



EAGLE MOUNTAIN PLANNING COMMISSION MEETING MINUTES

July 9, 2019, 5:30 p.m.
Eagle Mountain City Council Chambers
1650 East Stagecoach Run, Eagle Mountain, Utah 84005

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

1. Discussion Items

No Work Session was held.

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

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

ELECTED OFFICIALS PRESENT: Councilmember Melissa Clark.

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

Commissioner Everett called the meeting to order at 6:00 p.m.

2. Pledge of Allegiance

Commissioner Everett led the Pledge of Allegiance.

3. Declaration of Conflicts of Interest

None.

4. Approval of Meeting Minutes

4.A. June 11, 2019 Minutes

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

5. Action and Advisory Items

5.A. Street Tree Code Amendment – Public Hearing

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

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

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

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

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

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

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

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

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

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

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

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

5.B. Carson Commercial Corner Master Site Plan

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

~~Zachary Summers spoke against the access point onto Bridleway Road.~~

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

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

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

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

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

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

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

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

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

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

The motion failed for lack of a second.

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

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

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

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

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

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

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

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

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

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

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

6. Discussion Items

7. Next scheduled meeting

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

8. Adjournment

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

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

Approved by the Planning Commission on September 10, 2019.

A handwritten signature in black ink, appearing to read "Steve Mumford", is written over a horizontal line.

Steve Mumford
Community Development Director