



EAGLE MOUNTAIN PLANNING COMMISSION MEETING

July 09, 2019, 5:30 PM

Eagle Mountain City Council Chambers

1650 East Stagecoach Run Eagle Mountain UT 84005

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

1. DISCUSSION ITEMS

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

5. ACTION AND ADVISORY ITEMS

5.A. Street Tree Code

A Staff Proposed Code Amendment Regarding the spacing of required Street Trees

[Draft Street Tree Ordinance](#)

5.B. Carson Commercial Corner Master Site Plan and Preliminary Plat

The proposed application is located along Pony Express Parkway beginning on the corner of Porter's Crossing and Pony Express Pkwy going east to the west boundary of the Eagle Vision development. This property was zoned commercial with the Oak Hollow Master Development Agreement on May 3, 2016. It consists of 6.84 acres.

[Pony Express Parkway.pdf](#)

[Pony Express at Porters Crossing TIS - 2019.06.17.pdf](#)

[Eagle Vision Colored Elevations 05-18-2018 \(1\).pdf](#)

6. DISCUSSION ITEMS

7. NEXT SCHEDULED MEETING

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.

8. **ADJOURNMENT**

9. **ADJOURNMENT**

CERTIFICATE OF POSTING

The undersigned, duly appointed City Recorder, does hereby certify that the above agenda notice was posted on this **5th 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



**EAGLE MOUNTAIN CITY
PLANNING COMMISSION MEETING
JULY 9, 2019**

TITLE:	Street Tree Code
ITEM TYPE:	Development Code Amendment
APPLICANT:	City Staff

ACTION ITEM:

Yes

PUBLIC HEARING:

Yes

REQUIRED FINDINGS:

PREPARED BY:

Tayler Jensen, Planning

BACKGROUND:

Currently City Code requires street trees along collector and arterial roads, and mandates that trees are spaced so that when full-grown crowns overlap. Code doesn't address what type of trees should be planted, or take into account the different size of park strips and what is an appropriate tree for each area. This proposed code creates standards for required trees along arterial and collector roads. It also sets up standards for types and spacing of trees that may be placed in residential streets, to promote a healthy urban forest while avoiding damage to public and private infrastructure and property.

ITEMS FOR CONSIDERATION:

RECOMMENDATION:

Staff recommends that the Planning Commission recommend approval of the proposed code to City Council.

Attachments:

[Draft Street Tree Ordinance](#)

16.35.080 Street trees.

Street trees shall be planted in the park strip with an irrigation system along all arterial and collector streets. Street trees may be planted in the park strip with an irrigation system along any residential road.

- A. A-Tree Specifications. At the time of planting, street trees shall have a trunk caliper of at least one and one-half inches at a location of eight inches above the soil line. Street trees shall be selected from the approved street trees listed in tables 16.35.080(1), 16.35.080(2) and 16.35.080(3). Developer shall choose multiple genera from the approved list. Chosen street trees shall be spaced according to this title, and in an alternating manner, and be spaced according to size at maturity so that mature crowns overlap slightly with adjacent trees.
- B. Approval Required. Street trees shall be required for all development (Residential, Office, and/or Commercial) with frontage along a collector or arterial road. Street tree locations shall be shown on Preliminary Plats and/or Site Plans. Street tree locations (and species of trees) shall be approved by the Eagle Mountain Forester, Parks Director, and Community Development Director, or their designees.
1. Spacing. Street Trees shall be spaced accordingly to ensure mature crowns overlap, while maintaining safe sight lines:
 - a. Minor Collectors: Every 35'
 - b. Major Collectors: Every 45'
 - c. Minor and Major Arterials: Every 50'
 - d. Parkways: Every 50'
 2. Utility Spacings, in addition to the above spacing standards trees shall also be located at least:
 - a. 10' from any utility pole, fire hydrant, and/or utility boxes
 - b. 15' from any driveway or drive access
 - c. 30' from all legal traffic control signs
 3. Height. Trees that hang over the road, parking, sidewalks or paths shall have the following clearances:
 - a. Sidewalks/Trail/Path: 8'
 - b. Road/ Parking: 12'
 4. Alternation. In order to protect the urban forest from diseases and harmful pest's street trees shall alternate among several genera. At least two genera of tree are required, and three or more are recommended for each development.
- C. BondEscrow. The developer shall be required to ~~post a bond~~ pay an escrow of \$600 per tree for every, for required street trees and related improvements. The ~~bond-escrow~~ may be used to

replace required ~~landscaping~~street trees that fails to survive for a period of one year after all planting. The ~~bond-escrow~~ will be ~~released-refunded~~ after all required ~~landscaping~~street trees ~~is~~ are in place and ~~has-have~~ survived in good condition for a period of one year after planting. To avoid damage, required ~~landscaping~~street trees shall be planted as project phases are completed and as early as appropriate based on seasonal requirements. Street trees shall be installed where there is a soil volume sufficient to support healthy trees and an irrigation system. [Ord. O-27-2006 § 2 (Exh. A § 7.8); Ord. O-07-2006 § 2 (Exh. 1 § 7.8); Ord. O-23-2005 § 3 (Exh. 1(2) § 7.8)].

D. Installation Process. The following process shall be followed for the install of any required street trees

1. Street Tree locations, and genus/species shall be shown on open space/landscaping plans
2. Street Tree locations shall be approved by the Eagle Mountain Forester, Parks Director, and the Community Development Director, or their designees
3. Street Tree Escrow (\$600 per required tree) shall be paid prior to plat recording (or building permit issuance for Office or Commercial developments)
4. All required trees shall be installed:
 - i. With infrastructure improvement if collector or arterial road is being built by the applicant
 - ii. Before issuance of 50% of building permits for residential projects along existing collector or arterial roads
 - iii. Before certificate of occupancy for Commercial or Office development
5. Escrow shall be released on year (365 Days) after planting for all trees that have survived in good condition

E. Optional/Elective Street Tree Standards. While not required by code the planting of street trees is encouraged along all residential roads according to the below standards

1. Spacing: Every 20'
2. 10' from any utility pole, fire hydrant, and/or utility boxes
3. 15' from any driveway
4. 30' from all legal traffic control signs
5. 8' Minimum clearance over sidewalks
6. 12' Minimum clearance over parking and road

F. Tables

Small Parkstrip Trees (Residential ROW) 20 - 30 foot spacing			
Botanical & Common Name	Height (In Feet)	Width (in Feet)	Growth Rate
<i>Acer campestre</i> Hedge Maple	25	25	Slow
<i>Acer ginnala</i> Amur Maple	15	10	Medium
<i>Acer grandidentatum</i> Bigtooth Maple	25	15	Slow
<i>Acer griseum</i> Paperbark Maple	30	30	Slow
<i>Acer tartaricum</i> Tartarium Maple	20	20	Slow/Medium
<i>Aesculus pavia</i> Red Buckeye	20	20	Medium
<i>Cercis canadensis</i> Eastern Redbud	30	35	Medium
<i>Crataegus phaenopyrum</i> Washington Hawthorne	30	25	Medium
<i>Crataegus laevigata</i> English Hawthorne	20	20	Slow
<i>Crataegus crus-galli 'inermis'</i> Cockspur Hawthorne	30	35	Slow
<i>Koelreuteria paniculata</i> Goldenrain Tree	40	40	Fast
<i>Malus spp.</i> Flowering Crabapple	20	20	Fast
<i>Prunus serrulata</i> Flowering Cherry	25	15	Medium
<i>Prunus cerassifera</i> Flowering Plum	20	15	Medium
<i>Syringa reticulata</i> Japanese Lilac Tree	25	15	Medium

Table 16.35.130 1

Large Parkstrip Trees (Collector Roads) 30 - 40 foot spacing			
Botanical & Common Name	Height (In Feet)	Width (in Feet)	Growth Rate
<i>Acer plantanoides</i> Norway Maple	45	35	Medium
<i>Acer pseudoplatanus</i> Sycamore Maple	30	25	Medium
<i>Acer nigrum</i> Black Maple	45	25	Slow
<i>Aesculus X carnea</i> Red Horsechestnut	40	35	Slow
<i>Carpinus betulus</i> European Hornbeam	40	30	Medium
<i>Celtis occidentalis</i> Common Hackberry	45	35	Fast
<i>Fraxinus pennsylvanica</i> Green Ash	60	40	Fast
<i>Ginkgo biloba</i> Maidenhair Tree (Ginko)	35	35	Medium
<i>Gleditsia triacanthos inermis'</i> Thornless Honey Locust	45	40	Fast
<i>Gymnocladus dioica</i> Kentucky Coffeetree	55	30	Medium
<i>Metasequoia glytostroboides</i> Dawn Redwood	70	35	Fast
<i>Pyrus calleryan</i> Flowring Pear	30	25	Fast
<i>Sophora japonica</i> Japanese Pagoda Tree	35	30	Fast

Table 16.35.130 2

Very Large Parkstrip Trees (Arterial Roads) 40-60 foot spacing			
Botanical & Common Name	Height (In Feet)	Width (in Feet)	Growth Rate
<i>Aesculus hippocastanum</i> Common Horsechestnut	60	45	Medium
<i>Catalpa speciosa</i> Northern Catalpa	60	40	Fast
<i>Liriodendron tulipifera</i> Tulip Tree	80	45	Fast
<i>Quercus bicolor</i> Swamp White Oak	50	35	Medium
<i>Quercus macrocarpa</i> Bur Oak	70	65	Slow
<i>Quercus robur</i> English Oak	55	45	Fast
<i>Quercus rubra</i> Northern Red Oak	50	45	Medium
<i>Tilia americana</i> American Linden	55	35	Medium
<i>Tilia cordata</i> Littleleaf Linden	45	40	Medium
<i>Tilia tomentosa</i> Silver Linden	60	40	Medium
<i>Plantanus acerifolia</i> London Planetree	90	60	Medium/Fast
<i>Ulmus parvifolia</i> Lacebark Elm	50	30	Medium

Table 16.35.130 3

17.60.140 Clear vision triangle.

Clear lines of sight shall be provided at intersections by delineating triangular areas adjacent to all intersections, within which no parking, building, structure, berming, or landscaping over three feet in height above the street shall be permitted. ~~No Trees are allowed within clear-vision triangle. Single-trunk trees may be planted within such areas, but only where the tree will be pruned to eliminate all branches and foliage below eight feet.~~ Driveways are prohibited within the clear vision triangle of local streets unless there is no other feasible placement of a driveway on a lot. Clear vision triangles may not be

required if an approved chain link or other non-sight-obscuring fence is used. The size of the clear vision triangles shall be as follows:

A. Local Streets. At intersections of local streets, the triangle shall be defined by drawing a line between two points that are 30 feet from the intersection. See Diagram 17.60.170(a), Clear VisionTriangle.

B. Alleys or Driveways and Local Streets. At intersections of alleys or driveways (this includes private driveways) and local streets, the triangle shall be defined by drawing a line between two points that are 15 feet from the intersection along the lot lines (along alleys) or driveways and 30 feet on the street side. See Diagram 17.60.170(c), Alleyway Fencing.

C. Other Streets. Larger clear vision triangles may be required by the city engineer where local streets enter arterial streets, major collector streets, or parkways. [Ord. O-05-2008 § 2 (Exh. A § 12.14); Ord. O-23-2005 § 3 (Exh. 1(1) § 12.14)].

SEAL:

177 E. ANTELOPE DR. STE. B
LAYTON, UT 84041
PHONE: (801) 499-5054



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ENGINEERING

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SURVEY

CIVIL

STRUCTURAL

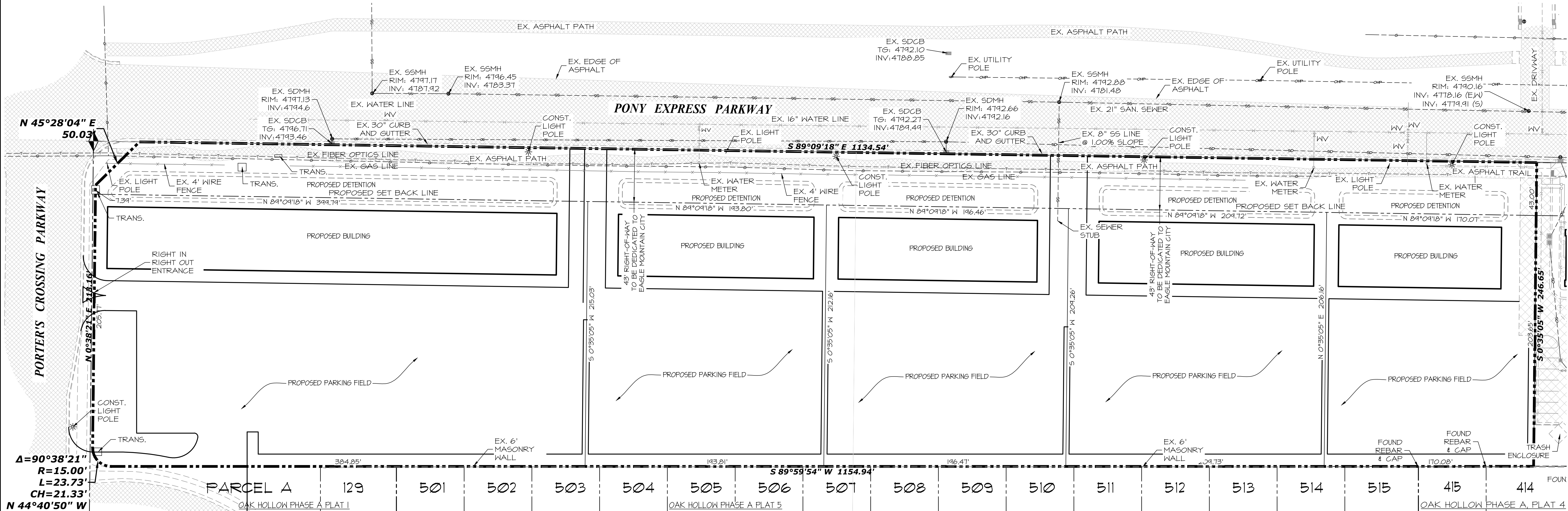
LSC PONY EXPRESS PARKWAY
APPROX 4200 PONY EXPRESS PARKWAY
EAGLE MOUNTAIN UTAH

DATE: 6/3/2019
PROJECT: 19-024
DRAWN BY: JTF
REVISIONS:

MASTER
SITE PLAN

SHEET NUMBER:

1



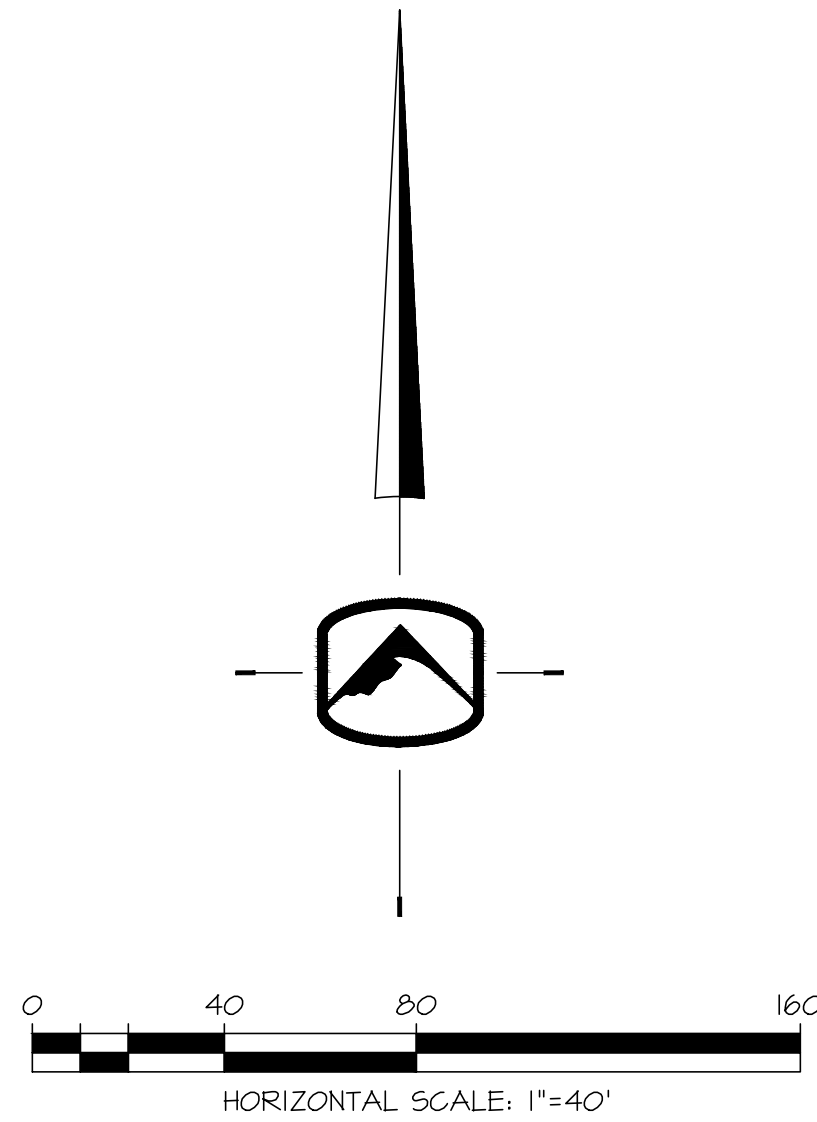
LEGEND	
NOT ALL ITEMS IN THE LEGEND MAY BE APPLICABLE	
	BOUNDARY LINE
	CENTERLINE
	EASEMENT LINE
	SETBACK LINE
	NEW IRRIGATION LINE
	NEW STORM DRAIN
	NEW SANITARY SEWER
	NEW SECONDARY WATERLINE
	NEW CULINARY WATERLINE
	EX. IRRIGATION LINE
	EX. OVERHEAD POWER LINE
	EX. STORM DRAIN
	EX. SANITARY SEWER
	EX. SECONDARY WATERLINE
	EX. TELEPHONE LINE
	EX. GAS LINE
	EX. CULINARY WATERLINE
	SECTION CORNER
	MONUMENT
	CONTROL POINT
	EG CONTOUR MINOR
	EG CONTOUR MAJOR
	FG CONTOUR MINOR
	FG CONTOUR MAJOR
	NEW ASPHALT PER DETAIL 1/C3.1
	EXISTING ASPHALT
	EXISTING CURB & GUTTER
	30" HIGH BACK CURB PER DETAIL 2/C3.1
	30" RELEASE GUTTER PER DETAIL 3/C3.1

VICINITY MAP



PLAT CALCULATIONS	
TOTAL ACREAGE:	6.841 AC.
TOTAL ACREAGE IN LOTS:	5.701 AC.
AVERAGE LOT SIZE:	1.140 AC.
LARGEST LOT SIZE:	2.000 AC.
SMALLEST LOT SIZE:	0.800 AC.
OVERALL DENSITY:	1.368 LOTS/ AC.
TOTAL # OF LOTS:	5 LOTS

- NOTES:
- SPECIFIC ARCHITECTURAL DESIGNS FOR PROPOSED BUILDINGS WILL BE ADDRESS AT THE SITE PLAN APPLICATION FOR EACH LOT.
 - INDIVIDUAL SITE PLANS FOR EACH LOT WILL MEET THE PARKING REQUIREMENTS FOR THE ZONE.
 - STORMWATER CALCULATIONS AND ONSITE DETENTION/RETENTION WILL BE ADDRESS WITH THE SITE PLAN APPLICATION FOR EACH LOT.



MASTER SITE PLAN



To: Larry Carson
LSC Real Estate, LLC

From: Kevin Croshaw, P.E.
Horrocks Engineers

Date: June 17th, 2019



Subject: Traffic Impact Study: Pony Express Property at Porter's Crossing

The purpose of this memorandum is to show the findings regarding the Traffic Impact Study (TIS) for the subject property located on the corner of Porter's Crossing and Pony Express Parkway in Eagle Mountain, UT. This study discusses the study area, traffic impact on Pony Express Parkway and access to the subject property.

Study Area:

The study area includes the proposed project accesses and the following intersections:

- Porter's Crossing Parkway and Pony Express Parkway
- Clydesdale Drive and Pony Express Parkway
- Two project accesses on Pony Express Parkway
- One project access on Bridleway Road
- One project access on Porter's Crossing

Traffic Impact on Pony Express Parkway:

Existing Traffic Conditions

Horrocks used traffic count data collected in February 2016 to use as existing conditions on Pony Express. Currently, there is a total of 955 vehicles traveling on Pony Express in the AM Peak hour, with 342 vehicles traveling west and 613 traveling east. During the PM peak hour there is a total of 1,105 vehicles traveling on Pony Express, with 748 vehicles traveling west and 357 vehicles traveling east. The 2010 Highway Capacity Manual suggest using a capacity of 1,750 pc/hr/ln for areas with a population less than 250,000. Since Eagle Mountain falls under that range, a lane capacity of 1,750 pc/hr/ln will be appropriate to use for future reference. With Pony Express being a five lane roadway it can handle a total of 7,000 vehicles per hour, with 3,500 vehicles in each direction. In existing conditions, the lane capacity of Pony Express is only 14% in the AM peak hour and 16% in the PM peak hour, as shown in **Table 1**.

Table 1: Existing Lane Capacity

Peak Hour	Existing Conditions (veh/hr)	Roadway Capacity (veh/hr)	% Capacity
AM	955	7,000	14%
PM	1,105	7,000	16%

Trip Generation:

The number of vehicle trips estimated to be generated by the new development was calculated using the methodology found in the Institute of Transportation Engineers (ITE) Trip Generation Manual 10th edition. The following land uses were used:

- *Shopping Center* — A group of commercial establishments that is planned, developed, owned, and managed as a unit. A shopping center's composition is related to its market area in terms of size, location, and type of store.
- *Office Space*— A space where affairs of businesses, commercial or industrial organizations, or professional persons or firms are conducted. An office building or buildings may contain a mixture of tenants providing professional services.

The proposed project is estimated to generate approximately 2,080 new external daily trips with 76 trips occurring in the AM peak hour and 214 in the PM peak hour, as shown in **Table 2**.

Table 2: Project Trip Generation

Pony Express Parkway Sub										
Variable	Quantity	Daily			AM Peak Hour			PM Peak Hour		
		Total	In	Out	Total	In	Out	Total	In	Out
Shopping Center (ITE 820)		37.75	50%	50%	0.94	62%	38%	3.81	48%	52%
1000 Sq. Ft. GFA	48	1,826	913	913	45	28	17	184	88	96
Office Space (ITE 710)		9.74	50%	50%	1.16	86%	14%	1.15	16%	84%
1000 Sq. Ft. GFA	26	255	127	127	30	26	4	30	5	25
Total New Trips		2,080	1,040	1,040	76	54	22	214	93	121

ITE Trip Generation 10th Edition

Trip Distribution:

Distributing this traffic onto Pony Express shows little impact on Pony Express Parkway, increasing the volume by 1% and 3% in the AM and PM peak hours, respectively, as shown in **Table 3**. There are no mitigations required on Pony Express.

Table 3: Existing plus Project Lane Capacity

Peak Hour	Existing Plus Project Conditions	Roadway Capacity	% Capacity
AM	1,031	7,000	15%
PM	1,319	7,000	19%

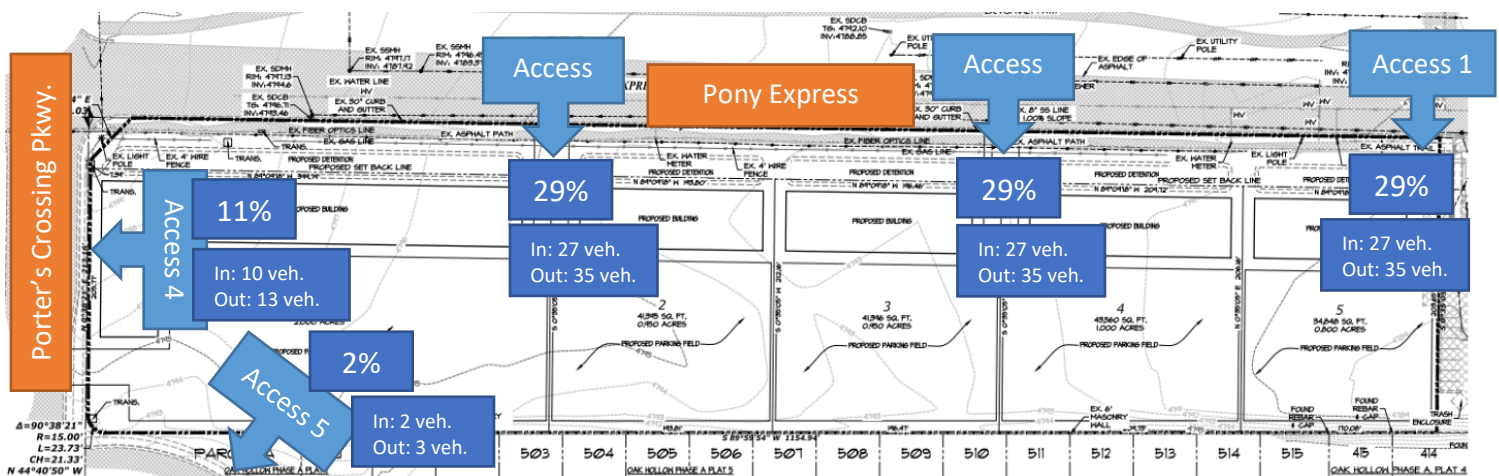
Site Access:

Between Porter's Crossing Parkway and Clydesdale Drive there is a distance of 1200 feet. Site access is shown in **Figure 1**. There is an approved full access at Clydesdale Drive (Access 1). Access 2 and Access 3 are full access intersections located on Pony Express evenly spaced at 400 feet from Porter's Crossing and Clydesdale Drive. Access 4 will be a right-in, right-out access located west of the site on Porter's Crossing. Access 5 will be located on Bridleway Road and utilize the City owned property to access the site on the south side of the site.

Trip Distribution at Site Accesses:

Trip distribution was calculated based off the direction of traffic at adjacent roads of the study area, Pony Express Parkway and Porter's crossing Parkway. From our count data, an estimate of 186 vehicles would access the site through Pony Express Parkway with only 23 vehicles using Porter's Crossing Parkway and 5 vehicles using Bridleway Drive. The trip distribution at each access can also be seen in **Figure 1**.

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.

Summary:

- Pony Express Pkwy has a capacity of 7,000 vehicles per hour, 3,500 vehicles in each direction.
- The proposed development is estimated to generate approximately 2,080 new external daily trips with 76 trips occurring in the AM peak hour and 214 in the PM peak hour
- With project traffic, Pony Express will have 1,031 and 1,319 vehicles during the AM and PM peak hours respectively.
 - No mitigations are required on Pony Express Parkway
- Project accesses are recommended in the following locations:
 - One access at Clydesdale Drive and Pony Express Parkway
 - Two accesses on Pony Express Parkway
 - One access on Bridleway Road
 - One access on Porter's Crossing Parkway



STREET FRONTAGE

NOT TO SCALE



PARKING LOT FRONTAGE

NOT TO SCALE

DATE: 05-18-2018
PROJECT: 18-047
DRAWN BY: C.D.

177 E ANTELOPE DR #B
LAYTON, UT 84041
PHONE: (801) 499-5054
FAX: (801) 499-5065



EAGLE VISION
4490 PONY EXPRESS PKWY
EAGLE MOUNTAIN, UT

15

SHEET NUMBER

A1



FRONT / SIDE ELEVATION
 NOT TO SCALE



REAR / SIDE ELEVATION
 NOT TO SCALE

DATE: 05-18-2018
 PROJECT: 18-047
 DRAWN BY: C.D.

177 E ANTELOPE DR #B
 LAYTON, UT 84041
 PHONE: (801) 499-5054
 FAX: (801) 499-5065



EAGLE VISION
 4490 PONY EXPRESS PKWY
 EAGLE MOUNTAIN, UT
 16

SHEET NUMBER

A2



STREET FRONTAGE

NOT TO SCALE



PARKING LOT FRONTAGE

NOT TO SCALE

DATE: 05-18-2018
PROJECT: 18-047
DRAWN BY: C.D.

177 E ANTELOPE DR #B
LAYTON, UT 84041
PHONE: (801) 499-5054
FAX: (801) 499-5065



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4490 PONY EXPRESS PKWY
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SHEET NUMBER

A2