



EAGLE MOUNTAIN PLANNING COMMISSION MEETING

July 23, 2019, 6:00 PM

Eagle Mountain City Council Chambers

1650 East Stagecoach Run Eagle Mountain UT 84005

1. DISCUSSION ITEMS

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

2. PLEDGE OF ALLEGIANCE

3. DECLARATION OF CONFLICTS OF INTEREST

4. APPROVAL OF MEETING MINUTES

- 4.A. July 9, 2019 Planning Commission
Regular Planning Commission Meeting
[Exhibit 1](#)

5. PLEDGE OF ALLEGIANCE

6. DECLARATION OF CONFLICTS OF INTEREST

7. ACTION AND ADVISORY ITEMS

- 7.A. SilverLake South Preliminary Plat
A Preliminary Plat for all remaining units south of the Tickville Wash in SilverLake
[MDP under Plats.docx](#)
[SilverLake South of the Wash.pdf](#)
- 7.B. Cedar Farms - Rezone and Preliminary Plat, Public Hearing
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.
[Cedar Farms Preliminary Plat](#)

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.

Eagle Mountain 2018 General Plan Future Land Use Map
Sunset Flats Master Plan

8. **DISCUSSION ITEMS**

- 8.A. Eagle Quest
A concept plan for 160 Acres
[EAGLE QUEST SURVEY EAST PARCELSignedV1.1.pdf](#)
[18-107_East Concept copy.pdf](#)

9. **NEXT SCHEDULED MEETING**

September 10th 2019

10. **ADJOURNMENT**

CERTIFICATE OF POSTING

The undersigned, duly appointed City Recorder, does hereby certify that the above agenda notice was posted on this **19th day of July, 2019**, on the Eagle Mountain City bulletin boards, the Eagle Mountain City website www.emcity.org, posted to the Utah State public notice website <http://www.utah.gov/pmn/index.html>, and was emailed to at least one newspaper of general circulation within the jurisdiction of the public body.

Fionnuala B. Kofoed, MMC, City Recorder

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 too 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 too fast on bridge 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-Nw1yU7IMIFZ98GImyRIKfBignfuyQ0bQe4T9ro>). 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 than 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

From: 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.

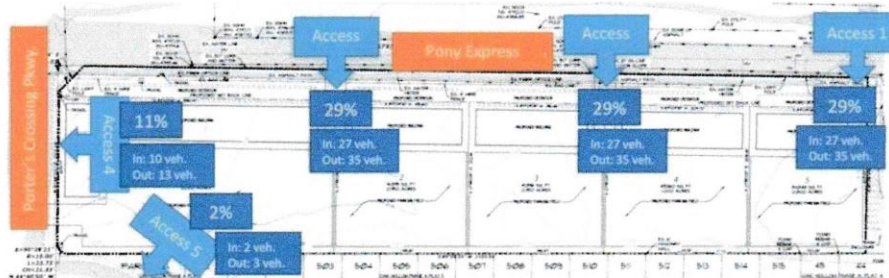
Please do not approve commercial connections into residential communities. It's a safety hazard and the cost of the extra traffic is carried by the communities.

Thank you!!

Joshua Hanson

Petition Against Parcel 58:040:0542 Access 5

Figure 1: Project Accesses



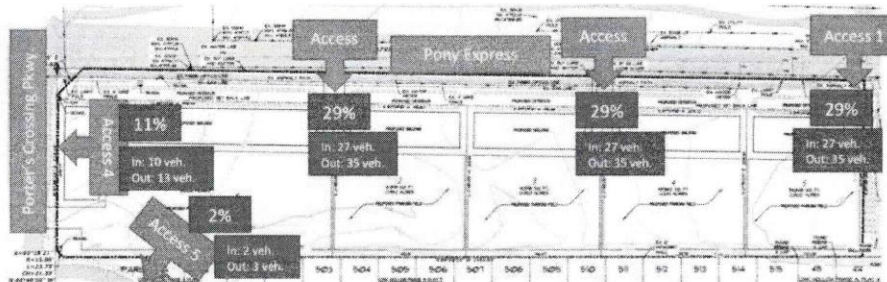
Only 5 vehicles access the site through Access 5 during the peak hour. Therefore, Bridleway Drive does not require additional pavement to accommodate a turn pocket lane. Please note USPS has mailboxes for the entire neighborhood on Bridleway Road within 50 feet of Porter's Crossing which impacts traffic 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 Bridleway 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	[Signature]
Vagner	Porto	7877 N Willow Oak Way	6/26/19	[Signature]
Sarah	Hanson	7867 N Willow Oak Way	6/26/19	[Signature]
Joshua	Hanson	7867 N Willow Oak Way	6/26/19	[Signature]
Jeff	Goff	7833 N Willow Oak Way	6/26/19	[Signature]
Cali	Goff	7833 N Willow Oak Way	6/26/19	[Signature]
Jesse	Clark	7823 N Willow Oak Way	6/26/19	[Signature]
Nirvana	Clark	7823 N Willow Oak Way	6/26/19	[Signature]
Jacob	Kirkwood	7788 N Willow Oak Way	6/26/19	[Signature]
Laurel	Kirkwood	7788 N Willow Oak Way	6/26/19	[Signature]
Josh	Utkanski	7766 N Willow Oak Way	6/26/19	[Signature]
Emily	Utkanski	" "	6/26/19	[Signature]
Fallen	Colings	7767 N Willow Oak Way	6/26/19	[Signature]

Petition Against Parcel 58:040:0542 Access 5

Figure 1: Project Accesses



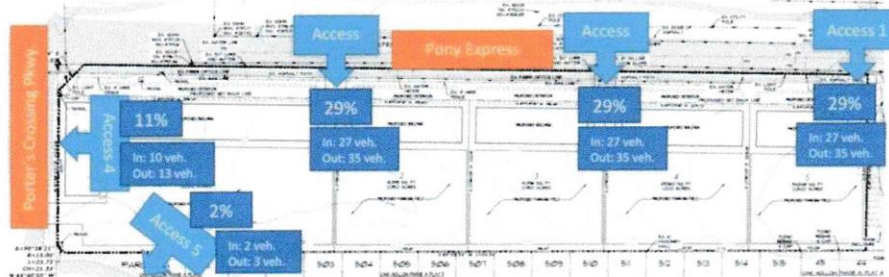
Only 5 vehicles access the site through Access 5 during the peak hour. Therefore, Bridleway Drive does not require additional pavement to accommodate a turn pocket lane. Please note USPS has mailboxes for the entire neighborhood on Bridleway Road within 50 feet of Porter's Crossing which impacts traffic 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 Bridleway 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 Webster
Annette	Webster	7914 N Willow Oak Way	6/26/19	Annette Webster
Trevor	Tom	7924 N Willow Oak Way	6/26/19	Trevor Tom
Laura	Tom	7924 N Willow Oak Way	6/26/19	Laura Tom
Casey	Murphy	4393 E Willow Oak Way	6/26/19	Casey Murphy
Suliku	Murphy	4393 E Willow Oak Way	6/26/19	Suliku Murphy
Alex	Murphy	4393 E Willow Oak Way	6/26/19	Alex Murphy
Mike	Casey	4371 E Willow Oak Way	6/26/19	Mike Casey
Zashira	Montalvo	4371 E Willow Oak Way	6/26/19	Zashira Montalvo
Devin	Dyer	4349 E Willow Oak Way	6/26/19	Devin Dyer
Callan	Dyer	4349 E Willow Oak Way	6-26-19	Callan Dyer
Maria	Haynie	7902 Willow Oak Way	6/27/19	Maria Haynie
Steve	Haynie	7902 Willow Oak Way	6/27/19	Steve Haynie

Petition Against Parcel 58:040:0542 Access 5

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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 Bridleway 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	<i>[Signature]</i>

First Name	Last Name	Address	Date	Signature
Mariah	Pew	7915 N Bridleway	6/26/2019	Murphy
Ally	Thompson	7814 N Bridleway	6/26/2019	Wendy Thomas
Matthew	Kemp	7835 N BROADR	6/26/19	Matthew
Sandhya	Pindi	7847 N BUR OAK DR	6/26/19	P. Sandhya
Allison	Jester	7877 N. BUR OAK DR.	6/26	Allison
Amera	Jarvis	7878 N. BUR OAK DR.	6/26	Amera
Nick	Jarvis	7878 N. BUR OAK DR.	6/26	Nick
Thomas	Rodriguez	7874 N. BUR OAK DR.	6/26	Thomas
Amanda	Mirales	7831 N BUR OAK DR	6/26	Amanda
Shalleen	Cameron	4364 E. Bridleway Rd.	6/26	Shalleen Cameron
Wendy	Thomas	4354 E. Bridleway Rd	6/26	Wendy Thomas
Joe	Thomas	4354 E. Bridleway Rd	6/26	Joe Thomas
Daniel	Billings	7842 N. Bridleway Rd	6/26	Daniel

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.

Figure 1 is a map of the study area. It shows the location of the study site (Pony Express) and the location of the study site relative to the crossing. The map includes a north arrow, a scale bar (0 to 1000 feet), and labels for various roads and landmarks. The study site is located on the east side of the crossing, near the intersection of Pony Express and the crossing. The map also shows the location of the study site relative to the crossing, with labels for 'Access 1', 'Access 2', 'Access 3', 'Access 4', and 'Access 5'. The map includes a legend for 'Access' and 'Pony Express'.

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.

[illegible]

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 not 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 feels 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 may 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 CITY
PLANNING COMMISSION MEETING
JULY 23, 2019

TITLE:	SilverLake South Preliminary Plat
ITEM TYPE:	Preliminary Plat
APPLICANT:	Bronson Tatton

ACTION ITEM:

Yes

PUBLIC HEARING:

Yes

REQUIRED FINDINGS:

The Applicant completed a traffic study that anticipated 1,200 Units in SilverLake south of the wash. This was reviewed by the Planning Commission and City Council during the SilverLake 18,19, and 20 Plats, and no changes have been made to it.

The Traffic Study shows multiple intersections currently operating at a LOS F without the project, or any mitigation. When the projects traffic is calculated into the traffic study at least one approach of every intersection within the study area is failing by 2023 in the AM and PM peak hours (without mitigation)

The Traffic Study then looks at the project traffic with Roadway improvements which include:

- Widening of Pony Express Parkway to 4 lanes (this is already underway)
- A Signal at the intersection of Pony Express Parkway & Porters Crossing (currently under construction)
- A Signal at the Intersection of Woodhaven Boulevard and Pony Express Parkway (when the warrants are met)
- Four-way stop at the intersection of Porters Crossing Parkway and Golden Eagle Road

With the planned roadway

BACKGROUND:

All lots in SilverLake South of the Wash are located in the SilverLake Master Development Plan/Agreement. A total of 1,200 units are permitted in SilverLake south of the wash including:

- + Up to 200 units in Area “C” which includes the 28.4 acres to the East of Silverlake Parkway (~117 shown currently)
- + Up to 600 units in Area “D” Which is approximately 83 Acres and contains property for a Church and School Site
- + Up to 400 units in Area “E” which contains approximately 78.6 Acres

The applicant is showing a school and church site, but instead of in Area D they are shown in Area C. both of these areas are shown on the Master Development Plan as the same densities and unit types.

Currently 278 Units have been approved in SilverLake 16-20, and an additional 788 are being proposed with this plat, bringing the total number of units to 1,066 which is 134 units LESS than allowed by the MDA/MDP

Per the SilverLake MDP Paragraph 6b the Applicant is required to provide 14.541 acres of Improved parks throughout the development, 5.789 Acres were provided north of the wash, thus the applicant shall demonstrate that at least 8.752 acres of improved open space is provided south of the wash.

All Units in this development will have access to the SilverLake South Pool and Clubhouse

ITEMS FOR CONSIDERATION:

Paragraph 1-3 discuss parks plans, need for escrow and addition items needed

Paragraph 4-6 discusses road connection across the wash

PARAGRAPH ONE: The SilverLake Master Development Plan requires an additional 8.752 acres of open space south of the Tickville wash. Per Code, the city has been collecting an escrow based on the fee-in-lieu amount detailed

improvements every intersection operates at an acceptable LOS, and at a higher LOS than currently exists independent of this project. Fencing Along Collector roads shall match the collector road fencing approved for SilverLake South of the wash

PREPARED BY:

Taylor Jensen, Planning

in city code for each lot south of the wash. Escrowed money is to be released upon completion of sufficient park areas in SilverLake South; the escrow amount has been calculated as follows:

- The fee-in-lieu for improved open space is \$5.75 a square foot
- 8.752 acres of improved open space is required south of the wash ($8.752 * 43,560 = 381,237.12$ sf)
- $\$5.75 * 381,237.12 = \$2,192,113.44$
- Cost divided among 1,170 anticipated units south of the wash ($\$2,192,113.44 / 1,170 = \$1,873.60/\text{lot}$)
- $\$1,873.60 * 150\% = \$2,810.40$
- $\$2,810.40 * 788 = \$2,214,595.20$ (Fee will be paid on a pro-rata basis as plats are recorded)

PARAGRAPH TWO: This is the Final Preliminary Plat for SilverLake, thus the Planning Commission shall review the proposed parks plan and indicate if you feel it is appropriate. Staff believes that more park space should be included in a centralized park that includes playfields. Staff believes that the narrow section of land between the lots in the center of the project should not be improved open space due to the narrow nature of the property and lack of visibility from public streets.

PARAGRAPH THREE: The applicant shall provide detailed park plans to be approved by the Parks Director

PARAGRAH FOUR: The SilverLake MDP shows a road crossing the Tickville Wash at Silver Creek Way, the proposed Preliminary Plat does not show this connection. It is the opinion of staff that this connection should be shown to increase connectivity between the subdivisions on the north and south side of the wash

PARAGRAPH FIVE 16.30.090.1 States "...As part of the analysis, city staff will ensure the internal connectivity of the subdivision meets the required connectivity index and that the connectivity is provided to adjacent properties where possible. "16.30.090.4 states "External Street Connectivity Standards. In addition to the internal street connectivity standards, external connectivity shall be maintained"

PARAGRAPH SIX Thus it is the opinion of staff that not only should a connection across the wash be installed because it is on the MDP Map, but also staff feels it should be required in order to increase links and connectivity between SilverLake north and south of the wash

RECOMMENDATION:

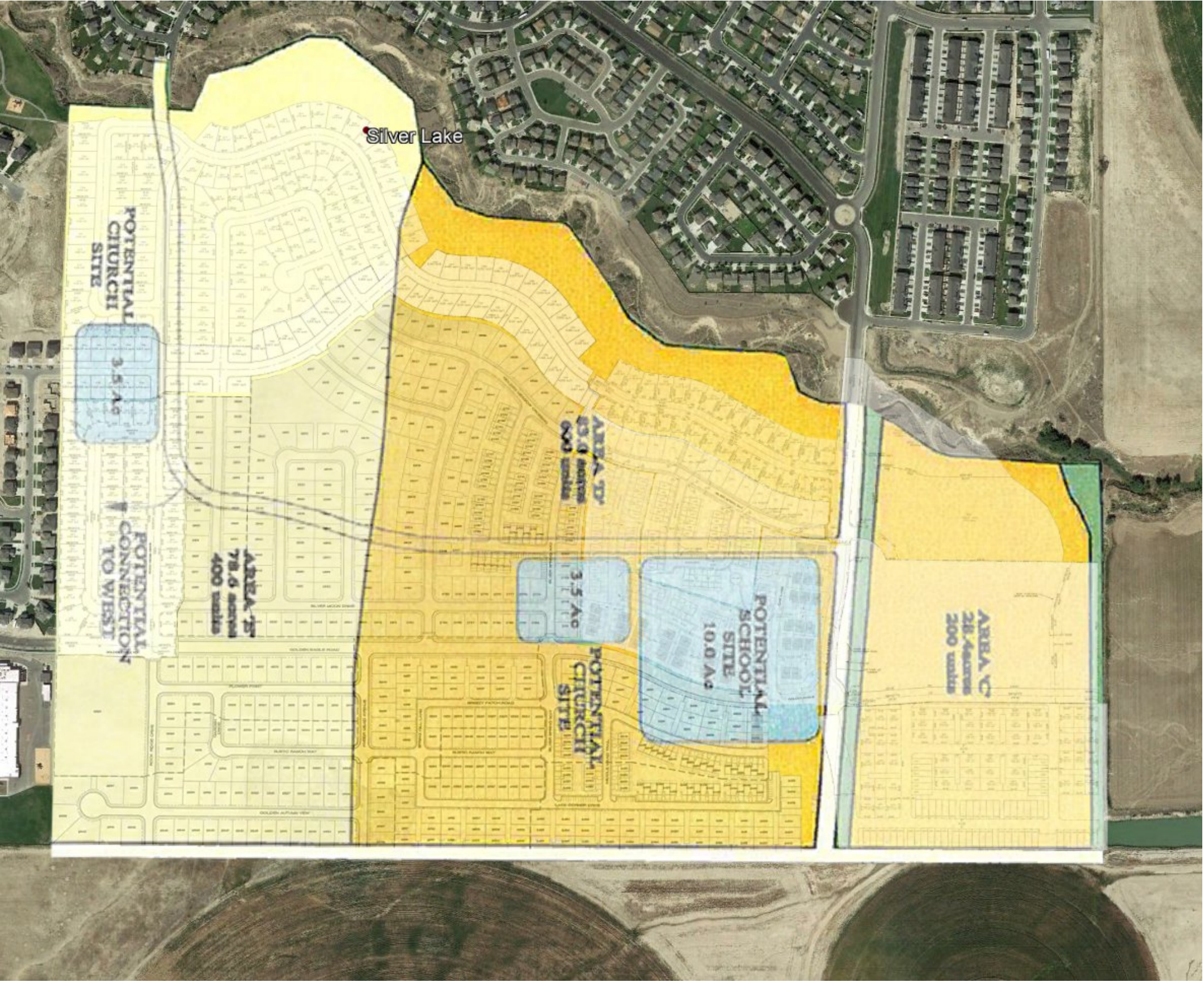
I move that the Eagle Mountain Planning Commission Table the SilverLake South (Plats 21-26) Preliminary Plat until the following items are completed:

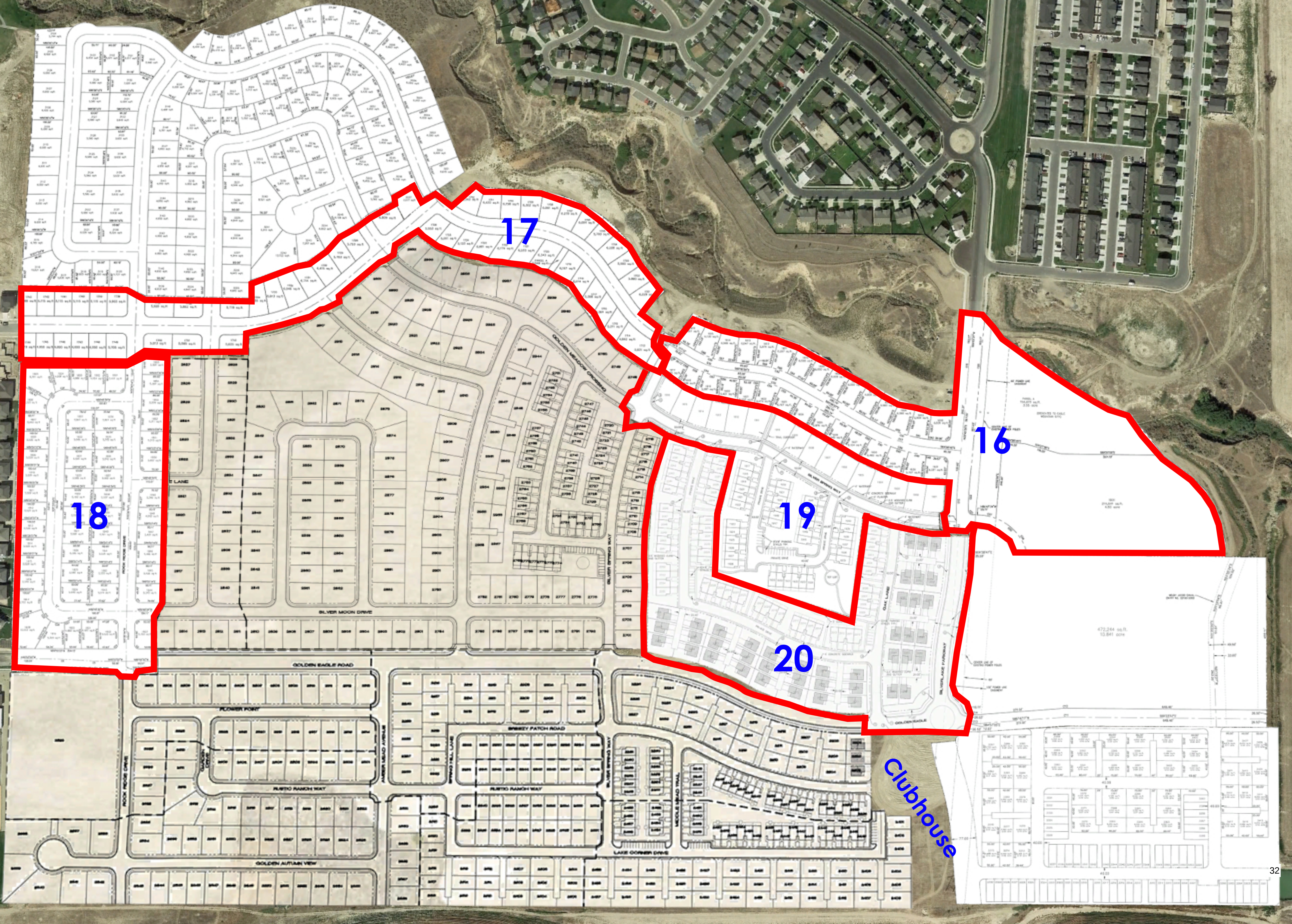
- 1) A road is shown connecting over the wash into Silver Creek Way
- 2) A Detailed Parks Plan has been submitted and approved by the Parks Director
- 3) Any Other Items the Planning Commission feels are appropriate

Attachments:

[MDP under Plats.docx](#)

[SilverLake South of the Wash.pdf](#)





17

18

16

19

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Clubhouse



EAGLE MOUNTAIN CITY
PLANNING COMMISSION MEETING
JULY 23, 2019

TITLE:	Cedar Farms - Rezone and Preliminary Plat, Public Hearing
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. 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,

BACKGROUND:

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 proposed land use 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:

The City is currently drafting new residential codes, however this proposal complies with the Future Land Use Plan in the General Plan, and the applicant is proposing lot size minimums. In the opinion of staff it may be appropriate to consider the rezone application while the Residential Code is being re-written, as it complies strictly with the Future Land Use Plan.

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, connecting Eagle Mountain Boulevard with Pony Express Parkway.

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 neighboring properties, thus the proposal complies.

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.

17.90.060 E states: "The proposed use is not expected to have a significant

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)), and contains buildable envelopes of approximately 90' x 170' and 90' x 145' (considering extra wide 50' setbacks and existing utility easements). The Base Density setbacks are actually 25' front and rear, 12' side with a combined sides of 30'. These setbacks would create even larger building envelopes.

PREPARED BY:
Taylor Jensen, Planning

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)), and contains buildable envelopes of approximately 90' x 170' and 90' x 145' (considering setbacks and easements).

RECOMMENDATION:

We recommend that the Planning Commission recommend approval under the current zoning with the following motions:

I move that the Planning Commission recommend approval of the Cedar Farms Rezone to the City Council with the following condition:

1) Minimum lot size is 2.5 acres.

I move that the Planning Commission recommend approval of the Cedar Farms 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.

Attachments:

Cedar Farms Preliminary Plat

Eagle Mountain 2018 General Plan Future Land Use Map

Sunset Flats Master Plan

FUTURE LAND USE & TRANSPORTATION MAP

LEGEND

Residential Categories:

- Foothill Residential
- Agricultural/Rural Density One
- Agricultural/Rural Density Two
- Neighborhood Residential One
- Neighborhood Residential Two
- Neighborhood Residential Three

Mixed Use/Commercial Categories:

- Community Commercial
- Town Center Mixed Use
- Regional Commercial
- Employment Center/Campus
- Business Park/Light Industry

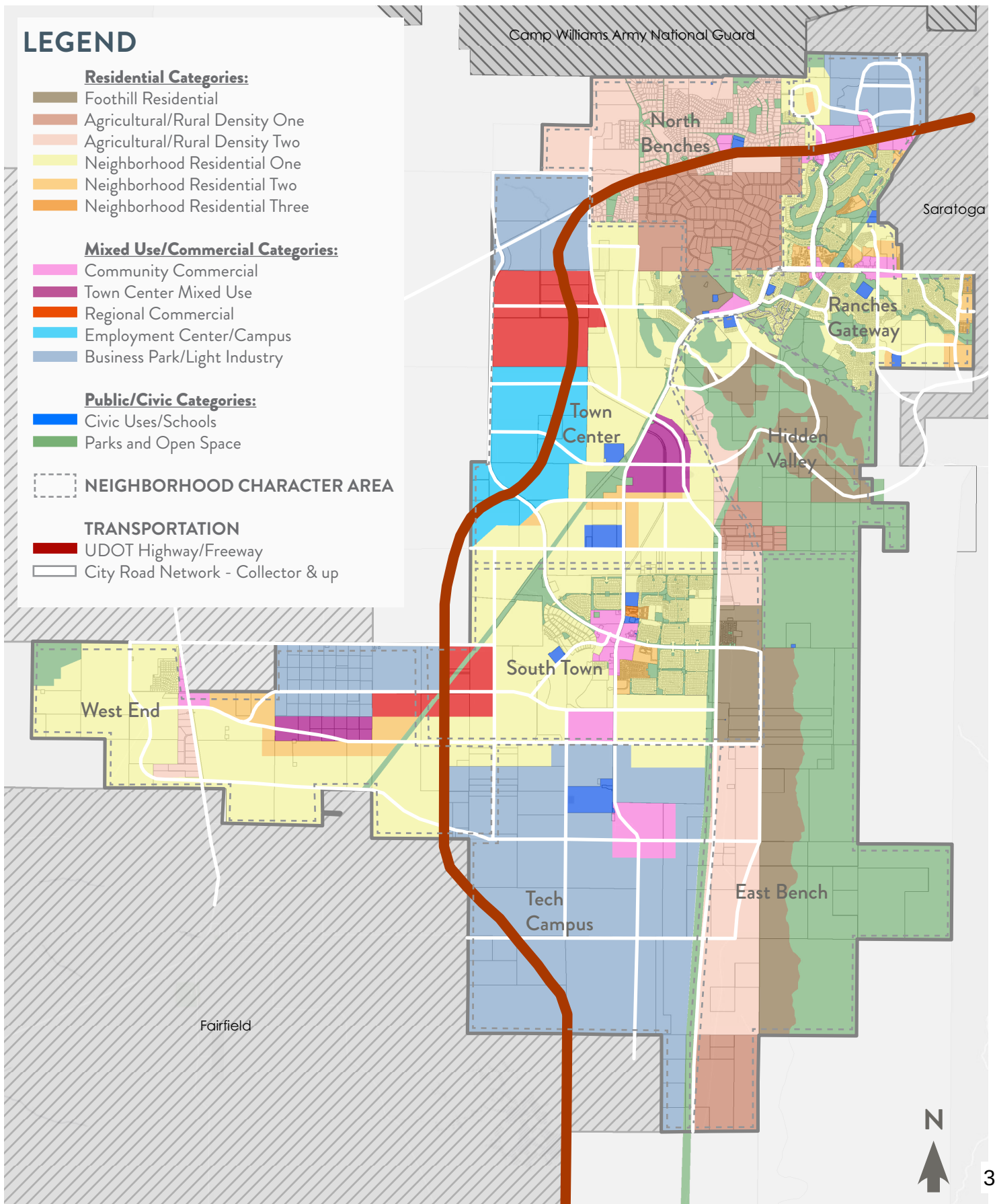
Public/Civic Categories:

- Civic Uses/Schools
- Parks and Open Space

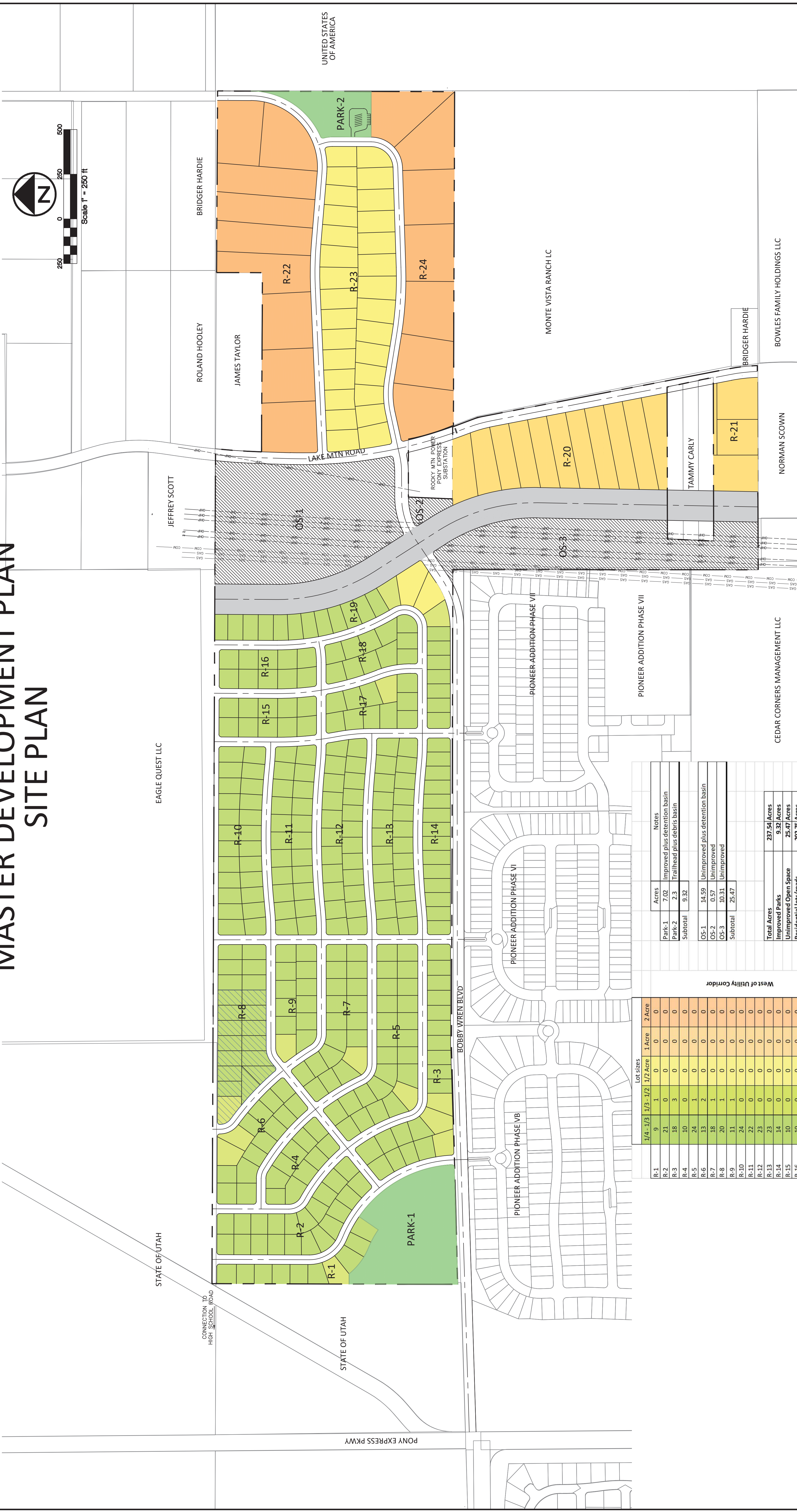
NEIGHBORHOOD CHARACTER AREA

TRANSPORTATION

- UDOT Highway/Freeway
- City Road Network - Collector & up



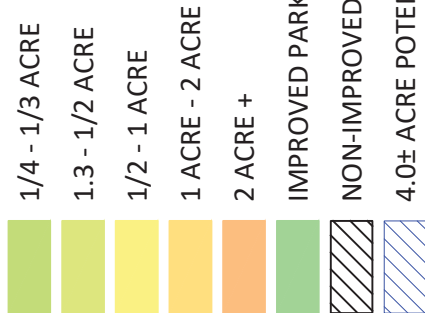
SUNSET FLATS
MASTER DEVELOPMENT PLAN
SITE PLAN



Lot sizes						West of Utility Corridor										East of Utility Corridor													
	1/4 - 1/3	1/3 - 1/2	1/2 Acre	1 Acre	2 Acre																								
R-1	9	1	0	0	0																								
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																								
						Density																				1.89	Units/acre		

Lot sizes			West of Utility Corridor										East of Utility Corridor															
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G:\DATA\17063 Ridge Point Sunset Flats\dwg\MP Exhibits\Sunset Flats Master Plan.dwg
PLOT DATE: Sep 15, 2017

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
WWW.WILDINGENGINEERING.COM



**EAGLE MOUNTAIN CITY
PLANNING COMMISSION MEETING
JULY 23, 2019**

TITLE:	Eagle Quest
ITEM TYPE:	Concept Plan
APPLICANT:	Eagle Quest LLC

ACTION ITEM:

No

PUBLIC HEARING:

No

REQUIRED FINDINGS:

BACKGROUND:

The applicant has submitted for a concept plan review to begin the master development plan process for approximately 163 acres located north of Sunset Flats

ITEMS FOR CONSIDERATION:

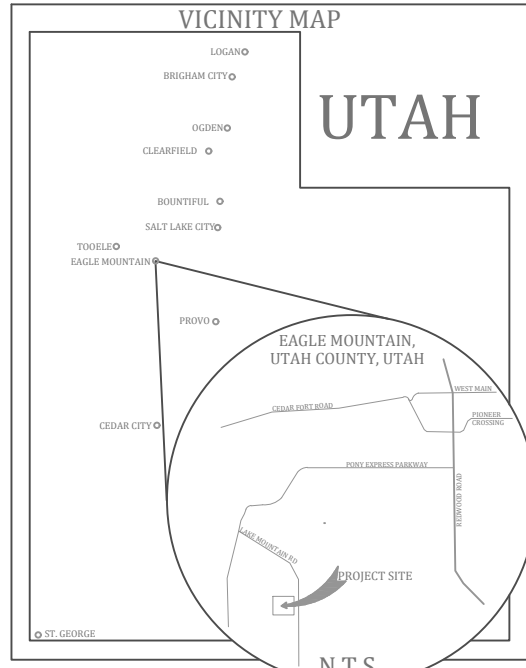
RECOMMENDATION:

PREPARED BY:

Tayler Jensen, Planning

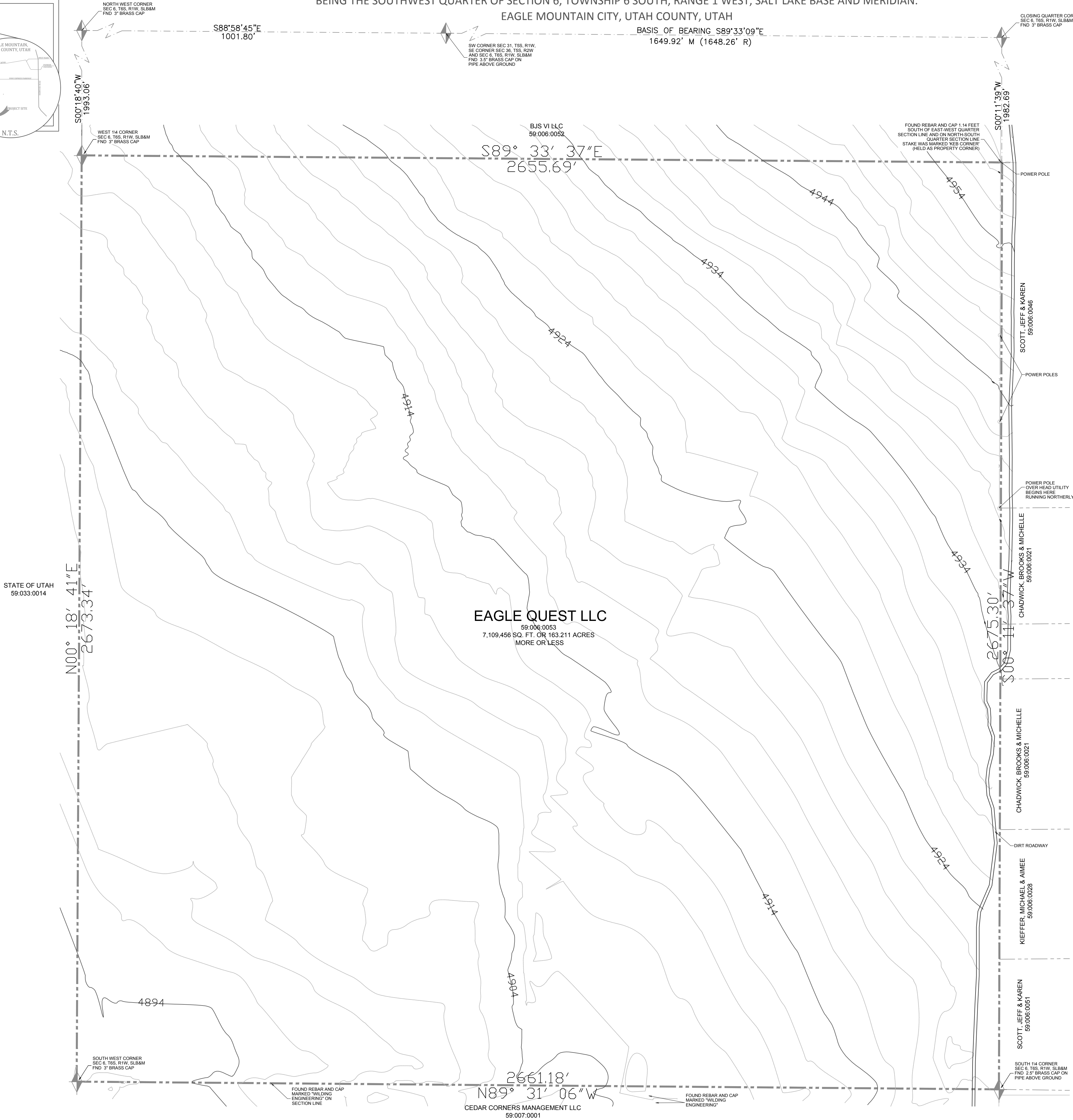
Attachments:

[EAGLE QUEST SURVEY EAST PARCELSignedV1.1.pdf](#)
[18-107_East Concept copy.pdf](#)



BOUNDARY AND TOPOGRAPHY SURVEY

BEING THE SOUTHWEST QUARTER OF SECTION 6, TOWNSHIP 6 SOUTH, RANGE 1 WEST, SALT LAKE BASE AND MERIDIAN.
EAGLE MOUNTAIN CITY, UTAH COUNTY, UTAH



SURVEYOR'S CERTIFICATE

I, MATTHEW STONES, DO HEREBY CERTIFY THAT I AM A PROFESSIONAL LAND SURVEYOR, AND THAT I HOLD LICENSE NUMBER 7176711 AS PRESCRIBED UNDER THE LAWS OF THE STATE OF UTAH, I FURTHER CERTIFY THAT UNDER THE AUTHORITY OF THE OWNERS HAVE MADE A SURVEY OF THE TRACT OF LAND SHOWN ON THIS PLAT AND AS DESCRIBED BELOW, AND HAVE SUBDIVIDED SAID TRACT OF LAND INTO LOTS, BLOCKS, STREETS AND EASEMENTS AND THE SAME HAS BEEN CORRECTLY SURVEYED AND STAKED ON THE GROUND AS SHOWN ON THIS PLAT AND THAT THIS PLAT IS TRUE AND CORRECT.

11-12-2018
DATE

Matthew C. Stones
MATTHEW C STONES, PLS
NO. 7176711



ORIGINAL BOUNDARY DESCRIPTION

COMMENCING SOUTH 1972.08 FEET FROM THE NORTHWEST CORNER OF SECTION 6, TOWNSHIP 6 SOUTH, RANGE 1 WEST, SALT LAKE BASE AND MERIDIAN, THENCE EAST 2640.00 FEET TO THE NORTH QUARTER CORNER OF SAID SECTION 6, THENCE SOUTH 2632.08 FEET, THENCE WEST 2640.00 FEET TO THE WEST LINE OF SAID SECTION 6, THENCE NORTH 2632.08 FEET TO THE POINT OF BEGINNING.

AS SURVEYED BOUNDARY DESCRIPTION

BEGINNING AT THE WEST QUARTER CORNER OF SECTION 6, TOWNSHIP 6 SOUTH, RANGE 1 WEST, SALT LAKE BASE AND MERIDIAN, THENCE SOUTH 89°33'37" EAST 2655.69 FEET TO THE SOUTH EAST CORNER OF THE PARCEL KNOWN AS 59:006:0052 IN THE UTAH COUNTY RECORDER OFFICE AND MARKED WITH A REBAR AND CAP MARKED "KEB CORNER"; THENCE SOUTH 00°11'37" WEST 2675.30 FEET TO THE SOUTH QUARTER CORNER OF SAID SECTION 6; THENCE NORTH 89°31'06" WEST 2661.18 FEET TO THE SOUTH WEST CORNER OF SAID SECTION 6; THENCE NORTH 00°18'41" EAST WEST 2673.34 FEET TO THE POINT OF BEGINNING.

CONTAINING 7,109,456 SQ. FT. OR 163.211 ACRES MORE OR LESS.

SURVEYOR NARRATIVE

IT IS THE INTENT OF THIS SURVEY TO OBTAIN TOPOGRAPHICAL AND BOUNDARY INFORMATION FOR CONCEPTUAL DESIGN AND PLANNING. THE BASIS OF BEARING IS SOUTH 89°33'09" EAST ALONG THE NORTH SECTION LINE OF SECTION 6, TOWNSHIP 6 SOUTH, RANGE 1 WEST, SALT LAKE BASE AND MERIDIAN, BETWEEN FOUND MONUMENTS REPRESENTING THE SOUTH WEST CORNER OF SECTION 31, TOWNSHIP 5 SOUTH, RANGE 1 WEST, SALT LAKE BASE AND MERIDIAN, AND THE NORTH QUARTER OF CORNER OF SAID SECTION 6. THE BOUNDARY IS DETERMINED BY HOLDING THE FOUND SECTION CORNERS OF SAID SECTION 6. THE NORTH EAST CORNER WAS DETERMINED TO BY A FOUND REBAR AND CAP WITH A LATHE THAT MARKED "KEB CORNER". THE REBAR COINCIDES WITH THE CALL FOR THE CORNER ACCORDING TO SURVEYS ON FILE IN THE UTAH COUNTY SURVEYOR OFFICE.

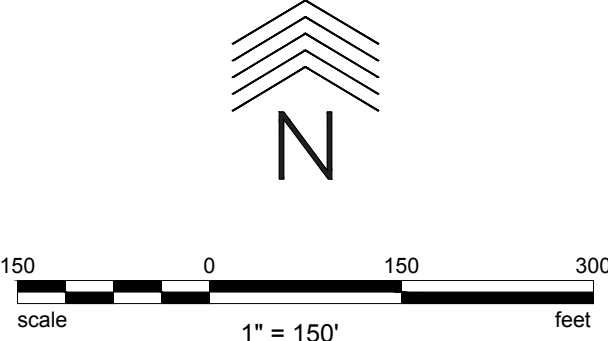
THE CONTOUR INTERVAL IS 2'

DOCUMENTS USED

SURVEYS AS RECORDED IN THE UTAH COUNTY SURVEYOR OFFICE:
97-207; 98-247; 00-114; 01-427; 02-260; 04-295; 07-420; 07-422; 07-427; 07-433; 07-434; 15-195; 16-128
DEEDS AS RECORDED IN THE UTAH COUNTY RECORDER OFFICE:
ENTRY NUMBER: 1352-2014 A PLAT
ENTRY NUMBER: 131957-2008 RESOLUTION
ENTRY NUMBER: 56210-2004 AFFIDAVIT
ENTRY NUMBER: 101064-2000 AFFIDAVIT OF CORRECTION
ENTRY NUMBER: 101062-2000 WD
ENTRY NUMBER: 96181-2000 WD
ENTRY NUMBER: 70434-2000 SUBORDINATION AGREEMENT
ENTRY NUMBER: 64356-2000 DOR
ENTRY NUMBER: 51699-2000 WD
ENTRY NUMBER: 51698-2000 WD
ENTRY NUMBER: 41630-2017 WD
ENTRY NUMBER: 14631-2016 DOR
ENTRY NUMBER: 141428-2002 WD
ENTRY NUMBER: 1578-2001 WD
ENTRY NUMBER: 66446-2009 SWD
ENTRY NUMBER: 81031-2008 WD
ENTRY NUMBER: 131995-2006 WD
ENTRY NUMBER: 54745-2006 WD
ENTRY NUMBER: 19071-2005 PATENT NO. 19679

LEGEND:

- BOUNDARY
- MAJOR CONTOUR
- OVERHEAD POWER
- ROADWAYS
- OTHER PROPERTIES
- MONUMENT LINE
- FOUND MONUMENT



REVISIONS:

EAGLE QUEST, LLC

6616 WEST 10760 NORTH
HIGHLAND, UTAH 84003

avenue CONSULTANTS

Avenue Consultants, Inc.
6575 South Redwood Road, Suite 101
Taylorsville, UT 84123
801-207-7660
www.avenueconsultants.com

BOUNDARY AND TOPOGRAPHY

BEING THE SOUTH WEST QUARTER
OF SECTION 6, TOWNSHIP 6 SOUTH,
RANGE 1 WEST, SALT LAKE BASE
AND MERIDIAN

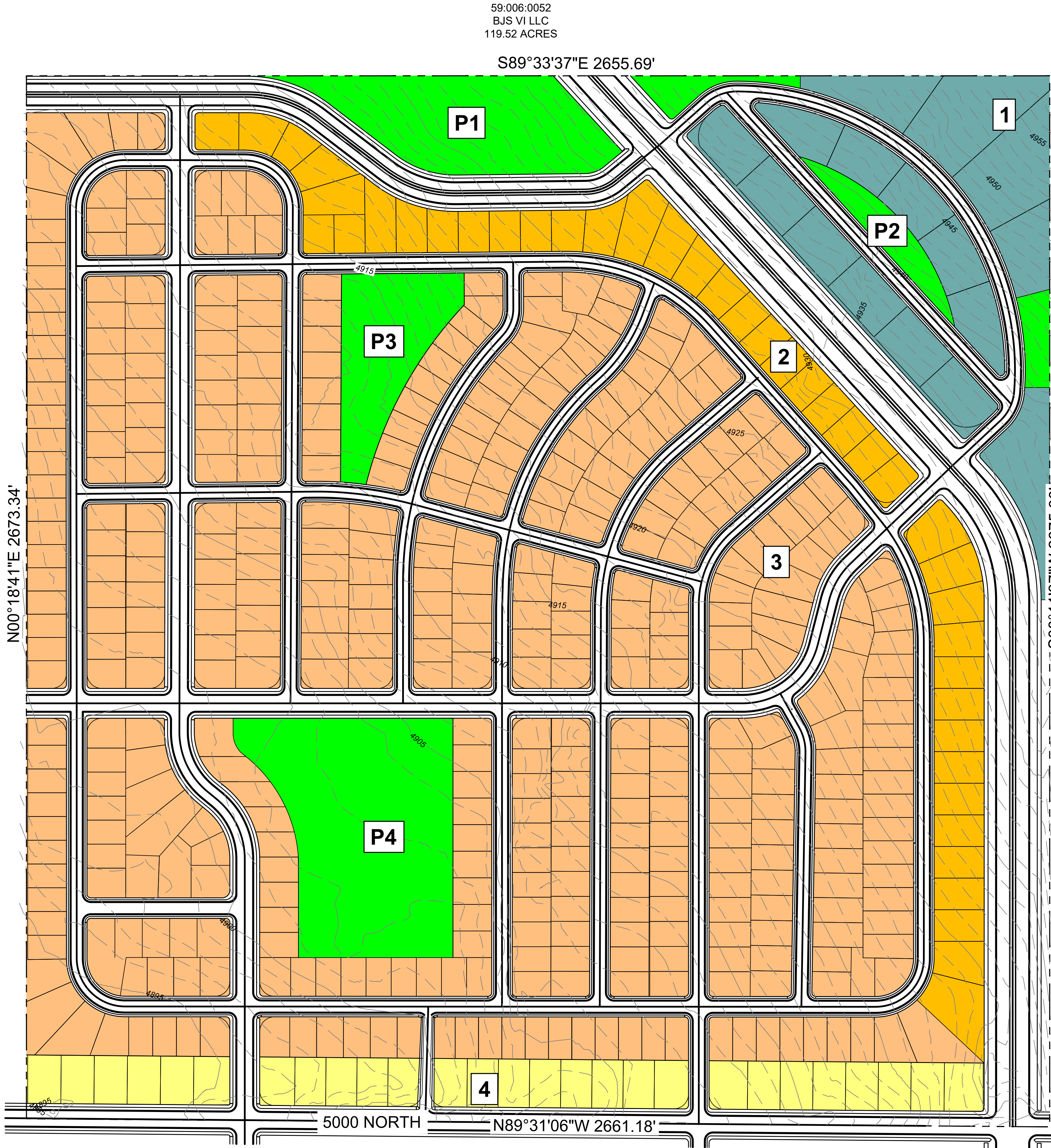
Drawn by MCS
Detailer CJC
Checker MCS

SUBSET NO.

SHEET NO.
1 of 1

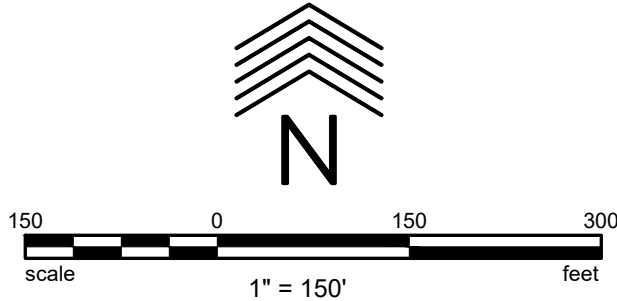
59:033:0014
STATE OF UTAH
36.93 ACRES

N00°18'41"E 2673.34'



LOT SUMMARY

DEVELOPMENT AREA	PARCEL AREA SQ. FT.	NUMBER OF LOTS	NUMBER OF UNITS	AVERAGE LOT SIZE SQ. FT.	MINIMUM LOT SIZE SQ. FT.	MAXIMUM LOT SIZE SQ. FT.
AREA 1 MANSION HOME LOTS	476,811	16	48	29,801	21,780	62,670
AREA 2 TWIN LOTS	462,720	42	82	11,017	8,000	22,326
AREA 3 SINGLE FAMILY LOTS	3,101,134	432	432	7,179	6,000	13,559
AREA 4 SINGLE FAMILY LOTS	287,549	27	27	10,650	10,000	12,520
PARKS						
PARK / OPENSOURCE	SQ. FT.	APPROX. LENGTH	APPROX. WIDTH			
P1	155,593	620	254			
P2 (AGGREGATE OF THREE PARKS)	68,597	597	84			
P3	102,201	540	317			
P4	273,967	618	410			
SUMMARY						
TOTAL PARCEL AREA	TOTAL NUMBER OF LOTS	TOTAL NUMBER OF UNITS	GROSS UNITS PER ACRE	TOTAL PARK/ OPENSOURCE AREA		
163.21 ACRES (7,109,456 SQ. FT.)	517	589	3.6100	13.78 ACRES		



PRELIMINARY
NOT FOR CONSTRUCTION

REVISIONS:

7/2/2019						
CONCEPT PLAN						

EAGLEQUEST, LLC

avenue

CONSULTANTS

Avenue Consultants, Inc
6605 South Redwood Road, Suite 101
Taylorsville, UT 84123
801-207-7660
www.avenueconsultants.com

Know what's below.
Call 811 before you dig.
811
UTAH
800-488-8111
www.811utah.org

CONCEPT PLAN

EAGLEQUEST RESIDENTIAL
EAGLE MOUNTAIN, UTAH

Engineer	CC
Designer	JT
Reviewer	KS

SUBSET NO. 1
SHEET NO. CP-1