



EAGLE MOUNTAIN PLANNING COMMISSION MEETING

June 09, 2020, 5:30 PM

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

- 1.A. [Development Code Amendment - Industrial Zone - Presentation and Discussion](#)
A presentation and discussion on the Industrial Zone (Not an Action Item)
- 1.B. [Development Code Amendments - Extractive Industries Overlay & Sweetwater Industrial Overlay Zones - Discussion](#)
Discussion of the Extractive Industries Overlay Zone and Sweetwater Industrial Overlay Zone (Not an Action Item)
- 1.C. [Historical Preservation Zone - Discussion](#)
Discussion concerning Chapter 17.58 Historical Preservation Zone (Not an Action Item)

6:30 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. [May 26, 2020 Minutes](#)
[PC Minutes 05.26.2020 - DRAFT](#)

5. STATUS REPORT

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.

6. **ACTION AND ADVISORY ITEMS**

6.A. **PUBLIC HEARING - Auto Zone (Site Plan & Recorded Plat Amendment)**

A proposed site plan for an Auto Zone store on Lot 7, and a recorded plat amendment for Porter's Crossing Town Center, splitting the existing Lot 7.

[Site Plan](#)

[Elevations](#)

[Landscape Plan](#)

[Amended Plat](#)

[Monument Sign](#)

[Planning Commission Minutes 5-12-20](#)

[AutoZone Full Plans](#)

6.B. **PUBLIC HEARING - Sweetwater Industrial Overlay Zone (Rezone)**

An applicant-proposed rezone to add the Sweetwater Industrial Overlay Zone to the proposed industrial project property north of the City Community Development building and west of Pony Express Parkway.

[Sweetwater Industrial Preliminary Plan](#)

[Rezone Application & Additional Information](#)

[Future Land Use Map 2-2020](#)

[MVR & EM Properties MDP Map](#)

7. **ACTION ITEMS: MARKETPLACE AT EAGLE MOUNTAIN TOWN CENTER**

7.A. **PUBLIC HEARING - Marketplace at Eagle Mountain Town Center (Rezone)**

An applicant-proposed rezone of the property on the northwest corner of Pony Express Parkway and Eagle Mountain Boulevard to a mix of Commercial Community and MF2.

[Legal Description & Zoning Statement](#)

[Zoning Map / Master Site Plan](#)

[Future Land Use Map 2-2020](#)

[MVR & EM Properties MDP Map](#)

7.B. **PUBLIC HEARING - Marketplace at Eagle Mountain Town Center (Master Site Plan and Preliminary Plat)**

An updated proposal for a commercial project on the northwest corner of Eagle Mountain Boulevard and Pony Express Parkway. The development will include a variety of retail and commercial services (EMMC 17.100.040).

[Master Site Plan & Building Elevations](#)

[Traffic Demand Model & Letter](#)

[Delayed Submittal Letter](#)

[Planning Commission Minutes 1-28-2020](#)

[City Council Minutes 2-18-2020](#)

8. **DISCUSSION ITEMS**

9. **NEXT SCHEDULED MEETING**

10. **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 June, 2020**, on the Eagle Mountain City bulletin boards, the Eagle Mountain City website www.emcity.org, posted to the Utah State public notice website <http://www.utah.gov/pmn/index.html>, and was emailed to at least one newspaper of general circulation within the jurisdiction of the public body.

Fionnuala B. Kofoed, MMC, City Recorder



EAGLE MOUNTAIN Planning Commission MEETING MINUTES

May 26, 2020, 5:30 p.m.
Eagle Mountain City Council Chambers
1650 East Stagecoach Run, Eagle Mountain, Utah 84005

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

COMMISSION MEMBERS PRESENT: Matthew Everett, Christopher Pengra, Erin Wells, Rich Wood, and Brett Wright.

CITY STAFF PRESENT: Steve Mumford, Community Development Director; Michael Hadley, Planning Manager; Fionnuala Kofoed, City Recorder; and Elizabeth Fewkes, Recording Secretary.

Commissioner Wood called the work session to order at 5:34 p.m.

1. Discussion Items

1.A. General Plan Future Transportation Map Review

Community Development Director Steve Mumford presented and reviewed the Future Transportation Map: General Plan Review Discussion. He stated the City Engineer Chris Trusty plans to update the Transportation Master Plan Impact Fee Facilities Plan (IFFP) which will include a City-wide update to the traffic model and recommendations for changes to the transportation network and system. Mr. Trusty suggested to delay the approval or implementation of changes and updates to the Municipal traffic plan until after the completion of the traffic studies and the IFFP update.

Discussion ensued regarding potential transportation system change recommendations for staff to discuss and address with the traffic study consultants. Commissioner Wood requested that Mr. Mumford to update the Planning Commission with study findings when available.

1.B. Development Code Amendments Including, but not Limited to the Industrial Zone & Overlay Zones

The Planning Commission discussed Eagle Mountain Municipal Code (EMMC) Chapter 17.40 Industrial Zone, the desirability of various types of heavy manufacturing uses, and potential concerns.

Commissioner Wood requested that the Industrial Zone return to the following work session and stated the City Council has requested the removal of conditional uses from the Code.

Commissioner Pengra volunteered to present Industrial Zone information and suggestions at the following work session meeting.

The Planning Commission discussed permitted uses and other concerns regarding extractive industries, industrial, and equine overlay zones.

Commissioner Wood requested that staff to include the Sweetwater Industrial Overlay Zone, a historical preservation zone, regional technology and industry overlay zone, ridgeline protection standards, and a water source protection overlay zone on the work session agenda for the next meeting.

1.C. Chapter 17.10 Definitions; Tier and Bonus Density Language Removal

Commissioner Wood stated amendments to the residential zones had resulted in language references to sections that have been repealed. He stated tier and bonus density language needs to be amended or removed from the Municipal Code. Mr. Mumford explained staff is working on identifying Code inconsistencies and special uses standards concerns and will share the findings with the Planning Commission.

6:30 P.M. – Eagle Mountain City Planning Commission Policy Session

Commissioner Wood called the meeting to order at 6:35 p.m. and announced the meeting was being held remotely via Lifesize. Commissioner Wood thanked City Recorder Fionnuala Kofoed and the Recorder's Office staff for facilitating remote meetings.

2. Pledge of Allegiance

Ms. Kofoed led the Pledge of Allegiance.

3. Declaration of Conflicts of Interest

None.

4. Approval of Meeting Minutes

4.A. May 12, 2020 Planning Commission Minutes

The Planning Commission discussed the Auto Zone site plan and recorded plat amendment public hearing and determined the intent of the Commission was to continue the hearing to the meeting in which the item returns.

Commissioner Everett clarified the area of the proposed 7-Eleven and Dollar Tree locations had been proposed residential with townhomes but not rezoned.

MOTION: *Commissioner Wright moved to approve the May 12, 2020 as discussed. Commissioner Wells seconded the motion. Those voting aye: Matthew Everett, Brett Wright, Rich Wood, Christopher Pengra, Erin Wells. The motion passed with a unanimous vote.*

5. Status Report

This item was discussed after item 8.

Mr. Mumford stated the City Council approved an amendment to the Sage Park Business Center development agreement that included residential and flex use office buildings and storage units. The discussion focused on the road width to be reimbursed by the City. The applicant agreed to dedicate and improve a 65-foot road width, including 40 feet of asphalt, and the language in agreement included a right-in/right-out access critical to the development with the location to be determined.

Staff began discussing future applications during work sessions with the City Council two weeks prior to the vote on the item. Mr. Mumford discussed and received feedback on the Regional Commercial Zone, the Airpark Zone, and official signs.

6. Action and Advisory Items

6.A. Sweetwater Industrial Park – Master Site Plan & Preliminary Plat – Public Hearing

Mr. Mumford presented the item. The applicant is proposing an industrial master site plan for approximately 203 acres of land to the north and northwest of the City's Community Development Building. The majority of this property is shown in the City's Future Land Use Map as Business Park/Light Industry, with a smaller portion on the northwest side designated as Neighborhood Residential One. The property was zoned as Industrial in the Eagle Mountain Properties Master Development Plan and has not been rezoned since that time.

A master site plan for this property was approved on September 1, 2015 but has since expired. Many of the conditions of approval for the original project were stipulations to comply with City Code requirements such as lighting, parking, landscaping, building height, and streetlights. The current application will need to comply with the current applicable Municipal Code requirements.

Items for consideration:

Roads

The Future Land Use and Transportation Corridors Map includes the following major roadways that impact this project:

- A 122-foot wide minor arterial road on the east side (Pony Express Parkway)
- A 152-foot wide major arterial road on the north side (Tiffany Lane; previously referred to as Pole Canyon Boulevard)
- A north-south collector road (77 or 94 feet) through the project (shown as 1020 East on the site plan)

The master site plan indicates a dedication of 76 feet on the north (half-width of 152 feet), 61 feet on the east (half-width of 122 feet), and 77 feet along the collector road through the project. The plan also shows that the public roads in the project are designed as 77-foot minor collector roads,

with 40 feet of asphalt to allow for a middle turn lane (with alternate striping), as well as 8-foot park strips and 8-foot asphalt or concrete paths.

A portion of the north-south collector road through the project has been designed and will soon be built by the City (in partnership with Facebook), along with an 18-inch waterline. This road will provide an additional access to the Facebook site.

Sweetwater Industrial Overlay Zone

The applicant recently submitted a rezone application to add the Sweetwater Industrial Overlay Zone to this project. (See EMMC Chapter 17.53 for the overlay zone standards.) The purpose of the overlay is to provide for and allow industrial and business opportunities that will provide a buffer zone between the wastewater treatment facility and higher end businesses and industrial uses. The overlay zone includes a list of permitted and conditional uses and some reduced development standards (pedestrian-scaled architecture details not required, metal buildings allowed, gravel parking areas behind buildings, no parking lot landscaping requirements behind buildings, outdoor storage allowed). This application will be brought to the Planning Commission in a future meeting.

Staff recommends that the Planning Commission recommends approval to the City Council of the Sweetwater Industrial master site plan and preliminary plat with the following conditions:

1. The intersections along Tiffany Lane shall be shifted to provide a minimum of 1,320 feet between intersections.
2. A landscape plan shall be submitted for the park strips throughout the development, including street trees and consistent landscaping, to be approved by the City Parks Director.

Mr. Mumford explained the Municipal Code requirement for a master development plan for parcels larger than 160 acres includes standards not applicable to industrial uses. He stated Code allows for the Planning Director to waive certain requirements that may not be necessary for industrial proposals in parcels larger than five acres in size and explained Municipal Code permits the processing of the master site plan application as a master development plan. Commissioner Wood stated the benefits of requiring a master development plan.

Commissioner Wright requested clarification regarding the staff suggestion to provide a public road access to the adjacent properties. Mr. Mumford stated the adjacent properties had never been included in a subdivision plat and would ideally be included as lots in this project had the parcels been owned by a single entity. He stated Municipal Code does not require lot frontage on a public road for industrial areas; however, public road access would prevent potential disputes caused by the removal of a private drive easement in the future.

Discussion ensued regarding road frontage and setback requirements for industrial uses.

Commissioner Wells expressed concern regarding allowing a single access to the adjacent properties.

Mr. Mumford explained the landowner is responsible for half of the road width installation during the development of the property and the remaining road width competition requirement is deferred until the development of the adjacent property, regardless if a single entity owns both properties.

Applicant representative Scot Hazard stated staff has assisted in accelerating the application to allow the applicant to receive feedback due to time-sensitive commercial development opportunities for the property. He expressed willingness to move the intersection to meet Municipal Code standards and to preserve access to the adjacent property. He stated the lots along Tiffany Lane and Pony Express Parkway did not need to be included in the Sweetwater Industrial Overlay zone area as they are intended for commercial uses. He explained industrial uses were desired for the area adjacent to the sewage treatment plant as the area near the plant is undesirable to other uses due to odor and other concerns. He stated potential uses for the area include construction activity, contract construction activity, and satellite communications. The owner desires reduced standards to permit exterior/non-enclosed uses and metal buildings. He stated more detailed plans would be provided during the commercial site plan reviews once specific uses for the lots have been determined. He suggested addressing landscaping with a covenants, conditions, and restrictions to bind all future owners to the terms of the plan for aesthetical congruency.

Commissioner Wells verified the easement to the Miller property was 50-feet wide. Mr. Hazard stated he did not know if the easement had been recorded or only proposed.

Commissioner Wood opened the public hearing at 7:12 p.m. No comments were submitted to the City Recorder's Office phone line at 801.789.6611 or online via the City website at <https://eaglemountaincity.com/city-recorder/city-meetings-portal/#meetingdocs>, and no public was in attendance to make comment. As there were no comments, Commissioner Wood closed the hearing.

Discussion ensued regarding EMMC Chapter 16.10.030 Master Development Plans Required and recommending waiving the requirement for a master development plan for the application to the City Council.

Commissioner Wright stated appreciation for the applicant sharing his intention for the project and for recognizing the lots along Tiffany Lane and Pony Express Parkway were suited for commercial uses not industrial uses and expressed the desire to offer some flexibility with the project.

Commissioner Wells suggested potentially including staff recommendations regarding utility and traffic study concerns as conditions of approval to ensure the issues were addressed by the applicant. Mr. Mumford explained Municipal Code indicates the City Engineer may require a traffic study for a site plan and would not necessarily need to be included as a condition.

Discussion ensued regarding traffic concerns and traffic study requirements for industrial areas. Mr. Hazard stated his willingness to comply with the engineering standards, including utilities, once he receives direction from the City Engineer.

Commissioner Everett suggested permitting landscaping options to create cohesiveness while still allowing flexibility due to the potential for various industrial uses.

Mr. Hazard stated staff recommended a dripline and trees in a park strip. He expressed concern with proper park strip maintenance in industrial applications and suggested low maintenance options such as xeriscaping.

Mr. Mumford stated the Planning Commission and City Council could determine to install medians on the sections of Tiffany Lane and Pony Express Parkway near the property and stated neither street currently includes medians. Commissioner Wood stated medians beautify the City and provide a sense of openness and are more difficult to install after road completion. Mr. Mumford explained the City is responsible for the cost of median installation and maintenance.

Commissioner Pengra expressed concern with funding proper median maintenance in industrial areas and stated the need to bring in additional businesses and taxes prior to raising standards and costs. He expressed concerns with medians impeding truck traffic flow in an industrial area.

Commissioner Wright expressed concerns with medians in an industrial area due to impracticality and truck traffic impediments and safety.

Discussion ensued regarding landscaping requirements and buffering.

MOTION: *Commissioner Pengra moved to recommend approval of the Sweetwater Industrial Park master site plan and preliminary plat to the City Council with the following conditions:*

- 1. The intersection along Tiffany Lane shall be shifted to provide a minimum of 1,320 feet between intersections;*
- 2. An appropriate landscaping plan for the park strip throughout the development, including street trees and consistent landscaping, shall be submitted removing the requirement for medians fronting adjacent to the north on Tiffany Land and the east on Pony Express Parkway; and*
- 3. A master development plan shall not be required as per Chapter 16.10.030 (C).*

Commissioner Wright seconded the motion. Those voting aye: Matthew Everett, Brett Wright, Rich Wood, and Christopher Pengra. Those voting nay: Erin Wells. The motion carried with a vote of 4:1.

Commissioner Wells clarified her vote against the motion was due to the removal of the median requirement and stated decorative rock could be used to reduce maintenance concerns.

Commissioner Wood recessed the meeting at 7:43 p.m. and reconvened the meeting at 7:54 p.m.

6.B. Dollar Tree Site Plan

City Planner Michael Hadley reviewed the item. This item was tabled at the May 12, 2020 planning commission meeting.

The applicant has submitted updated plans since the last meeting.

Mr. Hadley stated the applicant is working with staff on a lighting plan, as the submitted lighting plan that was missing the lumen count calculation; the monument sign will need to comply with Municipal Code and will require a permit.

Mr. Hadley verified the applicants addressed elevation movement and variance concerns and an updated landscaping plan had yet to be submitted due to the applicants' focus on resolving the building design and orientation concerns with the previous site plan.

Commissioner Wood stated a public comment was received from Clinton Spencer regarding the Dollar Tree and 7-Eleven site plans. The public hearings for the site plans were held and closed during the May 12, 2020 Planning Commission meeting.

Applicant representative Ryan Forsythe explained the reorientation of the building caused property lane overlap with the neighboring property due to site space limitations requiring an easement or property, acquirement which is not guaranteed. The applicant asked if the City would allow a Code-compliant monument sign in the right-of-way along Pony Express Parkway, and if an additional curb cut would be allowed in the Pony Express Parkway median between the Dollar Tree and 7-Eleven.

Mr. Hadley stated the City does not allow monument signs in the right-of-way and he would need to review Municipal Code to determine if there are exceptions are allowed. He said he did not believe another curb-cut would be allowed and would need to consult with the City Engineer regarding the request.

Mr. Mumford explained the City partnered with private sign owners and allowed directional signs in the right-of-way. He said he would research if other businesses had been granted right-of-way signage exemptions.

Mr. Forsyth expressed concern with the lack of visibility due to the building orientation and lack of signage. He verified the faux store front is finished with composite material and stated rock columns and window awnings had been added to address elevation concerns.

Applicant representative Steven McMahon, Dollar Tree Manager of Architecture Services, explained the protrusion on the columns is usually six to eight inches.

Discussion ensued regarding addressing of building articulation concerns.

Mr. Forsyth stated Dollar Tree preferred the 5A Site Plan and explained he is in the process of obtaining an easement or land purchase from the adjacent landowner.

Commissioner Wood stated a precedence for monument sign rights-of-way exemptions has been established by businesses such as Cedar Valley Pharmacy located at the intersection of Pony Express Parkway and Ranches Parkway and agreed that locating the signage on the parking strip would reduce visibility. Mr. Mumford explained the sign Commissioner Wood referenced was a

project sign and Municipal Code allows for town center signs to be placed in the right-of-way. He said a few other signs have been granted exemptions to be place signs in the right-of-way.

Commissioner Wright thanked Dollar Tree for returning with a revised submission. He said other than ensuring utility access, he did not have concerns permitting a sign in the right-of-way. He stated the proposed elevations provided sufficient visual variance and was in favor of recommending approval of the revised site plan to the City Council.

Commissioner Pengra stated the architectural elevations were appropriate for the business type and in harmony with the appearance of other City businesses. He stated if the City allows exemptions for municipal signage and semi-permanent ladder signs, business exemptions should also be considered, when appropriate and with consideration of utility access, and felt it was appropriate to make an exemption for the monument sign, as the need for the signage increased due to the applicant accommodating the City with the reorientation of the building.

Commissioner Everett was excused at 8:26 p.m. due to technical difficulties.

Commissioner Wells thanked the applicant for the work and fast turnaround time and suggested increasing the architectural elements on the rear elevations. She stated permitting signage in the right-of-way would be appropriate, for this application, due to the requirement of the drive aisle. She noted the application was incomplete without the lighting and landscaping plans but did not have concerns about the applicant's ability to produce compliant plans.

Commissioner Pengra concurred with Commissioner Wells' concerns regarding the exclusion of the lighting plan and the resulting difficulty in making a recommendation to the City Council without all of the requested materials; however, he expressed preference not to hold and delay the application in this instance.

Mr. Hadley explained staff had received a Code-compliant lighting plan that was missing the total lumens per acreage calculation. He said the City requires for all lighting to shine downwards and the plan meets the architectural design standards. He verified no lighting would be allowed behind the property adjacent to residential areas. Mr. Hadley stated the elevations meet City architectural standards and some of the architectural depth variances are difficult to depict in a rendering.

MOTION: *Commissioner Wood moved to recommend approval of the Dollar Tree site plan 5A to the City Council with the following conditions:*

- 1. The applicant shall meet the lighting code standards in EMMC Chapter 17.56 and present a compliant lighting plan with an updated lumen count to the City Council;*
- 2. The applicant shall work with staff and the City Council on an agreement to allow right-of-way monument signage representing multiple business in the commercial development;*
- 3. The plan shall comply with the architectural standards found in EMMC Chapter 17.72.040(d); and*
- 4. The applicant shall submit a landscaping plan in compliance with EMMC Chapter 17.60.*

Commissioner Pengra seconded the motion. Those voting aye: Brett Wright, Rich Wood, Christopher Pengra, and Erin Wells. Those voting nay: None. The motion passed with a unanimous vote.

7. Discussion Items

7.A. Redstone Farms - Concept Plan

Mr. Hadley presented the item. The Scenic Mountain Master Development Plan was approved by the City Council on October 18, 2016. The Scenic Mountain Master Development Agreement (MDA) was approved by the City Council on November 15, 2016. This is the final development area in the Scenic Mountain Master Development Plan. The proposal consists of 90 townhome units on 5.33 acres, for a density of 16.8 units per acre. This area is zoned as Flex Use on the approved Master Development Plan's Land Use Map and is approved for up to 90 residential units.

Mr. Hadley explained the project required additional improved open space and the pickleball court is most likely the final amenity required for the overall development. He said an applicant representative will provide staff with additional information regarding the open space requirement fulfillment.

Mr. Hadley clarified that Phase C is the final phase in the project and the applicant is working to make the sloped area viable for construction.

Commissioner Everett returned to the meeting at 8:45 p.m.

Commissioner Wood verified the phase did not exceed the total allowed density per the MDA.

Commissioner Wright verified the reduction in allowable density from 120 to 90 unit was due to the Utah Department of Transportation acquiring a portion of the land, the new agreement superseded the terms of the previous MDA, and the community center, fire suppression, and trail connectivity MDA requirements have been met.

Commissioner Wood expressed concern that the intent of the open space requirement had not been met and allocating all of the open space to other areas of the project caused overcrowding in the proposed townhome units.

Applicant representative James Doolin with Land Development Partners, LLC stated the intent of presenting the concept plan was to receive feedback from the Planning Commission regarding the layout and architectural design. He explained the land is under contract to be purchased from Fieldstone Homes. Fieldstone Homes developed the first two phases and the remaining land is bound to the density requirements per the MDA. He stated the concept plan contains the maximum 90 units arranged with rear-loading garages fronting on courtyards to provide open space. He explained grading and lifting plans to make the sloped areas viable for construction, and the roads and private drive layout.

Commissioner Wood stated the side and rear elevations did not comply with City standards and required additional variance and movement. He said community feedback regarding the applicant's product has not been favorable and directed the applicant to EMMC Chapter 17.72.030(A)(2) Multifamily Building Orientation to review the requirements and see a preferred example.

Commissioner Wright noted Municipal Code states "units accessed via rear service drive shall have a man door on the garage side of the unit, and be addressed off the service drive," per the fire Code safety standards. He expressed concern the concept plan did not meet the open/plaza space requirements and invited the applicant to be more creative with the site design to prevent enclosed, tunnel-like walkways between buildings, and include trail connectivity to the other phases.

Mr. Doolin stated blasting would not be required due to the lack of rock.

Commissioner Pengra concurred with the concerns expressed by the other Commissioners. He stated the plan to maximize the density did not create a desirable layout or a differentiated, attractive product; he expressed his opinion that the City Council would not be in favor of the concept plan.

Commissioner Wood expressed concern that the proposed units would reduce the value of the existing homes in the area and suggested the inclusion of cluster homes to provide buffering.

Commissioner Wells stated favor for the front elevations and agreed the side and rear elevations which abut roads needed improvement. She expressed concern the three-bedroom townhomes did not provide sufficient open space for families with children.

Mr. Doolin expressed appreciation for the Planning Commission. He explained some of the developer constraints due to obtaining the property from Fieldstone Homes and limitations due to their product library. He said he will review the feedback and possibly reduce the density to increase open space and include cluster homes.

Commissioner Wright suggested the applicant consider commercial applications for the area or developing townhomes similar to the units west of the property.

Commissioner Everett expressed appreciation that the units presented had rear-loading garages and concurred with Commissioner Wells' approval of the front elevations. He expressed concern with unfavorable aesthetics created by the combination of six to eight units.

Commissioner Wood expressed concern with safe pedestrian passages around and between the units.

Discussion ensued regarding the property having been designated for commercial uses on the Future Land Use Map.

8. [Next scheduled meeting](#)

Mr. Hadley stated the Auto Zone site plan and the City Center Marketplace master site plan applications should return to the following meeting.

Commissioner Wood thanked the Planning Department and Recorder's Office staff for their time and efforts in preparing applications and facilitating meetings.

Commissioner Wells stated she would be unable to attend the next meeting.

Commissioner Everett noted a public comment was received by Louann Newton requesting a Community Center. He suggested that she approach the City Council regarding the matter during the open public comment section of a City Council meeting.

9. Adjournment

MOTION: *Commissioner Everett moved to adjourn. No second or vote was called.*

The meeting was adjourned at 9:23 p.m.

Approved by the Planning Commission on June 9, 2020.

Steve Mumford, AICP
Community Development Director



EAGLE MOUNTAIN CITY
PLANNING COMMISSION MEETING
JUNE 9, 2020

TITLE:	PUBLIC HEARING - Auto Zone (Site Plan & Recorded Plat Amendment)
ITEM TYPE:	Site Plan
APPLICANT:	Colby Anderson

ACTION ITEM:

Yes

PUBLIC HEARING:

Yes

REQUIRED FINDINGS:

Site Plan approvals and Recorded Plat Amendment approvals are based upon compliance with City Code requirements. The approval criteria for site plans can be found in EMMC 17.100. The approval criteria for plat amendments can be found in EMMC 16.55.

PREPARED BY:

Michael Hadley,
Planning

BACKGROUND:

This item was brought to the Planning Commission on May 12, 2020. The Commission reviewed the project at that time and tabled it so that a few things could be addressed by the applicant, including concerns regarding the building's architectural design and site location, and to work with staff and experts to determine if a slope stability study is warranted for Tickville Wash. Since the meeting the applicant has submitted updated plans for the project. The applicant has moved the building to the east side of the property, further away from the wash, and updated the elevations replacing the stucco and adding split faced CMU (color nuthatch). The applicant has been working with the City Engineer in regards to the wash and mitigation solutions. The public hearing was left open and continued to the meeting where this item would be considered.

This is an application for a Recorded Plat Amendment and proposed Site Plan for an Auto Zone supply store located on lot 7 in the Porter's Crossing Town Center along Pony Express Pkwy. The lot is 2.39 acres with a majority of the lot in the Tickville Wash. The lot is zoned commercial. As a part of this project the applicant is doing a recorded plat amendment to remove the Tickville Wash portion from Lot 7, creating a separate lot for the Tickville Wash.

ITEMS FOR CONSIDERATION:

BUILDING & COMMERCIAL DESIGN STANDARDS (EMMC 17.72)

EMMC 17.72.040-F2 states: All commercial buildings shall avoid large panelized products or featureless surfaces. Commercial buildings shall utilize an appropriate mixture of building materials on all sides, including brick, rock, fiber/cement siding, wood, glass, stucco, and colored architectural CMU (concrete masonry unit). Stucco may not be used on more than 50 percent of a building. Metal, plain CMU, or other materials deemed appropriate by the planning commission and city council may be used as accents only.

The applicant has upgraded the materials to further comply with city code. Ideally the right side elevation could still use an additional roofline adjustment, and architectural details, but a majority of that side will be blocked from visibility by the adjacent Jiffy Lube building.

EMMC 17.72.040-2G for building colors states: G. Building Color. Buildings should not be restricted to using desert landscape colors, such as beige, tan, grays, browns, etc. A wide palette of colors is recommended, excluding any neon, ultra-bright, or reflective colors. A building's color palette should be similar to that of significant neighboring structures. Franchise colors and elements may be incorporated, but shall not overpower the architectural form/theme of the building and/or development. Minor deviations from these elevations, still in compliance with the Design Standards, require approval by the Planning Director.

PARKING (EMMC 17.72.030 (B))

The parking has been placed to the side and rear of the store, in compliance with the code. The project is providing 30 parking stalls with 2 ADA stalls. The City Code would require a minimum of 25 stalls and a maximum of 37 stalls for this specific site, there is also existing parking to the north that is provided by the Porter's Crossing Town Center development for use by pad site tenants.

LANDSCAPING (EMMC 17.60)

The applicants have designed the site according to City standards. The landscape plan exceeds the number of required trees and turf. The landscaping around the site will be maintained by the Porter's Crossing Town Center development group. Auto Zone will be responsible for the landscaping on the Auto Zone site. All plants and trees are drought tolerant. Headlight screening will be required with a combination of berming and vegetation. The developer will be responsible for the landscaping between the trail and property line.

LIGHTING (EMMC 17.56)

A lighting plan/photometric plan has been submitted and complies with the City's dark sky ordinance. Lights must be shielded downward and the light source may not be visible from surrounding properties.

SIGNS (EMMC 17.80.070-C-3)

The proposed signs will require a sign permit prior to any construction. The proposed signage complies with the city code.

TICKVILLE WASH

The building has been shifted away from the wash, with all parking and the building located outside of the Tickville Wash Drainage Easement. The City Engineer will work with the applicant to address any concerns regarding stabilization of the wash.

RECOMMENDATION:

The recommended motions are provided for the benefit of the Planning Commission and may be read or referenced when making a motion. The Planning Commission has the option to recommend approval, recommend approving with conditions, table, or recommend denial of the application, and

should make one of the following motions:

I move that the Planning Commission recommend approval of the Auto Zone site plan to the City Council with the following conditions (and any conditions that the Planning Commission deems appropriate):

1. The applicant shall work with the City Engineer to address any concerns regarding stabilization of the wash.

I move that the Planning Commission recommends approval of the Porter's Crossing Recorded plat amendment to the City Council as presented.

Attachments:

Site Plan

Elevations

Landscape Plan

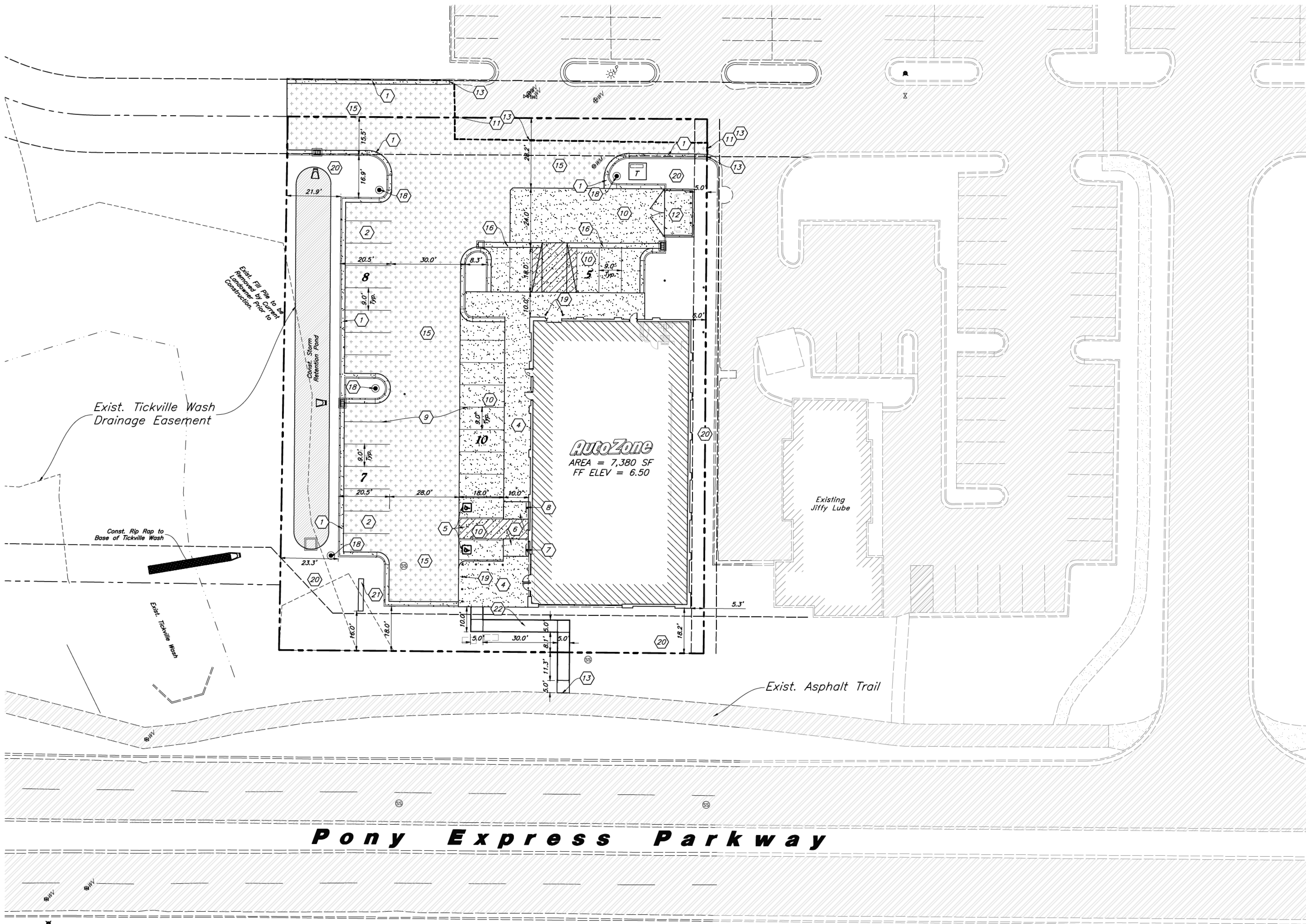
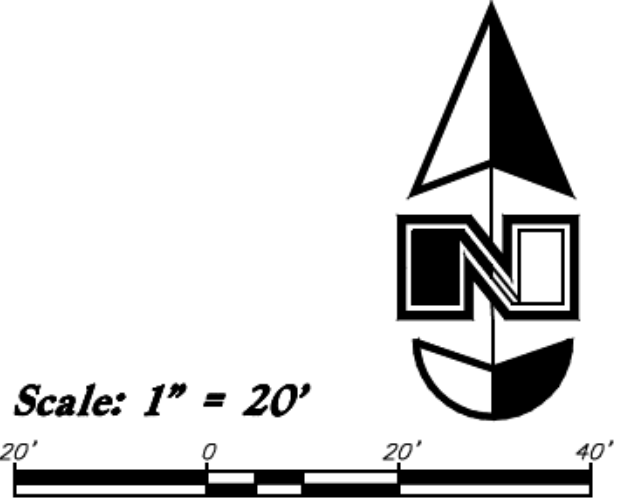
Amended Plat

Monument Sign

Planning Commission Minutes 5-12-20

AutoZone Full Plans

Site Data
Site Area = 36,614 s.f. (0.84 ac.)
Landscape Area Provided = 10,865 s.f. (30%)
Impervious Area Provided = 18,369 s.f. (50%)
Building Area = 7,380 s.f. (20%)
Parking Required = 25 stalls (1/300)
Parking Provided = 30 stalls (4.2/1,000)



- Site Construction Notes**
- 1 Const. 24" Curb & Gutter
 - 2 Const. Regular Duty Asphalt Paving
 - 3 Const. Conc. Sidewalk
 - 4 Const. Thickened Edge Sidewalk
 - 5 Const. Accessible Striping per MUTCD & ICC/ANSI A117.1 (Latest Edition) (See Accessible Details and Notes)
 - 6 Const. Accessible Ramp per ICC/ANSI A117.1 (Latest Edition) (See Accessible Details and Notes)
 - 7 Const. Accessible Sign per MUTCD & ICC/ANSI A117.1 (Latest Edition) (See Accessible Details and Notes)
 - 8 Const. Accessible VAN Sign per MUTCD & ICC/ANSI A117.1 (Latest Edition) (See Accessible Details and Notes)
 - 9 Const. 4" White Paint Stripe (Typ.) Contractor shall provide 15 mils min. thickness
 - 10 Const. Conc. Paving
 - 11 Sawcut; Provide Smooth Clean Edge
 - 12 Dumpster Enclosure (See Arch. Plans)
 - 13 Conn. & Match Existing Improvements
 - 14 Const. Landscape Edging (Coordinate w/ Landscape Plan)
 - 15 Const. Heavy Duty Asphalt Paving
 - 16 Const. 2" Concrete Waterway
 - 17 Const. 4" White Paint Stripe @ 2' O.C. 45" Contractor shall provide 15 mils min. thickness
 - 18 Const. Parking Lot Light (See Photometric Plan, and Structural for Base)
 - 19 Const. Bollards (Typical All)
 - 20 Const. Landscaping (See Landscape Plan)
 - 21 Const. AutoZone Monument Sign (See Arch Sheets for More Information.)
 - 22 Const. Concrete Accessible Ramp to ROW.

- General Site Notes:**
- 1. All dimensions are to back of curb unless otherwise noted.
 - 2. Fire lane markings and signs to be installed as directed by the Fire Marshal.
 - 3. Aisle markings, directional arrows and stop bars will be painted at each driveway as shown on the plans.
 - 4. Const. curb transition at all points where curb abuts sidewalk, see detail.
 - 5. Contractor shall place asphalt paving in the direction of vehicle travel where possible.
 - 6. Limits of demolition/disturbed areas shown on the plans may not be an exact depiction. It is the contractor's responsibility to determine the means and methods of how the work will be completed. The contractor shall determine the area of construction impact. The contractor is responsible to restore all impacted areas and all restoration shall be part of the contract bid.

Survey Control Note:

The contractor or surveyor shall be responsible for following the National Society of Professional Surveyors (NSPS) model standards for any surveying or construction layout to be completed using Anderson Wahlen and Associates ALTA Surveys or Anderson Wahlen and Associates construction improvement plans. Prior to proceeding with construction staking, the surveyor shall be responsible for verifying horizontal control from the survey monuments and for verifying any additional control points shown on an ALTA survey, improvement plan, or on electronic data provided by Anderson Wahlen and Associates. The surveyor shall also use the benchmarks as shown on the plan, and verify them against no less than three existing hard improvement elevations included on these plans or on electronic data provided by Anderson Wahlen and Associates. If any discrepancies are encountered, the surveyor shall immediately notify the engineer and resolve the discrepancies before proceeding with any construction staking.

PRIVATE ENGINEER'S NOTICE TO CONTRACTORS

The Contractor agrees that he shall assume sole and complete responsibility for job site conditions during the course of construction of this project, including safety of all persons and property; that this requirement shall apply continuously and not be limited to normal working hours; and that the contractor shall defend, indemnify, and hold the owner and the engineer harmless from any and all liability, real or alleged, in connection with the performance of work on this project, excepting for liability arising from the sole negligence of the owner or the engineer.

Anderson Wahlen & Associates
2010 North Redwood Road, Salt Lake City, Utah 84116
(801) 521-8529 - AWEngineering.net

Site Plan
AutoZone Store Development
3987 East Pony Express Parkway
Eagle Mountain, Utah

6/3/20
No. 8706815
COLBY CRAIG
ANDERSON
STATE OF UTAH

2 Jun, 2020
SHEET NO. **C1.1**



REVISIONS		
1	06-01-20	4
2		5
3		6

AutoZone Store No. 2300
3987 E. PONY EXPRESS PKWY.

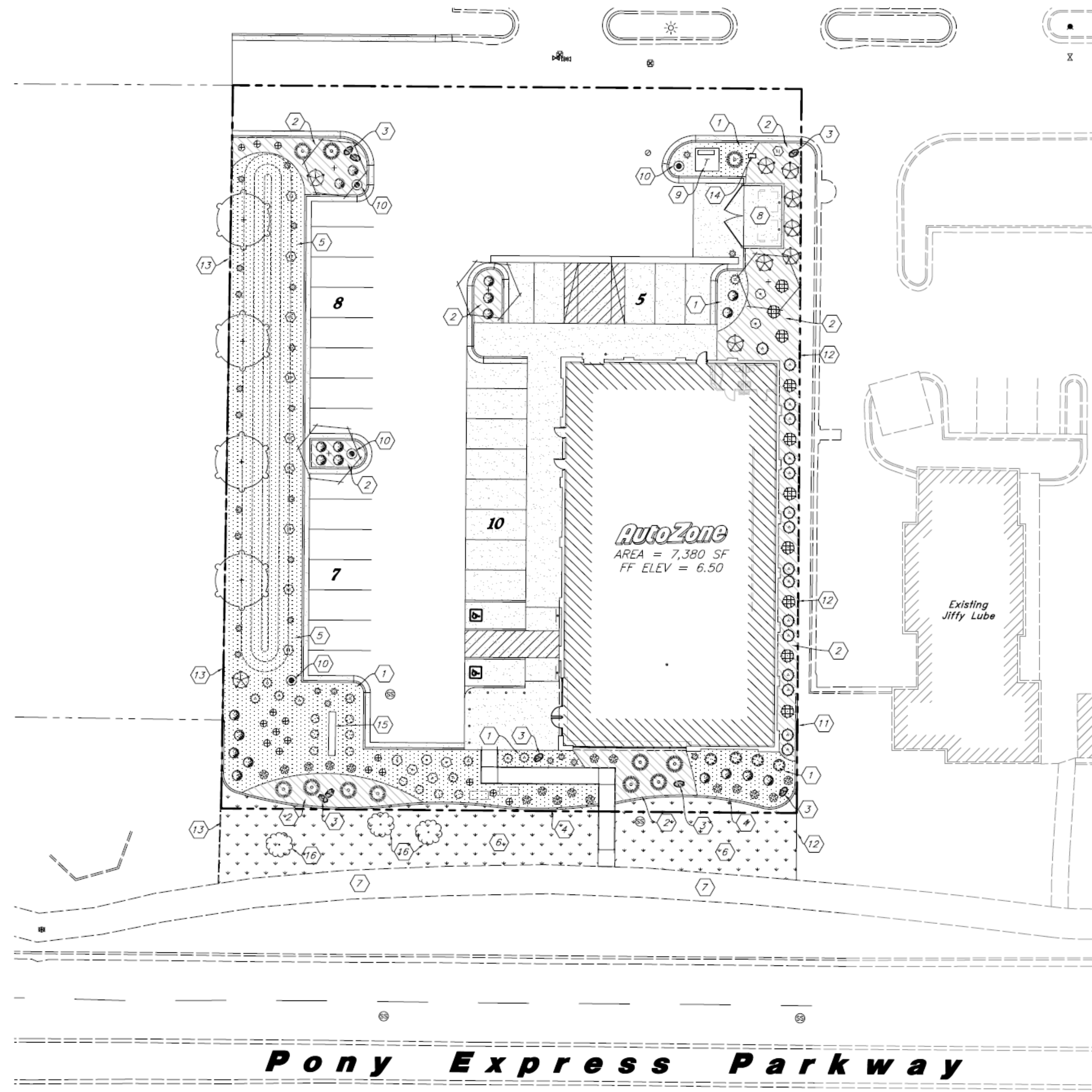
EAGLE MOUNTAIN UT 84005
EXTERIOR COLOR ELEVATIONS

Architect: Lew Ellis
123 South Front Street
Memphis, Tennessee 38103
TEL: 901-495-8714 FAX: (901) 495-8969
For Bidding & Contractor Information Contact:
McGraw - Hill Construction Tel. 615-884-1017
www.construction.com

04-30-20

7N2-L

CE-1



Landscape Notes:

- Plant material quantities are provided for bidding purposes only. It is the contractor's responsibility to verify all quantities listed on the plans and the availability of all plant materials and their specified sizes prior to submitting a bid. The contractor must notify the Landscape Architect prior to submitting a bid if the contractor determines a quantity deficiency or availability problem with specified material. The contractor shall provide sufficient quantities of plants equal to the symbol count or to fill the area shown on the plan using the specified spacing. Plans take precedence over plant schedule quantities.
- Contractor shall call Blue Stake before excavation for plant material.
- Prior to construction, the contractor shall be responsible for locating all underground utilities and shall avoid damage to all utilities during the course of the work. It shall be the responsibility of the contractor to protect all utility lines during the construction period, and repair any and all damage to utilities, structures, site appurtenances, etc. which occurs as a result of the landscape construction.
- The landscape contractor shall examine the site conditions under which the work is to be performed and notify the general contractor in writing of unsatisfactory conditions. Do not proceed until conditions have been corrected.
- The contractor shall provide all materials, labor and equipment required for the proper completion of all landscape work as specified and shown on the drawings.
- See civil and architectural drawings for all structures, hardscape, grading, and drainage information.
- Contractor safety and cleanup must meet OSHA standards at all times. All contractors must have adequate liability, personnel injury and property damage insurance. Clean-up must be performed daily, and all hardscape areas must be washed free of dirt and mud on final cleanup. Construction must occur in a timely manner.
- All new plant material shall conform to the minimum guidelines established by the American Standard for Nursery Stock. Published by the American Association of Nurserymen, Inc. In addition, all new plant material shall be of specimen quality.
- The Owner/Landscape Architect has the right to reject any and all plant material not conforming to the plans and specifications.
- Any proposed substitutions of plant species shall be made with plants of equivalent overall form, height, branching habit, flower, leaf, color, fruit and culture only as approved by the Landscape Architect.
- It is the contractor's responsibility to furnish all plant materials free of pests or plant diseases. It is the contractor's obligation to maintain and warranty all plant materials.
- The contractor shall take all necessary scheduling and other precautions to avoid winter, climatic, wildlife, or other damage to plants. The contractor shall install the appropriate plants at the appropriate time to guarantee life of plants.
- The contractor shall install all landscape material per plan, notes and details.
- All existing and relocated trees shall be properly protected. Trees damaged during construction shall be replaced at no cost to the owner.
- Plant names are abbreviated on the drawings, see plant schedule for symbols, abbreviations, botanical, common names, sizes, estimated quantities and remarks.
- No grading or soil placement shall be undertaken when soils are wet or frozen.
- Imported topsoil shall be used for all landscape areas. The topsoil must be a premium quality dark sandy loam, free of rocks, clods, roots, and plant matter. The landscape contractor shall perform a soil test on the imported topsoil and amend per soil test recommendations. The soil test shall be done by a certified soil testing agency.
- Prior to placement of topsoil in all landscaping areas, all subgrade areas shall be loosened by scarifying the soil to a depth of 6 inches in order to create a transition layer between existing and new soils.
- Provide a 12" depth of imported topsoil in parking islands and an 8 inch depth in all other shrub areas.
- All plant material holes shall be dug twice the diameter of the rootball and 6 inches deeper. Excavated material shall be removed from the site and replaced with plant backfill mixture. The top of the root balls, shall be planted flush with the finish grade.
- Plant backfill mix shall be composed of 3 parts topsoil to 1 part soil pep, and shall be mixed and applied at a rate recommended by the manufacturer. Sod must be laid with no gaps between pieces on a carefully prepared topsoil layer. Sod to be slightly below finish grade and concrete walks and curbing. The laid sod must be immediately watered after installation. Any burned areas will require replacement. Adjust sprinkler system to assure healthy green survival of the sod without water waste.
- All trees located in lawn areas shall have a 24 inch diameter tree ring with a layer of wood mulch.
- The contractor shall comply with all warranties and guarantees set forth by the Owner, and in no case shall that period be less than one year following the date of completion and final acceptance.

PLANT SCHEDULE

EVERGREEN TREES	QTY	BOTANICAL / COMMON NAME	SIZE	REMARKS
	16	Juniperus scopulorum 'Skyrocket' / Skyrocket Juniper	6-8' Ht.	20' Ht. / 3' Spr.
ORNAMENTAL TREES	QTY	BOTANICAL / COMMON NAME	SIZE	REMARKS
	4	Koeleria paniculata / Golden Rain Tree	2" Cal. / 6-8' Ht.	20' Ht. / 25' Spr.
	4	Pyrus calleryana 'Chanticleer' / Chanticleer Pear	2" Cal. / 6-8' Ht.	25' Ht. / 18' Spr.
ORNAMENTAL GRASSES	QTY	BOTANICAL / COMMON NAME	SIZE	REMARKS
	26	Calamagrostis x acutiflora 'Karl Foerster' / Feather Reed Grass	1 gal	60" Ht. / 30" Spr.
	16	Helictotrichon sempervirens 'Sapphire' / Blue Oat Grass	5 gal	30" Ht. / 30" Spr.
PERENNIALS	QTY	BOTANICAL / COMMON NAME	SIZE	REMARKS
	4	Perovskia atriplicifolia / Russian Sage	5 gal	36" Ht. / 48" Spr.
DECIDUOUS SHRUB	QTY	BOTANICAL / COMMON NAME	SIZE	REMARKS
	10	Berberis thunbergii 'Admiration' / Admiration Barberry	5 gal	24" Ht. / 24" Spr.
	10	Cornus sericea 'Ivory Halo' / Variegated Redtwig Dogwood	5 gal	48" Ht. / 48" Spr.
	7	Forsythia x 'Gold Tides' / Golden Tide Forsythia	5 gal	24" Ht. / 3" Spr.
	9	Physocarpus opulifolius 'Diablo' / Diablo Ninebark	5 gal	60" Ht. / 60" Spr.
	17	Rosa x 'Meigalpia' / Red Drift Rose	5 gal	18" Ht. / 26" Spr.
	10	Spiraea x bumalda 'Froebelii' / Froebel Spirea	5 gal	30" Ht. / 30" Spr.
	20	Spiraea x bumalda 'Goldflame' / Goldflame Spirea	5 gal	26" Ht. / 26" Spr.
EVERGREEN SHRUB	QTY	BOTANICAL / COMMON NAME	SIZE	REMARKS
	11	Juniperus horizontalis 'Bar Harbor' / Bar Harbor Creeping Juniper	5 gal	8" Ht. / 48" Spr.
	10	Pinus mugo 'Slowmound' / Mugo Pine	5 gal	30" Ht. / 36" Spr.
LAWN	QTY	BOTANICAL / COMMON NAME	TYPE	REMARKS
	3,323 sf	Poa pratensis / Kentucky Bluegrass Blend	sod	Detail: 4/L3.1

MATERIAL SCHEDULE

Symbol	Comments	Detail
	Decorative Stone #1 - Install a (4) Four Inch Depth over Dewitt Pro5 Weed Barrier; Stone Shall be Used in all Shrub Planters Where Shown on Plan and Wash Prior to Installation; Stone Shall be 2" inch Diameter, Tan Rust Colored Fractured Stone From Staker Parsons Copper Canyon Pit (Match Existing Used at Ridley's); Submit Sample for Approval	Detail: 4/L3.1
	Decorative Stone #2 - Install a (3) Three inch Depth over Dewitt Pro5 Weed Barrier; Stone Shall be Used in all Shrub Planters Where Shown on Plan and Wash Prior to Installation; Stone Shall be 1" inch in Diameter, Fractured Wasatch Grey Stone From Staker Parsons Lehi Pit (Stone Shall Not be Any Smaller Than 1" Diameter - Match Adjacent Jiffy Lube); Submit Sample for Approval	Detail: 4/L3.1
	3-4' Diameter Landscape Boulder - Boulders Shall be Fractured, Earth Tone/Tan Color and to Match Decorative Stone; All Boulders Shall be Recessed in the Stone Two Inches, Washed & Cleaned; Provide Photo for Approval	Detail: 5/L3.1
	4" x 6" Landscape Concrete Curbing - Install Flush to all Concrete Edges between Shrub and Lawn/Seeded Areas; Curbing Shall be Continuous; Adjust Curbing as Needed to Avoid Existing and New Utilities	Detail: 4/L3.1
	3/16" x 4" Steel Edging - Install Flush to all Concrete Edges between New Landscape and Undeveloped Lot; See Plan for Location; Manufacturer Shall be Sure-Loc Inc.; Color to be Green	Detail: 6/L3.1

Scale: 1" = 20'



Landscape Data

Site Area = 36,614 s.f. (0.84 ac.)
Landscape Area Provided = 10,865 s.f. (30%)

General Landscape Notes:

- See Sheet L3.1 for Planting Details.
- All Landscape Material shall be Fully Irrigated by an Automatic Irrigation System. See Sheet L2.1 for Irrigation Layout and Sheet L3.1 for Details. Point Source Drip Shall be Used to Irrigate New Shrubs and Sprayheads for Lawn Areas.
- Adjust Plant Material as Needed to Accommodate New and Existing Utilities.
- No Edging Shall be Used Between Different Colored Stone. The Delineation Line Between Two Different Stone Shall be as Shown on Plan (Straight Lines & Smooth Curves)

Landscape Keynotes

- Install Shrub Planter with Decorative Stone #1
- Install Shrub Planter with Decorative Stone #2
- Install Landscape Boulder
- Install Landscape Concrete Curbing
- New Retention Pond with Decorative Stone #1 - See Civil for Grading
- Install New Lawn
- Existing Trail
- New Trash Enclosure
- New Elect. Transformer
- New Light Pole
- Repair Existing Landscape Adjacent to Existing Concrete Landscape Curb
- Existing Landscape; Blend New into Existing
- Install Steel Edging Between New Landscape and Undeveloped Area
- Irrigation Backflow Preventer; Install Between Plant Material Where Shown on Plan; Provide Easy Access to Backflow; See Irrigation Plan for More Detail
- New Autozone Monument Sign by Separate Permit
- Existing Street Frontage Tree (3 qty.)

Landscape Plan

AutoZone Store Development

3987 East Pony Express Parkway
Eagle Mountain, Utah

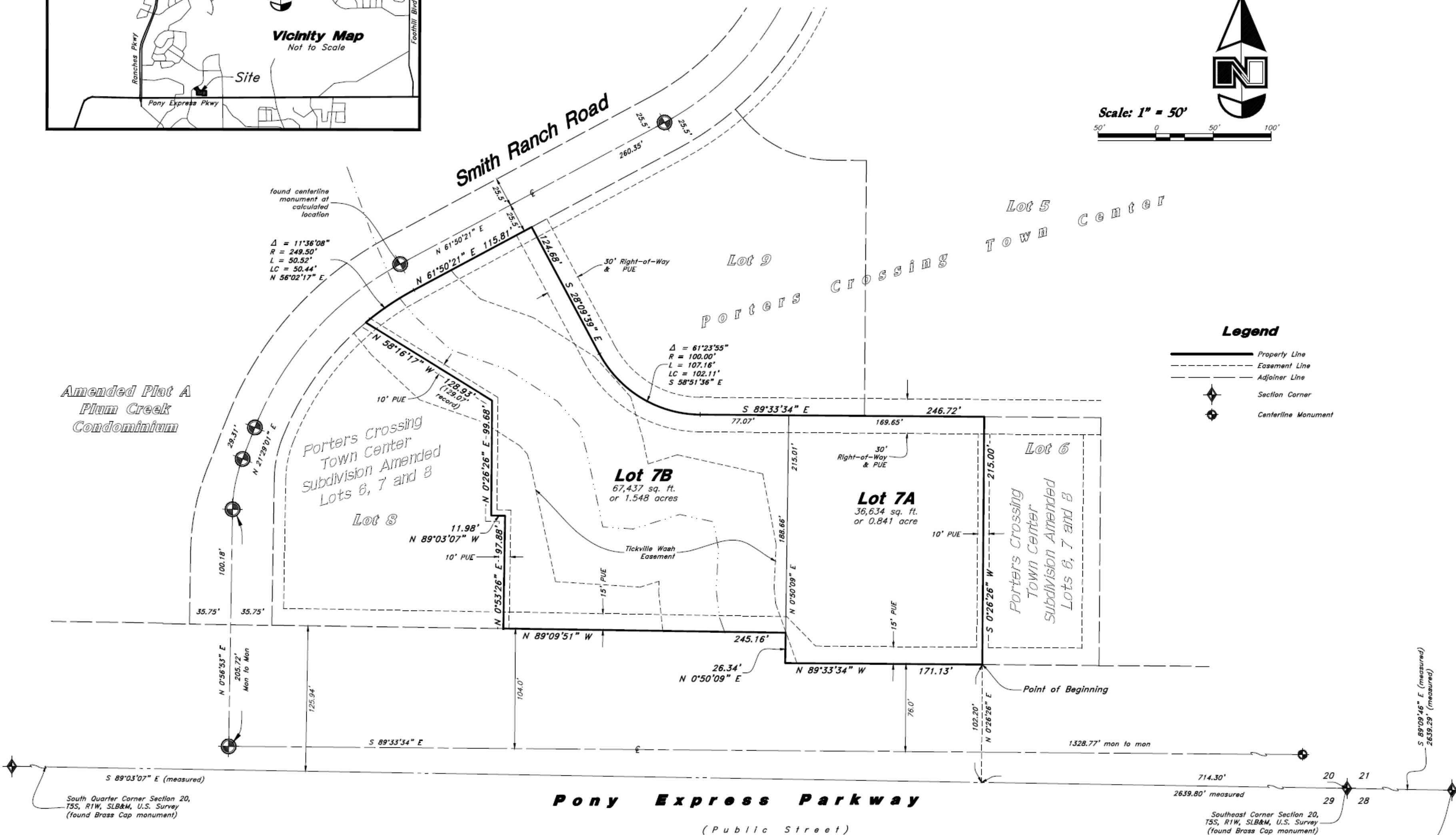
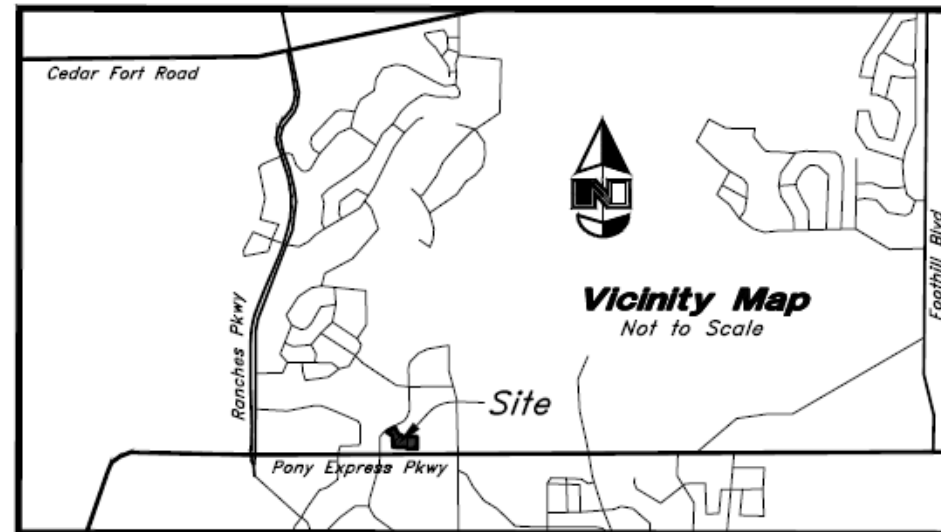
ANDERSON WAHLEN & ASSOCIATES
2010 North Redwood Road, Salt Lake City, Utah 84116
(801) 521-8529 - awhengineering.net



Porters Crossing Town Center

Subdivision Amending Lot 7

A part of the Southeast Quarter of Section 20 and the Southwest Quarter of Section 21,
Township 5 South, Range 1 West,
Salt Lake Base and Meridian, U.S. Survey,
Eagle Mountain City, Utah County, Utah
April 2020



Narrative

This Subdivision was requested by AutoZone to Amend Lot 7 creating 2 Lots prerequisite to the development of this property.

This Survey honors the underlying original 2013 Porter's Crossing Town Center Subdivision Plat.

A line between monuments found along the South Line of Sections 20 and 21 was assigned the Utah County bearings to honor and retrace the original subdivision plat of record.

The 2015 Amended plat was retraced and found to contain errors in the point of beginning and along Smith Ranch Road. The Amended Lot 7 and 8 were found with errors of closure greater than 0.22 feet. The error was corrected along the Westerly Lot Lines at the Smith Ranch Road Right-of-Way Lines. During retracement of the original plat field measurements verified the correct geometry into the existing centerline monuments along Smith Ranch Road.

Caution should be exercised in retracement of these plats as many stray survey markers were found around these Lot Lines—None of which occupied the correct record locations called by the platted geometry.

Surveyor's Certificate

I, Bruce D. Pimper, a Professional Land Surveyor in the State of Utah do hereby certify for, and on behalf of Anderson Wahlen & Associates; that this Amended Subdivision in the City of Eagle Mountain, Utah County, Utah has been correctly drawn to the designated scale and is true and correct representation of the herein described lands based on data compiled from records in the Utah County Recorder's Office and from a survey made on the ground.

Boundary Description

All of Lot 7 of the Porter's Crossing Town Center Subdivision Amended lying within the Southeast Quarter of Section 20, Township 5 South, Range 1 West, Salt Lake Base and Meridian, U.S. Survey in Eagle Mountain City, Utah County, Utah, being described metes and bounds as follows:

Beginning at a point on the North Line of Pony Express Parkway as widened to 76.00 foot half-width located 714.30 feet North 89°03'07" West along the Section Line; and 102.20 feet North 0°26'26" East from the Southeast Corner of said section 20; and running thence along said North Line the following three courses: North 89°33'34" West 171.13 feet; North 0°50'09" East 26.34 feet; and North 89°09'51" West 245.16 feet; thence North 0°53'26" East 97.88 feet; thence North 89°03'07" West 11.98 feet; thence North 0°26'26" East 99.68 feet; thence North 58°16'17" West 128.93 feet (129.07 feet plat) to the Southeast Line of Smith Ranch Road as dedicated to 25.50 foot half-width; thence Northeast along the arc of a 249.50 foot radius curve to the right a distance of 50.52 feet (50.36 feet plat) (Center bears South 39°45'46" East, Central Angle equals 11°36'08" and Long Chord bears North 56°02'17" East 50.44 feet) along said Southeast Line of road to a point of tangency located 25.50 feet perpendicularly distant Southeast from an existing centerline monument for said road; thence North 61°50'21" East 115.81 feet along said Southeast line of the road as dedicated to the most Westerly Corner of Lot 9 of Porter's Crossing Town Center as originally platted; thence along the Southerly Line of said Lot 9 the following three courses: South 28°09'39" East 124.68 feet to a point of curvature; Southeast along the arc of a 100.00 foot radius curve to the left a distance of 107.16 feet (Central Angle equals 61°23'55" and Long Chord bears South 58°51'36" East 102.11 feet) to a point of tangency; and South 89°33'34" East 246.72 feet; thence South 0°26'26" West 215.00 feet to the point of beginning.

Contains 104,071 sq. ft.
or 2.389 acres
2 Lots



Date:

Bruce D. Pimper
Utah PLS No. 362256

Owner's Dedication

We, the undersigned owners of all the real property depicted on this plat described in the surveyors certificate on this plat, have caused the land described on this plat to be divided into 2 lots, streets, parks, open spaces, easements and other public uses as designated on the plat and now do hereby dedicate under the provisions of 10-9a-607, Utah Code, without condition, restriction or reservation to Eagle Mountain City, Utah, all streets, water, sewer and other utility easements and improvements, open spaces shown as public open spaces, parks and all other places of public use and enjoyment to Eagle Mountain City, Utah together with all improvements required by the Development Agreement between the undersigned and Eagle Mountain City for the benefit of the City and the inhabitants thereof.

In witness whereof we have hereunto set our hands this _____ day of _____, A.D. 20____.

By:
Us:

Acknowledgment

State of _____ } ss
County of _____

On the _____ day of _____, 20____, personally appeared _____, who before me, the undersigned Notary Public, _____, who being by me duly sworn did say that he/she is the _____ of _____ and that the foregoing instrument was signed in behalf of said corporation by authority of its Board of Directors, and he/she acknowledged to me that said corporation executed the same.

Residing at: _____
Commission Expires: _____

Print Name _____ A Notary Public

Acceptance by Legislative Body

The City Council of Eagle Mountain City, County of Utah, Approves this Subdivision and hereby accepts the dedication of all streets, easements, and other parcels of land intended for public purposes for the perpetual use of the public this _____ day of _____, 20____.

Approved by Mayor _____

Approved by City Attorney _____

Approved by City Engineer
(See Seal Below)

Attest by City Recorder
(See Seal Below)

Porters Crossing Town Center Subdivision Amending Lot 7

A part of the Southeast Quarter of Section 20 and the Southwest Quarter of Section 21, Township 5 South, Range 1 West,
Salt Lake Base and Meridian, U.S. Survey,
Eagle Mountain City, Utah County, Utah

Planning Commission Approval

Approved this _____ day of _____ A.D. 20____
by the Planning Commission.

Secretary, Planning Commission _____

Chairman, Planning Commission _____

Eagle Mountain City Engineer Approval

Approved this _____ day of _____ A.D. 20____
by the City Engineer.

City Engineer _____

Eagle Mountain City Attorney

Approval as to form this _____ day of _____ A.D. 20____
by the Eagle Mountain City Attorney.

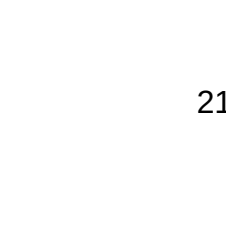
Eagle Mountain City Attorney _____

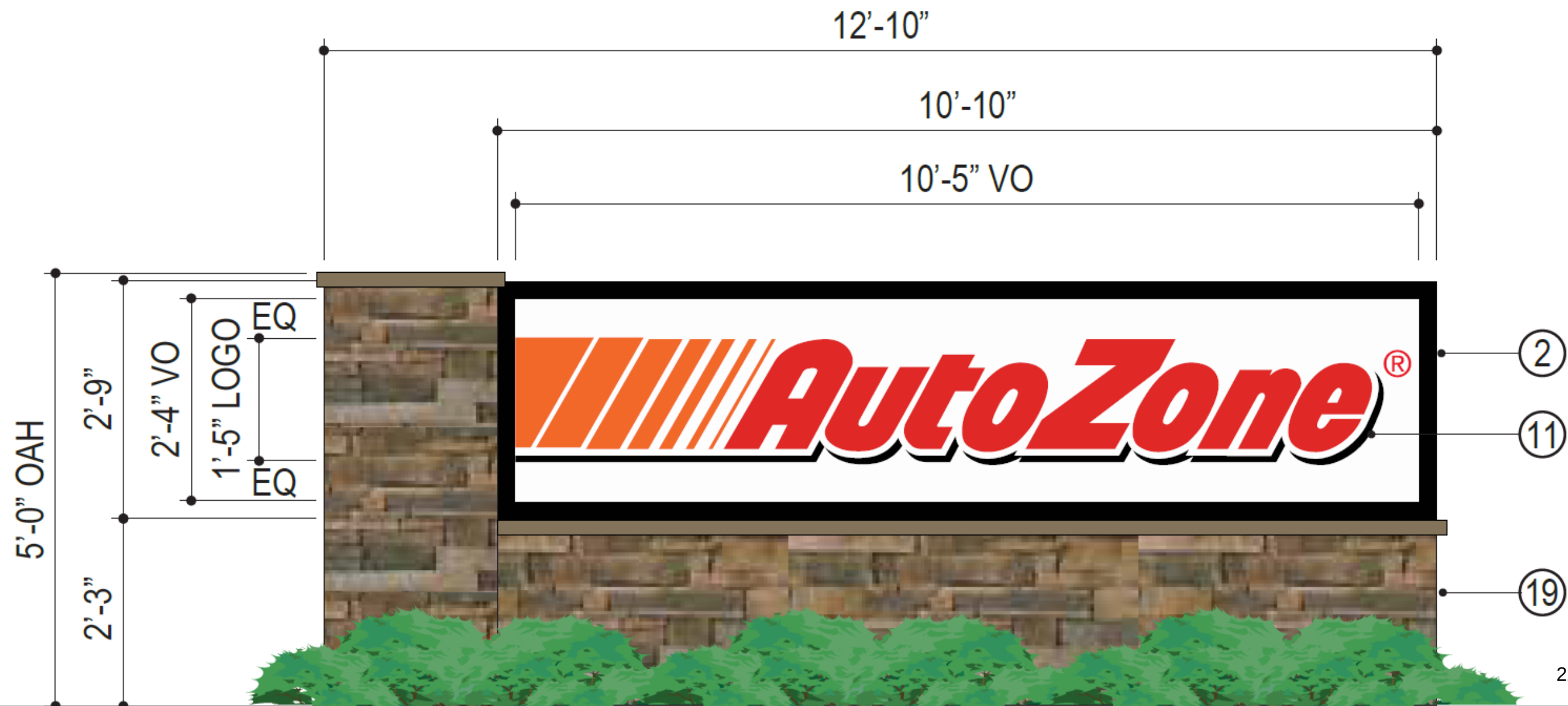
SURVEYORS SEAL

NOTARY PUBLIC SEAL

CITY ENGINEER SEAL

CLERK-RECORDER SEAL





FRONT VIEW



EAGLE MOUNTAIN PLANNING COMMISSION MEETING MINUTES

May 12, 2020, 5:30 p.m.
Eagle Mountain City Council Chambers
1650 East Stagecoach Run, Eagle Mountain, Utah 84005

5:30 P.M. Work Session - Electronic Meeting via Lifesize

COMMISSION MEMBERS PRESENT: Matthew Everett, Christopher Pengra, Erin Wells, Rich Wood, and Brett Wright.

CITY STAFF PRESENT: Steve Mumford, Community Development Director; Michael Hadley, Planning Manager; Jessa Porter, Planner; Fionnuala Kofoed, City Recorder; and Elizabeth Fewkes, Recording Secretary.

Public meetings will be held electronically in accordance with Executive Order 2020-1 Suspending the Enforcement of Provisions of Utah Code 52-4-202 and 52-4-207 due to Infectious Disease COVID-19 Novel Coronavirus issued by Governor Herbert on March 18, 2020.

Commissioner Wood called the work session to order at 5:36 p.m.

1. Discussion Items

- 1.A. Development Code Amendments Including, but not Limited to Business Park Zones – Education/Medical, Light Manufacturing/Distribution, Office Professional

This item was discussed after item 1.B.

The Commission discussed additional amendments to the Land Use Table in the Business Park zones and recommended changes to the Business Park zones to submit to the City Council for approval.

1.B. General Plan Review

This item was discussed before item 1.A.

Commissioner Wood reviewed Utah Code Title 10-9a-4-403(3) General Plan Preparation, which outlines the Planning Commission's responsibilities regarding reviewing and making recommendations regarding the General Plan.

The Planning Commission discussed facilitating and ensuring the involvement of the City Council, staff, and residents in the General Plan review and amendment process and methodology options to prevent discrepancies between the Future Land Use Map and General Plan verbiage when implementing plan amendments.

Community Development Director Steve Mumford presented potential transportation-related amendments to the General Plan, which the Commission discussed. Mr. Mumford stated email communication received from The Eagle Mountain Wildlife Group requested the Wildlife Corridor designation be included on the Future Land Use Map. He explained staff is in the process of updating the City's Parks and Open Space Master Plan and is working with the Department of Wildlife Resources and other consultations, including an expert in wildlife and environmental systems, to preserve a wildlife migration corridor. He said staff will explore options to designate the wildlife migration corridor on the Future Land Use Map.

Commissioner Pengra suggested the Planning Commission review and verify that tools within the City's Municipal Code align with the current General Plan before discussing amendment recommendations. Mr. Mumford stated the City recently hired an additional City Planner whose duties will include reviewing the implementation of the General Plan and the Joint Land Use Study goals and strategies. Commissioner Wood stated his intent in amending zone and land use Code is to address General Plan alignment to ensure City and resident health, welfare, and safety.

6:30 P.M. Policy Session – Electronic Meeting via Lifesize

Commissioner Wood called the meeting to order at 6:32 p.m. and explained the changes to public comment due to the meeting being held remotely because of the COVID-19 pandemic.

2. Pledge of Allegiance

City Recorder Fionnuala Kofoed led the Pledge of Allegiance.

3. Declaration of Conflicts of Interest

None.

4. Approval of Meeting Minutes

4.A April 28, 2020 Minutes

MOTION: *Commissioner Everett moved to approve the April 28, 2020 minutes. Commissioner Wright seconded the motion. Those voting aye: Matthew Everett, Brett Wright, Rich Wood, Christopher Pengra, and Erin Wells. The motion passed with a unanimous vote.*

5. Status Report

Mr. Mumford stated the City Council approved the Parkway Crossroads plat amendment and tabled the Sage Park Business Center development agreement due to concerns regarding the applicant's request for permanent vesting of a right-in, right-out access and reimbursement for road installation for a width over 53 feet; staff and the applicant are working together to revise the agreement.

6. Action and Advisory Items

6.A. Auto Zone Site Plan & Recorded Plat Amendment – Public Hearing

Commissioner Wood expressed concern regarding the late submission of materials allowing insufficient time for resident and Commission review of the changes. Mr. Mumford explained the changes were in response to staff amendment requests and expressed appreciation for the applicant's willingness and efforts to address concerns.

Planning Manager Michael Hadley presented the item. The application is for an Auto Zone located on lot 7 in the Porter's Crossing Town Center. Lot 7 is 2.39 acres with the majority of the lot in the Tickville Wash. The recorded plat amendment will remove the Tickville Wash from lot 7 and create a separate lot for the wash.

Staff requested that building move to the front of lot 7 to comply with the City's commercial design standards, as the parking is located in the front of the building. The applicant's amended site plan resolved the building location and parking issues. Staff recommends a condition of approval that a dark sky ordinance-compliant lighting plan is submitted.

Commissioner Wells requested that staff to address safety concerns expressed in resident communications due to the site's proximity to the Tickville Wash.

Mr. Hadley stated Municipal Code requires distancing from washes. The City Engineer has reviewed the site plan and did not express any safety concerns regarding the site proximity to the wash or retention pond.

Mr. Mumford stated staff requires a slope stability study to be completed prior to issuing a building permit, when warranted, and the study may also be included as a condition of approval, if desired. He explained the building site is located outside of the Tickville Wash easement.

Mr. Hadley stated staff will review the site plan to ensure adequate headlight screening through berming or landscaping on the east and north sides of the property.

Commissioner Wood expressed concern the elevations did not adhere to Municipal Code as it contains more than 50% stucco.

Applicant representative Colby Anderson with Anderson Wahlen and Associates stated he has represented all Utah Auto Zone locations. He stated Auto Zone is willing to remedy all concerns expressed by the Commissioners to ensure Municipal Code adherence. He explained the plan to locate the building outside of the wash easement and plans to address water runoff during storm conditions.

Mr. Anderson expressed a willingness to reduce the stucco use on the elevations to adhere to Code requirements. He stated the site topography would be flattened and the retention pond will overflow into a storm pipe and drain into the Tickville Wash.

Commissioner Pengra expressed concern regarding the protentional for slope erosion in the Tickville Wash during major storm events. Mr. Anderson explained the grading plan for the site and retention pond, which will catch site water with minimal impact to the Tickville Wash easement.

Commissioner Pengra stated that while he appreciates the purpose of the Code requirement of road frontage for aesthesis, he is concerned that the relocation of the building to adhere this requirement will increase safety issues.

Mr. Anderson requested flood elevation data for the Tickville Wash. He stated the building would be located 60 to 70 feet away from and 16 to 17 feet higher in elevation than the bottom of the wash. He expressed the desire to exercise caution and have a geotechnical consultant evaluate the slope stability and soil composition of the wash.

Commissioner Wood asked if the elevations would be impacted by the relocation of the building in the updated site plan, and if the applicant planned on installing a monument sign. Mr. Anderson stated the architectural features were not impacted and, due to the location of the building and the utilities, a monument sign is not planned. Discussion ensued regarding the potential installation of and Code requirements for a monument sign.

Commissioner Wright expressed appreciation for Auto Zone building in Eagle Mountain. He stated he lives near Tickville Wash and expressed concerns regarding the its vulnerability during a major storm event due to the collapsible clay soil composition and suggested relocating the building to the southeast of the property. He expressed concern that the elevation renderings did not adhere to architectural design requirements.

Mr. Anderson reviewed the Commission's concerns and said he will work with Auto Zone to resolve the issues discussed.

Commissioner Everett inquired regarding the feasibility of rotating and relocating the building to the southeast side of the lot. Mr. Anderson stated the site design could be modified; however, he would need to consult with Auto Zone to determine the retail impact and viability of relocating the building.

Discussion ensued regarding Code requirements and safety concerns.

Commissioner Wood opened the public hearing at 7:21 p.m.

Bettina Cameron submitted a comment via email against the Auto Zone site plan due to safety concerns regarding the site location's proximity to the Tickville Wash and expressed her opinion that it violated Municipal Code requirements for natural washes.

Discussion ensued regarding leaving the public hearing open and potentially tabling the item due to the late receipt of additional materials and safety concerns regarding the Tickville Wash.

During the May 26, 2020 Planning Commission meeting, the Commissioners discussed the public hearing and determined the intent of the Commission was to continue the hearing to the meeting in which the item returns.

MOTION: *Commissioner Wood moved to table the Auto Zone site plan and recorded plat amendment until the next scheduled meeting to allow time for the applicant to address concerns regarding the building's architectural design and site location, and to work with staff and experts to determine if a slope stability study is warranted for Tickville Wash. Commissioner Wright seconded the motion. Those voting aye: Matthew Everett, Brett Wright, Rich Wood, Christopher Pengra, and Erin Wells. The motion passed with a unanimous vote.*

Commissioner Wood recessed the meeting from 7:36 p.m. to 7:46 p.m.

6.B. 7-Eleven Convenience Store Site Plan – Public Hearing

6.C. Dollar Tree Site Plan – Public Hearing

Items 6.A. and 6.B. were presented and discussed concurrently.

Mr. Hadley presented the items. The proposed 7-Eleven and Dollar Tree site plans are located on Lot 1 in the Carson Commercial development. The Carson Commercial Master Site Plan was approved by the City Council on August 6, 2019. The two-acre lot has enough acreage for both site plans. The applicant is interested in dividing the two-acre lot into two one-acre lots. Dividing Lot 1 could be processed as a final plat, as Carson Commercial Plat 3 has not yet been recorded. The Planning Commission and City Council will decide if the applicant can work with staff on a final plat application.

Mr. Hadley explained the only staff concern regarding the 7-Eleven site plan is adherence to Municipal Code signage requirements. Staff recommends the Planning Commission recommend approval of the 7-Eleven Convenience site plan to the City Council with the conditions that all landscaping is improved up to Pony Express Parkway with a mixture of plants and rock, the signage complies with Municipal Code requirements, and all lighting complies with the dark sky ordinance.

Mr. Hadley explained staff concerns regarding the Dollar Tree site plan include the architectural design, the building location and parking, and the sign design. Additional design features should be added to the proposed building to conform with Municipal Code, the building should be moved forward up to the road and the parking relocated to behind the building, and the sign should be designed to conform to City standards.

Mr. Hadley stated the applicant is working with staff to determine a left turn lane access. Staff recommends the Planning Commission recommend approval of the Dollar Tree site plan with the conditions that all landscaping is improved up to Pony Express Parkway with a mixture of plants and rocks, the signage complies with Code requirements, all lighting complies with the dark sky

ordinance, the architectural design include additional detail features including rock on the vertical columns and some type of awning to break up the stucco and windows, and the building is moved up to the road and the parking in the front is moved behind the building.

Commissioner Pengra asked when the application was submitted, as several features do not comply with Municipal Code standards. Mr. Hadley explained the materials were received within the appropriate time frame and the applicants requested to discuss some of the Code adherences concerns with the Planning Commission.

Applicant representative Larvin Pollock stated a lighting plan has been submitted, the lighting levels adhere to Code requirements, and none of the lighting poles are located between the rear of the buildings and residential units. He explained the 7-Eleven site plan was originally designed with the canopy in the front, but that caused visibility obstruction of the Dollar Tree store. He stated the submitted site plan designs allow for visibility for both the 7-Eleven and Dollar Tree locations while maintaining clearance for delivery and refueling truck access. He stated they have they designed the median in accordance with the City Engineer's specifications.

Commissioner Wood requested that staff indicate the location of the fuel pumps and tanks for the benefit of the public, and expressed concern that should the Commission determine to recommend moving the fuel pumps and tanks to the rear of the property in accordance with Code specifications, the fuel pumps, tanks and traffic would be closer to the home behind the property. He stated his preference that the 7-Eleven building abut the residential area and suggested the removal of the median to improve traffic flow. He expressed concern that the rear elevation of the Dollar Tree store does not adhere to Municipal Code standards.

Mr. Pollock indicated potential fuel truck routes and stated fuel trucks would not impede resident traffic flow.

Commissioner Everett expressed concerns regarding the location of the Dollar Tree building. He asked if the applicants would be amenable to reorienting the building to face east.

Applicant representative Ryan Forsyth stated an east-facing orientation could be researched but due to the shallowness of the parcel, locating the building against Pony Express Parkway would prohibit road clearance for delivery trucks due to the 7-Eleven orientation; he also indicated the Dollar Tree delivery route and doors.

Commissioner Wood concurred with Commissioner's Everett's suggestion to orient the building to the east and suggested the installation of a drive lane in front of the Dollar Tree to provide fuel truck access to the 7-Eleven fuel tanks in lieu of requiring parking in front of the Dollar Tree.

Commissioner Everett expressed concern regarding sign compliance for both sites. Mr. Forsyth stated he would work with staff to bring the signs into compliance.

Commissioner Pengra inquired regarding the lumens per square foot for the gas station and asked staff if the lighting plan followed Municipal Code standards and if berming will be included along Pony Express Parkway to shield headlights. Mr. Hadley stated the applicant had not yet provided

the total lumen count for the site. Mr. Pollock stated no berming was planned due to a retention pond but said landscape screening could be installed.

Commissioner Wright asked for details regarding the color scheme of the 7-Eleven canopy. Mr. Forsyth stated the canopy will follow the current 7-Eleven design style of a white canopy with green and red accents.

Commissioner Wood opened the public hearing for the 7-Eleven site plan at 8:29 p.m.

Resident email communications against the project were received from Jesse Green, Justin Ricks, Ana Najera, Brandon Woolf, Rochelle Cherry, Jesse Clark, Brook Dunford, Natalie Torres.

Commissioner Wood summarized resident concerns: property value impact, traffic increases or impediments, safety concerns regarding spills or fires, the location of the gas station, setback issues, and that residents were told office buildings would be constructed on the site.

The following residents requested to have their comments read into the record:

How will the gas station handle their tank emissions? Where will they emit from? Will concentrations be monitored and reported, if so how?

How will the gas station prevent runoff of toxic pollutants into adjacent properties? How will the gas station monitor pollutant (including methane, benzene) runoff into adjacent homes?

Joshua Hansen

I have serious reservations about the proposed businesses to be constructed directly behind my home. I strongly feel that retail businesses would be better suited across the street alongside the existing businesses. I worry that such businesses will damage the image of our community and hurt property values. Furthermore, I have many concerns about the construction of a gas station right behind my home. I worry about gas leaks and fire hazards that close to so many homes. Not to mention the light, noise, smells etc. I urge you to reconsider for the safety of my family.

Diana Anderson

Commissioner Wood closed the 7-Eleven site plan public hearing and opened the Dollar Tree site plan public hearing at 8:36 p.m.

Resident email communications against the project were received from Brandon Woolf, Diana Anderson, Rochelle Cherry, and Brook Dunford.

Commissioner Wood closed the Dollar Tree site plan public hearing at 8:37 p.m.

Mr. Forsyth stated 7-Eleven is the largest convenience store operator in the world and adherence to safety, environmental, and legal regulations is important to the company. He stated the property is zoned as commercial and the location is well-suited for the business. He expressed appreciation for stable businesses that provide essential services, especially in regard to the current economic

difficulties. He said both 7-Eleven and Dollar Tree maintain their property aesthetics and strive to comply with city codes and be a beneficial addition to communities.

Commissioner Wells inquired of staff regarding the zoning of the property. Mr. Hadley verified the location is zoned Commercial and had never been zoned specifically for office space.

Commissioner Everett stated the area had originally been proposed to be residential and townhomes were suggested for the location. He stated during his tenure as a Commissioner the site was rezoned to Commercial and was not required nor requested to allow only office use. He stated anyone that told residents the area was intended for a specific commercial use was not being truthful.

Commissioner Everett explained the City does not determine the location of businesses. Businesses approach the City and request to develop a specific property. The Planning Commission's responsibility is to recommend approval or denial based upon the project's compliance with Municipal Code.

Discussion ensued regarding the site plans' compliance with Code.

Commissioner Wright stated he is not opposed to the gas station, but his preference is to see a comprehensive plan for the location before approving either site plan and expressed concern regarding insufficient space for extended fuel tanks to be able to maneuver within the site. He acknowledged resident concerns and reiterated the site zoning as general Commercial. He explained his desire for more businesses to develop in Eagle Mountain City within designated areas and recognized 7-Eleven's experience and expertise in construction of gas stations and the company's ability to develop and maintain safe sites.

Mr. Forsyth stated Dollar Tree withdrew their application for a location in another state when required to locate the building adjacent to the street line. He stated each company has an individual timeline and requested the Commission consider the site plans individually.

Mr. Pollock stated the retention pond in the right-of-way was determined by the developer and would impact all lots in the development.

Commissioner Wright stated allowing 7-Eleven to not comply with Municipal Code location requirements, although preferable, results in the need for berming. Mr. Hadley stated the Code allows for landscape shielding in lieu of berming.

Commissioner Wells requested clarification from the applicant regarding truck routes to the 7-Eleven, should Dollar Tree withdraw their application. Mr. Forsyth explained he has other compact developments similar to this design and 7-Eleven does not utilize the larger tank trucks used by other companies.

MOTION: *Commissioner Pengra moved recommend approval to the City Council of the 7- Eleven Convenience Store site plan with the following conditions:*

1. *The applicant shall submit a lighting plan with the gas station canopy and light pole locations in compliance with Municipal Code requirements;*
2. *The applicant shall work with the City Engineer to refine the transportation/egress plan to ensure safe fuel truck access through removal of the median or other amendments;*
3. *Headlight screening shall be added along Pony Express Parkway;*
4. *Signage shall be in compliance with Municipal Code; and*
5. *The landscaping plan along Pony Express Parkway shall include plants in addition to rocks.*

Commissioner Everett seconded the motion. Those voting aye: Matthew Everett, Brett Wright, Rich Wood, Christopher Pengra, and Erin Wells. The motion passed with a unanimous vote.

MOTION: *Commissioner Everett moved to table the Dollar Tree site plan until the applicant provides the following:*

1. *Plans showing the building oriented to front to the east, and moved toward Pony Express Parkway to allow for a traffic lane easement;*
2. *A lighting plan;*
3. *A monument sign in compliance with Municipal Code; and*
4. *Plans including architectural elements as outlined in Chapter 17.72.040 (b)(d)(e)(f).*

Commissioner Wright seconded the motion. Those voting aye: Matthew Everett, Brett Wright, Rich Wood, and Erin Wells. Those voting nay: Christopher Pengra. The motion carried with a vote of 4:1.

6.D. Arrival Master Development Plan Amendment & Preliminary Plat Amendment – Public Hearing

Mr. Mumford explained that the applicant recently discovered shallow bedrock or other unacceptable soils in many of the remaining lots in the Arrival development. The purpose of the redesign is to provide each lot with suitable soils for septic drain fields based on geotechnical explorations in the area. The State now requires two redundant drain field locations on each lot, which was not the case when Arrival was originally approved.

The number of lots in the development has not increased; the lot area has been redistributed. No lot is smaller than half an acre; many one-acre lots have reduced sizes, but most half-acre lots have been slightly increased in size, ranging from 0.64 – 0.75 acres. He explained the lot distributions for the project in the existing plan and the proposed plan.

Existing Plan:

- 2+ acres: 2 lots
- 1-1.99 acres: 49 lots
- 0.5-0.99 acres: 11 lots (including 7 lots that are less than 0.64 acres in size)

Proposed Plan:

- 2+ acres: 2 lots
- 1-1.99 acres: 49 lots
- 0.5-0.99 acres: 11 lots (including 7 lots that are less than 0.64 acres in size)

Mr. Mumford said the City's connectivity standard allows a maximum block length of 1,200 feet. The applicant has included a midblock trail in place of a road access, and the roads have been reduced in length from the previous plan. While not required, the developer chose to provide a 2.16-acre park which would fulfill the 500 square feet per lot open space requirement. The updated plan still provides lots larger than one acre in size adjacent to Camp Williams, but staff recommends that the lot adjacent to North Ranch be increased to one acre.

Commissioner Wood expressed concern regarding the poor connectivity in the area impeding emergency service vehicles. Mr. Mumford stated connectivity issues could be addressed during the approval in consideration of current Municipal Code requirements.

Applicant Scot Hazard explained the geological testing results and drainage difficulties in the area due to the soil composition. He stated the road connection removal was due to soil conditions and block road lengths are shorter in the new proposal than in the approved plan. Due to the change in the State requirements, no pavement or outbuildings such as barns can be built over the redundant drain fields, which makes it difficult to attract buyers for the larger lots. He explained the density redistribution and drain field placement and stated potential buyers will receive the information regarding the soil composition studies and drain fields. He expressed willingness to adjust lot lines to address lot transitioning concerns.

Commissioner Wood expressed concern the sloped topography of lots 709 to 712 and lot 808 would have insufficient building envelopes to allow for a home and the drain field. Mr. Hazard stated the soil composition allowed for home construction and he did not foresee topography hindering buildable area for those lots.

Commissioner Wood inquired why the church site had been relocated to an area that impeded connectivity. Mr. Hazard stated the amended church site was at the request of the Church Jesus Christ of Latter-day Saints. He said the Church purchased the land indicated on the new site plan several years ago. Mr. Hazard explained the only lost connectivity was in the northeast corner of the project due to the removal of a section of road between areas designated as lots 707/708 and 508/511 on the amended plat and replaced with pedestrian access along lots 705/706 and 514/515. He said inserting another road to increase connectivity would shift other roads, reducing lot size and impeding fulfillment of the State drain field requirement.

Commissioner Wood opened the public hearing at 9:35 p.m. No comments were submitted to the City Recorder's Office and no public was in attendance to make comment. As there were no comments, Commissioner Wood closed the public hearing.

Commissioner Wells expressed concern that the amended preliminary plat does not comply with connectivity standards.

Mr. Hazard stated the Church of Jesus Christ of Latter-day Saints will most likely install a septic system and purchased a large enough lot to construct a building and provide the requisite drainage fields. Mr. Mumford verified the church site had been approved and recorded.

Commissioner Wright requested clarification regarding the lot resizing counts and calculations. Mr. Mumford explained that due to the rocky soil in the northwest corner of the projects, the lot sizes were increased from 1 to 1.5 acres to 3 or more acres in order to provide the requisite drainage fields; as a result, several 1-acre lots have been reduced in size 0.6 to 0.75 acres in order to maintain project density. He stated the traffic impact would remain the same and the road connectivity is staff's only concern.

Mr. Mumford verified that per State Code, septic systems may be installed on lots under one acre in size. He stated a Municipal Code amendment requires lots with septic systems to be over an acre in size and the original approval for this project predates the amendment.

Commissioner Pengra expressed concern with requiring Municipal Code compliance to the detriment of the viability of the project.

Commissioner Wood verified the smaller lots were approved to include animal rights with the equine overlay zone during the initial preliminary plat approval.

Commissioner Wright expressed his preference of the development of lots greater than one acre and verified that the density from the original church site was shifted to other areas in the development with the creation of a new church site. Mr. Hazard explained a developer is disincentivized to develop a church site due to the loss of density.

Mr. Mumford explained an master development agreements generally include a reduction in the overall density for lots lost for church or school sites; however, the Arrival Master Development Agreement does not include a density reduction requirement.

Discussion ensued regarding density transfer and lot size.

Mr. Hazard advocated for the City to consider altering the block length and other requirements for projects with larger lots due to the infrastructure installation costs that disincentivize developers from offering larger lots due to the resulting reduction in revenue.

MOTION: *Commissioner Pengra moved to recommend approval of the Arrival Master Development Plan amendment and preliminary plat amendment to the City Council with the condition that the lot abutting North Ranch be increased to one acre to comply with buffering requirements. The motion failed due to lack of a second.*

Commissioner Everett expressed uncertainty regarding approval of the project.

Commissioner Pengra expressed concern that strict Code adherence which increases the applicant's burden in resolving engineering issues that have arisen will discourage the applicant

and other developers from offering larger lots in the City. He stated the applicant is not able to adhere to the terms of the original application due to updated State requirements. Recommending denial without proposing a viable resolution to the Commission's concerns does not fulfill the roles and responsibilities of the Planning Commission.

MOTION: *Commissioner Wells moved to recommend denial to the City Council of the Arrival Master Development Plan amendment and preliminary plat amendment due to the reduced connectivity throughout the project. Commissioner Wright seconded the motion. Those voting aye: Brett Wright, Rich Wood, and Erin Wells. Those voting nay: Matthew Everett and Christopher Pengra. The motion carried with a vote of 3:2.*

6.E. Development Code Amendment Business Park Zone (EMMC 17.37) – Public Hearing

Mr. Mumford presented the item and explained it divided the Business Park Zone into three zones and designated land uses within the zones.

Commissioner Wood opened the public hearing at 10:17 p.m. No comments were submitted to the City Recorder's Office and no public was in attendance to make comment. As there were no comments, Commissioner Wood closed the public hearing.

MOTION: *Commissioner Everett moved to recommend approval to the City Council of the amendment to Eagle Mountain Municipal Code Chapter 17.37 Business Park Zone. Commissioner Pengra seconded the motion. Those voting aye: Matthew Everett, Brett Wright, Rich Wood, Christopher Pengra, and Erin Wells. The motion passed with a unanimous vote.*

7. Discussion Items

8. Next Scheduled Meeting

Commissioner Wood requested the following meeting include a discussion on the City's General Plan including traffic, the creation or prohibition of an Industrial Zone, and the overlay.

9. Adjournment

MOTION: *Commissioner Wells moved to adjourn the meeting at 10:20 p.m. No vote was called.*

The meeting was adjourned at 10:20 p.m.

Approved by the Planning Commission on May 26, 2020.


Steve Mumford (May 27, 2020 11:28 MDT)

Steve Mumford, AICP
Community Development Director



EAGLE MOUNTAIN CITY
PLANNING COMMISSION MEETING
JUNE 9, 2020

TITLE:	PUBLIC HEARING - Sweetwater Industrial Overlay Zone (Rezone)
ITEM TYPE:	Rezone
APPLICANT:	Scot Hazard / Tiffany Walden

ACTION ITEM:

Yes

PUBLIC HEARING:

Yes

REQUIRED FINDINGS:

A rezoning is a legislative decision and is considered valid if reasonably debatable and not illegal. The criteria for approval for a rezoning are listed in EMMC 17.90.060 and in this report.

PREPARED BY:

Steve Mumford,
Planning

BACKGROUND:

The Sweetwater Industrial Master Site Plan / Preliminary Plat was reviewed by the Planning Commission on May 26th and given a recommendation of approval to the City Council (4-1). This application is a rezoning application to add the Sweetwater Industrial Overlay Zone to a majority of the site (201 Acres) - all areas except for along the frontage of Pony Express Parkway and Tiffany Lane.

The Sweetwater Industrial Overlay Zone was created in 2015 as an alternative to an applicant-proposed development agreement for the property in question. The purpose of the overlay zone is "to provide for and allow industrial and business opportunities that will provide a buffer zone between the wastewater treatment facility and higher end businesses and industrial uses. The standards and processes of the base zoning or underlying zoning shall be applicable unless modified or replaced by this overlay zone."

ITEMS FOR CONSIDERATION:

GENERAL PLAN FUTURE LAND USE MAP & ZONING

This property is designated mostly as Business Park / Light Industry on the City's Future Land Use and Transportation Corridors map. The property is zoned Industrial.

The Industrial Zoning allows the site to be developed with a number of permitted and conditional uses. The Sweetwater Industrial Overlay Zone contains a separate land use table (EMMC Table 17.53) with specific permitted, conditional, and prohibited uses as well. The overlay zone also contains the following development standards:

A. Buildings must comply with the city's commercial design standards found in EMMC 17.72.040, except that metal may be used as a primary exterior building material, and pedestrian-scaled architectural details are not required.

B. The front parking lots and driveway entrances shall be asphalted to city standards, while equipment and parking areas behind the front of a building may be graveled.

C. Rear parking or storage areas do not need to comply with city landscaping requirements.

D. Outdoor storage of equipment, used materials, and wrecked or abandoned vehicles shall be screened behind an opaque fence or wall to be out of sight of major roads. Fencing and screening of outdoor uses shall be reviewed with each individual site plan.

E. All outdoor lighting shall comply with Chapter 17.56 EMMC.

F. Parking for each site plan shall comply with Chapter 17.55 EMMC.

REZONE APPROVAL CRITERIA (EMMC 17.90.060)

The following are the approval criteria in the City Code in relation to rezone applications:

(A) Compliance with General Plan. 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.

(B) Compatibility Determination. 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 the performance standards designed to help ensure land compatibility.

(C) City Services. The proposed use can be accommodated with public services and will not overburden the City's service capacity.

(D) Traffic Generation. Traffic generation by the proposed use is within capabilities of streets serving the property.

(E) Property Values. The proposed use is not expected to have a significant negative impact on surrounding property values.

EMMC 17.90.070 states that "In order to ensure that future development is compatible with surrounding neighborhoods, and to provide notice to property owners of limitations and requirements for development of property, conditions may be attached to any rezone application approval which restrict or specifically designate the land uses, dwelling unit density, building square footage, lot sizes, or height of structures."

If the Commission is concerned about any of the uses that are listed in EMMC Table 17.53, such as manufacturing businesses, portable storage containers, or laundry and dry cleaning establishments, a condition can be added that requires

a development agreement specifically restricting those uses. If you are concerned about the location or area of the proposed overlay zone, you can modify that area in your motion.

RECOMMENDATION:

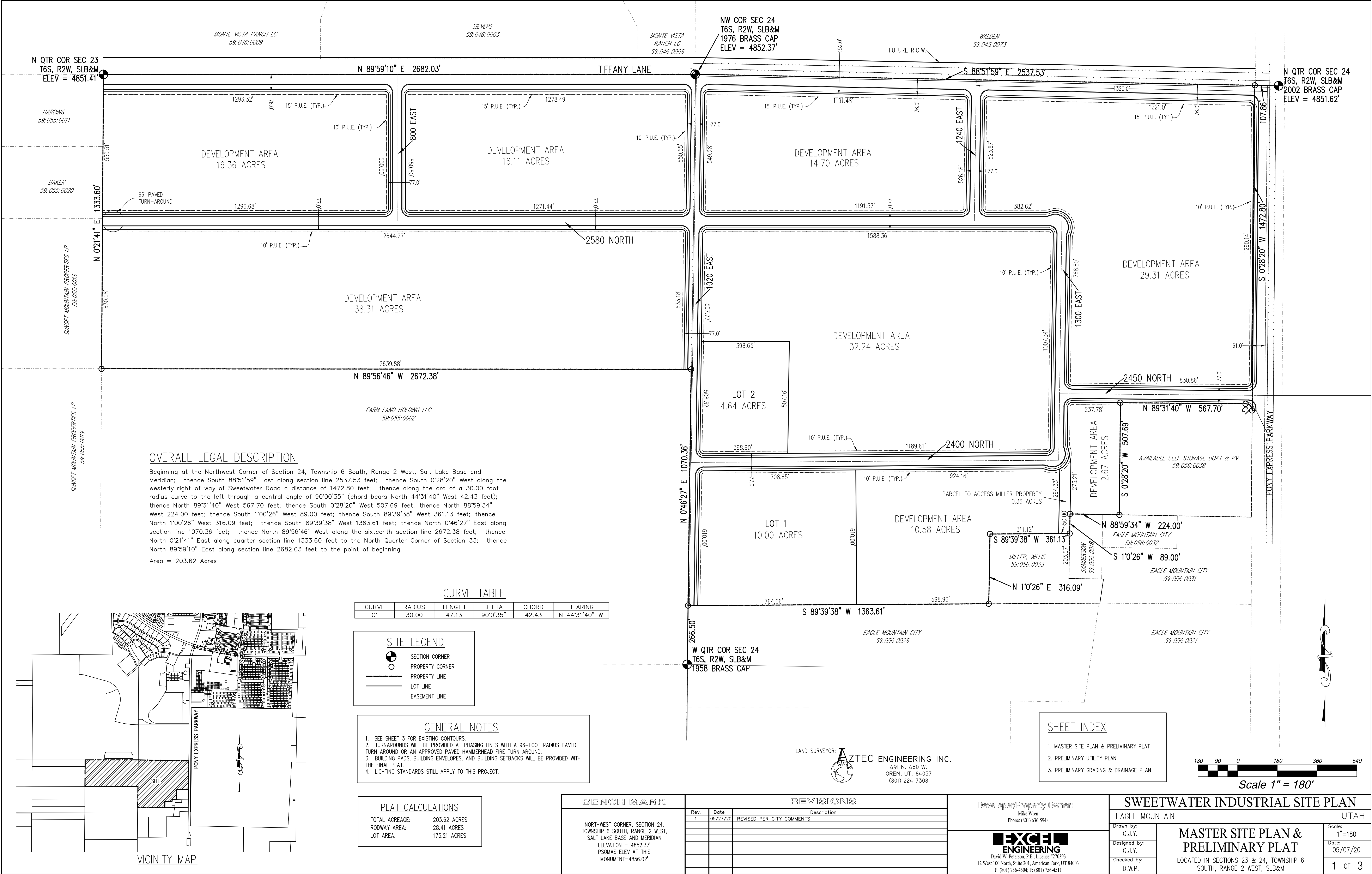
A recommendation of approval to the City Council may be made if the application complies with the rezone criteria found in the city code, along with conditions of approval that address areas of concern, which may include (but are not limited to) specific land uses. In order to restrict certain land uses, a development agreement would likely be required, and could be drafted to be presented along with the request to the City Council. You should include specific recommendations to be included in the agreement. If you are uncomfortable with the size or location of the proposed overlay zone, the area can also be modified.

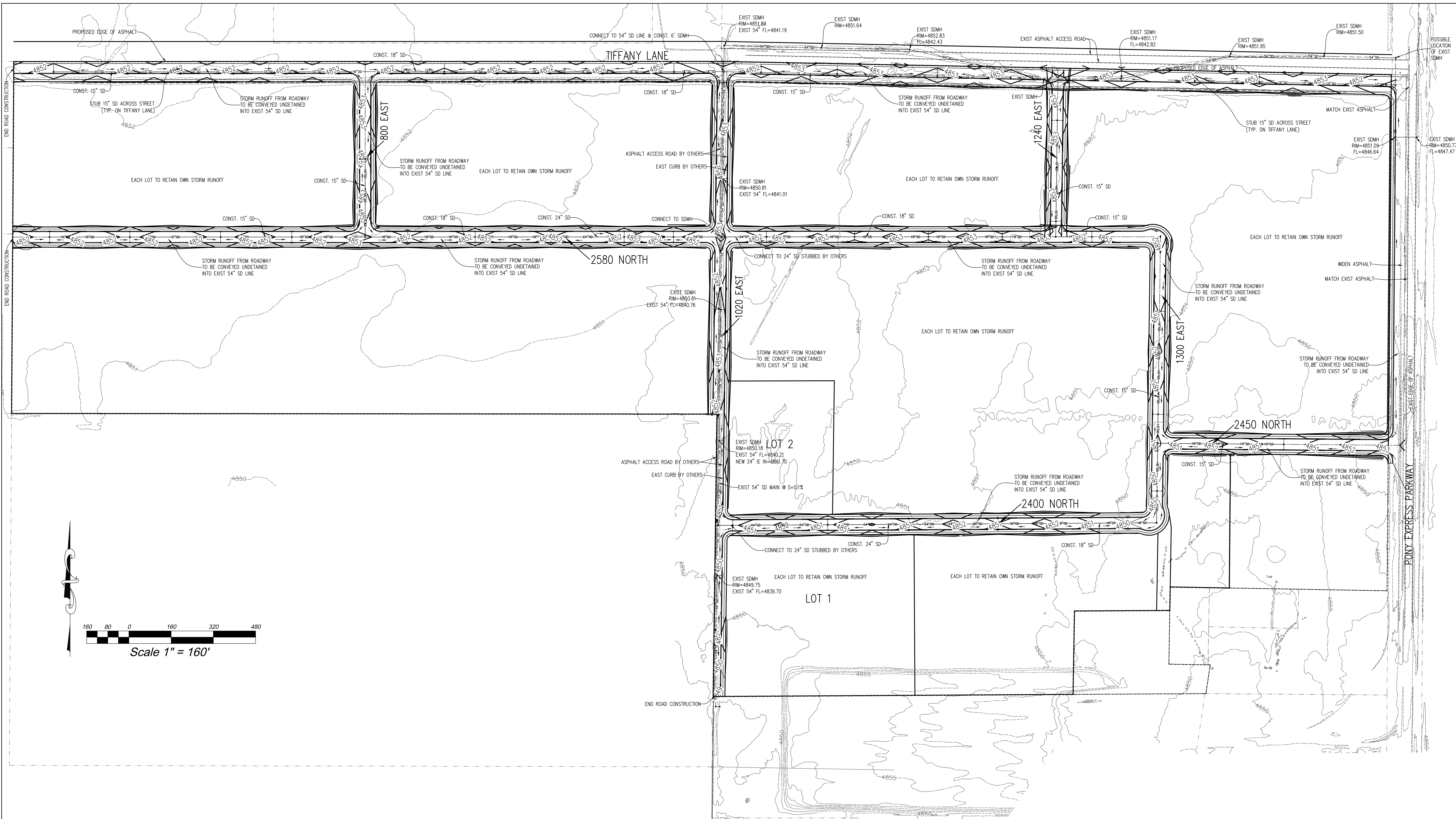
A recommendation of denial must be based upon findings of facts indicating how the project does not comply with the rezone approval criteria found in the city code.

A motion to table may be made with specific directions to give an applicant time to fully comply with the rezone approval criteria found in the city code.

Attachments:

Sweetwater Industrial Preliminary Plan
Rezone Application & Additional Information
Future Land Use Map 2-2020
MVR & EM Properties MDP Map





EROSION CONTROL NOTES:

1. EACH PHASE OF CONSTRUCTION WILL ADHERE TO THE FOLLOWING EROSION CONTROL PRACTICES
2. CONSTRUCT A SILT FENCE AROUND PERIMETER OF DOWNSTREAM PORTIONS OF EACH PHASE.
3. INSTALL A CONSTRUCTION ENTRANCE FOR EACH PHASE.
4. CONSTRUCT STORM DRAIN FACILITIES AND INSTALL INLET PROTECTION AFTER INSTALLATION.
5. IMPLEMENT DUST CONTROL MEASURES FOR EACH PHASE.
6. CONTRACTOR IS TO REMOVE INLET PROTECTION FROM CATCH BASINS AND CLEAN-OUT ALL CATCH BASINS BEFORE LEAVING THE SITE.

GRADING NOTES:

1. EACH LOT WILL RETAIN ITS OWN STORM RUNOFF. STORM RUNOFF IN THE ROADWAYS WILL BE CONVEYED UNDETAINED TO THE EXISTING 54" STORM DRAIN PIPE LOCATED IN 1020 EAST. PIPES ARE SIZED FOR 10-YEAR EVENT. SEE SEPARATE STORM DRAIN REPORT FOR CALCULATIONS.
2. THERE ARE NO FLOOD HAZARDS IN THIS PROJECT.
3. MASTER DRAINAGE PLANS TO BE APPROVED AND FOLLOWED BY BUILDERS.
4. SOILS REPORTS ARE REQUIRED FOR EACH FUTURE SITE PLAN.

BENCH MARK

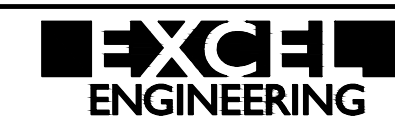
NORTHWEST CORNER, SECTION 24,
TOWNSHIP 6 SOUTH, RANGE 2 WEST,
SALT LAKE BASE AND MERIDIAN
ELEVATION = 4852.37'
PSOMAS ELEV AT THIS
MONUMENT=4856.02'

REVISIONS

Rev.	Date	Description
1	05/27/20	REVISED PER CITY COMMENTS

Developer/Property Owner:

Mike Wren
Phone: (801) 636-5948



David W. Peterson, P.E., License #270393
12 West 100 North, Suite 201, American Fork, UT 84003
P. (801) 756-4504; F. (801) 756-4511

SWEETWATER INDUSTRIAL SITE PLAN

EAGLE MOUNTAIN

UTAH

Drawn by:

G.J.Y.

Designed by:

G.J.Y.

Checked by:

D.W.P.

PRELIMINARY GRADING & DRAINAGE PLAN

Scale:

1"=160'

Date:

05/07/20

3 OF 3

Monte Vista Ranch, L.C.

1754 E Cedar Trails Way
Eagle Mountain, Utah 84005

May 14, 2020

Eagle Mountain City Planning Department
2565 Pony Express Parkway
Eagle Mountain, UT 84005

Re: Sweetwater Industrial Overlay Rezone Application

This letter is to accompany the Sweetwater Industrial Overlay Rezone Application and provide the additional application requirements.

1. The Legal Description of the property to be included in the Sweetwater Industrial Overlay Rezone Application is:
Utah County Serial Number: 59-056-0039
Legal Description: COM AT NW COR. SEC. 24, T6S, R2W, SLB&M.; S 88 DEG 52' 5" E 2540.54 FT; S 0 DEG 27' 8" W 1472.81 FT; W 3.52 FT; ALONG A CURVE TO L (CHORD BEARS: N 44 DEG 31' 40" W 42.43 FT, RADIUS = 30 FT); N 89 DEG 31' 40" W 567.7 FT; S 0 DEG 28' 20" W 507.81 FT; N 88 DEG 58' 38" W 75.32 FT; N 88 DEG 59' 38" W 148.4 FT; S 1 DEG 0' 22" W 88.95 FT; S 89 DEG 39' 38" W 361.37 FT; S 1 DEG 0' 26" W 316.19 FT; S 89 DEG 39' 56" W 1363.43 FT; N 0 DEG 46' 12" E 2407.28 FT TO BEG. AREA 121.600 AC.

Utah County Serial Number: 59-055-0001
Legal Description: N1/2 OF NE1/4 OF SEC 23, T 6 S, R 2 W, SLM. AREA 80 ACRES.
2. A Vicinity Map is shown on the attached Exhibit A.
3. The Existing Conditions are shown in the attached Exhibit B, consisting of a map of the area and a geotechnical investigation report.
4. The Land Use Maps are shown in Exhibit C, the proposed preliminary plat maps. The initial and anticipated land uses will be for light industrial businesses that are listed and permitted under the Sweetwater Industrial Overlay Zone in Chapter 17.53 of the Eagle Mountain City Municipal Code. The initial anticipated land uses are for Industrial Parks and Warehouses as well as an Office Building and Communications Facilities.

5. The Zoning Districts of the property in this Sweetwater Industrial Overlay Zone Application comply with the stated purposes of the Sweetwater Industrial Overlay Zone described in Chapter 17.53 of the Eagle Mountain City Municipal Code. The property described in this Sweetwater Industrial Overlay Zone Application either borders or is in close proximity to the Eagle Mountain City wastewater treatment plant. The development of this property will provide a buffer zone between the Eagle Mountain City wastewater treatment plant and other higher end businesses and industrial uses.



REZONE APPLICATION

(801)789-6617 • 1650 E STAGECOACH RUN, EAGLE MOUNTAIN, UT 84005 • WWW.EAGLEMOUNTAINCITY.COM

PROJECT INFORMATION		UPDATED: 6/2015
Official Project Name: <u>Sweetwater Industrial Park</u>		
Proposed Zoning: <u>Sweetwater Industrial Overlay Zone</u> Surrounding Zoning: <u>Municipal Uses, Residential, Industrial, Commercial</u>		
General Location of the Property: <u>South of Tiffany Lane and West of Pony Express, North of Eagle Mountain Building Dept.</u>		
Surrounding Land Uses: <u>Municipal Uses, Agricultural, Residential</u> Total Acreage of the Subject Property: <u>201.6 acres</u>		
Does the proposed zoning require an amendment to the City's General Map? ☒ Yes ☐ No		
AUTHORIZED AGENT INFORMATION	PROPERTY OWNER INFORMATION	
Authorized Agent: <u>Tiffany Walden/Scot Hazard</u>	Property Owner: <u>Monte Vista Ranch, L.C.</u>	
Address: <u>1754 E Cedar Trails Way, Eagle Mtn, UT 84005</u>	Address: <u>1754 E Cedar Trails Way, Eagle Mtn, UT 84005</u>	
Phone: <u>(801) 403-9197</u> Cell: <u>(801) 789-8000</u>	Phone: <u>(801) 403-9197</u> Cell: _____	
E-mail: <u>waldentiffany@gmail.com / scot@theranches.com</u>	E-mail: <u>waldentiffany@gmail.com</u>	

****IMPORTANT:** Incomplete applications will not be accepted. In order for an application to be deemed complete, all required materials must be submitted with the application, regardless of whether they have been previously submitted to Eagle Mountain City. If any required materials are not applicable to your submittal, you must submit a letter for each required item stating the reason why it is not applicable to your application.**

SUBMITTAL REQUIREMENTS		
1 digital/electronic PDF copy of all plans & other required materials is required on jump drive or through Dropbox. Please ensure there is only one PDF electronic file for each type of plan; do not separate the individual pages within a set of plans. Please label accordingly. Plans will not be reviewed until all digital files are received.		
FOR OFFICE USE ONLY		
Date:	Received By:	Application Complete? ☐ Yes ☐ No
		Anything Missing:
Fees: \$1,350.00		
Total Amount Due: _____		Total Amount Paid: _____

Please see Applicant Certification on the following page.

APPLICANT CERTIFICATION: I certify under penalty of perjury that this application and all information submitted as part of this application are true, complete and accurate to the best of my knowledge. I also certify that I am the owner of the subject property and that the authorized agent noted in this application has my consent to represent me with respect to this application. Should any of the information or representations submitted in connection with this application be incorrect or untrue, I understand that Eagle Mountain City may rescind any approval, or take any other legal or appropriate action. I also acknowledge that I have reviewed the applicable sections of the Eagle Mountain Development Code and that items and checklists contained in this application are basic and minimum requirements only and that other requirements may be imposed that are unique to individual projects or uses. Additionally, I acknowledge that I have reviewed and understand the section from the Consolidated Fee Schedule and hereby agree to comply with this ordinance. I also agree to allow the Staff, Planning Commission, or City Council or appointed agent(s) of the City to enter the subject property to make any necessary inspections thereof.

Property Owner's Signature: _____

Date: _____

Tiffany Walden, the Manager of MVR Management LLC, the Manager of Monte Vista Ranch. LC.

Documents to attach to application:

- Rezoning Application Requirements/Checklist

MVR MANAGEMENT LLC 03-17

PH. 801-403-9197
1019 E HUNTER LANE
EAGLE MOUNTAIN, UT 84005

MOUNTAIN AMERICA CREDIT UNION
31-7955/3240

5/14/2020

PAY TO THE ORDER OF **EAGLE MOUNTAIN CITY**

\$ **1,350.00

One Thousand Three Hundred Fifty and 00/100*****

DOLLARS

EAGLE MOUNTAIN CITY
1650 EAST STAGECOACH RUN
EAGLE MOUNTAIN UT 84005



[Handwritten Signature]

AUTHORIZED SIGNATURE

MEMO

CITY FEE FOR SWEETWATER OVERLAY ZONE A

⑈001095⑈ ⑆324079555⑆501010670226⑈

EXHIBIT A

59:046:0009
ZJT MANAGEMENT LLC...
3502 N O STREET - EAGLE MOUNTAIN
Value: \$9,759,700 -- 420.77 acres

59:046:0008
ZJT MANAGEMENT LLC...
Value: \$1,876,300 -- 81.58 acres

59:045:0073
ZORBIS ENTERPRISES LLC (ET AL)...
Value: \$9,702,700 -- 105.07 acres

59:055:0001
MONTE VISTA RANCH LC...
Value: \$3,484,800 -- 80 acres

59:056:0039
MONTE VISTA RANCH LC...
Value: \$0 -- 121.6 acres

59:055:0002
FARM LAND HOLDING LLC (ET AL)...
Value: \$1,840,000 -- 80 acres

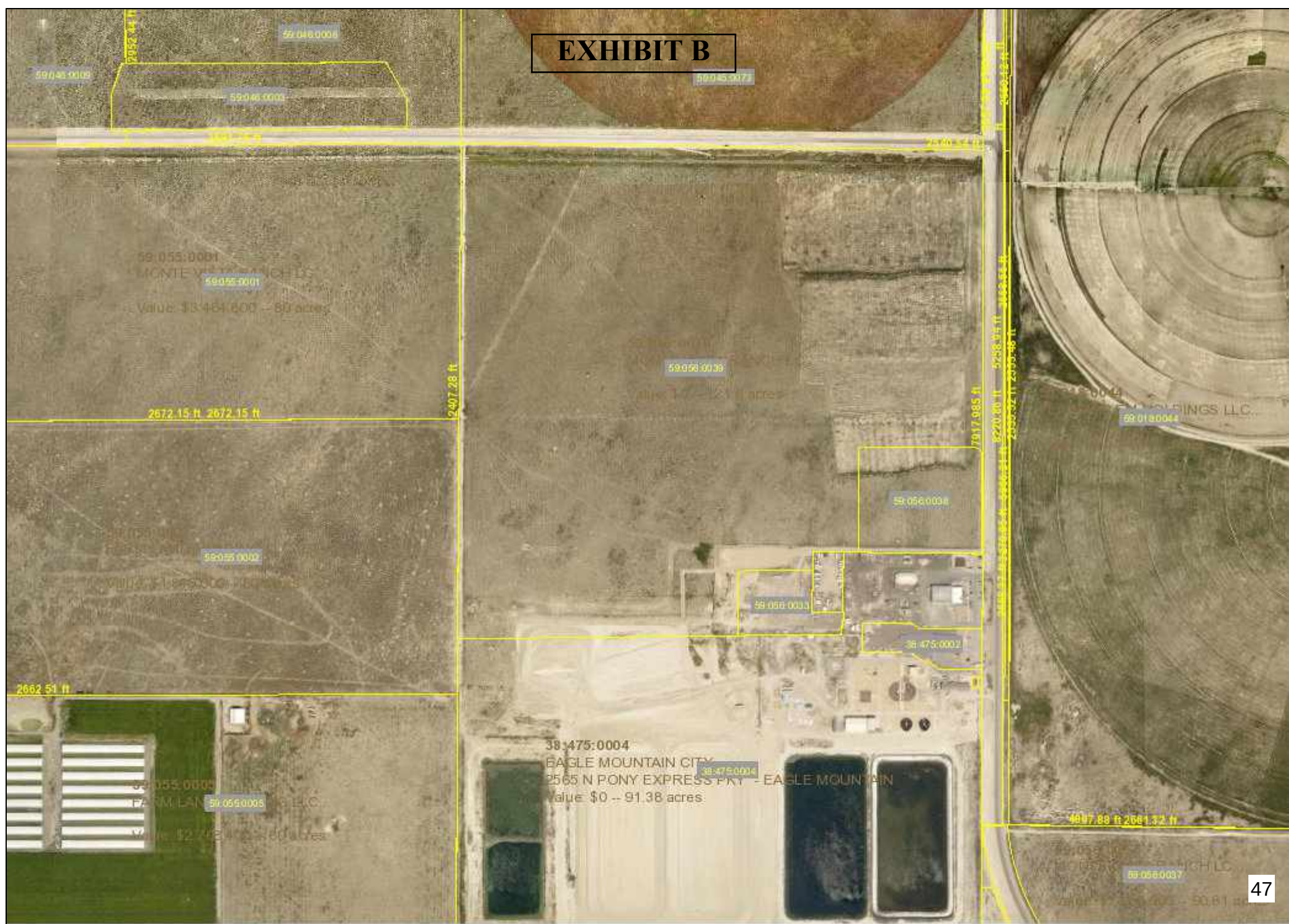
59:055:0005
FARM LAND HOLDING LLC...
Value: \$2,708,400 -- 80 acres

38:475:0004
EAGLE MOUNTAIN CITY...
2565 N PONY EXPRESS PKY - EAGLE MOUNTAIN
Value: \$0 -- 91.38 acres

Sewage
Disposal
Pond



EXHIBIT B





Applied Geotechnical Engineering Consultants, Inc.

GEOTECHNICAL INVESTIGATION
PROPOSED INDUSTRIAL SUBDIVISION
SWEETWATER ROAD AND BLUEWATER ROAD
EAGLE MOUNTAIN

PREPARED FOR:

**EAGLE MOUNTAIN PROPERTIES, L.C.
2230 NORTH PIPER LANE, SUITE 2
EAGLE MOUNTAIN, UTAH 84043**

ATTENTION: RUSS ROSANDER

PROJECT NO. 1000069

MARCH 22, 2000

48

TABLE OF CONTENTS

EXECUTIVE SUMMARY	2
SCOPE	3
SITE CONDITIONS	3
FIELD STUDY	4
SUBSURFACE CONDITIONS	4
SUBSURFACE WATER	5
PROPOSED CONSTRUCTION	5
RECOMMENDATIONS	6
A. Site Grading	7
B. Foundations	10
C. Concrete Slab-on-Grade	12
D. Lateral Earth Pressures	12
E. Seismicity and Liquefaction	13
F. Water Soluble Sulfates	14
G. Pavement	14
LIMITATIONS	16
REFERENCED CITED	17
FIGURES AND TABLES	
LOCATIONS OF EXPLORATORY BORINGS	FIGURE 1
LOGS OF EXPLORATORY BORINGS	FIGURE 2
LEGEND AND NOTES OF EXPLORATORY BORINGS	FIGURE 3
CONSOLIDATION TEST RESULTS	FIGURES 4 - 7
SUMMARY OF LABORATORY TEST RESULTS	TABLE I

EXECUTIVE SUMMARY

1. The subsurface soils encountered at the site consist of approximately ½ foot of topsoil overlying lean clay with occasional silty and high plastic clay layers. Approximately 1 ½ feet of silt was encountered above the clay in Boring B-5. Silty sand was encountered at depth in Borings B-1, B-2 and B-3. The maximum depth investigated was approximately 30½ feet.
2. No free water was encountered at the time of drilling to the maximum depth investigated.
3. Light to moderate building loads, as described in the Proposed Construction Section of the report, may be supported on spread footings bearing on the undisturbed natural soil or on compacted structural fill extending down to the undisturbed natural soil. The need for structural fill below proposed footings is dependant upon the load.
4. Some of the clay encountered at the site becomes more compressible or is slightly expansive when wetted. Good surface drainage should be provided away from the proposed buildings and precautions should be taken to reduce the potential for water being introduced into the foundation soils, as discussed in the report.
5. The near surface soil at the site consists primarily of clay and silt. The clay and silt may result in difficult access during times when the upper soil is very moist to wet such as during the winter and spring or after prolonged rainfall. If construction occurs under these conditions, placement of granular fill will help in accessing the property and provide a working surface for construction.
6. Based on the results of water soluble sulfate tests and our experience in the area, some of the natural soils possess a relatively high concentration of water soluble sulfates. We recommend that sulfate resistant cement be used for concrete placed in contact with the natural soil.
7. Geotechnical information related to subgrade preparation, pavement design and materials are included in the report.

SCOPE

This report presents the results of a geotechnical investigation for the proposed industrial subdivision to be located at Sweetwater Road and Bluewater Road in Eagle Mountain, Utah.

The report presents the subsurface conditions encountered, laboratory test results and recommendations for foundations and pavement. The study was conducted in general accordance with our proposal dated January 25, 2000.

Field exploration was conducted to obtain information on the subsurface conditions. Samples obtained from the field investigation were tested in the laboratory to determine physical and engineering characteristics of the on-site soil. Information obtained from the field and laboratory was used to define conditions at the site for our engineering analysis and to develop recommendations for the proposed foundations and pavement.

The report has been prepared to summarize the data obtained during the study and to present our conclusions and recommendations based on the proposed construction and the subsurface conditions encountered. Design parameters and a discussion of geotechnical engineering considerations related to construction are included in the report.

SITE CONDITIONS

The site is an undeveloped field.

The site slopes gently downward to the north.

Vegetation at the site consists of grass and sagebrush.

The surrounding area includes undeveloped fields in all directions with the existing Sweetwater Drive to the east and a sewage treatment facility to the south.



FIELD STUDY

The field study was conducted on February 10, 2000. Six borings were drilled at the approximate locations indicated on Figure 1 using 8-inch diameter hollow stem auger powered by an all-terrain drill rig. The borings were logged and soil samples obtained by an engineer from AGECEC. Logs of the subsurface conditions encountered in the borings are graphically shown on Figure 2 with Legend and Notes of Figure 3.

SUBSURFACE CONDITIONS

The subsurface soils encountered at the site consist of approximately $\frac{1}{2}$ foot of topsoil overlying lean clay with occasional silty and high plastic clay layers. Approximately $1\frac{1}{2}$ feet of silt was encountered above the clay in Boring B-5. Silty sand was encountered at depth in Borings B-1, B-2 and B-3. The maximum depth investigated was approximately $30\frac{1}{2}$ feet.

A description of the various soils encountered in the borings follows:

Topsoil - The topsoil consists of sandy lean clay which is moist, brown and contains roots.

Lean Clay - The lean clay contains silt, silty clay and high plastic clay layers. Some of the clay was observed to be slightly porous. The clay is very stiff to hard, slightly to very moist and light brown to grayish brown in color. The clay contains slightly cemented to moderately cemented layers.

Laboratory tests conducted on samples of the clay indicate natural moisture contents range from 10 to 33 percent and natural dry densities range from 71 to 104 pounds per cubic foot (pcf).

A sample of the clay tested in the laboratory was found to have an unconfined compressive strength of 2,385 pounds per square foot (psf).

Consolidation tests conducted on samples of the clay indicate that the soil will compress a small to moderate amount with the addition of light to moderate loads. Some of the samples tested were observed to become more compressible when wetted, or slightly expansive after air drying and wetting. Results of the consolidation tests are presented on Figures 4 through 7.

Silty Sand - The silty sand contains occasional silt and clay layers. It is medium dense to dense, slightly moist to moist and brown in color.

Results of the laboratory tests are summarized on Table I and are included on the Logs of the Borings.

SUBSURFACE WATER

No free water was encountered in the borings at the time of drilling to the maximum depth investigated, approximately 30½ feet.

PROPOSED CONSTRUCTION

We understand that the proposed industrial subdivision encompasses approximately 150 acres which is to be subdivided for retail, commercial and light industrial development. The northern portion of the area is planned for retail development with the southern portion of the site to include commercial and light industrial facilities with the possibility of storage units, lumber and hardware store, concrete batch plant and other development. We anticipate that additional study may be needed for specific facilities to be constructed at the site, particularly where relatively heavy loads may be anticipated.

We have assumed that structures will typically be one to two-story, wood or steel frame, masonry or concrete tilt-up with floor slabs-on-grade. We have assumed column loads of up to 150 kips and wall loads up to 8 kips per lineal foot.

We understand that roads will be constructed through the subdivision. We have assumed the following traffic conditions for the proposed roads.

<u>Traffic Category</u>	<u>Total Daily One-Way Traffic</u>	<u>Percent Trucks</u>
Light	1,000	3
Moderate	5,000	3
Heavy	10,000	3

The assumed truck traffic was broken down into equal volumes of heavy, moderate and light trucks, assuming flexible pavement load distribution factors of 2.6028, 0.1912 and 0.0300, respectively. No growth factor was incorporated into the traffic volume and all of the traffic is assumed in one lane.

If the proposed construction, anticipated building loads or traffic are significantly different from those described above, we should be notified so that we can re-evaluate our recommendations.

RECOMMENDATIONS

Based on the subsurface conditions encountered, laboratory test results, and the proposed construction, the following recommendations are given:

A. Site Grading

We anticipate there will be only minor amounts of cut and fill for the proposed development. We anticipate that some of the facilities may have dock high fills. Fills exceeding approximately 2 feet should be placed as soon as possible prior to construction to allow settlement induced by the load of site grading fill to occur prior to building construction.

1. Excavation

We anticipate that excavation at the site can be accomplished with typical excavation equipment. Care should be taken not to disturb the natural soils below foundations. A flat cutting edge should be considered for excavation equipment when excavating for foundations to reduce disturbance of the bearing soils.

2. Subgrade Preparation

Prior to placing grading fill or base course, the topsoil, organics and other deleterious material should be removed. The subgrade should be scarified to a depth of approximately 8 inches, the moisture adjusted to within 2 percent of the optimum moisture content and be compacted to at least 90 percent of the maximum dry density as determined by ASTM D-1557. The subgrade should then be proof-rolled to identify soft areas. Soft areas should be removed and replaced with properly compacted fill.

The subgrade soil consists predominantly of silt and clay. The use of rubber-tired construction equipment may cause disturbance of the upper soil during periods in which the soil is very moist such as in the winter and spring or at times of prolonged rainfall. Placement of granular fill will assist in accessing the property and provide a working surface for construction when the subgrade soils are very moist.

3. Materials

Listed below are materials recommended for structural fill.

<u>Fill to Support</u>	<u>Recommendation</u>
Footings	Non-expansive granular soil Passing No. 200 Sieve < 35% Liquid Limit < 30% Maximum size 4 inches
Floor Slabs (Upper 4 inches)	Sand and/or Gravel Passing No. 200 Sieve < 5% Maximum size 2 inches
Slab Support	Non-expansive granular soil Passing No. 200 Sieve < 50% Liquid Limit < 30% Maximum size 6 inches

The on-site soil consists predominantly of fine-grained silt and clay. The natural soils are not suitable for use as fill below structures. However, the on-site soil exclusive of organics, debris and other deleterious material may be considered for use in utility trench backfill and grading fill for the proposed roads or they may be used in landscaping areas. The natural soils should be adjusted to within 2 percent of the optimum moisture content prior to use as fill which may require wetting or drying the soil. Drying the soil may not be practical during cold or wet periods of the year.

4. Compaction

Compaction of materials placed at the site should equal or exceed the minimum densities as indicated below when compared to the maximum dry density as determined by ASTM D-1557.

<u>Fill to Support</u>	<u>Compaction</u>
Foundations	≥ 95%
Concrete Flatwork and Pavement	≥ 90%
Landscaping	≥ 85%
Retaining Wall Backfill	85 to 90%

To facilitate the compaction process, the fill should be compacted at a moisture content within 2 percent of the optimum moisture content.

The base course should be compacted to at least 95 percent of the maximum dry density as determined by ASTM D-1557.

Fill placed for the project should be frequently tested for compaction.

5. Drainage

Some of the samples of the natural soil tested in the laboratory became more compressible after it was wetted, or was slightly expansive after air drying and wetting. With the potential for moisture sensitive soil present at the site, it is important that the following drainage precautions be observed during construction and maintained at all times after the buildings have been completed.

- a. Excessive wetting or drying of the soil in the base of foundation excavations should be avoided.
- b. The ground surface surrounding the exterior of the buildings should be sloped to drain away from the structures in all direction, maintaining a slope of at least ½ foot in the first 10 feet.

- c. The upper 2 feet of foundation wall backfill should be compacted low permeable clay or silt soils.
- d. Downspouts and drains should discharge well beyond the limits of all backfill.

The collection and diversion of drainage away from the pavement is important to the satisfactory performance of the pavement section. Proper drainage should be provided.

B. Foundations

1. Bearing Material

With the proposed construction and the subsurface conditions encountered, the proposed structures supporting the loads assumed may be supported on spread footings bearing on the undisturbed natural soil or on compacted structural fill extending down to the undisturbed natural soil. Topsoil, uncompacted fill or other deleterious material should be removed from below foundation areas. Structural fill placed below foundations should extend out away from the edge of the footings a distance equal to the depth of fill beneath footings.

The following minimum thicknesses of structural fill should be provided below foundations.

<u>Continuous Load, Kips per Lineal Foot</u>	<u>Spot Load kips</u>	<u>Minimum Structural Fill Thickness, feet</u>
≤ 4	≤ 100	None
4 to 6	100 to 125	2 feet
6 to 8	125 to 150	3 feet

2. Bearing Pressure

Spread footings bearing on the undisturbed natural soil or on compacted structural fill may be designed using an allowable net bearing pressure of 1,500 psf. Footings bearing on at least 2 feet of compacted structural fill may be designed using an allowable net bearing pressure of 2,500 psf. Footings should have a minimum width of 2 feet and a minimum depth of embedment of 1 foot.

3. Temporary Loading Conditions

The allowable bearing pressure may be increased by one-half for temporary loading conditions such as wind or seismic loads.

4. Settlement

We estimate that total and differential settlement will be on the order of 1 inch for footings designed as indicated above. Precautions should be taken to prevent introduction of water into the foundation soils to minimize differential settlement, as discussed in the Site Grading section of the report.

5. Frost Depth

Exterior footings and footings beneath unheated areas should be placed at least 30 inches below grade for frost protection.

6. Foundation Base

The base of all excavations should be cleared of loose or deleterious material prior to fill or concrete placement.

7. Construction Observation

A representative of the geotechnical engineer should observe all footing excavations prior to structural fill or concrete placement.

C. Concrete Slab-on-Grade**1. Slab Support**

Concrete slabs may be supported on the undisturbed natural soil or on compacted structural fill.

2. Underslab Sand and/or Gravel

A 4-inch layer of free draining sand and/or gravel (less than 5 percent passing the No. 200 sieve) should be placed below the floor slabs for ease of construction and to promote even curing of the slab concrete.

3. Vapor Barrier

A vapor barrier should be placed under the concrete floor if the floor will receive an impermeable floor covering. The barrier will help prevent water vapor from passing from below the slab to the floor covering. At least 3 inches of free-draining material should be provided between the concrete and the vapor barrier.

D. Lateral Earth Pressure**1. Lateral Resistance for Footings**

Lateral resistance for footings placed on the natural soil or on compacted structural fill is controlled by sliding resistance between the footing and the foundation soils. A friction value of 0.3 may be used in design for ultimate lateral resistance for footings.

2. Subgrade Walls and Retaining Structures

The following equivalent fluid weights are given for the design of subgrade walls and retaining structures. The active condition is where the wall moves away from the soil. The passive condition is where the wall moves into the soil

and the at-rest condition is where the wall does not move. The values listed below assume a horizontal surface adjacent the wall.

<u>Soil Type</u>	<u>Active</u>	<u>At-Rest</u>	<u>Passive</u>
Clay and Silt	50 pcf	65 pcf	250 pcf
Sand and Gravel	40 pcf	55 pcf	300 pcf

3. Seismic Conditions

Under seismic conditions, the equivalent fluid weight should be increased by 17 pcf for active and at-rest conditions and decreased by 17 pcf for the passive condition. This assumes a horizontal ground acceleration of 0.18g which represents a 10 percent probability of exceedance in a 50 year period (Frankel and others, 1996).

4. Safety Factors

The values recommended above assume mobilization of the soil to achieve ultimate soil strength. Conventional safety factors used for structural analysis for such items as overturning and sliding resistance should be used in design.

E. Seismicity and Liquefaction

The site is located in an area which is mapped as having a "very low" potential for liquefaction (Anderson and others, 1986).

Based on conditions encountered in the borings, liquefaction is not a concern for the proposed development.

Based on the location of the site and subsurface conditions encountered, we recommend that buildings be designed and constructed to at least meet the Uniform Building Code Seismic Zone 3 criteria using a soil type profile of "S₀".

F. Water Soluble Sulfates

Two samples of the natural soil were tested in the laboratory for water soluble sulfate content. Test results indicate a negligible to severe sulfate attack potential on concrete based on a rating of negligible, positive, severe and very severe (U.S. Bureau of Reclamation, 1988). Based on the results of the of the tests, published literature, and our experience in the area, sulfate resistance cement should be used in concrete placed in contact with the natural soil. With the degree of sulfate attack being "severe", cement placed in contact with the soil should typically be Type V cement or approved combination of Portland cement and pozzolan which has been shown by tests to provide comparable sulfate resistance when used in concrete.

G. Pavement

Based on the subsoil conditions encountered, laboratory test results and the assumed traffic as described in the Proposed Construction section of the report, the following pavement support recommendations are given.

1. Subgrade Support

The near surface soil consists primarily of clay and silt. A California Bearing Ratio (CBR) of 3 percent was used in the analysis which assumes a clay or silt subgrade.

2. Pavement Thickness

Based on the subsoil conditions, assumed traffic, a design life of 20 years for flexible and 30 years for rigid pavements, and methods presented by the Utah Department of Transportation, the following pavement sections are calculated.

<u>Traffic Condition</u>	<u>Flexible Pavement</u>			<u>Rigid Pavement Portland Cement Concrete</u>
	<u>Asphaltic Concrete</u>	<u>Base Course</u>	<u>Granular Borrow</u>	
Passenger Vehicles	3"	6"	--	--
	--	--	--	5"
Light	4"	6"	12"	--
	--	--	--	6½"
Moderate	5½"	6"	14"	--
	--	--	--	8½"
Heavy	6"	6"	18"	--
	--	--	--	9½"

3. Pavement Material

Pavement materials should meet the Utah Department of Transportation specifications for gradation and quality. Other material may be considered for use in the pavement section. The use of other materials may result in different pavement material thicknesses.

4. Jointing

Joints for concrete pavement should be laid out in a square or rectangular pattern. Joint spacings should not exceed 30 times the thickness of the slab. The joint spacings indicated should accommodate the contraction of the concrete and under these conditions steel reinforcing will not be required. The depth of joints should be approximately one-fourth of the slab thickness.

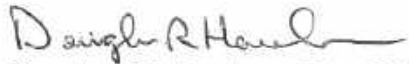
IMITATIONS

This report has been prepared in accordance with generally accepted soil and foundation engineering practices in the area for the use of the client for design purposes. The conclusions and recommendations included within the report are based on the information obtained from the borings drilled and the data obtained from laboratory testing. Variations in the subsurface conditions may not become evident until excavation is conducted. If the subsurface conditions or groundwater level are found to be significantly different from those described above, we should be notified to re-evaluate our recommendations.

APPLIED GEOTECHNICAL ENGINEERING CONSULTANTS, INC.



Jay R. McQuivey, P.E.


Reviewed by: Douglas R. Hawkes, P.E., P.G.

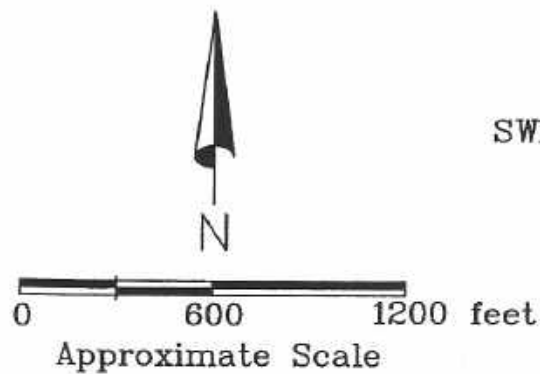
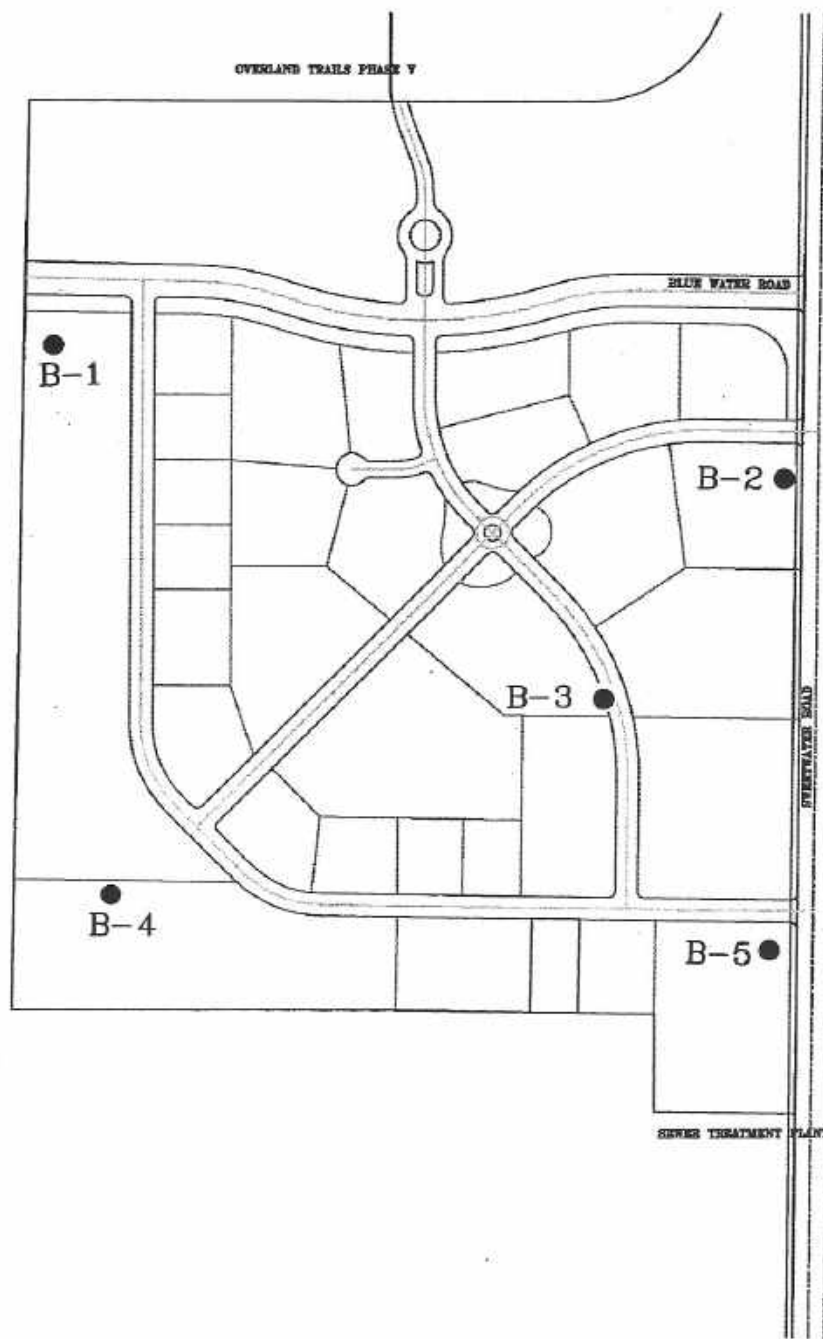
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REFERENCES CITED

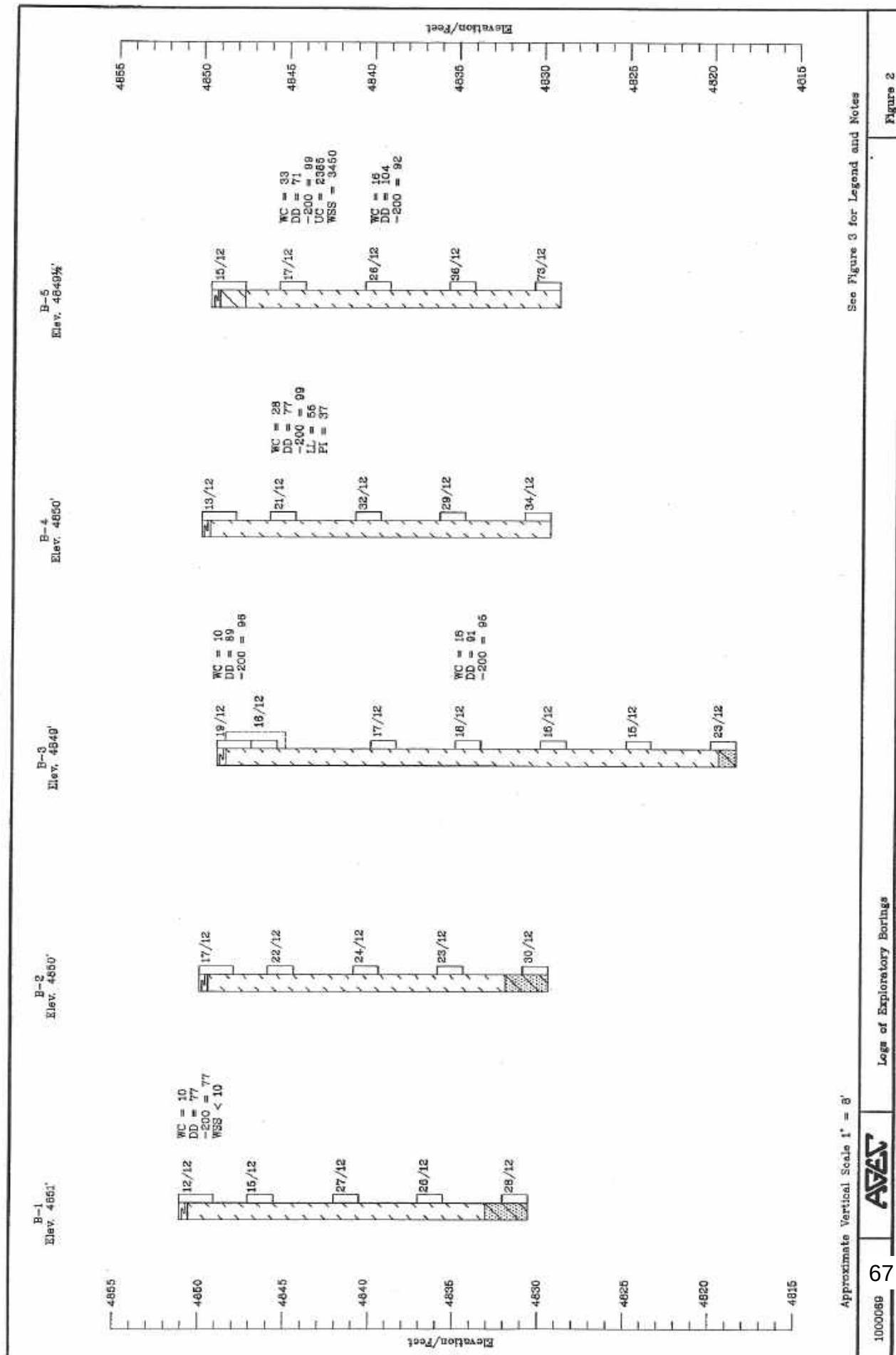
Anderson, Loren, R., Keaton, Jeffrey R. and Bischoff, Jon E., Liquefaction Potential Map for Utah County, Utah, U. S. Geological Survey, Contract No. 14-08-0001-21359, 1986.

Frankel, A., C. Mueller, T. Barnhard, D. Perkins, E.V. Leyendecker, N. Dickman, S. Hanson and M. Hopper, "National Seismic Hazard Maps - Documentation June 1996", U.S. Geological Survey Open File Report 96-532.

U.S. Bureau of Reclamation, Concrete Manual, Eighth Edition, 1988.



INDUSTRIAL PARK
SWEETWATER ROAD AND BLUE WATER ROAD
EAGLE MOUNTAIN, UTAH



See Figure 3 for Legend and Notes

Figure 2

Approximate Vertical Scale 1" = 3'

Logs of Exploratory Borings



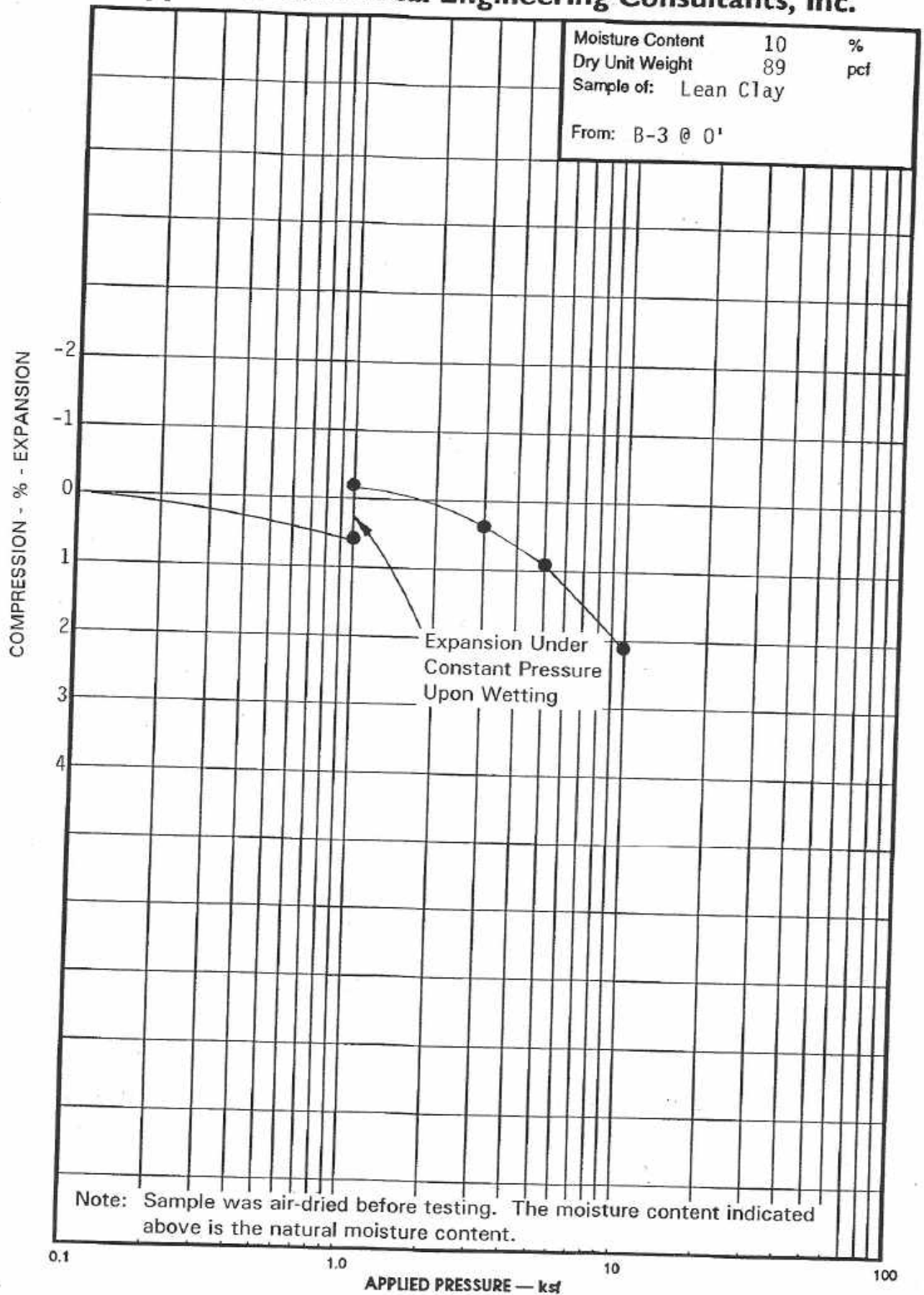
LEGEND:

-  Topsoil: sandy lean clay, moist, brown, roots.
-  Lean Clay (CL): silt, silty clay and fat clay layers, slightly porous layers, cemented layers, very stiff to hard, slightly to very moist, light brown to grayish brown.
-  Silt (ML): sandy, medium dense, slightly cemented, slightly moist, light brown.
-  Silty Sand (SM): with occasional silt and clay layers, medium dense to dense, slightly moist to moist, brown.
-  10/12 California Drive sample taken. The symbol 10/12 indicates that 10 blows from a 140 pound automatic hammer falling 30 inches were required to drive the sampler 12 inches.
-  Indicates disturbed sample taken.

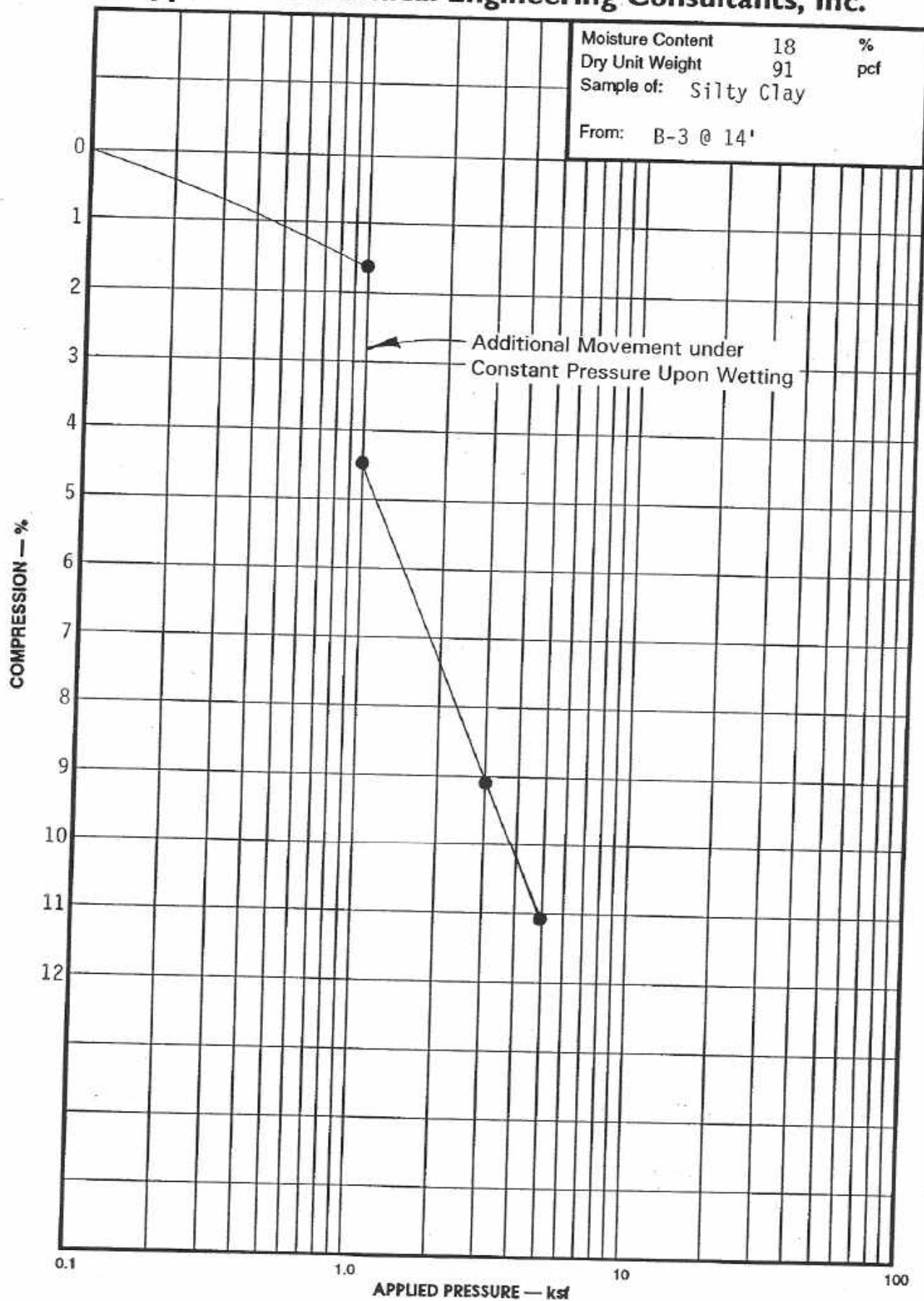
NOTES:

1. Borings were drilled on February 10, 2000 with 8-inch diameter hollowstem auger.
2. Locations of borings were survey located by MCM Engineering.
3. Elevations of borings were surveyed by MCM Engineering.
4. The lines between the materials shown on the boring logs represent the approximate boundaries between material types and the transitions may be gradual.
5. No subsurface water was encountered at the time of drilling.
6.
 - WC = Water Content (%);
 - DD = Dry Density (pcf);
 - 200 = Percent Passing No. 200 Sieve;
 - LL = Liquid Limit (%);
 - PI = Plasticity Index (%);
 - UC = Unconfined Compressive Strength (psf);
 - WSS = Water Soluble Sulfates (ppm).

Applied Geotechnical Engineering Consultants, Inc.



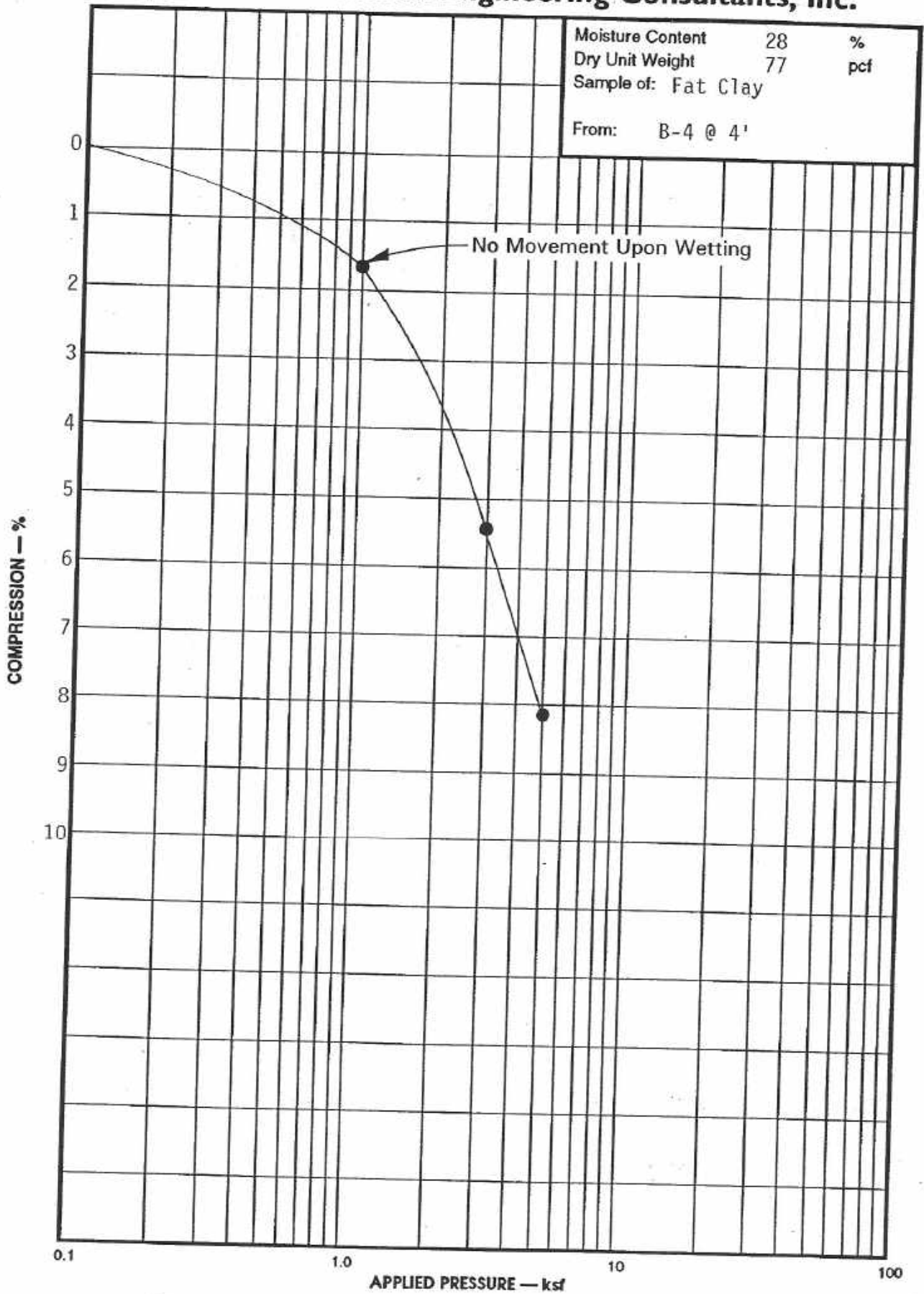
Applied Geotechnical Engineering Consultants, Inc.



Project No. 1000069 **CONSOLIDATION TEST RESULTS**

Figure 5

Applied Geotechnical Engineering Consultants, Inc.



Project No. 1000069 **CONSOLIDATION TEST RESULTS**

Figure 6

Applied Geotechnical Engineering Consultants, Inc.

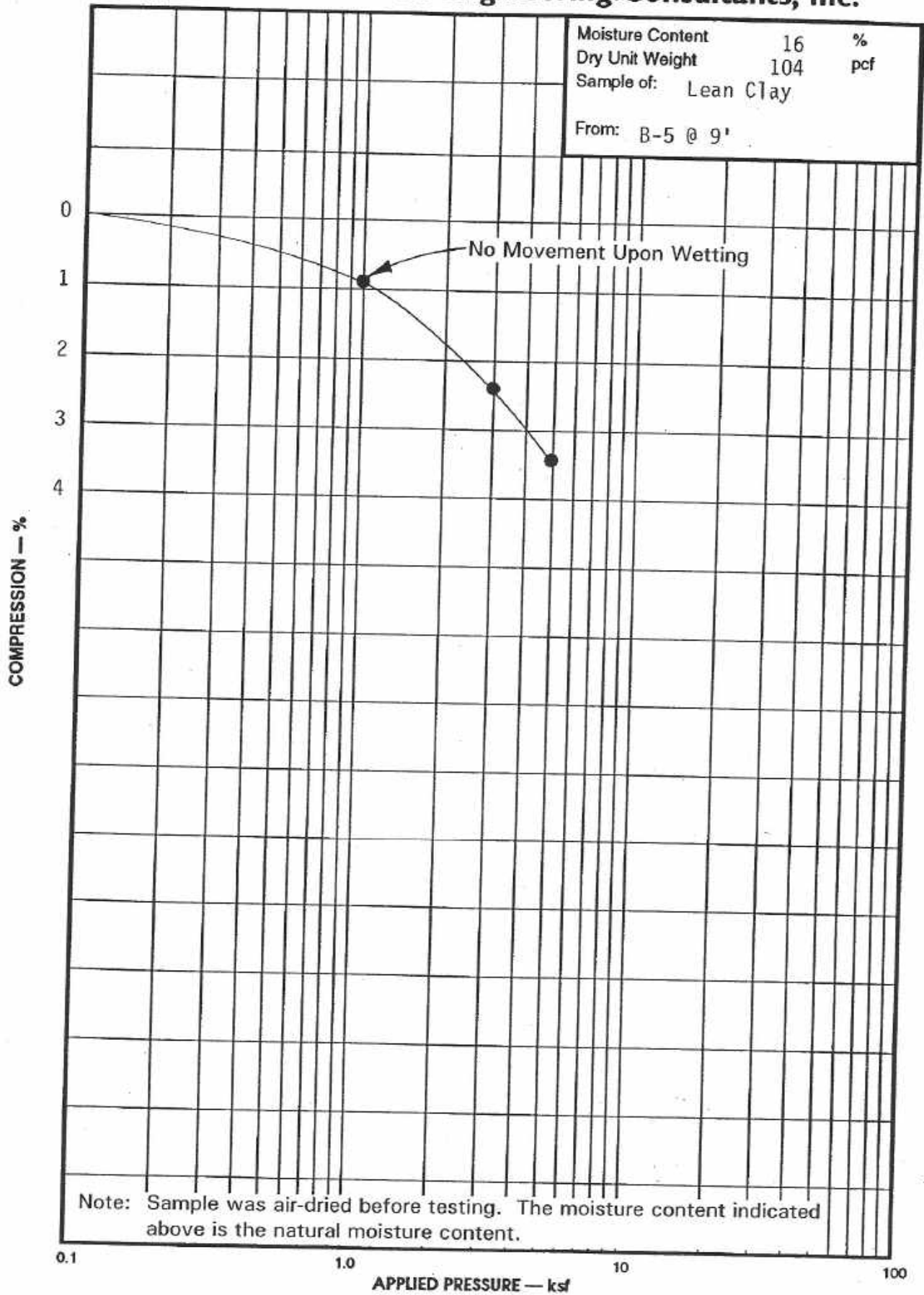
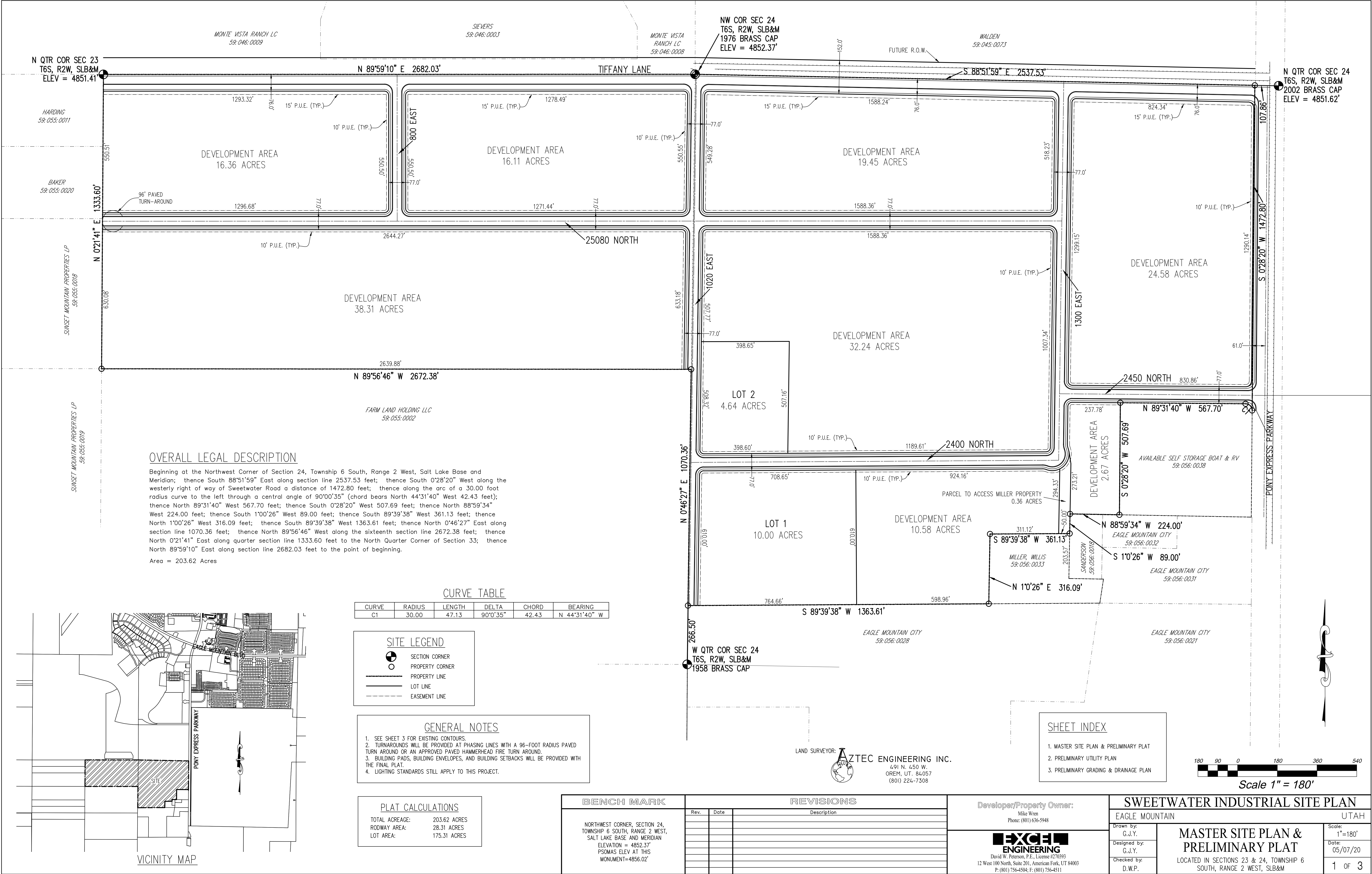


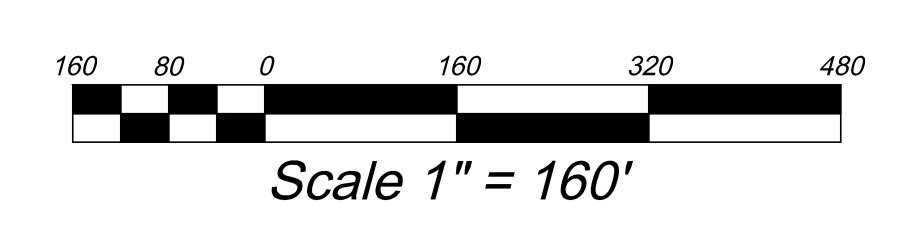
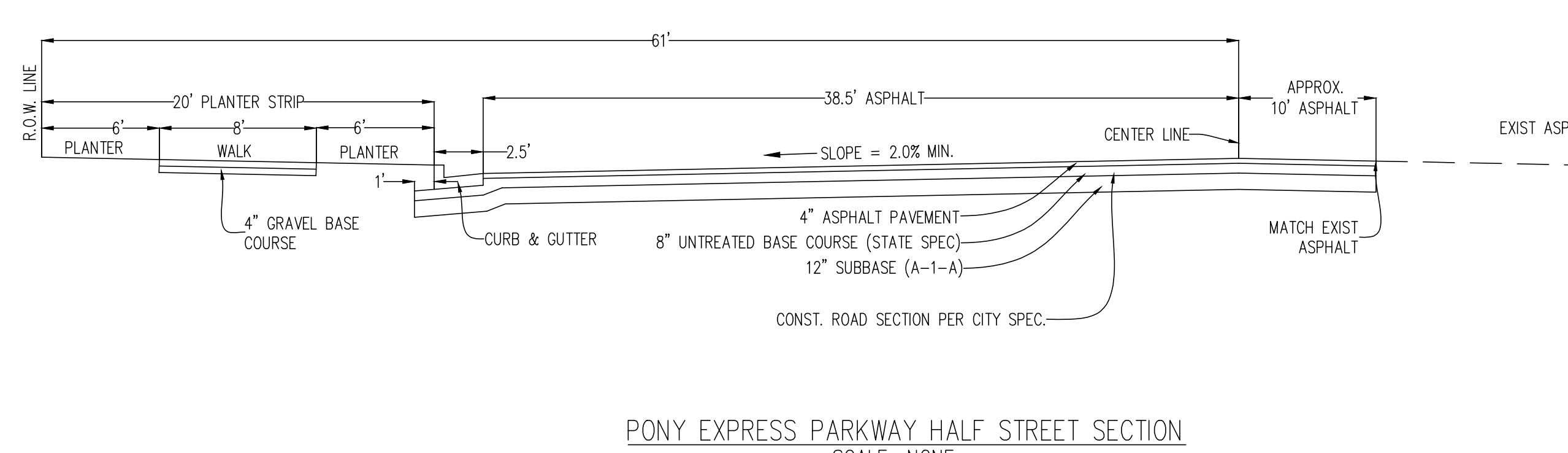
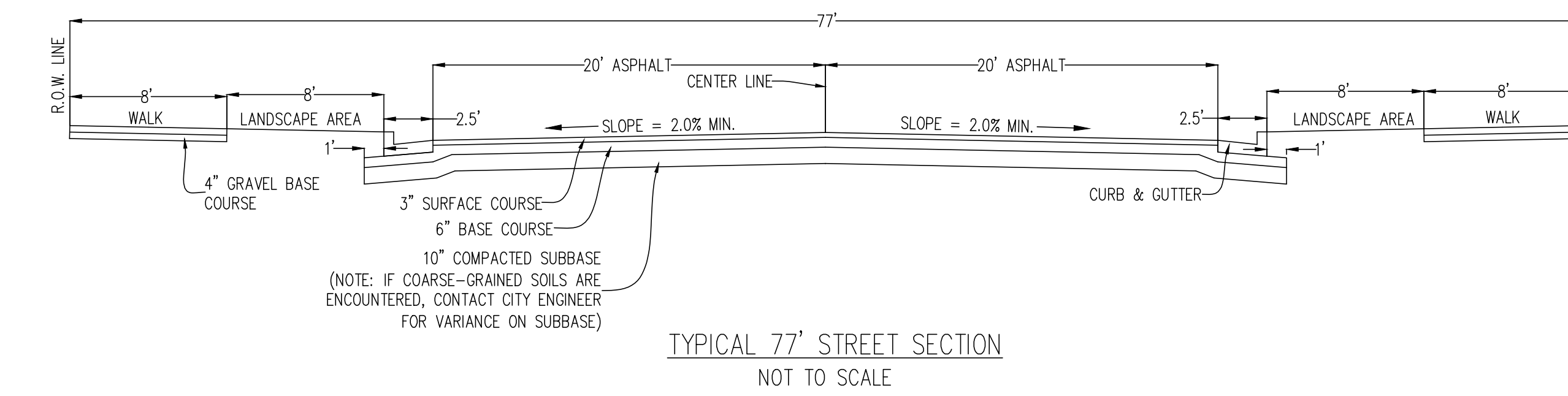
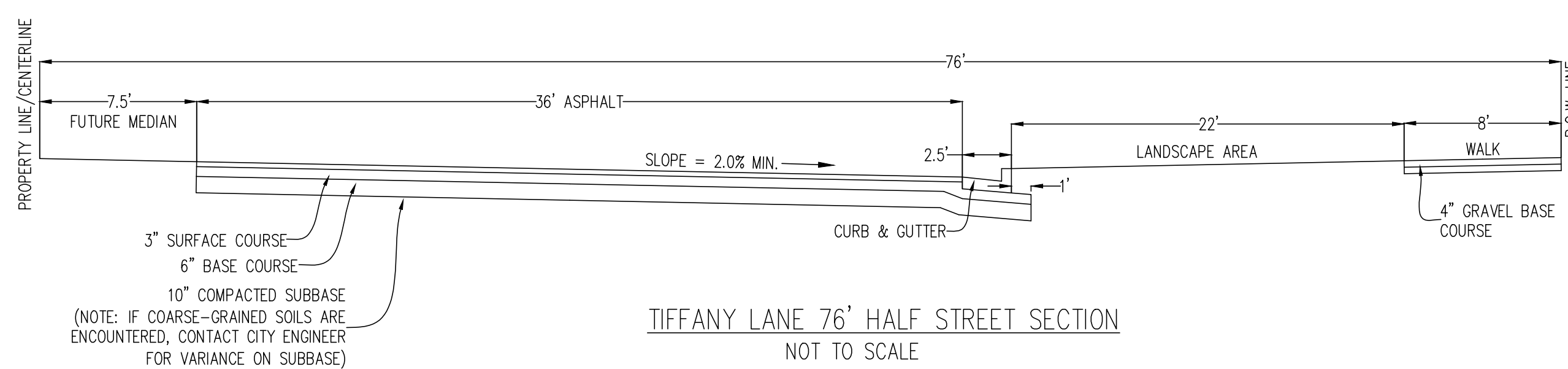
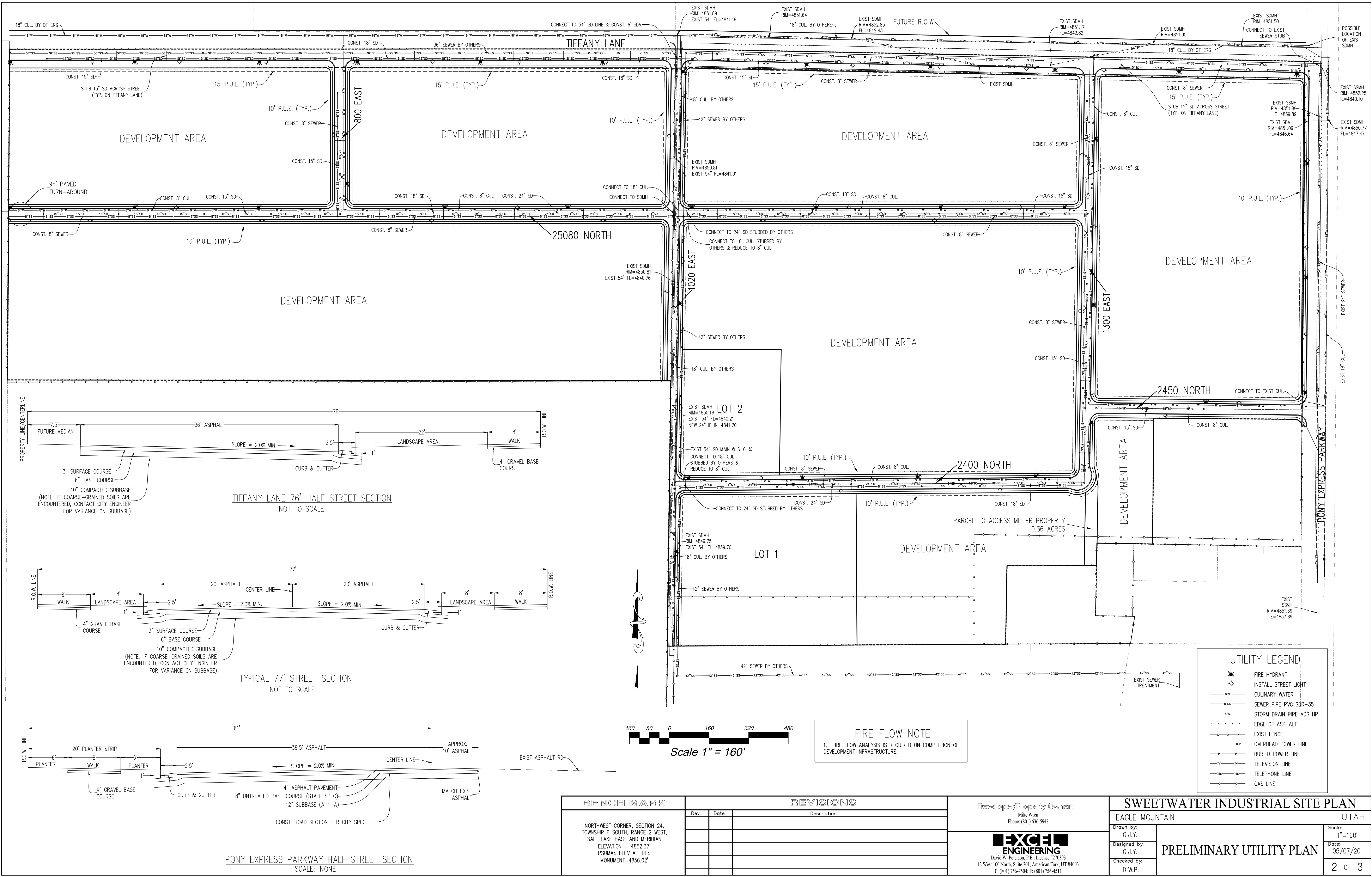
TABLE I

SUMMARY OF LABORATORY TEST RESULTS

PROJECT NUMBER 1000069

73

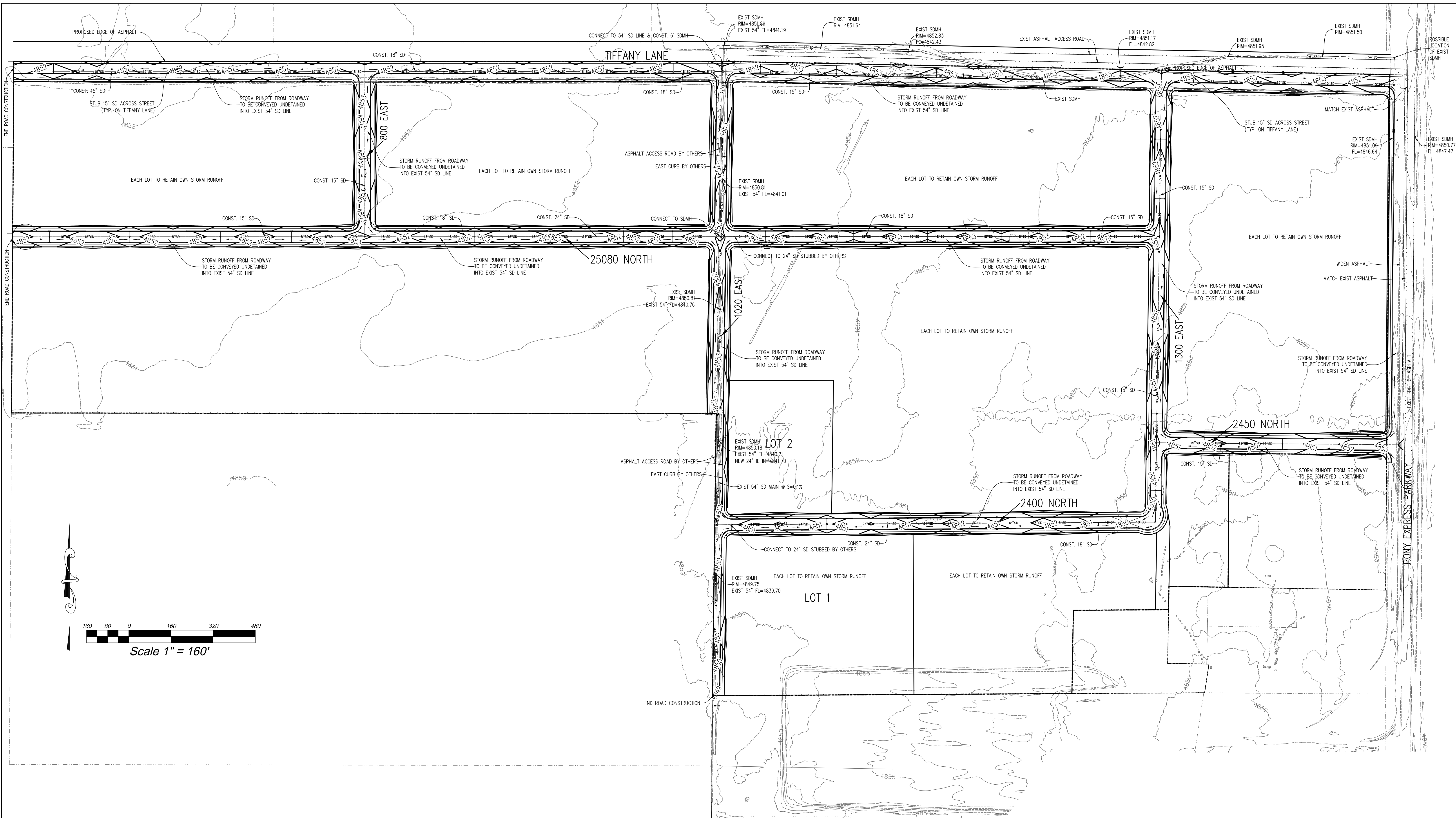




FIRE FLOW NOTE
1. FIRE FLOW ANALYSIS IS REQUIRED ON COMPLETION OF DEVELOPMENT INFRASTRUCTURE.

UTILITY LEGEND	
	FIRE HYDRANT
	INSTALL STREET LIGHT
	CULINARY WATER
	SEWER PIPE PVC SDR-35
	STORM DRAIN PIPE ADS HP
	EDGE OF ASPHALT
	EXIST FENCE
	OVERHEAD POWER LINE
	BURIED POWER LINE
	TELEVISION LINE
	TELEPHONE LINE
	GAS LINE

BENCH MARK		REVISIONS		Developer/Property Owner:		SWEETWATER INDUSTRIAL SITE PLAN	
NORTHWEST CORNER, SECTION 24, TOWNSHIP 6 SOUTH, RANGE 2 WEST, SALT LAKE BASE AND MERIDIAN ELEVATION = 4852.37' PSOMAS ELEV AT THIS MONUMENT=4856.02'		Rev.	Date	Description		EAGLE MOUNTAIN	
						UTAH	
						Scale: 1"=160'	
						Date: 05/07/20	
						2 OF 3	
				Mike Wren Phone: (801) 636-5948		Drawn by: G.J.Y.	
						Designed by: G.J.Y.	
				David W. Peterson, P.E., License #270393 12 West 100 North, Suite 201, American Fork, UT 84003 P. (801) 756-4504; F. (801) 756-4511		Checked by: D.W.P.	
						PRELIMINARY UTILITY PLAN	

**EROSION CONTROL NOTES:**

1. EACH PHASE OF CONSTRUCTION WILL ADHERE TO THE FOLLOWING EROSION CONTROL PRACTICES
2. CONSTRUCT A SILT FENCE AROUND PERIMETER OF DOWNSTREAM PORTIONS OF EACH PHASE.
3. INSTALL A CONSTRUCTION ENTRANCE FOR EACH PHASE.
4. CONSTRUCT STORM DRAIN FACILITIES AND INSTALL INLET PROTECTION AFTER INSTALLATION.
5. IMPLEMENT DUST CONTROL MEASURES FOR EACH PHASE.
6. CONTRACTOR IS TO REMOVE INLET PROTECTION FROM CATCH BASINS AND CLEAN-OUT ALL CATCH BASINS BEFORE LEAVING THE SITE.

GRADING NOTES:

1. EACH LOT WILL RETAIN ITS OWN STORM RUNOFF. STORM RUNOFF IN THE ROADWAYS WILL BE CONVEYED UNDETAINED TO THE EXISTING 54" STORM DRAIN PIPE LOCATED IN 1020 EAST. PIPES ARE SIZED FOR 10-YEAR EVENT. SEE SEPARATE STORM DRAIN REPORT FOR CALCULATIONS.
2. THERE ARE NO FLOOD HAZARDS IN THIS PROJECT.
3. MASTER DRAINAGE PLANS TO BE APPROVED AND FOLLOWED BY BUILDERS.
4. SOILS REPORTS ARE REQUIRED FOR EACH FUTURE SITE PLAN.

BENCH MARK

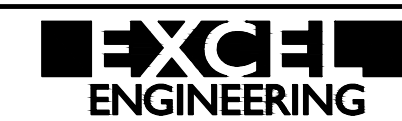
NORTHWEST CORNER, SECTION 24,
TOWNSHIP 6 SOUTH, RANGE 2 WEST,
SALT LAKE BASE AND MERIDIAN
ELEVATION = 4852.37'
PSOMAS ELEV AT THIS
MONUMENT=4856.02'

REVISIONS

Rev.	Date	Description

Developer/Property Owner:

Mike Wren
Phone: (801) 636-5948



David W. Peterson, P.E., License #270393
12 West 100 North, Suite 201, American Fork, UT 84003
P. (801) 756-4504; F. (801) 756-4511

SWEETWATER INDUSTRIAL SITE PLAN

EAGLE MOUNTAIN

UTAH

Drawn by:

G.J.Y.

Designed by:

G.J.Y.

Checked by:

D.W.P.

**PRELIMINARY GRADING &
DRAINAGE PLAN**

Scale:

1"=160'

Date:

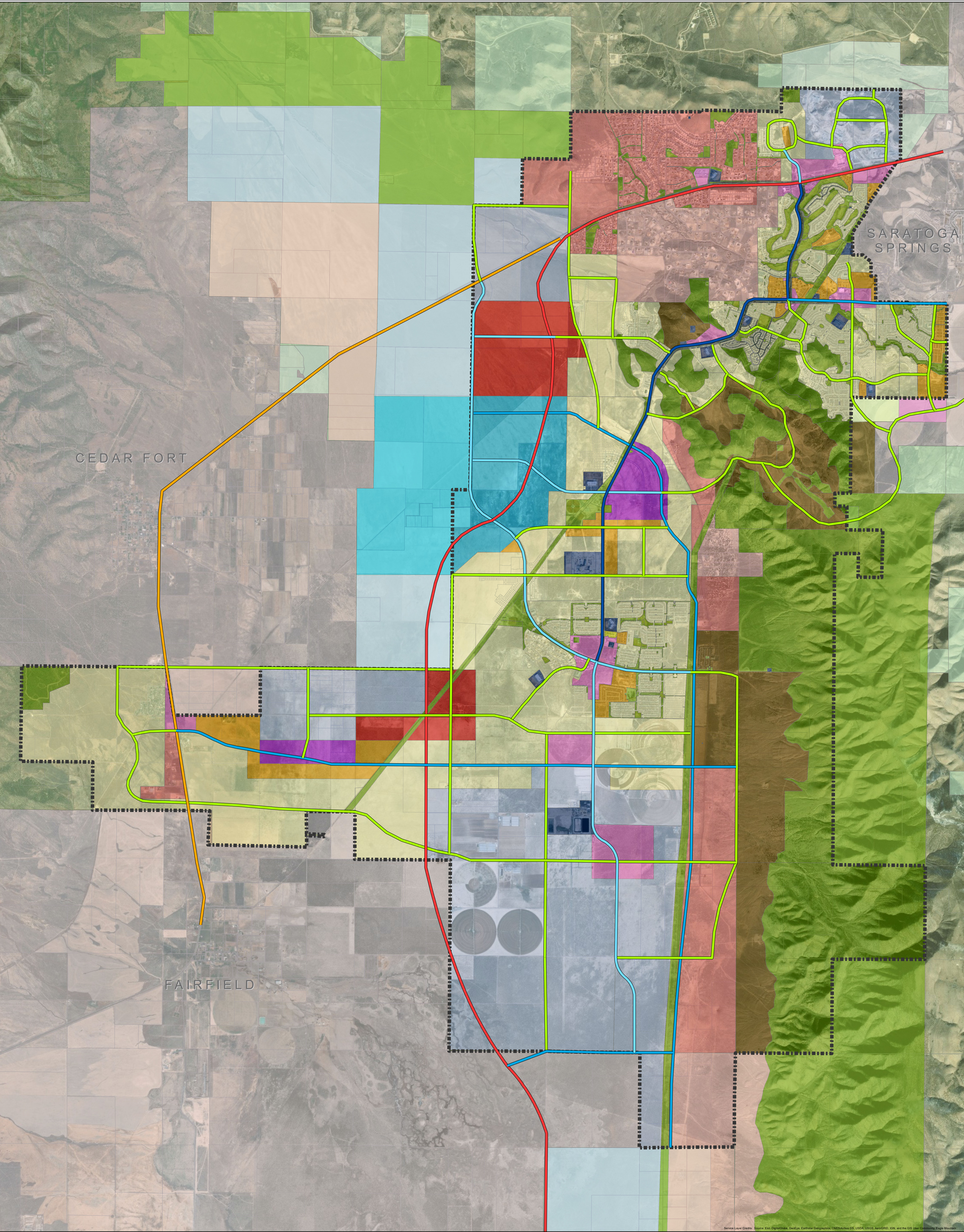
05/07/20

3 OF 3

Future Land Use & Transportation

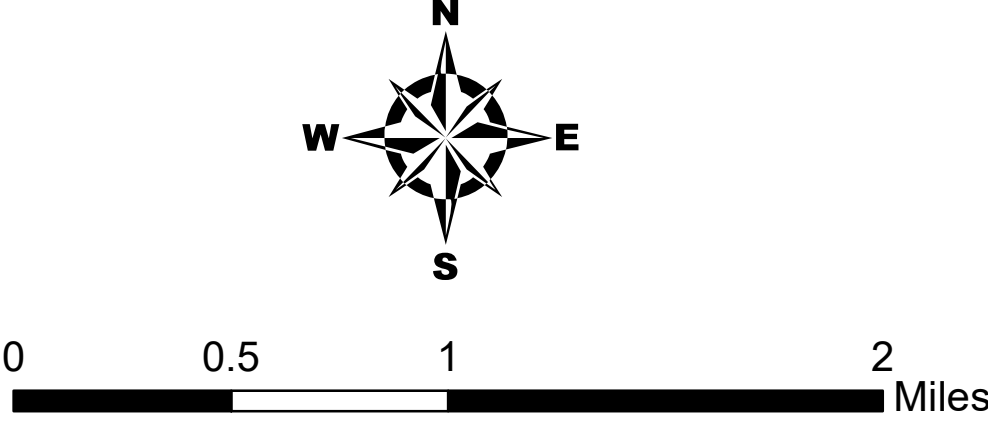
General Plan Map

January 2020



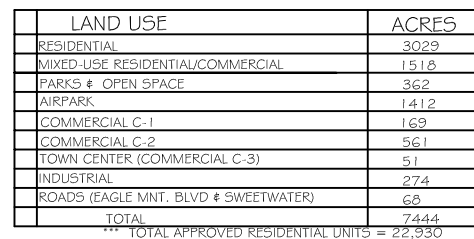
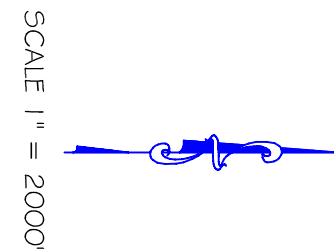
Land Use	
	Foothill Residential
	Rural Density One
	Rural Density Two
	Neighborhood Residential One
	Neighborhood Residential Two
	Neighborhood Residential Three
	Community Commercial
	Town Center Mixed Use
	Regional Commercial
	Employment Center Campus
	Business Park/Light Industry
	Civic Uses and Schools
	Parks and Open Space

Future Transportation	
	Freeway
	Highway
	Parkway
	Major Arterial
	Minor Arterial
	Collector



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To all interested parties: Under the terms of a 1997 agreement between Eagle Mountain City and property owners Monte Vista Ranches and Eagle Mountain Properties, the undeveloped lands and allowed land uses within the Eagle Mountain Properties Master Development may be changed at any time at the direction of Monte Vista Ranches and Eagle Mountain Properties. Inquiries concerning the Eagle Mountain Properties Master Plan should be directed to Eagle Mountain Planning Office.



④ NEIGHBORHOOD PARKS IN RESIDENTIAL ZONES SHALL BE DEDICATED AT THE RATIO OF 2.5 ACRES OF PARK FOR EVERY 400 RESIDENTIAL UNITS. (AS PER THE MASTER DEVELOPMENT AGREEMENT)



**EAGLE MOUNTAIN CITY
PLANNING COMMISSION MEETING
JUNE 9, 2020**

TITLE:	PUBLIC HEARING - Marketplace at Eagle Mountain Town Center (Rezone)
ITEM TYPE:	Rezone
APPLICANT:	Bill Gaskill / Tiffany Walden

ACTION ITEM:

Yes

PUBLIC HEARING:

Yes

REQUIRED FINDINGS:

A rezoning is a legislative decision and is considered valid if reasonably debatable and not illegal. The criteria for approval for a rezoning are listed in EMMC 17.90.060 and in this report.

PREPARED BY:

Steve Mumford,
Planning

BACKGROUND:

The 39-acre Marketplace at Eagle Mountain Town Center project, to be located at the northwest corner of Pony Express Parkway and Eagle Mountain Boulevard, was reviewed by the Planning Commission in January and discussed by the City Council in February (see meeting minutes attached to the Master Site Plan / Preliminary Plat item on this agenda). The property was zoned Commercial C-2 in the Eagle Mountain Properties Master Development Plan. The master development agreement for that project has expired, which means any vesting of specific uses for the property is also expired, since the uses were defined as part of the master development agreement. So, although the property owner disputes this claim, the applicant is requesting a rezoning to the Commercial Community (approximately 27 acres) and MF2 zones (approximately 12 acres).

ITEMS FOR CONSIDERATION:

GENERAL PLAN / FUTURE LAND USE MAP

This property is designated as Community Commercial on the City's Future Land Use and Transportation Corridors map. The General Plan states that Community Commercial is "small to medium sized commercial clusters with a variety of office, retail, and professional services. Residential units may be an accessory use to any of these types of commercial development, but may not be a stand-alone development in these areas. Located near or along major transportation hubs and/or corridors. Serves up to 2.5 mile radius/network." (General Plan pg 53)

The Commercial Community zone in this location clearly complies with the General Plan. The MF2 zone, if seen as an accessory use to the commercial in this location (depending on the size, density, etc.), could be considered appropriate as well. The Commission could also consider that the MF2 zone may only be appropriate in the Neighborhood Residential Three land use category, and can require a General Plan Amendment, if necessary (EMMC 17.25.020).

COMMERCIAL COMMUNITY ZONE (EMMC 17.35.020B)

The Commercial Community zone is intended to provide areas of commercial

retail, office, and services located near transportation hubs and major intersections and designed to buffer neighboring residential areas. Developments should incorporate coordinated circulation, architecture, and landscaping, and a balance of uses oriented to local residents and passing motorists. This location appears to be an excellent fit for this zone.

MF2 ZONE (EMMC 17.25.020F1)

The MF2 zone is for townhomes, condominiums, and apartments with no more than 12 units per building. Developments in this zone should be within immediate walking distance of a park, retail/office development, transit facilities, or adjacent to major roadways or intersections. The maximum density is 20 dwelling units per acre. This area appears to be within walking distance of a couple of parks, adjacent to retail/office development, and adjacent to a major intersection of two major roads (minor arterials).

REZONE APPROVAL CRITERIA (EMMC 17.90.060)

The following are the approval criteria in the City Code in relation to rezone applications:

(A) Compliance with General Plan. 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.

(B) Compatibility Determination. 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 the performance standards designed to help ensure land compatibility.

(C) City Services. The proposed use can be accommodated with public services and will not overburden the City's service capacity.

(D) Traffic Generation. Traffic generation by the proposed use is within capabilities of streets serving the property.

(E) Property Values. The proposed use is not expected to have a significant negative impact on surrounding property values.

EMMC 17.90.070 states that "In order to ensure that future development is compatible with surrounding neighborhoods, and to provide notice to property owners of limitations and requirements for development of property, conditions may be attached to any rezone application approval which restrict or specifically designate the land uses, dwelling unit density, building square footage, lot sizes, or height of structures."

RECOMMENDATION:

A recommendation of approval to the City Council may be made if the application complies with the rezone criteria found in the city code, along with conditions of approval that address areas of concern, which may include (but are not limited to) residential density and building height.

A recommendation of denial must be based upon findings of facts indicating how the project does not comply with the rezone approval criteria found in the city code.

A motion to table may be made with specific directions to give an applicant time to fully comply with the rezone approval criteria found in the city code.

Attachments:

[Legal Description & Zoning Statement](#)

[Zoning Map / Master Site Plan](#)

[Future Land Use Map 2-2020](#)

[MVR & EM Properties MDP Map](#)

Marketplace at Eagle Mountain Town Center

Legal Description

Parcel: 59:044:0082

Legal Description: COM N 570.74 FT & E 90.47 FT FR S 1/4 COR. SEC. 12, T6S, R2W, SLB&M.; N 18 DEG 55' 24" E 177.94 FT; N 18 DEG 55' 24" E 533.77 FT; S 88 DEG 57' 7" W 1703.74 FT; ALONG A CURVE TO L (CHORD BEARS: S 63 DEG 12' 8" E 482.96 FT, RADIUS = 9950.49 FT) ARC LENGTH = 483.01 FEET; ALONG A CURVE TO R (CHORD BEARS: N 6 DEG 32' 3" W 21.42 FT, RADIUS = 20 FT) ARC LENGTH = 22.60 FEET; N 25 DEG 50' 15" E 90.11 FT; ALONG A CURVE TO R (CHORD BEARS: N 70 DEG 18' 43" E 167.72 FT, RADIUS = 119.69 FT) ARC LENGTH = 185.83 FEET; ALONG A CURVE TO L (CHORD BEARS: S 65 DEG 27' 12" E 83.74 FT, RADIUS = 9725 FT) ARC LENGTH = 83.74 FEET; S 24 DEG 18' 0" W 226.45 FT; ALONG A CURVE TO L (CHORD BEARS: S 68 DEG 23' 48" E 929.07 FT, RADIUS = 9950.49 FT) ARC LENGTH = 929.41 FEET TO BEG TO BEG. AREA 12.888 AC.

Parcel: 59:044:0081

Legal Description: COM N 1243.99 FT & E 321.28 FT FR S 1/4 COR. SEC. 12, T6S, R2W, SLB&M.; N 18 DEG 55' 24" E 28.66 FT; ALONG A CURVE TO L (CHORD BEARS: N 10 DEG 0' 28" E 538.91 FT, RADIUS = 1749.46 FT) ARC LENGTH = 541.06 FEET; N 1 DEG 22' 57" E 9.64 FT; N 89 DEG 50' 58" W 25.78 FT; S 1 DEG 12' 23" W 9.72 FT; ALONG A CURVE TO R (CHORD BEARS: S 2 DEG 27' 33" W 76.53 FT, RADIUS = 1750 FT) ARC LENGTH = 76.54 FEET; W 391.09 FT; N 251.34 FT; S 89 DEG 57' 53" W 1199.87 FT; S 101.6 FT; E 305.8 FT; S 306 FT; W 306 FT; N 407.6 FT; S 89 DEG 57' 53" W 189.01 FT; S 1 DEG 21' 47" W 752.08 FT; ALONG A CURVE TO L (CHORD BEARS: S 61 DEG 44' 39" E 23.49 FT, RADIUS = 9950.49 FT) ARC LENGTH = 23.49 FEET; N 88 DEG 57' 7" E 1703.74 FT TO BEG. AREA 26.205 AC.

Marketplace at Eagle Mountain Town Center

Vicinity Map:

See attached vicinity map from Utah County Assessor.

Existing Conditions:

A property survey has been provided to the City as part of our master site plan approval.

Land Use Maps:

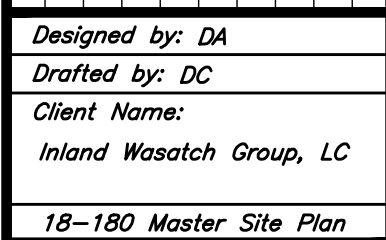
See updated master conceptual site plan.

Zoning Districts:

We are asking for a rezone to Commercial Community for a portion of the property and MF2 for a portion of the property, as designated in the master site plan included with the application.

In the past the property has been zoned Commercial within the Eagle Mountain Properties MDA. Recently the City has asked the landowner to rezone the property, as it claims that the prior MDA has expired and no underlying zoning rights are existing. The Property Owner disputes this claim, but is allowing us to move forward with the rezone request (see letter attached).

The rezone to Commercial Community and MF2 is consistent with current future land use maps. While the General Plan shows the property as Community Commercial, the description for Community Commercial in the General Plan states "Residential units may be an accessory use to any of these types of commercial development, but may not be a stand-alone development in these areas."



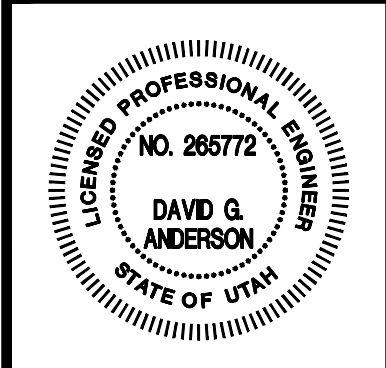
ANDERSON WAHLEN & ASSOCIATES
 2010 North Redwood Road, Salt Lake City, Utah 84116
 801 521-8529 — AWEngineering.net

Master Site Plan

Marketplace at

Eagle Mountain Town Center

Eagle Mountain Boulevard & Pony Express Parkway
Eagle Mountain, Utah



15 May, 2020

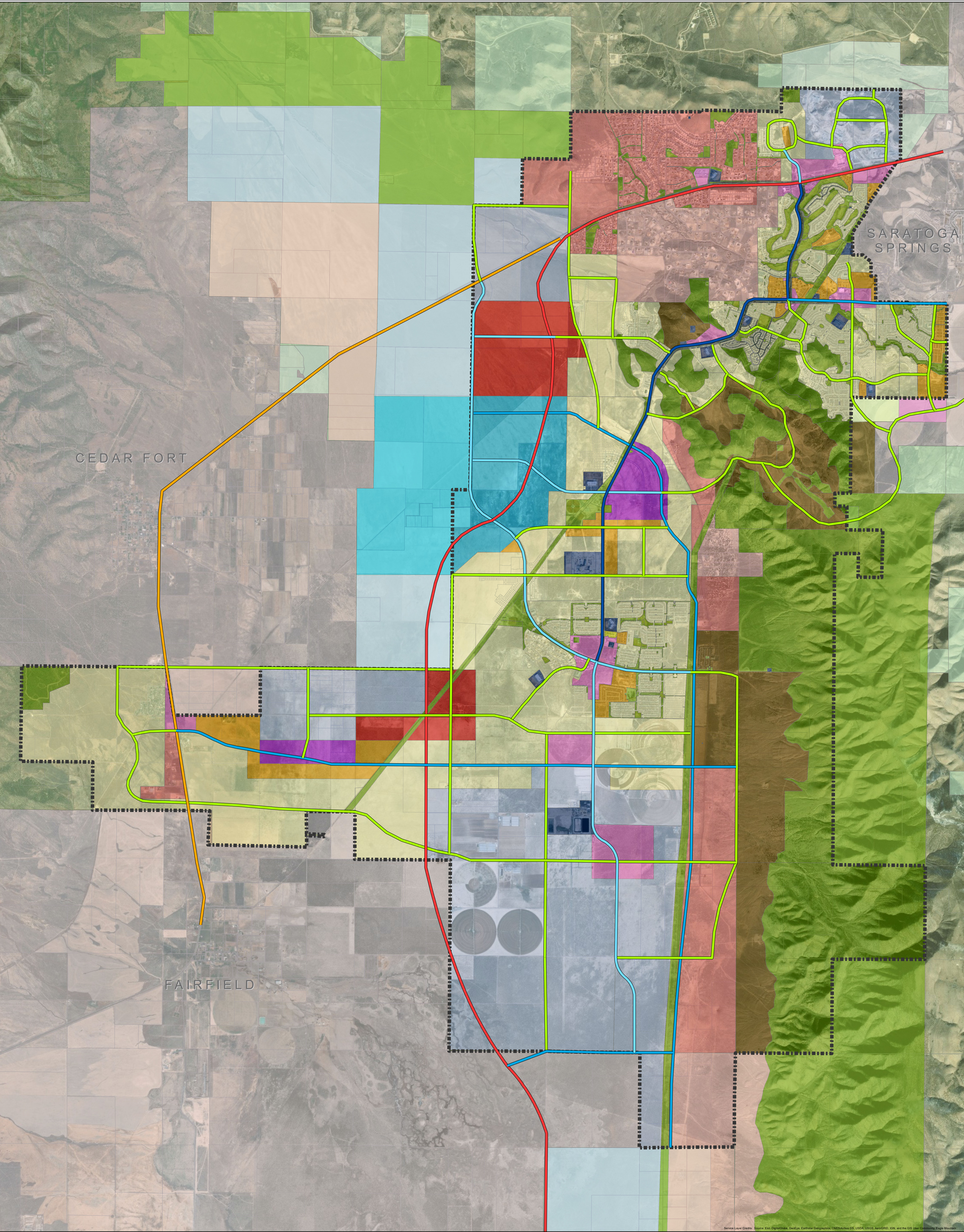
SHEET NO.

C1.0

Future Land Use & Transportation

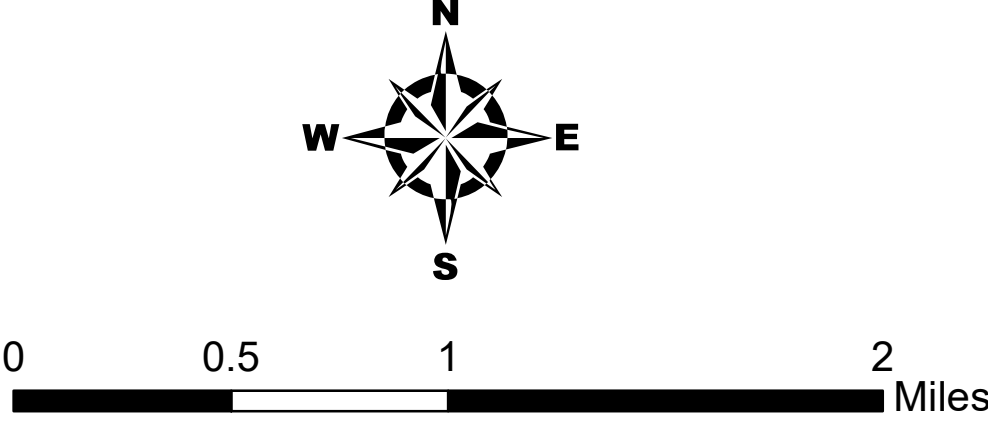
General Plan Map

January 2020



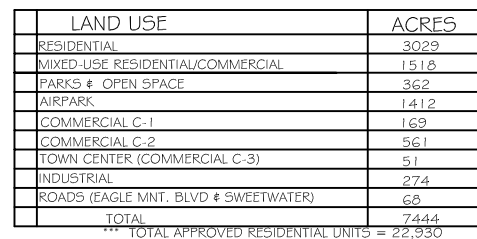
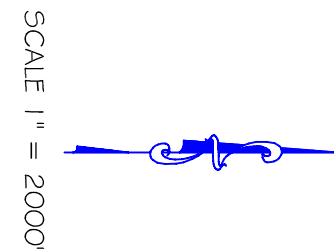
Land Use	
	Foothill Residential
	Rural Density One
	Rural Density Two
	Neighborhood Residential One
	Neighborhood Residential Two
	Neighborhood Residential Three
	Community Commercial
	Town Center Mixed Use
	Regional Commercial
	Employment Center Campus
	Business Park/Light Industry
	Civic Uses and Schools
	Parks and Open Space

Future Transportation	
	Freeway
	Highway
	Parkway
	Major Arterial
	Minor Arterial
	Collector



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To all interested parties: Under the terms of a 1997 agreement between Eagle Mountain City and property owners Monte Vista Ranches and Eagle Mountain Properties, the undeveloped lands and allowed land uses within the Eagle Mountain Properties Master Development may be changed at any time at the direction of Monte Vista Ranches and Eagle Mountain Properties. Inquiries concerning the Eagle Mountain Properties Master Plan should be directed to Eagle Mountain Planning Office.



④ NEIGHBORHOOD PARKS IN RESIDENTIAL ZONES SHALL BE DEDICATED AT THE RATIO OF 2.5 ACRES OF PARK FOR EVERY 400 RESIDENTIAL UNITS. (AS PER THE MASTER DEVELOPMENT AGREEMENT)



EAGLE MOUNTAIN CITY
PLANNING COMMISSION MEETING
JUNE 9, 2020

TITLE:	PUBLIC HEARING - Marketplace at Eagle Mountain Town Center (Master Site Plan and Preliminary Plat)
ITEM TYPE:	Master Site Plan & Preliminary Plat
APPLICANT:	Bill Gaskill (Amsource)

ACTION ITEM:

Yes

PUBLIC HEARING:

Yes

REQUIRED FINDINGS:

Master site plan and preliminary plat approvals are based upon compliance with City Code requirements. The approval criteria for these applications can be found in EMMC 17.100 and 16.20. A recommendation of approval may be made if the project complies with all city code requirements for master site plans and preliminary plats, as detailed in this report. A recommendation of denial must be based upon findings of facts indicating how the project is not complying with specific sections of the city code. A project may be tabled with specific direction to give an applicant time to fully comply with code requirements.

PREPARED BY:

Steve Mumford,
Planning

BACKGROUND:

This project was reviewed by the Planning Commission on January 28th and given a recommendation of approval (with conditions) to the City Council (see attached meeting minutes). A discussion of the project was held with the City Council during a work session on February 18th, where various concerns were discussed (see attached meeting minutes). Several significant changes have been made to the proposal to try and resolve concerns of the Planning Commission and City Council, so the application is coming back to the Commission for a new review.

This is an applicant-proposed commercial and multi-family project on approximately 39 acres located northwest of the large roundabout at Eagle Mountain Boulevard and Pony Express Parkway. This project includes a grocery store, grocery expansion area, a number of retail and office pad sites, a future commercial area, and approximately 12 acres of multi-family residential.

Section 17.100.040 of the City Code requires a master site plan to be approved by the City Council when development proposals are larger than five acres in size and proposed to be developed in phases or sold in separate parcels.

The applicant has requested that this application also serve as a preliminary plat. Section 17.100.040(D) allows the master site plan to serve as a preliminary plat if it complies with the following criteria:

(1) A preliminary arrangement of larger blocks of land - later to be subdivided during the final plat process - is included.

- The application complies with this requirement.

(2) All required utilities, storm drainage, landscaping, access and circulation requirements, and other aspects of the eventually built-out project are addressed sufficiently with the master site plan.

- The utility plans haven't been fully updated since the original application, because the applicant is hesitant to make the full changes before the Commission's review. The utility plans will require approval by the City Engineer and Planning Director following final approval of the application. A

recommended condition of approval has been included to this effect. The applicant submitted a letter indicating that the landscaping design will be completed with each individual site plan. A recommended condition of approval has been included to require a landscape plan for the landscaping in the rights-of-way to ensure consistency throughout the project.

(3) The City is not responsible if, over time, the project is unable to service a possible user due to undersized utilities, roadways, or other infrastructure. If upgrades to such facilities are necessary, they will be borne solely by the applicant.

ITEMS FOR CONSIDERATION:

ZONING:

A rezone application is also being considered by the Commission to rezone the property to the Commercial Community and MF2 zones. See that report for information on the zoning request. The approval of this master site plan and preliminary plat is contingent upon the rezone request being approved by the City Council.

STREETLIGHTS/LIGHTING:

The plans include streetlights located along Eagle Mountain Boulevard and Pony Express Parkway in compliance with the code-required spacing (EMMC 15.10.390). Streetlights will also be required along the internal road in compliance with EMMC 15.10.390. Lighting plans, specs, and calculations will be required along with each individual site plan and shall be in compliance with EMMC 17.56 Outdoor Lighting, including full cut-off fixtures and less than 100000 lumens per acre.

OPEN SPACE / LANDSCAPING:

Each individual site plan that is submitted will be required to include detailed landscape plans for approval. This master site plan should include a landscape plan for the rights-of-way along Eagle Mountain Boulevard, Pony Express Parkway, and the internal road, as well as the trail area between this project and the Autumn Ridge neighborhood. This would ensure consistency in these areas. A recommended condition of approval has been included.

ARCHITECTURE & SITE DESIGN:

All commercial buildings will have to comply with EMMC 17.72 Commercial And Multifamily Design Standards. It appears that the master site plan generally complies with EMMC 17.72.030(B), by placing most parking to the rear or side of buildings and placing pad site buildings along the street edge. It would be ideal for the corner pad site (F) to have corner emphasis similar to the "Appropriate" example in that code section. As much as possible, buildings shall be located at or near the minimum front setback line, with pedestrian access leading to the primary entrance and landscaping between the building and the street. A recommended condition of approval has been included.

The applicant has submitted a colored building elevation for the grocery store

and for one of the pad buildings. Since each building will be coming back with a site plan application that includes specific building elevations, these example elevations should be reviewed as to the materials and other design elements. The applicant has modified the retail building elevation slightly since the January PC meeting and has modified the materials and added brick and a more pronounced roof feature. Generally they would design the pad site buildings to be similar in materials and style to the anchor grocery store building, but, as we understand it, some of the pad buildings will be built prior to a site plan being submitted/approved for the grocery store. Although the submitted elevations will act as a guide for site plan submittals, the specific elevations may vary from these examples. These are meant to create an architectural theme for the development, including colors, materials, and style.

Architectural Comments (Grocery Store):

- All facades are not designed with consistent architectural style, detail, and trim features as the primary facade (EMMC 17.72.040A). The rear facade needs additional features, as it is a long, large, uninterrupted facade.
- The roof design on the rear of the building does not reduce the perceived scale of the building and does not contain multiple roof planes and heights (EMMC 17.72.040C).
- The architectural details are not included on all sides of the building (EMMC 17.72.040E1).
- Not all sides of the building utilize an appropriate mixture of building materials (EMMC 17.72.040F2).
- Building colors should not be restricted to desert landscape colors such as beige, tan, grays, browns, etc. A wide palette of colors is recommended, excluding any neon, ultra-bright, or reflective colors (EMMC 17.72.040G).

Architectural Comments (Retail Building):

- It is difficult to tell from the elevation if the building includes horizontal articulation/modulation (stepping portions of the facade), as required in EMMC 17.72.040(D).
- EMMC 17.72.040(G) recommends a wide palette of colors, excluding any neon, ultra-bright, or reflective colors. Buildings should not be restricted to using desert landscape colors, such as beige, tan, grays, browns, etc.

PARKING:

EMMC 17.55.120(c) requires the following parking standards:

- Retail: Requires 1 parking stall per 300 sq ft of building gross floor area and a maximum of 1 stall per 200 sq ft.
- Restaurants: Requires 1 stall per 250 sq ft of gross floor area.
- Restaurants (Fast Food/Drive-Thru): Requires 1 stall per 125 sq ft of gross floor area.
- Office and Professional: Requires 1 stall per 300 sq ft of gross floor area.

This master site plan is just an example of how the buildings and parking may be situated, and actual building and parking layout will be approved with each individual site plan. Pad C, for example, includes 49 parking stalls, which is

appropriate for Office, Restaurant, and Retail uses. A 57,202 sq ft grocery store would require 286 parking stalls.

ACCESS/CIRCULATION:

- The project appears to be in compliance with the access requirements listed in EMMC 17.100.050(C). If deemed necessary, the City Engineer will require turn lanes and/or deceleration lanes from the main roads to the project. The plans already include left turn lanes on Pony Express Parkway, and will need to show the required widening of Eagle Mountain Boulevard and the addition of left turn lanes for the western accesses. The proposed development no longer connects to the neighborhoods in the northwest corner of the project. That should eliminate concerns related to potential cut-through traffic through the neighborhoods.

STORM WATER PARCEL:

The City currently owns a storm water parcel in the multi-family residential area. The applicant is proposing to shift the storm water parcel to the west, adjacent to the existing Autumn Ridge neighborhood. The City Engineer has no concerns with this proposal, as long as the storm retention pond is modified to handle the storm drainage.

PRELIMINARY INFRASTRUCTURE/UTILITIES:

The originally submitted utility plans were reviewed by the City Engineer. Updated plans shall be submitted following a final approval by the City Council, to be reviewed by the City Engineer and Planning Director. A recommended condition of approval has been included.

TRAFFIC IMPACT MITIGATION:

The City Engineer has provided a letter (attached) which does not recommend a traffic impact study (EMMC 17.100.070(10)). A copy of the traffic demand model that the City commissioned in 2019 is also attached for informational purposes. A traffic impact study may be required with individual site plan applications, or a plat application for the multi-family residential, if it is estimated by the City Engineer that the project could generate traffic impacts that require further study or that may require site improvements to transportation facilities.

LOT SIZE TRANSITIONING

EMMC 17.60.150A states that "All new developments that are proposing higher densities than existing adjacent development shall follow the transitioning standards of this chapter found in Table 17.60.150(1) and illustrated in Figure 17.60.150(1) to buffer incompatible uses." EMMC 17.60.150D states that "Commercial developments adjacent to existing residential developments shall follow the buffering standards in Table 17.60.160(b) and provide walls that comply with the standards found in EMMC 17.60.110."

Commercial developments are required to provide 20 feet of improved

landscaped areas along the property line adjacent to the single-family lots. Immediately to the south of the Eagle Park neighborhood is a City-owned open space parcel that is approximately 35 feet wide. A proposed trail is shown on the west side of the project, adjacent to the Autumn Ridge development. This area must contain at least 20 feet of landscaping and trail, and should be dedicated to the City, since it connects two other city-owned parcels.

Table 17.60.150(1) does not require any buffering between lots smaller than 1/4 acre and residential developments of higher density. The lots in Eagle Park adjacent to the proposed development are smaller than 1/4 acre.

SIGNS:

- EMMC 17.80.060 and 17.80.070 include standards for monument signs. Developments that have multiple pads and are located in a commercial zone may be required to construct one combined monument sign structure per street frontage. These locations and general designs are to be reviewed by the Planning Commission during the site plan review. Combined monument signs are to be designed with colors and architecture that are compatible with the buildings that they identify. The developer shall ensure that the sign structure allows for as many building pads to be included as is reasonably possible. It is not a guaranteed right that all businesses will have sign space on the combined monument sign. Signs shall be designed similar to Figure 17.80.070(A) in the City Code. Significant variations require approval by the Planning Commission and City Council. Height and size requirements may not be exceeded. The applicant has indicated potential sign locations on the master site plan, but will come back with a sign design in the future. All signs shall be consistent in design/style/materials throughout the project.

DEVELOPMENT AGREEMENT:

According to EMMC 17.100.080(B) a development agreement may be required (unless the City Attorney advises otherwise) that will specify improvement requirements and timing, especially for items such as street lights, ROW improvements, fencing, trails and open space improvements, etc. An agreement would be presented to the City Council for approval with this application. A recommended condition of approval has been included.

MULTI-FAMILY RESIDENTIAL

The multi-family residential area will require a site plan and preliminary plat application, which would include building elevations, site design, landscaping plans, etc.

RECOMMENDATION:

The Planning Commission has the option to recommend approval, approval with conditions, denial (based upon findings of facts), or may defer action (table) if specific additional information is required in order to comply with the City Code.

The Development Review Committee (DRC) recommends that the Planning Commission make a motion to recommend approval of the Marketplace at Eagle Mountain Town Center Master Site Plan and Preliminary Plat with the following conditions of approval:

1. A development agreement shall be prepared to be approved by the City Council, detailing the improvement and timing of the ROW improvements (asphalt, curb and gutter, trail, landscaping, turn lanes, streetlights, etc.), the project trails and landscaping, and the fencing behind the commercial areas.
2. A landscaping plan shall be submitted for staff approval that details right-of-way landscaping and the trail area on the west side of the project. Landscaping shall be consistent throughout the development.
3. The building elevations shall be revised to comply with EMMC 17.72 by adding additional architectural detailing, building materials mixture, and additional horizontal articulation/modulation, specifically on the rear elevation of the grocery store.
4. Applicants shall submit grading/drainage/erosion plans and lighting plans with each site plan application.
5. As much as possible, buildings shall be located at or near the minimum front setback line, with pedestrian access leading to the primary entrance and landscaping between the building and the street.
6. A minimum of a 20-foot wide area on the west side of the project shall be deeded to the City and improved with a trail and landscaping.
7. A wall shall be built between the commercial and residential areas along with the development of each commercial site.
8. Updated utility plans shall be submitted by the applicant for approval by the City Engineer and Planning Director.

Attachments:

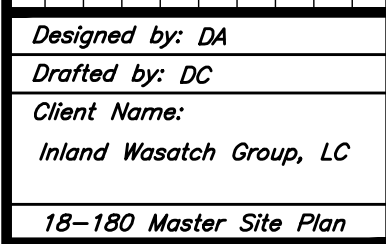
Master Site Plan & Building Elevations

Traffic Demand Model & Letter

Delayed Submittal Letter

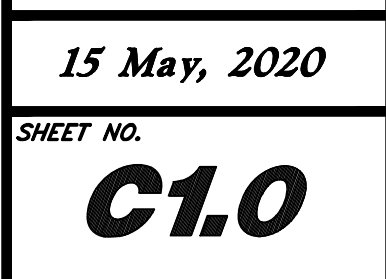
Planning Commission Minutes 1-28-2020

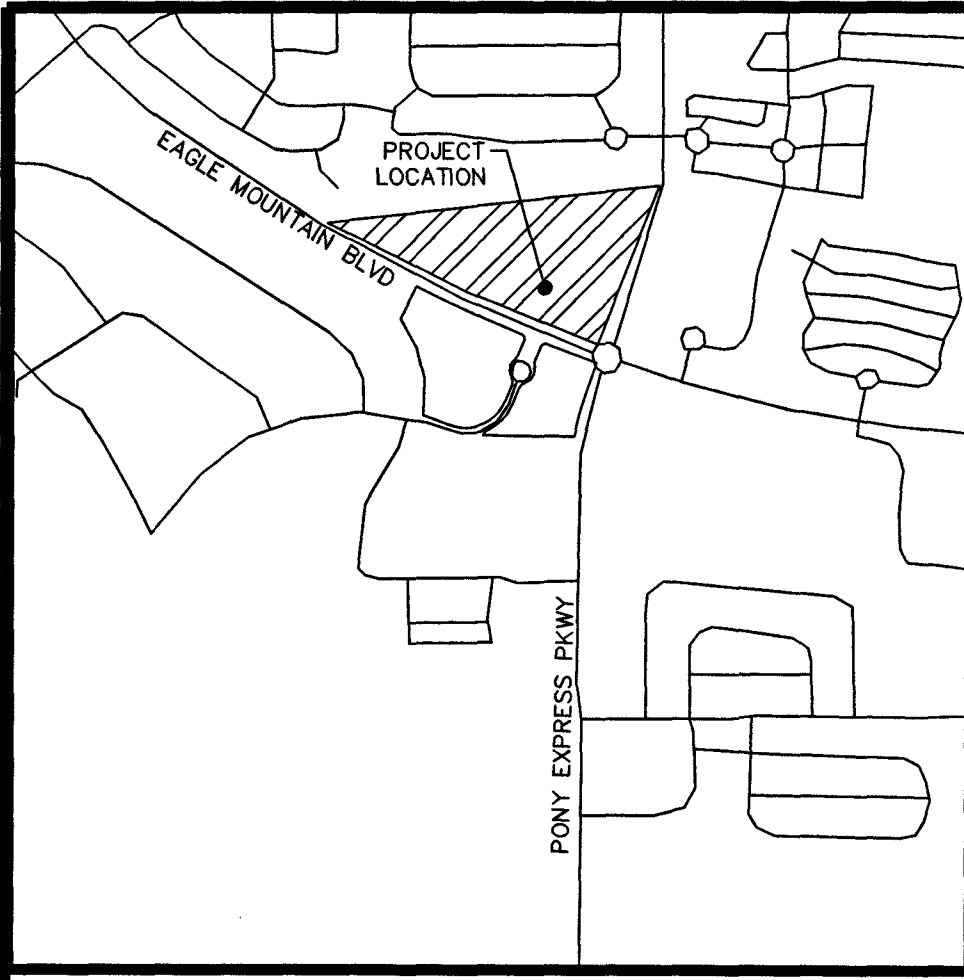
City Council Minutes 2-18-2020



Master Site Plan

**Marketplace at
Eagle Mountain Town Center**
Eagle Mountain Boulevard & Pony Express Parkway
Eagle Mountain, Utah





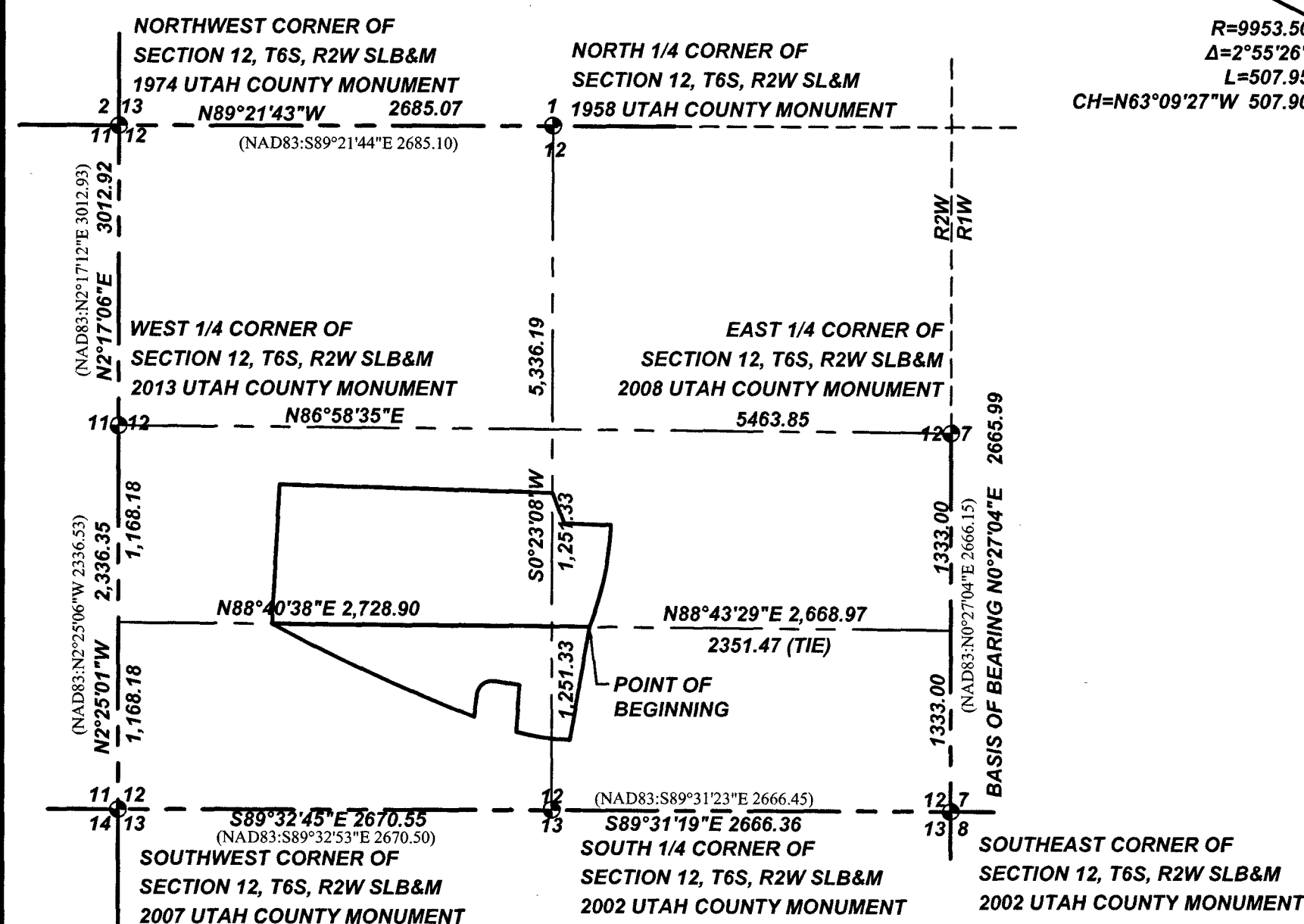
VICINITY MAP
N.T.S.

LEGEND

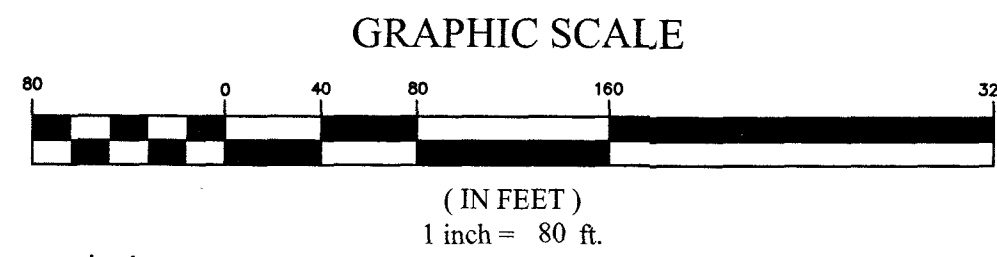
XXXX	EXIST. CONTOUR MAJOR
XXXX	EXIST. CONTOUR MINOR
Ex SD	EXIST. STORM DRAIN
Ex SS	EXIST. SANITARY SEWER
Ex W	EXIST. CULINARY WATER
---	EXIST. FENCE
---	EXIST. GAS LINE
---	EXIST. COMMUNICATIONS
+	SECTION MONUMENT
+	EXIST. SD INLET, MANHOLE & COMBO BOX
+	EXIST. SEWER MANHOLE
+	EXIST. WATER VALVE & WATER METER
+	EXIST. FIRE HYDRANT
+	EXIST. ELECTRICAL MANHOLE
+	EXIST. ELECTRICAL BOX
+	EXIST. STREET LIGHT
+	EXIST. POWER POLE
+	EXIST. SPOT ELEVATION
+	DEED ENTRY No. YEAR PER UTAH COUNTY RECORDS
---	LIMITS OF ASPHALT PAVEMENT

Curve Table				
CURVE	RADIUS	DELTA	LENGTH	CHORD DIRECTION
C1	1750.00	-	76.54	S2°27'33"W
				76.53

Line Table		
LINE	DIRECTION	LENGTH
L1	N1°22'57"E	9.64
L2	N89°50'58"W	25.78
L3	S1°12'23"W	9.72

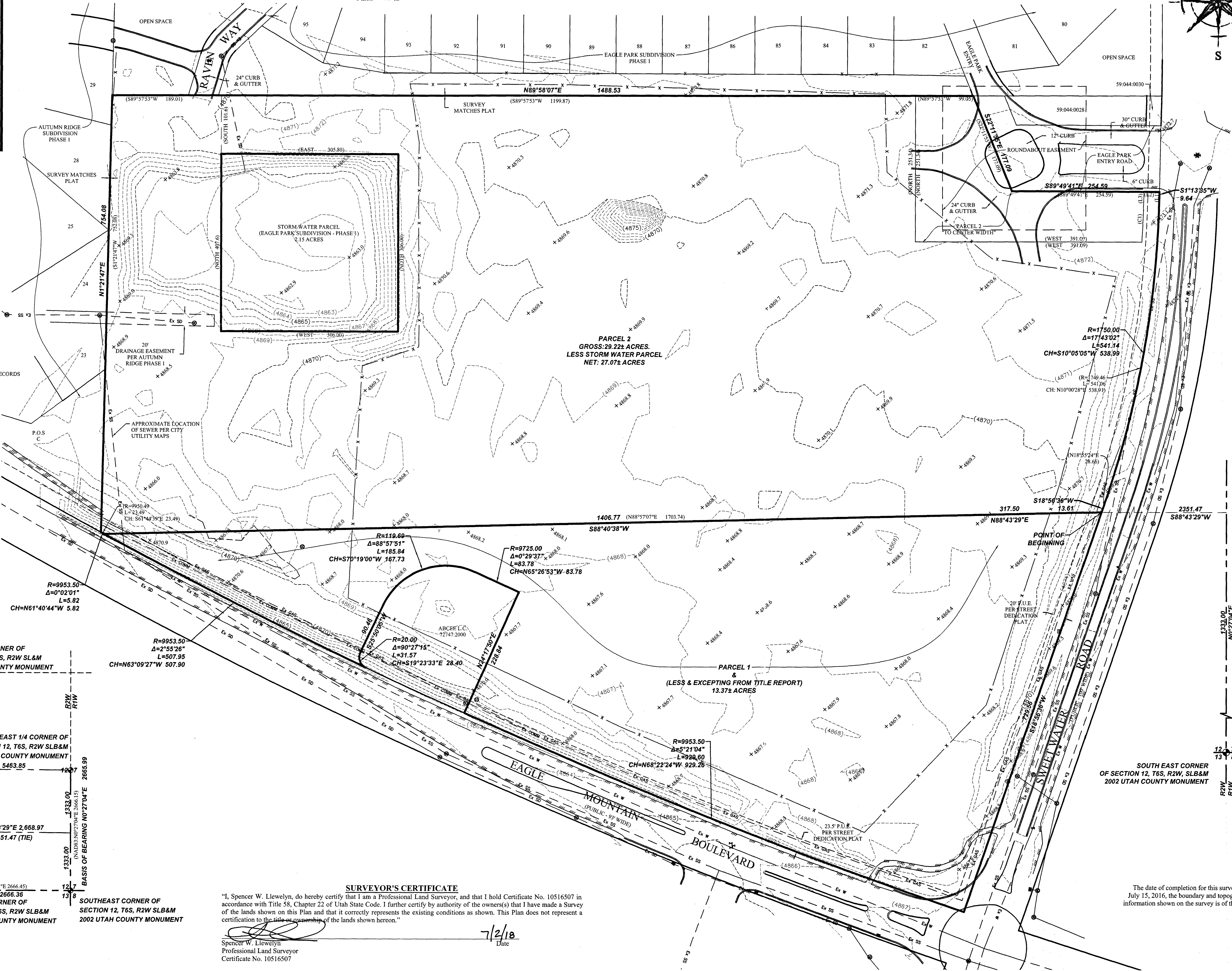
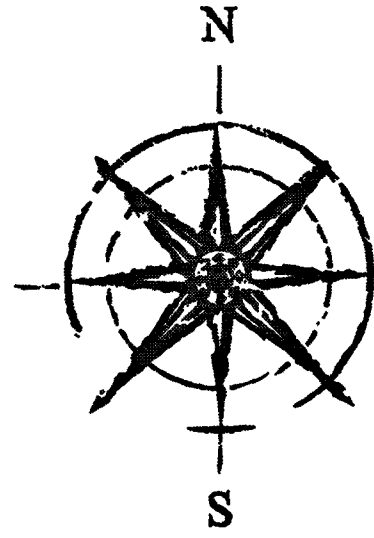


SECTION 12 DETAIL
N.T.S.



GRAPHIC SCALE

(IN FEET)
1 inch = 80 ft.



SURVEYOR'S CERTIFICATE

"I, Spencer W. Llewellyn, do hereby certify that I am a Professional Land Surveyor, and that I hold Certificate No. 10516507 in accordance with Title 58, Chapter 22 of Utah State Code. I further certify by authority of the owners(s) that I have made a Survey of the lands shown on this Plan and that it correctly represents the existing conditions as shown. This Plan does not represent a certification to the title or ownership of the lands shown hereon."

Spencer W. Llewellyn
Professional Land Surveyor
Certificate No. 10516507

7/2/18
Date

The date of completion for this survey is July 15, 2016, the boundary and topography information shown on the survey is of that date.

BOUNDARY/TOPOGRAPHICAL SURVEY

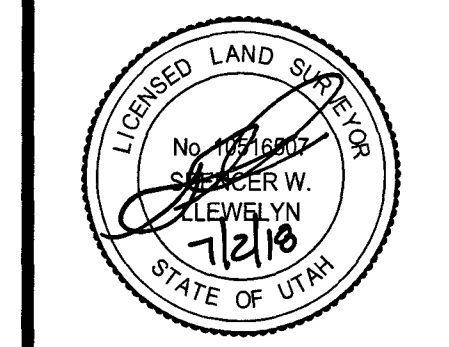
LOCATION: SE1/4 & SW1/4 OF SECTION 12, T6S, R2W, SLB&M
EAGLE MOUNTAIN, UTAH

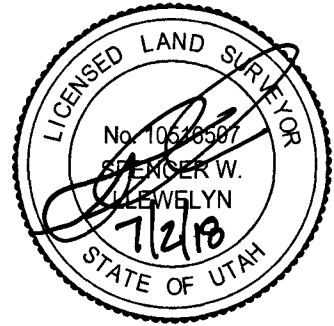
PROPERTY OF: MONTE VISTA RANCH, LC

PREPARED FOR: EAGLE MOUNTAIN PROPERTIES

REVISION/BLOCK		DESCRIPTION
#	DATE	
1	07/07/16	ADDED NORTH PARCEL & TITLE REPORT
2		
3		
4		
5		
6		

Scale: 1"=80'	Drawn: DBC
Date: 07/15/2016	Job #: 16-110
Sheet:	





BOUNDARY/TOPOGRAPHICAL SURVEY
LOCATION: SE1/4 & SW1/4 OF SECTION 12, T6S, R2W, SLB&M
EAGLE MOUNTAIN, UTAH
PROPERTY OF: MONTE VISTA RANCH, LC
PREPARED FOR: EAGLE MOUNTAIN PROPERTIES

REVISION BLOCK		DESCRIPTION
#	DATE	
1	----	----
2	----	----
3	----	----
4	----	----
5	----	----
6	----	----

Scale: 1"=1'	Drawn: DBC
Date: 07/15/16	Job #: 16-110
Sheet:	2 OF 2

The date of completion for this survey is July 15, 2016, the boundary and topography information shown on the survey is of that date.

SURVEY DESCRIPTIONS

PARCEL 2

A portion of the SE1/4 and SW1/4 of Section 12, Township 6 South, Range 2 West, Salt Lake Base and Meridian, Eagle Mountain City, Utah, more particularly described as follows:

Beginning on the west-rlly line of Sweetwater Road located N0°27'04"E along the Section line 1,333.00 feet to the Northeast Corner of the South 1/2 of the SE1/4 of Section 12 and S88°43'29"W along the 1/16th Section (40 acre) line 2,351.47 from the Southeast Corner of Section 12, T6S, R2W, S.L.B.& M.; thence S88°43'29"W along the north line of the South ½ of the SE1/4 of said Section 317.50 feet to the northeast corner of the South ½ of the SW1/4 of said Section; thence S88°40'38"W along the 1/16th (40 acre line) 1,406.77 feet to the northerly line of Eagle Mountain Boulevard; thence Northwesterly along said road and along the arc of a 9,953.50 foot radius non-tangent curve (radius bears: N28°18'16"E) 5.82 feet through a central angle of 0°02'01" (chord: N61°40'44"W 5.82 feet) to the southeast corner of Phase 1, AUTUMN RIDGE Subdivision, according to the Official Plat thereof on file in the Office of the Utah County Recorder; thence N1°21'47"E along said plat 754.08 feet to the southerly line of Phase 1, EAGLEPARK Subdivision, according to the Official Plat thereof on file in the Office of the Utah County Recorder; thence N89°58'07"E (record: N89°57'53"E) along said Plat 1,488.52 feet to the southwesterly line of Eagle Park Entry Road as defined and described on said Plat; thence along said Entry Road the following 2 (two) courses and distances: S22°11'55"E (record: S22°13'07"E) 177.09 feet; thence S89°49'41"E (record: S89°50'58"E) 254.59 feet to the westerly line of said Sweetwater Road; thence along said westerly line the following 3 (three) courses and distances: S11°33'5"W 9.64 feet; thence along the arc of a 1,750.00 foot radius curve to the right 541.14 feet through a central angle of 17°43'02" (chord: S10°05'05"W 538.99 feet); thence S18°56'36"W 13.61 feet to the point of beginning. LESS AND EXCEPTION therefrom the 2.15+/- acre Storm Water Parcel as defined and described on Phase 1, EAGLEPARK Subdivision, according to the Official Plat thereof on file in the Office of the Utah County Recorder.

Net acreage: 27.07+/- acres

COMPOSITE OF PARCEL 1 & 2

A portion of the SE1/4 and SW1/4 of Section 12, Township 6 South, Range 2 West, Salt Lake Base and Meridian, Eagle Mountain City, Utah, more particularly described as follows:

Beginning on the westerly line of Sweetwater Road located N0°27'04"E along the Section line 1,333.00 feet to the Northeast Corner of the South 1/2 of the SE1/4 of Section 12 and S88°43'29"W along the 1/16th Section (40 acre) line 2,351.47 from the Southeast Corner of Section 12, T6S, R2W, S.L.B.& M.; thence S18°56'36"W along said westerly line of Sweetwater Road 729.56 feet to the northerly line of Eagle Mountain Boulevard; thence Northwesterly along said road and along the arc of a 9,953.50 foot radius non-tangent curve (radius bears: N18°57'04"E) 929.60 feet through a central angle of 5°21'04" (chord: N68°22'24"W 929.26 feet) to the southeast corner of that Real Property described as Deed Entry No. 72747-2000 of the Official Records of Utah County; thence along said deed the following 5 (five) courses and distances: N24°17'50"E 228.84 feet; thence Northwesterly along the arc of a 9,725.00 foot radius non-tangent curve (radius bears: N24°18'19"E) 83.78 feet through a central angle of 0°29'37" (chord: N65°26'53"W 83.78 feet) to a point of reverse curvature; thence along the arc of a 119.69 foot radius curve to the left 185.84 feet through a central angle of 88°57'51" (chord: S70°19'00"W 167.73 feet); thence S25°50'05"W 90.46 feet; thence along the arc of a 20.00 foot radius curve to the left 31.57 feet through a central angle of 90°27'15" (chord: S19°23'33"E 28.40 feet) to the north line of said Eagle Mountain Boulevard; thence Northwesterly along the arc of a 9,953.50 foot radius non-tangent curve (radius bears: N25°22'50"E) 507.95 feet through a central angle of 2°55'26" (chord: N63°09'27"W 507.90 feet) to the southeast corner of Phase 1, AUTUMN RIDGE Subdivision, according to the Official Plat thereof on file in the Office of the Utah County Recorder; thence N1°21'47"E along said plat 754.08 feet to the southerly line of Phase 1, EAGLEPARK Subdivision, according to the Official Plat thereof on file in the Office of the Utah County Recorder; thence N89°58'07"E (record: N89°57'53"E) along said Plat 1,488.52 feet to the southwesterly line of Eagle Park Entry Road as defined and described on said Plat; thence along said Entry Road the following 2 (two) courses and distances: S22°11'55"E (record: S22°13'07"E) 177.09 feet; thence S89°49'41"E (record: S89°50'58"E) 254.59 feet to the westerly line of said Sweetwater Road; thence along said westerly line the following 3 (three) courses and distances: S11°33'5"W 9.64 feet; thence along the arc of a 1,750.00 foot radius curve to the right 541.14 feet through a central angle of 17°43'02" (chord: S10°05'05"W 538.99 feet); thence S18°56'36"W 13.61 feet to the point of beginning. LESS AND EXCEPTION therefrom the 2.15+/- acre Storm Water Parcel as defined and described on Phase 1, EAGLEPARK Subdivision, according to the Official Plat thereof on file in the Office of the Utah County Recorder.

Net acreage of Composite Survey: 40.44+/- acres

LEGAL DESCRIPTIONS

TITLE REPORT

PARCEL 1:

A portion of the SE1/4 and SW1/4 of Section 12, Township 6 South, Range 2 West, Salt Lake Base and Meridian, Eagle Mountain City, Utah, more particularly described as follows:

Beginning on the westerly line of Sweetwater Road located N0°27'04"E along the Section line 1,333.00 feet to the Northeast Corner of the South 1/2 of the SE1/4 of Section 12 and S88°43'29"W along the 1/16th Section (40 acre) line 2,351.47 from the Southeast Corner of Section 12, T6S, R2W, S.L.B.& M.; thence S18°56'36"W along said westerly line of Sweetwater Road 729.56 feet to the northerly line of Eagle Mountain Boulevard; thence Northwesterly along said road and along the arc of a 9,953.50 foot radius non-tangent curve (radius bears: N18°57'04"E) 929.60 feet through a central angle of 5°21'04" (chord: N68°22'24"W 929.26 feet) to the southeast corner of that Real Property described as Deed Entry No. 72747-2000 of the Official Records of Utah County; thence along said deed the following 5 (five) courses and distances: N24°17'50"E 228.84 feet; thence Northwesterly along the arc of a 9,725.00 foot radius non-tangent curve (radius bears: N24°18'19"E) 83.78 feet through a central angle of 0°29'37" (chord: N65°26'53"W 83.78 feet) to a point of reverse curvature; thence along the arc of a 119.69 foot radius curve to the left 185.84 feet through a central angle of 88°57'51" (chord: S70°19'00"W 167.73 feet); thence S25°50'05"W 90.46 feet; thence along the arc of a 20.00 foot radius curve to the left 31.57 feet through a central angle of 90°27'15" (chord: S19°23'33"E 28.40 feet) to the north line of said Eagle Mountain Boulevard; thence Northwesterly along the arc of a 9,953.50 foot radius non-tangent curve (radius bears: N25°22'50"E) 507.95 feet through a central angle of 2°55'26" (chord: N63°09'27"W 507.90 feet) to the north line of the South ½ of the SW1/4 of said Section; thence N88°40'38"E along the 1/16th (40 acre) line 1,406.78 feet to the northwest corner of the South ½ of the SE1/4 of said Section; thence; thence N88°43'29"E along the 1/16th (40 acre) line 317.50 feet to the point of beginning.

PARCEL 2:

Commencing North 1243.99 feet and East 321.88 feet from the South ¼ Corner of Section 12, Township 6 South, Range 2 West, Salt Lake Base and Meridian; thence N18°55'24"E 28.66 feet; thence along the arc of a 1749.46 radius curve to the left (chord bears: N10°00'28"E 538.914 feet); thence N1°22'57"E 9.64 feet; thence N89°50'58"W 25.78 feet; thence S1°12'23"W 9.72 feet; thence along the arc of a 1750 foot radius curve to the right (chord bears: S2°27'33"W 76.53 feet), thence West 391.09 feet; thence North 251.34 feet; thence S89°57'53"W 1199.87 feet; thence South 101.6 feet; thence East 305.8 feet; thence South 306 feet; thence West 306 feet; thence North 407.6 feet; thence S89°57'53"W 189.01 feet; thence S12°14'7"W 752.08 feet; thence along the arc of a 9950.49 foot radius curve to the left (chord: S61°44'39"E 23.49 feet); thence N88°57'07"E 1703.74 feet to beginning.

TOGETHER WITH the following:

Commencing North 1746.91 feet and West 2271.8 feet from the Southeast Corner of Section 12, Township 6 South, Range 2 West, Salt Lake Base and Meridian; thence West 391.09 feet; thence North 251.34 feet; thence N89°57'53"E 99.05 feet; thence S22°13'07"E 177.82 feet; thence S89°50'58"E 228.29 feet; thence S1°12'23"W 9.72 feet; thence along the arc of a 1750 foot radius curve to the right (chord bears: S2°27'33"W 76.53 feet to the beginning.

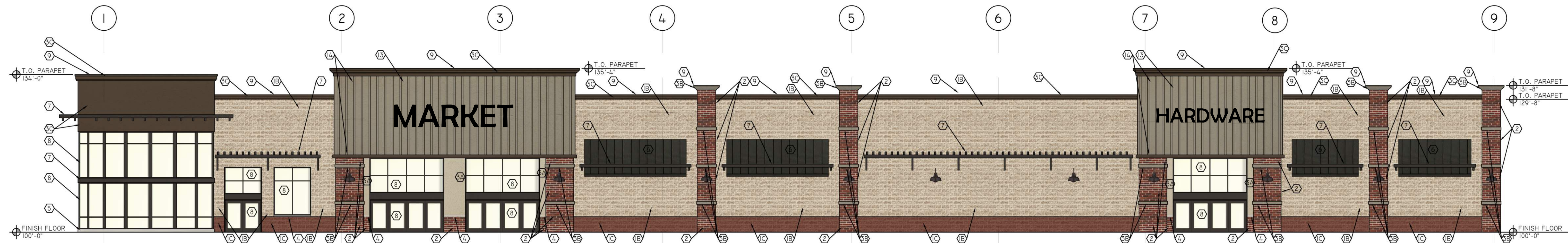
LESS AND EXCEPTING the following:

A portion of the SE1/4 and SW1/4 of Section 12, Township 6 South, Range 2 West, Salt Lake Base and Meridian, Eagle Mountain City, Utah, more particularly described as follows:

Beginning on the westerly line of Sweetwater Road located N0°27'04"E along the Section line 1,333.00 feet to the Northeast Corner of the South 1/2 of the SE1/4 of Section 12 and S88°43'29"W along the 1/16th Section (40 acre) line 2,351.47 from the Southeast Corner of Section 12, T6S, R2W, S.L.B.& M.; thence S18°56'36"W along said westerly line of Sweetwater Road 729.56 feet to the northerly line of Eagle Mountain Boulevard; thence Northwesterly along said road and along the arc of a 9,953.50 foot radius non-tangent curve (radius bears: N18°57'04"E) 929.60 feet through a central angle of 5°21'04" (chord: N68°22'24"W 929.26 feet) to the southeast corner of that Real Property described as Deed Entry No. 72747-2000 of the Official Records of Utah County; thence along said deed the following 5 (five) courses and distances: N24°17'50"E 228.84 feet; thence Northwesterly along the arc of a 9,725.00 foot radius non-tangent curve (radius bears: N24°18'19"E) 83.78 feet through a central angle of 0°29'37" (chord: N65°26'53"W 83.78 feet) to a point of reverse curvature; thence along the arc of a 119.69 foot radius curve to the left 185.84 feet through a central angle of 88°57'51" (chord: S70°19'00"W 167.73 feet); thence S25°50'05"W 90.46 feet; thence along the arc of a 20.00 foot radius curve to the left 31.57 feet through a central angle of 90°27'15" (chord: S19°23'33"E 28.40 feet) to the north line of said Eagle Mountain Boulevard; thence Northwesterly along the arc of a 9,953.50 foot radius non-tangent curve (radius bears: N25°22'50"E) 507.95 feet through a central angle of 2°55'26" (chord: N63°09'27"W 507.90 feet) to the north line of the South ½ of the SW1/4 of said Section; thence N88°40'38"E along the 1/16th (40 acre) line 1,406.78 feet to the northwest corner of the South ½ of the SE1/4 of said Section; thence; thence N88°43'29"E along the 1/16th (40 acre) line 317.50 feet to the point of beginning.

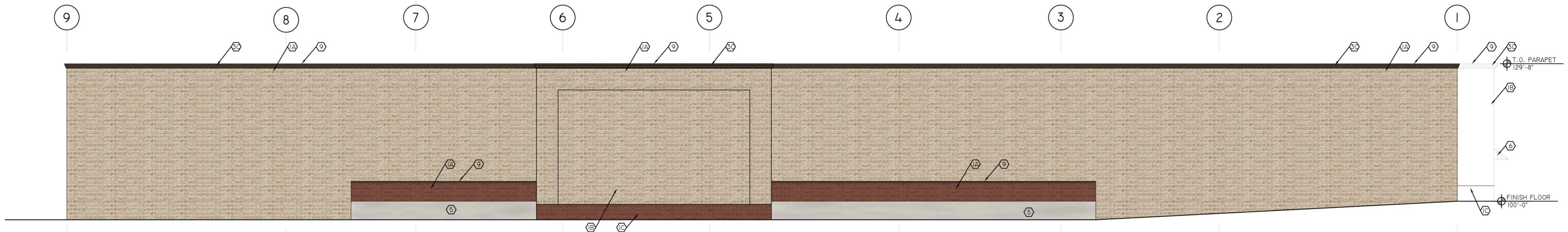
NOTES

- 1) The purpose of this Survey is to provide a Boundary & Topographical Survey and Certification for the parcels shown and described hereon.
- 2) A Title Commitment prepared by United West Title Insurance Agency, Inc., Orem, Utah, Order #: UW-6345, Effective Date: May 9, 2016, was utilized in the preparation of this Survey. Focus Engineering & Surveying, LLC is entitled to rely on the accuracy of this report, and is not liable for errors and omissions based on that reliance. Unless noted otherwise, all record parcels and title exceptions noted on this Survey are referenced from said document.
- 3) The Basis of Bearing for this Survey is Utah County's NAD83 bearing of N0°27'04"E along the Section line between the Southeast Corner and the East 1/4 Corner of Section 12, T6S, R2W, S.L.B.& M). All deeds and plats of record have been rotated to match the aforementioned basis of bearing, or to other Section/monument lines relative to said basis of bearing per measured lines shown hereon. For reference, both the measured and record NAD83 bearings are shown hereon.
- 4) Vertical data (contours and/or spot elevations) shown hereon are based on a GPS-derived NGVD29 elevation of 4865.18 measured and held on the 2002 County monument marking the South ¼ of Section 12, T6S, R2W.
- 5) #5 rebar & cap (FOCUS ENG) to be set at all boundary corners unless noted otherwise.
- 6) This drawing, its design, and invention thereof, is the property of Focus Engineering & Surveying, LLC, and is submitted to, and is for the use of the client referenced on the Survey. Only copies authorized in writing and individually signed and sealed by the Surveyor, or copies of the certified Survey obtained from the office of the County Surveyor may be used as the official work of the Surveyor.
- 7) Except as specifically stated or shown on this drawing, no attempt has been made as a part of this Survey to obtain or show data concerning existence, size, depth, condition, capacity, or location of any utility or municipal/public service facility. For information regarding these utilities or facilities, contact the appropriate agency. Some utility lines shown hereon are drawn per GIS utility maps provided by Eagle Mountain City.
- 8) Except as specifically stated of shown on this drawing, this Survey does not purport to reflect any of the following which may be applicable to the properties shown hereon: easements, encumbrances, building setback lines, restrictive covenants, subdivision restriction, zoning, or other land use restrictions. Underground utilities have been shown hereon based on observed evidence. Additional utilities, including, but not limited to: power, phone, cable TV, water, sewer, storm drainage, etc. may exist within the boundaries of this Survey and Blue Stakes should be contacted prior to digging. Engineers, Contractors, and others that rely on this information should be cautioned that the locations of the existing utilities may not be relied upon as being exact or complete. Additional exploration, verification and relocation of existing utilities will be the sole responsibility of any contractor prior to, or during construction of any additional improvements.



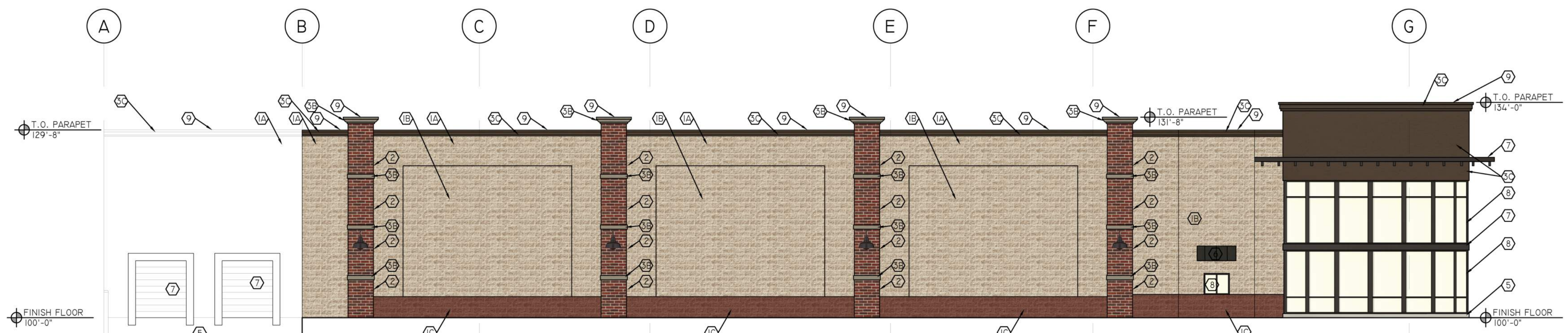
SOUTH ELEVATION

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



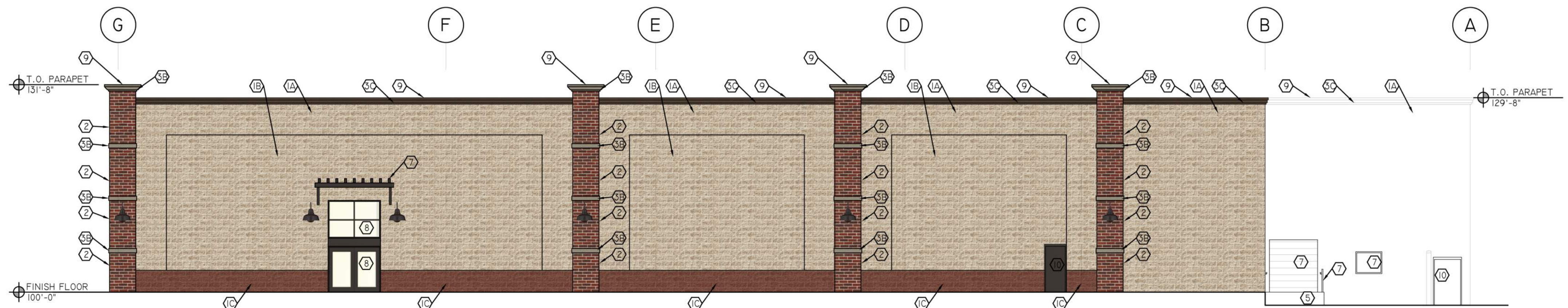
NORTH ELEVATION

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



WEST ELEVATION

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



EAST ELEVATION

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

MATERIAL SCHEDULE

MARK	MATERIAL	FINISH/COLOR
1A	8" x 16" SPLIT FACE CMU	AMCOR - HONEY
1B	8" x 16" HONED FACE CMU	AMCOR - HONEY
1C	8" x 16" SPLIT FACE CMU	AMCOR - MOUNTAIN RED
2	THIN BRICK	INTERSTATE - MONTEREY
3A	EPS	COLOR 1 - ACCESSIBLE BEIGE SW7036
3B	EPS	COLOR 2 - TONY TAUPE SW7038
3C	EPS	COLOR 3 - VAN DYKE BROWN SW7041
4	PRECAST CONCRETE SILL	NATURAL
5	ARCHITECTURAL FINISH CONCRETE FOUNDATION	NATURAL
6	PREFINISHED STRUCTURAL STANDING SEAM METAL ROOFING	DARK BRONZE
7	PAINTED STEEL	MATCH DARK BRONZE, VERIFY COLOR
8	GLASS AND ALUMINUM STOREFRONT, RE: WINDOW AND DOOR SCHEDULE	DARK BRONZE STOREFRONT WITH CLEAR GLAZING
9	PREFINISHED METAL COPING	DARK BRONZE
10	PAINTED HM DOOR AND FRAME	MATCH DARK BRONZE, VERIFY COLOR
11	COWS TONGUE DOWNSPOUT NOZZLE, INSTALL AT 24" ABOVE FINISH GRADE, RE: PLUMBING	-
12	LIGHT FIXTURE, RE: ELECTRICAL	-
13	SIGNAGE PROVIDED AND INSTALLED BY OWNER. G.C. TO PROVIDE ELECTRICAL CONNECTIONS, RE: ELECTRICAL. G.C. TO PROVIDE CORE DRILLED HOLES THROUGH MASONRY FOR CONDUIT FROM J BOXES MOUNTED AT THE INTERIOR OF THE BUILDING. COORDINATE NUMBER AND LOCATION WITH SIGNAGE SUPPLIER.	-
14	BOARD AND BATTEN CEMENT BOARD SIDING	HARDIE BOARD - TIMBER BARK

EXTERIOR ELEVATION NOTES:

- ALL COLOR SELECTIONS ARE PRELIMINARY. G.C. TO VERIFY FINAL COLOR SELECTIONS WITH ARCHITECT AND OWNER PRIOR TO ORDERING.
- ALL EXPOSED STEEL TO BE PAINTED AS DESCRIBED IN SPEC, VERIFY COLOR WITH ARCHITECT AND OWNER.
- UNDERSIDE OF PREFINISHED METAL STANDING SEAM ROOFING TO BE PAINTED. VERIFY COLOR WITH ARCHITECT AND OWNER.
- PROVIDE MASONRY CONTROL JOINTS AS SHOWN, RE: 7/A5.2.
- PROVIDE COLORED MORTAR AT CMU AND BRICK. COLOR TO BE SELECTED BY THE ARCHITECT FROM THE MANUFACTURERS FULL LINE OF COLORS.

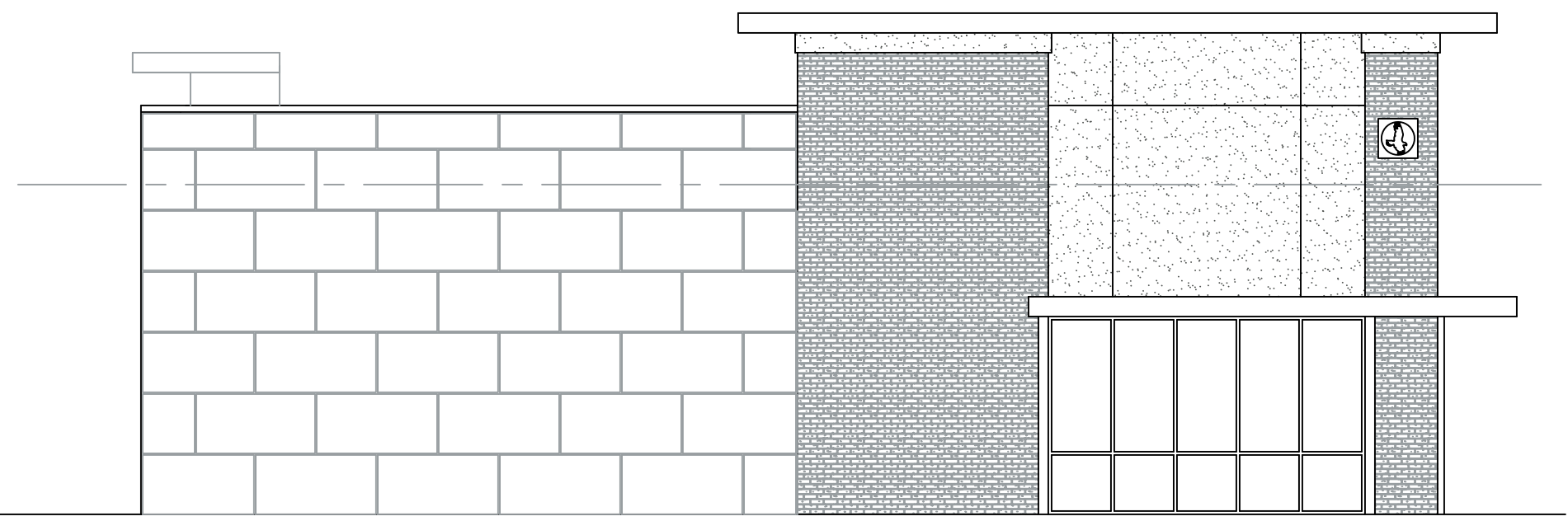
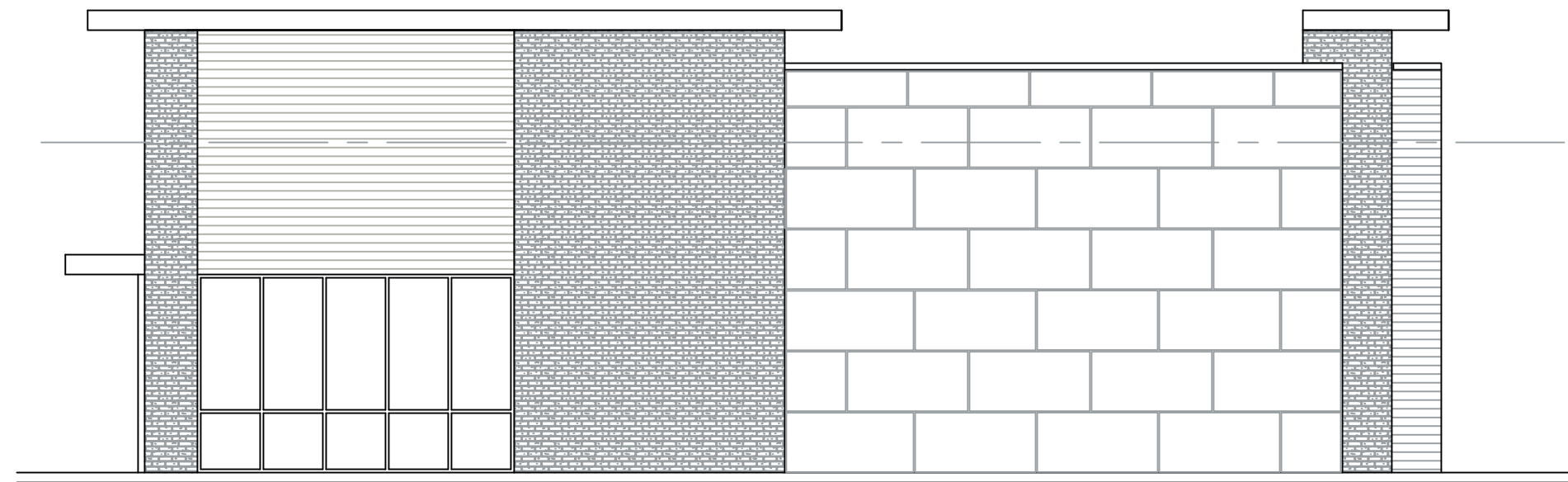
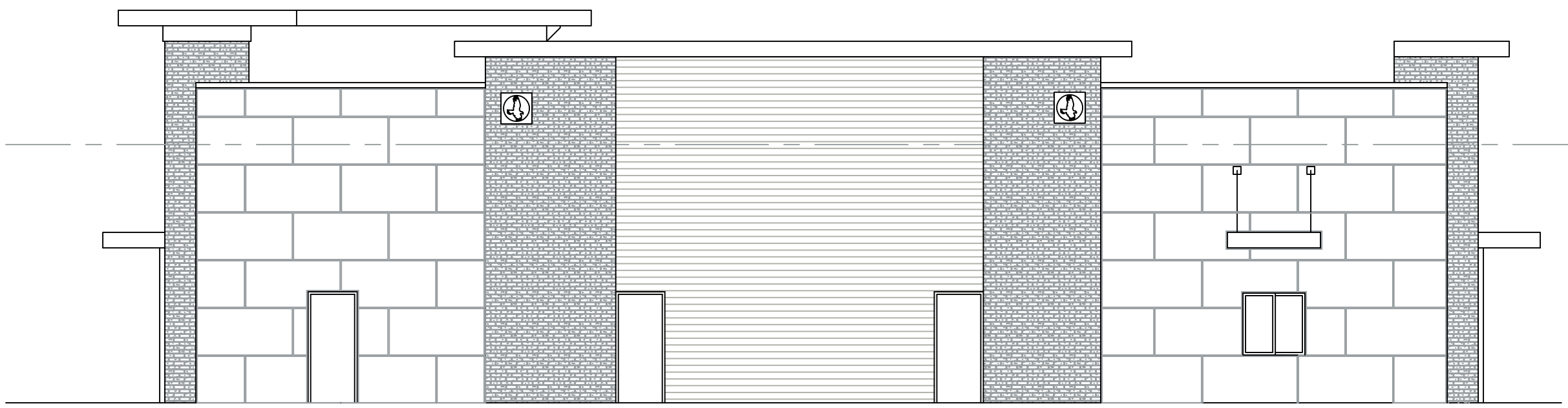
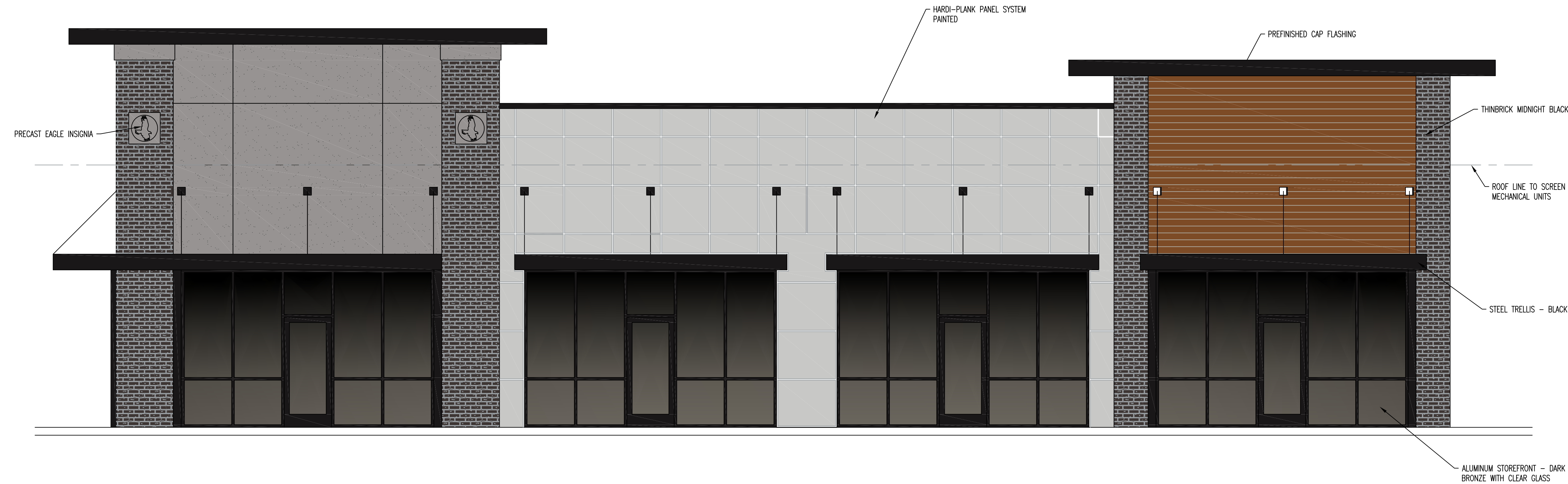
MARK	DATE	DESCRIPTION

DATE:	
AGENCY PROJECT NO:	
DESIGN SEQUENCE PROJECT NO:	
CAD DWG FILE NO:	
DRAWN BY:	KV
DESIGNED BY:	KV
DWG TYPE:	
ARCHITECTURAL PHASE:	

SHEET TITLE

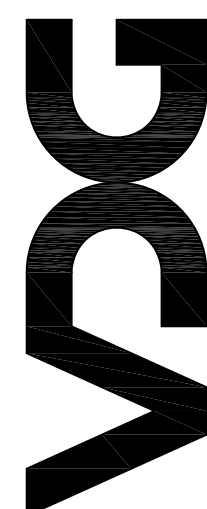
EXTERIOR
ELEVATIONS

A2.1

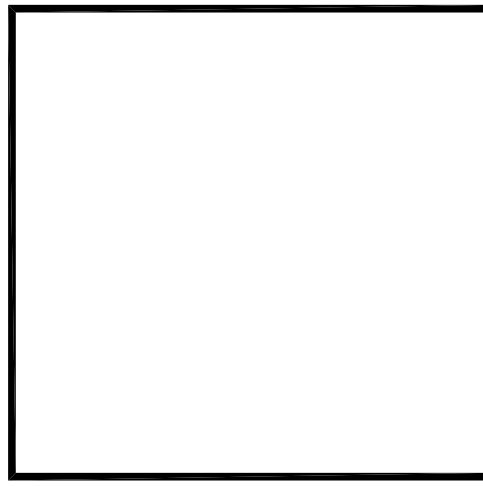


ALL IDEAS, DESIGNS, ARRANGEMENTS, AND PLANS INDICATED OR REPRESENTED BY THIS DRAWING ARE OWNED BY AND THE PROPERTY OF VINCENT DESIGN GROUP, INC. AND WERE CREATED, EVOLVED, AND DEVELOPED WITH THIS SPECIFIED PROJECT. NONE OF THE IDEAS, DESIGNS, ARRANGEMENTS, OR PLANS SHALL BE USED BY OR DISCLOSED TO ANY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

VINCENT DESIGN GROUP, INC.
ARCHITECTS AND PLANNERS



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



PROPOSED NEW STRIP BUILDING:
EAGLE MOUNTAIN TOWN CENTER

EAGLE MOUNTAIN
ELEVATIONS

ARCH. PROJECT NO:	XX-XXX
DATE:	1/15/20
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ARCHITECTURAL 1 of 1



Engineering Division
2545 North Sweetwater Road
Eagle Mountain City, Utah 84005
(801) 789-6671

Thursday, January 23, 2020

Steve Mumford
Community Development Director
Eagle Mountain City
Eagle Mountain, UT 84005

SUBJECT: Marketplace at Eagle Mountain- Traffic Impact Study

Dear Mr. Mumford:

I understand that the Marketplace at Eagle Mountain is submitting an application with the City for the development of the property on the northwest corner of Pony Express Parkway and Eagle Mountain Boulevard. Both of these roads are classified as arterials and are each designed to be 5 lane roads. The City commissioned Horrocks Engineers to perform a Traffic Demand Model update in 2019 to measure existing traffic counts, to generate future additional demands on traffic, and to use that information to make a recommendation on a time schedule for improvements to be made to the roadway to accommodate that growth.

The intent of a traffic impact study is to determine what additional traffic a project will place on the existing system, and to make recommendations for mitigation of those affects. With this study having been completed in the recent past by the City, I don't believe an additional traffic impact study completed by Marketplace would be able to provide any additional information that the City is not already aware of. It is therefore my recommendation to not require this development to provide a Traffic Impact Study. Please feel free to reach out to me with any comments, questions, or concerns. Thank you.

Sincerely,

Christopher T. Trusty, P.E.
City Engineer
Eagle Mountain City

To: Chris Trusty, PE
From: Kevin Croshaw, PE
Date: March 04, 2019

Memorandum

Subject: Eagle Mountain Travel Demand Model Update

The following includes the analysis to update the existing and future Travel Demand Model (TDM) as well as provide construction phasing for Pony Express Parkway.

Updated Data Used for Analysis

Existing Count Data

Existing count data provided by Eagle Mountain City was used to update the Travel Demand Model (TDM). Previous count data collected by Horrocks Engineers during the previous three (3) years were also used in this analysis. All count data is shown in **Figure 1**.

School Count Data

Existing Schools

The data collection on Pony Express Parkway occurred outside of the school year. There are two schools located on this roadway that have an impact on daily traffic volume: Hidden Hollow Elementary School and Frontier Middle School. Using the existing school enrollment, an adjustment was included to existing counts on Pony Express Parkway, Eagle Mountain Boulevard, and Ranches Parkway to incorporate school traffic as shown in **Figure 2**.

Cedar Valley High School

The new Cedar Valley High School in Eagle Mountain is expected to open in the fall of 2019. The anticipated trip generation from previous studies for the high school was used and distributed throughout the Eagle Mountain roadway network. Enrollment and seasonal adjustments associated with the high school are included in the volumes shown in **Figure 2**.

MAG Travel Demand Model (TDM)

The MAG TDM was updated to include general plan and land use plan changes since the previous analysis was complete. The count data in **Figure 1** as well as the school adjustments in **Figure 2** were used to calibrate the model to match existing conditions. Once calibrated, the model can estimate future traffic volumes.



EAGLE MOUNTAIN

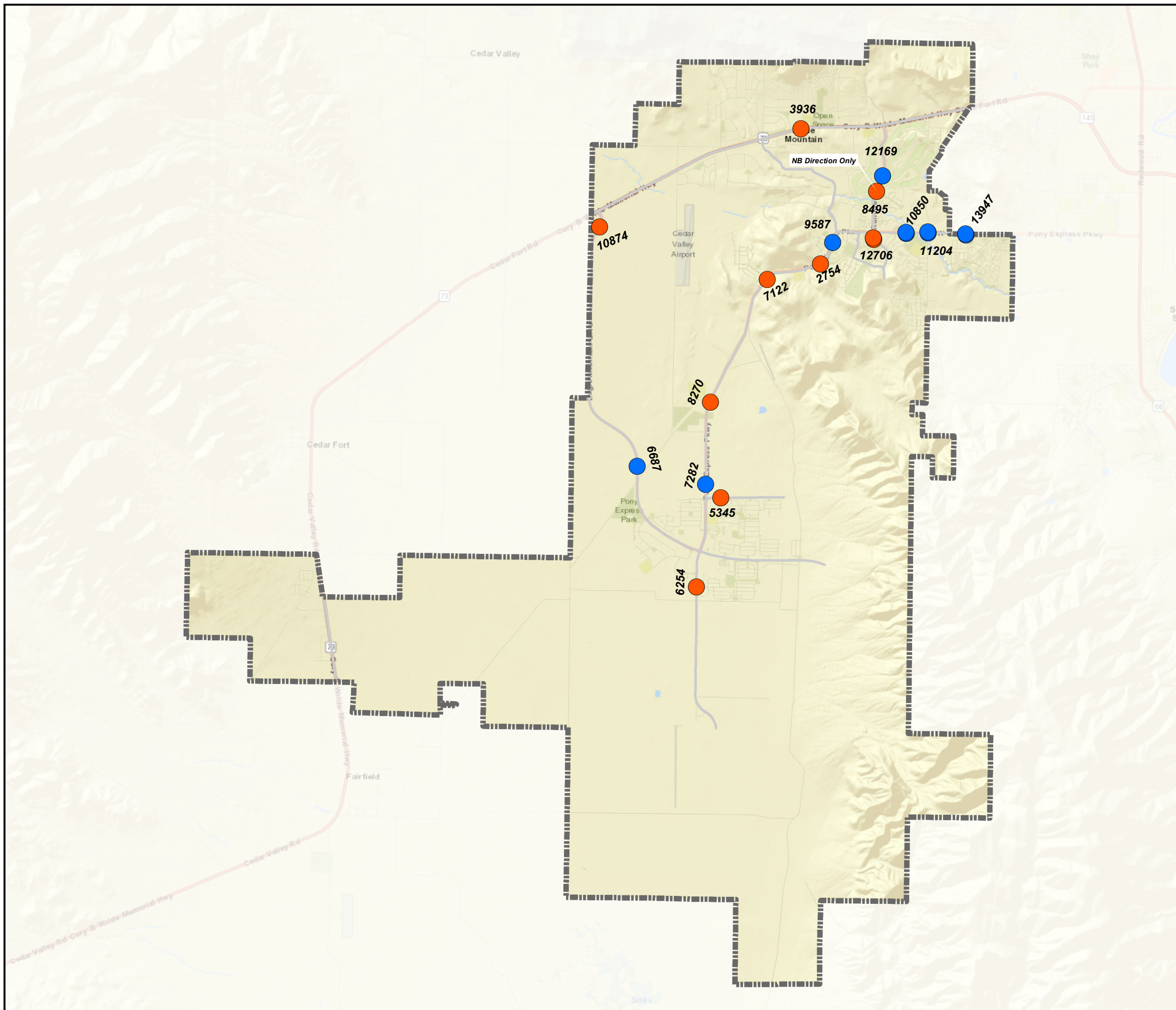
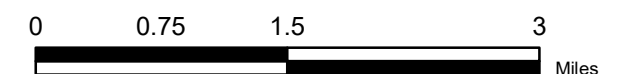
Eagle Mountain TDM Update

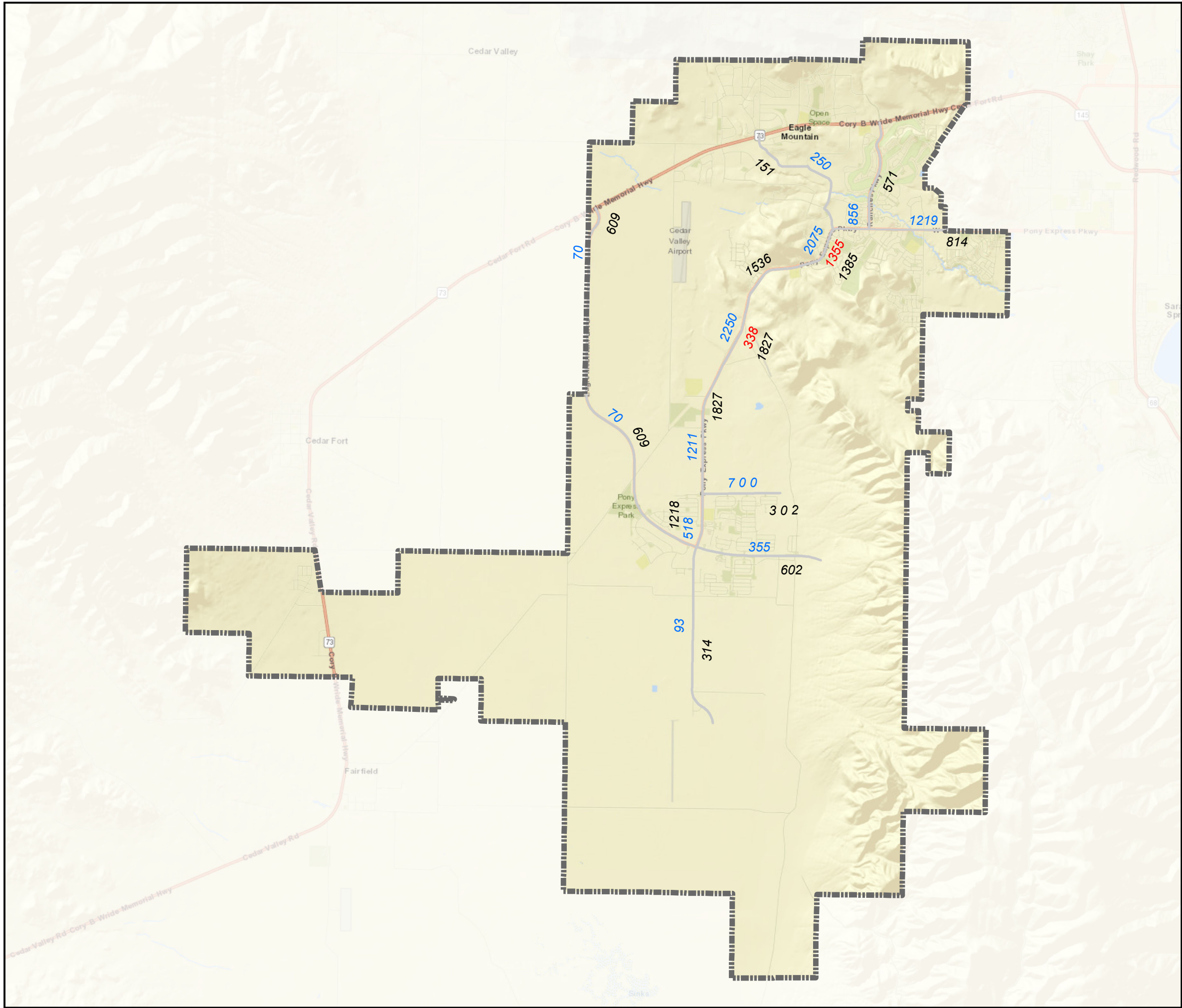
FIGURE 01: TRAFFIC
COUNT LOCATIONS

Legend

Count_Prov

-  Eagle Mountain
-  Horrocks Engineers
-  City Boundary





EAGLE MOUNTAIN

Eagle Mountain TDM Update

FIGURE 02: SCHOOL ADJUSTMENTS
FOR DAILY VOLUMES

Legend

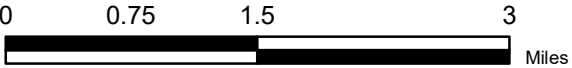
 City Boundary

School Volume

Hidden Hollow Elementary School

Frontier Middle School

Cedar Valley High School



Existing and Future Level of Service

Existing TDM Model

Roadway LOS is used as a planning tool to quantitatively represent the ability of a particular roadway to accommodate the travel demand. **Table 1** shows LOS traffic volume thresholds for each of the major roadways in the City. These values are based on principles from the Highway Capacity Manual (HCM) as well as regional experience. Roadway segment LOS can be mitigated with geometry improvements, additional lanes, two-way-left turn lanes, and access management.

Table 1: Eagle Mountain LOS Capacity Criteria in Vehicles per Day

Lanes	Arterial		Collector	
	LOS D	LOS E	LOS D	LOS E
2	10,000	11,500	9,000	10,500
3	11,500	13,000	10,000	11,500
4	25,000	29,000	19,000	22,500
5	26,500	30,500	NA	NA

A standard of LOS D for system streets (collectors and arterials) is used in Eagle Mountain and is typical for future planning. Attaining LOS C or better on these streets would be potentially cost prohibitive and may present societal impacts, such as the need for additional lanes and wider street cross-sections. LOS D suggests that for most times of the day, the roadways will be operating well below capacity. The peak times of the day will likely experience moderate congestion characterized by a higher vehicle density and slower than free flow speed.

Existing LOS

The LOS was calculated for each roadway according to the guidelines explained above and a LOS map is included in **Figure 3**. Based on our analysis of roadway network in and around Eagle Mountain there are three locations that are nearing an unacceptable LOS, and two segments that are already considered to be at an unacceptable LOS. The following list roadways that are either approaching capacity or above capacity and are visually shown in **Figure 2**:

Roadway Segments Above Capacity (LOS E or Worse):

- **Ranches Parkway:** Pony Express Pkwy to Porters Crossing Parkway

Roadway Segments Approaching Capacity (LOS D):

- **Pony Express Parkway:** Hidden Valley Parkway to Mid Valley Rd.
- **Eagle Mountain Blvd:** Cedar Fort Rd. to Pony Express Parkway

Mitigations to Existing Deficiencies

Although there are deficiencies in the existing network at Ranches Parkway south of Pony Express Parkway, future development shows the volumes will decline in the future and therefore,

no mitigations are recommended. If congestion persists in this location, mitigations from Peregrine Road to Pony Express Parkway will help alleviate congestion.

Future LOS

6-Year LOS

The TDM was used to project traffic volumes six (6) years into the future to 2024. This aligns with the end of Phase I of the current Transportation Master Plan (TMP). All projects timelines were included per Figure 38 of the current TMP and is included in this memo as **Figure 4**. The 6-year LOS is shown in **Figure 5**. The following project needs to be completed in a different phase as shown in **Figure 4**:

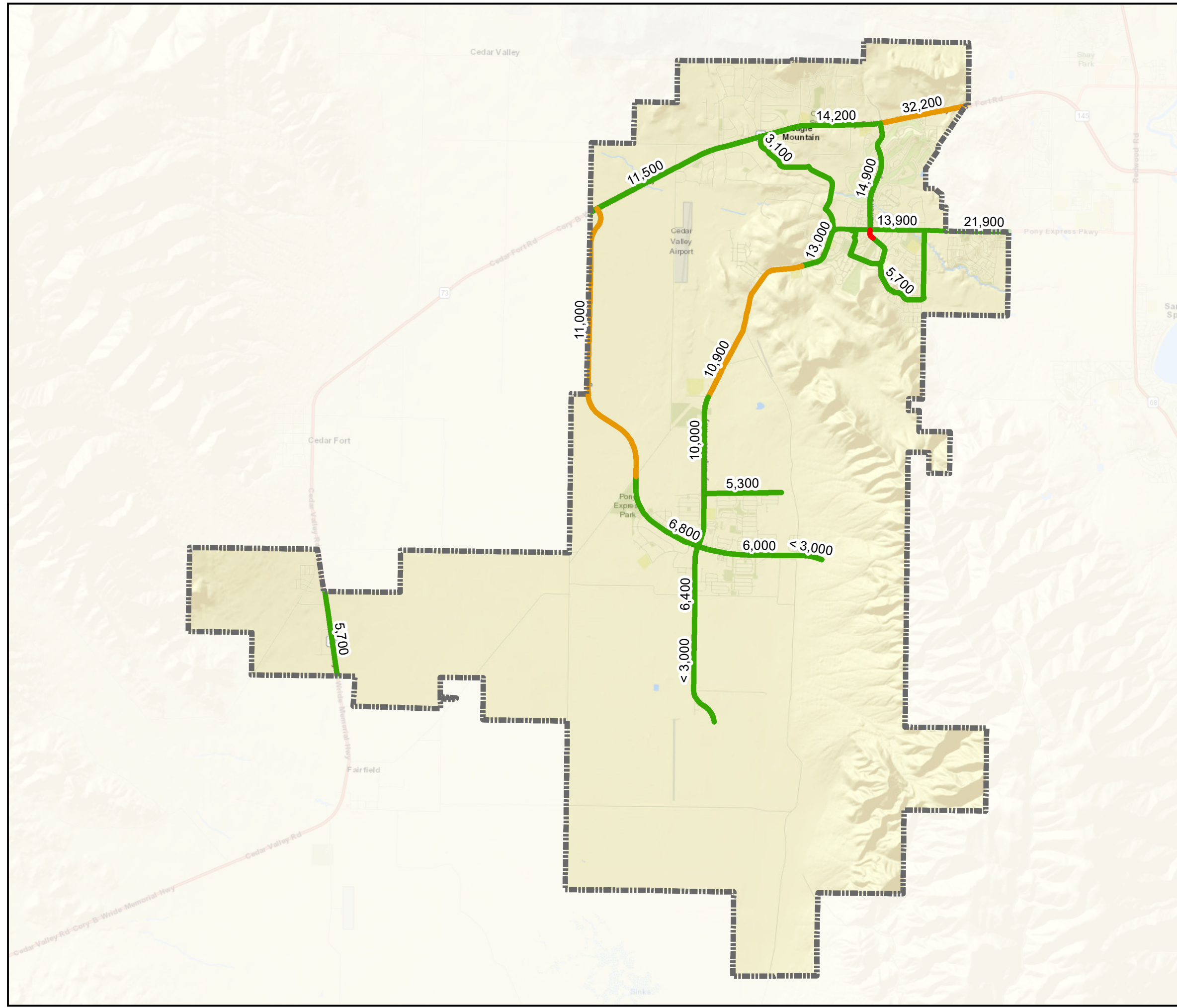
Pony Express Parkway: Project C3

Mid Valley Road to Bobby Wren Boulevard: Move from Phase 2 to Phase 1

Pony Express Parkway from Bobby Wren Boulevard to Eagle Mountain Boulevard
Remains in Phase 2.

2040 LOS

The TDM was used to project traffic volumes to 2040 which aligns with Phase 2 and Phase 3 of the current TMP. Other than Project C3 indicated in the 6-year analysis, all other projects fall within proper timelines as shown in **Figure 4**. The LOS for 2040 is shown in **Figure 6**.



EAGLE MOUNTAIN

Eagle Mountain TDM Update

FIGURE 03: EXISTING
LEVEL OF SERVICE

Legend

 City Boundary

Existing Level of Service

-  Acceptable (LOS C or Better)
-  Acceptable (LOS D)
-  Unacceptable (LOS E or Worse)

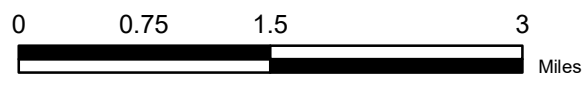
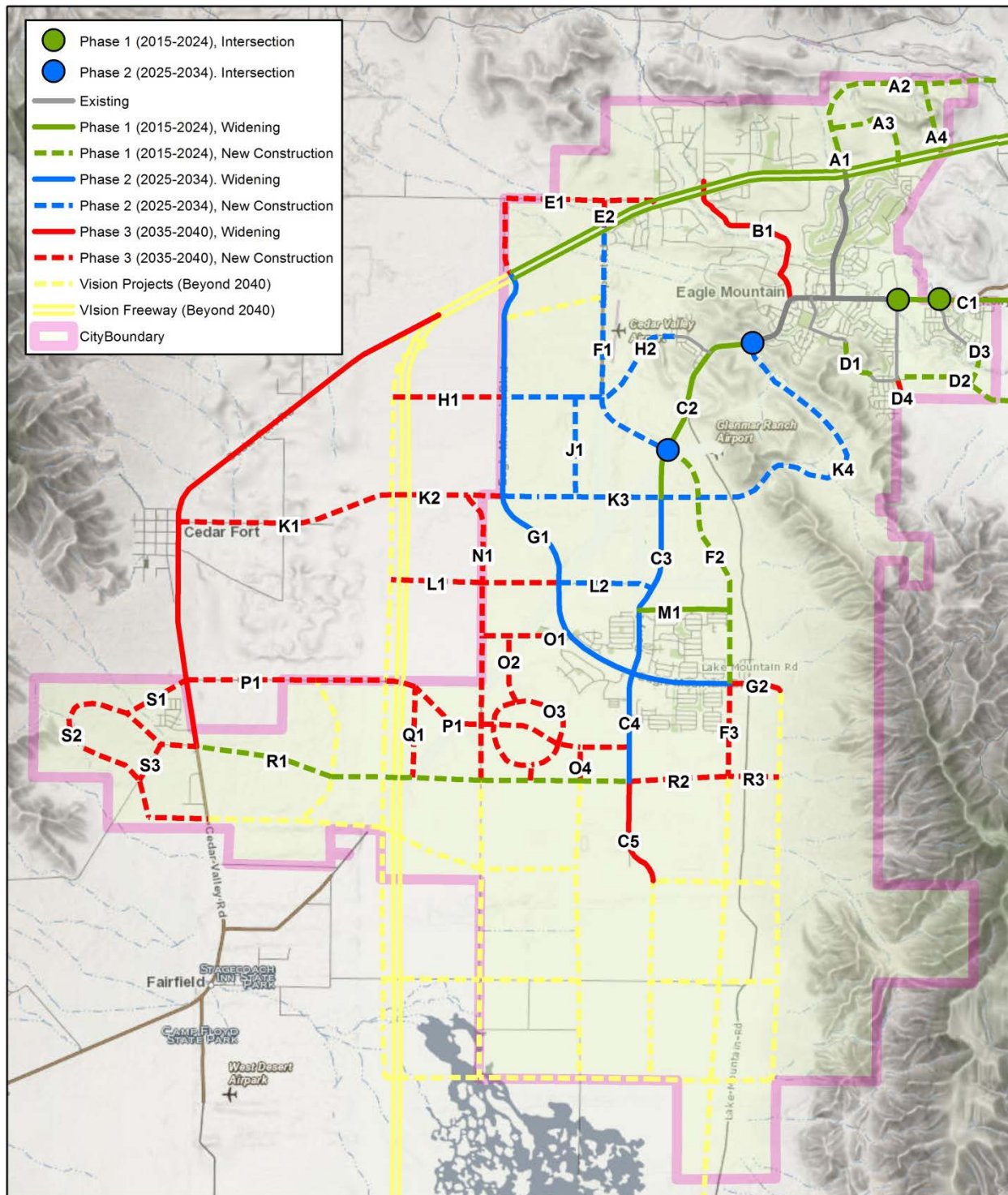


Figure 38 – Capitol Facilities Plan Phasing Map



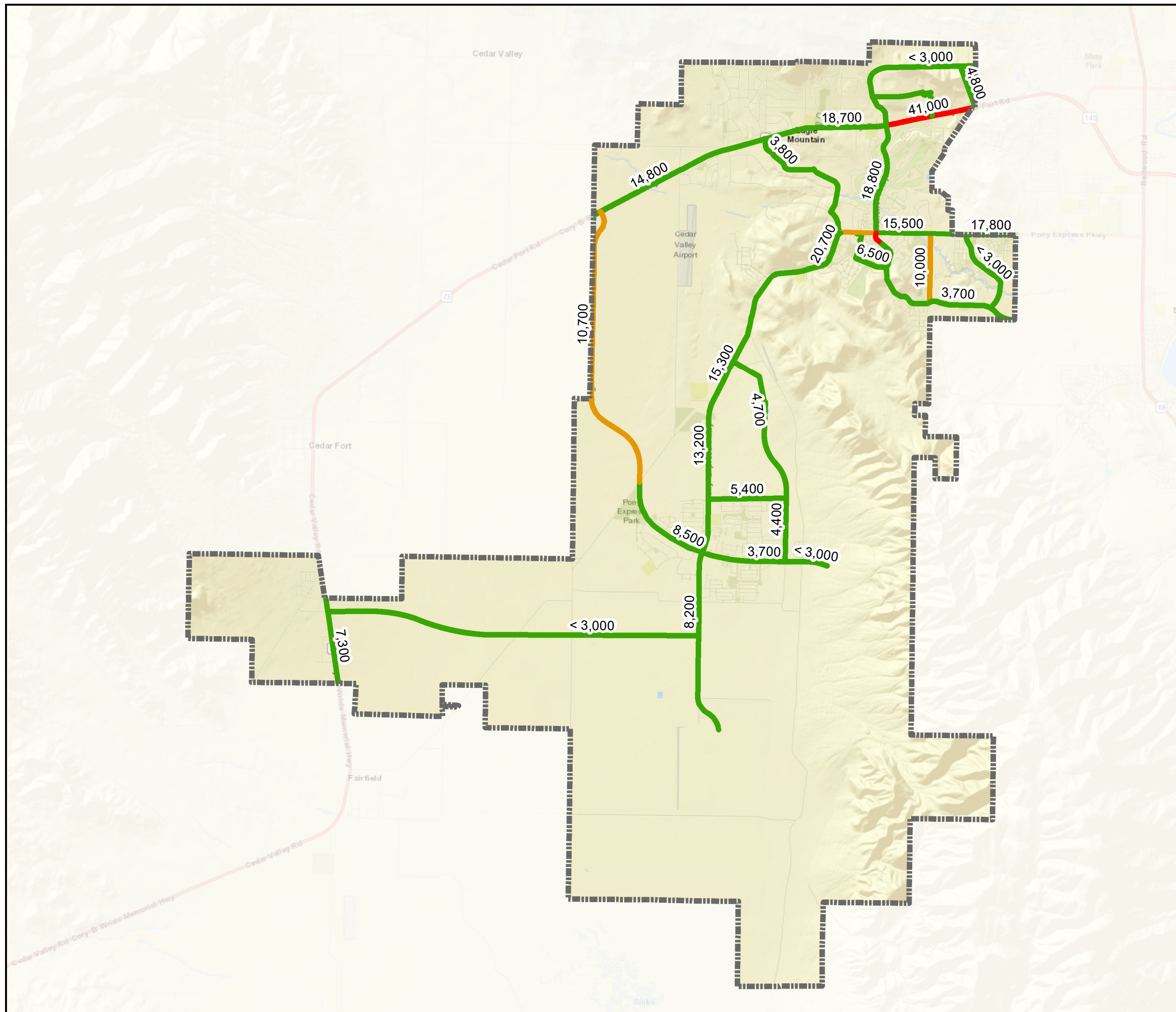
Source: InterPlan



EAGLE MOUNTAIN

Eagle Mountain TDM Update

FIGURE 05: SIX (6)
YEAR LOS

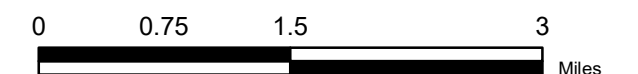


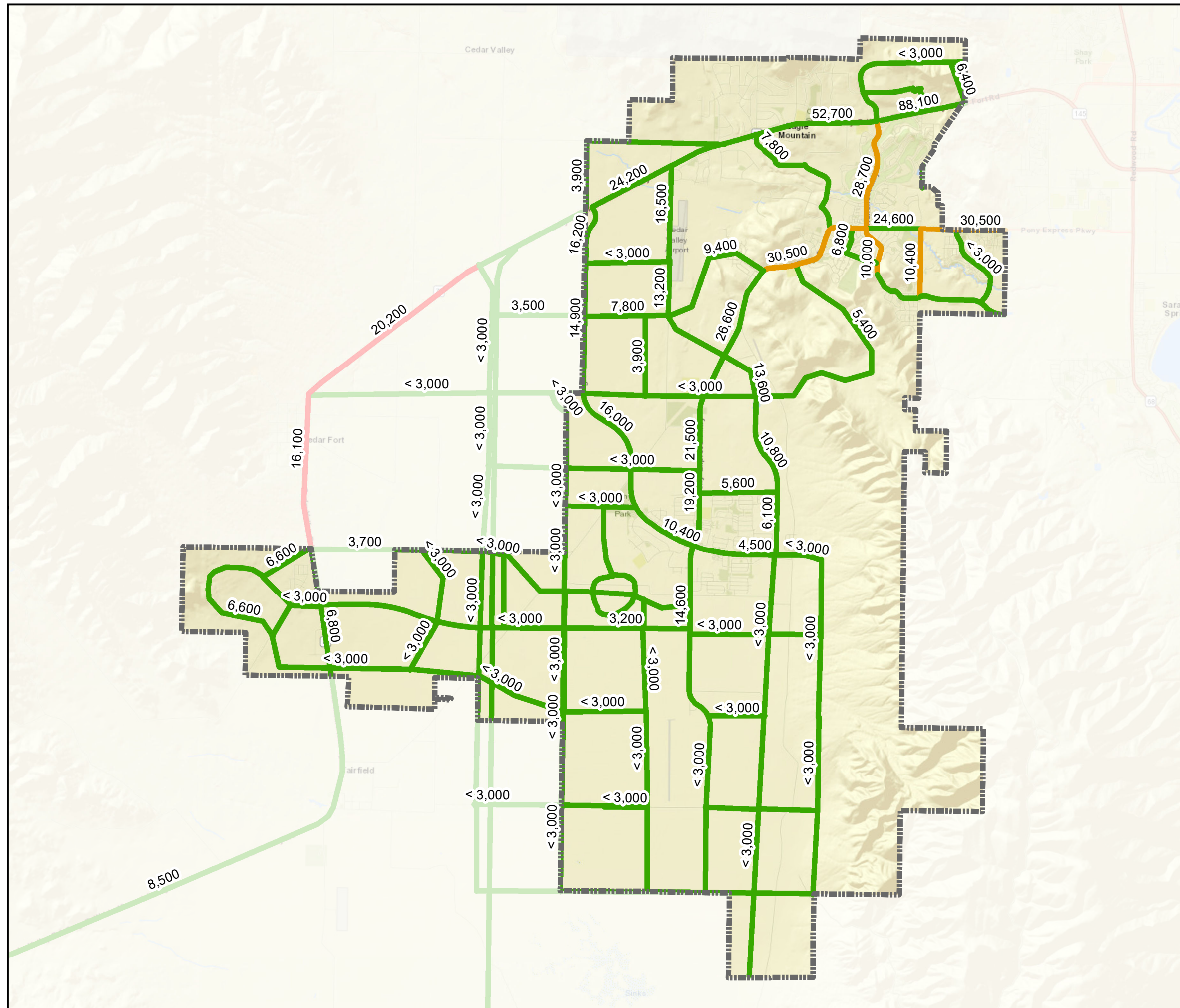
Legend

 City Boundary

2026 Level of Service

-  Acceptable (LOS C or Better)
-  Acceptable (LOS D)
-  Unacceptable (LOS E or Worse)

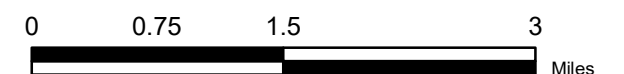
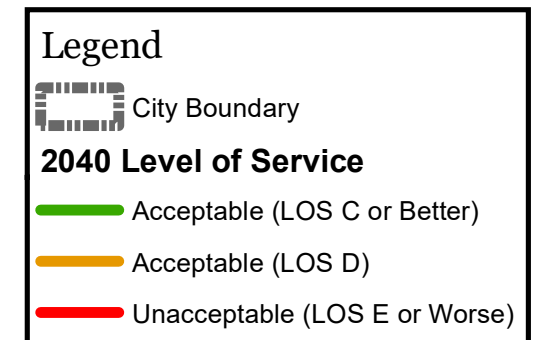




EAGLE
MOUNTAIN

Eagle Mountain TDM Update

FIGURE 06: 2040 LOS



Construction Phasing for Pony Express Parkway

Included in this scope of work, further investigation on Pony Express Parkway was completed to determine the best timeline for construction. The following shows the roadway segments analyzed:

1. Lake Mountain Road to Mid Valley Road
2. Mid Valley Road to Bobby Wren Boulevard
3. Bobby Wren Boulevard to Eagle Mountain Boulevard

A year to year growth was calculated based on the existing, 6-year and 2040 traffic volumes and is shown in **Table 2**. This annual growth has the assumption that growth will be uniform between 2019-2024 and 2025-2040.

Table 2: Annual Growth on Pony Express

Road Segment	Existing Volume (2018)	6-Year Volumes	2019-2024 Growth	2040 Volume	2025-2040 Growth
1	10,900	19,500	1,440	30,500	1,840
2	10,000	15,300	890	23,200	1,320
3	8,000	9,600	270	19,200	1,600

To determine the estimated construction timing, the year to year growth from **Table 2** was applied to the existing volumes and is shown in **Table 3**. The construction phasing is determined as the time when the ADT surpasses 13,000 vehicles per day (vpd). This timeframe is indicated in **Table 3** in red.

Table 3: Pony Express Construction Phasing

Road Segment	2019 – 2021 ADT	2022 – 2024 ADT	2025 – 2028 ADT
1	10,340 – 15,220	16,660 – 19,540	21,380 – 26,900
2	10,890 – 12,670	13,560 – 15,340	16,660 – 20,620
3	8,270 – 8,810	9,080 – 9,620	11,220 – 16,020

Based on the results from the analysis, the following is our recommended construction phasing on Pony Express Parkway and is represented in **Figure 7**:

- 2019 – 2021: Lake Mountain Road to Mid Valley Road
- 2022 – 2024: Mid Valley Road to Bobby Wren
- 2025 – 2028: Bobby Wren to Eagle Mountain Blvd.

Figure 7: Pony Express Construction Phasing



January 22, 2020

Steve Mumford
Eagle Mountain City
Community Development Director
Via email: smumford@emcity.org

RE: Request for delayed submittal items
Master site plan application
Marketplace at Eagle Mountain Town Center

Steve,

We would like to have the following items reviewed and approved at the site plan approval stage for each individual parcel within the Marketplace at Eagle Mountain Town Center project and subdivision. Each parcel will submit a site plan for development and the items below will be submitted for review and approval with the site plan approval.

1. Landscaping plans
2. Grading/Drainage/Erosion plans
3. Lighting plans

We can make a note on the final subdivision plat if required, or include the requirement within our final development agreement if that route is desired.

Thanks for your all your work in helping us process this project!



Bill Gaskill
Amsource / Corner Partners



EAGLE MOUNTAIN PLANNING COMMISSION MEETING MINUTES

January 28, 2020, 5:30 p.m.
Eagle Mountain City Council Chambers
1650 East Stagecoach Run, Eagle Mountain, Utah 84005

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

COMMISSION MEMBERS PRESENT: Matthew Everett, Christopher Pengra, Erin Wells, Rich Wood, and Brett Wright.

ELECTED OFFICIALS PRESENT: Mayor Tom Westmoreland, City Councilmembers Melissa Clark and Carolyn Love

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

Commissioner Wood called the meeting to order at 5:32 p.m.

1. Discussion Items

1.A. Utah State Code – Municipal Land Use Development and Management Act – Training

1.B. Eagle Mountain Municipal Code – Subdivisions and Zoning – Training

Commissioner Wood provided training regarding the Utah State Municipal Land Use Development and Management Act. He explained the roles of the Planning Commissioners based on Utah State Code and City Municipal Code, as well as requirements of the Commissioners.

1.C. Eagle Mountain Municipal Code – Concept Plans – Training

Commissioner Wood stated the City Council requested the Commission review the concept plan review process. He suggested the Municipal Code be updated to require Planning Commission and City Council review of concept plans.

Commissioner Wright asked when a concept plan would be presented to the City Council and not the Planning Commission.

Community Development Director Steve Mumford explained that generally, concept plans are optional. Concept plans are only required for projects with a master development plan requirement, which include projects over 160 acres. He stated a concept plan may be presented to the City Council and not the Planning Commission if the Council has been in discussions with an applicant regarding a master development agreement or plan.

Commissioner Wood expressed concern that review of concept plans could waste the time of applicants or the City Council or Planning Commission when the concept plan does not meet Municipal Code. Mr. Mumford explained City staff informs developers of City requirements, but not all applicants comply with the requirements. If an applicant applies for a concept plan and the plan does not comply with Municipal Code, the applicant still has the right to present to the Planning Commission and/or City Council.

Commissioner Pengra recommended the Planning Commission review concept plans based solely on Municipal Code, not on opinion; this offers concise guidance to applicants. Commissioner Wells agreed.

Commissioner Everett stated he prefers that concept plans be presented to the Planning Commission to offer feedback to applicants prior to final projects being presented to the Commission or City Council.

Commissioner Wood requested this item be placed on a future agenda.

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

Commissioner Wood called the meeting to order at 6:05 p.m.

2. Pledge of Allegiance

Commissioner Wood led the Pledge of Allegiance and introduced newly appointed Commissioners Erin Wells and Christopher Pengra.

3. Declaration of Conflicts of Interest

None.

4. Approval of Meeting Minutes

4.A. January 14, 2020 Minutes

MOTION: *Commissioner Everett moved to approve the January 14, 2020 Planning Commission minutes. Commissioner Wright seconded the motion. Those voting aye: Matthew Everett, Brett Wright, Rich Wood, Christopher Pengra, and Erin Wells. The motion passed with a unanimous vote.*

5. Status Report

Commissioner Wood asked the Commissioners if they would prefer an emailed status report versus a presentation during Planning Commission meetings.

Commissioner Wright stated an emailed report is adequate. Commissioner Everett agreed and said Commissioners can request additional information during the meeting status report.

Commissioners Pengra and Wells agreed, and Commissioner Pengra requested the status report be included during work sessions.

6. Action and Advisory Items

6.A. Marketplace at Eagle Mountain Town Center Master Site Plan and Preliminary Plat – Public Hearing

Mr. Mumford stated the commercial project is approximately 39 acres and is located northwest of the intersection of Eagle Mountain Boulevard and Pony Express Parkway. The project includes a grocery store, retail and office pad sites, and five acres of future commercial area. The applicant's plans included potential future residential development to the north of the proposed site plan; however, the residential development is not part of the item under consideration. The master site plan can serve as a preliminary plat, as allowed in Municipal Code.

Discussion ensued regarding minor changes to approved master site plans and possible notification to the Planning Commission when changes are made.

Commissioner Pengra stated requirement of notification to the Commissioners of every change places undue burden on staff.

Commissioner Wood expressed concern regarding projects obtaining additional rights that were not included with the original approvals.

Commissioners Wells and Wright agreed with Commissioner Pengra regarding allowing City staff to approve minor changes without Planning Commission notification.

Mr. Mumford presented the site plan and a potential phasing plan. He explained the phasing plan may change, based on market conditions.

Commissioner Wood asked if a traffic signal will be required for the increased traffic. Mr. Mumford said the City's traffic demand model determined that Eagle Mountain Boulevard will need to be widened between 2025 to 2028; traffic signals were not included in the model. The City Engineer did not require a traffic study for this project.

Commissioner Wood expressed concern regarding increased traffic without the installation of a traffic signal.

Applicant representative Bill Gaskill explained their intent to begin phase one this year, which includes the pads along Pony Express Parkway. Construction for the anchor grocery store is scheduled to commence March 2021 with a November 2021 store opening. Completion of the full project is expected in five years.

Mr. Gaskill discussed the projected timeline for each phase of the project and how the final design of the anchor grocery store will impact the appearance of the other buildings. The grocery store could move from phase two to phase three, should other businesses desire construction before the completion of the anchor store.

Mr. Gaskill expressed desire to use colors, materials, and elevations not included in City guidelines but stated his willingness to alter the design to meet City specifications. Mr. Gaskill proposed a sixteen-foot LED sign due to retailers' desire for taller signage. Municipal Code allows for signs up to ten feet tall.

Discussion ensued regarding City requirements for signage and structures. Commissioner Wood informed the applicant the Planning Commission will enforce Municipal Code as written and that exemptions should be brought before the City Council.

Mr. Gaskill proposed addressing a traffic study with the grocery store's permitting process. The traffic study from three years ago did not include a grocery store in the commercial development and a new study may be needed. The applicant agreed to align the parking lot entrances with those across Eagle Mountain Boulevard.

Although the preliminary plat excluded the residential area, Mr. Gaskill requested Commission feedback concerning rezoning lot 1A to residential for a combination of single-family units on the north and multifamily units adjacent to the commercial area.

Commissioner Wood suggested the applicant find approved commercial uses for the space, due to the number of existing and approved multi-family housing projects, potential public concern, and probable difficulties in obtaining Council approval,

Mr. Gaskill expressed difficulty in finding commercial purchasers for the space and fear of losing the anchor store should lot 1A retain commercial zoning. Commissioner Wood maintained the desire for business growth in the City and the expectation of sufficient citizen patronization.

Commissioner Pengra supported the need for high-density, affordable housing and financial diversity in the community. He expressed the need for more information before the Commission could make a decision regarding the residential development.

Commissioner Wood informed Mr. Gaskill of recent Municipal Code changes that make rezoning more difficult. Commissioner Wright agreed that new density standards would increase the difficulty of rezoning and advised the applicant to review the changes to Code.

Commissioner Wood opened the public hearing at 7:09 p.m.

Jared Johnson advocated for the need for more multifamily housing in the area, stating a lack of options artificially inflates pricing, and enquired why the City would deny high-density permits.

Jay Horracks stated his desire for the area to remain commercial, believing high-density housing would increase traffic in the area and increase hazards similar to those he has experienced due to the Facebook project construction.

Bruno Hunsaker expressed concern regarding population increase outpacing the implementation of sufficient infrastructure to match traffic demands.

Jonathan Sensky expressed a desire to maintain current City design regulations to retain a rustic, rural aesthetic during inevitable expansion and growth. He stated his concerns regarding educating the public on the proper use of roundabouts, and the need for better lit parking lots in congruence with the dark sky ordinance.

Commissioner Wood closed the public hearing at 7:17 p.m.

Commissioner Everett addressed the concern over the dark sky ordinance. Terms of compliance for lighting should be included in the site plans brought before the City Council and Commission. However, infractions, both private and public, exist in the City to which he has personally raised concerns. The City and State share responsibility for and work together to achieve road implementation. He sympathized with the need for high-density housing and said the location of and the number of previously approved, but unbuilt, multifamily housing projects influence the type of plans the City will approve.

Mr. Mumford shared instances where the City completed projects ahead of the timetable set forth by traffic demand models due to need and plans for expansion. He explained the process of requesting additional funding through Mountainland Association of Governments and the funding cycle constraints limiting the pace of expansion. He suggested further discussion with the applicant about allotting funds for infrastructure expansion, once the residential development is under review.

Commissioner Wright proclaimed Eagle Mountain as one of the highest providers of affordable housing for Utah residents and stated statistically, as of March of 2019, high-density units constituted 14% of City-wide housing. City growth should encompass an array of housing options with an emphasis on mid-range, single family 1/5- to-1/3-acre lots. The City strives to reduce light pollution and to invite commercial development to provide the tax base necessary for infrastructure improvements.

Commissioner Pengra stated the perception of the City as encumbered with high-density housing is a misperception; many areas along the Wasatch Front offer a high number of multifamily residences. He supported approving more affordable, high-density units within appropriate areas in the City to help provide patronage of local businesses. He reiterated the fact that the Commission does not have sufficient data to make an informed decision on the possible residential development noted on the Marketplace plans.

Commissioner Wood concurred with the priority of prescriptive demographic planning for both infrastructure function and harmonious City-wide design aesthetics that benefit the community.

The Commissions' decisions must include consideration of pre-approved projects, anticipation of future requests, and expectation of the timetable for completion of vested rights.

Commissioner Everett indicated support of and excitement for the construction of the grocery store, as an asset to the City to help attract other businesses. He stated there will be inevitable alterations of the proposal and informed the applicant of the City's denial of Ridley's Family Market's request for a sign that did not comply with Municipal Code.

Commissioner Wright requested alterations to include continuity in the landscape plan among the lots and for site F to comply with Municipal code.

MOTION: *Commissioner Pengra moved to recommend approval to the City Council of the Marketplace at Eagle Mountain Town Center master site plan and preliminary plat with the following conditions:*

- 1. A development agreement shall be prepared to be approved by the City Council, detailing the improvement and timing of the rights-of-way improvements (asphalt, curb and gutter, trail, landscaping, turn lanes, streetlights, etc.), the project trails and landscaping, and the fencing behind the commercial areas;*
- 2. Applicant shall submit a landscaping plan for staff approval for the rights-of-way along Eagle Mountain Boulevard, Pony Express Parkway, and the trail area between this project and Autumn Ridge subdivision;*
- 3. The building elevation shall be revised to comply with EMMC 17.72.040(C), (D), and (E), by adding additional architectural detailing and including additional horizontal articulation/modulation;*
- 4. Applicants shall submit grading/drainage/erosion plans and lighting plans with each site plan application;*
- 5. The combined monument sign shall be brought into compliance with approved standards set forth in EMMC 17.80.070(A);*
- 6. As much as possible, buildings shall be located at or near the minimum front setback line, with pedestrian access leading to the primary entrance and landscaping between the building and the street; and*
- 7. The Eagle Mountain Boulevard ingress/egress between pads G and H shall be moved to align with the access points on the south side of Eagle Mountain Boulevard.*

Commissioner Wright seconded the motion. Those voting aye: Matthew Everett, Brett Wright, Rich Wood, Christopher Pengra, and Erin Wells. The motion passed with a unanimous vote.

6.B. SilverLake South 21 & 24 Site Plan – Public Hearing

Planning Manager Michael Hadley presented an overview of the project and stated the City Council approved the preliminary plat on October 1, 2019. SilverLake Plat 21 consists of a total

- of 59 units: 27 single-family lots and 32 townhome units. Plat 24 consists of a total of 72 units: 39 single-family lots and 33 townhome units.
- Commissioner Wells inquired about the location of guest parking and expressed safety concerns regarding the proximity of the playground to the fire pits. Mr. Tatton agreed to reconsider the layout.

Commissioner Everett stated, for the record, concern the front-loading garages failed to meet Municipal Code requirements and verified back fencing of the lots.

Commissioner Wood requested an increase in articulation in architecture through variance in elevations, materials, and/or colors on the front and rear façades, to add distinction and division among the individual units. The applicant agreed to explore potential revisions to the colors and materials.

Commissioner Wood opened the public hearing at 7:59 p.m. As there were no comments, he closed the hearing.

Commissioner Everett reiterated concern regarding front-facing garages dominating the front of the units which fails to comply with Municipal Code. Discussion among the Commission ensued. Commissioner Everett indicated an increase in architectural movement may rectify the issue. The number of existing high-density units in SilverLake with similar designs compounded his apprehension with approving the project.

Commissioner Wood proposed discussing the Municipal Code requirements for garages on multifamily homes during the next work session. Commissioner Everett indicated his desire to enforce the Code as written.

Commissioner Pengra noted the difficulty in making the garage a non-dominant feature due to the ratio between the widths of the garages and the individual units. He stated his support of the current design as more aesthetically appealing than other units and felt the proposed changes would increase costs without improving the overall aesthetics of the units.

Commissioner Wood supported the desire for an increase in distinction between the units and expressed concern over the 20-foot length of the driveways. Municipal Code requires 22 feet for single-family residences but allows shorter lengths for multifamily units.

Commissioner Wells stated unease over the distance between the guest parking and the homes, fearing people will park along the street which will create issues for snowplows.

Commissioner Wright questioned the applicant about an ADA-compliant parking stall. Mr. Tatton indicated an appropriate location to add ADA parking.

Commissioner Wright asked Mr. Mumford for the ratio of approved high-density homes to single-family homes in the area. Code allows for a maximum of 20%. Mr. Mumford indicated the need to research and compile the numbers.

MOTION: *Commissioner Pengra moved to recommend approval to the City Council of the SilverLake South 21 & 24 site plan with the following conditions:*

- 1. Applicant shall pay a landscape cash escrow to the City of \$2,810.40 per lot/unit at plat recording;*
- 2. The fencing along Golden Eagle Road shall match the collector road fencing approved for the SilverLake South area;*
- 3. The rear elevation shall be changed to include more architectural articulation, and the material and color shall be changed to be more in line with the current multifamily design standards;*
- 4. The firepit shall be moved away from any structures; and*
- 5. An ADA-compliant parking stall shall be included;*

Commissioner Wells seconded the motion. Those voting aye: Christopher Pengra, Erin Wells, Rich Wood, and Brett Wright. Those voting nay: Matthew Everett. The motion passed with a vote of 4:1.

6.C. Holiday Oil Sunset Drive Conditional Use Permit – Public Hearing

Mr. Hadley stated the Planning Commission reviewed the preliminary plat and site plan for the Holiday Oil on Sunset Drive on December 10, 2019. The Planning Commission recommended approval with conditions requiring the submission of a conditional use permit application prior to City Council review of the site plan and preliminary plat, the applicant meeting with the Utah County Sheriff's Office to determine a plan to resolve traffic and safety concerns, and working with Blackridge Elementary to finance a fence on the south border of the school property.

Applicant John Linton with Holiday Oil stated he had scheduled a meeting with Heather Jensen, principal of Blackridge Elementary School, for Friday, January 10 to discuss the school district's fence preferences and stated a willingness to assist with the financing and construction of the fence. He had not yet met with the Sheriff, but will schedule a meeting; the applicant stated he has generated a traffic report.

Commissioner Wells questioned the applicant about the proposed location of the fence. Mr. Linton indicated a potential area for the fence but stated his intent to consult with the school district before finalizing the plan.

Commissioner Wells asked the applicant if he intended to purchase more land to the west of the project. Mr. Linton responded they are still in discussions with the landowner. They do not have any specific plans but may purchase the land and bank it to allow for future expansion.

Commissioner Wells asked if the applicant would consider additional entrances to the property. He agreed to consider additional connectivity.

Commissioner Wells verified the proposed exit would only permit right-hand turns onto Sunset Drive.

Commissioner Wood opened the public hearing 8:31 p.m. As there were no comments, he closed the hearing.

The Commission discussed the current and potential increase of parking issues due to the return of moving vehicles to Sunset Storage, north of the project.

Commissioner Pengra mentioned issues with a previous gas station failing to install lights built to Code then retroactively devising inadequate solutions to address complaints. He expressed the desire to enforce the installation of dark sky ordinance-compliant lights during construction.

MOTION: *Commissioner Everett moved to approve the Holiday Oil Sunset Drive conditional use permit with the following condition:*

1. The applicant shall be in full compliance with the dark sky ordinance upon construction.

Commissioner Wright seconded the motion. Those voting aye: Matthew Everett, Brett Wright, Rich Wood, Christopher Pengra, and Erin Wells. The motion passed with a unanimous vote.

6.D. JJ Ranches Preliminary Plat – Public Hearing

City Planner Jessa Porter presented the preliminary plat for JJ Ranches. The applicant requested to divide a 13-acre lot in the Pole Canyon area to construct single-family residences on two five-acre parcels, retaining the remaining three acres for farming.

The Commission discussed and clarified the designations of the plat. The lot falls under the Pole Canyon Master Development Plan as mixed-use residential and allows for up to 5.5 units per acre; the property could be subdivided if supplied with the necessary infrastructure. A private lane provides access to the south side of the plat.

Mr. Mumford stated Municipal Code does not require public road access to a single-family residence. The private lane initially provided access to Strides Pediatric Therapy, which is located across from the plat in question. Due to the residential zoning of the surrounding area, staff indicated the division of the plat should not cause disunion issues with future development.

Applicant representative Kent Withers with McNeil Engineering indicated the intent for the paved lane to remain private and provide access for the surrounding areas and mentioned a plan for the creation of an easement for existing water and utility lines. No sewer access connects to the area, requiring septic system use.

Commissioner Wells questioned the applicant about the variance of lot size regarding future development in the area. The applicant has no knowledge of any current discussions of subdividing other lots. The family desires to separate these two lots for residential housing and maintain farming on the remaining portion of the land.

The Commission and staff discussed the Pole Canyon Master Development Agreement and density designations of the area.

Discussion ensued regarding septic tanks and potential future connections to City sewer. Mr. Mumford explained when connections to City sewer are required and stated a note on the recorded plat will inform property owners of the requirement of connecting to City sewer lines at the owners' expense, if the lines come within the distance requiring the connection.

Commissioner Wood opened the public hearing at 9:01 p.m.

Bruno Hunsaker stated his desire for the area to only contain larger lots and expressed frustration with paying for sewer services even though his home does not connect to the City line. He voiced concern with allowing construction in the area, due to past flooding and suggested the need for drainage improvements.

Commissioner Wood closed the public hearing at 9:04 p.m.

Commissioner Wright responded to Mr. Hunsaker's frustrations with the assurance of the City's efforts to expand sewer line availability.

MOTION: *Commissioner Pengra moved to recommend approval to the City Council of the JJ Ranches preliminary plat. Commissioner Everett seconded the motion. Those voting aye: Matthew Everett, Brett Wright, Rich Wood, Christopher Pengra, and Erin Wells. The motion passed with a unanimous vote.*

Commissioner Wood called for a recess at 9:05 p.m., and reconvened the meeting at 9:10 p.m.

6.E. City Sign Rezone – Public Hearing

Mr. Hadley presented an overview of the project: a digital, welcome/information sign near the eastern entrance to the City along Wride Memorial Highway. The sign location must be approved by UDOT, as it will be placed along a State road. UDOT requirements limit sign erection to commercial or industrial zones. The owners of The Ranches Golf course have identified a location for the sign and agreed to allow the City an easement on their property. This application requests a rezoning to commercial of the proposed location.

Mr. Mumford explained UDOT may deny the application because State guidelines prohibit rezoning expressly for signage. The Ranches Master Development Plan designates the parcel as Golf Course Open Space and carries a deed-restriction by the City to prevent commercial use of the site. Mr. Mumford suggested expanding the area to approximately twice the size to connect it to a larger commercial area.

Commissioner Wood suggested tabling the item until Mr. Mumford acquires approval from The Ranches Golf Course of the additional land to be rezoned.

Mr. Mumford advised the Commissioners to approve the motion and allow him to consult with the City Attorney.

Commissioner Wood opened the public hearing 9:18 p.m. As there were no comments, he closed the hearing.

Commissioner Wood expressed desire to not move forward on the rezone without the precise conditions in place.

Mr. Mumford suggested the Commission recommend approval to the City Council with a condition to extend the property to the west.

Discussion ensued among the Commission and Mr. Mumford regarding how to best express their recommendations to the City Council while adhering to UDOT regulations.

Commissioner Pengra expressed concern over a lack of a legal description of the property to be rezoned. Commissioner Wright supported tabling the request.

Commissioner Pengra stated his preference to maintain transparency by retaining the inclusion of signage as the purpose for the rezoning request.

MOTION: *Commissioner Wright moved to table the City sign rezone until the February 11, 2020 Planning Commission meeting, and requested staff provide a legal description and define the exact area to be rezoned. Commissioner Wood seconded the motion. Those voting aye: Matthew Everett, Brett Wright, Rich Wood, Christopher Pengra, and Erin Wells. The motion passed with a unanimous vote.*

6.F. Amendment to the 2020 Planning Commission Meeting Schedule

The proposed amendment changes the start time of the Planning Commission policy session from 6:00 p.m. to 6:30 p.m., allowing for an hour-long work session from 5:30 p.m. to 6:30 p.m.

Commissioner Wells suggested the inclusion of the ability to amend meeting start times, in accordance with workload requirements. She stated it is not likely that all work sessions will contain enough items to require an entire hour.

Commissioner Wood stated his intent of always including sufficient material to require a full hour.

Commissioner Pengra said, due to public attendance of the policy session, both meetings should adhere to set start times.

MOTION: *Commissioner Everett moved to approve the amended 2020 Planning Commission meeting schedule. Commissioner Wood seconded the motion. Those voting aye: Matthew Everett, Brett Wright, Rich Wood, Christopher Pengra, and Erin Wells. The motion passed with a unanimous vote.*

6.G. Amendment to the Eagle Mountain City Planning Commission Rules of Order and Procedure

The amendment includes changes that relate to duties of the Planning Commission Chair, meeting agendas, and conflicts of interest. The amended document includes corrections to Municipal Code references.

The proposed addition to Title I Section C, Duties of the Chair, states the Chair will authenticate by signature, when necessary, or when directed by the Commission, all of the acts, findings and orders, and proceedings of the Commission.

The proposed addition to Title III Section C, Agendas for Meetings, notes two members of the Planning Commission may request an item to be added to the agenda by sending a request by email or in writing to the Planning Director prior to the Wednesday before the next Planning Commission meeting. The amendment also references Eagle Mountain Municipal Code 17.05.190 Tables and notes the Planning Commission is an appeal authority.

The amendment to Title VII Section B, Conflict of Interest/Disqualification, adds section B.1.a: if a member is acting in the capacity of an applicant, the member will not sit at the dais and will not perform their duties as a Planning Commissioner, for that specific application. The Municipal Code references have also been corrected.

Discussion ensued regarding the timeline of the Commission Chair's signing of documentation and clarification of authentication procedures. The Commissioners discussed potential implementation of additional verification procedures to ensure agenda items sent for consideration to the City Council reflect the intentions of the Commission, as well as the logistical feasibility of such procedures. Commissioner Wood proposed to work with Mr. Mumford to verify agenda items sent to the Council contain correct information.

Discussion ensued regarding the specification of exclusions of Commissioners due to conflicts of interest and adherence to State and City Code.

Commissioner Wells expressed concern over the conflicting verbiage relating to conflicts of interest in Municipal Code and the Rules of Procedure. Municipal Code indicates a person with a conflict of interest "will normally" leave the meeting until the conclusion of the discussion of and vote on the agenda item, and the member may not exert influence outside of the meeting; however, the Rules of Order and Procedure states the member "shall" leave the room. The Commissioners agreed to change "shall" to "will normally" to better align with Municipal Code.

Mr. Mumford informed the Commission of a recommendation from the City Council to amend the document to specifically allow the Planning Director to add items to an agenda. Commissioner Wood stated the Municipal Code already allows for the Planning Director to make additions to agendas.

Commissioner Pengra expressed concern the Planning Commission Rules of Order and Procedure, in addition to other rules and regulations, creates procedural burden, redundancy, and potential confusion.

MOTION: *Commissioner Wood moved to approve the Planning Commission Rules of Order and Procedure, as noted in the presented document and discussed. Commissioner Wells seconded the motion. Those voting aye: Matthew Everett, Brett Wright, Rich Wood, Christopher Pengra, and Erin Wells. The motion passed with a unanimous vote.*

7. Discussion Items

None.

8. Next scheduled meeting

The next scheduled meeting is February 11, 2020.

9. Adjournment

MOTION: *Commissioner Pengra moved to adjourn the meeting at 10:17 p.m. Motion not seconded. Those voting aye: Matthew Everett, Brett Wright, Rich Wood, Christopher Pengra, and Erin Wells. The motion passed with a unanimous vote.*

Approved by the Planning Commission on February 11, 2020.


Steve Mumford, AICP
Community Development Director



EAGLE MOUNTAIN CITY COUNCIL MEETING MINUTES

February 18, 2020, 4:00 p.m.
Eagle Mountain City Council Chambers
1650 East Stagecoach Run, Eagle Mountain, Utah 84005

4:00 P.M. WORK SESSION — CITY COUNCIL CHAMBERS

ELECTED OFFICIALS PRESENT: Mayor Tom Westmoreland, Councilmembers Donna Burnham, Melissa Clark, Colby Curtis, Jared Gray, and Carolyn Love.

CITY STAFF PRESENT: Ifo Pili, City Administrator; Paul Jerome, Assistant City Administrator/Finance Director; Fionnuala Kofoed, City Recorder; Jeremy Cook, City Attorney; Elizabeth Fewkes, Recording Secretary; Steve Mumford, Community Development Director; Michael Hadley, Planning Manager; Chris Trusty, City Engineer; Linda Peterson, Communications Director; Aaron Sanborn, Economic Development Director; Mack Straw, Public Utilities Manager; Zac Hilton, Streets and Storm Drain Manager; Brad Hickman, Parks and Recreation Director; Ross Fowlks, Fire Chief; and Eric McDowell, Deputy Sheriff.

Mayor Westmoreland called the meeting to order at 4:03 p.m.

1. CITY ADMINISTRATOR INFORMATION ITEMS

1.A. DISCUSSION – Marketplace at Eagle Mountain Town Center

Community Development Director Steve Mumford presented background information regarding the Marketplace at Eagle Mountain Town Center to the City Council. The City Attorney determined that the project requires a rezone application. Mr. Mumford stated the applicant desires feedback from the City Council regarding the proposed sign height, building elevations, and rezoning a portion of the project to residential before submitting the rezone application.

Bill Gaskill, representing the owner Monte Vista Ranch, explained the Planning Commission recommended approval of the master site plan and preliminary plat on January 28. Mr. Gaskill requested feedback from the City Council regarding sign specifications and elevation requirements to facilitate his discussions and planning with potential business occupants, particularly for the anchor grocery store.

Mr. Gaskill proposed rezoning a section of the northern portion of the 36-acre property, adjacent to existing single-family homes, to Residential for 105 single-family units and 96 townhomes. Discussion ensued regarding the density of the proposed residential portion.

Councilmember Curtis expressed concern due to issues with past developments where residential units were completed, but the commercial property was not developed, as well as insufficient buffering between the residential and commercial areas. He said he was open to allowing residential if it were conditioned upon the completion of the commercial units. Discussion ensued regarding the specifications of Councilmember Curtis' suggestion.

Councilmember Love requested an extension of Raven Way to the south to route the increased traffic away from the surrounding neighborhoods and create a more direct turn to Eagle Mountain Boulevard.

Councilmember Clark said that locating residential units near the commercial could be a draw for buyers and supported Councilmember's Curtis' suggestion to condition the approval of the residential zone on the commercial construction as a compromise to meet both the City's and the developer's needs.

City Attorney Jeremy Cook stated the master development agreement could include verbiage to condition the residential construction upon the commercial development.

Mr. Gaskill expressed willingness to condition the approval of residential units upon construction of the anchor grocery store. In a previous project for another city, he was allowed to begin residential construction once he had a permit in place for the anchor store. He said the retention pond in the area would cause difficulties in extending Raven Way or installing a full-width road. He suggested incorporating a private road within the shopping center as an alternative solution to address traffic concerns. Discussion ensued regarding the potential specifications of a private road. Councilmember Curtis stated the need for an additional road for the traffic load increase due to the multifamily units.

Councilmember Burnham stated the residents of the Eagle Park subdivision travel through the Autumn Ridge neighborhood on Raven Way to reach Eagle Mountain Boulevard; residents of the proposed residential area would use the same route instead of a new road within the shopping center.

Discussion ensued regarding potential route options to prevent increasing traffic through the Autumn Ridge subdivision. Mr. Gaskill said he would consider the Council's suggestions and feedback to determine a solution to their traffic concerns.

Mr. Gaskill stated the northern commercial lot would be converted into office space, if he was unable to find a retail store for the location. He said the location makes it undesirable as a commercial space. Councilmember Curtis said that the roundabout at the entry to Eagle Park could increase the access making it viable as commercial property and would be a better use of the space due to the existing number of residential areas in the City.

Councilmember Love said filling lots A through K with businesses would be worth allowing a portion of the property to be rezoned to residential.

Mr. Gaskill presented proposed designs for exterior elevations to the Council. Councilmember Curtis stated the designs lacked all the elements necessary to meet Municipal Code.

Mr. Mumford stated the City would ensure an adequate wall would be constructed between the residential and commercial sections and presented the sign design options.

Mr. Gaskill explained the anchor grocery store is considering five different municipal locations and Eagle Mountain's Municipal Code height limit of ten feet is ten to twenty feet shorter than the other cities and below the grocer's desired sign height. He said a potential grocer is concerned about the visibility of a smaller sign and desires a 16-foot tall sign with two panels, which are 63-square feet in size, one stationary panel and one electronic panel. Municipal Code allows up to 100 square feet of panel area and prohibits electronic signs. Mr. Gaskill clarified the lights on the proposed signs are either haloed or backlit.

Mr. Mumford stated Ridley's Family Market was only permitted a ten-foot sign and expressed the opinion the allowed height provides inadequate signage for the other businesses in the shopping center and makes the City less competitive with cities that permit taller signs.

Councilmember Burnham proposed making sign size contingent upon the size of the business. Councilmember Curtis expressed concerns that electronic signs distract drivers and discouraged approving any exceptions. Councilmember Love stated the proposed signs would be appropriate due to the sign and building height ratios. Discussion ensued regarding sign height.

2. AGENDA REVIEW

9. AGREEMENTS

9.A. IT Services Agreement with Executech, LLC

Economic Development Director Aaron Sanborn explained to the Council that in 2018, Eagle Mountain City contracted with Executech for managed information technology services. As a part of the contract, Executech provides an on-site service technician for 45 hours per month (10.5 hours per week) for regular support. Additionally, Executech provides 24/7 monitoring of City network and systems, with the ability to provide additional support as needed. Staff has been impressed with the level of service and professionalism of all Executech staff and recommends continuing the contract. Starting in July 2020, the contracted hourly rate will increase from \$105 per hour to \$108 per hour. The agreement reflects the price change for a full year, but the City will not begin paying the full amount until July. The price change will be included in the Fiscal Year 2021 budget.

Mr. Sanborn said the City retains the ability to adjust the hours per week if not needed, or the City can bank unused hours. An additional benefit of contracting the work includes the guaranteed 24/7 coverage of technicians with varying specialties, which an individual, in-house technician would be unable to provide, at a lower cost than the salary and benefits for one full-time employee.

Councilmember Love requested the beginning and ending dates of the agreement. City Recorder Fionnuala Kofoed explained the original contract has expired. Mr. Sanborn stated the City initiated this three-year agreement for the City's benefit. Executech usually provides service on a month-to-month basis.

10. BID AWARDS

10.A. Eagle Mountain Digital Signs — YESCO

Councilmember Curtis asked if the sign complies with the dark sky ordinance. Communications Director Linda Peterson verified the architects integrated the dark sky ordinance requirements into the design of the dimmable sign.

Ms. Peterson explained that, due to complications with obtaining an easement from the Utah Department of Transportation, the City has a verbal agreement to relocate the sign to Direct Communications property.

Parks and Recreation Director Brad Hickman explained the bids for the project came in under budget, although there is a possibility of future change orders.

Mr. Cook verified the bid award may be approved with a condition to obtain the land easement from Direct Communications.

14. SITE PLANS

14.A. SilverLake South 21 & 24 – Site Plan

Councilmember Curtis expressed concern that the elevations proposed in the site plan do not comply with the SilverLake Master Development Agreement (MDA), as the design includes neither a rock accent on the bottom of the front pillars, nor an eighteen-inch masonry wrap-around to the sides from the front exterior.

Mr. Mumford explained the builder offers three options, some of which include the rock accents.

Applicant Bronson Tatton with Flagship Homes stated that when a homeowner selects either Hardie board siding or other masonry as an option, they include the required eighteen-inch wrap-around from the front to the side of the unit.

Councilmember Love expressed concern that many of the single-family homes in the previous plats do not include stone or brickwork on the exterior and asked if there was a price difference. Mr. Tatton stated the final design of the homes are what homeowners have chosen and explained the elevations submitted to the City included all options.

Councilmember Curtis expressed concern that homeowners were allowed options that did not comply with the MDA, and that the use of Hardie board siding fails to meet the “fundamentally consistent” requirement as stated in the MDA.

Mr. Mumford stated Hardie board is considered a masonry element in the MDA.

Mr. Tatton said due to Hardie board siding being considered a masonry product, the developer believed they were in compliance with the MDA. When the front exterior is primarily Hardie board siding, they allow the homeowner the option to use the single material, based on design trends and customer requests.

Mr. Mumford presented design option examples that include the stone and brick façade. Councilmember Curtis expressed concern approving the site plan with design renderings that do not include the required eighteen-inch wrap-around to the sides of the house or a stone or brick masonry element.

Councilmember Curtis asked why Phases 22 and 23 and the concurrent installation of the extension of Golden Eagle Road was not included in the site plan. He expressed concern regarding the timing of the completion of Golden Eagle Road.

Mr. Tatton explained the phasing is due to the location of utilities and said that Phases 21 and 24 include townhomes. He stated the preconstruction meeting for the completion of Golden Eagle Road was scheduled for the following morning; the delay is due to disputes with the City over the reimbursement agreement for the road installation.

Mr. Cook explained the City and Flagship Homes are still under negotiations for a reimbursement agreement for Golden Eagle Road and other roads.

Councilmember Love verified that the portions of Golden Eagle Road already under construction will provide access to the new elementary school in the SilverLake subdivision.

Councilmember Clark suggested tabling the site plan until the reimbursement agreement is finalized. Mr. Tatton said they have been working on a reimbursement agreement for two years and they desire to begin construction of the road. City Administrator Ifo Pili said the City and Flagship Homes are not close to finalizing the agreement.

Mr. Mumford asked if the City Council would be willing to reduce the road width from the proposed 77 feet to 70 feet. He indicated a smaller width would assist negotiations regarding the reimbursement agreement. Councilmember Clark stated the expected elementary school traffic along Golden Eagle Road will necessitate a 77-foot width.

Mr. Cook explained that the construction of a new elementary school in the area has altered the plan for the road and the road width could be decreased, if parking were prohibited along the road. Councilmember Clark expressed concerns regarding the likelihood of the townhome residents utilizing the road for parking.

Councilmember Curtis expressed frustration that the applicant is trying to receive more money in the reimbursement agreement than is reasonable. He stated he does not want to approve the site plan if it will put City staff in the position of having to enforce conditions implemented by the City Council or risk the applicant not meeting the conditions.

City Engineer Chris Trusty expressed his preference to prohibit street parking along collector roads, such as Golden Eagle Road, and to instead include a center turn median to facilitate traffic flow.

Discussion ensued regarding the proposed road widths and the existing widths of other sections of Golden Eagle Road.

Mr. Cook expressed concern regarding past road construction that created unutilized street parking at the exclusion of a beneficial center median.

Councilmember Love stated that as no houses front the disputed section of Golden Eagle Road, a turn lane would be more beneficial than parking. Councilmember Clark expressed concern that the eastern portion of the project, near the townhomes, will experience street parking due to its similarity to the townhomes across from Brookhaven Elementary. Even though the townhomes do not front on Seeding Drive, residents park along the street, causing traffic flow obstructions to Brookhaven Elementary. Mr. Cook explained the road can be marked with signage or curb paint to inform residents that parking is prohibited.

Discussion ensued debating the benefits of street parking versus a certain turn lane.

Councilmember Clark reiterated that, due to the likelihood of traffic issues similar to the townhomes by Brookhaven Elementary, her preference is the 77-foot width.

Mayor Westmoreland stated the item will be removed from the consent agenda and placed as a scheduled item to allow further discussion during policy session.

15. ORDINANCES

15.A. ORDINANCE — An Ordinance of Eagle Mountain City, Utah, Amending Eagle Mountain Municipal Code Chapter 15.50 Storm Drains.

Mr. Trusty explained the Federal Clean Water Act requires the storm water discharge from certain types of facilities be authorized under storm water discharge permits. The December 1, 2016 renewed permit included more specific requirements than the previous permit for on-site retention of storm water, and the use of a Low Impact Development (LID) approach which implements Best Management Practices (BMPs) to infiltrate, evapotranspire, harvest, and reuse storm water. The permit was modified moving the retention and LID implementation date from September 1, 2019 to March 1, 2020.

Prior to the change of the implementation date, Eagle Mountain adopted a standard by which runoff from a 90th percentile storm event would be required to be retained on site. The State placed the implementation of this requirements on hold while they reviewed concerns from communities and engineers regarding the standards that were set. The State's conclusion was to reduce the standard for retention from retaining runoff from a 90th percentile storm event to an 80th percentile storm event. The State also requires cities to allow for a minimum of five of the twelve outlined LID BMPs, and for municipalities to provide an appeals process that will allow a construction operator to appeal an enforcement option.

Mr. Trusty said he or a third party could function as the appeal authority and explained types of BMPs utilized by the City. He stated the verbiage allows for future refinements and adaptations of the ordinance as necessary. The purpose of the five BMPs is to provide several options for builders to choose from that best meet their needs.

15.B. ORDINANCE — An Ordinance of Eagle Mountain City, Utah, Amending the Eagle Mountain Municipal Code Chapter 17.80 Sign Regulations and Sign Permits.

Planning Manager Michael Hadley stated this item was presented to the City Council in December and the City Council directed the applicant to work with staff and the City Attorney to adjust the language and specifics of the proposed change. The amendment was presented to the City Council again on January 21, 2020 and was tabled to allow staff to make additional changes to the amendment.

Mr. Mumford requested Council feedback regarding the posting of signs, in relation to the business location and right-of-way, and the time period signage should be allowed.

Councilmember Love clarified the City, community events, and partner agencies were exempt from the signage restrictions, and that the amendment allows for an on-premise sign one time a year for sixty days, and up to four on-premise or right-of-way special event signs three times year for twelve consecutive days.

Councilmember Curtis expressed concern that allowing a sign that is 32-square feet in rights-of-way could cause safety hazards. Councilmember Clark said signs of that size are allowed for political signs and events, but not in rights-of-way. Discussion ensued regarding potential visibility issues with allowing large signs in rights-of-way.

Councilmember Clark expressed concerns regarding visibility issues already caused due to smaller, non-compliant signs placed in rights-of-way and said it may be best to not allow any signs in rights-of-way.

Mr. Cook expressed the need to better regulate on-premise, special events signs specific to businesses, such as sales, class registration, or help wanted signs, and the possibility of allowing the placement of non-obstructive signs in a right-of-way adjacent to the applicable business; off-premise signs would be limited to community-wide events, such as farmers markets, art events, or fundraisers.

Discussion ensued regarding permitted locations for right-of-way signage.

Councilmember Clark asked if the ordinance addressed actual business needs. Councilmember Burnham suggested getting feedback from the Eagle Mountain Chamber of Commerce. Discussion ensued regarding how to best harmonize business and community needs with consideration for City growth.

Councilmember Clark suggested prohibiting signage in rights-of-way until safety concerns could be examined and addressed. Discussion ensued concerning businesses without a good on-premise location for signs.

16. J & J RANCHES

16.A. RESOLUTION: A Resolution of Eagle Mountain City, Utah, Approving the Fourth Amendment to the Pole Canyon Annexation and Master Development Agreement.

Mr. Cook stated this item was included prior to speaking with the Pole Canyon developer representative. In later communications, the representative explained he is not comfortable with agreeing to reduce the density at this time. The developer intends to address density with an amendment to the Pole Canyon Master Development Agreement (MDA) in the near future. He said the City Council could either approve the subdivision based upon waiving the requirement, or table the item until the applicant is able to produce a master development plan for the neighborhood, as required by the MDA. Other than the master development plan, the proposed plat complies with the MDA, so the Council does not have grounds for denial. The Council may table the request until the MDA renegotiation is completed.

3. ADJOURN TO A CLOSED EXECUTIVE SESSION

No closed session was held; Mayor Westmoreland adjourned the meeting at 6:11 p.m.

7:00 P.M. POLICY SESSION – CITY COUNCIL CHAMBERS

ELECTED OFFICIALS PRESENT: Mayor Tom Westmoreland, Councilmembers Donna Burnham, Melissa Clark, Colby Curtis, Jared Gray, and Carolyn Love.

CITY STAFF PRESENT: Ifo Pili, City Administrator; Paul Jerome, Assistant City Administrator/Finance Director; Fionnuala Kofoed, City Recorder; Jeremy Cook, City Attorney; Elizabeth Fewkes, Deputy Recording Secretary; Steve Mumford, Community Development Director; Michael Hadley, Planning Manager; Chris Trusty, City Engineer; Linda Peterson, Communications Director; Aaron Sanborn, Economic Development Director; Mack Straw, Public Utilities Manager; Zac Hilton, Streets and Storm Drain Manager; Brad Hickman, Parks and Recreation Director; Ross Fowlks, Fire Chief; and Eric McDowell, Deputy Sheriff.

4. CALL TO ORDER

Mayor Westmoreland called the meeting to order at 7:00 p.m.

5. PLEDGE OF ALLEGIANCE

Girl Scout Troop 475 presented the Colors and led the Pledge of Allegiance.

6. INFORMATION ITEMS/UPCOMING EVENTS

- Princess Academy: Miss Eagle Mountain's Outstanding Teen Rachel Mortensen hosts the Princess Academy for ages four and up on Saturday, February 22 from 10:00 a.m. to 12:30 p.m. at Garden Near the Green. Register on the City website.

- Seniors Movie Night & Potluck: The Seniors will show Age of Adaline and host a potluck dinner on Monday, February 24 at 5:00 p.m.

For details about these and other upcoming events, please visit the City website at emcity.org/events. To receive City notifications, sign up at emcity.org/notifyme.

7. PUBLIC COMMENTS

Mayor Westmoreland opened public comment at 7:10 p.m.

Denise Hickman, a steward at the Smith Family Archeological Preserve, requested the following statement be included for the record: The Smith Family Preserve includes 200 plus rock art panels on almost 200 acres of land along Redwood Road in Saratoga Springs. Last fall, we were able to offer weekly guided tours to the public for the first time since the Smith family preserve was established in 2013. Our goal is to involve and educate the public on the cultural heritage left locally by civilizations as far back as 12,000 years ago. Because we are a nonprofit organization, we depend on donations to continue our efforts. The Eccles Foundation and the Utah Division of State History are among those who have been very supportive of the preserve in the past. Their donations and the generosity of the public have allowed us to create an asphalt parking area inside the preserve gates and build a kiosk at the site as well. With letters of support we are submitting a new grant request this spring to the Eccles Foundation. Our organization of volunteers has specific plans for growth. We will be paving a viable road into the preserve, creating a pavilion for teachers and interpreters to instruct, and will be providing portable sanitation facilities, seasonally, for our scheduled tours. We are asking that you help us succeed in encouraging historic education, creating pride in our heritage, and promoting individual, family, and community involvement. Each Eagle Mountain City Councilmember's letter of support will be an asset to our grant efforts. We hope that you will grow with us as our plans for public education grow, too.

Marianne Smith expressed concerns regarding poor visibility at road turnouts along Lake Mountain Road and stated the need to repair an askew stop sign on Lake Mountain Road. She said ATVs are causing damage to the slope at the intersection of Lake Mountain Road and Pony Express Parkway and expressed concern regarding the brightness of the lights on the Overland subdivision sign, as well as insufficient signage at the narrowing of Pony Express Parkway.

City Engineer Chris Trusty said the City has discussed improvements in addition to existing merge signs for the narrowing of Pony Express Parkway. Assistant City Administrator/Finance Director Paul Jerome suggested painting the road once the weather warms and said the City hopes to widen that section of Pony Express Parkway next year.

Mr. Trusty said he will follow up with Streets and Storm Drain Manager Zac Hilton regarding the turn reflectors and the askew stop sign.

Ruth Monson, from Girl Scout Troop 475, said she would like to hold a fundraiser for additional books for the Library.

Mayor Westmoreland asked if the Girl Scouts had an idea or were looking for help determining a fundraiser for library books. He thanked them for their willingness to help and said the City

Council would send them ideas. Councilmember Clark suggested the Girl Scouts meet with the Library Advisory Board. Mr. Jerome suggesting working with Library Director Michele Graves.

Rebecca Shirts, from Girl Scout Troop 475, suggested planting more trees and providing more garbage cans along hiking trails.

Sara Lower, from Girl Scout Troop 475, said she wants to help the environment by planting more trees and providing more garbage cans.

Councilmember Gray suggested the Girl Scouts determine locations for tree planting and garbage can placement and provide the information to him to pass forward to the Parks and Recreation Advisory Board.

Teah, from Girl Scout Troop 475, suggested planting more trees and donating to the homeless shelter.

Emma Shirts, Girl Scout Troop 475 Leader, stated she was assisting the girls in earning their Bronze Award, which includes helping in the community, and she asked the City Council for any additional suggestions of ways they could help. She suggested providing the community with a list of local hiking trails and creating a local food pantry.

Councilmember Clark said the City website includes an extensive map of local hiking trails and a park database that includes amenities at each park. She explained the Library holds an annual food drive for a local shelter and could provide a way for the girls to serve.

Mayor Westmoreland explained various City boards meet monthly and would be an excellent resource for service ideas.

Councilmember Curtis suggested participating in the community cleanup day.

Mayor Westmoreland closed public comment at 7:27 p.m.

8. CITY COUNCIL/MAYOR'S ITEMS

Councilmember Gray

Councilmember Gray thanked those in attendance and Girl Scout Troop 475 for helping with the flag ceremony and for their willingness to serve. He stated City Administrator Ifo Pili and he have been looking for solutions to assist the homeless adults and youth in Eagle Mountain City.

Councilmember Clark

Councilmember Clark thanked Girl Scout Troop 475 and the members of the community for their attendance and participation. The Pony Express Events Rodeo Queen contest will be held on March 28. This event provides an opportunity for participants to display their horsemanship skills and assist the community.

Councilmember Love

Councilmember Love welcomed those in attendance and commended the Girl Scouts for their excellent comments.

Councilmember Burnham

Councilmember Burnham welcomed the public and praised the Girl Scouts for their bravery for speaking during the public comment portion of the meeting.

Councilmember Curtis

Councilmember Curtis concurred with the other Councilmember comments, apologized for his behavior during the previous City Council meeting, and expressed appreciation for the other Councilmembers.

Mayor Westmoreland

Mayor Westmoreland thanked Girl Scout Troop 475 and said he looks forward to working with them on future City improvement projects.

CONSENT AGENDA

9. AGREEMENTS

9.A. IT Services Agreement with Executech LLC

10. BID AWARDS

10.A. Eagle Mountain Digital Signs – YESCO

11. BOND RELEASES

11.A. Brandon Park Phase A, Plat 4 – Into Warranty

11.B. Brandon Park Phase A, Plat 5 – Into Warranty

12. CHANGE ORDERS

12.A. 2019 Eagle Mountain Traffic Signals Change Order #3 – Hunt Electric

13. MINUTES

13.A. February 4, 2020 Minutes

14. SITE PLAN

14.B. SilverLake South 21 & 24 – Site Plan

MOTION: *Councilmember Burnham moved to approve the consent agenda, removing item 14.A. and placing it as a scheduled item. Councilmember Gray seconded the motion. Those voting aye: Donna Burnham, Colby Curtis, Melissa Clark, Jared Gray, and Carolyn Love. The motion passed with a unanimous vote.*

SCHEDULED ITEMS

14. SITE PLANS

14.A. SilverLake South 21 & 24 – Site Plan

Planning Manager Michael Hadley explained Plats 21 and 24 are included in the SilverLake South preliminary plat approved by the City Council on October 1, 2019. This application is for a site plan for both plats. Plat 21 consists of 27 single-family lots and 32 town home units for a total of 59 units. Plat 24 consists of 39 single-family lots and 33 town home units for a total of 72 units. Items to consider include setbacks, fencing, landscaping, architectural design, and parking. The Planning Commission reviewed the site plan and recommended approval on January 28, 2020.

Councilmember Gray asked if the applicant had updated rear elevations, per the Planning Commission's recommendations.

Applicant Bronson Tatton said the architect is still working on the rear elevation alterations to differentiate between units. They are exploring vertical banding or changes to the roofline as possible solutions; the six-plex units already have rear pop-outs to assist with differentiation.

Councilmember Curtis expressed concerns regarding approving the site plan when the renderings do not include all the elements stipulated by the City Council.

Mr. Hadley said the City Council could direct staff to review and approve the elevations, or they can require the final plans to return to a future City Council meeting.

Mr. Tatton stated conditions set by the City Council in the approval would help direct him, and staff can verify the desired alterations are included in the updated renderings.

Councilmember Curtis stated his preference to review the plans before approving the site plan or to approve the site plan with the renderings from the approved SilverLake Master Development Agreement (MDA).

Mr. Tatton stated these plans are similar to what they have used in previous phases. Architectural drawings for Phases 19 and 20 were altered to comply with the City Council's stipulations. He expressed frustration that they are being asked to revise plans that have been approved and used in previous phases.

Councilmember Curtis stated the Council did not notice missing architectural aspects during the approval of previous renderings; they were not in compliance with the MDA.

Mr. Cook suggested the City Council give clear direction to enable Mr. Tatton to return with renderings that meet their conditions. He cited the MDA and interpreted it to require the use of a minimum of two masonry materials on the front façade in order to remain compliant with what was fundamentally depicted in the MDA renderings. Mr. Cook stated the City Council could approve single material usage if they so desired.

Mayor Westmoreland requested Council feedback regarding the requirement for multiple materials used on front façades. Councilmember Gray said if the element is included in the MDA, it should be required. Councilmember Burnham said she thinks the homeowners should be able to choose the single material option, but she also feels the developer should be required to adhere to the MDA.

Councilmember Love suggested the possibility of allowing board and batten, which would meet the requirement for two materials while maintaining a more unified look.

Councilmember Clark said the point of the requirement of the two materials is to create variety and prevent a track housing appearance. She said if the Council wants to allow the single material usage, the MDA should be amended, as opposed to overlooking the noncompliant units.

Mr. Hadley explained staff only included the elevation renderings in the Council packet that had not been previously approved by the City Council with other phases.

Councilmember Burnham asked for clarification if the City Council had been given all or only some of the elevation design options when approving the SilverLake MDA. Councilmember Curtis said if the renderings were approved with the MDA, he would abide by the decision but does not want to approve options not previously included.

Mayor Westmoreland asked if the City Council wanted to table the site plan and have Mr. Tatton return with new renderings or approve the site plan with conditions and staff verification of compliance.

Councilmember Gray suggested discussing any other issues the Council has with the site plan before deciding to approve or table the item, and explained he would be open to staff verification of compliance with City Council conditions.

Councilmember Curtis expressed concern regarding previously constructed single-family and multifamily homes in the SilverLake subdivision that do not comply with the requirements of the MDA, and stated he wants to prevent construction of additional noncompliant units. Due to multiple issues with the project, he said he would prefer to table the item in order to see new rear elevation renderings and masonry wrapping before approval.

Discussion ensued regarding approving the site plan with the inclusion of conditions for rear elevation articulation or tabling the item and requiring Mr. Tatton to return with compliant renderings.

Councilmember Love asked if the City Council had a consensus on the road width, or if that should be determined by staff. Councilmembers Curtis and Gray stated a preference for the 70-foot width with a center turn lane. Councilmember Clark expressed the preference for the 77-foot width, due to the proximity of the elementary school to multifamily housing.

Mr. Tatton said the developer would have initially preferred the 70-foot width. However, the preliminary plat was designed according to the 77-foot width requirement. At this point, they would rather build the wider road and work out a reimbursement agreement with City staff.

Councilmember Clark expressed concern having the burden of enforcement fall upon staff and preferred for the applicant to return after the road negotiations were finalized.

Councilmember Curtis suggested conditioning the site plan approval so that no building permits would be issued until Golden Eagle Road is completed to Evans Ranch.

Councilmember Clark said Golden Eagle Road needs to be completed before the new elementary school opens in the fall for the safety and convenience of the residents.

Mr. Hadley verified a Municipal Code-compliant amenities list for the park has been submitted.

Councilmember Love expressed concerns about the distance of public parking from the cluster lots, and the reduced number of parking stalls for the area. She asked why the parking stalls at the end of the private lanes were removed.

Mr. Tatton stated willingness to add parking stalls and deepen the lanes, if necessary, and said they usually leave the areas open to serve as snow storage for plowing.

Councilmember Clark asked for staff to review Municipal Code requirements to see if an amendment is needed to ensure the City requires enough parking options for cluster lots. Discussion ensued over the need for cluster lot parking and sufficient widths of private drives.

Councilmember Love expressed concerns over the crushed rock pathways. Mr. Tatton said staff had already requested a change of path material, and he has agreed to use concrete or asphalt instead. He explained that some people prefer the crushed rock for aesthetics. He said concrete and asphalt are less expensive, and he has no objections to making the change.

Councilmember Curtis expressed concern that all of the conditions will not be met.

Councilmember Clark asked if a safe route to the new elementary school was included in the site plan. Mr. Tatton replied that they are exploring options and plan to remove a section of fencing to create a trail opening in the end of one of the shared drives, and he stated the need to work with staff to place the opening in alignment with the school crosswalk.

Councilmember Clark said discussions with Deputy Sheriff Eric McDowell confirmed the danger of crossing the street near a roundabout and the need for a crosswalk location with adequate visibility.

Mr. Tatton said once staff determines the location of the crosswalk, they will remove the corresponding section of fencing for the trail. Councilmember Clark directed staff to make the crosswalk a priority to prevent safety issues.

Councilmember Curtis asked if improvement of the park strips on Golden Eagle Road was included in the site plan. Mr. Tatton said it would be included with the road installation.

Discussion ensued regarding parking strip timeframes, installation sequence, and requirements.

Councilmember Love asked for clarification on the installation sequence and timeframe for sections of Golden Eagle Road to facilitate traffic flow. Mr. Tatton said they were starting on Phases 22, 23, 25, and 26 on February 23, and once Phases 21 and 24 are approved, they will be able to finish Golden Eagle Road. He said they would prefer a sequential construction of the phases, but it is dependent upon the reimbursement agreement with the City. Discussion ensued regarding the installation sequence and approval needs for sections of Golden Eagle Road.

MOTION: *Councilmember Curtis moved to approve the SilverLake South 21 and 24 site plan with the following conditions:*

- 1. Applicant shall pay a landscape cash escrow to the City of \$2,810.40 per lot/unit at plat recording;*
- 2. Fencing along Golden Eagle Road shall match the collector road fencing approved for the Silverlake South area;*
- 3. The rear elevation shall be changed to include more architectural articulation, and the material and color shall be changed to be more in line with the current multifamily design standards;*
- 4. The fire pit shall be moved away from any structures;*
- 5. An ADA-compliant parking stall shall be included;*
- 6. No building permits shall be issued in SilverLake South Phases 21 and 24 until Golden Eagle Road is completed to Evans Ranch;*
- 7. The included elevations are excluded from approval; the applicant shall provide updated elevations, and staff shall verify the following: rear elevations include articulation, front elevations include multiple materials, and all elevations include masonry that wraps around to the sides of the structures, as required in the SilverLake Master Development Agreement; and*
- 8. All trails shall be built to required standards set forth in Municipal Code, including asphalt material.*

Councilmember Burnham seconded the motion.

Discussion ensued regarding the possibility of requiring the trail to provide a safe route to the new elementary school as a condition, as it was previously included as a condition of the approval for the SilverLake South preliminary plat but was not included on the site plan under discussion.

Mr. Tatton reiterated his willingness to provide a fence opening once the City determines the location of the crosswalk.

Ms. Kofoed explained that because of existing bonding in place for Phase 20, a condition is not necessary. The trail should be tied to Phase 20.

Councilmember Curtis expressed concerns with the timeframe for completion of Golden Eagle Road and lack of adherence to conditions included in previous approvals. Councilmember Clark suggested tabling the site plan until staff and the developer can finalize the reimbursement agreement.

Mr. Tatton objected to conditioning the issuance of building permits to the installation of Golden Eagle Road, as he needs the permits in order to install the road. He stated he was not comfortable explaining his objections and issues with the suggested reimbursement agreement in a public meeting.

SUBSTITUTE MOTION: *Councilmember Burnham moved to table the SilverLake South 21 and 24 site plan until the following conditions are met:*

- 1. A reimbursement agreement between City staff and the developer is in place;*
 - 2. A safe route to the elementary school is determined;*
 - 3. The applicant submits updated elevation renderings that include architectural articulation to rear elevations, multiple masonry materials, and masonry wraparound depths that meet the standards set in the SilverLake Master Development Agreement; and*
 - 4. The applicant submits updated plans with approved trail materials.*
- Councilmember Curtis seconded the motion. Those voting aye: Donna Burnham, Colby Curtis, Melissa Clark, Jared Gray, and Carolyn Love.*

15. ORDINANCES

15.A. ORDINANCE – An Ordinance of Eagle Mountain City, Utah, Amending Eagle Mountain Municipal Code Chapter 15.50 Storm Drains.

Mr. Trusty explained the purpose of the ordinance is to come into compliance with recent changes to Utah State Code as it relates to our municipal storm drain system. The amendment changes the requirement of retention from a 90th to an 80th percentile storm event, adds an appeal process for operator violation notifications, and allows for future alterations of the Best Management Practices, used to infiltrate, evapotranspire, harvest, and reuse storm water, in the Low Impact Design approach.

MOTION: *Councilmember Clark moved to approve an ordinance of Eagle Mountain City, Utah, amending the Eagle Mountain Municipal Code Chapter 15.50 Storm Drains. Councilmember Love seconded the motion. Those voting aye: Donna Burnham, Colby Curtis, Melissa Clark, Jared Gray, and Carolyn Love. The motion passed with a unanimous vote.*

15.B. ORDINANCE – An Ordinance of Eagle Mountain City, Utah, Amending the Eagle Mountain Municipal Code Chapter 17.80 Sign Regulations and Sign Permits.

Mayor Westmoreland asked if the City Council wanted to table the item and seek input from the Eagle Mountain Chamber of Commerce, as suggested during the work session.

Councilmember Burnham suggested approving the item with a condition to remove the disputed section of the amendment. Discussion ensued regarding the amendment.

Councilmember Clark stated that Section B of Chapter 17.80 required further thought and examination and that the Council should possibly encourage more strict enforcement of Municipal Code.

Councilmember Love clarified that Section B should say “on-premise and right-of-way special event signs” and suggested removing “right-of-way” from the amendment. Discussion ensued regarding the sections and verbiage to include in the amendment.

Councilmember Curtis suggested discussing the need for right-of-way signs with the Chamber of Commerce.

Mr. Cook suggested alterations to address the on-premise and right-of-way issues. Councilmember Burnham verified the wording would allow businesses that are not located along a main road to place signs in a right-of-way near their businesses.

Mr. Cook explained his edits have one category for on-premise special event signs, which allows for one sixty-day permit and up to four twelve-day permits per year that can be approved for a right-of-way location, adjacent to the business location. A separate category for right-of-way special event signs is limited to community activities such as fundraising events, farmers markets, concerts, and school activities, with a limited size to prevent visibility obstruction.

Councilmember Clark asked for the final verbiage to be included in Granicus to assist the City Council. Ms. Kofoed said the item will be codified and can be included in Granicus as well for more immediate access.

The City Council reviewed and discussed Mr. Cook’s suggested amendments to Sign Regulations and Sign Permits.

Councilmember Love requested section A(1) of Chapter 17.80.090 be amended to allow one permit per calendar year, section A(2) be changed to limit all four signs to a total combined size of 32 square feet, and A(2)b be changed to allow signs to be posted for up to twelve consecutive days.

The Council confirmed that the Planning Director or designee may approve right-of-way signage but is not required to approve this signage.

Ms. Kofoed stated that City Code Enforcement staff has and will remove noncompliant signs posing a hazard to the public. Councilmember Burnham verified that time-stamped photographs may be used as evidence of violations for the issuance of fines by Code Enforcement Officers.

MOTION: *Councilmember Love moved to approve an ordinance of Eagle Mountain City, Utah, amending the Eagle Mountain Municipal Code Chapter 17.80 Sign Regulations and Sign Permits with the following changes:*

- 1. Chapter 17.80.090 Section A(1) is changed to allow one permit per calendar year;*
- 2. Chapter 17.80.090 Section A(2) is changed to limit all four signs to a total combined size of 32 square feet; and*
- 3. Chapter 17.80.090 Section A(2)b is changed to allow signs to be posted for up to twelve consecutive days.*

Councilmember Burnham seconded the motion. Those voting aye: Donna Burnham, Colby Curtis, Melissa Clark, Jared Gray, and Carolyn Love.

16. J & J RANCHES

16.A. RESOLUTION: A Resolution of Eagle Mountain City, Utah, Approving the Fourth Amendment to the Pole Canyon Annexation and Master Development Agreement.

16.B. J & J Ranches – Preliminary Plat

Mr. Hadley stated J & J Ranches preliminary plat creates two lots on thirteen acres in the Pole Canyon area. On February 4, 2020, the City Council tabled this item due to concerns regarding this plat increasing the potential for density transfers in the Pole Canyon development, as well as the requirement from paragraph 6.1 of the Pole Canyon MDA, which states: "Each Neighborhood Planning Area (NPA) shall be required to submit and obtain approval of a master development plan for the relevant area before development approval in the NPA is granted in any form by the City." This item also includes a minor amendment to the Pole Canyon MDA, allowing the approval of this two-lot preliminary plat without requiring the NPA-4 master development plan.

Mr. Hadley presented options for the Council's consideration. Option one is to approve the fourth amendment to the Pole Canyon MDA, revising section E to remove the reference to reducing units and remove paragraph two, and approve the J & J Ranches preliminary plat. Option two is to not approve the MDA amendment and table the preliminary plat until the master development plan is submitted and approved for NPA-4

Councilmember Curtis asked if, per State Code, the preliminary plat required reapproval from the Planning Commission due to the amendment to the MDA. Mr. Cook explained that contractual requirements, such as this MDA stipulation to provide individual master development plans for each NPA, do not require Planning Commission approval.

MOTION: *Councilmember Clark moved to approve the amendment removing the end of recital E which states, "in exchange for PCIG agreeing to reduce the allowed units in NPA-4" and paragraph two, and approve J & J Ranches preliminary plat. Councilmember Gray seconded the motion. Those voting aye: Donna Burnham, Colby Curtis, Melissa Clark, Jared Gray, and Carolyn Love. The motion passed with a unanimous vote.*

17. CITY COUNCIL/MAYOR'S BUSINESS

Councilmember Gray

See City Council Board Liaison Report.

Councilmember Clark

See City Council Board Liaison Report.

Councilmember Love

See City Council Board Liaison Report.

Councilmember Burnham

See City Council Board Liaison Report.

Councilmember Curtis

Councilmember Curtis suggested extending permits for finishing basements for longer than six months to allow sufficient time for citizens completing some or all of the work themselves and including the cost of the basement permit with the builder fees at the time of the initial building permit issuance.

Mayor Westmoreland

None.

18. CITY COUNCIL BOARD LIAISON REPORTS

Councilmember Gray

Councilmember Gray the Parks and Recreation Advisory Board and Senior Citizen Advisory Council have both accomplished a lot; he is enjoying working with both groups.

Councilmember Clark

Councilmember Clark said she is excited for the Pony Express Rodeo Queen event on March 28, and the Eagle Mountain Art Alliance is working with the Senior Citizens Advisory Council for the second annual quilt show on April 24 and 25.

Councilmember Love

Councilmember Love said the Planning Commission and Youth Council are doing well.

Councilmember Burnham

Councilmember Burnham said she attended the Mountainland Association of Government and City projects are approximately in the middle of the list of approved projects, with the top projects receiving funding. The Military and Veterans Advisory Board will meet Thursday, February 20, at 7:00 p.m., and the Library Board meets again in March.

Councilmember Curtis

Councilmember Curtis said he missed the Economic Development Board meeting due to a conflicting obligation and the Eagle Mountain Arts Alliance rescheduled their meeting.

19. COMMUNICATION ITEMS

19.A. Financial Report

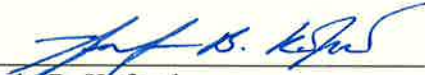
19.B. Upcoming Agenda Items

20. ADJOURNMENT

MOTION: *Councilmember Curtis moved to adjourn the meeting at 9:04 p.m. Councilmember Love seconded the motion. Those voting aye: Donna Burnham, Colby Curtis, Melissa Clark, Jared Gray, and Carolyn Love. The motion passed with a unanimous vote.*

The meeting was adjourned at 9:04 p.m.

Approved by the City Council on March 17, 2020


Fionnuala B. Kofoed, MMC
City Recorder

