 1.03-acre parcel of land in the Ranches (parcel # 58-034-0440), located on the corner of Ranches Pkwy and Half

THE PUBLIC IS INVITED TO PARTICIPATE IN PUBLIC MEETINGS FOR ALL AGENDAS.

In accordance with the Americans with Disabilities Act, Eagle Mountain City will make reasonable accommodation for participation in all Public Meetings and Work Sessions. Please call the City Recorder's Office at least 3 working days prior to the meeting at 801-789-6610. This meeting may be held telephonically to allow a member of the public body to participate. This agenda is subject to change with a minimum 24-hour notice.

Mile Road adjacent to Willow Springs.

[Jeppson Auto Site Plan Elevations.pdf](#)
[Floor Plan.pdf](#)
[Color Elevations.pdf](#)

- 5.B. Parkway Crossroads - Site Plan and Conditional Use - Public Hearing
This application is for a Site Plan and Conditional Use Permit for a mixed use commercial/residential project in the existing Parkway Crossroads commercial development.
[Site Plan.pdf](#)
[Landscape Plan.pdf](#)
[Parkway Crossroads Plat A.pdf](#)
[Parkway Crossroads Elevations & Floor Plans](#)

6. **DISCUSSION ITEMS**

7. **NEXT SCHEDULED MEETING**

8. **ADJOURNMENT**

CERTIFICATE OF POSTING

The undersigned, duly appointed City Recorder, does hereby certify that the above agenda notice was posted on this **4th day of October, 2019**, on the Eagle Mountain City bulletin boards, the Eagle Mountain City website www.emcity.org, posted to the Utah State public notice website <http://www.utah.gov/pmn/index.html>, and was emailed to at least one newspaper of general circulation within the jurisdiction of the public body.

Fionnuala B. Kofoed, MMC, City Recorder



**EAGLE MOUNTAIN CITY
PLANNING COMMISSION MEETING
OCTOBER 8, 2019**

TITLE:	Overland Clubhouse Preliminary Plat
ITEM TYPE:	Discussion
APPLICANT:	Ivory Homes

ACTION ITEM:

No

PUBLIC HEARING:

No

REQUIRED FINDINGS:

BACKGROUND:

ITEMS FOR CONSIDERATION:

RECOMMENDATION:

PREPARED BY:

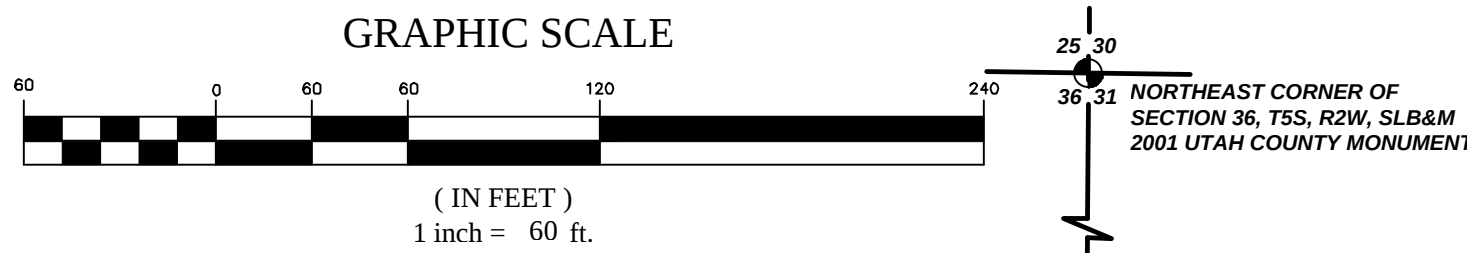
Michael Hadley,
Planning

Attachments:

[OVERLAND VILLAGE ONE CLUBHOUSE PLAT 091819.pdf](#)

LOCATED IN A PORTION OF SECTION 36, T5S, R2W,
SALT LAKE BASE & MERIDIAN
EAGLE MOUNTAIN CITY, UTAH COUNTY, UTAH

LOCATED IN A PORTION OF SECTION 36, T5S, R2W,
SALT LAKE BASE & MERIDIAN
EAGLE MOUNTAIN CITY, UTAH COUNTY, UTAH



I, Spencer W. Llewellyn, do hereby certify that I am a Professional Land Surveyor, and that I hold Certificate No. 10516507 in accordance with Title 58, Chapter 22 of Utah State Code. I further certify by authority of the owners(s) that I have completed a Survey of the property described on this Plat in accordance with Section 17-23-17 of said Code and have subdivided said tract of land into lots, blocks, streets, and easements, and the same has, or will be correctly surveyed, staked and monumented on the ground as shown on this Plat, and that this Plat is true and correct.

Spencer W. Llewelyn
Professional Land Surveyor
Certificate No. 4938735

Date _____

A portion of the of Section 36, Township 5 South, Range 2 West, Salt Lake Base and Meridian, Eagle Mountain Utah, more particularly described as follows:

Beginning at a point on the Southerly line of Airport Road located N00°36'01"E along the Section line (Basis of Bearing) 193.47 feet and West 2,595.40 feet from the East 1/4 Corner of Section 36, T5S, R2W, S18&M; then N61°32'24"E 610.30 feet; thence S28°27'14"W 517.50 feet; thence along the arc of a curve to the left with a radius of 795.58 feet a distance of 66.72 feet through a central angle of 04°48'17" Chord: S25°59'17"W 66.70 feet; thence N65°29'22"W 108.54 feet; thence along the arc of a curve to the right with a radius of 15.00 feet a distance of 23.58 feet through a central angle of 90°04'11" Chord: N20°27'16"W 21.23 feet; thence N24°34'50"E 20.24 feet; thence along the arc of a curve to the right with a radius of 974.50 feet a distance of 65.88 feet through a central angle of 03°52'27" Chord: N26°31'02"E 65.87 feet; thence N28°27'14"E 83.39 feet; thence along the arc of a curve to the left with a radius of 80.00 feet a distance of 131.50 feet through a central angle of 94°10'44" Chord: N18°38'08"W 117.19 feet; thence N65°43'29"W 272.04 feet; thence along the arc of a curve to the left with a radius of 136.50 feet a distance of 56.81 feet through a central angle of 23°50'52" Chord: N77°38'55"W 56.40 feet; thence N89°34'21"W 57.31 feet; thence N05°16'33"E 84.57 feet; thence N25°04'01"E 75.69 feet; thence N31°55'05"E 237.96 feet to the point of beginning.

Contains: 5.61 acres/±

WE, THE UNDERSIGNED OWNERS OF ALL THE REAL PROPERTY DEPICTED ON THIS PLAN AND DESCRIBED IN THE SURVEYOR'S CERTIFICATE ON THIS PLAN, HAVE CAUSED THE LAND DESCRIBED ON THIS PLAN TO BE DIVIDED INTO LOTS, STREETS, PARKS, OPEN SPACES, EASEMENTS AND OTHER PUBLIC USES AND PURPOSES, AND HAVE CAUSED THE PROPOSED PROJECT TO BE RECORDED IN THE PUBLIC RECORDS OF THE STATE OF UTAH, COUNTY OF KANE, SECTION 10-30-607, UTAH CODE, WITHOUT CONDITION, RESTRICTION OR RESERVATION TO EAGLE MOUNTAIN CITY, UTAH, ALL STREETS, WATER, SEWER AND OTHER UTILITY EASEMENTS AND IMPROVEMENTS, OPEN SPACES SHOWN AS PUBLIC OPEN SPACES, PARKS AND ALL OTHER PLACES OF PUBLIC USE AND ENJOYMENT, AND HAVE CAUSED THE UNDERSIGNED WITH ALL APPROVED TO BE REQUIRED TO ENTER INTO A DEVELOPMENT AGREEMENT BETWEEN THE UNDERSIGNED AND EAGLE MOUNTAIN CITY FOR THE BENEFIT OF THE CITY AND THE INHABITANTS THEREOF.

OWNER(S):

PRINTED NAME OF OWNER

AUTHORIZED SIGNATURE(S)

STATE OF UTAH
S.S.
COUNTY OF _____

ON THE ____ DAY OF _____ A.D. 20____ PERSONALLY APPEARED BEFORE ME, THE
UNDERSIGNED NOTARY PUBLIC, IN AND FOR THE COUNTY OF _____, IN SAID STATE
OF UTAH, _____, WHO AFTER BEING DULY SWORN, ACKNOWLEDGED
TO ME THAT HE/SHE IS THE _____ OF _____ L.L.C., A UTAH
L.L.C. AND THAT HE/SHE SIGNED THE OWNER'S DEDICATION FREELY AND VOLUNTARILY FOR AND
IN BEHALF OF SAID LIMITED LIABILITY COMPANY FOR THE PURPOSES THEREIN MENTIONED.

MY COMMISSION EXPIRES:

A NOTARY PUBLIC COMMISSIONED IN
UTAH RESIDING IN _____ COUNTY

MY COMMISSION No. _____

PRINTED FULL NAME OF NOTARY

THE CITY COUNCIL OF EAGLE MOUNTAIN CITY, COUNTY OF UTAH, APPROVES THIS SUBDIVISION AND HEREBY ACCEPTS THE DEDICATION OF ALL STREETS, EASEMENTS, AND OTHER PARCELS OF LAND INTENDED FOR PUBLIC PURPOSES FOR THE PERPETUAL USE OF THE PUBLIC THIS ____ DAY OF _____, 20 ____.

APPROVED BY MAYOR

APPROVED BY CITY ATTORNEY

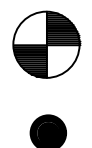
APPROVED BY CITY ENGINEER
(SEE SEAL BELOW)

ATTEST BY CITY RECORDER
(SEE SEAL BELOW)

SUBDIVISION
LOCATED IN A PORTION OF SECTION 36, T5S, R2W,
SALT LAKE BASE & MERIDIAN
EAGLE MOUNTAIN CITY, UTAH COUNTY, UTAH

SURVEYOR'S SEAL	NOTARY PUBLIC SEAL	CITY-COUNTY ENGINEER SEAL	COUNTY RECORDER SEAL

 BOUNDARY
 SECTION LINE
 EASEMENT
 BUILDING SETBACK



SECTION MONUMENT (FOUND)

BOUNDARY MARKERS

DIRECT COMMUNICATIONS

Direct Communications Cedar Valley, LLC certifies that it will provide telecommunications services to this subdivision utilizing the trenches provided by the developer as per the Direct Communications Cedar Valley P.S.C. Utah No. 1 Tariff.

DIRECT COMMUNICATIONS

DATE _____

QUESTAR GAS COMPANY

Questar approves this plat solely for the purposes of confirming that the plat contains public utility easements. Questar may require other easements in order to serve this development. This approval does not constitute abrogation or waiver of any other existing rights, obligations, or liabilities provided by law or equity. This approval does not constitute acceptance, approval, or acknowledgement of any terms contained in the plat, including those set forth in the owners dedication and the notes, and does not constitute a guarantee of particular terms of natural gas service. For further information please contact Questar's Right-of-way department at 1-800-366-8532.

Approved this ____ day of _____, 20____. Questar Gas Company

By _____

Title _____

ROCKY MOUNTAIN POWER

1. Pursuant to Utah Code Ann § 54-3-27 the plat conveys to the owner(s) or operators of Utility facilities a public utility easement along with all the rights and duties described therein.
2. Pursuant to Utah Code Ann § 54-3-27(4)(b)(3)(d)(e)(f) Rocky Mountain Power accepts and delivers to the plat and approves this plat and approves this plat solely for the purpose of confirming that the plat contains public utility easements and approximates the location of the public utility easements, but does not warrant their precise location. Rocky Mountain Power may require other easements in order to serve this development. This approval does not affect any right that Rocky Mountain Power has under
 - (1) A recorded easement.
 - (2) The law applicable to prescriptive rights.
 - (3) Title 54, Chapter 8A, Damage to Underground Utility Facilities, or
 - (4) Any other provision of law.

ROCKY MOUNTAIN POWER

DATE _____



EAGLE MOUNTAIN Planning Commission MEETING MINUTES

September 10, 2019, 5:30 p.m.
Eagle Mountain City Council Chambers
1650 East Stagecoach Run, Eagle Mountain, Utah 84005

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

COMMISSION MEMBERS PRESENT: Matthew Everett, Rich Wood, and Brett Wright.
Commissioner DeLin Anderson arrived at 5:50 p.m. Commissioner Jared Gray was excused.

CITY STAFF PRESENT: Steve Mumford, Community Development Director; Michael Hadley, Planning Manager; Jessa Porter, Planner; and Lianne Pengra, Recording Secretary.

Commissioner Everett called the meeting to order at 5:35 p.m.

1. Discussion Items

1.A. Zoning Code Amendments: Transit-Oriented Development, Commercial, Business Park, Industrial, Open Space

Community Development Director Steve Mumford informed the Planning Commission that the residential zones were recently updated to implement the City's General Plan recommendations and strategies. Now that the residential zones have been updated, staff will begin reviewing or drafting new commercial, business park, industrial, mixed-use, open space, and transit-oriented development zones in order to implement the other General Plan designations.

Commissioner Wood asked if the General Plan needs to be updated to include all zones in the current Municipal Code, and if it needs to be noticed that the zones are under review until they are applied in the correct locations. Mr. Mumford explained the Planning Commission and City Council determine where those zones fit in the General Plan. Some General Plan designations do not specify all uses; for example, the General Plan does not specify which designation permits the Commercial Storage or Business Park zone. Commissioner Wood stated language needs to be drafted to specify transitions between General Plan land uses. Mr. Mumford said it may be beneficial to have a best practices guide for transitioning.

Commissioner Wood also asked that the Future Land Use and Transportation Map be reviewed in conjunction with the transit-oriented development zone. He stated the City does not have a plan for mass transit and asked why the City would have a transit-oriented development zone if there is no future plan for mass transit. Mr. Mumford explained the zone will align with the City's Future Land Use and Transportation Map.

Commissioner Wright stated he would like information regarding criteria for approving a transit-oriented development zone.

2.A. SilverLake South

Mr. Mumford explained the SilverLake South preliminary plat was tabled at a previous Planning Commission meeting. The developer sent plans to City staff on Friday, so there was not sufficient time to notice the public to include it on the current agenda. The applicant would like any feedback from the Planning Commission before returning to a future meeting. Mr. Mumford presented an updated map and explained the City's transportation plan shows SilverLake Parkway continuing to a major arterial that connects to Foothill Boulevard, an extension of Mountain View Corridor. Foothill Boulevard will continue south and west to what has been called the Hidden Valley area. A potential vision is to connect Foothill Boulevard to Mid Valley Road, which runs in front of Frontier Middle School.

Mr. Mumford noted the changes to the proposed improved open space areas. The plan includes a potential pedestrian crossing across Tickville Wash. The City Engineer is reviewing grants for improvements to safety along Tickville Wash; construction of the pedestrian crossing could be in conjunction with these improvements.

Commissioner Wood expressed concern that the plan does not show a connection to Silver Creek Way. Applicant Pete Evans said when the project was originally proposed, Golden Eagle Road did not exist. Now that Golden Eagle Road exists, an additional connection to the north is no longer needed. He said the pedestrian access was included to provide a safe walking route to the school. As they are now improving Golden Eagle Road as an arterial road, the funding that was designated for the Silver Creek Way connection is now allocated to the pedestrian crossing over Tickville Wash, and the Golden Eagle Road expansion.

Commissioner Everett said the connection is needed, especially as Golden Eagle Road does not extend to the east to Saratoga Springs. The residents need to have an additional access in case of emergencies such as wildfires or Tickville Wash flooding.

Commissioner Wright explained that the connection may not be desired by those along Silver Creek Way and stated a family member lives at the current end point of the road, but he stated the connection is needed for connectivity.

Commissioner Wood explained that the requirement was communicated to representatives in previous meetings and stated the Planning Commission may require a connection to any existing stub road. He said the Planning Commission will not approve the preliminary plat until the connection is included. Mr. Evans confirmed with staff that the Municipal Code gives the option to the City Council and the Planning Commission to require connections to other subdivisions, if the connection provides better connectivity.

Mr. Evans explained that the original plan included to access points out of the southern area of SilverLake. With the addition of Golden Eagle Road, there are two access points. He said if they knew that they would be still be required to add an additional connection across Tickville Wash, they would not have built Golden Eagle Road as the second connection. Commissioner Everett explained that while the representatives may not have understood the requirement, it was communicated to them at the time. Mr. Evans explained that they understood that the connection

would be requested, but not that it would be required. Commissioner Wood stated he personally told the representative that it would be required before the first house was approved.

Commissioner Wood stated the elementary school will cause traffic concerns along Golden Eagle Road. Mr. Pete explained his company assumed the school would access off of SilverLake Parkway. They will widen Golden Eagle Road in front of the school to allow for more capacity. The entry points are staggered to help alleviate traffic concerns. Mr. Pete stated he believes that the drop-off lane is the one-way road connecting to SilverLake Parkway.

Discussion ensued regarding vehicles blocking residential access during school drop-off and pick-up times, and parking during school events. Mr. Evans stated he is meeting with Alpine School District on September 11, and will bring the Planning Commission's concerns regarding traffic to the District's representatives.

Mr. Evans explained they worked with City staff to reprogram the open space to provide more usable space. If some of the smaller parks are removed, they will still meet the City's open space requirement. He explained the SilverLake South preliminary plat's open space plan is not detailed due to the Planning Commission and City Council requesting an overall plan for the remaining lots, versus presented smaller preliminary plats for each section of the southern portion of SilverLake. Due to the size of the project, the exact specifications of every park are not yet completed.

Mr. Evans said they are working with City Engineer Chris Trusty regarding realigning and reshaping areas of Tickville Wash to increase safety in the area.

6:00 P.M. – Eagle Mountain City Planning Commission Policy Session

Commissioner Everett called the policy session to order at 6:12 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. August 28, 2019 Minutes

Commissioner Wood asked for a correction to the minutes on item five. He said the Planning Commission did not request a transit-oriented zone.

MOTION: *Commissioner Wood moved to approve minutes with the changes as noted. Commissioner Wright seconded the motion. Those voting aye: Matthew*

Everett, DeLin Anderson, Brett Wright, and Rich Wood. The motion passed with a unanimous vote.

5. Action and Advisory Items

5.A. Holiday Oil Tank Expansion Site Plan – Public Hearing

Planning Manager Michael Hadley explained when the Holiday Oil was completed, the northwest corner of the property was left open for future development or expansion. The current site plan application is to add additional fuel on southeast corner of Eagle Mountain Boulevard and Ira Hodges Scenic Parkway. Staff has requested the applicant complete the sidewalk, curb, and gutter along the north and west sides of the property, and a street light at the southwest corner of the property at the existing entrance to the gas station.

Commissioner Wood asked if the expansion will be for diesel trucks or for personal vehicles. Scott Wagstaff with Holiday Oil stated that while the additional construction traffic heading to the Facebook project has caused them to consider this expansion, the long-term goal of the expansion is to serve residents with boats or recreational vehicles. They will only add one underground tank for non-ethanol fuel.

Commissioner Wood expressed concern that commercial trucks will come from Wride Memorial Highway to access this expanded gas station, which will increase the wear on Eagle Mountain Boulevard. Mr. Hadley said it likely will not bring additional traffic that is not already utilizing Eagle Mountain Boulevard. Commissioner Wood said commercial truck drivers know where large areas are and will travel to this site for fuel. Mr. Mumford said commercial vehicles are already utilizing this gas station; vehicles driving on Wride Memorial Highway will not likely travel to City Center for fuel.

Commissioner Wright asked if the proposed trees comply with the City's tree ordinance and asked for clarification on the demolition plan regarding the sign. Mr. Wagstaff stated they have not discussed moving their commercial signage. It was determined that the sign in question is a traffic sign, not the business signage. Mr. Wagstaff explained the trees have not been approved yet, and they will work with the Parks and Recreation Director to plant appropriate trees.

Discussion ensued regarding access to the business. Mr. Mumford said large trucks will likely enter at the right-in, right-out turn on Eagle Mountain Boulevard, not the access from the roundabout on Ira Hodges Scenic Parkway. Mr. Wagstaff explained diesel is a very small part of their business and is not something Holiday Oil will solicit; this will not be a truck stop-type of convenience store.

Commissioner Everett opened the public hearing at 6:26 p.m. As there were no comments, he closed the hearing.

Commissioner Wood expressed concerns regarding vehicles accessing the business from Ira Hodges Scenic Parkway; the roundabout is too small to accommodate large trucks. He also expressed concerns that the expansion will cause diesel trucks to travel to this location for fuel,

instead of purchasing fuel in Saratoga Springs, which will cause additional wear on Eagle Mountain Boulevard.

Mr. Mumford explained the plat will be amended to show that the sidewalk on Ira Hodges Scenic Parkway is either deeded to the City, or includes a pedestrian easement. This is an administrative correction that staff will ensure is made.

MOTION: ***Commissioner Wright moved to recommend approval to the City Council of the Holiday Oil Tank Expansion site plan, with the following conditions:***

- 1. A street light that complies with the dark sky ordinance is installed at the southwest corner of the property;***
- 2. The sidewalk, curb, and gutter is completed along the west side of the property;***
- 3. The sidewalk along Ira Hodges Scenic Parkway is either deeded to the City, or includes a pedestrian easement; and***
- 4. Landscape plan and trees comply with the City's tree ordinance.***

Commissioner Wood seconded the motion. Those voting aye: Matthew Everett, DeLin Anderson, Brett Wright, and Rich Wood. The motion passed with a unanimous vote.

5.B. Sage Park Business Center Rezone – Public Hearing

This item was discussed after item 6.A.

Mr. Mumford explained the proposal is along Eagle Mountain Boulevard, north of Aviator Avenue. The application is to rezone a portion of the parcel to Business Park and another portion to Commercial Storage. The property is currently zoned Residential; in 2007, the Sage Park preliminary plat was approved. The General Plan designates this property as Employment Center/Campus. That land use is primarily focused on employment centers or college campuses, such as a regional medical center or larger employer with supporting businesses and retail surrounding. The General Plan states that this designation is to be used for property that is near future downtown/town center and its amenities, and has convenient access to amenities and local and regional transportation networks. It is up to the Planning Commission to determine if this use complies with that definition.

The purpose of the Business Park Zone is to provide for professional offices, research and development uses, retail or commercial businesses, light manufacturing and assembly, and multifamily development in an attractive mixed-use environment that provides community and regional business opportunities. The Commercial Storage Zone is to provide for non-retail commercial sites for storage of vehicles, equipment, inventory, and associated offices.

The concept plan drawings show storage units in the north and flex use buildings in the south. Commissioner Wood asked what types of businesses will use the flex use buildings. Mr. Mumford said staff does not know at this time; the property owner's other site has an electrical contractor tenant, a gymnastics business, and Facebook utilizes one of the buildings for storage.

Mr. Mumford presented a second option that includes a business park and potential mixed use buildings that back up to the residential lots. The applicant created this version in response to concerns from the City Council and Planning Commission regarding buffering. He explained that staff feels the 94-foot collector road is sufficient as a buffer between the business and the residential lots; the mixed use structures may not be an appropriate use adjacent to homes.

Mr. Mumford explained the Planning Commission must determine compliance with the General Plan, compatibility with adjacent land uses, traffic generation, and the impact on City services and property values. Staff believes a storage facility will have less of an impact on City services than single-family homes would have, and the addition of a major collector road along with Eagle Mountain Boulevard will be able to handle the traffic adequately.

Commissioner Wood stated this plan is a good example of the need for defined rules regarding transitioning between land uses. He expressed concern that the General Plan does not designate allowed uses. He stated he would prefer option two, but did not want the mixed use structures to have loading docks along the border of the residential homes. He said he would prefer to know what the buildings will look like.

Commissioner Anderson asked if an acceleration lane will be needed for slower, larger vehicles turning on to Eagle Mountain Boulevard. Mr. Mumford stated that can be addressed with a preliminary plat or site plan.

Applicant Wayne Patterson said there will likely be one or two loading docks on the mixed use structures. They thought that the docks would be mandatory for tenants at the other site in the north part of the City, but they are seldom used. He explained the tenants at his other site are local residents.

Mr. Patterson explained they have more to lose if the site is poorly planned, as they also own the residential land to the south. They have a similar facility in Highland adjacent to new homes that are between \$600,000 and \$1 million. They received one complaint regarding lighting, so they shielded the lights at the facility.

Commissioner Wood stated the applicant may face issues regarding commercial traffic utilizing the same road as the residential traffic. He stated landscaping will be essential for buffering.

Commissioner Everett opened the public hearing at 7:01 p.m. As there were no comments, he closed the hearing.

Commissioner Wood expressed concerns regarding approving this item before the zones are updated. Commissioner Wright stated he is concerned about approving a rezone without a preliminary plat. He stated the rezone will vest the property owner with rights and the Planning Commission is not guaranteed that the presented concept plan will be developed. Commissioners Anderson and Wood agreed with those concerns.

Commissioner Everett asked if the rezone approval could include a condition that if the property is sold, it reverts back to its original designation. Mr. Mumford said that may not be allowed, but

rezones may prohibit certain uses, or only permit specific uses. He stated he will communicate with the City Attorney regarding those potential conditions.

Discussion ensued regarding permitted and conditional uses for the Business Park zone.

Mr. Mumford explained site plans are not presented until the applicant is ready to begin construction. Commissioner Everett asked what Mr. Patterson's timeline is for the site construction.

Mr. Patterson said they would like to begin construction of the commercial site before the homes are built to the south to ensure the homebuyers know what will be adjacent to their subdivision. Mr. Mumford said preliminary plats expire two years after approval, if the applicant has not started a final plat or site plan application.

Commissioner Wood stated the item should be tabled until they have more information regarding potential conditions on expirations of the rezone. Mr. Patterson stated they would enter into an agreement that contains an expiration date of the rezone.

Commissioner Everett stated his preference for the second concept plan option, but advised the applicant to realign the roads to separate the commercial traffic from the residential traffic.

Commissioner Wright stated he prefers option number one with a change to the access point.

Commissioner Wood explained that he would prefer option number one if the buffering and landscaping is sufficient; if not, he prefers option number two.

MOTION: *Commissioner Wood moved to table Sage Park Business Center rezone. Commissioner Anderson seconded the motion. Those voting aye: Matthew Everett, DeLin Anderson, Brett Wright, and Rich Wood. The motion passed with a unanimous vote.*

5.C. Eagle Mountain Airpark Rezone – Public Hearing

Mr. Hadley said the property, designated Cedar Valley Airport, is 92.86 acres and is an FAA-approved private airport with restricted access, meaning permission is required before air traffic can land on the airstrip. The Cedar Valley Airport was in existence before Eagle Mountain City was incorporated. The property is zoned Agricultural and the General Plan designates the property as Neighborhood Residential One and Regional Commercial. Items to consider are compliance with the General Plan, compatibility with surrounding uses, traffic generation, and impact to City services and adjacent property values. The Planning Commission should determine if the proposed use complies with the current Airpark zone.

Mr. Hadley presented photographs of an existing airpark in Chandler, Arizona.

Commissioner Wood expressed concern that if the rezone is approved, other uses allowed in the Airpark zone are approved, and that larger aircraft will utilize the airstrip. He also expressed

concern that the site is close in proximity to property with the Equine Overlay zone to the north and northeast.

Commissioner Wright asked what uses are currently vested through being grandfathered on this property. Mr. Hadley said there are not current uses that are regulated through the City and stated the City Attorney would need to determine what uses are currently vested.

Applicant Wayne Patterson explained when the airport was a jump site, it was heavily used, but now that the surrounding area is more developed, it is not used as often for jumps. They have allowed a military group to use the area for night jumps. The airport is being used, and they would like to continue using it. The property will not be developed quickly for fly-in homes, but Mr. Patterson stated he would like to construct additional hangers for airplane use. He does not believe there are currently restrictions set on hours of aircraft flying in or out. An additional reason for requesting the rezone is to inform residents that an airport exists at this location.

Commissioner Wood said the City's Future Land Use and Transportation Map shows roads encroaching on this area. He restated his concerns that the rezone will increase airplane traffic and the property is close to equine uses.

Commissioner Everett opened the public hearing at 7:41 p.m.

Rob Bergun, Eagle Mountain City resident, explained he is an airline pilot and supports airparks. Although he would like Cedar Valley Airport to become an airpark, the airspace is not conducive to additional air traffic, and runway lighting is not dark sky compliant. He offered other reasons that the rezone should not be approved such as close restricted airspace, safety, and runway size. He would like the airport to remain accessible to smaller airplanes. He recommended the Planning Commission and City staff review the Compatible Land Use Planning Guide for Airports which is on the Utah Department of Transportation website, and suggested the City review the Airpark zone before allowing the rezone.

Kent Price, Eagle Mountain City resident, said he is a pilot who uses Cedar Valley Airport and volunteers as a manager of the airport. He expressed concerns regarding development encroachment and that the City's Future Land Use and Transportation Plan shows two roads intersecting the airport. He said the City needs an airport and requested the Planning Commission approve the rezone. He stated the Airpark zone should be updated, as well.

Michael Duke, Saratoga Springs resident, said he is a pilot and was previously an airport fixed-base operator. He listed the aircraft associations he is involved with. He said the airport has not been viable due to the fact that they do not have fuel or maintenance. Large aircraft will not likely ever land at this airport due to weight restrictions. He spoke about positive impacts airports and airparks have on cities and he requested the Planning Commission approve the rezone.

Paul Steiner, Eagle Mountain City resident, said he is a pilot and utilizes Cedar Valley Airport. He stated the City should have the foresight to allow the airport to remain, and requested the Planning Commission approve the rezone.

Bettina Cameron explained that she is a retired military pilot. She showed potential alternate routes for the collector roads that intersect the airport on the Future Land Use and Transportation Map. She asked Mr. Patterson to work with the residents to plan the airport in a way that will garner resident support; she would like the airport to remain, but expressed concerns regarding the allowed uses in the Airpark zone. She requested the Planning Commission table the item.

Kevin Burningham, Eagle Mountain City resident, stated Cedar Valley Airport is a historical landmark in Eagle Mountain City. He said there is not room on this site to develop the property into an airpark similar to Stellar Airpark in Chandler, Arizona. He said the Airpark zone was drafted for Jake Garn International Airport.

Mare Burningham, Eagle Mountain City resident, said they like the airport in its current state. She said she does not want the Planning Commission to approve applications that do not align with the City's General Plan.

Mr. Patterson explained the photographs of Stellar Airpark were supplied as staff asked for possibilities for future development. He stated they are not seeking to build a site similar to that airpark.

Commissioner Everett closed the public hearing at 8:33 p.m.

Commissioner Everett expressed appreciation for the information provided by speakers during the public hearing. He said he wants to preserve the airstrip, but would like additional information before approving a rezone. Since the use of the airstrip is grandfathered, there is time to work through the issues associated with the Airpark zone and the Future Land Use and Transportation Map. He asked that the residents and the applicant work with City staff to update the Airpark zone.

Commissioner Wood stated designations and roads in the Future Land Use and Transportation Map encroach on the airport. He said he is in favor an airport in the City, but this may not be the correct location. He stated the Airpark zone needs to be reviewed and updated, as well.

Commissioner Anderson agreed that the Airpark zone needs to be rewritten. He stated it is unfortunate that the General Plan did not take the airport into account and expressed concern regarding unpredictable wind patterns in Eagle Mountain.

Commissioner Wright agreed that the Airpark zone needs to be updated. He said the airport is important and requested staff inform the Planning Commission of its current vested rights. He stated the Planning Commission needs more information before they can make a decision on the application.

Mr. Patterson requested the motion to table include a timeframe in which the application will return.

Mr. Mumford explained his department has multiple projects in process, as well as requests from the City Council and Planning Commission to rewrite current zone ordinances and to draft new zone ordinances. He said staff can work with residents involved in the airport and those who are familiar with airparks to draft an ordinance.

Commissioner Wood asked staff to review the Future Land Use and Transportation Map in this area, as well. Mr. Mumford explained that previous General Plan maps showed roads going around the airport. The roads were placed as they are now because improvements had not been made to the airport and the property is degrading.

Commissioner Wood asked that the item be presented to the City Council. Commissioner Everett stated instead of recommending denial to the City Council, the item should be tabled to allow for additional research.

Commissioner Wright requested the item return to the Commission in three to five months. Commissioner Everett stated the item can return as a work session status update.

MOTION: *Commissioner Everett moved to table the Eagle Mountain Airpark rezone. Commissioner Wood seconded the motion. Those voting aye: Matthew Everett, DeLin Anderson, Brett Wright, and Rich Wood. The motion passed with a unanimous vote.*

6. Discussion Items

6.A. Holiday Oil Convenience Store – Concept Plan

This item was discussed after item 5.A.

Mr. Hadley stated the proposed convenience store will be located on 1.89 acres on the northwest corner of Wride Memorial Highway and Sunset Drive. The applicant has designed the plans with the future expansion of Wride Memorial Highway in mind.

Mr. Mumford explained the approved site plan for the storage unit business to the north shows an access along the south border to the proposed convenience store property. The property owners will work together to provide a joint access to both businesses.

Mr. Mumford said the principal of Black Ridge Elementary expressed concerns to Utah County Sheriff Chief Deputy Eric McDowell regarding the potential increase in traffic due to the convenience store. She stated vehicles can back up all the way from the school to Wride Memorial Highway during drop-off and pick-up times. There will not likely be access from the future frontage road to the business.

Commissioner Anderson stated the traffic is very backed up with school traffic, and explained that parking is a concern when the school has events.

John Linton with Holiday Oil stated they have a 40-foot access on the northwest corner of the site for the future business.

Commissioner Wood explained the parking will be an issue during school events. Mr. Linton explained they cannot correct the school's parking issues, but they will have a traffic impact study to allow them to approach the issue from a professional level.

Commissioner Wright stated the importance of remembering that the site is zoned commercial.

Commissioner Wood stated this site is more appropriate for a gas station that serves larger commercial vehicles. Mr. Linton said they design their stores for neighborhood use, but ensure there is enough room for larger trucks to maneuver, such as the 80-foot fuel trucks that currently fill their fuel tanks.

Commissioner Everett stated this location is conducive to a gas station and convenience store, and it is not incumbent upon the applicant to correct parking issues caused by the school.

7. [Next scheduled meeting](#)

Commissioner Everett stated the next meeting is September 24. Commissioner Wood asked if the agenda will contain the official public notice that the zoning ordinances are being amended. Commissioner Wright stated the Planning Commission will not take action on the item; they only want to open the public hearing. Commissioner Wood explained that he is not requesting Mr. Mumford have completed zones to present; he would like the steps taken to inform applicants that the zones are under review.

Mr. Mumford stated he will communicate with the City Attorney to determine the appropriate process. Commissioner Wood asked if he should make a motion to ensure that the zones are on the next agenda. Mr. Mumford explained that he cannot, as there is not an item on the agenda to make a motion on.

Commissioner Wright asked which zones will be included in the Development Code amendment on the agenda. Commissioner Wood stated all existing zones need to be included so that multiple applications are not submitted before the notice.

8. [Adjournment](#)

MOTION: *Commissioner Wright moved to adjourn the meeting at 7:58 p.m. Commissioner Wood seconded the motion. Those voting aye: Matthew Everett, DeLin Anderson, Brett Wright, and Rich Wood. The motion passed with a unanimous vote.*

The meeting was adjourned at 9:06 p.m.

Approved by the Planning Commission on October 8, 2019.

Steve Mumford
Community Development Director



**EAGLE MOUNTAIN CITY
PLANNING COMMISSION MEETING
OCTOBER 8, 2019**

TITLE:	September 24, 2019 Minutes
ITEM TYPE:	Minutes
APPLICANT:	Staff

ACTION ITEM:

Yes

PUBLIC HEARING:

No

REQUIRED FINDINGS:

BACKGROUND:

ITEMS FOR CONSIDERATION:

RECOMMENDATION:

PREPARED BY:

Lianne Pengra,
Recorder's Office

Attachments:

[9.24.2019 PC Minutes - DRAFT](#)

[9.24.2019 PC Minutes Attachment](#)



EAGLE MOUNTAIN City Planning Commission MEETING MINUTES

September 24, 2019, 5:30 p.m.
Eagle Mountain City Council Chambers
1650 East Stagecoach Run, Eagle Mountain, Utah 84005

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

COMMISSION MEMBERS PRESENT: Matthew Everett, Rich Wood, DeLin Anderson, and Brett Wright. Commissioner Jared Gray was excused.

ELECTED OFFICIALS PRESENT: City Councilmembers Donna Burnham and Melissa Clark.

CITY STAFF PRESENT: Steve Mumford, Community Development Director; Michael Hadley, Planning Manager; Jessa Porter, Planner; and Lianne Pengra, Recording Secretary.

Commissioner Everett called the meeting to order at 5:34 p.m.

1. Discussion Items

1.A. Review of Upcoming Agenda Items

Planning Manager Michael Hadley explained there are three upcoming agenda items to be discussed. The first is the Stratton Estates preliminary plat, which has previously been presented to the Planning Commission. The applicant has submitted a revised plan for review. Transitioning has been adjusted and the applicant is working with the Utah Division of Wildlife Resources (DWR) for wildlife corridor preservation. The final location of that corridor has not been determined at this time.

Scot Hazard, Stratton Estates representative, explained this application was submitted approximately two years ago. He stated this is a sensitive and he did not want to bring the application back to the Planning Commission until he exhausted all options regarding traffic and connectivity. There is a dedicated right-of-way connecting to Cedar Drive that has been in place since the application was first submitted; this is the only legal access to this project. He has worked with staff and neighboring property owners to find options that would divert traffic away from Cedar Pass Ranch. The property to the north and west of this project is owned by the LDS church. They researched multiple options including purchasing, trading, and leasing property for access through the LDS church's property, but tax constraints due to their non-profit status prevented any feasible solutions. He stated at the last Design Review Committee meeting earlier this year, the Fire Marshal said he will not approve the plan unless the project connects at Cedar Drive, unless the City issues a letter to Unified Fire Authority indemnifying UFA and the Fire Marshal, as the City would be acting against the City's own fire code and against the Fire Marshal's instruction.

One change Mr. Hazard made to the plan was to move the density much farther away from the large lots in Cedar Pass Ranch to allow for more transitioning. Another change to address traffic

concerns was made to the road. Instead of having straight roads, he redesigned the plan to have roads that meander with curves and elbows. Once the traffic signal is in place at Lone Tree Parkway and Pony Express Parkway, that will likely be the preferred route, versus through Cedar Pass Ranch.

Mr. Hazard explained he is working with the DWR but has received very little direction regarding details of the wildlife corridor. The DWR representative stated he will research the issue and inform Mr. Hazard of solutions that currently exist in other similar situations. Community Development Director Steve Mumford explained that the City is working with multiple property owners regarding wildlife corridor preservation. The DWR has tracked the route that deer take through the City; they are decreasing the time for each GPS ping to only twenty minutes apart in order to better determine the deer's migration route. The City is also working with the DWR regarding coverage, including foliage, and fencing options.

Commissioner Wood stated the preliminary plat does not comply with the City's General Plan. Mr. Hazard explained his application was submitted two years ago and is working with City staff and the Mayor. He said the General Plan is a guiding document and stated that 2.5-acre lots are prohibitive and are not economically feasible. This plan complies with the City's current transition requirements, not the requirements from when the application was submitted.

Commissioner Wood suggested the applicant increase the size of the smaller lots on the west side of the project. He stated that the transition does not need to go all the way down to the size of adjacent lots and said this plan will likely receive pushback. Mr. Hazard explained the smallest lots in Stratton Estates are twenty percent larger than the adjacent lots in the Lone Tree subdivision.

Commissioner Wright expressed concerns regarding the potential rezone and if the property will comply with the City's updated zones. Commissioner Wood stated the plan will not comply with the updated zones and stated Mr. Hazard should work with staff regarding items such as frontages.

Commissioner Wright said the connection to Cedar Pass Ranch is beneficial and necessary, even if it is not in his own best interest. He likes the circular route the roads take within the subdivision.

Mr. Hadley explained the Parkway Crossroads site plan is located along Pony Express Parkway near Ranches Parkway. The plan includes commercial units with residential units on top of the buildings. The applicant will request a perpetual use easement for parking on the powerline corridor. The applicant will also deed property to the City for future expansion of Pony Express Parkway.

Scot Hazard, owner of Parkway Crossroads, explained a concept plan for Parkway Crossroads was presented to the City Council earlier this year. He informed the Planning Commissioners of the history of the property which resulted in a property swap with the City. He was told that a portion of his property will be required for future expansion of Pony Express Parkway. Instead of the City purchasing this expansion area, Mr. Hazard stated he is proposing the City allow a

perpetual use easement for parking on land the City owns behind his site, and he will give the expansion property to the City. The property behind the City's property is the Rocky Mountain Power powerline corridor. The only permanent structure Mr. Hazard intends to build on this easement area is a potential shade structure with picnic tables and garbage receptacles to accommodate the food truck patrons. This will clean the area up and Mr. Hazard will maintain the property.

Mr. Hazard explained his plan is to include fourteen apartments above the commercial units, but not above the restaurant pad. They will have full separation between the uses so no sound transfer will exist. The residential units will have their own private access. The apartments will be one-bedroom one-bathroom units that are approximately 700 square feet. The units will have a maximum occupancy of two people with an exception for a third occupant for a six-month period. He will meet with the Postmaster on site to determine the best location for the mail box.

Mr. Hazard stated he has a conditional approval from Rocky Mountain Power to use their easement. The only restrictions are excavation around the existing tower and the height of any structure that will be built on the property. Once the City approves Mr. Hazard's use, Rocky Mountain Power will provide an official approval.

Mr. Hadley explained the Jeppson Auto site plan has been revised and the new site is in the Ranches at the corner of Half Mile Road and Ranches Parkway. The applicant will continue to update the plan. One change is to relocate an entrance to the site, as the current location is too close to the intersection of Half Mile Road and Ranches Parkway.

Commissioner Wood stated that this location does not have a zone and asked if this use would be allowed. Mr. Hadley explained that the City Attorney has stated this property is zoned Village Core, so the property will need to be rezoned to Commercial. This use is a conditional use in the Commercial zone.

Speaking as a representative for Jeppson Auto, Scot Hazard explained they will submit a rezone application to for this site from Village Core to Commercial, as the Village Core zone is obsolete with the dissolution of The Ranches Master Homeowners Association. They will also submit an application for a conditional use permit. They have adjusted the entry points and have added landscaping for a buffer along Ranches Parkway.

Commissioner Wood stated the City's zones are in review, so the applicant should not move forward until the zones are finalized, as it will be a waste of the applicant's time.

Commissioner Wright asked how the property will accommodate parking. Mr. Hazard explained they have more parking stalls than the City requires. There is a walled off area for overnight storage of customers' vehicles. This provides security and shielding to surrounding properties. This site is better proportioned for this use.

6:00 P.M. – Eagle Mountain City Planning Commission Policy Session

Commissioner Everett called the work session to order at 6:09 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

None.

5. Action and Advisory Items

5.A. Development Code Amendments – Public Hearing

Mr. Mumford explained staff is beginning the process of updating the commercial, business park, and industrial zones, as well as creating open space and mixed use/transit-oriented zones. The intent is to implement the 2018 General Plan goals and strategies, as was done recently with the residential zones. Some zones will be updated, while some changes may be large enough to require new zones. The zones will be presented one at a time once staff has met with the City Administrator and Mayor Westmoreland. They may have a small committee with members of the City Council and Planning Commission to discuss possible major changes.

Commissioner Everett asked that staff inform the Commission of what zones are under review by City staff so Commissioners can research the zone types alongside staff.

Commissioner Wood expressed concern with the transit-oriented development zone, as the transportation plan needs to be updated first. He said the commercial and industrial zones should be reviewed first. Commissioner Wright agreed with this sentiment.

Commissioner Everett opened the public hearing at 6:14 p.m.

Commissioner Everett stated he will continue the public hearing until they have material the public can comment on.

Commissioner Everett continued the public hearing at 6:14 p.m.

MOTION: *Commissioner Everett moved to table the Development Code amendment item. Commissioner Wood seconded the motion. Those voting aye: Matthew Everett, DeLin Anderson, Brett Wright, and Rich Wood. The motion passed with a unanimous vote.*

5.B. Harshberger Variance – Public Hearing

Mr. Hadley explained the request is to allow a flag lot on parcel 58:044:0030 with a variance to the lot frontage requirement. The property is landlocked with the Cory Wride Memorial Highway to the north and residential lots to the south, east, and west. Rather than accessing the property from Cory Wride Memorial Highway, the applicant would like to access this property by providing a 20-foot wide access through the west portion of an adjacent lot the applicant owns in the Cedar Pass Ranch subdivision. He showed the current design of the future Cory Wride Memorial Highway expansion and stated this property is not affected by the expansion.

He explained the Commission should consider access to the property, possible negative effects of surrounding properties, and if the application meets the variance criteria. The following are the five required criteria for approval:

1. Literal enforcement of this title would cause an unreasonable hardship for the applicant that is not necessary to carry out the general purpose of this title.
2. There are special circumstances attached to the property that do not generally apply to other properties in the same district.
3. Granting the variance is essential to the enjoyment of a substantial property right possessed by other property in the same district.
4. The variance will not substantially affect the general plan and will not be contrary to the public interest.
5. The spirit of the title is observed and substantial justice is done.

Applicant representative Scot Hazard explained that the variance does not make the lot buildable; that would require a rezone and further consideration from the City. They have been granted access to Cory Wride Memorial Highway from UDOT, but access through the residential road would be a safer route. The property owner lives out of state and may eventually move back to Eagle Mountain, and a rezone application may come in the future to allow for a residence on this lot. This lot is not included in the Cedar Pass Ranch subdivision. The access would be a private drive, not a public road.

Commissioner Everett asked if placing a road over the horse trail easement would be a concern. Mr. Hazard said equestrian trails cross roads, so it is not unusual.

Commissioner Everett opened the public hearing at 6:22 p.m.

Commissioner Everett stated he received emails from Mariann Burningham, Greg Whiting, and Bettina Cameron.

Karen Stanley expressed concerns regarding the driveway location adjacent to her property and potential future uses of the property.

Michael Carr, president of the Cedar Pass Ranch Homeowners Association, said the road will also require a variance approval from the HOA.

Bettina Cameron read a letter from the Cedar Pass Ranch HOA attorney that stated the HOA has not granted an easement for the road and requested the City require HOA approval as a condition of approval of the variance. She expressed concern regarding safety of pedestrians and horses and regarding possible future uses of the property.

Jason Heidel said the lot is 2.6 acres, which is half the size of the surrounding lots. While the application is not for a rezone, he believes the owner will attempt to rezone in the future. A rezone creates a hardship for the City and the community. If Cory Wride Memorial Highway is expanded, it will cost more in taxpayer dollars to purchase the improved property.

Mariann Burningham said the Cedar Pass Ranch HOA can force a stoppage of the easement. She said the lot is not landlocked and can access the property through the property owner's other lot. She requested the variance be denied.

Commissioner Everett closed the public hearing at 6:34 p.m.

Commissioner Wood said the equestrian path dispute is a private matter between the Cedar Pass Ranch HOA and the property owner, as is any dispute of the easement. Regarding compatible use, this property may be compatible with a rezone to the RA-2 zone. This application tasks the Planning Commission with determining if the variance for the lot frontage requirement meets the required criteria.

Commissioner Anderson stated the access road may affect water flow and drainage.

Mr. Mumford said the City ordinance does not prohibit the applicant from putting a driveway along their property. The variance is for the lot frontage requirement. If the variance is denied, the applicant is still able to install a driveway to that property. If the variance is approved, it does not make the lot buildable; a rezone is still required.

Commissioner Everett explained all five criteria listed in the Municipal Code must be met in order to allow the variance.

Commissioner Wright said there is a reasonable access to the property; therefore, not granting the variance does not cause unreasonable hardship for the applicant (criterion number one). He stated there is no purpose for the variance without a rezone application, as the frontage requirement does not apply to the Agriculture lot.

Regarding the second criterion, Commissioner Wright said the property does not have special circumstances that do not generally apply to other properties in the district.

Commissioner Everett said as the property is currently zoned, the applicant does not need the variance for the enjoyment of a substantial property right, which is criterion number three.

Regarding the last criterion, Commissioner Wright stated the road could impede the equestrian trail, which could be contrary to the public interest. The trails were put in their locations in order

to be in non-developed areas to accommodate horses. Mr. Mumford explained horse trails in Cedar Pass Ranch, Meadow Ranch, Overland Trails, and North Ranch cross asphalt roads.

Discussion ensued regarding potential residential zones for this lot.

Commissioner Wood said the lot has an easement to access and use the property for its current zone designation.

Commissioner Everett explained the Planning Commission is the decision authority for variances and the City Council is the appeal authority.

MOTION: *Commissioner Wood moved to deny the Harshberger variance for the following reasons:*

- 1. The variance does not meet criterion number one as stated in Municipal Code: Literal enforcement of this title would cause an unreasonable hardship for the applicant that is not necessary to carry out the general purpose of this title; and*
- 2. The variance does not meet criterion number two as stated in Municipal Code: There are special circumstances attached to the property that do not generally apply to other properties in the same district.*

Commissioner Wright seconded the motion. Those voting aye: Matthew Everett, DeLin Anderson, Brett Wright, and Rich Wood. The motion passed with a unanimous vote.

5.C. John Walden Clubhouse Site Plan & Conditional Use Permit – Public Hearing

Mr. Mumford explained the proposed clubhouse is intended to serve the Eagle Mountain Communities Master Association. The building will include office space, health and fitness use, preschool space, and reception space. The reception use requires a conditional use permit. He presented plans for the site and explained the applicant has aligned the entry points along Stagecoach Run to the entry points to City Hall. He said the dumpster enclosure has been located near the kitchen area, which will require garbage truck access off of the roundabout to the west of the site. The applicant has proposed two curb cuts to allow garbage trucks to pull into the property from the roundabout and exit to Trailhead Road. The City Engineer has worked with the applicant and reduced the access to a one-way drive through and is comfortable with the proposal. He explained stucco cannot exceed 50% of the building material, which the applicant has said the building complies with.

Mr. Mumford explained Stagecoach Run has never been dedicated or deeded to the City as a public right-of-way, and the applicant has expressed affability to dedicating this to the City. The project also will require streetlights.

Commissioner Wood expressed concern that forty-five parking stalls will not be sufficient and that the street may not be wide enough for on-street parking. Mr. Mumford said the City looked

at parking requirements for reception centers when the parking code was amended and that requirement was increased.

Applicant representative Angie Poulsen stated Garden Near the Green has a similar number of parking stalls. Mr. Mumford confirmed that Garden Near the Green has a capacity of approximately 100 to 150 people.

Ms. Poulsen explained the intent of the preschool space is to offer space for in-home preschools to hold classes. Residents within the master homeowners association will be able to use the facilities free of charge, and nonresidents will be able to rent space. The trash enclosure was located in its current place to accommodate garbage from the school and reception center.

Commissioner Wood stated he would prefer a safer location for the trash enclosure that does not allow traffic to access the site from the roundabout.

Chad Spencer, applicant representative, explained an additional reason the location of the trash enclosure was chosen is to allow catering companies to unload at the back of the building, versus taking up parking stalls.

Commissioner Wright expressed concerns that the trash enclosure will be at the perceived entrance to City Hall and recommended locating it at the back of the property. Mr. Spencer explained the other possible location would be adjacent to the preschool and playground area, which they would like to avoid. They have integrated the enclosure into the building, so it will not be an eyesore.

Commissioner Everett opened the public hearing at 7:09 p.m. As there were no comments, he closed the hearing.

Commissioner Wright stated the building elevations are very attractive. He said the roundabout is designed to continuously move traffic and an access point there does not meet the road's intent; it will prevent the continuous flow.

Commissioner Wood stated traffic is not supposed to stop in the middle of the roundabout and said an entry point at this location will violate Municipal Code.

Commissioner Everett expressed similar concerns regarding the roundabout and stated screening will be required for headlights. He likes the design of the building, and stated the facility will be beneficial to the City.

The Commissioners agreed that the main point of concern is the access to the property from the roundabout.

Commissioner Wood asked if there is a required distance for driveways. Mr. Mumford said intersections must be 200 feet apart. Driveways are required to be 50 feet from intersections, but that distance can be adjusted, if needed. The architectural requirements state trash enclosures must be oriented away from public view. The Site Plan chapter of the Municipal Code states

access onto public rights-of-way shall not be closer than 100 feet from an intersection or another driveway on the same side of the street. When a parcel has less than 200 feet of frontage along a public right-of-way, all necessary efforts shall be made to work collaboratively with adjacent property owners to share a common access point.

MOTION: *Commissioner Wood moved to approve the John Walden Clubhouse conditional use permit. Commissioner Anderson seconded the motion. Those voting aye: Matthew Everett, DeLin Anderson, Brett Wright, and Rich Wood. The motion passed with a unanimous vote.*

MOTION: *Commissioner Wood moved to recommend approval to the City Council of the John Walden Clubhouse site plan with the following conditions:*

- 1. The location of the entrance to the kitchen and trash receptacles shall be changed to comply with Eagle Mountain Municipal Code Chapter 17.100.060(D) and 17.100.050(C); and*
- 2. The applicant shall dedicate Stagecoach Run to the City by deed or road dedication plat prior to obtaining a building permit for this project.*

Commissioner Anderson seconded the motion. Those voting aye: Matthew Everett, DeLin Anderson, Brett Wright, and Rich Wood. The motion passed with a unanimous vote.

5.D. B & H Land Holdings General Plan Amendment – Public Hearing

Mr. Hadley explained the property is located west of the Brylee Estates development and north of the Brandon Park subdivision. The property is approximately 162 acres and is currently zoned Agriculture. The current General Plan designation is a combination of Employment Center/Campus and Neighborhood Residential One. The proposal is to change the General Plan designation to include Neighborhood Residential 1, Agriculture Rural Density 2, Neighborhood Residential 3, and Commercial. Mr. Hadley presented a possible layout of the property and stated items the Commissioners should consider are the proposed freeway that runs through this property and if the development is consistent with surrounding areas that are currently being built.

Applicant Andy Flemm said they have submitted updated plans that reflect the recent changes made to the residential zones. Commissioner Wood stated he does not want to change the General Plan until the commercial, industrial, and business park zones are updated. He also wants staff to determine how to transition between different zone types.

Commissioner Wright stated the volume of each requested use may not be appropriate, depending on future transitioning requirements between zone types.

Mr. Flemm stated they planned the site to align with Brandon Park and Brylee Estates. The property owner was not notified of the update to the General Plan and purchased the property with the understanding that the property was designated for residential use. He expressed concern with the current layout of commercial designations and future roads.

Commissioner Wood stated they do not know what will be allowed in the future commercial zone. He said the applicant should wait to pursue this project until the new zones are updated. Mr. Flemm asked removing the commercial section of the application and leaving it as agriculture until the commercial code is updated would alleviate Commissioner Wood's concerns. Commissioner Wood stated he will not change the General Plan until the zones are updated.

Commissioner Everett opened the public hearing at 7:35 p.m. As there were no comments, he closed the hearing.

Commissioner Wood asked if the Commission should table the item until the updated zones are implemented. Mr. Mumford stated it is not reasonable to table the item for that long of a period, as the property owner has due process.

Commissioner Everett said if Campus is removed from the General Plan and replaced with Residential use, it should be added in another area of the City.

Commissioners Wright and Wood stated there may be too much multifamily in this proposal.

MOTION: *Commissioner Wood moved to recommend denial to the City Council of the B & H Land Holdings General Plan amendment. Commissioner Wright seconded the motion. Those voting aye: Matthew Everett, DeLin Anderson, Brett Wright, and Rich Wood. The motion passed with a unanimous vote.*

5.E. Available Storage Site Plan & Conditional Use Permit – Public Hearing

Planner Jessa Porter explained the proposal is for a site plan and conditional use permit for a storage facility located along Pony Express Parkway just north of the Community Development Building on seven acres within the Sweetwater Industrial Park. The applicant will be required to submit a phasing plan to ensure compliance with the Fire Marshal's requirements. Pony Express Parkway right-of-way includes a 20-foot park strip that includes an 8-foot asphalt trail, so the site plan and landscape plans shall be revised accordingly.

Commissioner Wood asked if the design provides sufficient screening adjacent to the Community Development Building. Mr. Mumford said this will provide improved privacy for the City's storage in the back of the property.

Commissioner Wright asked about the facility's parking. Ms. Porter stated the City Code allows the Commission to determine parking requirements.

Applicant representative Jesse Reynolds explained the office will also serve as a residence and an individual will be on site twenty-four hours a day; that person will park inside the facility and will not utilize customer parking.

Owner Dustin Aldridge said parking stalls on the south side will be used for customers to return moving trailers. They will have set hours and the on-site manager will work with customers to ensure the moving trucks are stored inside the facility. They have not determined the location inside the facility where the vehicles will be stored. They have been discussing a partnership with U-Haul to offer moving vehicles to patrons. They will have indoor storage as well as outdoor self-storage units with rolling doors. The plan is to also include indoor and outdoor boat and recreational vehicle storage units.

Mr. Aldridge explained the property will be landscaped, and that the perimeter fence will be the actual storage buildings; they do not build additional masonry walls around the storage units. They want to honor the “handshake easement” the original property owner has with Arrow Engineering. Arrow Engineering was told they can continue to use the road on the south end of Mr. Aldridge's property to access the Arrow Engineering property. The City Engineer has stated a road eventually will be installed on the west side of this site. Once that road is completed, they will construct storage units on the road Arrow Engineering is using, which will be a part of phase three. Their intent is to install a black chain link fence in areas where the storage units are not constructed until future phases are complete; they would like to start phase two within three years.

Commissioner Wood expressed concerns that three sides of the facility will be open until future phases are completed, and the possibility that the project will not move past phase one. He stated chain link fence is not allowed.

Commissioner Wright stated the perimeter walls should be included in phase one in order to avoid a property that is not aesthetically pleasing.

Mr. Aldridge said that since the City's property along Pony Express Parkway has chain link, they believed they would be allowed to install the same type of fence.

Mr. Mumford said vinyl coated chain link fence up to eight feet tall is permitted in industrial areas; the Planning Commission may require solid screening fence.

Mr. Aldridge stated they are confident that all phases will be completed, but they are not involving outside investors, which is why they are starting with phase one. The wall is approximately \$200 per linear foot; economically it does not make sense to construct the entire perimeter in phase one. They will make the frontage road aesthetically pleasing and the goal is to include the units, or walls, along three sides of the property in phase two, leaving the access open for Arrow Engineering.

Commissioner Everett opened the public hearing at 8:02 p.m. As there were no comments, he closed the hearing.

Commissioner Everett stated this facility will be utilized by residents, but expressed concerns with the limited parking for U-Haul trailers and with chain link fencing.

Commissioner Wood said the City has had applicants with good intentions, but that their projects did not come to fruition. He wants finished projects, so if the project fails, it is screened and not an eyesore. Chain link fences do not provide screening; a fence that complies with the City's Municipal Code needs to be installed.

Commissioner Anderson said the parking stalls do not look large enough for moving trailers.

Commissioner Wright said a six-foot tall fence is not high enough to store recreational vehicles behind and suggested a height of eight feet. Additionally, there is not enough room to park six moving trailers.

Mr. Mumford explained that conditional use permits that do not comply with conditions of approval may be revoked. If the Commission approves this conditional use permit with conditions of approval related to the moving trailers, and the conditions are not complied with, there is a process to correct the violations or revoke the permit.

Discussion ensued regarding the number of allowed moving vehicles in front of fencing, as well as requirements of the conditional use permit.

Commissioner Wright expressed concerns regarding requiring screening on the south side of the property, as it would block Arrow Engineering from accessing their property. He asked if the entity that sold Mr. Aldridge this property could offer an alternate access. Mr. Aldridge said he can work with the other entities to determine if an alternate access is possible. Mr. Hadley explained the approved Sweetwater Industrial Park has future planned roads. Those will be constructed as businesses are developed in the project.

Commissioner Wood informed Mr. Reynolds that the perimeter should include a six-foot solid fence. Commissioner Wright stated the Commission should require an eight-foot masonry wall around the perimeter in phase one. Mr. Reynolds reiterated that the ten-foot tall masonry wall in the proposal is the actual building, not a fence. These buildings sit on a concrete foundation, which will be very costly to install around the entire property.

Mr. Mumford explained if the Commissioners' concern is the view from the public right-of-way, the first phase will mitigate that concern. There is nothing existing on the west side of the property.

Commissioner Wood said the Municipal Code requires moving vehicles to be behind a six-foot tall privacy fence. Mr. Mumford explained the outside buildings would serve as the privacy fence. He said Eagle Mountain Storage and Sunset Storage both built in phases; the chain link fencing at those locations was not visible as the phases were completed. He said screening the south side of the property under discussion is not as important, as it is the City's property.

Commissioner Wright disagreed and stated screening is important on all four sides of the property, and that the Municipal Code needs to be applied uniformly.

Mr. Aldridge explained they have analyzed the project comprehensively. He asked why the City's building is allowed to have chain link, but he would not be. Commissioner Wood stated the City's use is different than this application.

Mr. Mumford stated to address the Planning Commission's concerns, the approvals can require conditions that mitigate screening concerns, and may include an updated phasing plan with screening and a prohibition on utilizing areas of the property that are not screened.

MOTION: *Commissioner Wood moved to approve the Available Storage conditional use permit with the following conditions:*

- 1. The use shall comply with Eagle Mountain Municipal Code Chapter 17.40.040(L): "The following conditional uses and such uses as the planning director and planning commission may recommend as similar and consistent with the scale, character and impact of the area will be considered: self-storage or mini-storage";*
- 2. The use shall comply with the Eagle Mountain Municipal Code Chapter 17.40.040(R): "The following conditional uses and such uses as the planning director and planning commission may recommend as similar and consistent with the scale, character and impact of the area will be considered: moving and storage facilities and businesses";*
- 3. The site shall comply with Eagle Mountain Municipal Code Chapter 17.40.090(E): "Screening Requirements. A wall, fence and/or landscaping of acceptable design shall effectively screen the borders of any commercial or industrial lot, which abuts an agricultural or residential use. Such a wall, fence or landscaping shall be at least six feet in height, unless a wall or fence of a different height is required by the city council in consideration of a prior recommendation by the planning commission as part of a site plan review. Such wall, fence or landscaping shall be maintained in good condition with no advertising thereon, except as permitted by the city's signage regulation."; and*
- 4. The site shall comply with Eagle Mountain Municipal Code Chapter 17.40.090(F): "Moving and Storage Facilities Standards. A maximum of three moving vehicles may be displayed outside of a building or in front of a six-foot privacy fence or wall. All vehicles must be parked upon an improved parking area within designated parking stalls. Up to 10 additional rental vehicles may be placed inside a structure or behind a minimum of a six-foot privacy fence or wall."*

Commissioner Wright seconded the motion. Those voting aye: Matthew Everett, DeLin Anderson, Brett Wright, and Rich Wood. The motion passed with a unanimous vote.

MOTION: *Commissioner Wood moved to recommend approval to the City Council the Available Storage site plan with the following conditions:*

- 1. Concerns about phasing and perimeter fencing are communicated to the City Council;*
- 2. The applicant shall submit a phasing plan;*
- 3. The applicant shall submit a specification sheet for lighting that complies with the City's dark sky ordinance; and*
- 4. A second access shall be provided with the appropriate phase, to be approved by the Fire Marshal.*

Commissioner Anderson seconded the motion. Those voting aye: Matthew Everett, DeLin Anderson, Brett Wright, and Rich Wood. The motion passed with a unanimous vote.

5.F. West Side Theatre Company Temporary Site Plan

Mr. Hadley stated this application is for a temporary site plan to allow a temporary performance structure, storage units and necessary facilities to be installed on land just east of the SilverLake amphitheater. The land is owned by the City and is currently unimproved. The site will include a 40 foot by 60 foot structure where performances will be held, portable restrooms, trash and recycling containers, shipping containers for storage and canopies from the tent to the restrooms and to the shipping containers. An executed memorandum of understanding indicates that Eagle Mountain City intends to lease this property to the West Side Theatre Company for construction of a center for the arts building to be built and operated by the theatre company for the benefit of Eagle Mountain City residents.

Commissioner Wood asked if the applicant would be responsible for surrounding landscaping. Mr. Hadley stated they are not proposing landscaping at this time, but have submitted a potential phasing plan for future development. The applicant has been working with the City Council on this project.

Applicant Hannah Farr explained a horticulturist is on their team and they will install what the City deems necessary. The first phase will allow the theater company to have a building in which to perform. Commissioner Wood stated the facility needs to look attractive. Ms. Farr said they do not have the capability to landscape the entire six-acre parcel, but will ensure the area around their site is attractive. She stated they will initially use the dirt parking area to the west of the building site and would like to install more permanent parking after the first year of operation. The initial building will serve as a permanent outdoor area, with a smaller permanent theater center in the next two years. This structure will have offices, the box office, and a lobby. They can function with the outdoor theater and temporary small offices for a long period of time, but the goal is move to a permanent structure soon.

Commissioner Wright asked for the company's history. Ms. Farr stated they have been in operation for three years and are only limited by the lack of a permanent location. They have performed at Garden Near the Green, at parks throughout Eagle Mountain, and at the SilverLake amphitheater. Their website westsidetheaterco.org and their Facebook page have photos and videos of previous events. This piece of land previously was going to be used by the Eagle

Mountain Arts Alliance, but their director stepped down and the alliance did not pursue the opportunity. The former director approached Ms. Farr about this location and West Side Theatre Company received a memorandum of understanding for the property use. They have performers from all over the area, and plan on offering stipends to performers once they have a permanent location. Their goal is to offer a facility similar to the Orem Hale Center Theater.

Ms. Farr stated the spring tent company has provided tents to similar groups and for festivals in the area. The tent can be removed during the off season, if required by the City, but will hold the snow load over the winter. She stated they are flexible and will comply with City requirements.

Commissioner Wood stated this property is an eyesore and expressed concerns that people will see tents and storage containers upon entering the City. Ms. Farr explained spring tents are very aesthetically pleasing if done right. The shipping containers will be wrapped and will not look like shipping containers. Another option is to increase the tent size and remove the shipping containers; this is their preference.

Commissioner Everett asked what the long-term vision is for the location. Ms. Farr explained they would like to install a permanent structure at this site, if allowed. They want to ensure that the facilities can be removed if the venture is not successful, so the City has minimal risk. They plan to do three performances, two weekends each, over the first year. They would like to extend that to three weekends and add additional performances as they grow.

Ms. Farr explained they performed an informal traffic study on a Friday night at 7:00 p.m. They had a group of people turning left from Pony Express Parkway into the site for thirty minutes. The longest time wait was six seconds, with the longest stack of cars at three. They had 100 cars enter during this thirty-minute period. They typically have 100 people at their shows, and will not likely ever have 100 vehicles parked in the lot during performances. They will work with the City to ensure their performances do not conflict with City events, and they would be willing to allow other organizations to use the space; they have spoken with the Eagle Mountain Arts Alliance regarding utilizing the facility.

Ms. Farr explained the productions are indoor and typically start at 7:00 p.m. and are finished by 10:00 p.m. Practices are typically in the evenings and on Saturdays. Rehearsals also usually end by 10:00 p.m. Rehearsals will not utilize speakers until the week before performances. They can inform residents in the area of upcoming rehearsals and performances.

Commissioner Wood asked if this use would require a rezone and stated concerns regarding storage containers and tents at the entrance to the City. Mr. Hadley explained the use is governed by the memorandum of understanding.

Commissioner Wright said he is not opposed to a temporary structure that is aesthetically pleasing and asked if the City has liability in allowing this use on City property. Mr. Mumford said the City Attorney will address liability issues with the lease.

Commissioner Wood stated the site plan should be more complete. Commissioner Wright said the memorandum of understanding needs to be more specific.

Applicant representative Melanie Perry said the facility will be beautiful and will accentuate the natural area. A member of their team has designed theater buildings as well as other temporary structures. He will be in attendance at the City Council meeting to answer more specific questions.

Commissioner Everett said he attended the Broadway at SilverLake event and enjoys the arts. His concern is aesthetics, but the fact that the structures are temporary is beneficial to the City and mitigates risk. He said he would be comfortable with an approval with the condition that the approval is reviewed in one year.

Commissioner Wood asked if there are lighting requirements for the parking area. Mr. Mumford explained there are no requirements for temporary site plan parking lighting.

MOTION: *Commissioner Wright moved to recommend approval to the City Council of the West Side Theatre Company temporary site plan with the following conditions:*

- 1. The approval is reviewed one year from the date of the City Council approval;*
- 2. Lighting that complies with the dark sky ordinance shall be required in the parking areas; and*
- 3. The applicant shall connect to power, versus utilizing generators.*

Commissioner Anderson seconded the motion. Those voting aye: Matthew Everett, DeLin Anderson, Brett Wright, and Rich Wood. The motion passed with a unanimous vote.

Commissioner Everett recessed the meeting at 9:24 p.m. and reconvened at 9:28 p.m.

5.G. SilverLake South Preliminary Plat

Mr. Mumford explained on July 23, the Planning Commission reviewed the SilverLake South preliminary plat and held a public hearing. The application was tabled until the developer included a road connecting to Silver Creek Way and provided additional parks and open space information. The main change in this version of the plat is the addition of a connection over Tickville Wash at Silver Creek Way. Also, the church and school site has been moved to the east from Area C to Area D.

One concern staff has is connectivity. In reviewing the project against the City's connectivity ordinance, two roads in the northwest corner are too long without an additional pedestrian crossing. These are designed similarly to approved areas in Evans Ranch. Another potential concern is regarding cluster homes. They are defined as homes generally located on a small lot or clustered near other detached homes, and generally include a park, courtyard, or additional improved open space within the immediate neighborhood. It is up to the Planning Commission and City Council to determine if the cluster homes in this project have improved open space within the immediate neighborhood. The applicant has included some cluster homes as a

transition to the single-family lots. Some design constraints have also required the layout provided.

The plan provided contains more than the 8.752 acres of improved open space. The applicant indicated that Alpine School District will do their best to have the western school access be the main student drop-off area, while the drive aisles off of Golden Eagle Road will be intended to be used for kindergarten drop-off and buses.

Mr. Mumford staff recommends approval of the preliminary plat to City Council with the conditions that the applicant pay a cash escrow to the City of \$2,810.40 per lot at plat recording; detailed landscape plans, including the design and amenities (point calculations), for the parks shall be submitted for approval by the Parks Director and Planning Director along with the associated final plat; a detailed landscape plan shall be submitted for approval by the Planning Commission prior to approval of any final plats north of Golden Eagle Road; fencing along collector roads (SilverLake Parkway and Golden Eagle Road) shall match the collector road fencing approved for the Silverlake South area; and the road connection to Silver Creek Way (across Tickville Wash) shall be built prior to recording any plat in the north area.

Commissioner Everett asked if the road that connects to Silver Creek Way will continue to be designated Silver Creek Way. Applicant Bronson Tatton explained that Plat 18 has been recorded, but the name can be changed. Mr. Mumford stated that until the connection is made, it may be confusing to have two separate roads designated Silver Creek Way.

Mr. Tatton explained that even though trails are not included in the open space calculations, they are still well over the open space requirements.

Commissioner Wright said the master development agreement states pocket parks should be at least 0.5 acres and should be within 0.25 mile of homes. He asked if the power corridor parks are pocket parks and said the future west pocket park is less than 0.5 acre. Mr. Tatton explained that they have provided a map with radius markings showing distances from every park. Commissioner Wright asked that Mr. Tatton provide that map when the landscape plan returns to the Planning Commission. Mr. Tatton explained they can remove those pocket parks from the amenity calculations and the plan will still be above the required improved open space acreage.

Commissioner Wood said the SilverLake Master Development Agreement requires the developer to improve the open space along the powerline corridor. He said if the improved area is counted in the park calculations, it must be at least 0.5 acre.

Commissioner Wright stated he does not believe the parks plan meets the requirements stated in the master development agreement.

Commissioner Wood asked if pedestrian paths can be included in the areas where the City's connectivity ordinance would require them, and stated the homes south of the elementary school will not have access during school pick up and drop off times, which is happening at Brookhaven Elementary School.

Pete Evans with Flagship Homes explained that Brookhaven Elementary School is a single-facing school on a residential sized road. The school location in this plat has a wider road with turn lanes, and also faces two roads. The school district agreed to have drop off and pick up locations on the western side of the school. He said they can remove the western access on Golden Eagle Road from the residential area and include a connection from that residential area to SilverLake Parkway farther south.

Regarding parks, Mr. Evans explained that they are well over the improved open space requirement. They can remove the three parks that are under 0.5-acre in size and still be over the requirement. They are also in compliance with the distance requirements noted in the master development agreement.

Commissioner Wright asked how the cluster homes meet the distance to parks requirement. Mr. Evans showed the Commissioners the locations of parks in the cluster homes areas.

Commissioner Everett opened the public hearing at 10:05 p.m. As there were no comments, he closed the hearing.

MOTION: *Commissioner Wood moved to recommend approval to the City Council of the SilverLake South preliminary plat with the following conditions:*

- 1. Applicant shall pay a cash escrow to the City of \$2,810.40 per lot at plat recording;*
- 2. Detailed landscape plans, including the design and amenities (point calculations), for the parks shall be submitted for approval by the Parks Director and Planning Director along with the associated final plat;*
- 3. A detailed landscape plan shall be submitted for approval by the Planning Commission prior to approval of any final plats north of Golden Eagle Road;*
- 4. Fencing along collector roads (SilverLake Parkway and Golden Eagle Road) shall match the collector road fencing approved for the SilverLake South area;*
- 5. The road connection to Silver Creek Way shall be built prior to recording any plat north of Harvest Crop Drive;*
- 6. The southeast section of the plat, south of the new elementary school, shall eliminate the northwest entrance to Golden Eagle Road and relocate the entrance to SilverLake Parkway; and*
- 7. Silver Creek Way shall continue its name to its termination at the south end of the property.*

Commissioner Wright seconded the motion. Those voting aye: Matthew Everett, DeLin Anderson, Brett Wright, and Rich Wood. The motion passed with a unanimous vote.

6. Discussion Items

None.

7. [Next scheduled meeting](#)

October 8, 2019.

8. [Adjournment](#)

MOTION: *Commissioner Wood moved to adjourn the meeting at 10:17 p.m. Commissioner Anderson seconded the motion. Those voting aye: Matthew Everett, DeLin Anderson, Brett Wright, and Rich Wood. The motion passed with a unanimous vote.*

Approved by the Planning Commission on October 8, 2019.

Steve Mumford
Community Development Director

To: The Planning Commission/ City Planners:

From: Bettina Cameron, 2871 E Cedar Dr, Eagle Mountain

Date: 09/24/2019

Subject: Harshberger Variance

I know there may be written letters and people speaking tonight why the Harshberger variance doesn't meet all 5 criteria to grant a variance, but I wanted to point out how the Cedar Pass Ranch (CPR) Covenants, Conditions, and Restrictions (CC&Rs) need to **also** be factored into your decision. Cedar Pass Ranch CC&Rs also connect the CPR Development to a City Ordinance.

City Ordinance 17.25.110 Section G:

G. Open Space and Trail Requirements. There is no minimum open space requirement for base density residential developments. This does not exempt owners or developers from complying with other provisions that may require public improvements including, but not limited to, drainage facilities or other minimum standard infrastructures. Pedestrian trails along collector or arterial roads shall be a required improvement when the subdivision is being developed without sidewalks. **Equestrian trails that adjoin each lot shall be a required improvement when the subdivision is designed to accommodate horse raising and keeping.**

Cedar Pass Ranch CC&Rs relevant to this variance request, since there is a CPR equestrian trail/easement **between** Mr. Harshberger's CPR residence and his "flag lot".

SECTION 5.02. **Equestrian Trails.** The rearmost ten (10) feet of each Lot and some designated sides of Lots are dedicated as non-exclusive easements as an Equestrian Trail (which may include underground utility locations). Where two Lots adjoin, the Equestrian Trail is twenty (20) feet wide. **These trails are for the exclusive use of members, tenants, and their accompanied guests and invitees. The trails shall be maintained by the Homeowners' Association. Lot Owners shall not place fencing, structures, or any obstructions in these areas.** Electric fences are permitted but must be sufficiently marked so as to ensure that horse riders, and other passers-by will recognize the need for caution.

SECTION 5.03. **Motorized Vehicles.** **No motorized vehicles (autos, trucks, motorcycles, ATVs, etc.) shall be permitted on trails or riding ring area except for Board-approved maintenance.** Bicycles may be ridden on equestrian trails, but must yield to horses.

SECTION 5.04. **Supervision and Responsibilities.** **There is no supervision of the common areas or their prescribed uses. These shall be used at the sole risk and responsibility of the members and their guests, invitees and tenants. Any damage to any homeowner or association property or personal injury shall be the**

responsibility of the individual causing such. In the case of damage caused by any member, tenants, guests, or invitees of the member, the member is responsible.

City Ordinance section 17.25110 Section G and Section 5 of Cedar Pass Ranch CC&Rs, in my opinion, hold both the City and CPR legally liable to assure this equestrian trail is safe for both humans and animals. As you may know, Cedar Pass Ranch was developed as an equestrian community. Even our very first CC&Rs were written to address the care and protection of this easement/trail. This was not an add on to our current CC&Rs. Having a driveway/ road and motorized vehicles going in/out of the flag lot is prohibited by CPR CC&Rs.

If you refer to Utah County Land Records for Mr Harshberger's flag lot, you will see a document recorded on 10/17/2017 giving the CPR Home Owners Association the right to protect the south side of this property.

SECTION 10.01. Membership. Every Lot Owner shall be a member of the Cedar Pass Ranch Homeowners' Association. Membership shall be appurtenant to and may not be separated from ownership of any Lot within Cedar Pass Ranch. Ownership of such Lots shall be sole qualification for membership.

SECTION 10.03. Organization and Purpose. The Association is a nonprofit Utah corporation created for the purposes, charged with the duties, and invested with the powers prescribed by law or set forth in its Articles and By-Laws or in this Declaration. Neither the Articles nor By-Laws shall for any reason be amended or otherwise changed or interpreted so as to be inconsistent with this Declaration. In the event of a conflict between the provisions of the Articles of Incorporation and this Declaration, the Articles shall control, and in the case of any conflict between this Declaration and the By-Laws, the terms and provisions of this Declaration shall control. The Association shall be charged with the administration of Cedar Pass Ranch and the terms and provisions of this Declaration. Further, the Association shall be responsible for the maintenance and operation of any open space or easements and any improvements on such open space or easements within Cedar Pass Ranch owned by the Association.

SECTION 10.04. Specific Powers of the Cedar Pass Ranch Association. A. Right of Entry and Enforcement. The Association may enter, after twenty—four (24) hours written notice without being liable to any Owner, onto any Lot for the purpose of enforcing by peaceful means the provisions of this Declaration. The Association may also, in its own name and behalf or in the name and behalf of any Owner who consents thereto, commence and maintain actions and suits to enforce by mandatory injunction or otherwise, or to restrain and enjoin any breach or threatened breach of the provisions of this Declaration.

I hope you find this information useful in your decision making.

Thank you for all you do and your service to our City. If you have any questions or comments, please feel free to contact me.

Bettina Cameron
385-375-9197

1. Literal enforcement of the code would cause an unreasonable hardship for the applicant that is not necessary to carry out the general purpose of the code (“this title”).

The applicant acquired this parcel with the clear understanding of the undevelopable nature of this parcel given its location in a 5-acre zone. Because of that, a hardship does NOT exist. Further, no changes to city code have occurred that otherwise created a hardship for the subject. The applicant states that the lot size is consistent with other large lots in the area, but in actuality the subject is about half of the needed size per the city’s zoning requirements. The applicant is able to use the property precisely as understood when the applicant acquired the property. As such, NO hardship exists.

The applicant states an easement exists from his parcel immediately to the south that already grants access to the subject property, thereby undermining the applicant’s own point of experiencing hardship due to SR-73.

2. There are special circumstances attached to the property that do not generally apply to other properties in the same district.

If this parcel met the minimum 5-acre requirement AND had access issues that other properties did not have, THEN a special circumstance would indeed apply that the city should give serious consideration to. However, this property doesn’t meet the current zoning requirements that would allow it to be a stand alone lot. So that it has an access situation different than the other parcels in the area is completely irrelevant, as the subject does not enjoy a buildable right that the other parcels qualify for. When this parcel was initially created, it was known at the time that it would not be a buildable lot. Again, the ONLY special circumstance that would apply here is IF the lot were 5 acres in size AND had access issues.

3. Granting the variance is essential to the enjoyment of a substantial property right possessed by other property in the same district.

This parcel has PRECISELY the SAME property rights as afforded to EVERY PARCEL IN THIS ZONE: if the property has at least 5 acres, a residence can be built. If not, then the parcel can be used for animal rights, outbuildings, gardening/orchards, sports courts, etc! There are a significant amount of rights afforded to the property owner. If the applicant’s argument holds ANY weight with the city (i.e., a home can’t be built on it, therefore it’s essentially useless, so the city needs to grant a variance), imagine that same argument being used for any number of other odd sized parcels in the city! This is a DANGEROUS precedence to set. What we’re essentially considering here is a case of a parcel not meeting the zoning size for the area, even though the applicant has positioned this as an access issue. The applicant is NOT under a hardship and DOES still have significant property rights. The TRUE issue at hand is if the city grants a variance here, what kind of precedence does that set when other property owners come forward with parcel sizes smaller than the minimum zoning, and want to build residences on those properties?

At the heart of this issue is the applicant wants to build a home on a property that is about HALF of the minimum required size. This shouldn’t even come close for any consideration by the city.

4. The variance will not substantially affect the general plan and will not be contrary to the public interest.

The variance IS contrary to the public interest because of the dangerous precedence it sets. The parcel in no way, shape, or form, comes close to meeting the requirements of a building lot. Approving a parcel for building that doesn't remotely qualify for a building lot, sets this very dangerous precedence in the city, very much against the public interest.

5. The spirit of the title is observed and substantial justice is done.

Substantial justice is this: the applicant acquired the parcel with a clear understanding of its rights and limitations within the current zoning. The city has done NOTHING to reduce those rights. If the city had enacted recent changes that otherwise limited the applicant's ability to use the parcel, the applicant may have standing. However, that has not happened and the applicant is able to use the parcel precisely as when it was acquired.

I own a real estate brokerage and have closed hundreds of transactions. I've represented developers over the years and attended many city meetings. What I can tell you is this: cities RARELY grant variances. I even had a circumstance in Cottonwood Heights where the applicant owned the land prior to that city incorporating, and when the city incorporated the minimum lot frontage became stricter, disqualifying the lot from building. Even in that circumstance, where the frontage was just smaller than required, the city still did NOT grant a variance, even though the city changes created the issue. That lot was something within 5' of the required frontage. So, prior to incorporation he could have developed it; afterwards he couldn't, and the city wouldn't grant the variance. Here we're talking about a situation where the lot size is HALF of the required zone, and the applicant wants to build a home on it. The city shouldn't even remotely consider this request.

Approving this application provides a VERY dangerous precedence in this city, not in line with the public good. The applicant does NOT have a hardship and acquired the property with a full understanding of its rights and limitations. The applicant still enjoys significant property rights and uses within the zone. The applicant fails to qualify on any of the 5 points above.



EAGLE MOUNTAIN CITY
PLANNING COMMISSION MEETING
OCTOBER 8, 2019

TITLE:	Jeppson Auto - Rezone, Site Plan, and Conditional Use Permit - Public Hearing
ITEM TYPE:	Rezone
APPLICANT:	Scot Hazard

ACTION ITEM:

Yes

PUBLIC HEARING:

Yes

REQUIRED FINDINGS:

See "Background" section of this report.

PREPARED BY:

Michael Hadley,
Planning

BACKGROUND:

This is an application for a Site Plan, a Conditional Use Permit, and to Rezone parcel 58:034:0440 located on 1.03 acres on the corner of Ranches Parkway and Half Mile Road in The Ranches adjacent to Willow Springs. The property is currently zoned "Village Core," according to the Ranches Master Development Plan. This application is to rezone this parcel from Village Core to Commercial. "Auto and Truck Repair" is a conditional use in the Commercial Zone, and the applicant submitted a Conditional Use application and a Site Plan application for the Jeppson Auto project. The project includes an 8-bay auto shop with parking surrounding the building as well as an enclosed parking area in the southwest corner of the lot.

This same project was approved (Conditional Use Permit and Site Plan) by the Planning Commission (July 10, 2018) and the City Council (August 17, 2018) on a different property, located in the City Center area, south of the Holiday Oil. That property is no longer available for this project, so the applicant is now proposing to locate the project at this new location in The Ranches.

REQUIRED FINDINGS

Rezone:

Per 17.90.060 Rezoning shall be evaluated using the following criteria:

- The requested zones are consistent with the land uses shown on the General Plan's Future Land Use and Transportation Corridor Map, and comply with the policies and provisions of the City General Plan.
- The proposed uses and densities will be reasonably compatible with adjacent land uses and the pattern of proposed uses and densities will appropriately buffer potentially incompatible uses from others based on the assumptions that the proposed uses and densities will comply with this title, including the performance standards designed to help ensure land compatibility.
- The proposed use can be accommodated with public services and will not overburden the City's service capacity.
- Traffic generation by the proposed use is within capabilities of streets serving the property.
- The proposed use is not expected to have a significant negative impact on

surrounding property values.

Site Plan:

Per 17.100.050 EMMC Site Plans shall be evaluated using the following criteria:

- The entire parcel area shall be built upon, landscaped or paved in accordance with the zoning district's open space requirements and other generally applicable development standards.
- Any commercial lot which abuts a residential or agricultural use shall be effectively screened by a combination of a wall, fencing, and landscaping of acceptable design.

17.100.060 Architectural Requirements:

- Building lighting shall be fully shielded and directed downward so that the light source is not visible from beyond the property where the structure is located.
- All commercial uses shall be free from objectionable odors, noises, hazards or other nuisances.

Conditional Use:

Per 17.95.060 EMMC Conditional Use shall be evaluated using the following criteria:

- That the proposed use of the particular location is necessary or desirable to provide a service or facility which will contribute to the general well-being of the community and the neighborhood.
- That such use will not, under the circumstances, be detrimental to the health, safety or general welfare of persons residing or working in the vicinity, or injurious to property or improvements in the vicinity and will not institute a nuisance to property owners.
- That the proposed use does not conflict with the intent of the Eagle Mountain City general plan.

ITEMS FOR CONSIDERATION:

- This property is designated as Community Commercial in the Future Land Use and Transportation Corridors Map.
- This project may constitute a nuisance to the neighborhood if noise from the auto repair equipment and vehicles cannot be mitigated. Nuisances may result in reduced property values for surrounding neighbors. The applicant must provide evidence that adequately resolves this concern.
- A condition of approval was included with this project on the previous application: "No vehicles shall be parked longer than 48 hours in the front parking lot."
- Headlight Screening. City Code 17.55.040:
 - a. Headlight screening is required around the perimeter of all parking areas adjacent to residential uses, or as deemed necessary by the planning director.
- Landscaped boundary strips. City Code 17.55.080:
 - a. All landscaped boundary strips along street frontages shall be a minimum

of 10 feet in width.

- Screening. City Code 17.60.110:

- a. Where required, screening walls or fences shall not be less than six feet in height, unless approved by the city council after recommendation of the planning commission as part of site plan review.

RECOMMENDATION:

Rezoning is a legislative action and shall be valid if reasonably debatable and not illegal.

Site plans are administrative actions and require specific findings of facts. The Planning Commission may recommend to the City Council approval, approval with conditions, or denial. The Commission may also table applications if additional information is required in order to verify code compliance.

The Planning Commission is the approval authority for Conditional Use Permits (an administrative land use decision), and shall approve a conditional use if reasonable conditions are proposed, or can be imposed, to mitigate the reasonably anticipated detrimental effects of the proposed use in accordance with applicable standards (see Utah State Code 10-9a-507). Approval criteria and possible conditions can be found in EMMC 17.95. According to EMMC 17.95, the Planning Commission shall approve a conditional use permit upon determining the findings of facts listed in the Code.

Attachments:

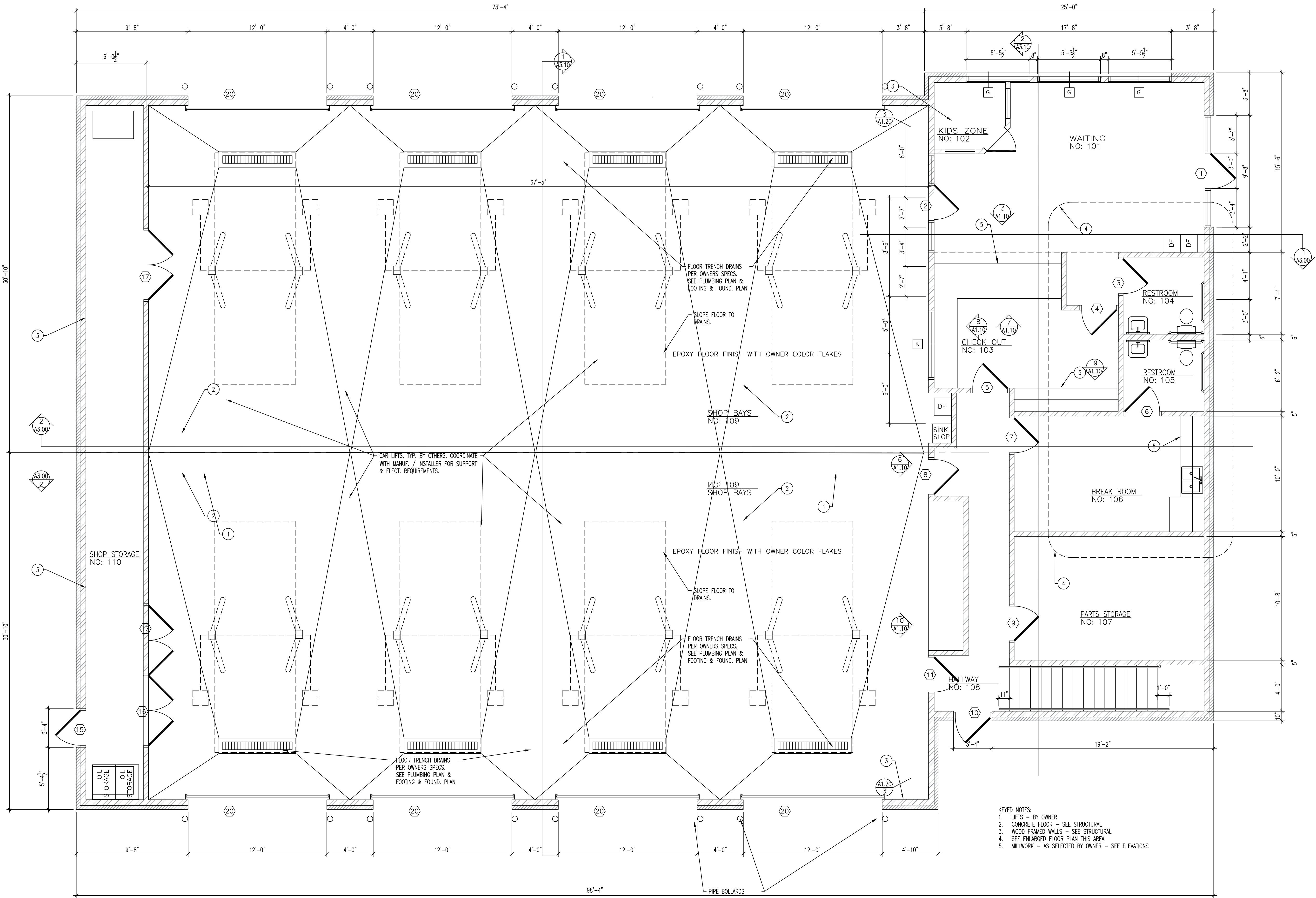
[Jeppson Auto Site Plan](#)

[Elevations.pdf](#)

[Floor Plan.pdf](#)

[Color Elevations.pdf](#)

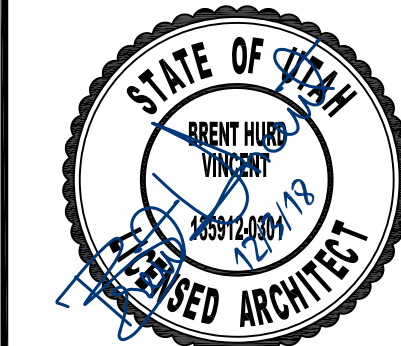




- KEYED NOTES:
1. LIFTS - BY OWNER
 2. CONCRETE FLOOR - SEE STRUCTURAL
 3. WOOD FRAMED WALLS - SEE STRUCTURAL
 4. SEE ENLARGED FLOOR PLAN THIS AREA
 5. MILLWORK - AS SELECTED BY OWNER - SEE ELEVATIONS

FLOOR PLAN

SCALE: 1/4" = 1'-0"



NEW BUILDING FOR:

JEPSON AUTOMOTIVE REPAIR

SOUTH OF CHEVRON
PONY EXPRESS PARKWAY
EAGLE MOUNTAIN, UTAH

MAIN FLOOR PLAN

ARCH. PROJECT NO:	
DATE: 11/21/11	
DRAWN BY: BRENT	
CHECKED BY:	
DESIGNED BY:	
© COPYRIGHT VDG ARCHITECTS	

DATE	REVISION

SHEET TITLE

A-1.00

ARCHITECTURAL 1 of 1

VDG VINCENT DESIGN GROUP, INC.
ARCHITECTS AND PLANNERS

401 EAST 1700 SOUTH, SALT LAKE CITY, UTAH - (801) 484-2046

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NORTH ELEVATION

SCALE: 1/8" = 1'-0"



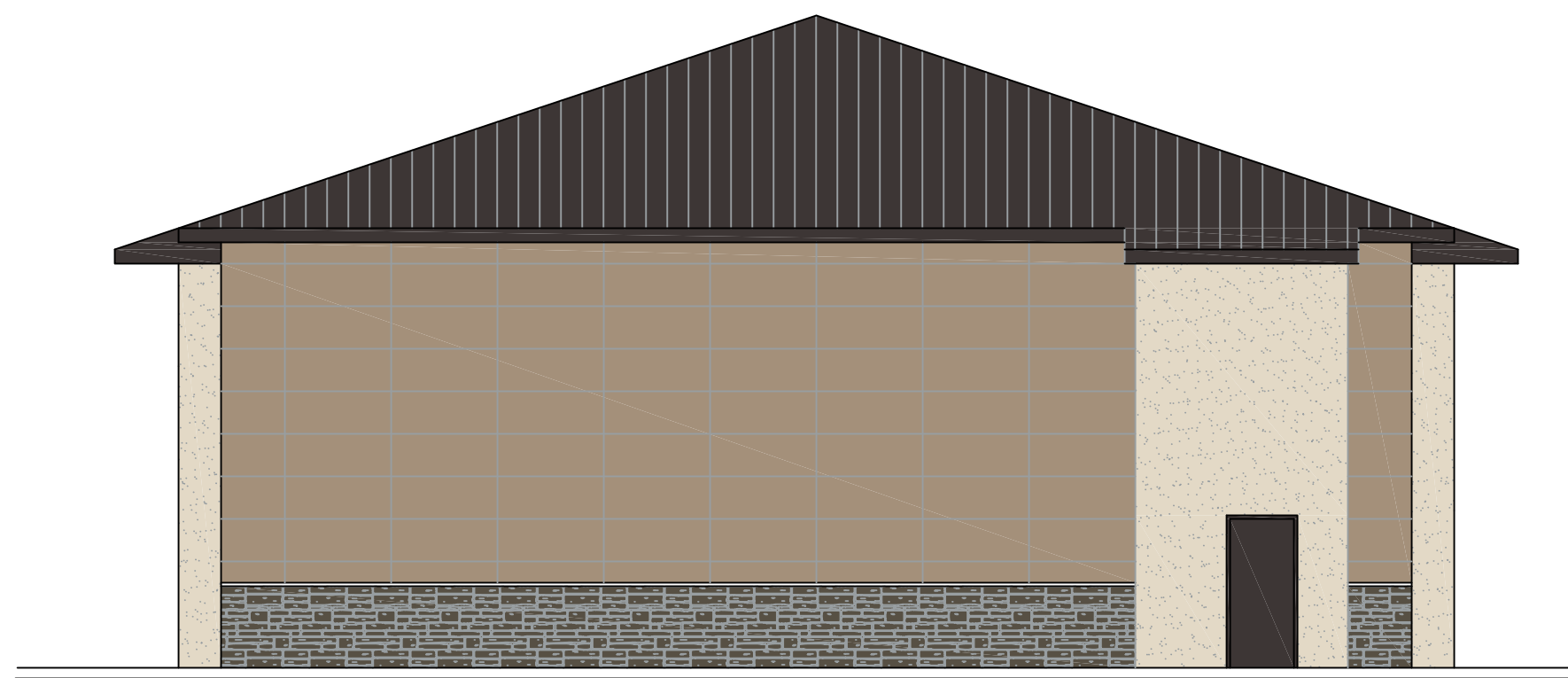
EAST ELEVATION

SCALE: 1/8" = 1'-0"



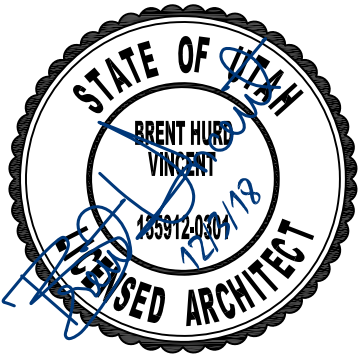
SOUTH ELEVATION

SCALE: 1/8" = 1'-0"



WEST ELEVATION

SCALE: 1/8" = 1'-0"



JEPPISON AUTOMOTIVE REPAIR

NEW BUILDING FOR:

SOUTH OF CHEVRON
PONY EXPRESS PARKWAY
EAGLE MOUNTAIN, UTAH

EXTERIOR ELEVATIONS, DOOR AND WINDOW TYPES AND DETAILS

ARCH. PROJECT NO:	
DATE: 11/21/11	
DRAWN BY: BRENT	
CHECKED BY:	
DESIGNED BY:	
© COPYRIGHT VDG ARCHITECTS	

DATE	REVISION

SHEET TITLE

A-2.00

ARCHITECTURAL 2 OF 10

ALL IDEAS, DESIGNS, ARRANGEMENTS, AND PLANS INDICATED OR REPRESENTED BY THIS DRAWING ARE OWNED BY AND THE PROPERTY OF VINCENT DESIGN GROUP, INC. AND WERE CREATED, EVOLVED, AND DEVELOPED WITH THIS SPECIFIED PROJECT. NONE OF THE IDEAS, DESIGNS, ARRANGEMENTS, OR PLANS SHALL BE USED BY OR DISCLOSED TO ANY PERSON, FIRM, OR CORPORATION FOR ANY PURPOSE WHATSOEVER WITHOUT WRITTEN CONSENT OF VINCENT DESIGN GROUP, INC. WARNING: REPRODUCTION HEREOF IS A CRIMINAL OFFENSE UNDER 18 U.S.C. SEC. 506 UNAUTHORIZED DISCLOSURE MAY CONSTITUTE TRADE SECRET, MISAPPROPRIATION, IN VIOLATION OF I.C. 24-2-31 ET. SEC. AND OTHER LAWS.

VDG VINCENT DESIGN GROUP, INC.
ARCHITECTS AND PLANNERS

401 EAST 1700 SOUTH, SALT LAKE CITY, UTAH - (801) 484-2046



EAGLE MOUNTAIN CITY
PLANNING COMMISSION MEETING
OCTOBER 8, 2019

TITLE:	Parkway Crossroads - Site Plan and Conditional Use - Public Hearing
ITEM TYPE:	Conditional Use Permit and Site Plan
APPLICANT:	Scot Hazard

ACTION ITEM:

Yes

PUBLIC HEARING:

Yes

REQUIRED FINDINGS:

See the "Background" section of this report.

PREPARED BY:

Michael Hadley,
Planning

BACKGROUND:

This is an application for a site plan and conditional use permit for a mixed use project in the existing Parkway Crossroads commercial development, located at the southeast corner of Ranches Pkwy and Pony Express Pkwy. This project is on lots 3 & 4 of the Parkway Crossroads plat. These two lots are currently unimproved. The property is zoned Village Core which allows the proposed use as a conditional use. The proposal includes retail/office commercial space and a restaurant space, with 14 residential 1 bedroom apartment units on the second floor. These uses are all conditional uses in the Village Core zone. As part of the project the applicant is deeding a 5,788 square foot piece of property for future expansion along Pony Express Pkwy to the City in exchange for a perpetual use and parking easement in the utility corridor which is City owned. The applicant intends to improve the area where the current food trucks and snow shack are located. The regional trail in this area will be shifted/relocated by the applicant further to the east.

REQUIRED FINDINGS

Site plans are administrative actions and require specific findings of facts. The Planning Commission may recommend to the City Council approval, approval with conditions, or denial. The Commission may also table applications if additional information is required in order to verify code compliance. The proposed uses require a conditional use permit. The Planning Commission is the approval authority for Conditional Use Permits (an administrative land use decision), and shall approve a conditional use if reasonable conditions are proposed, or can be imposed, to mitigate the reasonably anticipated detrimental effects of the proposed use in accordance with applicable standards (see Utah State Code 10-9a-507). Approval criteria and possible conditions can be found in EMMC 17.95.

According to EMMC 17.95, the Planning Commission shall approve a conditional use permit upon determining the following findings of facts:

(A) Desired Use. That the proposed use of the particular location is necessary or desirable to provide a service or facility which will contribute to the general well-being of the community and the neighborhood. The mixed use will contribute to the surrounding area and existing uses it will provide a place for more services to be provided as well as needed places for apartment rentals. It will add to the general well being of the neighborhood and community.

B) Health, Safety, and Welfare. That such use will not, under the circumstances, be detrimental to the health, safety or general welfare of persons residing or working in the vicinity, or injurious to property or improvements in the vicinity and will not institute a nuisance to property owners. The proposal should not institute a nuisance to property owners.

(C) Compliance with Title. That the proposed use will comply with regulations and conditions specified in this title for such use. The project will be complying with all standards found in the City Code in relation to the proposed mixed use use.

(D) General Plan. That the proposed use does not conflict with the intent of the Eagle Mountain City General Plan. This property is designated as "Community Commercial" in the City's General Plan. A mixed use is compatible with this land use category.

ITEMS FOR CONSIDERATION:

- 1) This project requires a perpetual parking and use easement granted by the City
- 2) Colored Elevations need to be submitted by the applicant prior to approval by the City Council.
- 3) This project is required to provide 750 sq ft of improved open space per 1-bedroom unit, for a total of 10,500 square feet and 24 amenity points. The proposal includes dedication to the City of 5,788 square feet of property, improvement of 9,754 square feet with sod and planters, and a large pavilion with picnic tables and other outdoor seating.
- 4) The existing regional asphalt trail will be shifted and relocated to the east. The applicant should include a connection to this trail from the eastern building entrance.
- 5) Mailbox locations shall be reviewed and approved by the Planning Director.
- 6) Parking. The applicant is providing 88 parking stalls (15 of which are covered). The code requires $2 \frac{1}{3}$ parking stalls per residential unit, for a total of 33 stalls for the residential units. The code requires 1 stall per 250 sq ft of restaurant gross floor area and 1 per 300 square feet of retail gross floor area (and a maximum of 1 per 200 square feet). The project contains 10,752 square feet of retail/office, which would require 36 parking stalls. The restaurant floor area is 3,108 square feet, which would require 13 parking stalls. Total required = 82 stalls (33 + 36 + 13). Total provided = 88 stalls.
- 7) Approval required from Rocky Mountain Power and any other utility companies whose easements are impacted by this development.

RECOMMENDATION:

We recommend that the Planning Commission makes the following motions:

I move to approve the Parkway Crossroads conditional use application for retail, office, restaurant, and condominium uses as proposed (or with the following conditions) in accordance with the information in the staff report.

I move to recommend approval to the City Council of the Parkway

Crossroads Site Plan with the following conditions of approval:

1. Applicant shall provide approval notification from the utility agencies in the utility corridor prior to submitting for a building permit or doing any work on site.
2. Applicant shall submit colored building elevations prior to City Council approval.
3. Mailbox location(s) shall be submitted for approval to the Planning Director.
4. A use and parking easement shall be recorded on the utility corridor property.
5. A one-lot final plat shall be required to combine lots 3 and 4 and including dedication of the ROW property to the City.

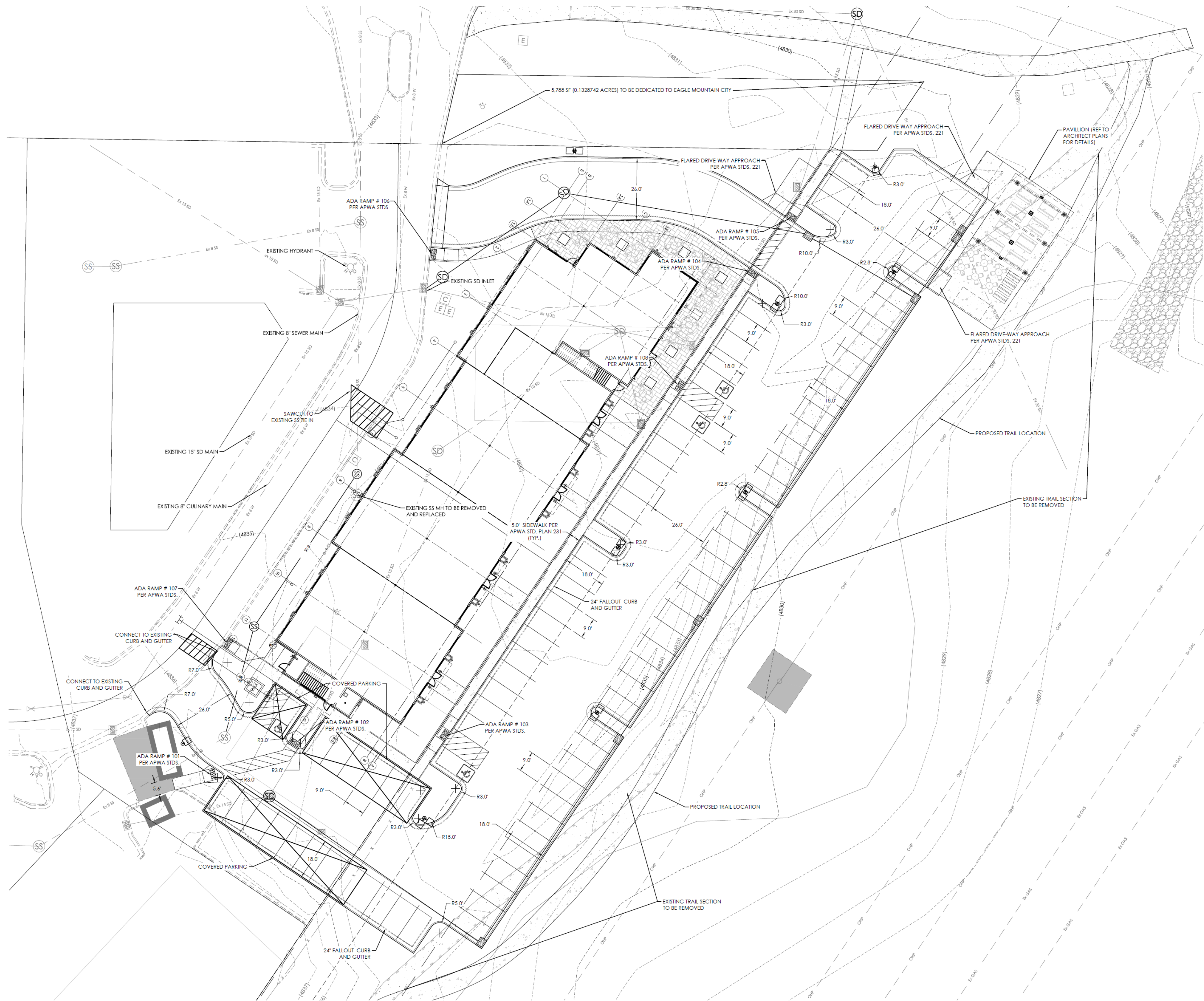
Attachments:

[Site Plan.pdf](#)

[Landscape Plan.pdf](#)

[Parkway Crossroads Plat A.pdf](#)

[Parkway Crossroads Elevations & Floor Plans](#)

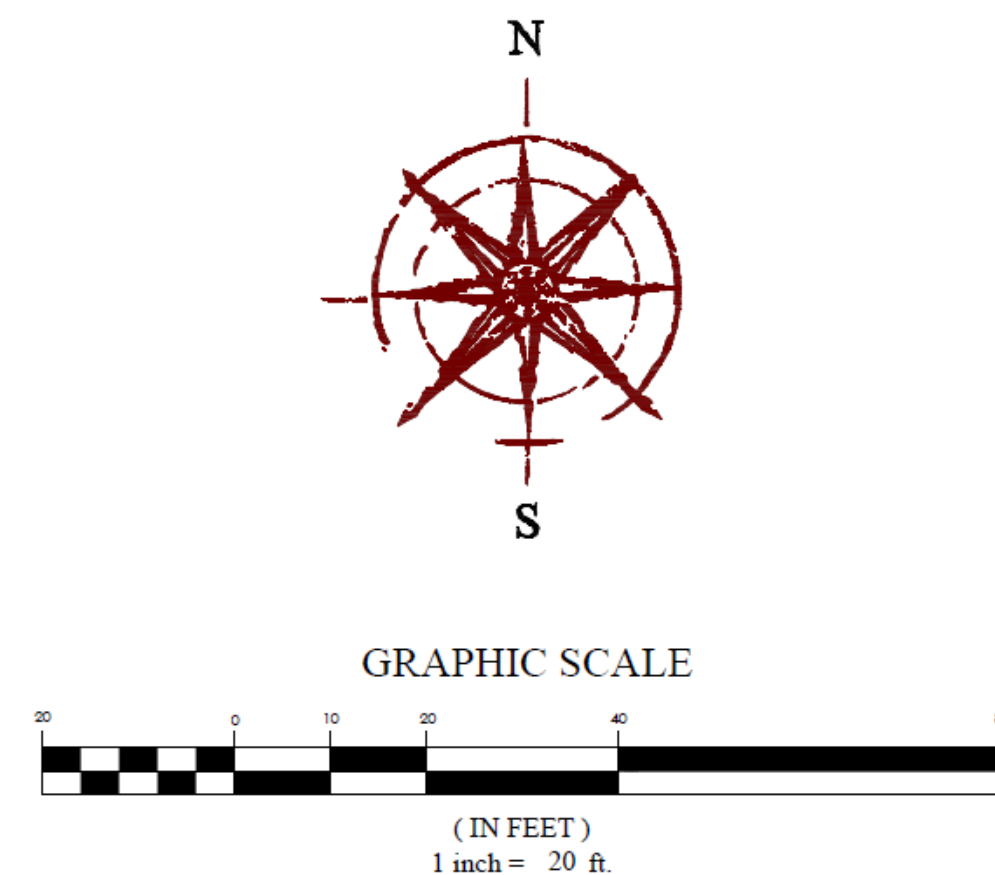


LEGEND

---	BOUNDARY
---	ROW
---	CENTERLINE
---	LOT LINE
---	EASEMENT
---	15" STORM DRAIN
---	8" SANITARY SEWER
---	8" CULINARY WATER
---	8" SECONDARY WATER
---	CONTOUR MAJOR
---	CONTOUR MINOR
---	EXIST. STORM DRAIN
---	EXIST. SANITARY SEWER
---	EXIST. CULINARY WATER
---	EXIST. FENCE
---	EXIST. CONTOUR MAJOR
---	EXIST. CONTOUR MINOR
---	SIGN
---	STREET LIGHT
---	SD MH, INLET, AND COMBO
---	SEWER MANHOLE
---	VALVE, TEE & BEND
---	WATER BLOW-OFF
---	FIRE HYDRANT
---	STREET MONUMENT (TO BE SET)
---	EXIST. STREET MONUMENT
---	EXIST. SD INLET & MH
---	EXIST. SEWER MH
---	EXIST. VALVE, TEE, & BEND
---	EXIST. FIRE HYDRANT
---	SPOT ELEVATION

PARKING TABULATIONS

TOTAL RESTAURANT BUILDING AREA:	3,108 SF
PARKING BASIS:	1 STALL PER 250 SF
PARKING STALLS REQUIRED:	12.43 STALLS
TOTAL COMMERCIAL BUILDING AREA:	11,272 SF
PARKING BASIS:	1 STALL PER 300 SF
PARKING STALLS REQUIRED:	37.57 STALLS
RESIDENTIAL UNITS:	14 UNITS
PARKING BASIS:	2.33 STALLS / UNIT
PARKING STALLS REQUIRED:	32.62 STALLS
TOTAL PARKING STALLS REQUIRED:	83 STALLS
TOTAL PARKING STALLS PROVIDED:	87 STALLS



PARKWAY CROSSROADS

EAGLE MOUNTAIN, UTAH

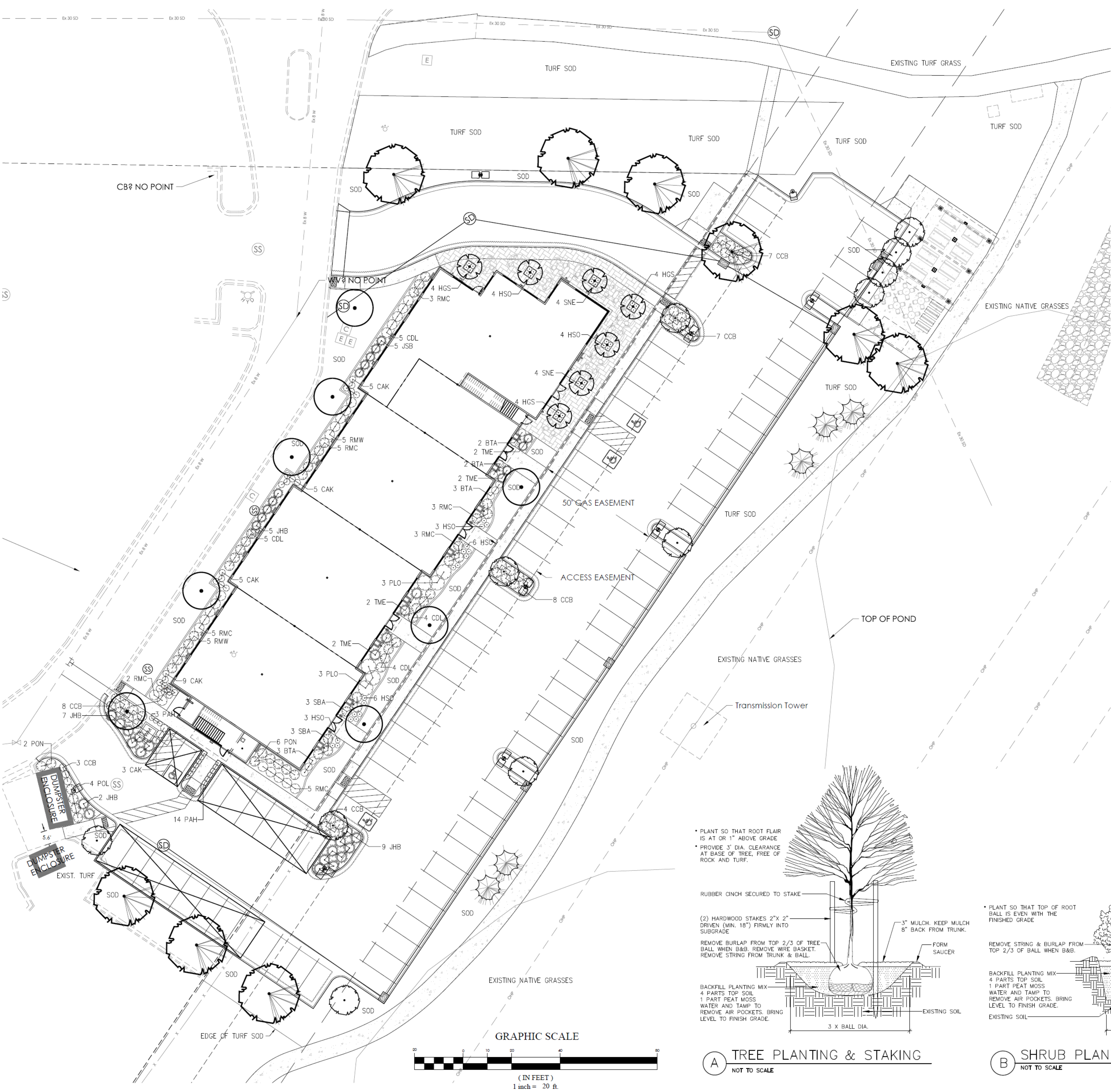
SITE PLAN

REVISION BLOCK		DESCRIPTION
#	DATE	
1		
2		
3		
4		
5		
6		

SITE PLAN

Scale: 1"=20'	Drawn: EW
Date: 09/25/19	Job #: 18-49
Sheet:	52

C3



TREE LEGEND

- Acer truncatum x platanoides 'Pacific Sunset' (9 total)
Pacific Sunset Maple 2" cal. (Waterwise)
- Malus 'Royal Raindrops' (8 total)
Royal Raindrops Crab 1 1/2" cal.
- Pinus leucodermis 'Heldreichii' (5 total)
Bosnian Pine 6' ht. (Waterwise)
- Pyrus calleryana 'Capital' (7 total)
Capital Flowering Pear 1 1/2" cal.
- Quercus x 'Scarlet Letter' (11 total)
Scarlet Letter Columnar Oak 1 1/2" cal.

PLANT SCHEDULE

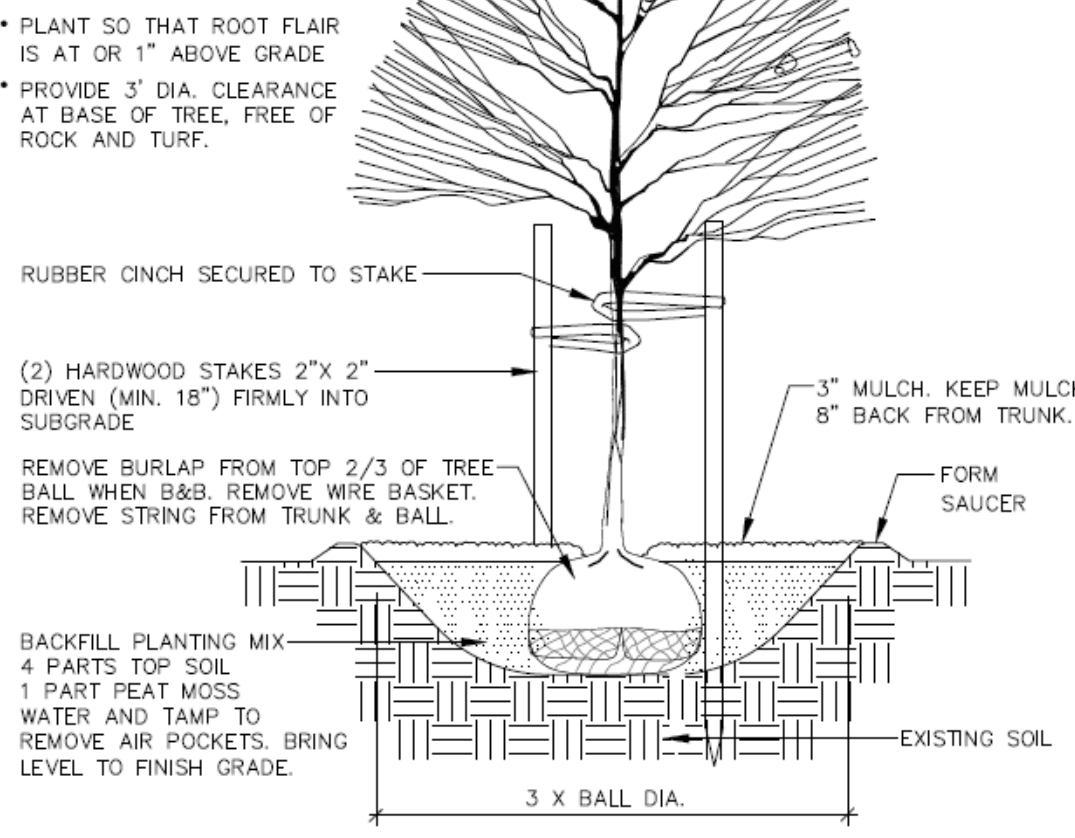
Symbol	Scientific Name	Common Name	Size	Quantity	Mature Size	Waterwise
SHRUBS						
BTA	Berberis thunbergii 'atropurpurea'	Dark Red-Purple Barberry	2 Gal	10	3'x3'	No
CCB	Caryopteris clandonensis 'Longwood Blue'	Longwood Blue Bluebeard	2 Gal	37	3'x3'	Yes
CDL	Cotoneaster dammeri 'Lowfast'	Lowfast Cotoneaster	2 Gal	18	1'x6'	Yes
JHB	Juniperus horizontalis 'Blue Chip'	Blue Chip Juniper	2 Gal	23	1'x6'	Yes
JSB	Juniperus sabina 'Buffalo'	Buffalo Juniper	2 Gal	5	1'x6'	Yes
POL	Physocarpus opulifolius 'Little Devil'	Little Devil Ninebark	5 Gal	4	4'x4'	Yes
PON	Physocarpus opulifolius 'Nugget'	Nugget Ninebark	5 Gal	8	4'x4'	Yes
PLO	Prunus laurocerasus 'Otto Luyken'	Otto Luyken Laurel	5 Gal	6	3'x6'	No
RMC	Rosa 'Meidiland Crimson'	Crimson Meidiland Rose	5 Gal	26	2'x4'	No
RMW	Rosa 'Meidiland White'	White Meidiland Rose	5 Gal	10	2'x4'	No
SBA	Spiraea bumalda 'Anthony Waterer'	Anthony Waterer Spiraea	2 Gal	6	3'x4'	No
TME	Taxus media 'Everlow'	Everlow Yew	5 Gal	8	2'x5'	Yes
PERENNIALS & ORNAMENTAL GRASSES						
CAK	Calamagrostis acutiflora 'Karl Foerster'	Feather Reed Grass	1 Gal	27	4'x2.5'	Yes
HSO	Hemerocallis 'Stella de Oro'	Stella de Oro Daylily	1 Gal	26	1'x2'	Yes
HGS	Heuchera 'Green Spice'	Green Spice Coral Bells	1 Gal	12	1.5'x1.5'	Yes
PAH	Pennisetum alopecuroides 'Hameln'	Hameln Fountain Grass	1 Gal	17	2'x2'	Yes
SNE	Salvia nemorosa 'East Friesland'	East Friesland Salvia	1 Gal	8	1.5'x1.5'	Yes

- LANDSCAPE NOTES:
- LAWN AREAS WILL BE SODDED WITH KENTUCKY BLUEGRASS BLEND OVER 4 INCHES GOOD GRADE TOPSOIL.
 - ALL PLANTING BEDS WILL HAVE 3" DARK BROWN LONG STRAND SHREDDED BARK MULCH OVER WEED BARRIER FABRIC.
 - INSTALL 4"x6" CONCRETE EDGING BETWEEN LAWN AREAS AND PLANTING BEDS.

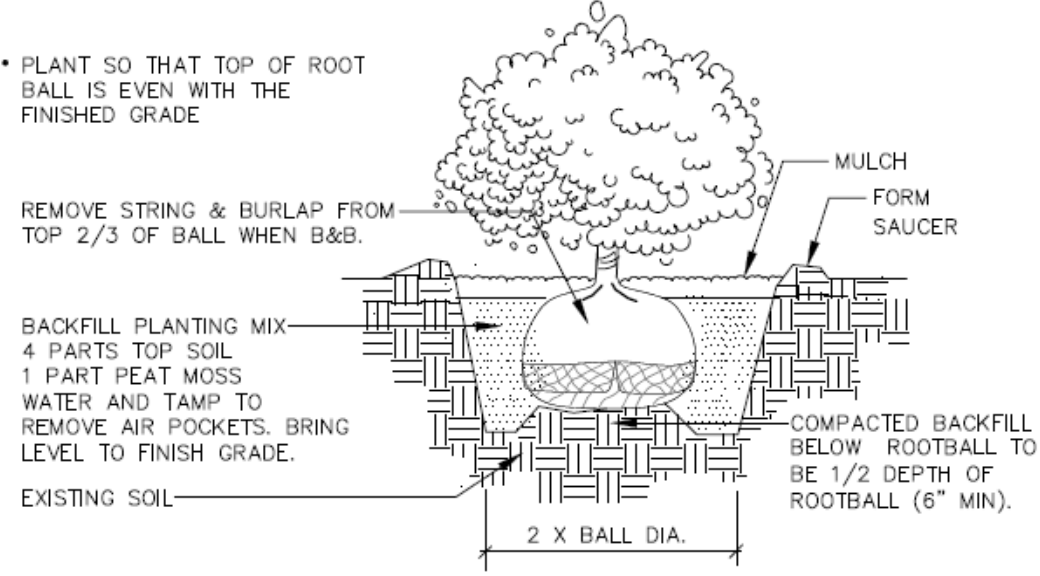
LANDSCAPE TABLE

ITEM	AMOUNT	%
TOTAL LANDSCAPE AREA	9,754 SQ.FT.	100%
LAWN (TURF GRASS)	6,285 SQ.FT.	64%
SHRUB BEDS	3,469 SQ.FT.	36%

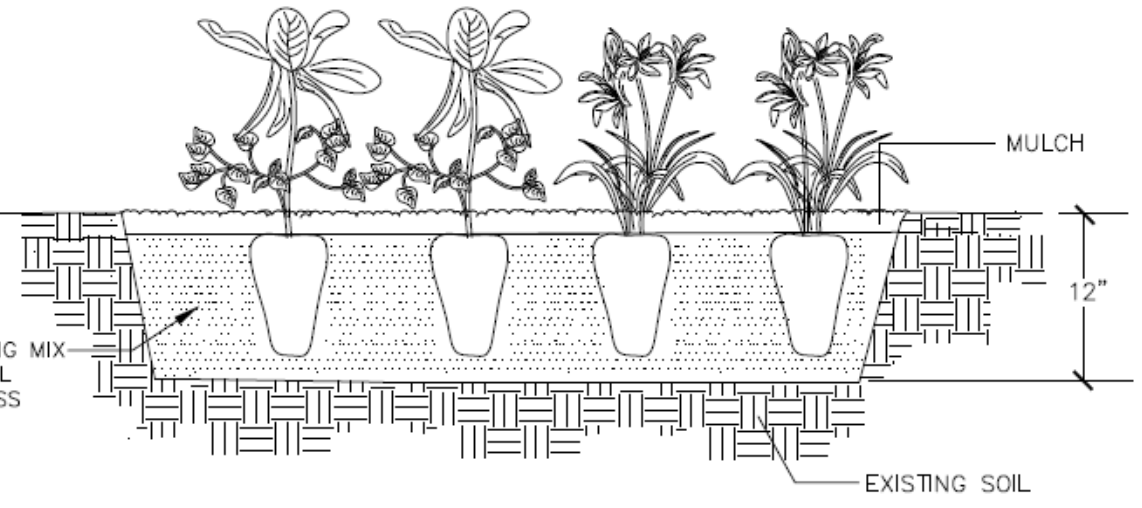
WATERWISE PLANTS USED ON PROJECT = 72%



A TREE PLANTING & STAKING
NOT TO SCALE



B SHRUB PLANTING
NOT TO SCALE



C PERENNIAL PLANTING
NOT TO SCALE



PARKWAY CROSSROADS
EAGLE MOUNTAIN, UTAH
LANDSCAPE PLAN

REVISION BLOCK		DESCRIPTION
#	DATE	
1		
2		
3		
4		
5		
6		

NORTHWEST CORNER
SECTION 29
T.5S., R.1W., S.L.B.&M.

PONY EXPRESS PARKWAY

NORTH 1/4 CORNER
SECTION 29
T.5S., R.1W., S.L.B.&M.
ELEVATION=4821.91

N 89°02'40" W 2639.17'

266.68

S 89°09'24" E 199.63'

SOUTH 82.95'

P.O.B.
N 89°09'24" W 20.31'

20' ACCESS
EASEMENT

30' KERN RIVER
EASEMENT

SCALE 1"=30'

VICINITY SKETCH

SCALE: 1"=400'

RANCHES PARKWAY

PONY EXPRESS PARKWAY

SITE

NOTE:
- ALL PRIVATE ROADWAYS, DRIVES, LANDSCAPED AREAS AND PARKING LOTS ARE PUBLIC UTILITY EASEMENTS
- ALL PRIVATE ROADWAYS, DRIVES, AND PARKING LOTS ARE SUBJECT TO THE SHARED ACCESS AGREEMENT
- ALL PRIVATE ROADWAYS, DRIVES, LANDSCAPED AREAS AND PARKING LOTS ARE SUBJECT TO THE SHARED FACILITIES AGREEMENT
- ALL PUBLIC UTILITIES SUCH AS: WATER, SEWER, STORM DRAINAGE, GAS, POWER, AND PHONE WILL BE MAINTAINED BY EAGLE MOUNTAIN CITY AND ARE ALL LOCATED WITHIN THE PUBLIC UTILITY EASEMENTS.
- ALL HANDICAP PARKING SPACES SHALL BE 10 FEET WIDE WITH 5 FEET ACCESS ISLE. ALL OTHER PARKING SPACES SHALL BE 9 FEET WIDE AND 20 FEET DEEP WITH 24 FEET BACKUP LANE.

ADDRESS TABLE

LOT	ADDRESS
1	3535 E. RANCHES PKWY
2	3566 E. PONY EXPRESS PKWY
3	3604 E. " " "
4	3574 E. " " "
5	3565 E. RANCHES PKWY
6	3545 E. " " "

CURVE TABLE

CURVE	RADIUS	LENGTH	DELTA	CHORD	BEARING
C1	320.00	153.85	27°32'48"	152.37	N 36°31'39" W
C2	320.00	71.98	12°53'18"	71.83	N 16°18'36" W
C3	100.00	25.70	14°43'26"	25.63	N 83°28'53" E
C4	100.00	73.52	42°07'16"	71.87	N 55°03'32" E
C5	102.13	59.10	33°09'18"	58.28	N 17°25'15" E

APPROVAL AS TO FORM
APPROVED AS TO FORM THIS 29th
DAY OF June, A.D. 2007
[Signature]
CITY ATTORNEY

SURVEYOR'S CERTIFICATE

I, David V. Thomas, DO HEREBY CERTIFY THAT I AM A REGISTERED LAND SURVEYOR, AND THAT I HOLD CERTIFICATE NO. 462947, AS PRESCRIBED UNDER THE LAWS OF THE STATE OF UTAH. I FURTHER CERTIFY BY AUTHORITY OF THE OWNERS, I HAVE MADE A SURVEY OF THE TRACT OF LAND SHOWN ON THIS PLAT AND DESCRIBED BELOW, AND HAVE SUBDIVIDED SAID TRACT OF LAND INTO LOTS, STREETS, EASEMENTS, PRIVATE, LIMITED COMMON, AND COMMON AREA AND THE SAME HAS BEEN CORRECTLY SURVEYED AND STAKED ON THE GROUND AS SHOWN ON THIS PLAT AND THAT THIS PLAT IS TRUE AND CORRECT.

MARCH 6, 2007

DATE

SURVEYOR

(SEE SEAL BELOW)

BOUNDARY DESCRIPTION

BEGINNING AT A POINT ON THE SOUTHERLY RIGHT-OF-WAY LINE OF PONY EXPRESS PARKWAY AS SHOWN ON "THE RANCHES PARKWAY/PONY EXPRESS PARKWAY ROAD DEDICATION PLAT" RECORDED IN THE OFFICE OF THE UTAH COUNTY RECORDER AS MAP FILING #8080, WHICH POINT IS N 89°02'40" W ALONG THE SECTION LINE 266.68 FEET AND SOUTH 82.95 FEET FROM THE NORTH QUARTER CORNER OF SECTION 29, TOWNSHIP 5 SOUTH, RANGE 1 WEST, SALT LAKE BASE AND MERIDIAN;

RUNNING THENCE S 34°00'01" W ALONG THE WESTERLY RIGHT-OF-WAY LINE OF THE KERN RIVER GAS TRANSMISSION COMPANY EASEMENT (ENTRY #10145-90) 581.67 FEET TO THE EASTERLY RIGHT-OF-WAY LINE OF THE RANCHES PARKWAY AS SHOWN ON "PLAT A CHIMNEY ROCK AT RED HAWK RANCH SUBDIVISION" AS RECORDED IN THE OFFICE OF THE UTAH COUNTY RECORDER AS MAP FILING #8086; THENCE NORTHERLY ALONG SAID RIGHT-OF-WAY LINE THE FOLLOWING TWO COURSES: (1) N 50°18'03" W 151.19 FEET, (2) NORTHWESTERLY 225.83 FEET ALONG THE ARC OF A 320.00 FOOT RADIUS CURVE TO THE RIGHT THROUGH AN ANGLE OF 40°26'05" (CHORD= N 30°05'00" W 221.17 FEET); THENCE N 16°34'35" E 210.26 FEET TO A POINT ALONG THE SOUTHERLY RIGHT-OF-WAY LINE OF PONY EXPRESS PARKWAY; THENCE EASTERLY ALONG SAID LINE S 89°09'24" E 326.46 FEET; THENCE N 12°47'40" E 30.66 FEET; THENCE S 89°09'24" E 199.63 FEET; THENCE S 34°00'01" W 35.83 FEET TO POINT ALONG SAID SOUTHERLY RIGHT-OF-WAY; THENCE N 89°09'24" W 20.31 FEET ALONG SAID SOUTHERLY RIGHT-OF-WAY TO THE POINT OF BEGINNING.

CONTAINING 3.810 ACRES.

OWNER'S DEDICATION

WE, THE UNDERSIGNED OWNERS OF ALL THE REAL PROPERTY DEPICTED ON THIS PLAT AND DESCRIBED IN THE SURVEYOR'S CERTIFICATE ON THIS PLAT, HAVE CAUSED THE LAND DESCRIBED ON THIS PLAT TO BE DIVIDED INTO LOTS, EASEMENTS AND OTHER PUBLIC USES AS DESIGNATED ON THE PLAT AND NOW DO HEREBY DEDICATE UNDER THE PROVISIONS OF 10-9, -J7, UTAH CODE, WITHOUT CONDITION, RESTRICTION OR RESERVATION TO EAGLE MOUNTAIN CITY, UTAH, ALL STREETS, WATER, SEWER AND OTHER UTILITY EASEMENTS AND IMPROVEMENTS, OPEN SPACES SHOWN AS PUBLIC OPEN SPACES, PARKS AND ALL OTHER PLACES OF PUBLIC USE AND ENJOYMENT TO EAGLE MOUNTAIN CITY, UTAH, TOGETHER WITH ALL IMPROVEMENTS REQUIRED BY THE DEVELOPMENT AGREEMENT BETWEEN THE UNDERSIGNED AND EAGLE MOUNTAIN CITY FOR THE BENEFIT OF THE CITY AND THE INHABITANTS THEREOF.

Parkway Crossroads, LLC by [Signature], Scott Hazard
Manager

OWNER(S):
PRINTED NAME OF OWNER

AUTHORIZED SIGNATURE(S)

ACKNOWLEDGMENT

ON THE 5th DAY OF March, 2007, PERSONALLY APPEARED BEFORE ME THE PERSONS SIGNING THE FOREGOING OWNERS DEDICATION KNOWN TO ME TO BE AUTHORIZED TO EXECUTE THE FOREGOING OWNERS DEDICATION FOR AND ON BEHALF OF THE OWNERS WHO DULY ACKNOWLEDGED TO ME THAT THE OWNERS DEDICATION WAS EXECUTED BY THEM ON BEHALF OF THE OWNERS

MY COMMISSION EXPIRES 3-25-07

[Signature]
NOTARY PUBLIC

ACCEPTANCE BY LEGISLATIVE BODY

THE CITY COUNCIL OF EAGLE MT. CITY COUNTY OF UTAH, APPROVES THIS PLANNED UNIT DEVELOPMENT AND HEREBY ACCEPTS THE DEDICATION OF ALL STREETS, EASEMENTS, AND OTHER PARCELS OF LAND INTENDED FOR PUBLIC PURPOSES FOR THE PERPETUAL USE OF THE PUBLIC THIS 7th DAY OF June, A.D. 20 07

[Signature]
MAYOR

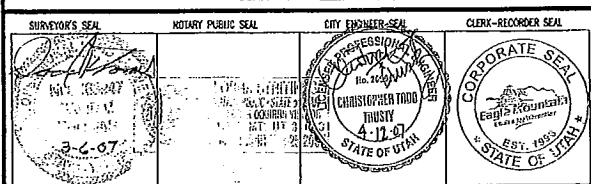
APPROVED [Signature]
CITY ENGINEER
(SEE SEAL BELOW)

ATTEST [Signature]
CLERK-RECORDER
(SEE SEAL BELOW)

PLAT "A" PARKWAY CROSSROADS

LOCATED IN THE NORTHWEST 1/4 OF SECTION 29, T5S, R1W, SLB&M
PLANNED UNIT DEVELOPMENT EAGLE MT. CITY, UTAH COUNTY, STATE OF UTAH

SCALE: 1" = 30 FEET



FILED 112975:2007
RANDALL A. JOHNSON
UTAH COUNTY RECORDER
2007 Reg 03 3-13 no fee 38.00 BY 55
RECORDED FOR EAGLE MOUNTAIN CITY

SEE PLAT A 15 JUN 2005
SEE 29, S. 14 T. 5-038 JT

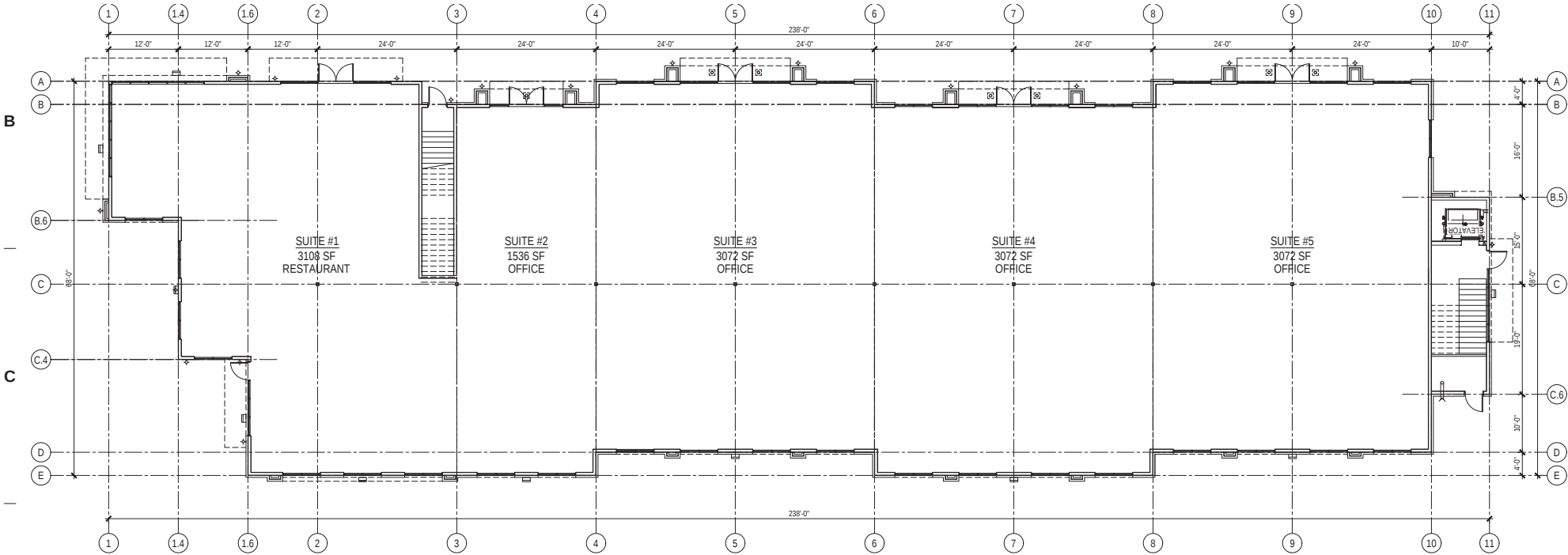
MARK	REVISION	DATE

A

B

C

D



LEVEL 1 FLOOR PLAN
SCALE: 1/8" = 1'-0"





20 YEARS OF EXCELLENCE

200 SOUTH PLAZANT DRIVE
BLADES, UTAH 84002
PLAZANT DRIVE, UTAH 84002

PHONE: (801) 765-3000
WWW.CMA-ARCHITECTURE.COM

DATE: 09/03/19	PROJECT #: CMA 19-040
PROJ. MAN.: JSJ	CHECKED BY: CMU
PROJECT: PARKWAY CROSSROADS MIXED-USE PONY EXPRESS PARKWAY EAGLE MOUNTAIN, UTAH	
SHEET DESCRIPTION: LEVEL 1 FLOOR PLAN	SHEET: A101

\\CMA-DATA\2019\CMA-19-040-Parkway Crossroads Eagle Mountain\Commercial\2019 CAD\A101.dwg, 9/10/2019 9:21:30 PM, 24066

1

2

3

4

5

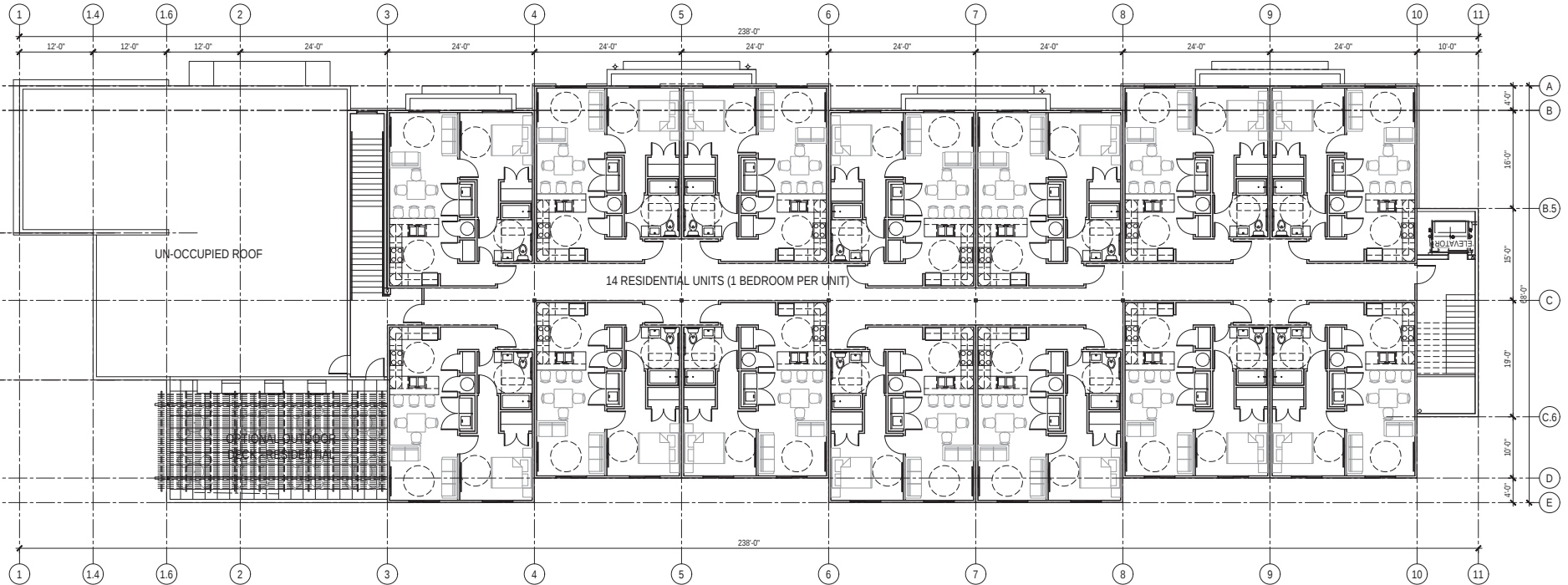
MARK	REVISION	DATE

A

B

C

D



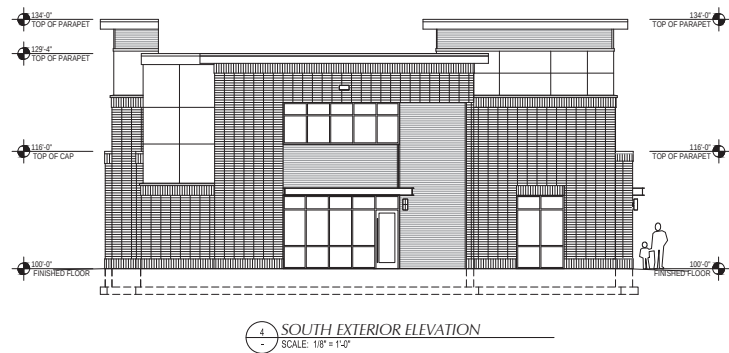
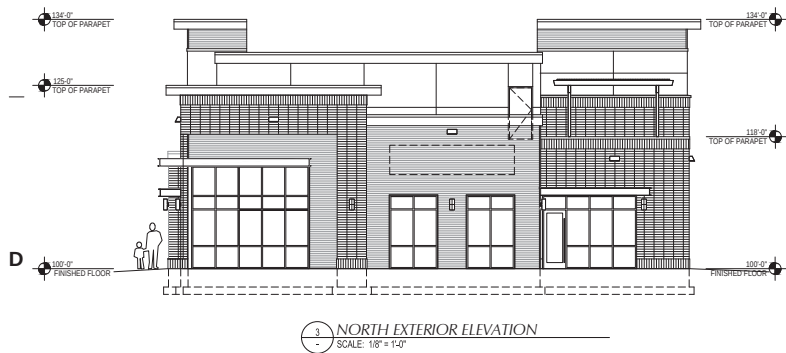
LEVEL 2 FLOOR PLAN
SCALE: 1/8" = 1'-0"



	220 SOUTH PLAZARD DRIVE SUITE 200 PLAZARD DRIVE, UTAH 84002 PHONE: (801) 760-0000 oia@oiaarch.com	DATE: 09/03/19 PROJECT #: CMA 19-040 PROJ. MAN.: JSJ CHECKED BY: CMU
	PROJECT: PARKWAY CROSSROADS MIXED-USE PONY EXPRESS PARKWAY EAGLE MOUNTAIN, UTAH	
SHEET DESCRIPTION: LEVEL 2 FLOOR PLAN		SHEET: A102

\\CMA-DATAD2\CMA_000\00019\19-040\Drawings\Eagle_Mtn_Crossroads\020 LEVEL 2 FLOOR PLAN.dwg, 9/3/2019 9:21:12 PM, 24036

MARK	REVISION	DATE



	DATE: 09/03/19 PROJECT #: CMA 19-040 PROJ. MAN.: JSJ CHECKED BY: CMU	200 SOUTH FLAGSTAFF DRIVE BLAKE, UTAH 84305 PHONE: (435) 788-3300 EMAIL: info@oja.com
	PROJECT: PARKWAY CROSSROADS MIXED-USE PONY EXPRESS PARKWAY EAGLE MOUNTAIN, UTAH	SHEET: A201
SHEET DESCRIPTION: EXTERIOR ELEVATIONS		

VCMA-DATA201\ICMA-Sub\ICMA-Sub\2019\11\13\040\PROJECT\Eagle Mtn\Commercial\2019\040\A201.dwg, 9/3/2019 9:21:35 PM, 24366



NORTH EAST VIEW
SCALE:



SOUTH EAST VIEW
SCALE:



SOUTH WEST VIEW
SCALE:



NORTH WEST VIEW
SCALE:

*PARKWAY CROSSROADS
MIXED-USE*

PONY EXPRESS PKWY & RANCHES PKWY
EAGLE MOUNTAIN, UTAH 84005

SEPTEMBER 3, 2019



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