EAGLE MOUNTAIN
PLANNING COMMISSION MEETING

August 28, 2019, 6:00 PM
Eagle Mountain City Council Chambers
1650 East Stagecoach Run Eagle Mountain UT 84005

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

1. PLEDGE OF ALLEGIANCE

2. DECLARATION OF CONFLICTS OF INTEREST

3. APPROVAL OF MEETING MINUTES

3.A. July 9, 2019 Planning Commission
Regular Planning Commission Meeting
07.09.2019 PC Minutes - DRAFT
Exhibit 1

3.B. July 23, 2019 Minutes
Regular Planning Commission Meeting
07.23.2019 PC Minutes - DRAFT

4. ACTION AND ADVISORY ITEMS

4.A. Cedar Farms Rezone and Preliminary Plat
Background: An applicant-proposed rezone from Agriculture to Residential (Parcel 59:006:0051) and a proposed two-lot preliminary plat (minimum lot size of 2.5 acres) on a 5.47-acre property. Tabled from the July 23 meeting.
Cedar Farms Preliminary Plat
Eagle Mountain 2018 General Plan Future Land Use Map
Sunset Flats Master Plan

4.B. SilverLake Elementary School
A proposed elementary school in the SilverLake subdivision located in the northeast corner of the Golden Eagle Road and SilverLake Pkwy intersection.

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.

School Site plan.pdf
School Elevations.pdf
Elementary152-ironstone-Renderings.pdf

4.C. Amendment to the Municipal Code, Chapter 17.48 Regional Technology and Industry Overlay Zone
This proposed amendment adds an allowed use to the RTI Overlay specific to food processing, packaging, and manufacturing
Proposed Amendments to 17.48 RTI Overlay.pdf

4.D. Amendment to the Eagle Mountain City General Plan (Future Transportation Master Plan)
This amendment includes adjustments to major road locations in the Tech Campus, West End, and South Town areas of the city, mainly to improve economic development opportunities.
Proposed MTP.pdf
Proposed Future Land & Transp.pdf
Proposed Future Land & Annex.pdf
Existing Future Land Use Plan
Existing Future Transportation Map
Existing Annexation with Future Land Use Map

5. DISCUSSION ITEMS

6. NEXT SCHEDULED MEETING

7. ADJOURNMENT

CERTIFICATE OF POSTING

The undersigned, duly appointed City Recorder, does hereby certify that the above agenda notice was posted on this **Friday, the 23rd of August,** 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
Planning Commission MEETING MINUTES

July 9, 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

1. Discussion Items

No Work Session was held.

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

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

ELECTED OFFICIALS PRESENT: Councilmember Melissa Clark.

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

Commissioner Everett called the meeting to order at 6:00 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. June 11, 2019 Minutes

MOTION: ***Commissioner Wood moved to approve the June 11, 2019 Planning Commission Meeting minutes. Commissioner Wright seconded the motion. Those voting aye: Matthew Everett, Brett Wright, Rich Wood, and Jared Gray. The motion passed with a unanimous vote.***

5. Action and Advisory Items

5.A. Street Tree Code Amendment – Public Hearing

Planner Taylor Jenson explained the amendment clarifies the approval process for required street trees; defines what trees are allowed within rights-of-way; clarifies tree spacing from utilities, traffic control signs, and intersections; defines approved trees; and clarifies spacing for safety for non-required street trees, such as in residential park strips.

Commissioner Gray requested the minimum clearance be changed from twelve feet over roadways to fourteen feet. Mr. Jensen explained trees will not be hanging much over roadways and stated twelve feet is the typical standard adopted by most municipalities.

Commissioner Wood asked if trees will grow wide enough to be a hindrance to traffic. Mr. Jensen said the approved trees will not encroach on the road, and if they do, they can be trimmed.

Commissioner Gray stated the trees along Peregrine Road are too low and encroach on the roadway. Mr. Jensen said the Parks Department can look into trimming those trees and explained that this amendment will not rectify current issues, as it relates to future trees. He said studies have shown that trees that overhang on roads raise property values, reduce traffic speed, and increase the life of the roadway due to lessened rain, snow, and sun on the roadway.

Commissioner Gray asked if the amendment relates to trees adjacent to horse trails, as eight feet does not allow enough clearance for horses and riders. Mr. Jensen explained the amendment relates to pedestrian trails in City rights-of-way; there are not many horse trails within rights-of-way. Trees are only required on collector and arterial roads; this amendment does not apply to residential and rural roads.

Mr. Jensen explained the process of tree installation and bonding for trees. Developers must submit planned tree locations, genus and species for approval by the Eagle Mountain Forester, Parks Director, and Community Development Director. Developers must pay $600 for each tree into a street tree escrow, which will be refunded after the trees have survived in good condition for one year after planting. After the trees are in place, the City will take over tree maintenance.

Commissioner Everett opened the public hearing at 6:15 p.m. As there were no comments, he closed the hearing.

Discussion ensued regarding existing trees in The Ranches and in SilverLake that encroach on walking trails.

Commissioner Wright stated the eight-foot clearance appears to work, but some existing trees may need to be trimmed. He asked that Section D(5) be corrected to state the escrow shall be released one year after planting.

MOTION: ***Commissioner Wood moved to recommend approval to the City Council the Development Code Amendment for Chapter 16.35.080, Street Trees with the following changes:***

1. ***Section E(6) be increased to 14 feet; and***
2. ***Section B(3)(b) be changed to 14 feet.***

4

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

5.B. Carson Commercial Corner Master Site Plan

Planning Manager Michael Hadley explained this project is on 6.84 acres and was rezoned as Commercial with the Oak Hollow Development. The rezone did not include a site plan for this project. The plan proposed five lots along Pony Express Parkway and Porters Crossing Parkway.

Commissioner Gray asked that the public be allowed to comment regarding the item, even though the item does not require a public hearing.

Applicant representative Dan Ford apologized for not attending the previous Planning Commission meeting. He stated his understanding was that the item would not return to the Planning Commission until an updated traffic impact study was completed. That has since been completed and was forwarded to the Planning Commissioners.

Mr. Ford explained the original property line aligned in such a way to allow a left turn onto Porters Crossing Parkway. He said City staff requested the access be moved away from the intersection to ease traffic queuing. He stated the community mail box contains over 200 mailboxes, and there is only room for two to three cars to park while picking up mail; he understands the concern of existing congestion in that location. He stated he has asked Fieldstone Homes about the possibility of moving the mailbox to another location in the neighborhood.

The traffic impact study states that at peak traffic time, five vehicles will use the south intersection every hour, and two percent of total traffic will utilize that intersection. A potential buyer for this site stated the access point was critical to their project. Mr. Ford proposed adding an additional right turn lane on his property to allow for better traffic flow, but the traffic engineer said it would not be necessary as there is not enough traffic. Even so, Mr. Ford stated they are willing to expand the road to provide an additional turn lane. He said the parking lots will have cross-access agreements and the businesses will have shared parking.

Commissioner Gray asked if the traffic impact study's finding that only five vehicles an hour will use the intersection in question is accurate, as it will depend on the business type that develops at the site. Mr. Ford explained that the only vehicles that will use this access point will likely be those living in Oak Hollow and SilverLake.

Commissioner Gray expressed concern that too many access points will exist if Pony Express Parkway becomes a State Road, and stated there may be too many for this project, as each business has an access point. Mr. Ford explained they have met the City's distance requirements for access points. He said State Road access point limitations depend on the size of the road. Typically if an area is built out, Utah Department of Transportation will grandfather in existing access points. If necessary, they may create right-in/right-out access points. This has happened along Redwood Road.

Commissioner Wood asked if removing the access point would prohibit businesses from opening at this location, and stated other business parks do not have individual access points for each business. Mr. Ford said the more accesses available, the more options of business types; additional access points allow for better traffic flow and more connectivity. He explained business parks and office users require different access types, such as collector roads. This project is for retailers and better access is beneficial for those businesses. He reiterated that they have met the code regarding access point distances.

Commissioner Wright confirmed with staff that the access points along Pony Express Parkway do meet the City's requirements. Commissioner Gray expressed concern that it would not meet Development Code requirements if the road is expanded in the future. Commissioner Wright stated the applicant only has to meet current Code for the current road design. Mr. Ford explained they have designed it in such a way as to align with the Future Land Use and Transportation Map.

Commissioner Wright expressed concern regarding business patrons turning left on Pony Express Parkway, and said as the traffic impact study states only five vehicles will use the south access point each hour, there should not be an issue removing it. He also expressed concern regarding the undeveloped residential lot and potentially directing commercial traffic towards a home.

Commissioner Gray asked what will be landscaped and stated he did not want an abandoned space at the intersection of Porters Crossing Parkway and Bridleway Road. Mr. Ford stated a portion of the current landscaped area that would be paved for roadway was dedicated to the City by Fieldstone Homes. Additional land along the roads will have a ten-foot landscape buffer with a fence.

Commissioner Everett stated the item does not require a public hearing and has not been noticed as such. He said the Commissioners received fifteen emails from residents expressing opposition to this item, as well as a petition against this item.

Commissioner Everett opened public comment at 6:52 p.m.

The emails sent to the Planning Commission are included as Exhibit 1.

Rashel Cherry asked when the most recent traffic study was performed, and stated if a restaurant would be built on the corner lot, more than five cars would use that access every hour. She stated Bridleway Road is a high-traffic road and users drive over the speed limit. She explained there is not another location for the community mailbox in the neighborhood.

Zachary Summers spoke against the access point onto Bridleway Road.

Jeff Ruth stated the access points along Pony Express Parkway needs to be right-in/right-out only, and said an access point on Porters Crossing Parkway would be a safer option.

Kevin Webster said the widening of Porters Crossing Parkway to allow for a left turn or U-turn may resolve the issue and negate the need for an access point onto Bridleway Road.

Commissioner Everett closed public comment at 7:02 p.m.

Commissioner Wright agreed with Mr. Ruth and stated he avoids left turns across busy roadways, but he does not believe access point five is the correct solution.

Commissioner Gray stated access point five to Bridleway Road will not create a vehicle stacking problem; that problem currently exists due to the community mailbox. He stated he wants to side with the residents, but does not see how removing access point five increases safety. He believes that the only vehicles who will drive on Bridleway Road are those who live in the Oak Hollow and SilverLake subdivisions.

Discussion ensued regarding the impact of access point five to the existing model home and future residents, including elevation differences between the residential and commercial uses, and potentially screening headlights.

Commissioner Everett stated he is opposed to access point five. He said it is not appropriate to force residents to shoulder the burden of commercial traffic. He stated the business type will determine the vehicle use of the access, which the traffic impact study does not into account.

Commissioner Wood stated the Chevron gas station in the City has an access onto a residential road. He said safety should be the first consideration, and the safest option will likely upset either the developer or the residents.

MOTION: ***Commissioner Everett moved to recommend approval to the City Council the Carson Commercial Corner master site plan with the following conditions:***

1. ***The developer shall install street lights; and***
2. ***Access point number five is removed.***

The motion failed for lack of a second.

Discussion ensued regarding business patrons going south on Porters Crossing Parkway, what patrons would utilize the Bridleway Road access point, and a potential additional right-turn lane.

Commissioner Wright said that although he dislikes access point five, the evidence presented leads him to support it. This access makes the commercial development accessible and allows for safe egress.

Commissioner Everett said the traffic impact study states this access point is not needed. He expressed concern that this approval would set a bad precedent for future developments in allowing commercial access into residential areas. He also expressed concern that allowing the access point in its current location will remove open space that has been provided for current residents.

Commissioner Wood asked if the developer should provide the cost of the open space improvement in another area of the Oak Hollow subdivision, if this open space is replaced with asphalt. Mr. Jensen clarified that the open space area is a right-of-way belonging to the City.

Commissioner Gray stated the Planning Commission needs a valid reason to remove the access point, and said the applicant must work with the City regarding using City property for the access point. He also expressed frustration that making the best decision for the entire City may upset a portion of the population; there is not an option that all residents will appreciate.

Commissioner Wood agreed that access point five increases safety and the likely users are those that live in the Oak Hollow and SilverLake subdivisions. He said it is not a perfect solution, but it is the best option available.

Commissioner Gray asked Mr. Summers if removing access point number five will affect traffic for surrounding residents. Mr. Summers said his concern is regarding business patrons exiting the commercial development onto Bridleway Road instead of Pony Express Parkway to head east.

Discussion ensued regarding traffic along Bridleway Road and adding a right-turn lane.

MOTION: ***Commissioner Wright moved to recommend approval to the City Council the Carson Commercial Corner master site plan with the following conditions:***

1. ***The developer shall install street lights; and***
2. ***The applicant shall work with the City Council to add an additional right-turn lane, if access point number five is approved.***

Commissioner Wood seconded the motion. Those voting aye: Brett Wright, Rich Wood, and Jared Gray. Those voting nay: Matthew Everett. The motion carried with a vote of 3:1.

6. Discussion Items

7. Next scheduled meeting

The next scheduled Planning Commission meeting is July 23, 2019.

8. Adjournment

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

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

Approved by the Planning Commission on September 10, 2019.

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Steve Mumford
Community Development Director

Lianne Pengra

From: Daniel Carrell <dcarrell713@gmail.com>
Sent: Friday, June 28, 2019 6:56 PM
To: Michael Hadley; Tayler Jensen
Cc: joshjhans@gmail.com; stephenmandoline@gmail.com
Subject: Parcel 58:040:0542

Hello,

We are writing today to express my concern for the proposed “Access 5” from Bridleway Road to the new commercial property on Porter’s Crossing and Pony Express.

The residents that live on Bridleway Road currently are experiencing out of community traffic due to the fact that we connect to other communities are right next to the closest grocery and hardware store in the Ranches. Adding an entrance to this new commercial center from Bridleway Road will increase this traffic more. Some in our community have already asked for speed bumps in our area to help with the speeding that happens on our street. People do not fully treat it as a residential road, and increasing the traffic will increase this problem.

Another issue that is experienced on Bridleway Road is the mailboxes, which are right across the street from the proposed access. While there is talk of having them moved, I am failing to see a better place to put them. Suggestions have been the park, but that is used by non-community members as well and there are regularly cars parked on the street here, which would block mail access for those that pick their mail up on the way to or from work, school, or running errands.

There are quite a few small children that live in this neighborhood. In the three houses next to me (both sides and in front) alone there are 11 children. Increasing the traffic we have on this street will increase the danger presented to these children as they play, going to and from the park, visiting their friends, riding bikes with their families, crossing the road to access other parks and recreational areas. Children and parents should feel safe playing in their own communities.

The traffic impact study that was conducted indicated that there would only be an additional 5 cars/hr (max) that would use this access. If this is the maximum, why do we need this access? There is no other commercial plot (that I have seen) in Eagle Mountain that has direct access to a ‘residential’ street and even the townhouses in our area that are by commercial plot, do not have commercial access. If this access point is ‘needed’ so that there can be a left turn onto Porter’s Crossing, why does our community have to bear the weight of this? It will lower property values, decrease safety and increase our traffic. There are plenty of options for those who need to access the communities that are on the southeast side of Pony Express to exit for the development to be able to turn left onto Porter’s Crossing from Pony Express.

The Bridleway Road exit is the only easy way out of our community. Please do not impact the safety of our residents for ease of access when there are many other options that are safer for everyone involved.

Thank you for your time,

Daniel Carrell, Mandie Stephen
7822 N Bridleway Road

Lianne Pengra

From: Joshua Hanson <joshjhans@gmail.com>
Sent: Monday, July 8, 2019 7:47 PM
To: Tayler Jensen; Michael Hadley
Cc: Matthew Everett
Subject: Fwd: Parcel 58:040:0542

Begin forwarded message:

From: Kassie <kassie.hansen@ymail.com>
Date: July 7, 2019 at 6:05:15 PM MDT
To: joshjhans@gmail.com
Cc: joshjhans@gmail.com
Subject: Parcel 58:040:0542

To whom it may concern,

I live in the Oak Hollow subdivision. I would like to add my concerns with access 5 from the commercial development into our subdivision. My children both under 5 walk with me and ride their small electric car to get our mail, I already feel that there is to much traffic and near the mail boxes and adding more vehicles would only make me more nervous trying to get my mail and make sure my kids are okay.

I disagree with a commercial area exiting into a subdivision. It minimizes safety and adds more vehicle traffic to an area where kids play. On my street most days there are 8 kids outside playing in sidewalks and front yards at almost any given time. And as a mom I personally as well as every other mom on my street are frequently chasing kids and yelling at them to stay out of the road. More people in the subdivision who do not live here and know what to watch for adds an increased risk. People already go to fast on bridle way.

The mail person always parks in-front of the mail parcel boxes which adds an increased risk for her.

I feel this access point would reduce the resale value of some of the homes in the area. While I do not live near this access point I oppose it and feel angry that it will affect my daily life for 5 vehicles. Part of the appeal of a subdivision is that busier roads and commercial areas do not have access into it.

I know my neighbors on my street have not sent in emails opposing this because honestly this is annoying to sit down and do with kids and busy lives and less direct effect than some of the other homes. But all the other neighbors in my street have stated they do not want the access point.

Thank you,

Kassie Hansen

Sent from my iPhone

Lianne Pengra

From: Kelcey Ricks <kelcey.ricks@gmail.com>
Sent: Monday, July 1, 2019 8:31 PM
To: Tayler Jensen; Michael Hadley
Subject: Oak Hollow Business Development Plan

Hello,

I live in the Oak Hollow community. I have some concerns about the proposed access 5 of the Oak Hollow business development plan.

Adding an access onto Bridleway road would first and foremost be a safety issue. There are many kids already in the community and it isn't finished yet. More families will be moving in increasing the risk of an accident happening.

The mailboxes are also across the street from the proposed access. People park on both sides of the street to get their mail. Moving the mailboxes would not be a good solution to this problem since there isn't another location in the community that would be reasonable as well as safe.

Access 5 overall isn't necessary to the development plan since according to the recent traffic study it would only be used for two percent of the traffic going in and out. If by chance these numbers are inaccurate and more cars are utilizing this entrance it is important that we keep families safe and stop this access from being constructed.

Thank you,
Kelcey Ricks

Lianne Pengra

From: Justin Ricks <justin.rixx@gmail.com>
Sent: Tuesday, June 25, 2019 7:11 PM
To: Michael Hadley; Tayler Jensen
Cc: joshjhans@gmail.com
Subject: Oak Hollow Business Development Plan

Hi,

My name is Justin, and I have lived in the Oak Hollow community for about 1.5 years. It's wild to see how fast everything is growing out here! It's hard to believe that when we moved in, Pony Express was just 2 lanes. I am excited for new developments, but I am concerned about the proposition to add an access on Bridleway Road for the new businesses. I am referring to the proposed access 5, which would connect the new development to Bridleway Road.

My home is on the corner of Bridleway and Willow Oak Way. I'm probably the closest home to the proposed access besides the model homes, so I feel that I will be uniquely affected by this.

1 - One of the things i have noticed a lot since moving in is the sheer amount of traffic that travels through Bridleway is astounding. I knew that we were the opening of the community, so I counted on having traffic for all the community residents. What I did not count on is all the other people that live in neighboring communities that enter and exit via Bridleway, rather than Silver Lake pkwy or another alternative. A lot of them come through really quickly, since they're just passing through to the next neighborhood, or to Pony Express. Adding an access to the new business development right on Bridleway would complicate a corner that people already drive dangerously around. As a parent, and in a community of small children, this is a major safety concern.

To further complicate that particular piece of road, the community's mailboxes are really close to that area. I know moving the mailboxes has been discussed, but there is not really any great candidate places to move them to. The park is a bad place because there's always cars parked along the side of the road, and we don't want to draw more traffic to the park, where children cross the street frequently and play. Having the whole community's cars stopping and going nearby the park will pose a significant safety risk. The alternative to moving the mailboxes to the park is to put them right in front of somebody's house. I think we can all see that this is unacceptable.

2 - The Oak Hollow development is already below the required ratio of open space to residential area. Adding access 5 will cut into the open space that does exist.

3 - There was a traffic study done recently by a third party hired by the developer (https://drive.google.com/file/d/1x00d9AXUMs5qhuuEjySf9aLxNt8rXv6a/view?usp=drivesdk&fbclid=IwAR2WFg6SuqUt7bSHPzvd-Nw1yU7lMIFZ98GImyRlKfBignfuyQ0bQe4T9ro). According to the study, at peak traffic access 5 should expect 5 vehicles per hour.

If this number is accurate, why is it so necessary for the access to exist? I understand that the main point of the access is to be able to turn left onto Porter's Crossing. However, spending all the money, and adding to the safety and traffic risks is not worth 5 U-turns per hour (actually only 3, since the study says only 3 vehicles would use that access to exit per hour).

I'm concerned that the numbers in this traffic study are not accurate, especially if something like a restaurant is built on that land. Judging by the amount of traffic that goes up and down Bridleway Road (from Oak Hollow, as well as neighboring communities), I think far more people would use that access at peak hours. The more vehicles coming and going through the community, the more dangerous that stretch of road is along with the other traffic + mailboxes

nearby. Routing traffic through a residential street will not be good for the community. Traffic near the Bridleway access to Porter's Crossing is only going to get worse as more families move into Oak Hollow.

If it ends up being something like a pediatrician's office (which is my vote 😬), then I would believe something closer to those numbers being the case. However, in the case of just 5 vehicles per hour using that access, I don't think it's worth the safety concerns and cutting into the open space.

Please let me know if you have any questions or would like to speak with me further regarding this. I can be reached via replying to this email, or by phone at 208-410-3341.

Thank you for your time and consideration.

Lianne Pengra

From: Josh Utykanski <joshu@americancrafts.com>
Sent: Tuesday, June 25, 2019 9:42 AM
To: Michael Hadley; Tayler Jensen
Cc: joshjhans@gmail.com
Subject: Parcel 58:040:0542

To the EM City Council and Planning Commission,

We have been following a plan recently brought to light regarding Parcel 58:040:0542. There is a proposed access (access 5) to Bridalway. We have some very serious concerns about this and ask that business access not be allowed to connect in any way to Bridalway Road.

These are some of the main concerns:

SAFETY - if the commercial development (Parcel 58:040:0542) connects to Bridalway it presents increased risk of accidents and traffic, especially for kids going to the elementary school or cars parked at the mailboxes.
Cars already pass through Bridalway headed to Silver Lake rather frequently. This traffic is traveling faster than posted speed limits and poses a threat to those of us that live on this street. We have children playing in yards off this street and they access the community park from this street. There is also a walking trail access point from Bridalway. Allowing access 5 is a horrible idea and not well thought out in respects to the community it affects. This access will only bring more traffic to an already potentially dangerous street for children and pedestrians recreating in the area.

TRAFFIC - Eagle Mountain has denied requests to place speed bumps or monitor traffic on Bridalway, Golden Oak, Willow Oak and Bur Oak - the community will bear the costs of extra traffic due to the commercial development - financially and otherwise. As mentioned previously, Bridalway already has increased traffic for those traveling into Silver Lake. The traffic is generally too fast and speed limits are ignored on a road that already has community mailboxes, park access and walking trail access. Children have nearly been hit by cars already. Increasing traffic will inevitably lead to an accident that no one wants.

LITTLE USE - the new traffic impact study indicates 5 vehicles/hr at peak traffic using 'Access 5' onto Bridalway - why then, is 'Access 5' required. If the study is correct and there is only 5 vehicles, we should not even be considering this access as it is unnecessary to accommodate only 5 vehicles an hour. . The access point will only bring additional traffic through a subdivision that is not designed to handle traffic.
(https://drive.google.com/file/d/1x00d9AXUMs5qhuuEjySf9aLxNt8rXv6a/view?usp=drivesdk&fbclid=IwAR1XAHON08eQ2VJdI44Z7XKcxORbTVkD1mTavvgMTzWBY1w2uIPdhsejttU)

OPEN SPACE - Eagle Mountain requires developments to have a certain amount of 'Open Space'; Fieldstone paid a penalty because Oak Hollow already doesn't have enough 'Open Space.' Fieldstone may have utilized the 'Access 5' space to count towards their 'Open Space' requirements.

MAILBOXES - The developer and planning commission have discussed moving the Oak Hollow mailboxes to offset the safety issue of 'Access 5' - this is not a good solution as there is no other good area to relocate.
Any other areas in Oak Hollow would be on a park strip maintained by the home owner in front of the home, or in front of the park entrance.
If the mail boxes are put on a park strip in front of a home, the home owner would be expected to maintain the park strip as required by the city. How will they then be expected to maintain high foot traffic in their required area for USPS mail pick and delivery?

Also, the supposed, unfortunate home owner what might have these boxes on their park strip will certainly find it difficult to resell the home later. No one wants to have a home that has community mailboxes out front or to the side. This only brings more traffic to their home where people drive to and park to retrieve their mail. It's unsightly and a burden. It creates hazards as well.
If the mail boxes are placed in front of the park, you increase the number of cars driving past and parking around the park where children play. There are already a number of cars parking in that area around the park, so moving mail boxes there would only increase the congestion.

Please do not approve access 5 for Parcel 58:040:0542. This is not supported by the local community and we are very worried about the long term effect this will have on our quiet neighborhood.

Lianne Pengra

From: Rashel Cherry <rashel.cherry@gmail.com>
Sent: Tuesday, June 25, 2019 8:59 AM
To: Tayler Jensen; Michael Hadley
Cc: joshjhans@gmail.com
Subject: Parcel 58:040:0542 (Access Road in Oak Hollow Development)

Hi Planning Commission members,
This email is about the Access road that developers are wanting to put within my community of Oak Hollow. I want you to know that my husband and I are against this proposal. I'm happy to list our reasons below:

1. We moved into this community in June of 2017 as one of the first 5 residents. At that time, Bridleway Road didn't even go through into Silverlake yet. Bridleway Road was never used, except for construction vehicles and the five people that lived here. It was quiet and safe. As soon as that road was opened up into the Silverlake development, we immediately had a huge increase in traffic. Silverlake community uses Bridleway as a "shortcut" to Ridleys, schools, etc. It has now become a street that is incredibly busy, especially at high traffic time of days. I don't feel comfortable letting my kids cross the street without supervision, it's that busy. Many of the residents here have asked about speed bumps, extra police presence, speed signs, etc. We were told EM city doesn't do speed bumps. We have yet to see an officer actually sit on one of the corners and see how fast people drive, and in turn ticket them. We did get some "children at play" signs and speed limit signs, but they do nothing. People still drive way too fast on Bridleway. Adding a "business" access road in our community and on Bridleway Road, is only going to add traffic to an already busy road. We don't need or want extra traffic on this road.

2. I've seen the proposal for the development, and it seems to have plenty of access off of Pony Express and Porter's Crossing. There is no need to add a road off of Bridleway Road.
I've lived in this great city since 2006, and I've seen a lot of the development over those years. I think it's great and I'm happy to have more options closer to home. However, no one should have to have access to a development, through their community. I'm pretty familiar with EM, and once I heard about this proposal, I started thinking about some of these other commercial areas. I started driving around to confirm my thoughts and I was right. All but one commercial area in the city, are not connected at all to a residential community. Please think about this and drive around if you need a refresher. Maverik gas station is not connected to any residential. Ridleys has residential all around that complex, but you do not HAVE to drive through the residential to get to Ridleys. Chevron, nope. Village pizza, six sisters, etc, have homes across from them on Ranches Pkwy, but once again, you don't have to drive through residential to get to those businesses. All the new ones in City Center are the same way. They are separate. I can see the need for businesses around residential, but it should not be within residential. The only new construction that I could find that DOES have access through a community is the new development off of Ranches Pkwy and Pony Express, on the north west corner. From what I noticed, they have one access off of Pony Express and one that goes into the Willow Springs condos. Willow Springs condos gets nowhere near the amount of traffic that we do, and especially not where they placed that access road. But, I also see how it was necessary to have another access road for that complex, as they only had ONE off Pony Express. The complex by Oak Hollow will have 3 off of Pony Express and one off Porters Crossing. That is already plenty and I see no reason why a fifth access road needs to be put through a residential community. This is not a process that EM has done in the past and I hope you won't do it in the future. Keep commercial separate from residential, please.

3. From what I understand, Fieldstone Homes paid a penalty because they didn't have enough open space in the Oak Hollow community. If this access road is put in, it will take out a large portion of the "open space" that we do have. Having a road right off our entrance will make it feel more commercial. Some of our residents are already going to have commercial buildings in their backyards, with little privacy. The privacy wall that was already placed is very low compared to what those houses elevation will be. This development is already going to potentially cause smells, trash, less privacy and noise. That affects home prices in our area and especially on Willow Oak Way. Some of the homes that

will be built in the future on Willow Oak Way, would be RIGHT next to that access road. I also hope that as you consider what types of businesses that are allowed in this development, that you consider some of the points I made above. I would hope we don't have large buildings that impose on peoples properties and privacy. But also, any kind of food place is going to cause smells, noise and more traffic. We all know that new food places are a huge hit in this city, so if one was placed here, it's going to be super busy. Places like that shouldn't be placed around homes.

4. I read that a traffic study (which I'm not sure when was done) said Access five would only have five cars an hour. What's the point then of having it? There is an Access road right around the corner on Porter's Crossing. It seems excessive to have two so close together. I also feel like, depending on what is placed in this commercial area, access five could have a lot more traffic that five cars. Like I said, if a food place goes in, I'm positive that it would cause a lot more traffic to Access five. But since we don't know what's going in just yet, this traffic study is kind of irrelevant.

5. I know it was discussed to move the mailboxes that are right at the top of our community to a different location, and that would lessen the traffic congestion, should the access road go in. The mailboxes really don't have a better place to go within our community. If they were to be moved, they'd most likely have to be moved to a highly trafficked park that often has cars parked around it, or directly on someones property, which no one wants. They ARE in a terrible place right now as it is. But Fieldstone obviously planned it that way, based on how the community was going to be developed. They weren't planning on having an access road right across from them.

Thank you for considering our concerns as a community. I love living in Oak Hollow and in Eagle Mountain. It has grown so much since I first moved out here, and I hope it continues to appropriately grow.

Rashel and Carter Cherry
7860 N Bridleway Road

Lianne Pengra

From: Joshua Utykanski <jutykanski@gmail.com>
Sent: Tuesday, June 25, 2019 9:37 AM
To: Michael Hadley; Tayler Jensen
Cc: joshjhans@gmail.com
Subject: Parcel 58:040:0542

Hello,

My name is Joshua Utykanski and I live in the Oak Hollow subdivision off Porter's Crossing and Pony Express.
We have been following a plan recently brought to light regarding Parcel 58:040:0542. There is a proposed access (access 5) to Bridalway. We have some very serious concerns about this and ask that business access not be allowed to connect in any way to Bridalway Road.

These are some of the main concerns:

SAFETY - if the commercial development (Parcel 58:040:0542) connects to Bridalway it presents increased risk of accidents and traffic, especially for kids going to the elementary school or cars parked at the mailboxes.
Cars already pass through Bridalway headed to Silver Lake rather frequently. This traffic is traveling faster than posted speed limits and poses a threat to those of us that live on this street. We have children playing in yards off this street and they access the community park from this street. There is also a walking trail access point from Bridalway. Allowing access 5 is a horrible idea and not well thought out in respects to the community it affects. This access will only bring more traffic to an already potentially dangerous street for children and pedestrians recreating in the area.

TRAFFIC - Eagle Mountain has denied requests to place speed bumps or monitor traffic on Bridalway, Golden Oak, Willow Oak and Bur Oak - the community will bear the costs of extra traffic due to the commercial development - financially and otherwise. As mentioned previously, Bridalway already has increased traffic for those traveling into Silver Lake. The traffic is generally too fast and speed limits are ignored on a road that already has community mailboxes, park access and walking trail access. Children have nearly been hit by cars already. Increasing traffic will inevitably lead to an accident that no one wants.

LITTLE USE - the new traffic impact study indicates 5 vehicles/hr at peak traffic using 'Access 5' onto Bridalway - why then, is 'Access 5' required. If the study is correct and there is only 5 vehicles, we should not even be considering this access as it is unnecessary to accommodate only 5 vehicles an hour. . The access point will only bring additional traffic through a subdivision that is not designed to handle traffic.
(https://drive.google.com/file/d/1x00d9AXUMs5qhuuEjySf9aLxNt8rXv6a/view?usp=drivesdk&fbclid=IwAR1XAHON08eQ2VJdI44Z7XKcxORbTVkD1mTavvgMTzWBY1w2uIPdhsejttU)

OPEN SPACE - Eagle Mountain requires developments to have a certain amount of 'Open Space'; Fieldstone paid a penalty because Oak Hollow already doesn't have enough 'Open Space.' Fieldstone may have utilized the 'Access 5' space to count towards their 'Open Space' requirements.

MAILBOXES - The developer and planning commission have discussed moving the Oak Hollow mailboxes to offset the safety issue of 'Access 5' - this is not a good solution as there is no other good area to relocate. Any other areas in Oak Hollow would be on a park strip maintained by the home owner in front of the home, or in front of the park entrance. If the mail boxes are put on a park strip in front of a home, the home owner would be expected to maintain the park strip as required by the city. How will they then be expected to maintain high foot traffic in their required area for USPS mail pick and delivery? Also, the supposed, unfortunate home owner what might have these boxes on their park strip will certainly find it difficult to resell the home later. No one wants to have a home that has community mailboxes out

front or to the side. This only brings more traffic to their home where people drive to and park to retrieve their mail. It's unsightly and a burden. It creates hazards as well.
If the mail boxes are placed in front of the park, you increase the number of cars driving past and parking around the park where children play. There are already a number of cars parking in that area around the park, so moving mail boxes there would only increase the congestion.

In short, access 5 is a terrible plan. It will damage the Oak Hollow community and create undue stress and potential for accidents. Please do not approve access 5 for Parcel 58:040:0542.

Lianne Pengra

From: Leah Green <leahdgreen89@gmail.com>
Sent: Wednesday, June 26, 2019 10:42 PM
To: Michael Hadley; Tayler Jensen
Cc: joshjhans@gmail.com
Subject: Parcel 58:040:0542

Planning commission-

I am sending this email because I am extremely concerned about and opposed to the 'access 5' for the newly proposed commercial development on pioneer crossing, on bridleway road in eagle mountain. I don't think this access is necessary at all, as evidenced by the traffic study that was done showing that there would be a max of 5 cars an hour using this entrance at peak traffic times. I'm concerned for any and all added traffic to bridleway though, as this is where my children play and there is already quite a bit of traffic on this road. There is always an increased risk of accidents as traffic increases, and the left turn from Bridleway onto porters crossing is currently the only way for a lot of people to get their children to school at Brookhaven Elementary. I am also concerned that our mailboxes are right at that entrance and there are constantly cars stopped there to pick up mail and packages, already causing traffic obstructions and increasing the risk for accidents. When we first moved into this development, Oak Hollow, Bridleway was a nice quiet street and my children were able to play out front without much concern on my part. Not long after, they connected the former bridleway to the new one, causing. Lots of traffic to be funneled through our neighborhood. We now have lots of speeding issues and it's definitely not the quiet street it was two years ago. Adding this entrance will only add to the problem. I am very against 'access 5' on bridleway and urge you to turn down this proposed entrance. Thank you for your time.

Sincerely,
Leah Green

Sent from my iPhone

Lianne Pengra

Subject: FW: Parcel 58:040:0542

rom: Joshua Hanson <joshjhans@gmail.com>
Sent: Monday, July 8, 2019 7:45 PM
To: Michael Hadley <MHadleyGISP@Emcity.org>; Tayler Jensen <TJensen@Emcity.org>
Cc: Matthew Everett <matteverett97@gmail.com>
Subject: Parcel 58:040:0542

Hi Eagle Mountain City Planning Department,

The Oak Hollow community has gathered at least 55 signatures from voting, tax paying adults in Oak Hollow who are concerned and invested in the outcome of the Carson Commercial development and presently any outlet from the proposed Carson Commercial development into a residential community (specifically the planned 'Access 5' into Oak Hollow).

Please see the attached scans of petitions against 'Access 5' from the Carson Commercial development onto Bridleway Road.

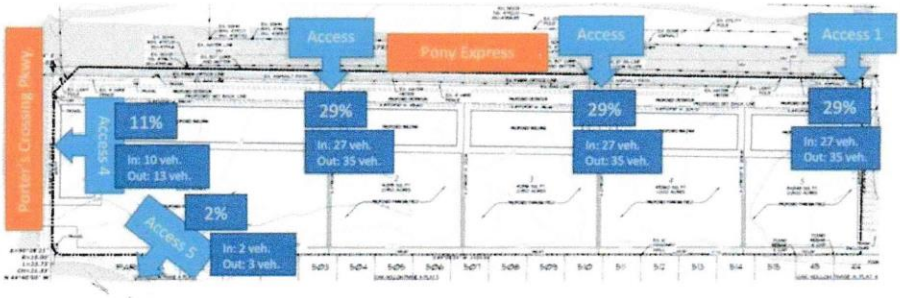
Please do not approve commercial connections into residential communities. It's a safety hazard and the cost of the extra traffic is carried by the communities.

Thank you!!

Joshua Hanson

Petition Against Parcel 58:040:0542 Access 5

Figure 1: Project Accesses



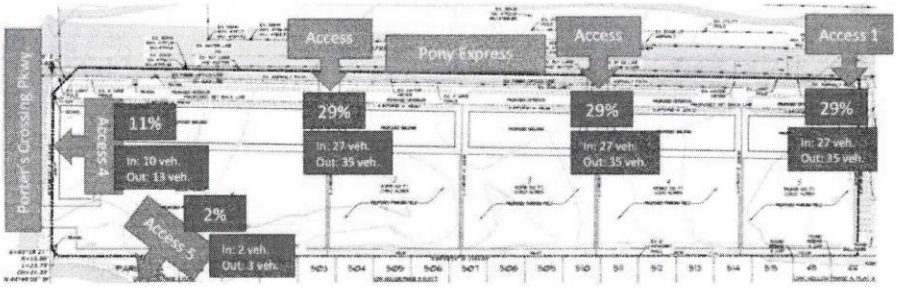
Only 5 vehicles access the site through Access 5 during the peak hour. Therefore, Bridleway Drive does not require additional pavement to accommodate a turn pocket lane. Please note USPS has mailboxes for the entire neighborhood on Bridleway Road within 50 feet of Porter's Crossing which impacts traffic flow. To improve traffic flow during the peak hour, it is recommended to relocate USPS mailboxes to avoid any conflicts on this road.

Commercial development on Utah County parcel 58:040:0542 intends to connect directly to Bridalway Road. This petition is to voice opposition against this business access to a residential community, Oak Hollow. Please sign this petition if you are opposed to Access 5.

First Name	Last Name	Address	Date	Signature
Jillian	Porto	7877 N. Willow Oak Way	6/26/19	
Vagner	Porto	7877 N. Willow Oak Way	6/26/19	
Sarah	Hanson	7867 N Willow Oak Way	6/26/19	
Joshua	Hanson	7867 N Willow Oak Way	6/26/19	
Jeff	Goff	7833 N Willow Oak Way	6/26/19	
Cali	Goff	7833 N Willow Oak Way	6/26/19	
Jesse	Clark	7823 N Willow Oak Way	6/26/19	
Nirvana	Clark	7823 N Willow Oak Way	6/26/19	
Jacob	Kirkwood	7788 N Willow Oak Way	6/26/19	
Laurel	Kirkwood	7788 N Willow Oak Way	6/26/19	
Josh	Utykanski	7766 N Willow Oak Way	6/26/19	
Emily	Utykanski	" "	6/26/19	
Fallon	Collings	7767 N. Willow Oak Way	6/26/19	

Petition Against Parcel 58:040:0542 Access 5

Figure 1: Project Accesses



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Commercial development on Utah County parcel 58:040:0542 intends to connect directly to Bridalway Road. This petition is to voice opposition against this business access to a residential community, Oak Hollow. Please sign this petition if you are opposed to Access 5.

First Name	Last Name	Address	Date	Signature
Kevin	Webster	7914 N Willow Oak Way	6/26/19	Kevin W. Webster
Annette	Webster	7914 N. Willow Oak Way	06/26/19	Annette Webster
Trevor	Tom	7924 N Willow Oak Way	6/26/19	
Laura	Tom	7924 N Willow Oak Way	6/26/19	Laura Tom
Casey	Muraguia	4393 E. Willow Oak Way	6/26/19	
Suliku	Muraguia	4393 E. Willow Oak Way	6/26/19	
Alex	Muraguia	4393 E Willow Oak Way	6/26/19	
Mike	Casey	4371 E Willow Oak Way	6/26/19	
Zashira	Montalvo	4371 E Willow Oak Way	6/26/19	
Devin	Dyer	4349 E Willow Oak Way	6/26/19	
Callari	Dyer	4349 E Willow Oak Way	6-26-19	Callari S. Dyer
Maria	Hayme	7902 Willow Oak Way	6/27/19	Maria Hayme
Steve	Hayme	7902 Willow Oak Way	6/27/19	Steve H

Petition Against Parcel 58:040:0542 Access 5

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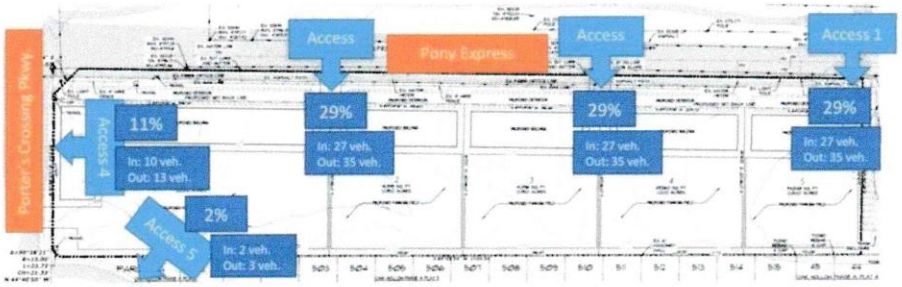

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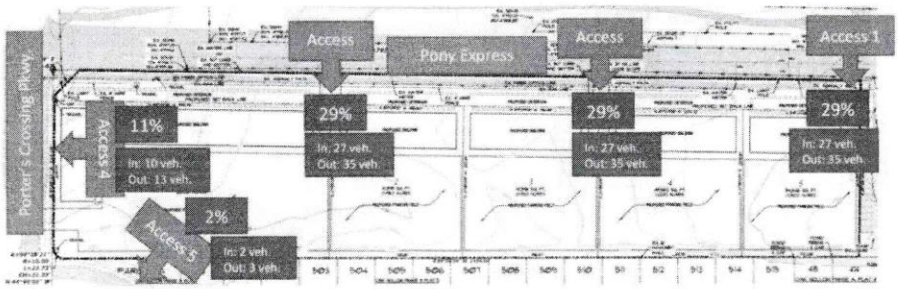
Commercial development on Utah County parcel 58:040:0542 intends to connect directly to Bridalway Road. This petition is to voice opposition against this business access to a residential community, Oak Hollow. Please sign this petition if you are opposed to Access 5.

First Name	Last Name	Address	Date	Signature
Jake	Collings	7767 N. willow oak way	6-26-2019	[illegible]

First Name	Last Name	Address	Date	Signature
Mariah	Pew	7015 N Bridleway	6/26/2019	
Austin	Thompson	7814n bridleway	6/26/2019	
Matthew	Kemp	7635 N BUROAKDR	6/26/19	
Soundhya	Pindi	7847 N BUR OAKDR	6/26	
Allison	Jester	7877 N. Bur Oak Dr.	6/26	
Amera	Jarvis	7878 N. Bur Oak Dr.	6/26	
Nick	Jarvis	7878 N. BUR OAK Dr.	6/26	
Thomas	Rodriguez	7874 N. BUR ORK DR	6/26	
Arneda	Morales	7834 N BUR OAK Dr		
Shalleen	Cameron	4364 E. Bridleway Rd.	6/26	
Wendy	Thomas	4354 E. Bridleway Rd	6/26	
Joe	Thomas	4354 E. Bridleway Rd	6/26	
Daniel	Billings	7842 N. Bridleway Rd	6/26	

Petition Against Parcel 58:040:0542 Access 5

Figure 1: Project Accesses



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Commercial development on Utah County parcel 58:040:0542 intends to connect directly to Bridalway Road. This petition is to voice opposition against this business access to a residential community, Oak Hollow. Please sign this petition if you are opposed to Access 5.

First Name	Last Name	Address	Date	Signature
Erik	Jensen	4403 E Willow Oak Way	6-27-19	
Teresa	Jensen	4403 E. Willow Oak Way	6.27.19	
Alyssa	Springer	4309 E Willow Oak Way	6-30-19	
Tanner	Springer	4388 E Willow Oak Way	6-30-19	

Lianne Pengra

From: Kathryn Porter <kathryn.porter11@gmail.com>
Sent: Tuesday, July 9, 2019 3:57 PM
To: Michael Hadley; Tayler Jensen
Cc: joshjhans@gmail.com
Subject: Parcel 58:040:0542

Hello Planning Department,

My name is Kathryn Porter and I am a resident of the Oak Hollow community on the east side of Eagle mountain. I, my family, and much of our community is concerned about the Access 5 road that will be going in between the new business park and Bridleway Road.

My main concerns have to do with safety and traffic. Bridleway has already become more of a thoroughfare than was expected, if not by the developers then at least by the members of this community. People already use it as a way to get to Brookhaven Elementary or to Ridley's, and putting an access road there would only increase the number of people just driving through the neighborhood. Those who use Bridleway as a "through" road often drive above the speed limit and it has been a huge area of concern for those of us living on Bridleway—especially as the majority of us have small children.

Additionally, there is the problem of the mailboxes. Leaving the mailboxes at the end of an access road would clearly cause safety and traffic issues. It has been suggested to move the mailboxes. My worry is that the most logical place to move the mailboxes would be in front of the park. Having more cars parking and leaving from the park continuously thought the day would pose a safety hazard to children playing in that area. Visibility for drivers and park goers, particularly children, would be limited. There is a designated crossway at the park as well so this is where most children cross the street. Lastly, moving the mailboxes by the park, or anywhere further down Bridleway would also cause ALL of the community to drive down Bridleway to get their mail. As it is now, there are many that can turn off onto one of the other roads, thus diminishing the traffic on Bridleway itself. For these reasons, I would ask that the mailboxes NOT be moved much farther down Bridleway, particularly by the park.

Seeing as the estimated use of that road is low (5 cars/hr max)—I believe that the safety of the whole community is more valuable than the convenience of a few. 5 cars/hr is a little to the business park, but would impact the community greatly.

I understand that the purpose of the road is to provide a southern exit, however, seeing how few people will use that exit and how there are other ways to go south that may make their trip 2 minutes longer—I would hope that safety will outweigh convenience in this situation.

Thank you for your time
Kathryn Porter
801-919-9966

Lianne Pengra

From: Jillian Porto <portojillian@gmail.com>
Sent: Sunday, July 7, 2019 10:40 PM
To: Tayler Jensen
Cc: joshjhans@gmail.com
Subject: Parcel 58:040:0542

Hello,

My name is Jillian Porto. I live in the Oak Hollow community in Eagle Mountain. I am writing in regards to the proposed access 5 road in our community. This access will pose as a safety issue to our community. It is planned to be located close to our neighborhood entrance where it can cause some traffic congestion and potential accidents as people are waiting to turn into the development as others are trying to enter/leave our community. Increased traffic also would mean people coming into our community at potential increased speeds, as they are not concerned about the people that live here as we community members are. It is also along a road that youth use the sidewalk to go to Porters Crossing to access Ridleys and the other close by establishments. It is also planned closely to our neighborhood mailboxes that is already a congested area when someone is stopped to get their mail while others are entering/leaving our community. There is not another spot to move the mailboxes in our community that isn't already a heavily trafficked area or as limited space due to permitted street parking. It also will be located close to one of our community members home, which will increase road noise and decrease the safety for their children to be outside their home to play and enjoy our community.

As this Access 5 was shown to be only utilized by approximately 5 cars/ hr or less, this seems an unnecessary addition to the development. Keeping the development with the other 4 access points is sufficient and will keep our access to our community for the residents. It will keep the residents of Oak Hollow happy which would lead to more happy neighbors of this development and the business owners.

Thank you for your time and consideration in this situation.

Please feel free to contact me for further information as needed.

Jillian Porto
801-949-2981

Lianne Pengra

From: Natalie Torres <natalie0084@aol.com>
Sent: Sunday, July 7, 2019 10:39 PM
To: Michael Hadley; Tayler Jensen
Cc: joshjhans@gmail.com
Subject: Parcel 58:040:0542

To Whom it May Concern:

We would like to state our opposition to the business access being proposed through our neighborhood (Oak Hollow). We already receive traffic from the surrounding neighborhood communities due to two schools being in close range and from people using it as a short cut to get to Ridleys and other stores.

We also have a community mail box across the street from the proposed access that already creates problems with traffic and there isn't a location in the community that would be better suited if the boxes were to be moved to add the access.

We find it amusing that 5 accesses are being requested for the businesses when we only have one into our own neighborhood. We see this access as being unnecessary and a safety hazard due to the reasons listed above.

Please do not approve the business access through our neighborhood.

Sincerely,

Andy and Natalie Torres

Sent from my iPad

Sent from my iPhone

Lianne Pengra

From: Kevin Webster <kevinwwebster@gmail.com>
Sent: Sunday, July 7, 2019 5:19 PM
To: mhadley@emciy.org; Tayler Jensen
Cc: Joshua Jeffrey Hanson
Subject: Parcel 58:040:0542

To Whom It May Concern:

My name is Kevin Webster. My wife, Annette, and I live in the Fieldstone Oak Hollow subdivision and we strongly oppose the construction of Access 5 from the commercial land to Bridleway Road. This subdivision already lacks the prescribed amount of green space required by the city of Eagle Mountain. Adding Access 5 will reduce our all ready limited green space. In addition, according to the developer, the mailboxes will need to be moved. Where would you move them? In front of the park? That is unacceptable, as that is where many children are coming and going. Placing the mailboxes there would make it far more likely for additional traffic from the subdivision residents to pick up their mail daily. Whereas, now, residents that do no live on the streets adjacent to the park do not generally drive there. Increased traffic by the park increases the likelihood of an accident with a child occurring. According to the most recent study, five cars would be using Access 5 per hour. If that is true, is that access really necessary? There will be four other access points available to patrons using the facilities in the commercial development. We already have enough traffic on Bridleway Road, as residents in the adjacent Silver Lake community use it to access Pony Express Parkway. Additional homes will be forthcoming to the south of the Oak Hollow subdivision on Willow Oak Way. Please do not approve this access, as we do not need the added traffic.

Thank you,
Kevin & Annette Webster
7914 N Willow Oak Way
Eagle Mountain, UT 84005
801.616.2753

Lianne Pengra

From: Zachary Summers <zacharysummers@me.com>
Sent: Tuesday, June 25, 2019 12:40 PM
To: Michael Hadley; Tayler Jensen
Cc: joshjhans@gmail.com; Jake Summers
Subject: Parcel 58:040:0542
Attachments: attachment 1.pdf

Hello,

My name is Zac Summers and I am a resident in Oak Hollow and live on Bridleway Road just a few houses down from the proposed entrance 5. I have a concerns about the proposed access point onto Bridleway.

1. Increased traffic. Bridleway traffic has increased over the last few years prompting community members to be concerned for their kids trying to cross the road to go to the park on Bridleway. Adding an additional access would increase traffic on the road. Porters crossing can back up too in the mornings. I feel like people will cut through the development to avoid traffic at the light. (Access 4 and 5)

2. Old impact study. The impact study is old and only concludes that a total amount of 5 cars an hour will use it. If that is really the case, I don't feel that it is needed. I feel like access 1 or 2 (I don't remember which allows for a left on pony) gives residents that want to turn left onto porters the ability to do so. If I were to drive to these stores, I would have to use access 1 or 2. I don't feel like it would be a burden to use them and it puts me in the passing lane on pony so I can turn left easily at porters.

3. Putting a commercial entrance on a residential neighborhood street is harmful to the community. With the proposed entrance 5 Bridleway, when running north fells like it just turns into a commercial pad. I'm not aware of another community in eagle mountain that has a commercial entrance into a residential neighborhood. I feel like it makes the community a part of a commercial zone rather than its own residential zone.

4) Traffic flow. I worry about how traffic flow will work through access 4, 5 and Bridleway/porters crossing. Cars my be trying to turn in or out around the bend and may have blind corners or blocked site by traffic. Bridleway is a busy road (I back out on it everyday). A lot of cut through traffic already exists for silver lake. Cars drive too fast and putting in access 5 adds to the confusion for drivers and more potential safety issues. Even with moving the mailboxes, I can imagine it being a hazard, especially in Utah where it snows.

5). Not disclosed. I feel like if this had been the plan from the start, fieldstone/city/developer should have disclosed it to all us homebuyers. I feel like this is a change to our neighborhood and am surprised that it didn't show on plot map when I purchased (see attached).

Had it been in the original design, I may have considered a different community. I knew we had commercial coming in but as entrance 5 wasn't listed, I wasn't concerned about the entrance to my community being altered. It feels like a big change to have the entrance to my community actually be an entrance to a commercial property as well and, had I known that, I would have explored other options. I can't imagine many home owners would be thrilled to have their entrance changed to allow access for a commercial pad.

I would be happy to speak more about this and give any input that would be helpful. I am excited for commercial to come into Eagle Mountain but would rather its driveway not be across the street from mine. I feel like the entrances on pony express adequately provide entrance and exits to the pad and look forward to the commercial pad to be a

backyard, not a front yard neighbor.

Thanks for your time!

Zac

Sent from my iPhone (please forgive any typos)

Lianne Pengra

From: Stephen Porter <porterstephen@gmail.com>
Sent: Friday, June 28, 2019 3:25 PM
To: Michael Hadley; Tayler Jensen
Cc: joshjhans@gmail.com
Subject: Please do not proceed with Access point 5 on Parcel 58:040:0542

I am a resident of Oak Hollow in Eagle Mountain on Bridleway Road. I do not wish to have the 5th access point from the commercial plot feed in to our residential street, especially when there are already 4 other outlets to leave that plot planned out.

Having cars (And likely loading trucks) use that road will add a safety hazard to that nearby intersection with increased traffic (that already is slow during peak hours) and the community on these streets is still increasing with new houses being completed regularly.

Again, I honestly just see this ending up turning the entrance to our street into the 'back way' for trucks to take goods to these commercial sites, otherwise there seems to be no need for that access point.

It is also a change that would have impacted the decisions of home owners to purchase if they had known that they would become a hybrid commercial/residential traffic area.

Please do not implement the access point 5.
--
Stephen Porter

EAGLE MOUNTAIN
Planning Commission MEETING MINUTES

July 23, 2019, 6:00 p.m.
Eagle Mountain City Council Chambers
1650 East Stagecoach Run, Eagle Mountain, Utah 84005

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

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

ELECTED OFFICIALS PRESENT: Councilmember Donna Burnham.

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

1. Pledge of Allegiance

Commissioner Everett led the Pledge of Allegiance.

2. Declaration of Conflicts of Interest

None.

3. Approval of Meeting Minutes

3.A. July 9, 2019 Planning Commission

Commissioner Everett explained that the meeting minutes did not appear in iLegislate until Tuesday, and stated the Commissioners will table the minutes to allow sufficient time to review them.

MOTION: ***Commissioner Everett moved to table the July 9, 2019 Planning Commission meeting minutes. Commissioner Wright seconded the motion. Those voting aye: Matthew Everett, Brett Wright, and Rich Wood. The motion passed with a unanimous vote.***

4. Action and Advisory Items

4.A. SilverLake South Preliminary Plat - Public Hearing

This item was discussed after item 4.B.

Community Development Director Steve Mumford explained this preliminary plat covers the remaining lots south of Tickville Wash in the SilverLake subdivision. In accordance with the

SilverLake Master Development Agreement, 1,200 units are allowed in this area; 278 units have been approved so far, and the applicant has proposed 788 units in this preliminary plat, which is 134 units fewer than what is permitted.

Mr. Mumford showed the locations of the approved clubhouse and pool, the church building that is currently under construction, and a lot which the Alpine School District has purchased for a school. The plan requires 8.752 acres of improved open space. The applicant has included a mix of improved and unimproved open space.

Commissioner Wood asked if a regional park is required for this area. Mr. Mumford said the SilverLake Master Development Plan shows a community park north of Tickville Wash and three pocket or neighborhood parks in this area. The neighborhood parks could be combined to create a larger community park. The City has begun the design process for a community park that will serve more than the townhomes in this area. Community parks are generally ten or more acres and contain more regional amenities, but are not considered regional parks.

Mr. Mumford explained one staff concern is connectivity. The Master Development Plan shows a road crossing the Tickville Wash at Silver Creek Way, although the proposed plat does not show this connection. City staff believes the connectivity standards in Municipal Code support the connection; however, the applicant feels they have met connectivity standards with the planned roads.

Another staff concern is the layout of the parks. Many pocket parks are located in the townhome and cottage lot areas. One of the proposed larger open space areas could potentially be hidden if residents install fencing. Staff understands that topography may be a reason for the proposed design of the open space, and the applicant believes that additional open space would be over the required amount.

Staff is also concerned with the lack of detail in the plans. Typically, preliminary plats include detailed parks and landscape plans. Staff understands that this property is much larger than other preliminary plats; however, master development plans that are this size are required to provide details showing the amenities in each park.

Mr. Mumford explained staff's recommendation is to table the item until staff receives more detailed information. The applicant would prefer that the item be sent to the City Council for review.

Commissioner Wood asked if the project connects to the Oak Hollow and Evans Ranch subdivisions. Mr. Mumford said it will connect to Evans Ranch, which has a trail that leads to Oak Hollow. Commissioner Wood expressed concern that unimproved open space in this plan will encroach on the improved open space in Evans Ranch.

Mr. Mumford said the master development agreement open space plan shows a natural trail along Tickville Wash to be improved by the City.

Applicant Bronson Tatton explained a section in the corner of the property is under contract for an LDS church building, but it cannot move forward until the project is platted. Once the preliminary plat is approved, utilities and infrastructure will begin in that area to service the church building. He explained that two soccer fields and two or three youth fields can be included in the large open space area. Also, the schools have fields that can be programmed into extracurricular activities. He stated they believe they do have enough improved open space inside the project.

Commissioner Wood asked why they do not have a regional park in the property. Mr. Tatton said the intent of the park is to be a community park; it is 11.5 acres.

Commissioner Wood asked about accessibility to the park. Mr. Tatton said they propose piping a portion of Evans Wash to provide an access, and said that Silver Park Drive can also be used to access the park.

Mr. Mumford said the concept is to have an access and parking lot off of Silver Park Drive, and there are also options for street parking.

Commissioner Wood said the City Council will likely not approve of the park plan, as they prefer larger, more centrally located parks. He said the pocket parks will likely only be used by the townhome residents, as other residents will assume they are in place specifically for the townhomes.

Commissioner Everett asked what the width is of the open space between areas 28 and 29. Mr. Tatton said the trail corridors are 20 feet wide and the open space is between 50 and 60 feet wide.

Commissioner Wood said the improved open space around the townhomes will be required and stated it should not be included in the project's improved open space calculations. Mr. Tatton asked if that was stated in the Municipal Code or noted in the Master Development Agreement. He said since it is improved open space, they are counting it as required improved open space.

Mr. Mumford said section 16.35.105(A) of the Municipal Code states improved open space shall not include common area (not parks) in multifamily and cluster/patio home developments, any area occupied by a building, nor areas so located or so small as to have no substantial value.

Commissioner Everett stated the Municipal Code prohibits hidden parks; they must be open to allow them to be usable to surrounding residents. He stated a fifty foot-wide park area is not sufficient for the project, and agreed that counting the common areas in the townhomes will not be permitted.

Commissioner Everett asked if the applicant would replace the roundabout on SilverLake Parkway with a four-way stop. He stated drivers turn left at the roundabout instead of following the correct traffic flow, which is a safety concern. Mr. Tatton stated the curb and gutter are already in place.

Mr. Mumford said he will discuss the Commissioners' concerns regarding roundabouts with the Streets Department and about potentially adding additional signage and striping.

Commissioner Everett said the connection at Silver Creek Way needs to be included in order to allow traffic the ability to utilize two routes to the north. He said the Municipal Code states if a stub road exists, the City Council may require a development to connect to it.

Discussion ensued regarding pedestrian traffic to the schools in the project.

Commissioner Wood stated the Commissioners need a more detailed parks plan. Mr. Tatton said they have submitted a parks concept plan to the City for the City's consultant's review.

Commissioner Wood asked if the plan's intent is to improve safety around the drop-offs along Tickville Wash. Mr. Tatton said the plan is to improve and smooth out the slopes, similar to what has been done in area 16. They are working with the City Engineer on this plan.

Mr. Tatton said they would like to construct the improvements in the north end of the project as long as they can work out a reimbursement agreement with the City. The improved open space was designed using the topography of the land with a 15-foot offset from Tickville Wash. It will be a linear community park and the wider areas will contain park equipment. This consolidates maintenance areas. He described optional park amenities to be located throughout the park.

Mr. Mumford confirmed with the applicant that the main sewer line from Evans Ranch to SilverLake Parkway follows the road along the north end of the property.

Commissioner Wood asked if walking paths will be in the plan. Mr. Tatton said the collector roads will have eight foot trails on both sides. They also have sidewalks in areas 16 and 17.

Commissioner Everett adjourned the meeting for a recess at 7:32 p.m. The meeting was reconvened at 7:37 p.m.

Commissioner Everett opened the public hearing at 7:37 p.m. As there were no comments, he closed the hearing.

Commissioner Wood said a connection is needed in area 31 with a walking connection in area 30.

Commissioner Wright stated he would like a more detailed parks plan and would prefer a nicer design for the north end of the property with more useful space. He stated he would also like a plan showing the types of units that will be built.

Mr. Mumford explained the multifamily homes are at the allowed maximum. The single-family homes are fewer than originally planned, but adding those in will require smaller lots and higher density. The original master plan for this area had stacked flat condominiums and apartments. The new plan has cluster and patio homes; the units are now spread out instead of being included vertically.

Commissioner Everett agreed that a more detailed parks and landscape plan is needed, as well as improved park areas.

MOTION: ***Commissioner Wood moved to table the SilverLake South preliminary plat. Commissioner Wright seconded the motion. Those voting aye: Matthew Everett, Brett Wright, and Rich Wood. The motion passed with a unanimous vote.***

4.B. Cedar Farms Rezone and Preliminary Plat - Public Hearing

This item was discussed after item 3.A.

Mr. Hadley explained the project was presented to the Planning Commission in April, and the item was tabled to allow time for the new residential zoning to be implemented. The applicant is proposing to split a 5.47-acre lot into two lots. The proposal complies with the General Plan, is compatible with all surrounding land uses, and is not anticipated to burden City services or to increase traffic in the area.

Commissioner Wood asked if the proposed changes to the residential zone will affect this application. Mr. Mumford said the Council discussed adding a required percentage of buildable land on the large-lot zones. The initial recommendation was 75%, but Councilmember Clark recommended a lower requirement that would allow for main dwelling structures, as well as accessory structures such as barns. He said the setbacks proposed in the application are 50 feet on the front, rear, and sides, which are larger than required in the proposed RR1-2 zone. The draft currently requires 35-foot front setbacks, 20-foot side setbacks, and 35-foot rear setbacks. He explained that with the RR1-2 setback requirements, the lots contain approximately a half-acre of buildable land.

Mr. Mumford said if the proposed residential zone is approved, this project will require streetlights and sidewalks.

Commissioner Wright asked if the current rezone application is to rezone from Agriculture to Residential, and not to the proposed RR1-2 zone. Mr. Mumford said the Commissioners could recommend approval contingent upon the approval of the new zoning, which would cause this property to be zoned RR1-2.

Commissioner Wood explained to applicant Karen Scott that the Commission does not want to approve the rezone to the current Residential zone, as the new zone will be RR1-2. He said the proposal complies with the RR1-2 zone, which allows for 2.5-acre lots. This project will be a good transition from the five-acre lots to the half-acre lots, which is in the applicant's favor.

Commissioner Wright asked how long this application has been in process. Ms. Scott said she initially applied for the rezone five years ago.

Commissioner Wood stated he does not have concerns with the proposed setbacks. He confirmed with staff that the southern lot has a half-acre of buildable land and accessory structures must be at least six feet from the rear property line. He explained his largest concern is that approving the project before the zoning change has been approved may cause legal issues.

Commissioner Everett opened the public hearing at 6:19 p.m. As there were no comments, he closed the hearing.

Commissioner Wood stated he is in favor of recommending approval, as long as language is included that protects the entities if the new residential zoning is not approved.

Commissioner Everett agreed and said his understanding is that the proposal will not conflict with the proposed zoning. He stated he would like to condition the approval in such a way that the Commission recommends approval as long as the proposed zoning is approved. He expressed concern that the application has been in process for an extended amount of time.

Commissioner Wright said the proposed standards such as minimum garage size and minimum dwelling size may affect this project. He said the project should move forward, but expressed concern that the proposed residential zones have not been approved. He asked if the Planning Commission should recommend denial based on the fact that the proposed zoning is not approved; the parameters need to be specifically defined.

Mr. Hadley said the project will need to comply with all approved criteria once the new zoning is codified. He explained a condition can be placed on the recommendation of approval that states the project must comply with the new zoning standards once they are approved.

Mr. Mumford said the project complies with the General Plan, but it may not comply with the buildable lot requirement, depending on what the City Council approves. He explained the City is not approving any project based on current standards, and it has been stated by the City Attorney at multiple City Council meetings that projects must comply with the new residential zoning standards, once the standards are approved.

Commissioner Wright expressed concern regarding a possible exemption for rural infrastructure such as curb, gutter, and streetlights. Commissioner Wood said that even though Lake Mountain Road is not designated as a collector road, it is being used as one.

Mr. Hadley explained that Lake Mountain Road is improved with curb and gutter in the Eagle Point subdivision. He stated previous discussions have determined that the road should remain in its current unimproved state to discourage drivers from using it as a collector road.

Mr. Mumford said that the original proposal for Glenmar Ranches to the north included this property, as well. A traffic study was conducted previously and the City Council and Mayor at that time determined that Lake Mountain Road would remain a residential road, not a collector road. The Glenmar Ranches subdivision does not include curb and gutter, but it does have a trail on one side.

Commissioner Wood said if Lake Mountain Road remains a residential road, it should have trails on both sides.

Commissioner Wright asked if staff has researched standards such as trails and infrastructure for Lake Mountain Road. Mr. Mumford said the proposed residential zoning requires trails on both sides of the road. An item to consider would be if swales function sufficiently on a rural residential road, versus curb and gutter, and if Lake Mountain Road is a rural residential road or a suburban residential road.

Ms. Scott stated Lake Mountain Road is located on a sixty-foot easement. Mr. Mumford explained the current standard for minor collector roads is 77 feet, and swales take up more space than curb and gutter do.

Commissioner Wright asked how the current draft of the proposed residential zone would affect rural infrastructure for this project. Mr. Mumford said it could possibly require street lights and trails, and stated that curb and gutter potentially could be exempted.

Discussion ensued regarding different trail materials and widths along Lake Mountain Road.

Commissioner Wood stated it may not be fair that this application has been on hold due to the residential zone updates, but said the obligation of the Planning Commission is to protect the City, which requires the new zone to be in place before approving the rezone; there is no zone to rezone to. Tabling the item allows the item to remain as it stands until the new zone is approved. If the Planning Commission recommends either approval or denial, it will go to the City Council before the updated residential zone is codified.

Commissioner Everett asked Ms. Scott if she would prefer the Commission table the item, or recommend denial to the City Council. Ms. Scott said she would prefer to table the item until the new residential zoning is approved.

Commissioner Wright asked for staff's opinion. Mr. Mumford said it would benefit the applicant the most if it is sent to City Council with a recommendation of approval and the City Council approves it. If the Planning Commission recommends denial and the City Council denies it, the applicant will need to re-apply for the rezone and preliminary plat. He explained staff’s intent is to include the residential zoning on the next City Council agenda.

Commissioner Wright stated that there is not a scheduled Planning Commission meeting in August, and recommended holding a meeting to address this item.

Mr. Mumford explained the first meeting date is Election Day, and said the second meeting date will be a joint meeting with the Eagle Mountain and Saratoga Springs City Councils.

Commissioner Everett recommended scheduling a special Planning Commission meeting in August, permitting Commissioner availability. If the City Council passes the proposed residential zoning at the August 6th meeting, it would be best to hold a Planning Commission meeting after that.

MOTION: ***Commissioner Everett moved to table the Cedar Farms rezone and preliminary plat. Commissioner Wood seconded the motion. Those voting aye: Matthew Everett, Brett Wright, and Rich Wood. The motion passed with a unanimous vote.***

5. Discussion Item

5.A. Eagle Quest Concept Plan Review

This item was discussed after item 4.A.

Mr. Hadley said the applicant is requesting feedback from the Planning Commission regarding the Eagle Quest concept plan.

Applicant Curt Osler said they would like to move forward with a master development plan and in order to do that, he would like the Planning Commission's feedback. He said he recently was made aware of the proposed residential zoning.

Commissioner Wood stated if the proposed residential zoning is approved, this project will likely not meet the updated standards. He said the homes along Lake Mountain Road are large lots and will require transitioning in Mr. Osler's property. Mr. Osler said it is a major collector road and asked if the Development Code states they are still required to transition beyond the collector road.

Mr. Mumford said the Development Code is ambiguous, but it could likely be interpreted either way. It is a major arterial road between the low and high densities.

Mr. Osler said the northeast area contains lots that are an average of 29,000 square feet. He stated a 152-foot right-of-way would be an appropriate transition. He described the parks and asked if trails will be required on the collectors. Mr. Mumford said 8-foot asphalt trails are the standard on both sides of collector roads.

Discussion ensued regarding transition lot sizes.

Commissioner Wood said most of the Planning Commissioners and City Councilmembers are looking for move-up homes instead of smaller 8,000-square foot lots. Mr. Osler stated that Ivory Homes is currently filling that niche and said his project will utilize market research to determine the appropriate development. He said when cities have an abundance of one-acre lots, they are typically subdivided in the future as growth happens.

Commissioner Wright recommended that Mr. Osler review the draft residential zones when planning the master development plan. There are three zones within the Neighborhood Residential designation of the General Plan and the Planning Commissioners and City Councilmembers are looking for a variety of those zones. He also recommended Mr. Osler work with staff regarding lot transitioning around the major roadway.

Commissioner Everett said the intent of the transition ordinance was to not include roads, but stated it is an item to consider. He also recommended including parks in areas that are more flat and more useable than the land in parks P1, P2, and P3.

Discussion ensued regarding access points along major arterial roads. The Commissioners recommended Mr. Osler work with the City Engineer on the access point spacing.

6. Next Scheduled Meeting – September 10, 2019

Mr. Hadley confirmed with the Commissioners that if the City Council passes the new residential zoning, the Planning Commission would like to add an alternate meeting in the second half of August. Mr. Mumford said it would likely be held on August 28th.

Mr. Mumford said after the residential zoning is approved, staff can begin to work on updating the other zones. If a zone update is an item on a public meeting agenda, developers are then put on notice that the zones are under review. This likely will not begin until late fall.

7. Adjournment

MOTION: ***Commissioner Wright moved to adjourn the meeting at 8:23 p.m. Commissioner Wood seconded the motion. Those voting aye: Matthew Everett, Brett Wright, and Rich Wood. The motion passed with a unanimous vote.***

The meeting was adjourned at 8:23 p.m.

Approved by the Planning Commission on August 28, 2019.

_____

Steve Mumford
Community Development Director

EAGLE MOUNTAIN	**EAGLE MOUNTAIN CITY** **PLANNING COMMISSION MEETING** **AUGUST 28, 2019**
TITLE:	Cedar Farms Rezone and Preliminary Plat
ITEM TYPE:	Rezone and Preliminary Plat
APPLICANT:	Jeff and Karen Scott

ACTION ITEM:
Yes

PUBLIC HEARING:
No

REQUIRED FINDINGS:
17.90.060 A states: "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 future land use plan shows this property as Agriculture Rural Density One, which calls for lots between 2.5 - 5 Acres. The zoning for this property falls under the new approved code as RA2 which is a minimum of 2.5 acre lots. This proposal complies with this provision as it's proposing 2.5 Acre lot size minimums.

17.90.060 B states: "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 assumption that the proposed uses and densities will comply with this title, including performance standards designed to help ensure land compatibility." The following land uses buffer the site:

-North: A 5.40-acre lot, zoned Agriculture, within the Agriculture/Rural Density One designation on the future land use map. Per figure 17.60.150(1) Lot Size Transitioning the minimum lot

BACKGROUND:
This item was tabled at the July 23, 2019 Planning Commission meeting. The new residential code was not approved at the time and was the reason this item was tabled.
The residential code was approved by the City council on August 20th, 2019.

This property is shown on the Future Land Use Map as Rural Density One which is defined as: "Individual large lot residential. Range of 2.5 to 5 acre lots..." The RA2 zone of the new approved zoning code has a minimum of 2.5 acre lots. The proposed land use and zone complies with the Future Land Use Plan.

Per 17.90.060 "There is no minimum parcel size or diversity of ownership required for rezoning of property. Rezoning of property shall be evaluated using the following criteria, and may be approved if the following requirements below are met:"

+ Compliance with General Plan
+ Compatibility Determination
+ City Services
+ Traffic Generation
+ Property Values

ITEMS FOR CONSIDERATION:
EMMC 17.25.110(A) gives discretion to exempt Base Density projects (less than 0.8 units/acre) of urban-type public infrastructure improvements such as curb, gutter, sidewalk, and streetlights. The applicant is requesting to be exempted from these standards, as well as the requirement to pave Lake Mountain Road with asphalt. The Fire Marshal will be reviewing this request. For these requests you should consider the impact this development will have to adjacent properties, the semi-rural nature of this area, and the adjacent planned uses. 17.25.110(G) states that "Pedestrian trails along collector or arterial roads shall be a required improvement when the subdivision is being developed without sidewalks." Lake Mountain Road is technically not considered a collector road in the General Plan's Future Land Use and Transportation Corridors Map, but in practice it acts as a collector road,

size permitted next to a lot 4 acres or larger is 2 acres, thus this proposal is compliant with code, and General Plan standards with the property to the north.
-East: Lots that are approximately 5.5 acres in size on the other side of Lake Mountain Road. Per 17.60.150(1) Lot Size Transitioning the minimum lot size permitted next to a lot 4 acres or larger is 2 acres, thus this proposal is compliant with code and General Plan standards with the property to the east.
-South: Unimproved open space within the Sunset Flats Master Development Plan. 2.5 acre lots adjacent to open space is an appropriate use.
-West: Approximately 160 acres currently zoned Agriculture, with a future land use designation of Neighborhood Residential One which calls for "A mix of single-family residential lot sizes, generally ranging from 2 to 4 dwelling units per acre, and including improved neighborhood open space. "

Based on the evaluation of the existing neighboring uses, and the future land uses within the General Plan, this proposal complies.

17.90.060 C states: "The proposed use can be accommodated with public services and will not overburden the City's service capacity" The proposed change is not anticipated to place any burdens on city services, thus the proposal complies.

17.90.060 D states: "Traffic generation by the proposed use is within capabilities of streets serving the property." There are no concerns of added traffic moving from 1 five-acre lot to 2 two-and-a-half acre lots, thus the proposal complies.

17.90.060 E states: "The proposed use is not expected to have a significant negative impact on surrounding property values." The proposed use is not anticipated to have any negative impact on connecting Eagle Mountain Boulevard with Pony Express Parkway.

REQUIRED FINDINGS

17.90.060 A states: "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 future land use plan shows this property as Agriculture Rural Density One, which calls for lots between 2.5 - 5 Acres. This proposal complies with this provision as it's proposing 2.5 Acre lot size minimums.

17.90.060 B states: "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 assumption that the proposed uses and densities will comply with this title, including performance standards designed to help ensure land compatibility." The following land uses buffer the site:

-North: A 5.40-acre lot, zoned Agriculture, within the Agriculture/Rural Density One designation on the future land use map. Per figure 17.60.150(1) Lot Size Transitioning the minimum lot size permitted next to a lot 4 acres or larger is 2 acres, thus this proposal is compliant with code, and General Plan standards with the property to the north.
-East: Lots that are approximately 5.5 acres in size on the other side of Lake Mountain Road. Per 17.60.150(1) Lot Size Transitioning the minimum lot size permitted next to a lot 4 acres or larger is 2 acres, thus this proposal is compliant with code and General Plan standards with the property to the east.
-South: Park 4 within the Sunset Flats Master Development Plan. 2.5 acre lots adjacent to open space is an appropriate use.
-West: Approximately 160 acres currently zoned Agriculture, with a future land use designation of Neighborhood Residential One which calls for "A mix of single-family residential lot sizes, generally ranging from 2 to 4 dwelling units per acre, and including improved neighborhood open space. "

Based on the evaluation of the existing neighboring uses, and the future land uses within the General Plan, this proposal complies.

17.90.060 C states: "The proposed use can be accommodated with public services and will not overburden the City's service capacity" The proposed change is not anticipated to place any burdens on city services, thus the proposal complies.

17.90.060 D states: "Traffic generation by the proposed use is within capabilities of streets serving the property." There are no concerns of added traffic moving from 1 five-acre lot to 2 two-and-a-half acre lots, thus the proposal complies.

neighboring properties, thus the proposal complies.

The proposed preliminary plat complies with the minimum lot frontage standards of 150 feet (17.25.110(E)), is not required to provide improved open space (17.25.110(G)). The RA2 setbacks are actually 35' front and rear, 20' side.

PREPARED BY:
Michael Hadley, Planning

17.90.060 E states: "The proposed use is not expected to have a significant negative impact on surrounding property values." The proposed use is not anticipated to have any negative impact on neighboring properties, thus the proposal complies.

The proposed preliminary plat complies with the minimum lot frontage standards of 150 feet (17.25.110(E)), is not required to provide improved open space (17.25.110(G)),.

RECOMMENDATION:

I move that the Planning Commission recommend approval of the Cedar Farms Rezone and Preliminary Plat to the City Council with the following conditions:

1) Applicant shall provide a utility plan for review by the City Engineer.
2) In accordance with EMMC 17.25.110(A), the project is exempt from installing curb, gutter, and streetlights.
3) Update the plat to show the minimum requirement of 20,000 sq ft of buildable area and RA2 setbacks.

Attachments:

Cedar Farms Preliminary Plat
Eagle Mountain 2018 General Plan Future Land Use Map
Sunset Flats Master Plan

Development Summary

Proposed Zoning:	Tier I Residential
Minimum Lot Size	238,379 sq.ft.
	5.4 acre
Min. Lot Width/Frontage	150 ft.
Min. Front Yard Setback	50 ft.
Min. Rear Yard Setback	50 ft.
Min. Side Yard Setback	50 ft.
Min. Cor. Side Yard	50 ft.
Max. Building Heigth	35 ft.
Residential Development:	
Total Developed Area	238,379 sq.ft. +-
	5.4 acres +-
Total Number of Lots	2 Lots
Density	0.37 lots/acre

NO.	DATE	DESCRIPTION

ARISE Engineering & Surveying, LLC
4214 200 E. Suite 1, American Fork, Utah 84003
tel: 385-498-7833 www.arise-eng.com

PROJECT NAME:

LAKE MOUNTAIN RANCHES

LAKE MOUNTAIN ROAD
Eagle Mountain, Utah

As Noted

PROJECT NO:	15-457-02
DATE:	April 17, 2019
HOR SCALE:	As Noted
ENGINEER:	BS
DRAFTED:	
CHECKED:	

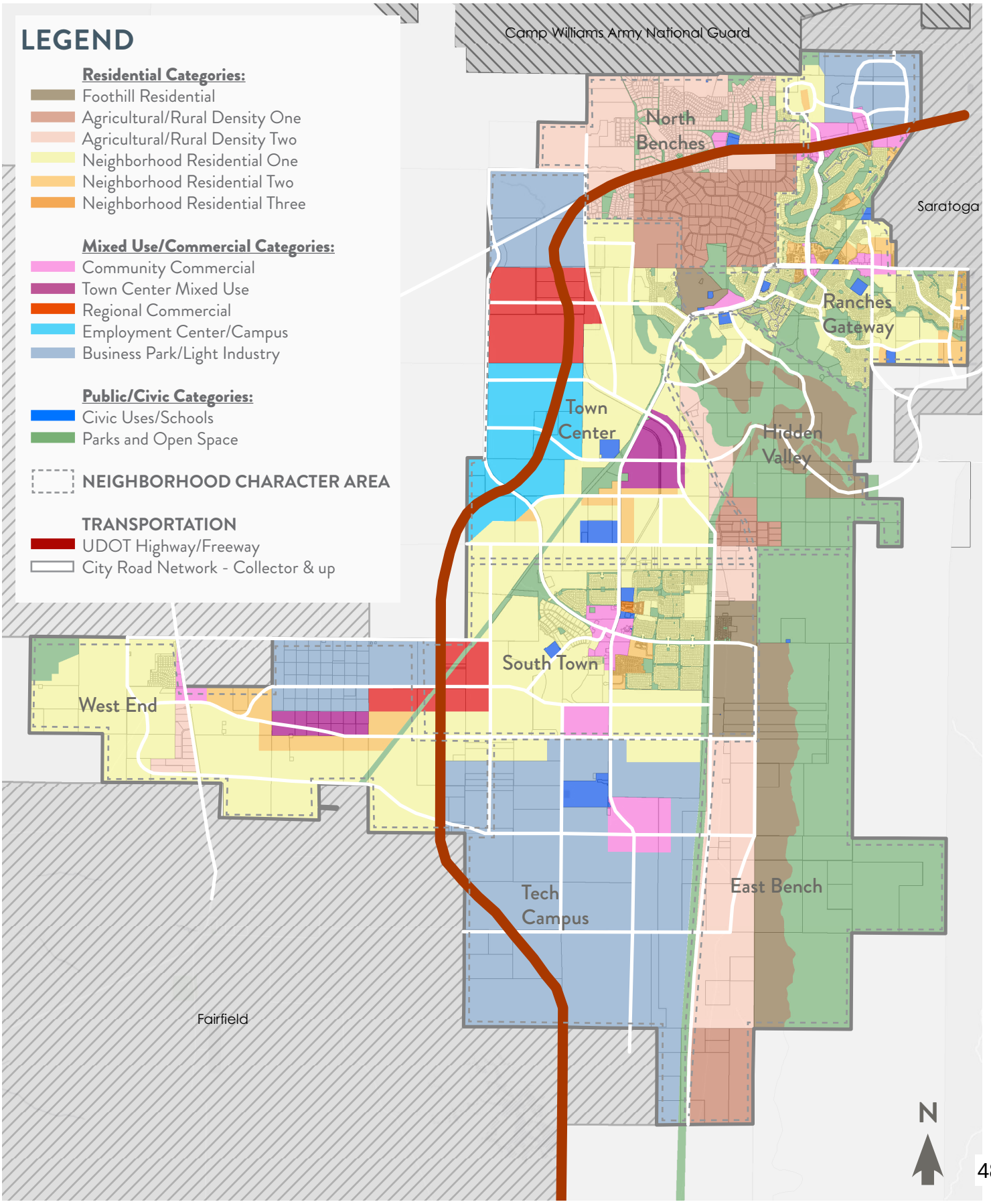
TITLE

PRELIMINARY SITE PLAN

SHEET

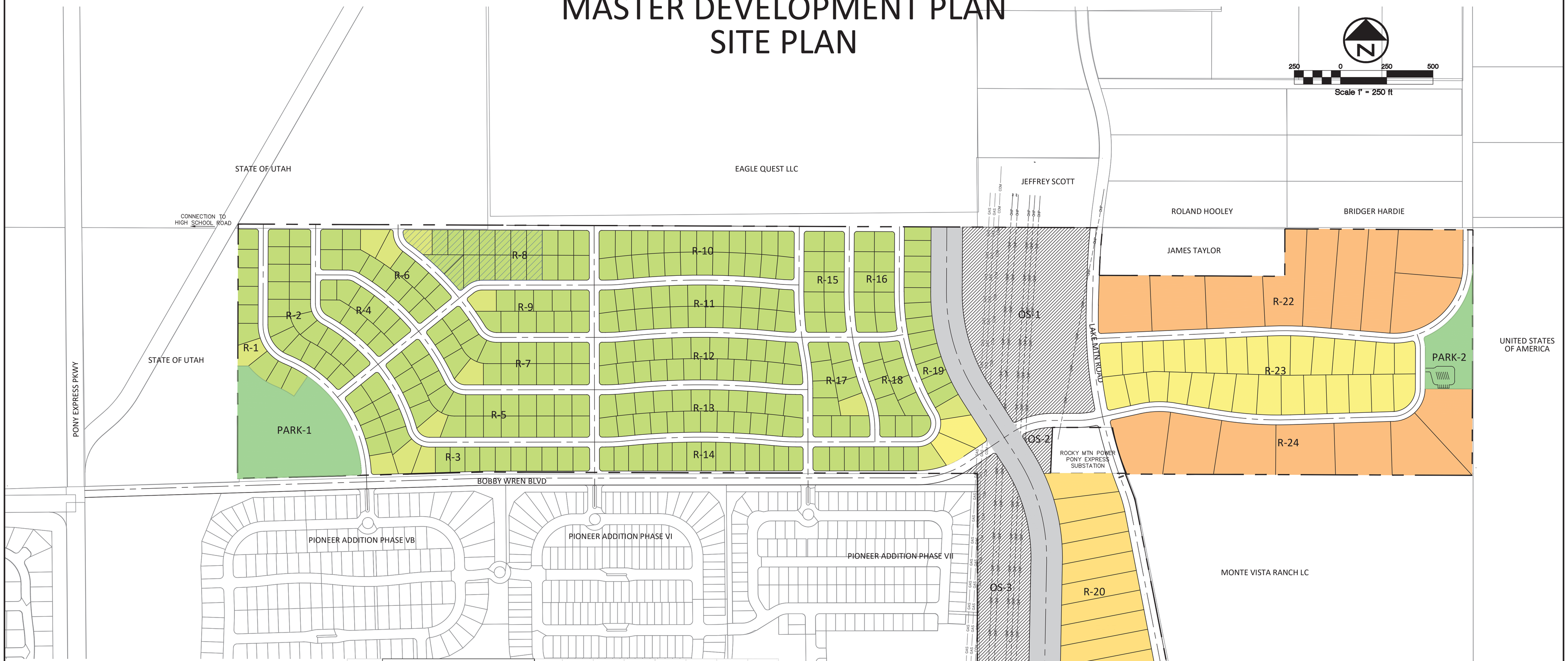
C-01

FUTURE LAND USE & TRANSPORTATION MAP



SUNSET FLATS

MASTER DEVELOPMENT PLAN
SITE PLAN



	Lot sizes					
	1/4 - 1/3	1/3 - 1/2	1/2 Acre	1 Acre	2 Acre	
R-1	9	1	0	0	0	West of Utility Corridor
R-2	21	0	0	0	0	
R-3	18	3	0	0	0	
R-4	10	0	0	0	0	
R-5	24	1	0	0	0	
R-6	13	2	0	0	0	
R-7	18	1	0	0	0	
R-8	20	1	0	0	0	
R-9	11	1	0	0	0	
R-10	24	0	0	0	0	
R-11	22	0	0	0	0	
R-12	23	0	0	0	0	
R-13	23	0	0	0	0	
R-14	14	0	0	0	0	
R-15	10	0	0	0	0	
R-16	10	0	0	0	0	
R-17	10	1	0	0	0	
R-18	11	0	0	0	0	
R-19	19	2	2	0	0	
Subtotal	310	13	2	0	0	325
R-20	0	0	0	11	0	East of Utility Corridor
R-21	0	0	0	3	0	
R-22	0	0	0	0	9	
R-23	0	0	29	0	0	
R-24	0	0	0	0	7	
Subtotal	0	0	29	14	16	59
Totals	310	13	31	14	16	384

	Acres	Notes
Park-1	7.02	Improved plus detention basin
Park-2	2.3	Trailhead plus debris basin
Subtotal	9.32	
OS-1	14.59	Unimproved plus detention basin
OS-2	0.57	Unimproved
OS-3	10.31	Unimproved
Subtotal	25.47	

Total Acres	**237.54**	**Acres**
Improved Parks	**9.32**	**Acres**
Unimproved Open Space	**25.47**	**Acres**
Residential lots/roads	**202.75**	**Acres**
Density	**1.89**	**Units/acre**

- 1/4 - 1/3 ACRE
- 1.3 - 1/2 ACRE
- 1/2 - 1 ACRE
- 1 ACRE - 2 ACRE
- 2 ACRE +
- IMPROVED PARK
- NON-IMPROVED OPEN SPACE
- 4.0± ACRE POTENTIAL CHURCH SITE

GENERAL NOTES:
1. ALL LOTS MEET THE 55' MINIMUM FRONTAGE REQUIREMENT, WITH OVER 20% OF THE LOTS HAVING 60'+ OF FRONTAGE.

WILDING ENGINEERING
14721 South Heritage Crest Way
Bluffdale, Utah 84065
801.553.8112
www.wildingengineering.com

G:\DATA\17063 Ridge Point Sunset Flats\dwg\MP Exhibits\Sunset Flats Master Plan.dwg
PLOT DATE: Sep 15, 2017

EAGLE MOUNTAIN	**EAGLE MOUNTAIN CITY** **PLANNING COMMISSION MEETING** **AUGUST 28, 2019**
TITLE:	SilverLake Elementary School
ITEM TYPE:	Conditional Use Permit and Site Plan
APPLICANT:	Alpine School District

ACTION ITEM:
Yes

PUBLIC HEARING:
Yes

REQUIRED FINDINGS:
Conditional Use Permit:
Per 17.95 EMMC the following shall be considered when granting a conditional use:

- The proposed use is desirable or necessary to provide a service or facility which will contribute to the general well-being of the community and neighborhood
- Health, Safety, and Welfare
- The proposed use is compliant with title (City Code)
- The use does not conflict with the General Plan of Eagle Mountain

Site Plan:
The applicant has provided the following site plan for review; however, per Utah State Code the City is unable to impose requirements for:

- Landscaping
- Fencing
- Aesthetic considerations
- Construction materials

The site plan review shall be limited to mitigating traffic hazards and other safety concerns. It should be noted that the project shall be required to conform to the Eagle Mountain outdoor lighting standards (17.56).

PREPARED BY:

BACKGROUND:
The proposed SilverLake Elementary School is located on the south end of the SilverLake Master Development off of SilverLake Pkwy and Golden Eagle Road. The proposed site is approximately 10.84 acres in size.
As the application is for a public school, it should be noted that the City's scope in reviewing and placing limitations/restrictions/conditions upon the applicant are limited per the Utah State Code. As such the Planning Commission's recommendation(s) shall be limited to traffic hazards and safety concerns/recommendations.
Per Utah State Code Title 10 Chapter 9a Section 305,
The school district shall coordinate the siting of new schools within a municipality to avoid or mitigate existing and potential traffic hazards and maximize school, student, and site safety (10.9a.S305(4)a&b).
The city may not:

- Impose requirements for landscaping, fencing, aesthetic considerations, construction materials
- Impose regulations upon the location of a facility except as necessary to avoid unreasonable risks to health or safety 10.9a.S305(3)

ITEMS FOR CONSIDERATION:

RECOMMENDATION:
The following motions are provided for the benefit of the Planning Commission. They may be read as the motions or referenced when making motions.

I Move that the Planning Commission Approve the Conditional Use Permit for the Elementary School with no conditions.

I move that the Planning Commission Recommend approval of the proposed Site Plan for the Elementary School to the City Council with the following conditions:
1) That a plat map showing the school lot is recorded with the Utah County Recorders office.

Michael Hadley,
Planning

Attachments:
School Site plan.pdf
School Elevations.pdf
Elementary152-ironstone-Renderings.pdf

TOPSOIL NOTE

EXCAVATION CONTRACTOR TO SCREEN ON-SITE (STOCKPILED) TOPSOIL FOR USE AT ALL PLANTED AREAS. PLACE TOPSOIL TO THE FOLLOWING DEPTHS:

- 6" MINIMUM UNDER ALL SODDED AREAS.
- 12" MINIMUM AT PLANTED ROCKSCAPED AREAS (PLANTERS THAT ARE LOCATED AGAINST THE BUILDING ON THE SOUTH SIDE

EXCAVATION CONTRACTOR TO SPREAD TOPSOIL AFTER SPRINKLER SYSTEM TRENCHING HAS BEEN COMPLETED. THIS IS TO BE COORDINATED WITH THE GENERAL CONTRACTOR.

PLAYGROUND EQUIPMENT NOTE

1 - PLAYGROUND EQUIPMENT AREAS (PGEA-1 AND PGEA-2) TO BE PREPARED AND GRADED AS SHOWN. CONTRACTOR TO FURNISH AND INSTALL PLAYGROUND EQUIPMENT SELECTED BY OWNER PER ALLOWANCE.

2 - (PGEA-1) CONTRACTOR TO INSTALL WOODCHIP SOFT-FALL MATERIAL (18" DEEP) OVER ENTIRE PLAYGROUND EQUIPMENT AREA SHOWN. SEE SPECIFICATIONS.

3 - (PGEA-2) CONTRACTOR TO INSTALL POURED IN PLACE RUBBERIZED SURFACING OVER ENTIRE PLAYGROUND EQUIPMENT AREA SHOWN. SEE SPECIFICATIONS

SHEET NOTES:

01 - FOUR SQUARE GAME LINES. SEE DETAIL ON SHEET 2/L7.

02 - TETHER BALL GAME EQUIPMENT AND LINES. SEE DETAIL ON SHEET 3/L7.

03 - EXTERIOR BASKETBALL STANDARD AND GAME LINES. SEE DETAIL ON SHEET 1/L7.

04 - UNITED STATES MAP LINES AS SHOWN.

05 - HOP SCOTCH GAME LINES. SEE DETAIL ON SHEET 4/L7.

06 - CHAIN-LINK BASEBALL BACKSTOP (SEE SPECS.) ON 1'-6" WIDE CONCRETE MOW STRIP. SEE DETAILS 12/L5 & 5/L7.

07 - PLAYGROUND EQUIPMENT AREA-1. SEE PLAYGROUND EQUIPMENT NOTES AND SPECS AND DETAIL 14/L5.

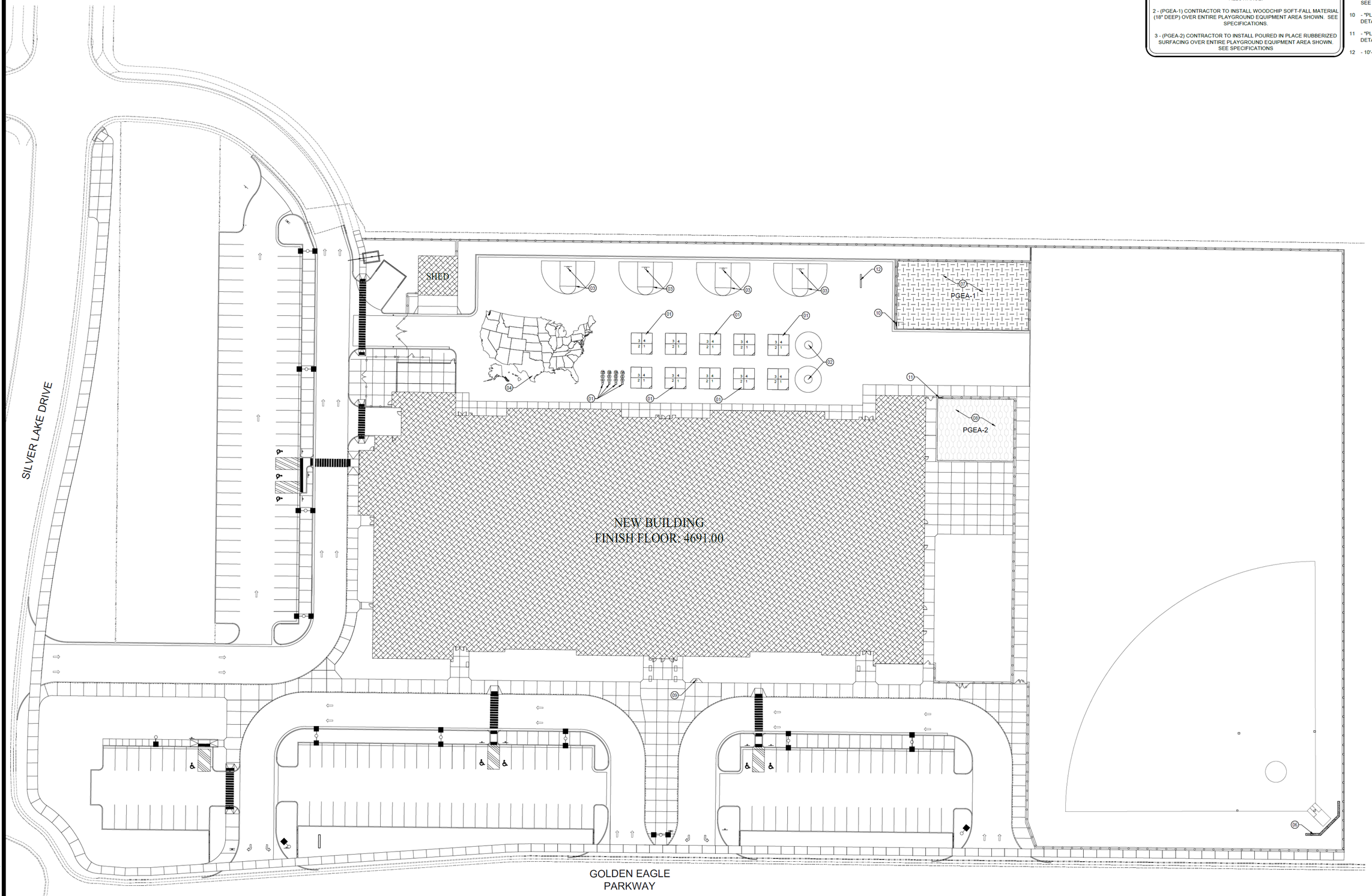
08 - PLAYGROUND EQUIPMENT AREA-2. SEE PLAYGROUND EQUIPMENT NOTES AND SPECS AND DETAIL 16/L5.

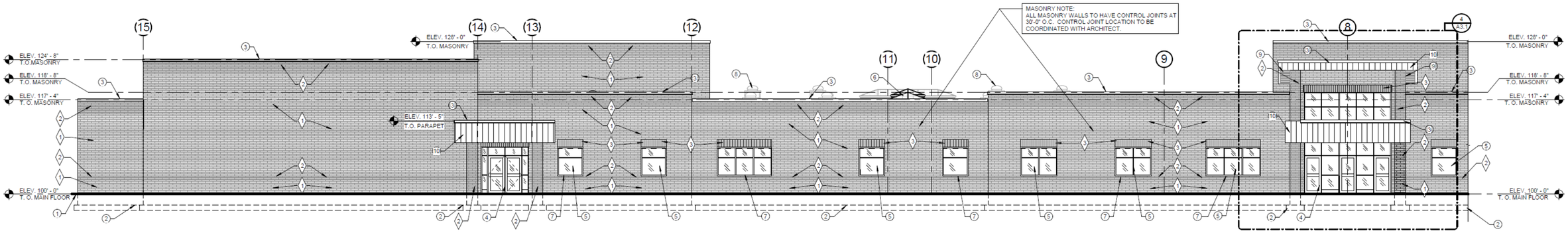
09 - INTERNAL HALYARD FLAGPOLE WITH INTEGRAL LIGHTING SYSTEM. SEE DETAIL 3/L6.

10 - "PLAYGROUND RULES" AGES 5-12 SIGN MOUNTED TO FENCING. SEE DETAIL 15/L5.

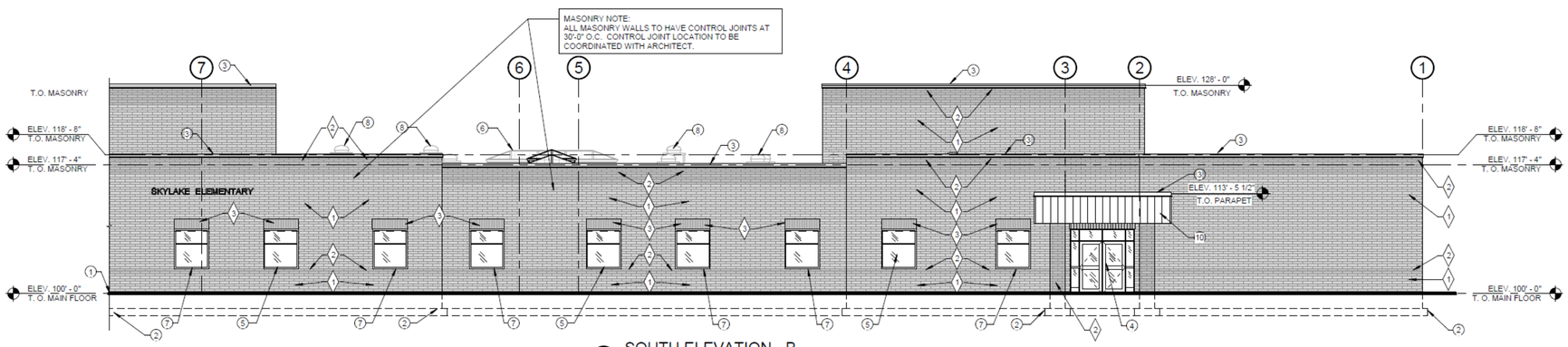
11 - "PLAYGROUND RULES" AGES 2-5 SIGN MOUNTED TO FENCING. SEE DETAIL 15/L5.

12 - 10'-0" LONG BALL WALL. SEE DETAIL 4/L6.

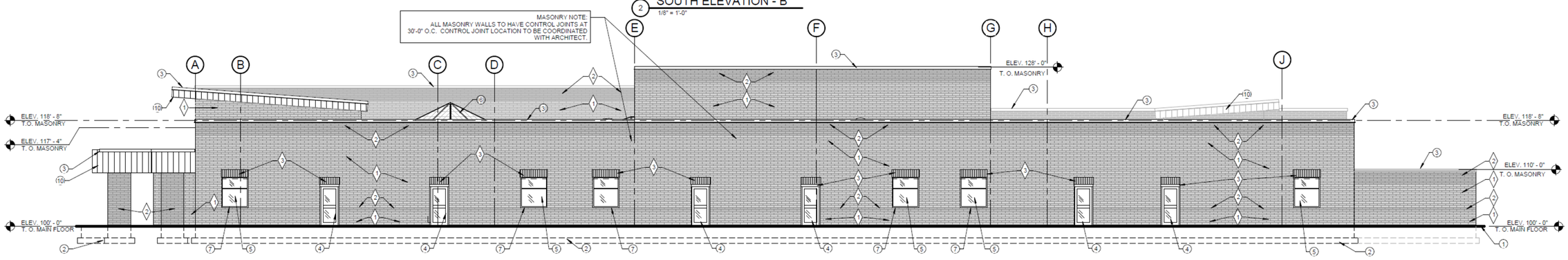




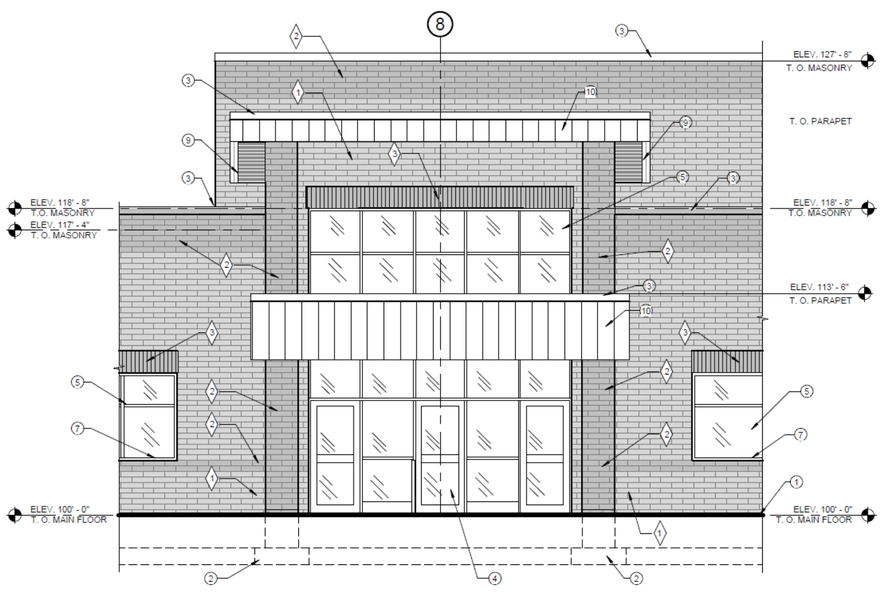
1 SOUTH ELEVATION - A
1/8" = 1'-0"



2 SOUTH ELEVATION - B
1/8" = 1'-0"



3 WEST ELEVATION
1/8" = 1'-0"



4 SOUTH ELEVATION - ENTRY
1/4" = 1'-0"

SHEET NOTES

1 - APPROXIMATE EXISTING GRADE

2 - CONCRETE FOOTINGS AND FOUNDATION WALLS - SEE STRUCTURAL SHEETS FOR SIZE AND REINFORCING.

3 - PRE-FINISHED METAL WALL CAP - COLOR AS SELECTED BY ARCHITECT.

4 - ALUMINUM DOOR SYSTEM - SEE DOOR SCHEDULE.

5 - ALUMINUM WINDOW - SEE WINDOW TYPES.

6 - PRE-FABRICATED SKYLIGHTS - SEE SPECS.

7 - PRE-FINISHED METAL WINDOW SILL FLASHING - SEE DETAILS 1 & 4/A5.4

8 - SOLATUBE DAYLIGHTING SYSTEM - SEE DETAIL 4/A2.2 AND SPECS

9 - PRE-FINISHED METAL SOFFIT PANELS OVER 1/2" DENZ-GLASS - COLOR AS SELECTED BY ARCHITECT.

10 - PRE-FINISHED METAL FASCIA PANELS OVER 1/2" DENZ-GLASS - COLOR AS SELECTED BY ARCHITECT.

MASONRY SCHEDULE

1 ATLAS BRICK (FIELD COLOR) - "IRON STONE" - MATTE FINISH

2 ATLAS BRICK (ACCENT COLOR) - "MIDNIGHT BLACK" - MATTE FINISH

3 SOLIDER COURSE ATLAS BRICK (ACCENT COLOR) - "MIDNIGHT BLACK" - MATTE FINISH

As indicated

7/17/2019 3:51:43 PM

Alpine School District

KMA ARCHITECTS

NEW ELEMENTARY SCHOOL
SCHOOL BUS
166
Alpine School District
KMA ARCHITECTS

NEW ELEMENTARY SCHOOL
152 SILVERLAKE DR
Alpine School District
KMA ARCHITECTS

Alpine School District
KMA ARCHITECTS

NEW ELEMENTARY SCHOOL
152 SILVERLAKE DR
166
Alpine School District
KMA ARCHITECTS

EAGLE MOUNTAIN	**EAGLE MOUNTAIN CITY** **PLANNING COMMISSION MEETING** **AUGUST 28, 2019**
TITLE:	Amendment to the Municipal Code, Chapter 17.48 Regional Technology and Industry Overlay Zone
ITEM TYPE:	Development Code Amendment
APPLICANT:	Eagle Mountain City

ACTION ITEM:
Yes

PUBLIC HEARING:
Yes

REQUIRED FINDINGS:
Amendments to the Municipal Code are legislative actions and do not require approval based upon findings of facts. The Commission should consider the health, safety, and welfare of the community.

PREPARED BY:
Steve Mumford, Planning

BACKGROUND:
The Regional Technology and Industry Overlay Zone is intended to provide for the development and operation of large-scale technological, clean industrial, distribution, and high-tech manufacturing uses that will increase the tax base and provide jobs for the city's residents. In order to further accomplish that purpose we propose to add an allowed use to section 17.48.040, specifically: "Food processing, packaging, and manufacturing (not including on-site slaughter/killing of animals)." Food packaging and processing businesses provide a large number of jobs and fit well in the purpose of the overlay zone.

ITEMS FOR CONSIDERATION:

RECOMMENDATION:
Recommended Motion:
I move that the Planning Commission recommends approval to the City Council of the Amendment to the Municipal Code Chapter 17.48 Regional Technology and Industry Overlay Zone, as proposed.

Attachments:
Proposed Amendments to 17.48 RTI Overlay.pdf

Chapter 17.48
REGIONAL TECHNOLOGY AND INDUSTRY OVERLAY ZONE[1]

Sections:

17.48.010 Purpose.

17.48.020 Definitions.

17.48.030 Special approval process.

17.48.040 Allowed uses.

17.48.050 Nonallowed uses.

17.48.060 Temporary uses.

17.48.070 Setbacks.

17.48.080 Building height.

17.48.090 Development standards.

17.48.100 Landscaping and screening.

17.48.110 Building facade architectural standards.

17.48.120 Repeal date.

17.48.010 Purpose.

The regional technology and industry overlay zone is intended to provide for the development and operation of large-scale technological, clean industrial, distribution, and high-tech manufacturing uses that will increase the tax base and provide jobs for the city's residents. The standards and processes of the base or underlying zone shall be applicable unless modified or replaced by this overlay zone. [Ord. O-17-2018 § 2 (Exh. A); Ord. O-10-2017 § 2 (Exh. A)].

17.48.020 Definitions.

Development review committee or "DRC" shall be chaired by the planning director, or his designee, and shall include, at a minimum, the city attorney, the department heads or an assigned representative from public works, community development, and engineering, and a representative of Unified Fire Authority. The planning director shall have authority to issue decisions or approvals on behalf of the DRC once the planning director has consulted with all the DRC members. The appointed economic development board liaison will serve as DRC liaison to city council. [Ord. O-17-2018 § 2 (Exh. A); Ord. O-10-2017 § 2 (Exh. A)].

17.48.030 Special approval process.

Projects that will include a minimum of 100 or more permanent jobs after construction or that include a minimum of 100,000 square feet of building floor area in a building or buildings within a single phase of development. Projects that meet this requirement shall follow the special approval process outlined

below. All other projects shall follow the approval process outlined in Chapter 17.100 EMMC and other applicable chapters. The regional technology and industry overlay zone special approval process shall be as follows:

A. Application. Project applicants shall submit a complete RTI (regional technology and industry) site plan application and a preliminary plat application (if subdividing property as part of the project).

B. Development Review Committee Review. Upon receipt of a complete application, the development review committee (DRC) shall review all aspects of the application and provide the applicant with required changes within five business days. The DRC shall provide feedback or a final decision within five business days of each submittal or resubmittal, and may approve the application with conditions to be completed during construction or require resubmittal with changes prior to approval.

C. Grading and Excavation. A permit for grading and excavation may be issued, at the applicant's risk, prior to project approval by the DRC.

D. Approval Authority. The DRC has final approval authority for RTI applications. No public hearings are required. [Ord. O-17-2018 § 2 (Exh. A); Ord. O-10-2017 § 2 (Exh. A)].

17.48.040 Allowed uses.

Except as provided in EMMC 17.48.050, the following land uses shall be permitted uses in the regional technology and industry overlay zone:

A. Aircraft sales, manufacturing, assembly and service;

B. Automotive, truck, and heavy equipment sales and associated services;

C. Bottling and canning plants;

D. Building materials manufacturing or other construction-related business (lumber, hardware, etc.);

E. Corporate campuses or offices;

F. Electronic data management businesses;

G. Facilities for the development and production of movies, film, television, and similar visual media;

H. Food processing, packaging, and manufacturing (not including on-site slaughter/killing of animals);

~~H.~~I. Laboratory and testing services (the use of animal testing and experimentation is prohibited);

~~I.~~J. Clean manufacturing businesses (no negative impacts on air quality);

~~J.~~K. Research and development uses including medical or electronic assembly and associated light manufacturing;

~~K.~~L. Trade and craftsman industries, including furniture and carpentry, upholstery shops, monument works, welding shops;

~~L.~~M. Indoor shooting ranges;

~~M.~~N. Warehouses. [Ord. O-17-2018 § 2 (Exh. A); Ord. O-10-2017 § 2 (Exh. A)].

17.48.050 Nonallowed uses.

Any uses that create smoke, gas, odor, dust, vibration of earth, or soot will not be allowed. [Ord. O-17-2018 § 2 (Exh. A); Ord. O-10-2017 § 2 (Exh. A)].

17.48.060 Temporary uses.

Temporary concrete batch plants, materials processing equipment, and other similar temporary uses may be approved by the DRC as part of the RTI site plan approval if the batch plant or materials processing is located at least one-half mile (2,640 feet) from any existing residence. The temporary uses will only be allowed during active construction of the site and construction of buildings with an active building permit, and only to provide materials for use on the property or for off-site public or private improvements related to the construction on the property. The DRC may impose conditions or restrictions on the batch plant or materials processing to protect the health, safety, and welfare of the public. [Ord. O-17-2018 § 2 (Exh. A)].

17.48.070 Setbacks.

All buildings in this zone, including accessory buildings, are required to comply with the setback provisions in the underlying zone, unless modified setbacks are determined by the development review committee to be reasonable, maintain a reasonable minimum distance from property lines as determined by the development review committee, based upon the specific use and potential impacts to neighboring properties. Any building that complies with the setback provisions in the underlying zone shall not be required to have setbacks approved by DRC. [Ord. O-17-2018 § 2 (Exh. A); Ord. O-10-2017 § 2 (Exh. A). Formerly 17.48.060].

17.48.080 Building height.

Permitted building height is five stories or approximately 50 feet. The development review committee may approve any building height that is reasonable based upon the specific use and potential impacts to neighboring properties. [Ord. O-17-2018 § 2 (Exh. A); Ord. O-10-2017 § 2 (Exh. A). Formerly 17.48.070].

17.48.090 Development standards.

The base zoning or underlying zoning shall be applicable, unless modified or replaced as follows:

A. Buildings must comply with the architectural standards found in EMMC 17.48.110.

B. Public roads that are on the city's master transportation plan must be improved to the level of standard designated on that plan (major arterial, minor arterial, major collector, minor collector, etc.).

C. Public roads within projects must comply, at a minimum, with the industrial road standard found below. Private roads are allowed if they are contained completely within a project and also comply with the road standard below.

D. Front parking lots and driveway entrances shall be asphalt or concrete in accordance with city standards. Equipment and rear parking areas may be graveled. Parking shall be provided in accordance with Chapter 17.55 EMMC.

E. Outdoor storage areas do not need to comply with city landscaping requirements if they comply with EMMC 17.48.100.

F. The minimum number of parking stalls may be approved by the DRC based upon information provided by the applicant relative to trip generation, hours of operation, shared parking, peak demands, or other applicable information.

Figure 1. 62' Industrial ROW

[Ord. O-17-2018 § 2 (Exh. A); Ord. O-10-2017 § 2 (Exh. A). Formerly 17.48.080].

17.48.100 Landscaping and screening.

Development within this overlay zone by its nature and intensity may not be compatible with other uses or zones. Proper screening techniques should be used to mitigate potential negative impacts to surrounding land uses. The following shall be applicable:

A. Walls or fences as defined in EMMC 17.60.110(B) shall be required adjacent to residential or agricultural zones. Such fencing or walls may also be required around the entire perimeter of large-scale industrial or technological parks.

B. A 20-foot landscaped buffer (water-wise landscaping is acceptable, with a mix of trees and shrubs) shall be required adjacent to residential or agricultural zones and along all roads. Landscaping is not required behind walls or where it is not visible from a street.

C. All lighting shall be compliant with Chapter 17.56 EMMC, Outdoor Lighting Standards. Street lights shall be required in accordance with EMMC 15.10.390. [Ord. O-17-2018 § 2 (Exh. A); Ord. O-10-2017 § 2 (Exh. A). Formerly 17.48.090].

17.48.110 Building facade architectural standards.

The following standards are intended to provide detail regarding the facade appearance of structures located within the regional technology and industry overlay zone.

A. Buildings shall maintain a contemporary appearance.

1. Architecture of industrial buildings where size predominates over artistic detailing shall feature clean lines and elements, vertical and horizontal articulation or modulation (stepping portions of the facade), and use of textures and materials to reduce the apparent scale of large building walls. Metal may be used along with other building materials.

2. Professional office buildings shall meet the commercial design standards found in Chapter 17.72 EMMC.

3. Where more than one structure is built in a complex or unit, structures shall have a similar style or theme, including colors, materials, and design elements.

4. Pedestrian-scaled architectural details are not required except for facades directly facing residential zones and/or main entryways to the project.

5. The main pedestrian or customer entrance shall be clearly identifiable, and consist of a sheltering element such as a porch, stoop, awning, arcade, or portico.

6. Buildings shall include facade articulation/modulation (stepping portions of the facade) and horizontal and vertical divisions (textures or materials) to avoid large, featureless and/or panelized

surfaces on buildings. Large uninterrupted expanses of a building wall without facade modulation or divisions are prohibited.

B. Architectural features should be simple with careful attention given to concentrate details and fenestration along main street elevations and at building entries.

C. It is recognized that the function and use of particularly large buildings and buildings used for manufacturing and warehousing purposes will dictate the style and other appearance of the structure. In these cases strict adherence to the provisions of this chapter may not be advisable or possible. In such cases where function and use of building and site dictate design and exterior appearance, the need to accommodate function and use shall be the higher priority over design and appearance. The DRC shall still have the authority to require a variation in color and materials, and street-facing articulation. [Ord. O-17-2018 § 2 (Exh. A); Ord. O-10-2017 § 2 (Exh. A). Formerly 17.48.100].

17.48.120 Repeal date.

This chapter shall be automatically repealed on May 31, 2022. [Ord. O-17-2018 § 2 (Exh. A); Ord. O-10-2017 § 2 (Exh. A). Formerly 17.48.110].

EAGLE MOUNTAIN	**EAGLE MOUNTAIN CITY** **PLANNING COMMISSION MEETING** **AUGUST 28, 2019**
TITLE:	Amendment to the Eagle Mountain City General Plan (Future Transportation Master Plan)
ITEM TYPE:	General Plan Amendment
APPLICANT:	Eagle Mountain City

ACTION ITEM:
Yes

PUBLIC HEARING:
Yes

REQUIRED FINDINGS:
Amendments to the General Plan are legislative actions and do not require approval based upon findings of facts. The Commission should consider the health, safety, and welfare of the community.

PREPARED BY:
Steve Mumford, Planning

BACKGROUND:
The Transportation Master Plan was approved as an exhibit to the Eagle Mountain City 2018 General Plan in July, 2018. Changes are now necessary to the southern and southwestern areas of the city to better match existing conditions, planned improvements with economic development projects, and to improve economic development opportunities for large technology companies. These changes also fix a few misaligned roads. The changes include the following:
- Extending a major arterial further west to connect to SR73 in the Pole Canyon / White Hills area
- Matching the road layout for the Tyson Foods industrial area
- Shifting a collector road to the west to match up with the existing paved road used by the Facebook trucks, also aligning with planned roads on the west side of the Brandon Park and Harmony projects
- Shifting the southern alignment of the planned freeway to the west to create more space for economic development projects that do not necessarily need good freeway access
- Adding an east-west arterial road on the south end of the city that connects several major roads
- Removing an east-west collector road that is no longer viable due to the construction of a Rocky Mountain Power substation

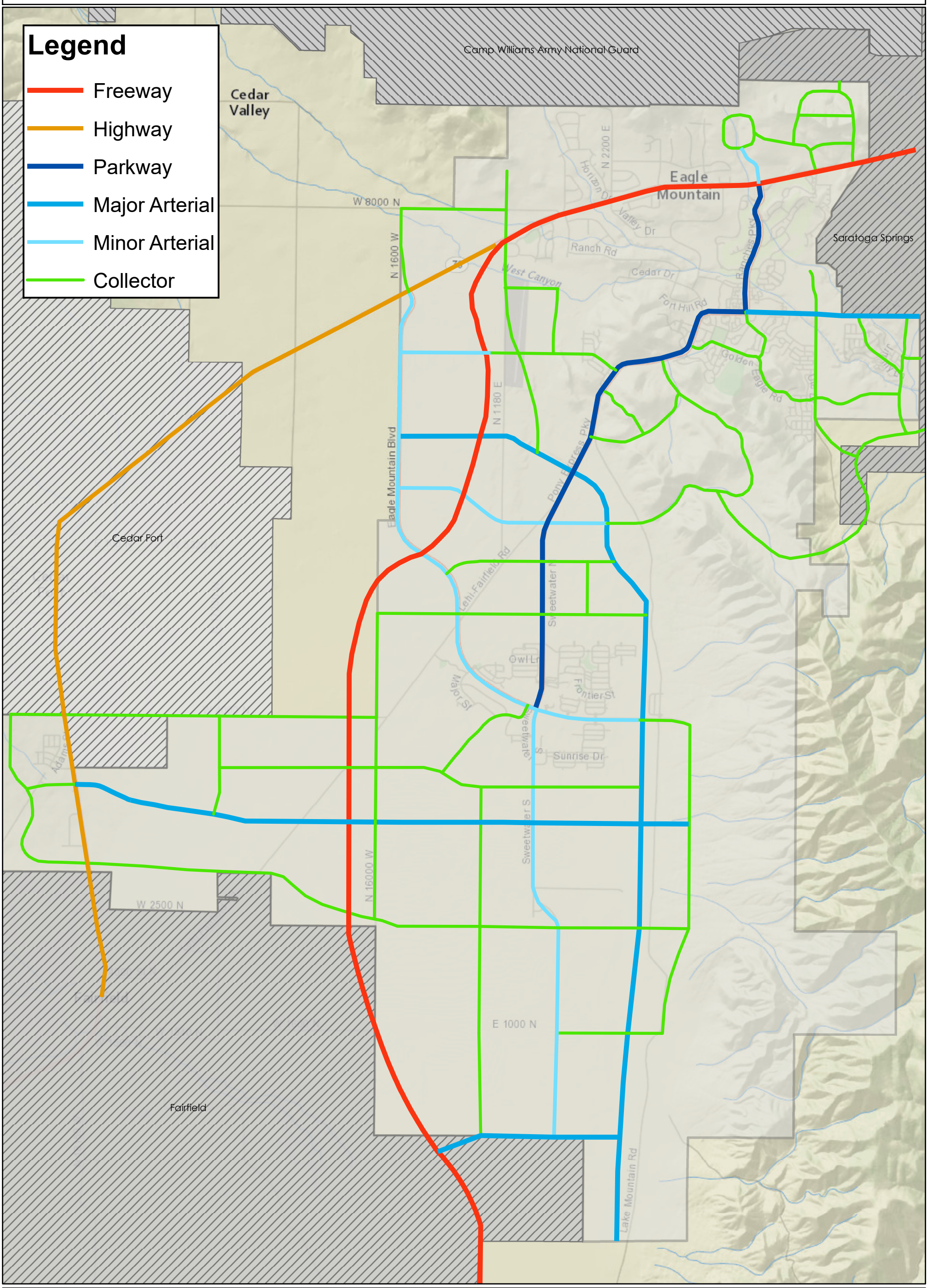
We plan to hire a transportation consulting firm in the near future to perform traffic modeling of our transportation master plan, which may result in additional changes at that time. These proposed changes, however, are time-sensitive, due to economic development opportunities.

ITEMS FOR CONSIDERATION:

RECOMMENDATION:
Recommended Motion:
I move that the Planning Commission recommends approval to the City Council of the amendments to the Transportation Master Plan and General Plan as proposed.

Attachments:
Proposed MTP.pdf
Proposed Future Land & Transp.pdf
Proposed Future Land & Annex.pdf
Existing Future Land Use Plan
Existing Future Transportation Map
Existing Annexation with Future Land Use Map

Proposed Transportation Master Plan Changes

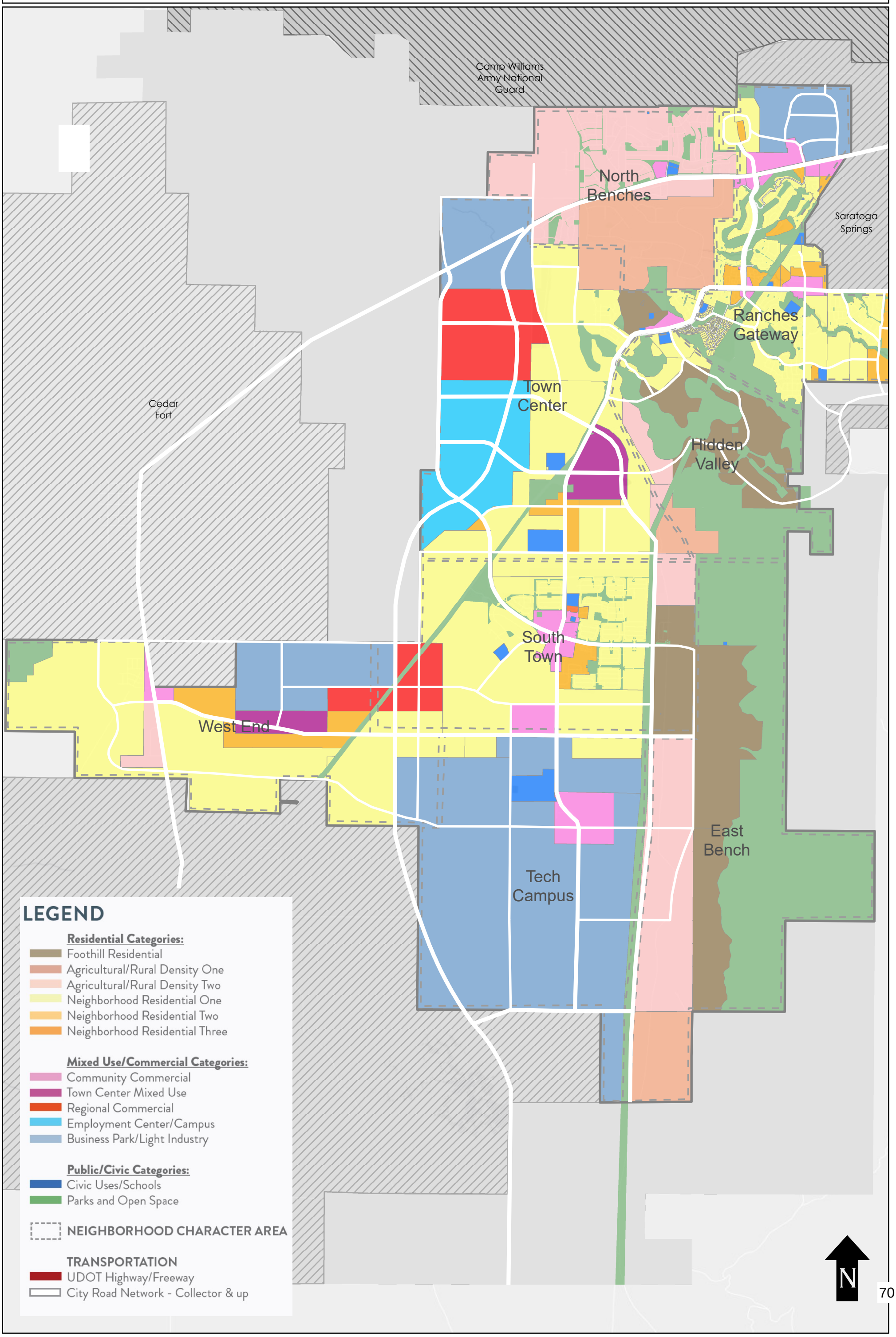


EAGLE MOUNTAIN

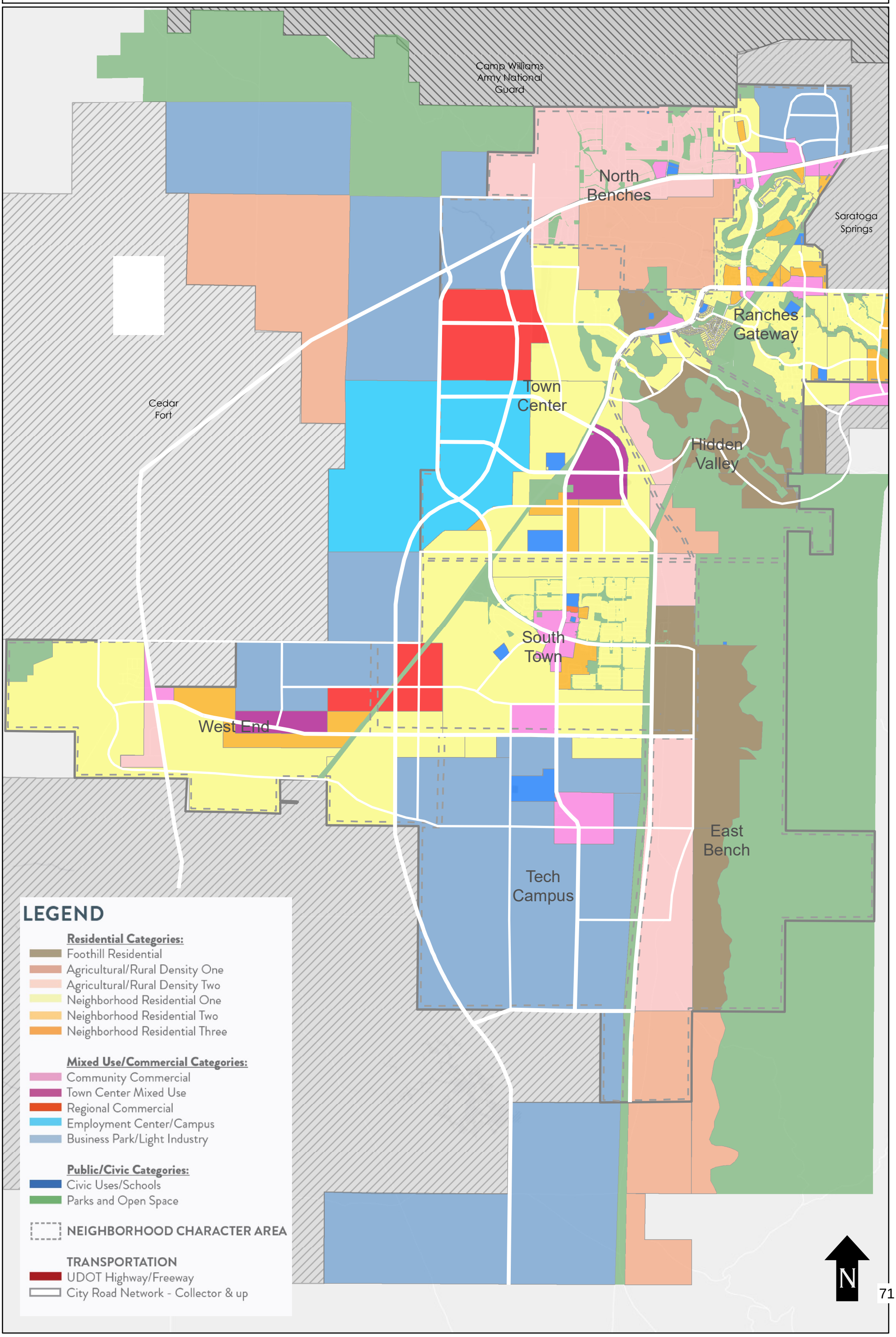
Disclaimer: Eagle Mountain City makes no warranty with respect to The accuracy, completeness, or usefulness of these maps. Eagle Mountain City assumes no liability for direct, indirect, special, or Consequential damages resulting from the use or misuse of these Maps or any of the information contained herein. Portions may be Copied for incidental uses, but may not be resold.

Contact Eagle Mountain City
Engineering/GIS Department
801-789-6662

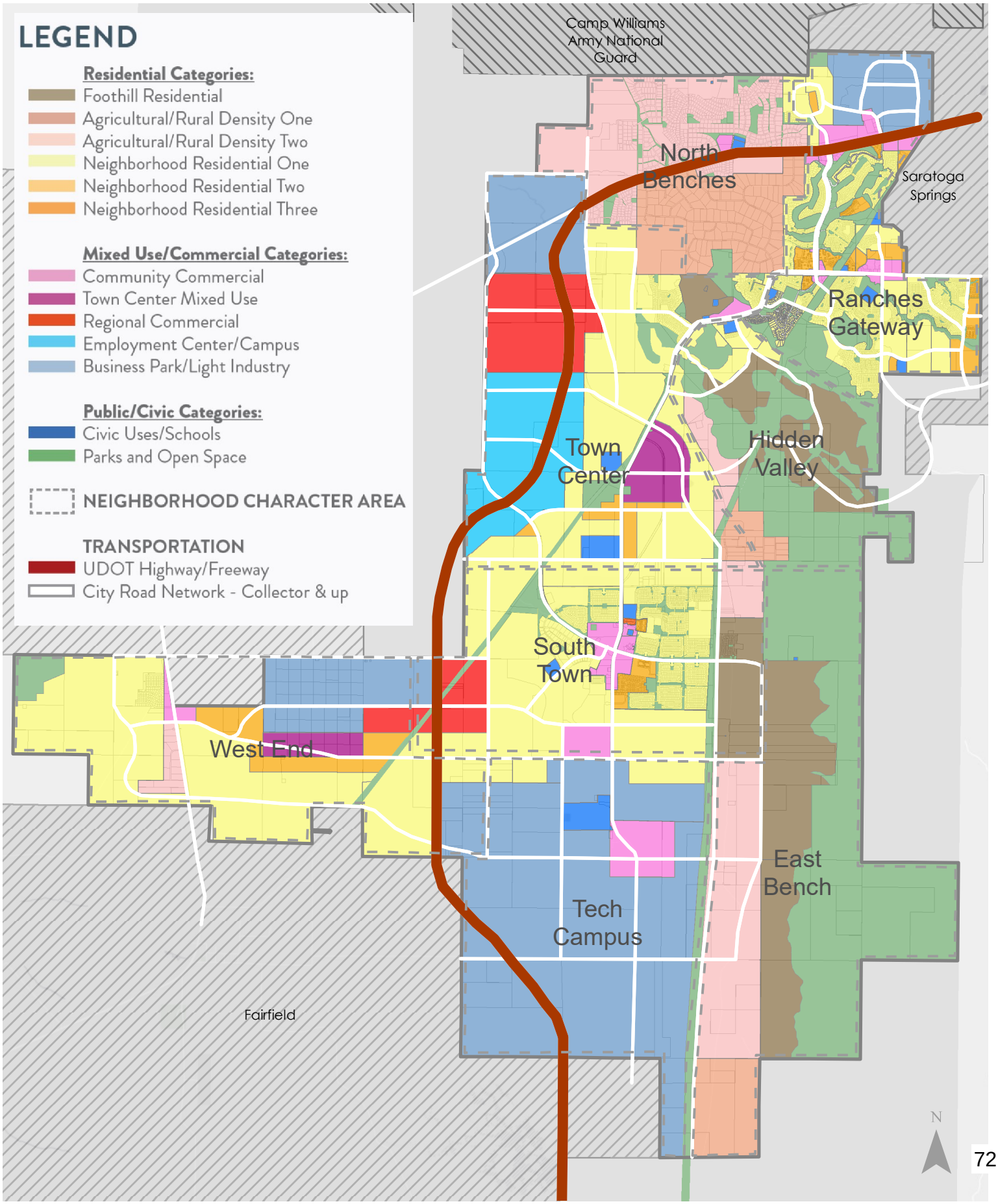
FUTURE LAND USE & TRANSPORTATION MAP



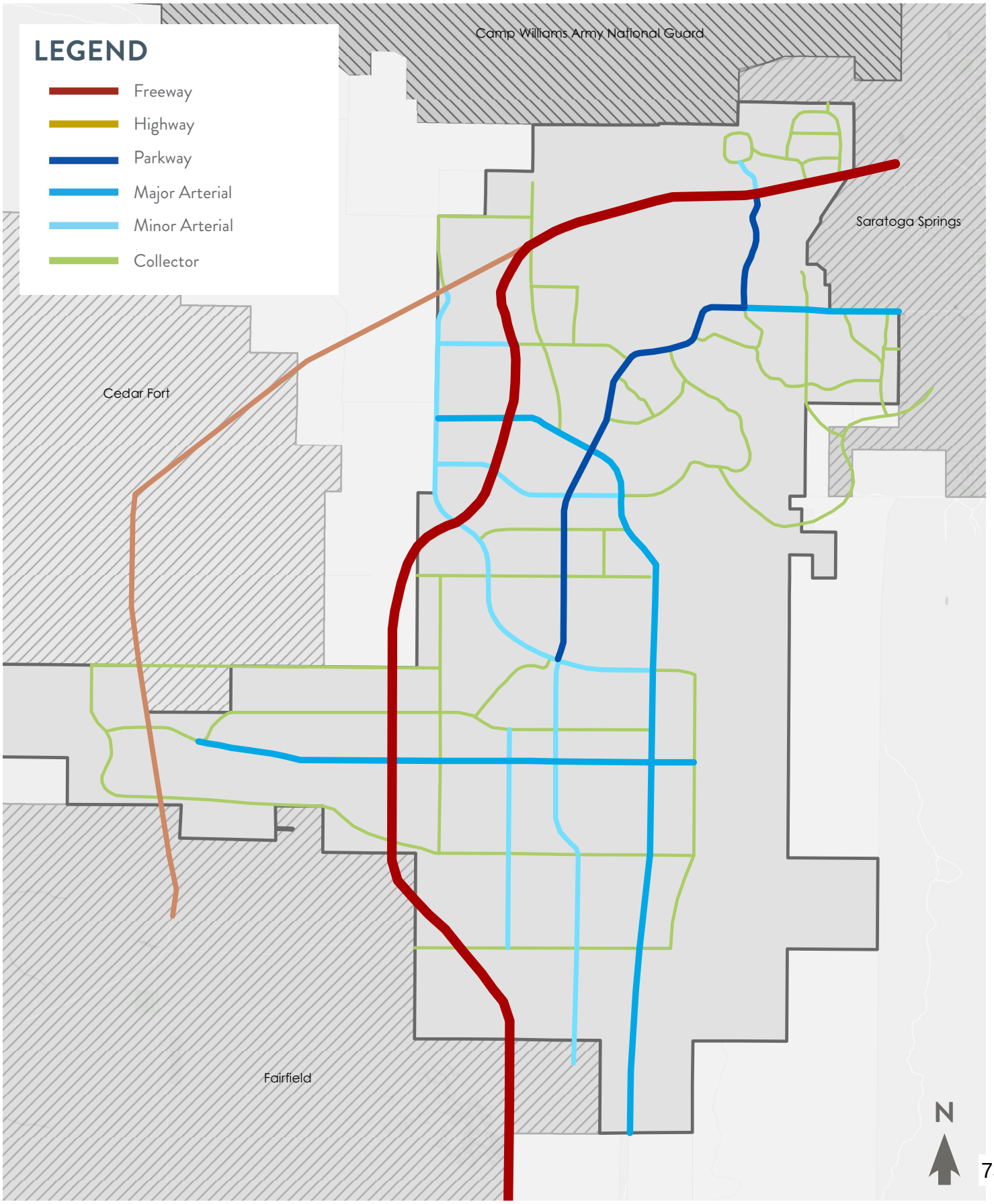
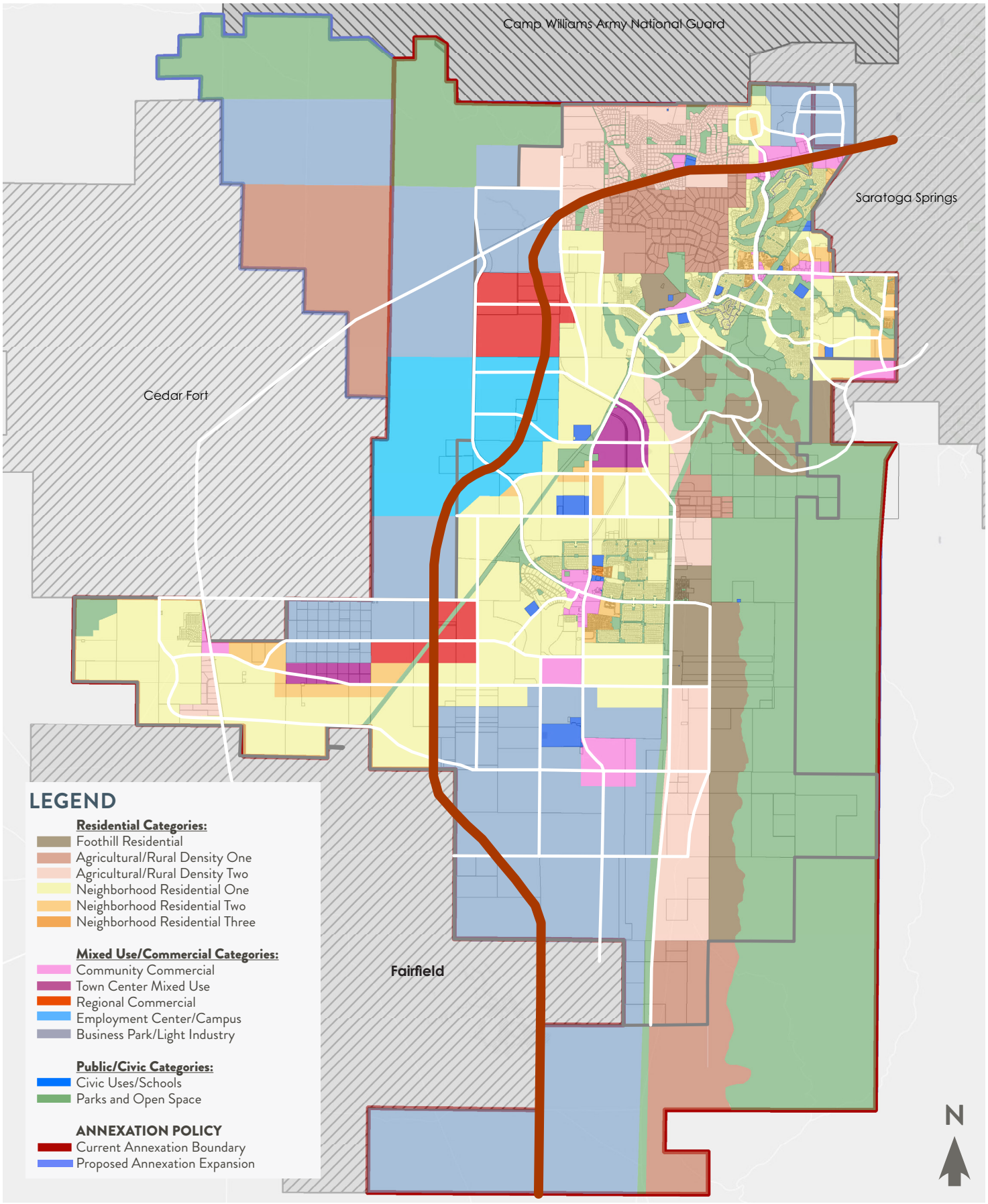
ANNEXATION AREAS, FUTURE LAND USE & TRANSPORTATION MAP



FUTURE LAND USE & TRANSPORTATION MAP



FUTURE TRANSPORTATION MASTER PLAN



ANNEXATION AREAS & FUTURE LAND USE MAP