EAGLE MOUNTAIN
PLANNING COMMISSION MEETING

April 13, 2021, 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

This meeting will be an electronic meeting Pursuant to Utah Code Ann. 52-4- 207(4).

I, Mayor Tom Westmoreland, do hereby determine conducting an electronic meeting of the Eagle Mountain City Planning Commission with an anchor location presents a substantial risk to the health and safety of those who may be present at the anchor location and hereby authorize the Eagle Mountain City Planning Commission to conduct electronic meetings without an anchor location.

The foregoing determination is based on the following facts:

- Federal, state and local leaders, including the Eagle Mountain City Mayor and City Council, have all recognized a global pandemic caused by the spread of the COVID-19 virus.
- Governor Herbert and the Utah Department of Health have recently issued updated orders in response to record numbers of COVID-19 cases and COVID-19-related hospitalizations. The orders implement statewide what has been termed a 'mask mandate' and have severely limited social gatherings in an attempt 'to prevent and control the rapidly changing consequences of COVID-19 throughout the state.'
- It is difficult, if not impossible, to predict the number of attendees at any meeting and to manage issues regarding social distancing in order to comply with applicable health orders.
- COVID-19 poses a continuing and immediate threat to the health, safety, and welfare of Eagle Mountain City residents and the public in general.
- The City has the technological capability to provide means by which the public may hear, or view and hear, the open portions of the meeting and to participate in public hearings.

To participate, please see the options below:

Those wishing to speak during the meeting, send a request and include your name, address, and phone number to recordersoffice@emcity.org.

The public may monitor or listen to open portions of the meeting via Lifesize electronic meeting through Granicus at the following website:
eaglemountaincity.com/cityrecorder/citymeetingsportal#meetingdocs.

1. **Discussion Items**

1.A DISCUSSION - Community District Node Overlay
A discussion of a new zoning chapter to create an overlay zoning element. The proposed code amendment is based on the General Plan's Framework Map and identification of potential community "nodes."
17.34 Community District Node Overlay Zones - PROPOSED
General Plan Framework Map

1.B DISCUSSION - Lot Size and Zoning Transition Tables
A discussion regarding potential revisions to the zoning transition table (EMMC 17.60.160) to reduce the number of steps of transition between residential districts. Further discussion on the previous Planning Commission hearing on November 24, 2020, where the Commission voted to recommend approval of a code amendment to remove the lot size transition code (EMMC 17.60.150).
17.60 Landscaping Buffering Fencing and Transitioning - PROPOSED

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 March 23, 2021, Planning Commission Minutes
PC Minutes 03.23.2021 - DRAFT

5. Status Report

6. Action and Advisory Items

6.A PUBLIC HEARING - Overland Village Two Phase A (Preliminary Plat & Master Site Plan)
This is a request for a preliminary plat and master site plan, including 375 total lots/units (222 single-family lots and 153 townhomes) and an elementary school site, located west of Pony Express Parkway and north of Overland Village 1. The project encompasses the eastern ~86.5 acres of parcel 58:054:0051.
Overland Village 2 Ph A Preliminary Plans
Overland Village 2 Ph A Townhome Landscaping Plans
Overland Village 2 Ph A Townhome Elevations/Photos
Overland Village 2 Traffic Impact Study - Executive Summary
City Council Mtg Minutes 11-17-20
Overland Village 2 Approved Village Concept Plan

6.B PUBLIC HEARING - EMMC 17.25 Residential Zones Code Amendment

This is a request to amend the municipal development code for EMMC 17.25 Residential Zones in order to remove single-family dwellings as a permitted use in the MF1 zone and to set a required average lot size for the RD2 zone.
EMMC 17.25 Residential Zones - PROPOSED

6.C 2B Investments (Concept Plan)
Concept Plan review for potential rezoning of the 2B Investment property located in the Pole Canyon area of the city. The subject property, parcel 59:051:0027, is on the west side of SR-73 at the municipal boundary with Fairfield.

The property is identified in the General Plan Future Land Use Map with both the "Neighborhood Residential One" and "Agriculture / Rural Density Two" land use designations. It is currently zoned Agriculture.
Concept Plan
Utility Options
Topographic Map

6.D Coyote Run (Concept Plan)
Concept plan review for the Coyote Run development consisting of 20 lots located west of Overland Trails Phase III. The subject property, parcel 59:045:0038, is about 5 acres in size.
Coyote Run Concept Plan

6.E 7-Eleven The Ranches (Concept Plan)
This is a concept plan for a proposed 7-Eleven gas station and convenience store at the corner of Ranches Parkway and E Campus Drive. This parcel is located on lot 1 of the Prairie Gate Recorded Plat Amendment which was given a recommendation of approval with conditions at the March 9, 2021 Planning Commission meeting. The property is within The Ranches and was part of The Ranches Master Development Agreement, which has since expired. That master development agreement identified this property for commercial use.
7 - Eleven The Ranches Concept Plan

7. Discussion Items

8. Next scheduled meeting

9. Adjournment

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.

CERTIFICATE OF POSTING

The undersigned, duly appointed City Recorder, does hereby certify that the above agenda notice was posted on this 9th day of April, 2021, 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

EMMC 17.34 Community District Node Overlay Zones

[PROPOSED]

17.34.010 What this chapter does.

This chapter establishes the land use regulations and protections for the Community District Node Overlay Zones in Eagle Mountain City. It establishes three types of community district node overlay zoning: City Center Node (N-CC), Community Node (N-C), and Neighborhood Node (N-N).

17.34.020 Purpose and objective.

The purpose of the Community District Node Overlay Zones is to create designated areas within the city's neighborhoods to act as focal points of activity and development. The development of the nodes can act as a way to relieve development pressure on other portions of the city that are intended to be protected or more rural, while also improving the capacity for better transportation systems and providing services and amenities on a local level. These walkable, denser nodes are established in varying intensity levels and reflect the implementation of the Framework Map of the General Plan. They are typically served and located near existing and future major intersections, highways, and mass transit stops.

The node types of the Community District Node Overlay Zones are described as:

A. City Center Node. A "Downtown" Main Street style of commercial and office uses. Mixture of uses in a horizontal or vertical format (e.g. residential or office above retail; residential above office).

B. Community Node. A community business district style of commercial and office uses serving multiple surrounding neighborhoods. Mixture of uses in a horizontal or vertical format (e.g. residential or office above retail; residential above office).

C. Neighborhood Node. A small collection of retail and service uses focused on a corner or single block, serving the immediate surrounding neighborhood. Mixture of uses in a horizontal format (e.g. different uses adjacent to each other).

17.34.030 Area of designation.

The Community District Node Overlay Zones shall be applied to areas as noted by the Framework Map of the General Plan (see Figure 17.34.070(1)). Not all neighborhoods in the city may have a node, a neighborhood may include multiples of a node type, and not all node types may be within a neighborhood.

A node must be centered on an existing or future major intersection or mass transit stop. A future intersection or mass transit stop is defined as one identified in the current Transportation Master Plan at the time of a request for the overlay zone mapping.

Each node overlay shall be limited in size to no more than:

A. City Center Node – 200 acres;

B. Community Node – 150 acres; and

C. Neighborhood Node – 100 acres.

17.34.040 Land use table.

This land use table contains the various land uses that are permitted, special, and prohibited in the Community District Node Overlay Zones. The land use table supersedes the land uses of the underlying zoning. Uses that are not listed in this table are prohibited.

P = Permitted (Permitted uses may still require approval through an application process as detailed in this chapter and other chapters)

S = Special (Special uses are permitted as long as they comply with the standards listed in Chapter 17.75 EMMC that are specific to that type of use)

Blank = Prohibited

Any use not specifically allowed by this overlay or an underlying zoning district shall be prohibited.

Land Use Table

Community District Node Uses

LAND USE	CITY CENTER NODE (N-CC)	COMMUNITY NODE (N-C)	NEIGHBORHOOD NODE (N-N)
RESIDENTIAL USES			
Dwelling (single-family)			P
Dwelling (multi-family, 10 to 30 units/bldg)			P
Dwelling (multi-family, 20 to 40 units/bldg)		P	
Dwelling (multi-family minimum of 50 units/bldg)	P		

Accessory apartment (detached or within the primary residence)			P
Mixed-use residential[1]	P	P	P
Assisted living facility (up to 12 residents)	S	S	S
Assisted living facility (12+ residents)	S	S	
Bed and Breakfast		P	P
Residential facility for persons with a disability	S	S	S
Home businesses	P	P	P
CIVIC USES			
Cultural and Entertainment Uses (theaters, museums, galleries, libraries, performing arts studios, movies, etc.)	P	P	
Public parks, trails, and recreation	P	P	P
Public building or facilities (city owned)	P	P	P
Religious or cultural meeting halls	S	S	S
School, public or charter	S	S	S
Transit stop (bus, light rail)	P	P	P
UTILITY USES			
Utilities, public and private	S	S	S
Communication facilities and towers	S	S	S
COMMERCIAL USES			
Animal care service	S	S	S
Athletic instruction, including dance, gymnastics, martial arts, etc.	P	P	P
Banks and credit unions	P	P	P
Brewery (ancillary to a restaurant)	P	P	
Child day care center or preschool	P	P	P
Convenience store; corner market	P	P	P
Dialysis center	P	P	
Fitness center	P	P	P
Food trucks	P	P	P
Grocery store, small/neighborhood (generally < 30,000 sq. ft.)	P	P	P
Grocery store, medium/community (generally 30,000 – 75,000 sq. ft.)	P	P	
Grocery store, large/regional (generally > 75,000 sq. ft.)	P		
Hotel[2]	P	P	
Laundry services (no on-site dry cleaning)	P	P	P
Mortuary	P	P	
Office (medical, health care, professional)	P	P	P
Outdoor sales and display (including storage of materials, products, and equipment incidental to an allowed use)	S	S	S
Parking garage[3]	S	S	
Pharmacy (retail)	P	P	P

Plant and tree nursery/garden center (with outside display; min. 1 acre lot)	S	S	
Reception/conference/meeting center	S	S	S
Restaurant or bakery	P	P	P
Retail sales, general[4]	P	P	
Retail sales, neighborhood (generally < 5,000 sq. ft.)[5]	P	P	P
Retail sales, regional (generally > 55,000 sq. ft.)	P		
Salon (hair, nails, etc.)	P	P	P
State liquor store	P	P	
Tobacco specialty business	S	S	

[1] A mixed-use residential building must include a minimum 50% of gross floor area for a permitted or special residential use and a minimum of 50% of ground floor gross floor area for any other non-residential permitted or special use allowed in the particular zoning overlay district.

[2] Hotels offering extended stay must include a mix of extended stay and standard rooms (maximum 70 percent extended stay).

[3] Parking garages that are incorporated into a building with other uses may not utilize more than 70% of the ground floor gross floor area.

[4] Includes arts and crafts sales, body art facility, electronic media rental and sales, hardware and home improvement, pet store, and uses deemed similar or appropriate by the city.

[5] Includes bookstore, copy center or postal center, floral sales, ice cream or dessert shop, and uses deemed similar or appropriate by the city.

17.34.050 Development standards.

The development standards are required standards for the Community District Node Overlay Zones in the city. The development standards table below supersedes the development standards of the underlying zoning.

Community District Node Development Standards

	CITY CENTER NODE (N-CC)	COMMUNITY NODE (N-C)	NEIGHBORHOOD NODE (N-N)
Maximum Land Area of Node for Residential Use[1]	25%	40%	60%
Maximum Height of Structures[2]	65' (50'[3])	50' (45'[3])	40' (35'[3])
Setback Requirements[4]			
Front	10' min; 30' max	10' min; 25' max	10' min; 15' max
Rear	15' min (35' min[3])	15' min (30' min[3])	15' min (25' min[3])
Side	None (20' min[3])	None (15' min[3])	None (10' min[3])

[1] Excluding Mixed-use Residential

[2] Height is measured from the average of the highest finished grade and the lowest finished grade of the structure to the highest point of the roof, excluding ancillary structures.

[3] If adjacent to a residential use (existing or future based on General Plan designation) that is not in a Community District Node Overlay Zone.

[4] The city council, in consideration of a prior recommendation by the planning commission, may modify these requirements if in its judgment the modification comply with the following: does not interfere with the use, enjoyment, and character of adjacent properties; the success of the business necessitates the setbacks, proven by data or research; the setbacks are not solely to provide space for parking between the building and the street; and topography or natural features make it impossible or impracticable to place the building within the setback.

A. Parking. The required parking as identified in Table 17.55.120(c) shall be reduced by 10% for non-residential uses to determine parking requirements in a Community District Node Overlay Zone. Developments must comply with all other requirements of EMMC 17.55 for off-street parking. Shared parking (EMMC 17.55.100) is highly encouraged to help minimize the amount of surface parking in the node.

B. Lighting. Developments must comply with the requirements of EMMC 17.56 for outdoor lighting. Light fixture style and design is encouraged to be consistent within node district, but encouraged to vary between each node as a way to provide a sense of identity and place that is distinctive and unique.

C. Landscaping, Buffering, Fencing and Transitioning.

1. Developments must comply with the requirements of EMMC 17.60.

2. Courtyards. Developments (except for single-family dwellings) are encouraged to be designed to incorporate plaza or courtyard areas to encourage use of the area as a resting, social, and relaxing space. Such areas shall be allowed on any side of a building. These areas are characterized as being well landscaped areas which include benches, shade features, and certain other amenities such as public art, water features, or a pedestrian-scale tower clock.

3. Rooftops. Developments (except for single-family dwellings) are encouraged to incorporate courtyards and landscaping on rooftops where possible.

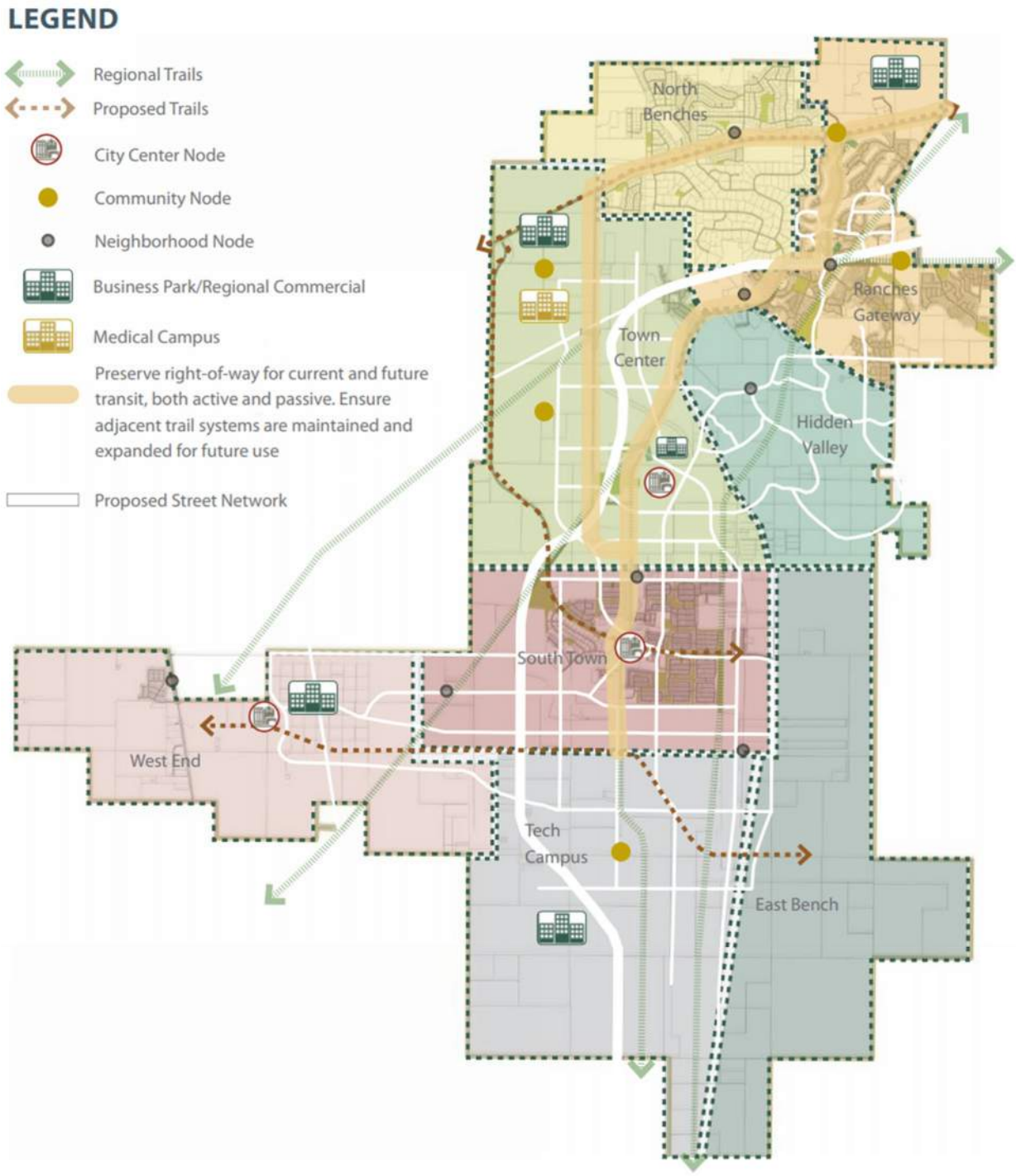
D. Design Standards. Developments must comply with the requirements of EMMC 17.72 for site and architectural design. Architectural elements and language are encouraged to be repeated between developments within a node district, however each individual node district is encouraged to have its own unique look and style to set it apart from the other node districts in the city.

17.34.060 Conflict regulations.

Where any provision of federal, state, county, or city statutes, codes, or laws conflicts with any provision of this chapter, this chapter shall govern unless enforcement will result in a violation of the federal, state, county or city statutes, codes, or laws.

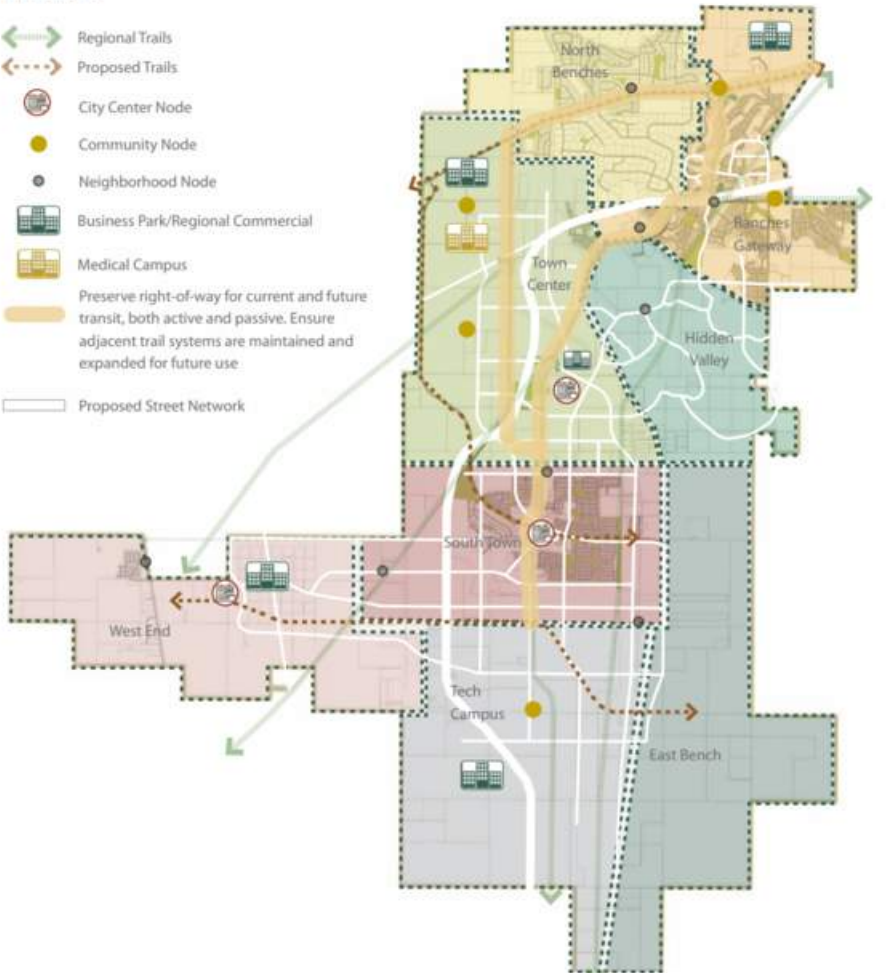
17.34.070 General Plan Framework Map.

Figure 17.34.070(1)



LEGEND

- Regional Trails
- Proposed Trails
- City Center Node
- Community Node
- Neighborhood Node
- Business Park/Regional Commercial
- Medical Campus
- Preserve right-of-way for current and future transit, both active and passive. Ensure adjacent trail systems are maintained and expanded for future use
- Proposed Street Network



Chapter 17.60
Landscaping, Buffering, Fencing and Transitioning

17.60.160 Zones transitions.

The zone transition table found in Table 17.60.160(1) below identifies the compatible zones that may be adjacent to each zone. Each column is defined as:

A. Zone. The existing or proposed zone designation for the subject property.

B. Compatible Buffer. The permitted zones for land adjacent to the zone identified in the first column.

C. General Plan Category Compatibility. The future land use designation in the General Plan that the zone identified in the first column may be located within.

The "Zone Legend," "Overlay Zone Legend," and "General Plan Categories" found in Table 17.60.160(2) below are provided for reference.

Table 17.60.160(1)

ZONE	COMPATIBLE BUFFER	GENERAL PLAN CATEGORY COMPATIBILITY
AG	RA1, RA2, RD1, RD2, FR, MEC, OS-I, OS-N	ARD1, ARD2, FR, OS, PO
RA1	AG, RA2, OS-I, OS-N	ARD1
RA2	AG, RA1, RD1, OS-I, OS-N	ARD1
RD1	AG, RA2, RD2, OS-I, OS-N	ARD2
RD2	AG, RD1, FR, R1, OS-I, OS-N	ARD2
FR	AG, RD2, R1, CN, OS-I, OS-N	FR
R1	RD2, FR, R2, R3, CN, OS-I, OS-N	NR1
R2	R1, R3, RC, CN, OS-I, OS-N	NR1
R3	R1, R2, RC, MF1, CN, OS-I, OS-N	NR1
RC	R2, R3, MF1, MF2, CN, CC, OS-I, OS-N	NR2
MF1	R3, RC, MF2, CN, CC, CR, CS, OS-I, OS-N	NR2, CC, RC~~R~~
MF2	RC, MF1, CN, CC, CR, MEC, OP, CS, OS-I, OS-N	NR3, CC, RC~~R~~, TCM
CN	FR, R1, R2, R3, RC, MF1, MF2, CC, MEC, OP, OS-I	CC, TCM
CC	RC, MF1, MF2, CN, CR, MEC, OP, LMD, OS-I	CC, ECC, TCM
CR	MF1, MF2, CC, MEC, OP, LMD, CS, OS-I	CR, ECC
MEC	AG, MF2, CN, CC, CR, OP, OS-I	ECC
OP	MF2, CN, CC, CR, MEC, OS-I	TCM, CC, RC~~R~~, ECC
I	LMD, CS, OS-N	BPLI
LMD	I, CR, CC, CS, OS-N	BPLI
CS	MF1, MF2, CC, CR, I, LMD, OS-N	BPLI
OS-I	AG, RA1, RA2, RD1, RD2, FR, R1, R2, R3, RC, MF1, MF2, CC, CN, CR, MEC, OP, OS-N	PO

OS-N	AG, RA1, RA2, RD1, RD2, FR, R1, R2, R3, RC, MF1, MF2, OP, I, LMD, CS, OS-I	PO

Table 17.60.160(2)

ZONE LEGEND			
Rural Agricultural 1	RA1	Commercial Neighborhood	CN
Rural Agricultural 2	RA2	Commercial Community	CC
Rural Density 1	RD1	Commercial Regional	CR
Rural Density 2	RD2	Medical/Educational Campus	MEC
Foothill Residential	FR	Office Professional	OP
Residential 1	R1	Industrial	I
Residential 2	R2	Light Manufacturing/Distribution	LMD
Residential 3	R3	Commercial Storage	CS
Residential Cottage	RC	Improved Open Space	OS-I
Multi-Family 1	MF1	Natural Open Space	OS-N
Multi-Family 2	MF2	Agriculture	AG
OVERLAY ZONE LEGEND			
Ridgeline Protection Overlay	RL	Equine Overlay	EQ
Historical ~~Site and~~ Preservation Overlay	HP	Regional Technology and Industry Overlay	RTI
Extractive Industries Overlay	EI~~O~~	Sweetwater Industrial Overlay	SI
Wildlife Corridor Overlay	WC		
GENERAL PLAN CATEGORIES			
Agricultural/Rural Density One	ARD1	Town Center Mixed Use	TCM
Agricultural/Rural Density Two	ARD2	Regional Commercial	RC
Foothill Residential	FR	Employment Center/Campus	ECC
Neighborhood Residential One	NR1	Business Park/Light Industry	BPLI
Neighborhood Residential Two	NR2	Civic Uses	CU
Neighborhood Residential Three	NR3	Parks and Open Space	PO
Community Commercial	CC		

EAGLE MOUNTAIN

Planning Commission MEETING MINUTES

March 23, 2021, 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: Jeremy Bergener, Matthew Everett, Christopher Pengra, Erin Wells, and Brett Wright.

CITY STAFF PRESENT: Steve Mumford, Assistant City Administrator/Community Development Director; Tayler Jensen, Senior Planner; Jessa Porter, Planner; Fionnuala Kofoed, City Recorder; and Elizabeth Fewkes, Recording Secretary.

Commissioner Wright called the meeting to order at 5:31 p.m.

1. Discussion Items

1.A. Stonebridge Montessori (Concept Plan)

Planner Jessa Porter presented the item. The property for the proposed Montessori School is located on the corner of Stonebridge Lane and Ranches Parkway and will be accessed from Stonebridge Lane. The school will serve prekindergarten students. The project is allowed as a special use in the CN and CC zones. The subject property is located in The Ranches neighborhood and is identified for commercial use in the expired master development plan and agreement. The City has been evaluating a rezone for commercially-intended properties in The Ranches.

Staff recommends rotating the building 90 degrees and locating it at the southeast corner of the lot and the parking and play areas can be located to the west and north. A shared access point with the adjacent property to the west has been suggested in previous concept plans to be located at the western-most edge of the property. The plan shows 30 parking spaces and requires two of the spaces to be ADA parking spaces. Standards require one stall per 10 children. The plan calls for a three-foot landscape berm that needs to be increased by a half-foot to comply with the three-and-a-half-foot berm height requirement in EMMC 17.55.040(G).

The west and north sides of the building require additional articulation. The trash enclosure is designed to be consistent with the style of the building. The elevations should be revised to be consistent with the surrounding businesses and include additional architectural features.

Applicant representative Jon Jensen stated the included elevations were to demonstrate the basic design concepts and does not include all the architectural elements intended to be implemented in the final building design. The proposed design would be in line with current styles with stained faux wood and stucco exterior. They believe the proposed orientation is the safest for the

children and provides the best traffic flow. He expressed concern regarding the recommendation to place the playground adjacent to the road, despite the fencing, due to the accessibility of the children and traffic concerns. He also expressed concern about installing a long drive lane to access the parking lot and drop-off area. He stated his willingness to increase the height of the headlight berm and to update the elevations to comply with City standards and to be similar to neighboring properties. They have attempted to contact the owners of the adjacent property to discuss the access but have not received a reply. The plan proposes a shared access for both properties to reduce the number of accesses.

Commissioner Wright beseeched the applicant to incorporate the staff recommendation to reorientate the building and requested for the applicant to clarify his concerns regarding the recommended placement. He recognized the application was a concept plan and encouraged the applicant to incorporate the required architectural details in future applications. He inquired if the applicant was willing to install a half-width right-of-way for a shared drive with the property to the west.

Mr. Jensen explained relocating the building reduces the frontage due to the west to east width of the property and limits the amount of parking that can fit in front of the building once the drive aisle is added. Consequentially, additional parking would be needed to the north of the building which would reduce the playground area and increase the risk to the children by placing the playground next to the parking and adjacent to Ranches Parkway. He said he was open to installing a shared access with the adjacent property. They hope to be able to work with adjacent property owners to master plan the area.

Assistant City Administrator/Community Development Director Steve Mumford noted that he had not attended the development review committee meeting for this project. Staff generally recommends locating the building frontage adjacent to major roadways due to the Municipal Code commercial design standards. He recognized that a preschool has different considerations than other businesses. He understands the complications due to the need for the playground and a drop-off area. Ideally, there would be a drive aisle along the western boundary line for connectivity for commercial properties and due to a previous plan for the property to the north that had shown a road stub to the northwest corner of this property. He recommended consideration for a connection to the northern property and said the building would not necessarily need to be reoriented to accommodate the access. He understands the proposed elevations represent current design trends; however, for compliance and to be in harmony with other buildings in the area the plans should be adapted.

Commissioner Wells expressed concerns that traffic during drop-off and pick-up times will impact and impede traffic flow on Ranches Parkway. She requested for the applicant to provide statistics to verify the drive aisle is sufficient for this type of use when they return with the site plan.

Mr. Jensen said the orientation of the building was intended to mitigate traffic impediments and he will research the issue further to confirm the design provides for adequate traffic flow.

Commissioner Wright inquired if the applicant had considered locating the building in the northeast corner.

Mr. Jensen stated they had not considered locating the building in the northeast corner. He thanked the Commission for their feedback and expressed his willingness to consider the recommendations regarding the orientation, parking, and drop-off queue line length and location.

Commissioner Pengra noted that most schools have parking lots located in the front and the playground behind the building possibly due to safety and functionality. He expressed concern with placing the playground close to the street and the resulting perceived access to the children. As such, he feels the applicant's proposed orientation is the most appropriate and noted the portion of the playground adjacent to Ranches Parkway has landscaping and a trail setting the play area back farther from the road. He likes modern design; however, he agrees the building design needs to be brought into compliance with Municipal Code.

Mr. Jensen stated that they had submitted updated elevations after the deadline for packet materials that can be discussed when they return at a future meeting. He said those elevations will likely require additional updates to be harmonious with neighboring buildings.

Commissioner Wright thanked Commissioner Pengra for his insight regarding safety concerns that he had not considered when Commissioner Wright recommended relocating the building.

Commissioner Everett concurred with the benefits of having the building located between the parking lot and playground to increase safety. He also concurs with Commissioner Wright's recommendation to consider locating the building in the northeast corner. He noted that as this is the first development in the area, they have an advantage of determining traffic flow. A school will also limit the types of allowed businesses. He requested for the applicant to include some of the high-level design elements from other businesses in the general area to set a high standard for design that will be required for future business to be in harmony with the school design.

A new discussion began, and Commissioner Everett inquired regarding the Commission's willingness and desire to amend the multifamily design standards regarding garages.

Senior Planner Tayler Jensen explained that he is working on updating multifamily design standards. He delayed the amendments in order to determine and incorporate State legislative action during the previous session that impact the standards. He will present the Commission with the proposal at a future meeting.

Commissioner Everett clarified that his intention on previous applications was to enforce existing Municipal Code standards rather than his personal preferences. He thanked Mr. Jensen for his work on the project and said he will be in contact with Mr. Jensen regarding the standards.

Commissioner Pengra agreed that standards the Commission and Council have not been enforcing should be evaluated and amended.

Commissioner Wells agreed that the discussion is timely. She recalled an applicant had noted that alley-loaded products have issues that should be considered in the evaluation of the standards. She concurs with the desire to enforce Municipal Code while ensuring those standards do not have negative impacts on the City.

Commissioner Bergener stated he is in favor of having a discussion on the standards and evaluating the best product to require for the City.

Commissioner Wright directed for the Commissioners to review EMMC 17.72 before the discussion on the standards. He recalled that the standards dictate that garages shall not be the dominant feature which creates ambiguity that should be clarified.

Commissioner Wright recessed the meeting at 6:14 p.m.

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

Commissioner Wright called the meeting to order at 6:30 p.m.

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. March 9, 2021, Planning Commission Minutes

MOTION: ***Commissioner Pengra moved to approve the March 9, 2021 minutes. Commissioner Everett seconded the motion. Those voting aye: Jeremy Bergener, Matthew Everett, Christopher Pengra, Erin Wells, and Brett Wright. The motion passed with a unanimous vote.***

5. Status Report

Mr. Jensen stated that during the March 16, 2021 meeting no planning items were on the policy session. During the work session, the body discussed rental dwelling licenses for landlords and the first steps to rezoning properties within the City with expired master development agreements in accordance with General Plan land designations. The Hidden Hollow Phase C developer agreed to provide a clubhouse and pool and the Council expressed concerns that the proposal did not incorporate the updated 22-foot garage size requirements. The Council and residents expressed concern regarding insufficient buffering between the O'Reilly Auto Parts site and the Oak Hollow neighborhood and the body discussed potential solutions. During the Pole Canyon NPA-11 discussion, the Council recommended paving the access road as soon as

possible, requiring streetlights, and allowing building permits but withholding certificates of occupancy until the sewer is finished.

Mr. Jensen informed the Planning Commission that prior to the Planning Commission and City Council meeting on March 30, 2021, the Commission and Council have been invited to tour the Overland clubhouse at 4:30 p.m.

6. Action and Advisory Items

6.A. PUBLIC HEARING – Macey's at Market Place (Site Plan)

Mr. Jensen presented the item. The proposal is for a site plan for a Macey's grocery store located on 6.7 acres at the intersection of Pony Express Parkway and Eagle Mountain Boulevard within the Market Place at Eagle Mountain Town Center Master Development Plan.

The Market Place at Eagle Mountain Town Center Master Site Plan and Preliminary Plat were approved on August 18, 2020. The Development Agreement was approved on December 1, 2020. The property is zoned CC, which allows grocery stores over 30,000 square feet. The proposed store is 58,854 square feet.

EMMC 17.56.060(A) requires parking lot lights to be no taller than 17 feet. The applicant will confirm compliance with the requirement. EMMC 17.100.040 requires all site plans of five acres or larger to complete a master site plan. A master site plan has been completed for this site. EMMC 17.100.050 requires building or landscaping on the entire lot and the application is in compliance with the standard.

The applicant has provided 10-foot pedestrian walkways as required per EMMC 17.55.090. The application proposes parking islands every 12 stalls as required per EMMC 17.55.080(C). EMMC 17.55.120(C) requires one parking stall per 200 square feet of building area. The proposed 58,854 square-foot building requires 295 stalls and the application provides 309 stalls. EMMC 17.55.120(B) requires 8 ADA stalls; the applicant has provided 9 ADA stalls.

Paragraph 10 of the Market Place at Eagle Mountain Development Agreement states "Building Layout, and architecture (materials, colors, detailing, style) of commercial buildings shall be consistent throughout the project. Developer agrees, as much as possible to locate buildings near the front setback line with pedestrian access leading to the primary entrance and landscaping between the building and the street. Building elevations shall comply with EMMC Chapter 17.72 by adding Hardie board accents, architectural detailing, building material mixtures and additional vertical articulation/modulation."

Per EMMC 17.72.030(A), a building shall be located near or at the front setback line. The locations of the pad sites in the development are designed in compliance with the requirement. The application also complies with the EMMC 17.72.030(B) requirement for pad sites next to a road to locate parking between the pad sites and the anchor store.

EMMC 17.72.040(A) states "Commercial buildings should be similar in style as significant adjacent buildings. All facades of commercial structures shall be designed with consistent detail, style and trim as main elevation." The proposed elevations differ significantly in color, appearance, and materials from the businesses located across Eagle Mountain Boulevard. The differences in elevations were discussed during the site plan and elevations were approved for the pad site buildings.

EMMC 17.72.040(A) also requires that all buildings in a project have similar styles, colors, details, and materials. Staff believes that the elevations should be updated with similar materials and design elements as the approved pad site buildings. At a minimum, the elevations shall be updated to comply with the August 18, 2020 condition of approval #3 "the building elevations shall be revised to comply with EMMC 17.72 by adding wood, Hardie board accents, architectural detailing, building material mixture, and additional vertical articulation/modulation." EMMC 17.72.040(B) stipulates that the main entrance should orient to major sidewalks, pedestrian ways, plazas courtyards, and be clearly identifiable. The entrance is clearly identifiable and orients toward pedestrian paths within the parking lot.

Per EMMC 17.72.040(C), the primary roof form of a structure should help reduce the perceived scale of the building. All commercial buildings shall contain either sloping roofs with overhanging eaves, or a decorative parapet and multiple roof planes and heights. Decorative cornices and roof projections such as cupolas or towers are also encouraged. Staff believes the south and east elevations comply; however, the north and west elevations should be amended to contain different roof planes.

EMMC 17.72.040(D) requires building modulation. The south elevation complies with these standards; however, the other three sides require additional articulation. EMMC 17.72.040(E) requires a building to contain a majority of 12 design elements, the Macey's currently utilizes four, therefore three additional design elements shall be required on all four sides to come into compliance. EMMC 17.72.040(F) requires buildings to incorporate materials used throughout the City and to avoid large, panelized products or featureless surfaces. The north and west elevations feature large panelized featureless surfaces. Additional features should be added. EMMC 17.72.040(G) recommends the use of a wide pallet of colors. Staff recommends the elevations be updated and to use colors and materials similar to the approved pad site elevations, and the Shops at City Center.

Staff recommends that the Planning Commission motion to recommend approval of the application to the City Council for the reasons set forth in the staff report and in the meeting with the following conditions:

1. Additional windows shall be added to the elevations in compliance with 17.100.060(B);
2. All parking lot lights shall be no more than 17-feet in height from grade;
3. Elevations shall be updated to use similar materials, and design elements as the approved pad site elevations and the Shops at City Center;
4. The north and west elevations should be amended to contain varied roof planes;
5. Additional articulation and material variation shall be provided for the north, west, and east elevations; and

6. An additional three architectural detail features shall be used on all four sides of the structure.

Commissioner Wells was excused from the meeting from 6:43 p.m. to 6:50 p.m. due to technical difficulties.

Applicant representative Jared Mitchell stated he represents construction and development for Associated Foods Stores. The elevations represent the latest design standards for Associated Food Stores. He expressed the desire to balance the branding of the building with the City design standards in order to be in harmony with other businesses in the area. He requested recommendations regarding adapting the standards while still meeting the needs and function of the store. He expressed concern with the recommendation to add windows that view into the back area of the store which would be unsightly. He hopes the store will be a welcomed benefit to the City.

Commissioner Wright assured that the business with be a welcomed addition to the City.

Commissioner Wright expressed concern regarding the drive-throughs and requested additional information.

Mr. Mitchell verified that the restaurant inside of the grocery store will have a drive-through window located on the southeast corner of the building and a pharmacy drive-through between the main entrances on the front of the building. Typically, the pharmacy drive-through has a queue of three or fewer cars. He recognized a drive-through on the front of the building is not ideal due to the adjacent hardware store; however, they desire to provide drive-through pharmacy service as a benefit to the pharmacy and the residents. This design has functioned well at other locations.

Applicant represented Shawn Young with AWA Engineering said a potential tenant for pad site A to the east of the building proposes a drive-through on the west side of pad site A and the area between the restaurant located inside of the Macey's and the stand-alone restaurant to the east will be dedicated for drive-through traffic from both locations.

Commissioner Wright opened the public hearing at 6:57 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 Wright closed the hearing.

Commissioner Pengra stated he disagrees with several of the staff recommendations. He thinks the proposed Macey's store is attractive as he has seen their other stores similar in design. He feels the proposed elevations contain a sufficient number of design elements to adhere to the required design standards. He expressed concern in superfluous design requirements for the rear elevations that increase the cost to the applicant without significantly increasing aesthetical appeal or function.

Commissioner Wright stated that he respects Commissioner Pengra's opinion, although he agrees that the functionality does not increase, he feels strictly enforcing the standards increases the

visual landscape and overall appeal of the City. As such, he concurs with the staff recommendations. He emphasized his concern regarding pedestrian traffic and drive aisle impediments along the front side of the building due to the pharmacy drive-through, especially in consideration of other pharmacies in the City that have long drive-through queues. He advocated for exploring options to mitigate potential issues.

Commissioner Everett noted the City received a resident comment after the public hearing closed requesting an update regarding the timeline for completion of the project.

Mr. Mitchell stated that they are facing a minor issue with meeting construction staffing needs due to construction demand increases and major obstacles due to material supply delays and cost increases. They are striving to creatively surmount the obstacles while remaining on budget in order to meet their goal for the store to open before the end of the year.

Commissioner Everett agreed that the community will support the business. Placing windows on all the elevations of the grocery store may not be appropriate due to the internal activities of the business. He said the Commission should consider functionality on behalf of the applicant and recommended excluding the window requirement in the motion. He agrees that the drive-through queues need to be carefully considered due to the potential for queues to impede traffic flow, particularly the restaurant queue due to other issues in the City caused by long drive-through queues.

Commissioner Wells agreed that windows should not be required especially as they are a suggestion not a requirement in Municipal Code. She thinks the west and east elevations are appropriate. Although the rear elevation is not as visible, she thinks that the design standards could be increased to improve the elevations without placing a high burden on the applicant. She agrees with concerns regarding the restaurant drive-through.

Commissioner Bergener expressed concern with the pharmacy drive-through increasing traffic in front of the store, especially in consideration of pedestrian traffic and safety. He requested incorporating some of the accent colors and elements of the approved pad site elevations into the anchor store design.

Commissioner Wright suggested moving the restaurant to the west side of the building to utilize the west side and rear of the building for the drive-through queue.

Mr. Mitchell stated that they had considered placing the restaurant on the west side. He said there was a reason that the layout did not work for this location; however, he could not recall the specific reason. With this design, the focal point of the building incorporates the most elevated design elements.

Commissioner Pengra clarified he is in favor of attractive architectural standards and recognized that he is often in disagreement with the other Commissioners regarding design standard expectations. He said that in consideration of the cost and timeline to obtain building materials, that it is onerous to require the elevated standards for the back of buildings that are rarely seen by residents.

Commissioner Everett acknowledged Commissioner Pengra's point; however, he noted that many residents drive behind the Ridley's grocery store to access the Dairy Queen drive-through. Also, townhomes in that area view the back of the Ridley's building. As the use for the land adjacent to the rear of this location has not been determined, he believes that there should be some design elements even if not all the standards are required. He recognized that the functionality of the business limits design elements of the rear elevation, but thinks the elevations could be improved without becoming cost-prohibitive.

Mr. Mumford presented the rear elevations of other grocery stores in the area to demonstrate potential options to increase the architectural design standards such as color variance, upper windows, popouts, and/or masonry.

Commissioner Wright concurred with Commissioner Everett that a few small, inexpensive additions will dramatically improve the aesthetics of the rear elevations, especially in consideration of residents passing or living behind the building.

Commissioner Pengra said that the rear of a grocery store is a utilitarian space with a loading dock and regardless of the architectural features, pallets, racks, and other less appealing elements are required for functionality and detract from the design features.

Commissioner Wells agreed that there will be utilitarian uses and noted that as a wall will be required between the building and the adjacent uses, only the top of the building will be visible to buildings behind the site. Although she agrees that it might be superfluous to require additional design elements on the rear elevation, the Commission's job is to enforce Municipal Code which does not differentiate between front, side, and rear elevation requirements.

Commissioner Everett inquired if the restaurant could be moved farther back into the store.

Mr. Mitchell explained the location of the drive-through is in accordance with a right-handed store layout which is the preferred, most common layout. He acknowledged the validity of the Commission's concerns but explained relocating the restaurant would disrupt the flow and function of the overall layout. In stores with the same layout, they removed parking to create a drive aisle and stack lane and added a stop sign to address drive-through queue and traffic impediments.

Commissioner Wright advocated for changing the layout to place the drive-through on the west side of the building.

Mr. Young verified that the patrons for the restaurant on the lot adjacent to the east of the grocery store will access the drive-through aisle for that restaurant from the north and the patrons for the restaurant attached to the Macey's will access the adjacent drive-through aisle from the south. Pass-through traffic would be prohibited between the two drive-throughs. He explained that reorienting the building would place the Ace Hardware portion adjacent to the roadway and the associated pallets with items such as fertilizers, soil, and salt would be more visible on the

east side of the building. He said the proposed drive-through aisle accommodates four cars with a fifth car at the ordering window.

Commissioner Pengra noted that due to his job, he is aware that the Eagle Mountain Artic Circle is the busiest store for the franchise even with the lobby being closed due to the pandemic. He shares the drive-through concerns due to the demographics of the City and the likelihood for the restaurant to have a higher-than-normal rate of drive-through traffic, especially during peak hours.

Mr. Jensen clarified that EMMC 17.75.069(D) requires a minimum of 120 feet for a single stacking lane or 60 feet per lane when there is more than one stacking lane. A stacking lane is measured back to the point of service or final service window. Stacking lanes do not have to be linear. Stacking lanes shall be designed so that they do not interfere with parking, pedestrian and vehicle circulation. All stacking lanes shall be clearly identified through the use of means such as striping, landscaping, and signs.

Discussion ensued regarding the stacking for the drive-through and options to address the drive-through traffic impediment concerns with consideration of the store layout and function.

MOTION: ***Commissioner Everett moved to recommend approval to the City Council of the site plan for Macey's at Market Place with the following conditions:***

1. ***All parking lot lights shall be no more than 17-feet in height from grade;***
2. ***Elevations shall be updated to use similar materials, and design elements as the approved pad site elevations;***
3. ***The north and west elevations should be amended to contain varied roof planes;***
4. ***Additional articulation and material variation shall be provided for the north, west, and east elevations;***
5. ***An additional three architectural detail features shall be used on all four sides of the structure; and***
6. ***Traffic impacts from the drive-through on the east side of the building shall be mitigated and comply with EMMC 17.75.069(D).***

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

Commissioner Pengra explained his dissenting vote was due to objections to conditions #2, 3, 4, and 5. He expressed his support of Macey's project moving forward.

6.B. PUBLIC HEARING – Sweetwater Industrial Park (Rezone & General Plan Amendment)

Mr. Mumford presented the item. The subject property is about 126.61 acres located west of Pony Express Parkway and south of Tiffany Lane. On July 21, 2020, the applicant requested the subject property to be rezoned to Industrial with the Sweetwater Industrial Overlay Zone. The

City Council approved the LMD and Sweetwater Industrial Overlay Zones on lot 1 but tabled the remainder of the request to allow the applicant to review the new LMD zoning standards and consider it for use within the industrial park. The rezone requests approximately 50.14 acres to Industrial with the Sweetwater Industrial Overlay, approximately 34.6 acres to CC, and approximately 41.87 acres to LMD. The current General Plan designation is Business Park/Light Industry on 104.36 acres and Neighborhood Residential One on 22.25 acres. The applicant is seeking an amendment to the General Plan that would result in Busines Park/Light Industry on 92.51 acres and Community Commercial on 34.1 acres. The property was zoned Industrial in the Eagle Mountain Properties Master Development Plan, which has expired.

Most of the uses that are permitted or conditional in the Industrial zone are now permitted a special uses in the LMD zone. The Sweetwater Industrial Overlay allows for metal buildings that are not specifically permitted in the LMD zone. Criteria for a rezone approval considerations include compliance with the General Plan, compatibility determination, City services, traffic generation, and property values.

The City's Transportation Master Plan includes several primary roads which will service the subject property – Tiffany Lane, running along the northern property edge, is a major arterial; Pony Express Parkway, running along the eastern property edge, is a minor arterial, and 1020 East, running north-south through the center and along the western edge of the property, is a collector. While the exhibits show the other interior roads within the project to be 77-feet wide, they would not need to be built to the collector road standards and instead are proposed at this width to better serve large vehicles and turning into/out of properties.

Staff recommends that the area requested for the Sweetwater Overlay zone be instead zoned as LMD due to the differences in the permitted and conditional uses and development standards allowed in the Industrial and Sweetwater Overlay in comparison to the LMD zone.

The development standards for the Sweetwater Overlay Zone per EMMC 17.53.060 stipulate
"The base zoning development standards shall be applicable, unless modified or replaced as follows:
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."

EMMC 17.72.010 permits exceptions for City design standards for the industrial overlay "This chapter provides standards and guidelines for the site and building design of commercial and

multifamily developments. Although these standards are not required for industrial parks, warehouses, or large corporate office or campus developments, they are highly encouraged."

Per EMMC 17.37.050(B) Architecture and Site Design, "All permitted or special uses shall comply with Chapter 17.72 EMMC, Commercial and Multifamily Design Standards. Where more than one structure is built in a complex or project, structures shall have a similar style or theme, including colors, materials, and design elements. It is recognized that the function and use of buildings used for light manufacturing or unique uses may dictate the style and other appearance of the structure. In these cases strict adherence to the provisions of this chapter may not be advisable or possible, at the discretion of the approval authority."

Parking Standards in EMMC 17.55.040 require that "Parking areas shall consist of concrete, asphalt, or other impervious materials approved in the Eagle Mountain City Construction Standards and Specifications manual."

Staff recommends that the Planning Commission motion to recommend approval of the proposed General Plan amendment to the City Council for the reasons set forth in the staff report and in the meeting.

Staff recommends that the Planning Commission motion to recommend approval of the proposed rezone application to the City Council, rezoning approximately 92 acres to the LMD zone and approximately 35 acres to the CC zone, for the reasons set forth in the staff report and in the meeting.

Mr. Mumford noted that the previous approval for the Sweetwater Industrial Overlay zone on lot 1 included several conditions amending the permitted uses.

Applicant representative Scot Hazard said he had not been aware of the staff recommendation to rezone the area requested for the Sweetwater Industrial Overlay to LMD and required time to consider the recommendation. They intend to develop a diversity of product in the area. As the Sweetwater Industrial Overlay zone was created specifically for this area of the City near the sewer treatment plant, he advocated for the application of the overlay as appropriate. The reduced design standards would allow them to attract users that would not be interested in the LMD zone as the increased design standards are cost-prohibitive.

Commissioner Wright opened the public hearing at 8:04 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 Wright closed the hearing.

Mr. Mumford stated the intention had been to inform the applicant of the staff recommendation prior to the meeting and apologized to the applicant that the information had not been conveyed to him. He agreed the location is the most appropriate location in the City for the Sweetwater Industrial Overlay zone. The staff recommendation is based upon Council and Commission concerns regarding the permitted uses expressed during the approval of lot 1. He thinks that an exception or amendment to the standards could allow the uses and reduced design standards desired by the applicant. He noted the LMD allows more uses than the Industrial zone. The City

has updated conditional use to special uses in the residential and commercial zone standards; however, the industrial zones uses have not been updated recently.

Mr. Hazard clarified that a significant portion of the property is requested for LMD to accommodate uses not permitted in the overlay. He is not as interested in the uses in the overlay zone, as he is in the reduced standards. He is working with a fitness equipment repair company and they require a metal building and trailers with containers. The standards in the LMD zone are cost-prohibitive. He emphasized the area is unlikely to attract businesses with the higher design standards and materials requirements. It is more difficult to recruit companies and convince them to spend money on an application to request a special or conditional use with uncertainty regarding approval. Their proposal buffers the area requested for the Sweetwater Industrial Overlay uses with LMD and CC uses.

Commissioner Wright agreed that this area is the appropriate location for the overlay. Although he does have concern with some of the uses, he expressed his willingness to approve the overlay especially considering the proposal rezones residential areas to commercial uses. He noted the City has had difficulty in developing commercial lots with 212 to 218-foot widths and inquired regarding the width of the commercial lots in the project.

Mr. Hazard stated the lots proposed for the CC zone are 250-feet wide.

Commissioner Pengra stated industrial development in the City is just beginning. If desired and permitted by the City, development expansion will begin in this area. Cost has a significant impact on industrial development. There may come a time when the City can require increased design standards but is currently unlikely to attract industrial development with increased standards. As the City and utility buildings in this area are metal, he feels buildings with reduced design standards and industrial uses are appropriate.

Commissioner Wells expressed support in allowing the reduced design standards in the overlay but concurred with City Council concerns regarding some of the uses. She agreed that the City should review and update the uses in the Industrial zone. She suggested approving the overlay on the southernmost portions of the property – including the 10.58-acre development area, west of lot 1 and south of 2400 North, and the 2.67-acre development area, east of the Available Storage site and south 2450 North as depicted in Exhibit B.

Mr. Mumford noted the City Council minutes with the changes to the Sweetwater Overlay were included in the packet material.

Commissioner Everett agreed that City the has the opportunity to develop this area with Industrial uses if desired. As newer metal buildings have increased aesthetics from older metal buildings, he does not have concerns regarding permitting reduced design standards. Although he shares concerns regarding some of the uses in the overlay, he feels it would be inappropriate to delay the application while the City revises the standards due to the unlikelihood of the applicant requesting to develop those uses. He appreciates the addition of commercial uses in lieu of residential especially in consideration of the amount of designated commercial space requested to be rezoned to residential uses in other developments and the buffering provided by the

commercial uses. He approved of the applicant installing wider roads to accommodate truck traffic. He is in favor of moving the application forward rezoning the areas as requested by the applicant.

Commissioner Bergener agreed the commercial and LMD zones buffering the industrial uses is appropriate and said the request adheres to the General Plan designations and uses. If the only concerns are regarding the permitted uses, then the conditions of approval could exclude those uses.

Commissioner Wright requested for the Commission to review the 17.53.040 Land Uses to determine the uses they desire to exclude.

Mr. Mumford verified that the Planning Commission has the purview to exclude uses in the conditions of approval and reviewed the uses amended in the conditions of the approval of lot 1.

Mr. Hazard expressed his support of the proposed amendment to the uses as conditions of approval of the Sweetwater Industrial Overlay zone.

MOTION: ***Commissioner Everett moved to recommend approval to the City Council of the General Plan amendment for the Sweetwater Industrial Park. Commissioner Wells seconded the motion. Those voting aye: Jeremy Bergener, Matthew Everett, Christopher Pengra, Erin Wells, and Brett Wright. The motion passed with a unanimous vote.***

MOTION: ***Commissioner Everett moved to recommend approval to the City Council of the rezone for the Sweetwater Industrial Park as presented in Exhibit C with the following conditions applied to the land zoned Industrial with the application of the Sweetwater Industrial Overlay:***

1. ***Automobile sales and/or services shall be a permitted use;***
2. ***Convenience stores shall be a permitted use;***
3. ***Electronic data management businesses shall be a permitted use;***
4. ***Laundry and dry-cleaning establishments shall be prohibited;***
5. ***Manufactured homes developments shall be prohibited;***
6. ***Motels and hotels shall be prohibited;***
7. ***Other manufacturing businesses shall be a permitted use; and***
8. ***Restaurants and banks (with drive-through service facilities) shall be prohibited.***

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

7. Discussion Items

8. Next scheduled meeting

The Planning Commission has a joint meeting with the City Council on March 30, 2021, at 5:30 p.m. preceded by a tour of the Overland clubhouse at 4:30 p.m.

Commissioner Wells informed the Commission that she will only be able to attend a portion of the joint meeting with the City Council.

Commissioner Pengra stated he will attend the joint meeting with the City Council but is unsure if he will be able to attend the tour of the Overland clubhouse.

9. Adjournment

MOTION: ***Commissioner Wells moved to adjourn the meeting at 8:43 p.m. Commissioner Everett seconded the motion. Those voting aye: Jeremy Bergener, Matthew Everett, Christopher Pengra, Erin Wells, and Brett Wright. The motion passed with a unanimous vote.***

The meeting was adjourned at 8:43 p.m.

Approved by the Planning Commission on April 13, 2021.

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Steve Mumford, AICP
Assistant City Administrator/Community Development Director

DRAFT

EAGLE MOUNTAIN	**EAGLE MOUNTAIN CITY** **PLANNING COMMISSION MEETING** **APRIL 13, 2021**
TITLE:	PUBLIC HEARING - Overland Village Two Phase A (Preliminary Plat & Master Site Plan)
ITEM TYPE:	Master Site Plan & Preliminary Plat
APPLICANT:	Ivory Homes (Bryon Prince)

ACTION ITEM:
Yes

PUBLIC HEARING:
Yes

PREPARED BY:
Steve Mumford, Planning

BACKGROUND:

This plat is part of the Overland Master Development Plan and is subject to the Overland Master Development Agreement (MDA). The MDA allows for flexibility in lot sizes and unit types, and requires a village concept plan to be approved prior to a preliminary plat or site plan. The Village Concept Plan for Village 2 was approved by the City Council on November 17, 2020. The village concept plan is somewhat conceptual, and minor changes to the plan can be proposed along with a preliminary plat or site plan. This is the first preliminary plat in Village 2. The lot and unit layouts comply with the village concept plan, with some minor modifications due to conditions of approval from the City Council and staff review comments. The City's Development Review Committee (DRC), including the UFA Fire Marshal, has reviewed these plans several times and the applicant has made quite a few changes in order to comply with the review comments.

ITEMS FOR CONSIDERATION:

ROADS & CONNECTIVITY

The roads in this project, with the addition of mid-block pedestrian trails, comply with the City's connectivity standards found in EMMC 16.30.090. The project includes left-turn lanes and right-turn deceleration lanes at each entrance on Pony Express Parkway. A connection has also been made to the north between lots 298 and 299 (to connect to Oquirrh Mountain Ranch), and this phase connects to Airport Road, across the street from the Village 1 intersection. Several roads are designed with a 63-foot wide right-of-way and include a 12-foot asphalt trail and 8-foot parkstrip on one side, with a 5-foot parkstrip and 5-foot sidewalk on the other side.

OFF-STREET PARKING

EMMC 17.55.120c requires, for townhouses, two stalls per dwelling unit (not in tandem configuration) plus one guest parking space per three dwelling units. One space per unit must be within a fully enclosed garage. We count 33 off-street parking spaces in the south townhouse area (Units 1001 - 1090), in addition to the 2-car garages and driveways. This complies with the code. The north townhouse area (65 units) includes approximately 22 off-street parking spaces in addition to the 2-car garages and driveways. This complies with the code.

LOT WIDTHS & SETBACKS

The Overland MDA provides the developer with predictability by vesting them in the City's laws and ordinances in effect at the time the MDA was executed. Paragraph 1.2.13 defines City's Vested Laws to mean "the ordinances, policies, standards and procedures of the City related to zoning, subdivisions, development, public improvements and other similar or related matters that were in effect as of the date of this MDA." The updates the City has made in the last couple of years to the lot widths and setbacks for residential lots therefore are not applicable to this project. A majority of the lots actually comply with the City's current lot width standards; however, some of the smaller lots have lot frontages of 55 feet. This is in compliance with the code standards in place when the MDA was approved (previous minimum was 55 feet; current minimum is 58 feet). The typical building setbacks are also in compliance with the code at the time of MDA approval (22' front, 20' rear, 5' side, 10' garage side, 15' street side).

BUILDING ELEVATIONS / MULTI-FAMILY DESIGN STANDARDS

The proposed townhomes must comply with the architectural and design standards in EMMC 17.72. Here are several items of note:

- Garage location - EMMC 17.72.030(C) states that garages should be placed to the rear and accessed by a service drive. These townhomes are all designed with rear-access garages.
- Units/building - A majority of these townhomes are 3 or 4 units to a building. There are only a couple of buildings that contain 5 units.
- Materials - EMMC 17.72.040(F)(1) requires a minimum of at least two exterior materials on all faces. A good mix of materials has been included on each elevation. The front

elevation includes 39% siding, 26% stucco, 16% brick, and 19% openings (windows, doors, etc.). The side elevations include 39% siding, 32 - 33% stucco, 18 - 20% brick, and 9% openings. The rear elevation includes 36% siding, 14% stucco, 17% brick, and 34% openings (windows and garage doors).

- Colors - EMMC 17.72.040(G) states that building colors are not restricted to desert landscape colors and recommends a wide color palette. Each building and elevation contains a mix of colors and there are several color schemes proposed.
- Building articulation - EMMC 17.72.040(D) requires vertical and horizontal articulation including facade modulation, changes in textures/materials, window patterns, offsets, recesses, and projections. The buildings demonstrate compliance with these standards.
- Architectural Detailing - These townhomes include porches, popouts, decorative trim and moldings, columns, decorative gables, window grids, and decorative windows. These units are in compliance with EMMC 17.72.040(E)(2).
- Lighting - EMMC 17.72.040(I) requires that lighting be shielded and directed downwards. This will be evaluated prior to building permit approval.
- Mailbox structure - EMMC 17.72.040(J) states that cluster mailboxes should be used for multifamily developments based on USPS requirements. It recommends that the structures should "emulate the buildings in materials and color." The applicant should develop specific details/plans for the cluster mailbox to reflect the design of the buildings. The applicant will need to provide a plan that indicates mailbox locations and include pullouts or temporary parking areas so as to not create traffic congestion.

FENCING

Consistent privacy fencing is required along Pony Express Parkway and Airport Road. We expect that this will be consistent with the masonry wall and fencing installed in Village 1.

OPEN SPACE / TRAILS

The plans include 12-foot wide asphalt trails running through the open space areas, connecting to the trail along Pony Express Parkway, to the north property through Parcel H, and along some of the main roads (Wildcat Peak, Arnot Peak, and Garfield Hills Drive). Small entry monuments are also proposed at each entrance along

Pony Express Parkway. These are anticipated to be similar to the small monument at Village 1. All of the open space areas within this preliminary plat will be owned and maintained by the HOA. In order to reduce water use and the cost of ongoing maintenance, the developer has designed a majority of the open space areas to be an enhanced native landscaping, including grasses, wildflowers, trees, and shrubs. The areas immediately surrounding the townhomes will be improved with additional plantings and small areas of sod. The City's Parks Director feels comfortable with the proposed landscaping plans. See attached landscape plans. The MDA requires a medium park to be improved in Village 2. This park will be in a later phase, a little further west, and is not included in this current phase. A pool and large clubhouse are being built/finished in Village 1, just south of this phase, and will be available for use by these future residents.

MASTER SITE PLAN / INDIVIDUAL SITE PLANS
Due to the level of detail provided with this master site plan for the townhome building elevations, landscaping, and layouts, we recommend that individual site plans are unnecessary in this case and have included a recommended condition of approval to that effect.

REQUIRED FINDINGS:

Preliminary plat and master site plan approvals are based upon compliance with City Code requirements and requirements of any applicable development agreements. The approval criteria for preliminary plat and master site plans can be found in EMMC 16.20 and 17.100, respectively. The Overland Master Development Agreement should also be considered when reviewing these applications.

RECOMMENDATION:

The Planning Commission may recommend approval, approval with conditions, table for more information, or denial based upon findings of facts.

We recommend the following motion:
I move that the Eagle Mountain Planning Commission recommend approval of the Overland Village 2 Phase A Preliminary Plat and Master Site Plan to the City Council with the following conditions:

1) Individual site plans are not required for the townhomes in this plat.
2) Applicant shall submit plans for mailbox locations and design of mailbox structures, including pullouts or temporary parking areas to improve traffic flow.
3) Privacy fencing, in compliance with EMMC 17.60.110, shall be installed along Pony Express Parkway and Airport Road.
And any conditions the Planning Commission deems appropriate based on findings of facts.

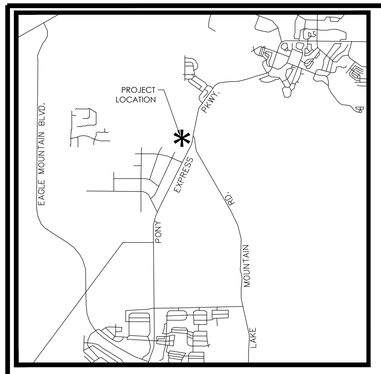
If you feel that the applicant needs to make changes to the plan in order to comply with code requirements, and the necessary changes are more extensive than can be placed in conditions, then you can make a motion to table the application to the next meeting (or a future meeting) with specific directions given to the applicant.

ATTACHMENTS:

Overland Village 2 Ph A Preliminary Plans
Overland Village 2 Ph A Townhome Landscaping Plans
Overland Village 2 Ph A Townhome Elevations/Photos
Overland Village 2 Traffic Impact Study - Executive Summary
City Council Mtg Minutes 11-17-20
Overland Village 2 Approved Village Concept Plan

OVERLAND VILLAGE 2 PHASE A PRELIMINARY

PREPARED FOR:
IVORY HOMES
LOCATED IN:
EAGLE MOUNTAIN CITY, UTAH



VICINITY MAP
NTS

ROAD SECTION NOTES

1. **PROOF ROLLS:** PROOF ROLL REQUIRED ON ALL SECTIONS OF ROAD: I.E. SUB-GRADE, SUB-BASE, CURB BASE, AND ROAD BASE. CURB STAKES REQUIRED FOR SUB-GRADE INSPECTION AND STRING LINE REQUIRED FOR SUB-BASE AND ROAD BASE INSPECTION
2. **UTBC:** STATE SPEC. ROAD BASE REQUIRED FOR ALL ROADS, COMMERCIAL BASE ACCEPTABLE FOR SIDEWALKS & TRAILS.
3. **COLLARS:** COLLARS TO BE 1' WIDE BY 1' DEEP WITH A 6000 PSI CONCRETE WITH 1.5# FIBER MESH PER CUBIC YARD (3/4" MONOFILAMENT) REQUIRED FOR ALL STREET COLLARS. MANHOLE COVERS AND WATER VALVE TOWERS TO BE 1/2" DOWN FROM ASPHALT EDGE AND CONCRETE TO BE 1/4" TO 3/8" DOWN FROM ASPHALT EDGE.

WATER NOTES

1. **VALVES:**
A. VALVES MUST BE FLANGED TO TEE'S (FITTINGS)
B. VALVES 12" AND LARGER TO BE BUTTERFLY VALVES
2. **BEDDING:** SAND MUST MEET AASHTO (A-3) GRADATION WITH 100% PASSING THE #4 SIEVE. 6" BELOW PIPE ON THE SIDES & 12" ABOVE PIPE (MINIMUM)
3. **DEPTH:** WATER MAIN & LATERALS MUST MAINTAIN 4' COVER FROM FINISHED GRADE (MINIMUM), 3' MINIMUM FROM TOP OF PIPE AT TIME OF INSTALLATION. MAX DEPTH 72" FROM FINISHED GRADE.
4. **SERVICES & FITTINGS:** SERVICES & FITTINGS TO MAINTAIN 3' MINIMUM SEPARATION FROM PIPE JOINTS AND OTHER FITTINGS
5. **SETTERS:** ALL SETTERS TO BE 21" TALL (MINIMUM), HAVE UNIONS AT THE BASE AND BE DUAL CHECK MODEL, ALSO 3/4" SETTERS TO HAVE DOUBLE BRACES. SETTERS TO BE AT 18" TO 22" FROM THE TOP OF SETTER TO TOP OF LID.
6. **WATER CAN LID:** ALL LIDS TO SAY "EAGLE MOUNTAIN" ON THEM RECESSED IN A HOLE FOR THE ERT AND TO BE SET AT LEVEL TO 1"ABOVE THE PLANE OF THE CURB & SIDEWALK
7. **WATER CAN:** THE WATER CAN FOR 3/4" & 1" SERVICES WILL NEED TO BE A 36" TALL MINIMUM AND 21" INSIDE DIAMETER. WATER CAN FOR 1-1/2" TO 2" SERVICE WILL NEED TO FOLLOW APWA SPECIFICATION.
8. **HYDRANTS:** HYDRANTS TO BE 5" BURY (MINIMUM)
9. **LATERALS:** ALL LATERALS NEED TO BE GIS (SHOT IN) AT THE CORP. STOP & SETTER, AND ALSO VISUAL INSPECTION ON POLY INSERTS BEFORE BACKFILL. WATER LATERALS TO EXTEND 15" INTO PROPERTY AND BE MARKED WITH A 2X4 PAINTED BLUE. ALL POLY LINES TO HAVE VISUAL POLY INSERT INSPECTION.
10. **TRACER WIRE:** RUN TRACER WIRE ALONG MAIN & EXTEND UP SETTERS AND HYDRANTS, DO NOT RUN UP VALVE BOXES.
11. **WATER FITTINGS:** ALL WATER FITTINGS TO BE CHECKED FOR THRUST BLOCKS (PRE & POST) AND GIS (SHOT IN) BEFORE BACKFILL
12. **VERTICAL SEPARATION:** WATER MAIN TO MAINTAIN 18" MINIMUM SEPARATION FROM STORM DRAIN OR OTHER OBSTACLES/UTILITIES
13. **WATER LINE FITTINGS:** ALL FITTINGS TO HAVE MEGA LUG FOLLOWERS
14. **WATER MAIN LINE:** NO DEFLECTION OR BENDING OF PIPE WILL BE ALLOWED IN THE WATER LINES AND BEND FITTINGS WILL BE REQUIRED. ALL FITTINGS TO BE MEGA-LUG FITTINGS.

SEWER NOTES

1. **PIPE BEDDING:** 3/4" GRAVEL REQUIRED 6" BELOW, ON THE SIDES & 12" ABOVE THE PIPE (MINIMUM)
2. **DEPTH:** SEWER MAIN/LATERALS TO MAINTAIN 4' COVER (MINIMUM) FROM FINISHED GRADE, 3' MINIMUM FROM TOP OF PIPE AT TIME OF INSTALLATION
3. **SEPARATION:** SEWER MAINS & LATERALS TO MAINTAIN 10' SEPARATION (MINIMUM) FROM CULINARY WATER MAINS & LATERALS
4. **SEWER Y'S:** 3' MINIMUM SEPARATION BETWEEN SEWER Y'S
5. **LATERAL STUBS:**
A. STUBS MUST EXTEND 15' INTO PROPERTY AND BE MARKED WITH 2X4 PAINTED GREEN.
B. ALL LATERALS MUST BE GIS (SHOT IN) AT THE Y'S AND STUBS. ALSO, SLOPES (2% MIN. ON 4" PIPE) TO BE CHECKED BEFORE BACKFILL
6. **MANHOLES:** MANHOLES TO BE WITHIN 1' OF FINISHED GRADE. 12" OF WHIRLY GIG FORM (MAX) AND NO FLAT RINGS ALLOWED. 12" OF 3/4" GRAVEL REQUIRED UNDER MANHOLES/BOXES.

STORM DRAIN NOTES

1. **BEDDING:** 3/4" GRAVEL 6" BELOW AND ON SIDES OF PIPE & 12" ABOVE PIPE (MINIMUM)
2. **ADS:** ALL ADS PIPE TO BE "HP" BRAND
3. **COLLARS:** COLLARS TO BE 1'X1' AROUND PIPE, 4000 PSI CONCRETE, INSPECTION IS NEEDED PRE & POST COLLAR POUR.
4. **MANHOLES:** MANHOLES TO BE WITHIN 1' OF FINISHED GRADE. 12" OF WHIRLY GIG FORM (MAX) AND NO FLAT RINGS ALLOWED. 12" OF 3/4" GRAVEL REQUIRED UNDER MANHOLES/BOXES.

GENERAL NOTES

1. CONTRACTOR TO FIELD VERIFY HORIZONTAL AND VERTICAL LOCATIONS OF ALL EXISTING UTILITIES PRIOR TO COMMENCEMENT OF CONSTRUCTION, AND REPORT ANY DISCREPANCIES TO THE ENGINEER.

2. ANY AND ALL DISCREPANCIES IN THESE PLANS ARE TO BE BROUGHT TO THE ENGINEER'S ATTENTION PRIOR TO COMMENCEMENT OF CONSTRUCTION.

3. ALL CONSTRUCTION SHALL ADHERE TO EAGLE MOUNTAIN STANDARD PLANS AND SPECIFICATIONS.

4. ALL UTILITIES AND ROAD IMPROVEMENTS SHOWN ON THE PLANS HEREIN SHALL BE CONSTRUCTED USING REFERENCE TO SURVEY CONSTRUCTION STAKES PLACED UNDER THE SUPERVISION OF A PROFESSIONAL LICENSED SURVEYOR WITH A CURRENT LICENSE ISSUED BY THE STATE OF UTAH. ANY IMPROVEMENTS INSTALLED BY ANY OTHER VERTICAL OR HORIZONTAL REFERENCE WILL NOT BE ACCEPTED OR CERTIFIED BY THE ENGINEER OF RECORD.

5. THIS DRAWING SET IS SCALED TO BE PRINTED ON A 24" X 36" SIZE OF PAPER (ARCH. D). IF PRINTED ON A SMALLER PAPER SIZE, THE DRAWING WILL NOT BE TO SCALE AND SHOULD NOT BE USED TO SCALE MEASUREMENTS FROM THE PAPER DRAWING. ALSO USE CAUTION, AS THERE MAY BE TEXT OR DETAIL THAT MAY BE OVERLOOKED DUE TO THE SMALL SIZE OF THE DRAWING.

NOTICE

BEFORE PROCEEDING WITH THIS WORK, THE CONTRACTOR SHALL CAREFULLY CHECK AND VERIFY ALL CONDITIONS, QUANTITIES, DIMENSIONS, AND GRADE ELEVATIONS, AND SHALL REPORT ALL DISCREPANCIES TO THE ENGINEER.

ENGINEER'S NOTES TO CONTRACTOR

1. THE EXISTENCE AND LOCATION OF ANY UNDERGROUND UTILITY PIPES, CONDUITS OR STRUCTURES SHOWN ON THESE PLANS WERE OBTAINED BY A SEARCH OF THE AVAILABLE RECORDS, TO THE BEST OF OUR KNOWLEDGE, THERE ARE NO EXISTING UTILITIES EXCEPT AS SHOWN ON THESE PLANS. THE CONTRACTOR IS REQUIRED TO TAKE DUE PRECAUTIONARY MEASURES TO PROTECT THE UTILITY LINES SHOWN ON THESE DRAWINGS. THE CONTRACTOR FURTHER ASSUMES ALL LIABILITY AND RESPONSIBILITY FOR THE UTILITY PIPES, CONDUITS OR STRUCTURES SHOWN OR NOT SHOWN ON THESE DRAWINGS. IF UTILITY LINES ARE ENCOUNTERED DURING CONSTRUCTION THAT ARE NOT IDENTIFIED BY THESE PLANS, CONTRACTOR SHALL NOTIFY ENGINEER IMMEDIATELY.

2. 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 CITY, 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.

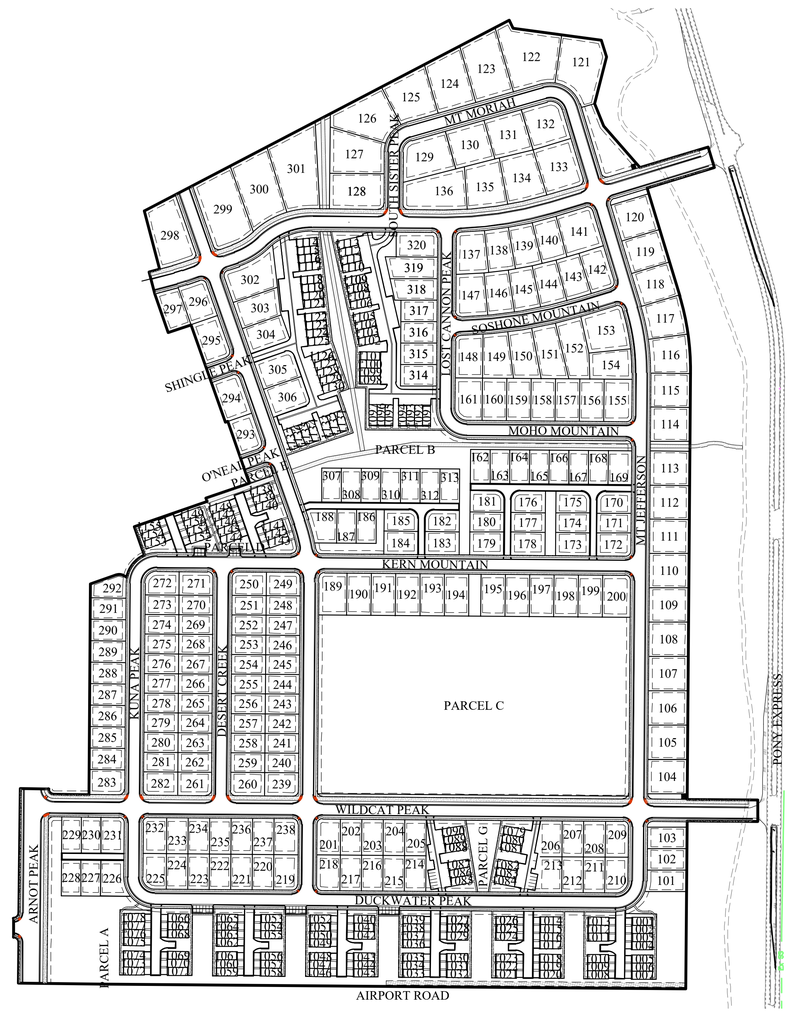
3. UNAUTHORIZED CHANGES & USES: THE ENGINEER PREPARING THESE PLANS WILL NOT BE RESPONSIBLE FOR, OR LIABLE FOR, UNAUTHORIZED CHANGES TO OR USES OF THESE PLANS. ALL CHANGES TO THE PLANS MUST BE IN WRITING AND MUST BE APPROVED BY THE PREPARER OF THESE PLANS.

4. ALL CONTOUR LINES SHOWN ON THE PLANS ARE AN INTERPRETATION BY CAD SOFTWARE OF FIELD SURVEY WORK PERFORMED BY A LICENSED SURVEYOR. DUE TO THE POTENTIAL DIFFERENCES IN INTERPRETATION OF CONTOURS BY VARIOUS TYPES OF GRADING SOFTWARE BY OTHER ENGINEERS OR CONTRACTORS, FOCUS DOES NOT GUARANTEE OR WARRANTY THE ACCURACY OF SUCH LINEWORK. FOR THIS REASON, FOCUS WILL NOT PROVIDE ANY GRADING CONTOURS IN CAD FOR ANY TYPE OF USE BY THE CONTRACTOR. SPOT ELEVATIONS AND PROFILE ELEVATIONS SHOWN IN THE DESIGN DRAWINGS GOVERN ALL DESIGN INFORMATION ILLUSTRATED ON THE APPROVED CONSTRUCTION SET. CONSTRUCTION EXPERTISE AND JUDGMENT BY THE CONTRACTOR IS ANTICIPATED BY THE ENGINEER TO COMPLETE BUILD-OUT OF THE INTENDED IMPROVEMENTS.

CONTACTS

ENGINEER & SURVEYOR
FOCUS ENGINEERING & SURVEYING, LLC
6949 S. HIGH TECH DRIVE SUITE 200
MIDVALE, UTAH 84047
(801) 352-0075
PROJECT MANAGER: MATHEW WANGSGAARD
SURVEY MANAGER: SPENCER LLEWELYN

OWNER/DEVELOPER
IVORY HOMES
978 EAST WOODOAK LANE
SALT LAKE CITY, UTAH 84117
(801) 407-6891
CONTACT: BRYON PRINCE



SITE MAP

Sheet List Table	
Sheet Number	Sheet Title
C1	COVER SHEET
C2	PRELIMINARY PLAT
C2.1	PRELIMINARY PLAT
C3	OVERALL SITE PLAN
C3.1	SITE PLAN
C3.2	SITE PLAN
C3.3	SITE PLAN
C3.4	SITE PLAN
C3.5	SITE PLAN LANDSCAPING
C3.6	PRELIMINARY TRAIL PLAN
C4	PRELIMINARY GRADING & DRAINAGE PLAN
C4.1	PRELIMINARY GRADING & DRAINAGE PLAN
C4.2	PRELIMINARY GRADING & DRAINAGE PLAN
C4.3	PRELIMINARY GRADING & DRAINAGE PLAN
C4.4	PRELIMINARY GRADING & DRAINAGE PLAN
C4.5	PRELIMINARY GRADING & DRAINAGE PLAN
C4.6	PRELIMINARY GRADING & DRAINAGE PLAN
C4.7	PRELIMINARY GRADING & DRAINAGE PLAN
C5.1	UTILITY PLAN
C5.2	UTILITY PLAN
C6	EROSION CONTROL PLAN
L1.1	LANDSCAPE PLAN
L1.2	LANDSCAPE PLAN

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GRAPHIC SCALE
200 0 100 200 400 800
(IN FEET)
1 inch = 200 ft.

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OVERLAND VILLAGE 2 PHASE A PRELIMINARY
EAGLE MOUNTAIN CITY, UTAH
COVER SHEET

REVISION BLOCK

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COVER SHEET

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PRELIMINARY PLAT

OVERLAND VILLAGE 2 PHASE A PRELIMINARY

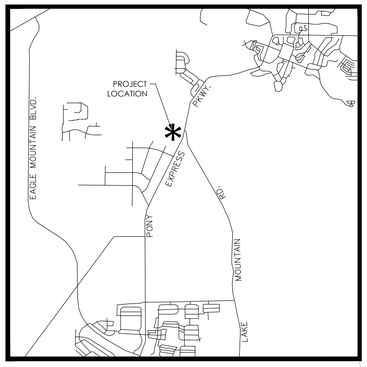
LOCATED IN THE NE$\frac{1}{4}$ AND NW $\frac{1}{4}$ OF SECTION 36, T5S, R12W, SLB&M
EAGLE MOUNTAIN CITY, UTAH COUNTY, UTAH

PLAT CALCULATIONS

TOTAL ACREAGE:	89.29± ACRES
TOTAL ACREAGE IN LOTS:	44.46± ACRES
TOTAL ACREAGE IN ROW:	19.14± ACRES
TOTAL OPEN SPACE:	10.01± ACRES
TOTAL INSTITUTIONAL ACREAGE:	9.99± ACRES
AVERAGE LOT SIZE:	0.12± ACRES
LARGEST LOT SIZE:	0.59± ACRES
SMALLEST LOT SIZE:	0.03± ACRES
OVERALL DENSITY:	4.20 LOTS/ACRE
TOTAL # OF LOTS:	375 LOTS

GRAPHIC SCALE

(IN FEET)
1 inch = 70 ft.



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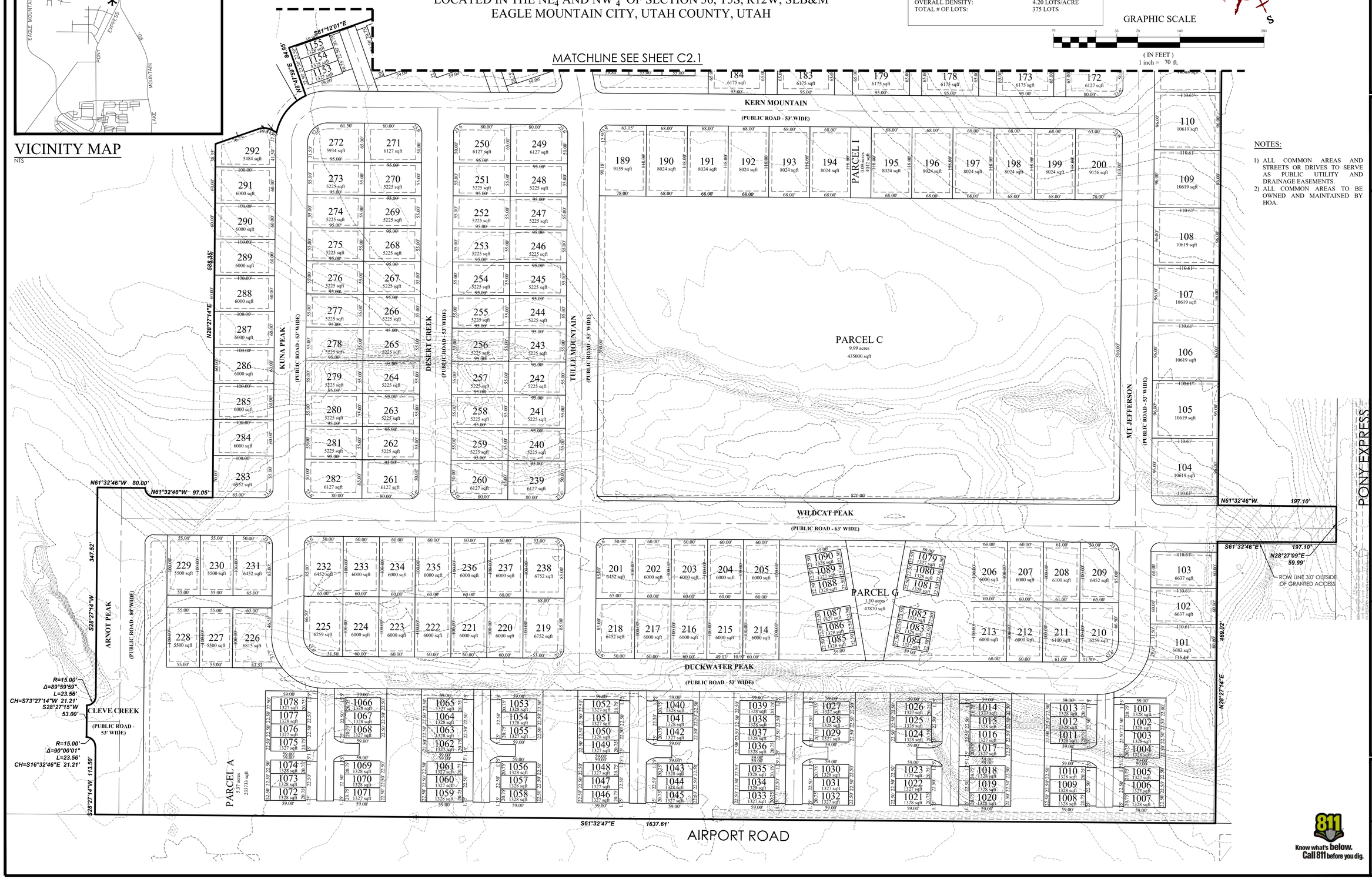

NOTES:

1) ALL COMMON AREAS AND STREETS OR DRIVES TO SERVE AS PUBLIC UTILITY AND DRAINAGE EASEMENTS.
2) ALL COMMON AREAS TO BE OWNED AND MAINTAINED BY HOA.

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OVERLAND VILLAGE 2 PHASE A PRELIMINARY
EAGLE MOUNTAIN CITY, UTAH
PRELIMINARY PLAT

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PRELIMINARY PLAT

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PRELIMINARY PLAT

OVERLAND VILLAGE 2 PHASE A PRELIMINARY

LOCATED IN THE NE$\frac{1}{4}$ AND NW$\frac{1}{4}$ OF SECTION 36, T5S, R12W, SLB&M
EAGLE MOUNTAIN CITY, UTAH COUNTY, UTAH

LEGAL DESCRIPTION
PREPARED FOR
OVERLAND VILLAGE 2
EAGLE MOUNTAIN CITY, UTAH
(Rev March 12, 2021)
20-0479

PRELIMINARY PLAT BOUNDARY

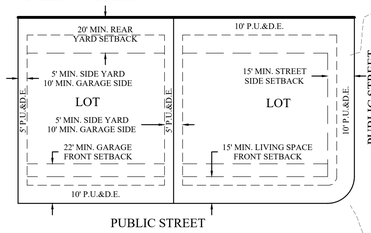
A portion of the NE1/4 and NW1/4 of Section 36, Township 5 South, Range 2 West, Salt Lake Base and Meridian, Eagle Mountain, Utah, more particularly described as follows:

Beginning at a point located S89°36'58"E along the Section line 371.92 feet from the North 1/4 Corner of Section 36, T5S, R2W, SLB&M; thence S89°36'58"E along the Section line 1,150.24 feet to the West line of Pony Express Trail A as described in that Amended and Restated State of Utah Exchange Patent 19737 in Entry No. 63439:2005 of the Official Records of Utah County; thence along said patent the following three (3) courses: 1) S00°23'02"W 25.00 feet; 2) S54°09'26"E 248.32 feet; 3) S11°08'55"W 48.72 feet to the Northerly Corner of that Real Property described in Exhibit A of the State of Utah Exchange Patent No. 19968 in Entry No. 28888:2007 of the Official Records of Utah County; thence along said patent the following three (3) courses: 1) S42°09'31"W 134.22 feet; 2) S06°36'38"W 68.52 feet; 3) S13°15'31"E 154.22 feet to the Southwesterly Corner of Pony Express Trail A as described in said Amended and Restated State of Utah Exchange Patent 19737; thence S78°51'05"E along said patent 199.60 feet to the Westerly Right-of-Way Line of Pony Express Parkway as described as the Sweetwater Road Realignment in the State of Utah Exchange Patent No. 19679 in Entry No. 19071:2005 of the Official Records of Utah County; thence S11°08'50"W along said right-of-way 60.00 feet to the Northeast Corner of Pony Express Trail B as described in that Amended and Restated State of Utah Exchange Patent 19737 in Entry No. 63439:2005 of the Official Records of Utah County; thence along said patent the following five (5) courses: 1) N78°51'05"W 196.98 feet; 2) S11°08'55"W 315.69 feet; 3) along the arc of a curve to the right with a radius of 712.61 feet a distance of 215.23 feet through a central angle of 17°18'19" Chord: S19°48'05"W 214.42 feet; 4) S28°27'14"W 1,194.43 feet; 5) S61°32'46"E 197.10 feet to the Westerly Right-of-Way Line of Pony Express Parkway as described as the Sweetwater Road Realignment in said State of Utah Exchange Patent No. 19679; thence S28°27'09"W along said patent 60.00 feet to the Northeast Corner of Pony Express Trail C1 as described in that Amended and Restated State of Utah Exchange Patent 19737 in Entry No. 63439:2005 of the Official Records of Utah County; thence along said patent the following two (2) courses: 1) N61°32'46"W 197.10 feet; 2) S28°27'14"W 469.02 feet to the Northerly Right-of-Way line of Airport Road described in the State of Utah Exchange Patent No. 19679 in Entry No. 19071:2005 of the Official Records of Utah County; thence N61°32'47"W along said right-of-way 1,864.66 feet; thence N28°27'14"E 113.50 feet; thence along the arc of a curve to the left with a radius of 15.00 feet a distance of 23.56 feet through a central angle of 90°00'01" Chord: N16°32'46"W 21.21 feet; thence N28°2715"E 53.00 feet; thence Easterly along the arc of a non-tangent curve to the left having a radius of 15.00 feet (radius bears: N28°27'13"E) a distance of 23.56 feet through a central angle of 89°59'59" Chord: N73°27'14"E 21.21 feet; thence N28°27'14"E 347.52 feet; thence S61°32'46"E 80.00 feet; thence Southerly along the arc of a non-tangent curve to the left having a radius of 15.00 feet (radius bears: S61°32'46"E) a distance of 23.56 feet through a central angle of 90°00'00" Chord: S16°32'46"E 21.21 feet; thence S61°32'46"E 97.05 feet; thence N28°27'14"E 588.35 feet; thence S81°12'01"E 76.73 feet; thence along the arc of a curve to the right with a radius of 25.00 feet a distance of 19.35 feet through a central angle of 44°20'11" Chord: S59°01'55"E 18.87 feet; thence S36°51'49"E 11.64 feet; thence Northeasterly along the arc of a non-tangent curve to the right having a radius of 86.50 feet (radius bears: S50°13'56"E) a distance of 80.51 feet through a central angle of 53°19'45" Chord: N66°25'56"E 77.64 feet; thence N08°47'59"E 84.95 feet; thence S81°12'01"E 216.00 feet; thence N08°47'59"E 9.03 feet; thence S81°12'01"E 128.32 feet; thence N08°47'59"E 182.71 feet; thence N81°12'01"W 8.00 feet; thence N08°47'59"E 289.00 feet; thence N81°12'01"W 68.00 feet; thence N08°47'59"E 115.08 feet; thence N13°12'19"E 63.00 feet; thence S76°47'41"E 31.18 feet; thence N13°12'19"E 168.63 feet to the point of beginning.

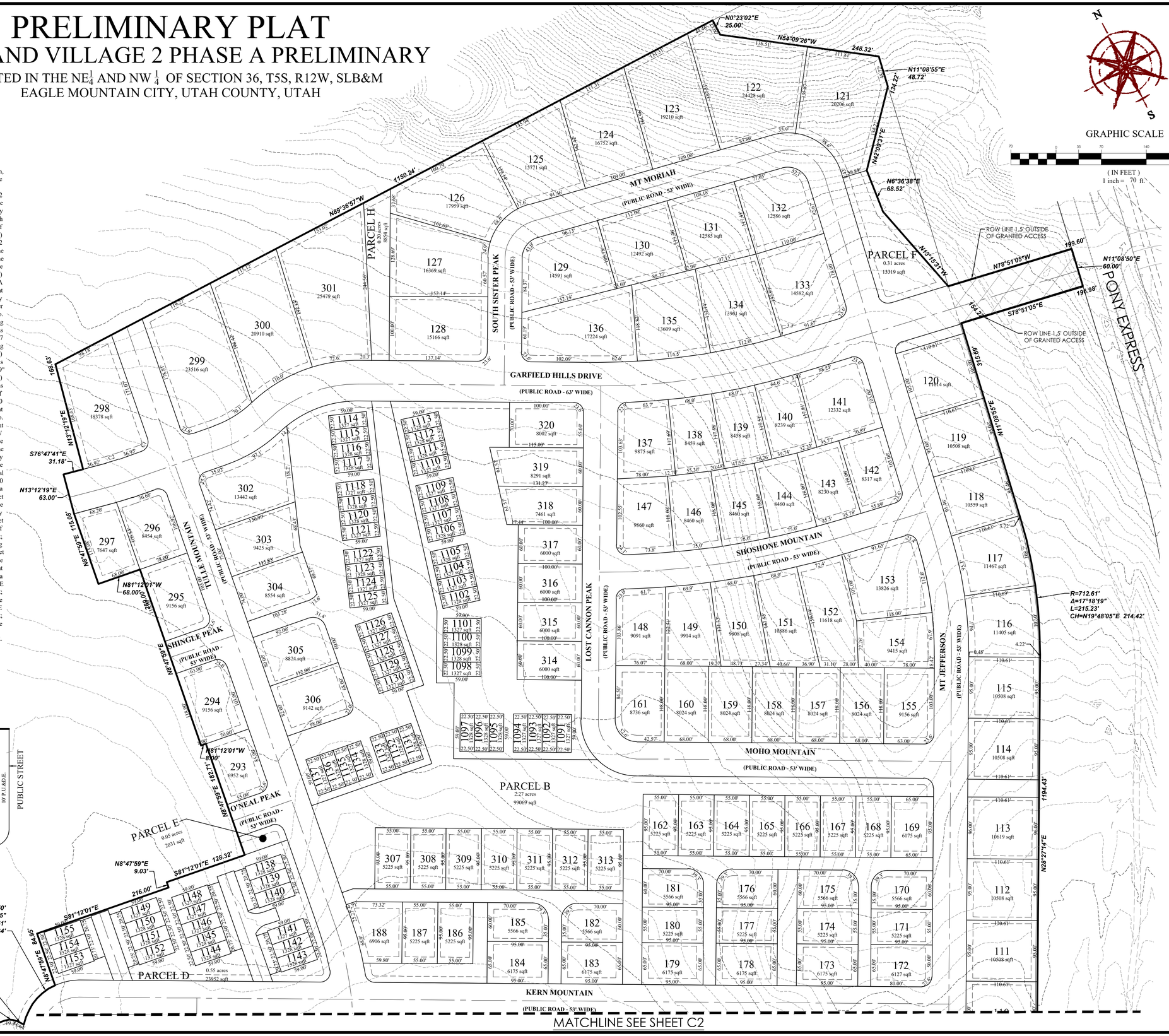
Contains: 89.29 acres+/-

NOTES:

1) ALL COMMON AREAS AND STREETS OR DRIVES TO SERVE AS PUBLIC UTILITY AND DRAINAGE EASEMENTS.
2) ALL COMMON AREAS TO BE OWNED AND MAINTAINED BY HOA.
3) TOWNHOMES MUST BE 15' FROM ROADS AND 15' FROM BUILDING TO BUILDING.



TYPICAL BUILDING SETBACKS
N.T.S.



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OVERLAND VILLAGE 2 PHASE A PRELIMINARY
EAGLE MOUNTAIN CITY, UTAH
PRELIMINARY PLAT

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PRELIMINARY PLAT

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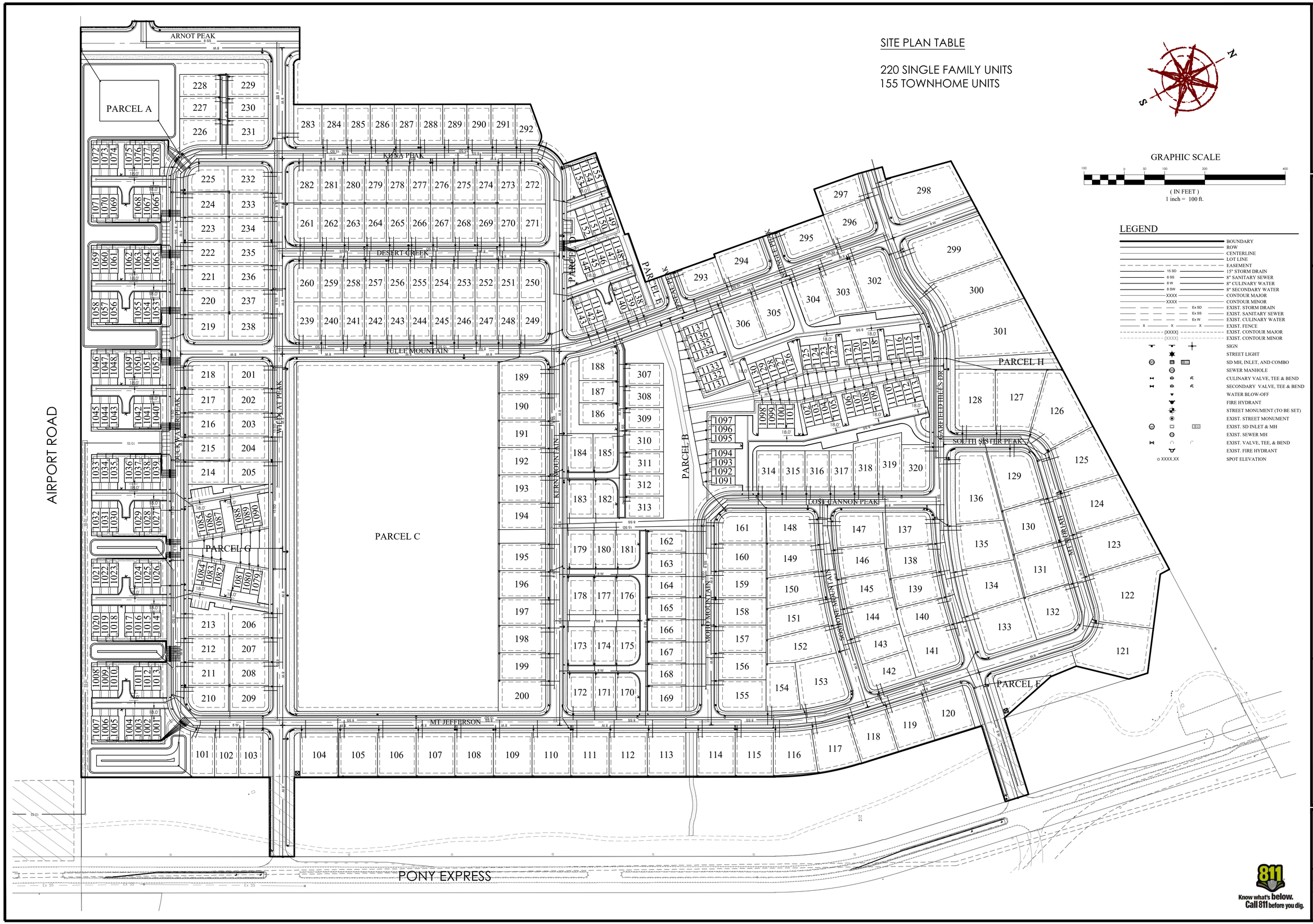

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OVERLAND VILLAGE 2 PHASE 2 PRELIMINARY

EAGLE MOUNTAIN CITY, UTAH

OVERALL SITE PLAN

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OVERALL SITE PLAN

Scale:	1"=100'	Drawn:	GB
Date:	03/17/21	Job #:	20-0479
Sheet:	C3		

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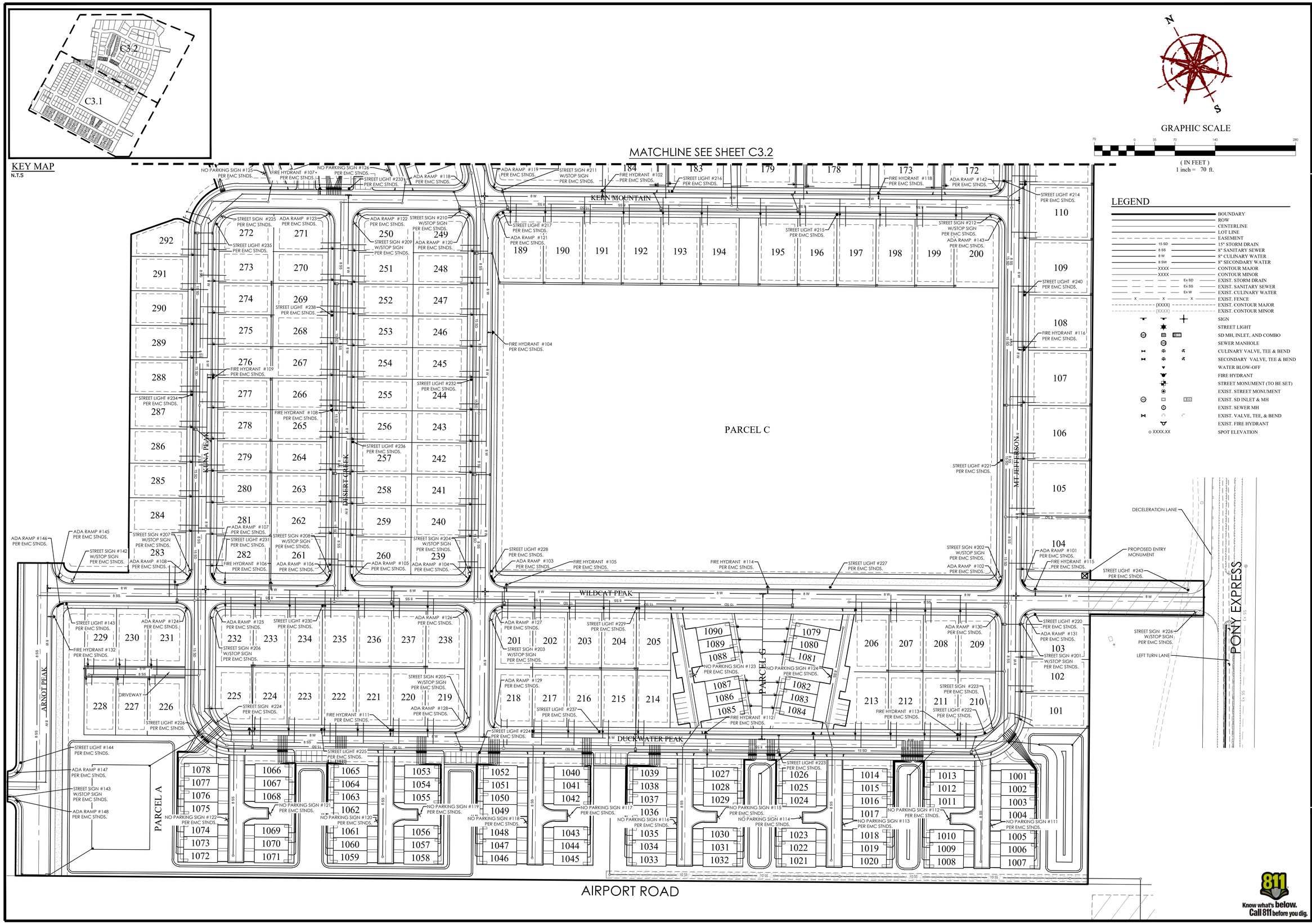

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OVERLAND VILLAGE 2 PHASE 2 PRELIMINARY
EAGLE MOUNTAIN CITY, UTAH
SITE PLAN

REVISION BLOCK

#	DATE	DESCRIPTION
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SITE PLAN

Scale:	1"=70'	Drawn:	GB
Date:	03/17/21	Job #:	20-0479
Sheet:	C3.1		

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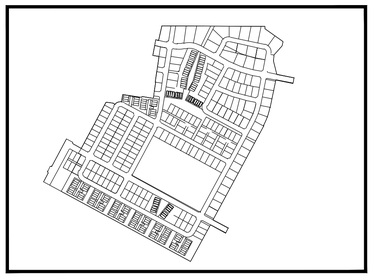

KEY MAP
N.T.S

LEGEND

	BOUNDARY
	ROW
	CENTERLINE
	LOT LINE
	EASEMENT
15 SD	15" STORM DRAIN
8 SS	8" SANITARY SEWER
8 SW	8" CULINARY WATER
8 SW	8" SECONDARY WATER
XXXX	CONTOUR MAJOR
XXXX	CONTOUR MINOR
Ex SD	EXIST. STORM DRAIN
Ex SS	EXIST. SANITARY SEWER
Ex W	EXIST. CULINARY WATER
X	EXIST. FENCE
(XXXX)	EXIST. CONTOUR MAJOR
(XXXX)	EXIST. CONTOUR MINOR
	SIGN
	STREET LIGHT
	SD MH, INLET, AND COMBO
	SEWER MANHOLE
	CULINARY VALVE, TEE & BEND
	SECONDARY VALVE, TEE & BEND
	WATER BLOW-OFF
	FIRE HYDRANT
	STREET MONUMENT (TO BE SET)
	EXIST. STREET MONUMENT
	EXIST. SD INLET & MH
	EXIST. SEWER MH
	EXIST. VALVE, TEE, & BEND
	EXIST. FIRE HYDRANT
o XXXX.XX	SPOT ELEVATION

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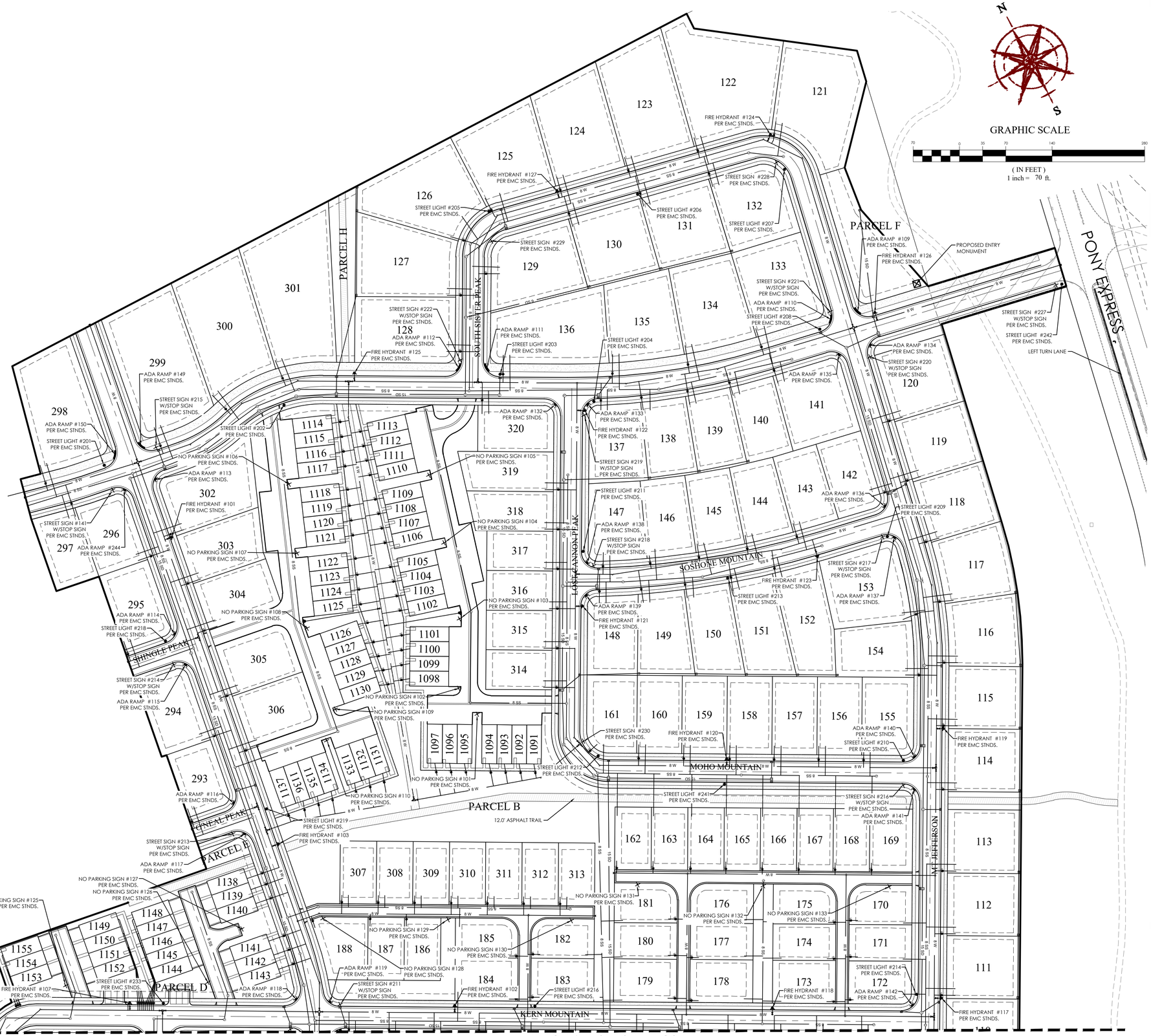

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EAGLE MOUNTAIN CITY, UTAH
SITE PLAN

REVISION BLOCK

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SITE PLAN

Scale:	1"=70'	Drawn:	GB
Date:	03/17/21	Job #:	20-0479
Sheet:	C3.2		

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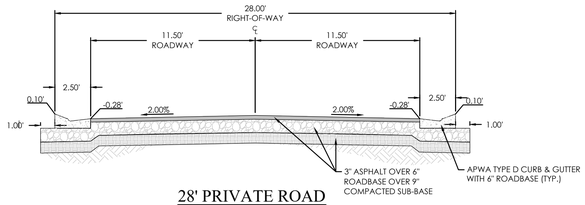
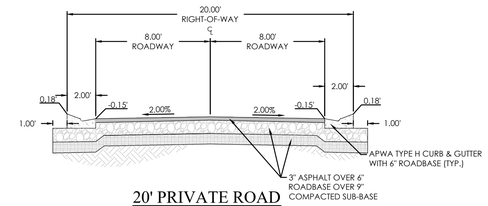


28' PRIVATE ROAD
N.T.S.



20' PRIVATE ROAD
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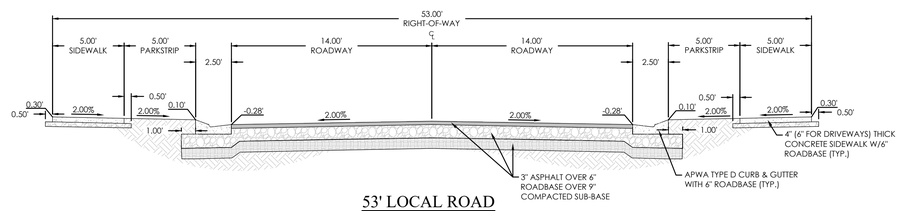
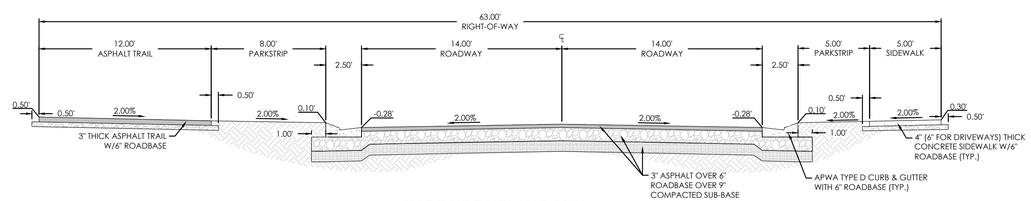
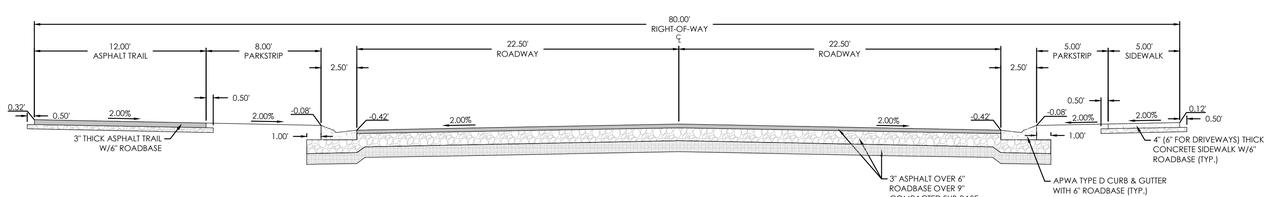


53' LOCAL ROAD
N.T.S.



63' RESIDENTIAL ROW
N.T.S.



80' RESIDENTIAL ROW
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OVERLAND VILLAGE 2 PHASE 2 PRELIMINARY
EAGLE MOUNTAIN CITY, UTAH
SITE PLAN

REVISION BLOCK

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SITE PLAN

Scale:	1"=70'	Drawn:	GB
Date:	03/17/21	Job #:	20-0479
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HOA OWNED AND MAINTAINED AREA =
HOA OWNED AND MAINTAINED AREA = 15.4 ACRES

GRAPHIC SCALE

(IN FEET)
1 inch = 100 ft.

LEGEND

- BOUNDARY
- ROW
- CENTERLINE
- LOT LINE
- EASEMENT
- 15" STORM DRAIN
- 8" SANITARY SEWER
- 8" CULINARY WATER
- 8" SECONDARY WATER
- CONTOUR MAJOR
- CONTOUR MINOR
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- EXIST. FIRE HYDRANT
- SPOT ELEVATION

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OVERLAND VILLAGE 2 PHASE 2 PRELIMINARY SITE PLAN

EAGLE MOUNTAIN CITY, UTAH

REVISION BLOCK

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SITE PLAN

Scale:	1"=100'	Drawn:	GB
Date:	03/17/21	Job #:	20-0479
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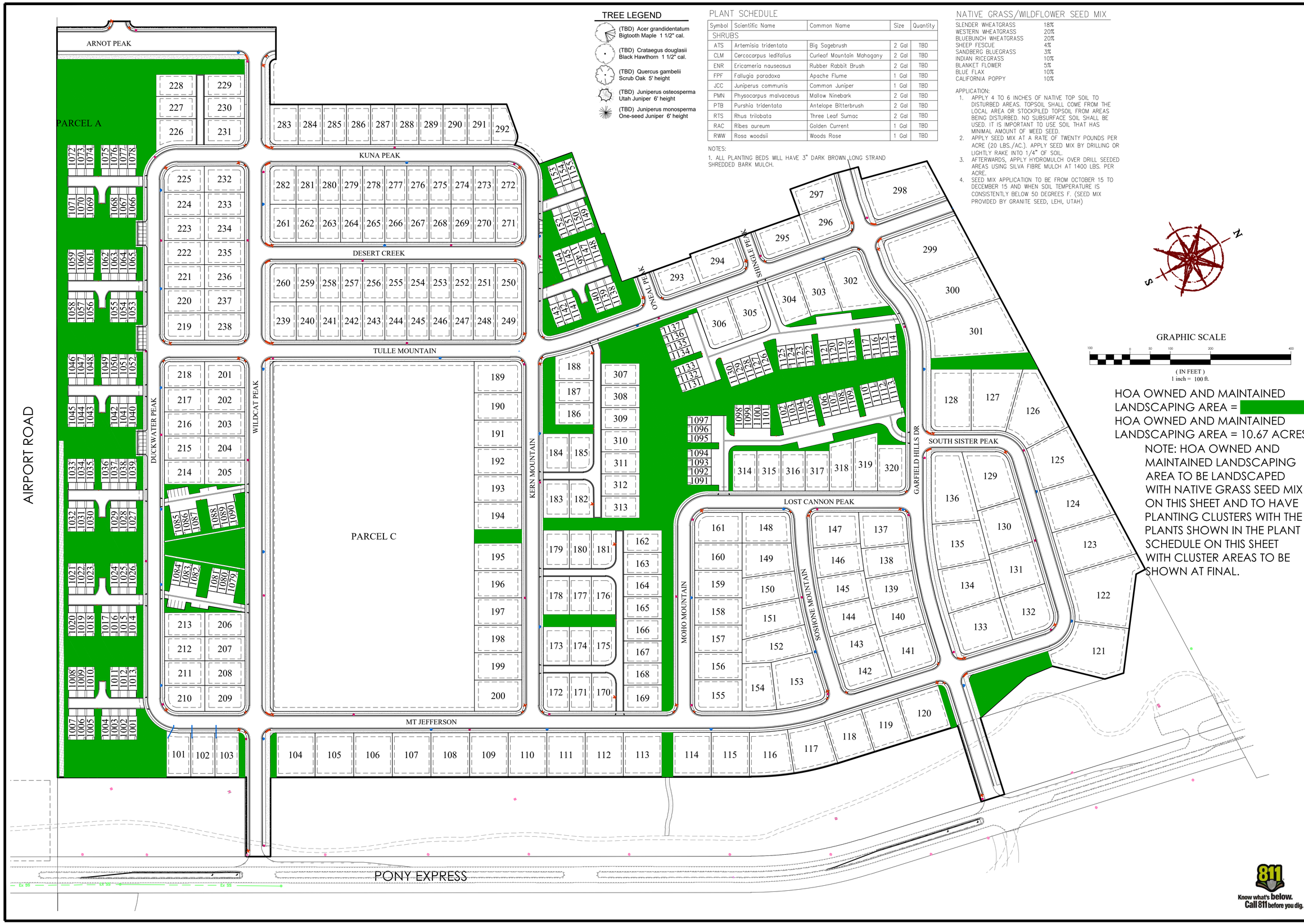

TREE LEGEND

- (TBD) Acer grandidentatum Bigtooth Maple 1 1/2" cal.
- (TBD) Crataegus douglasii Black Hawthorn 1 1/2" cal.
- (TBD) Quercus gambelii Scrub Oak 5' height
- (TBD) Juniperus osteosperma Utah Juniper 6' height
- (TBD) Juniperus monosperma One-seed Juniper 6' height

PLANT SCHEDULE

Symbol	Scientific Name	Common Name	Size	Quantity
SHRUBS				
ATS	Artemisia tridentata	Big Sagebrush	2 Gal	TBD
CLM	Cercocarpus ledifolius	Curleaf Mountain Mahogany	2 Gal	TBD
ENR	Ericameria nauseosus	Rubber Rabbit Brush	2 Gal	TBD
FPF	Fallugia paradoxa	Apache Plume	1 Gal	TBD
JCC	Juniperus communis	Common Juniper	1 Gal	TBD
PMN	Physocarpus malvaceous	Mallow Ninebark	2 Gal	TBD
PTB	Purshia tridentata	Antelope Bitterbrush	2 Gal	TBD
RTS	Rhus trilobata	Three Leaf Sumac	2 Gal	TBD
RAC	Ribes aureum	Golden Current	1 Gal	TBD
RWW	Rosa woodsii	Woods Rose	1 Gal	TBD

NOTES:

1. ALL PLANTING BEDS WILL HAVE 3" DARK BROWN LONG STRAND SHREDDED BARK MULCH.

NATIVE GRASS/WILDFLOWER SEED MIX

SLENDER WHEATGRASS	18%
WESTERN WHEATGRASS	20%
BLUEBUNCH WHEATGRASS	20%
SHEEP FESCUE	4%
SANDBERG BLUEGRASS	3%
INDIAN RICEGRASS	10%
BLANKET FLOWER	5%
BLUE FLAX	10%
CALIFORNIA POPPY	10%

APPLICATION:

1. APPLY 4 TO 6 INCHES OF NATIVE TOP SOIL TO DISTURBED AREAS. TOPSOIL SHALL COME FROM THE LOCAL AREA OR STOCKPILED TOPSOIL FROM AREAS BEING DISTURBED. NO SUBSURFACE SOIL SHALL BE USED. IT IS IMPORTANT TO USE SOIL THAT HAS MINIMAL AMOUNT OF WEED SEED.
2. APPLY SEED MIX AT A RATE OF TWENTY POUNDS PER ACRE (20 LBS./AC.). APPLY SEED MIX BY DRILLING OR LIGHTLY RAKE INTO 1/4" OF SOIL.
3. AFTERWARDS, APPLY HYDROMULCH OVER DRILL SEEDED AREAS USING SILVA FIBRE MULCH AT 1400 LBS. PER ACRE.
4. SEED MIX APPLICATION TO BE FROM OCTOBER 15 TO DECEMBER 15 AND WHEN SOIL TEMPERATURE IS CONSISTENTLY BELOW 50 DEGREES F. (SEED MIX PROVIDED BY GRANITE SEED, LEHI, UTAH)

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OVERLAND VILLAGE 2 PHASE 2 PRELIMINARY

EAGLE MOUNTAIN CITY, UTAH

SITE PLAN LANDSCAPING

REVISION BLOCK

#	DATE	DESCRIPTION
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SITE PLAN LANDSCAPING

Scale:	1"=100'	Drawn:	GB
Date:	03/17/21	Job #:	20-0479
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OVERLAND VILLAGE 2 PHASE 2 PRELIMINARY

EAGLE MOUNTAIN CITY, UTAH

PRELIMINARY TRAIL PLAN

REVISION BLOCK

#	DATE	DESCRIPTION
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PRELIMINARY TRAIL PLAN

Scale:	1"=100'	Drawn:	GB
Date:	03/17/21	Job #:	20-0479
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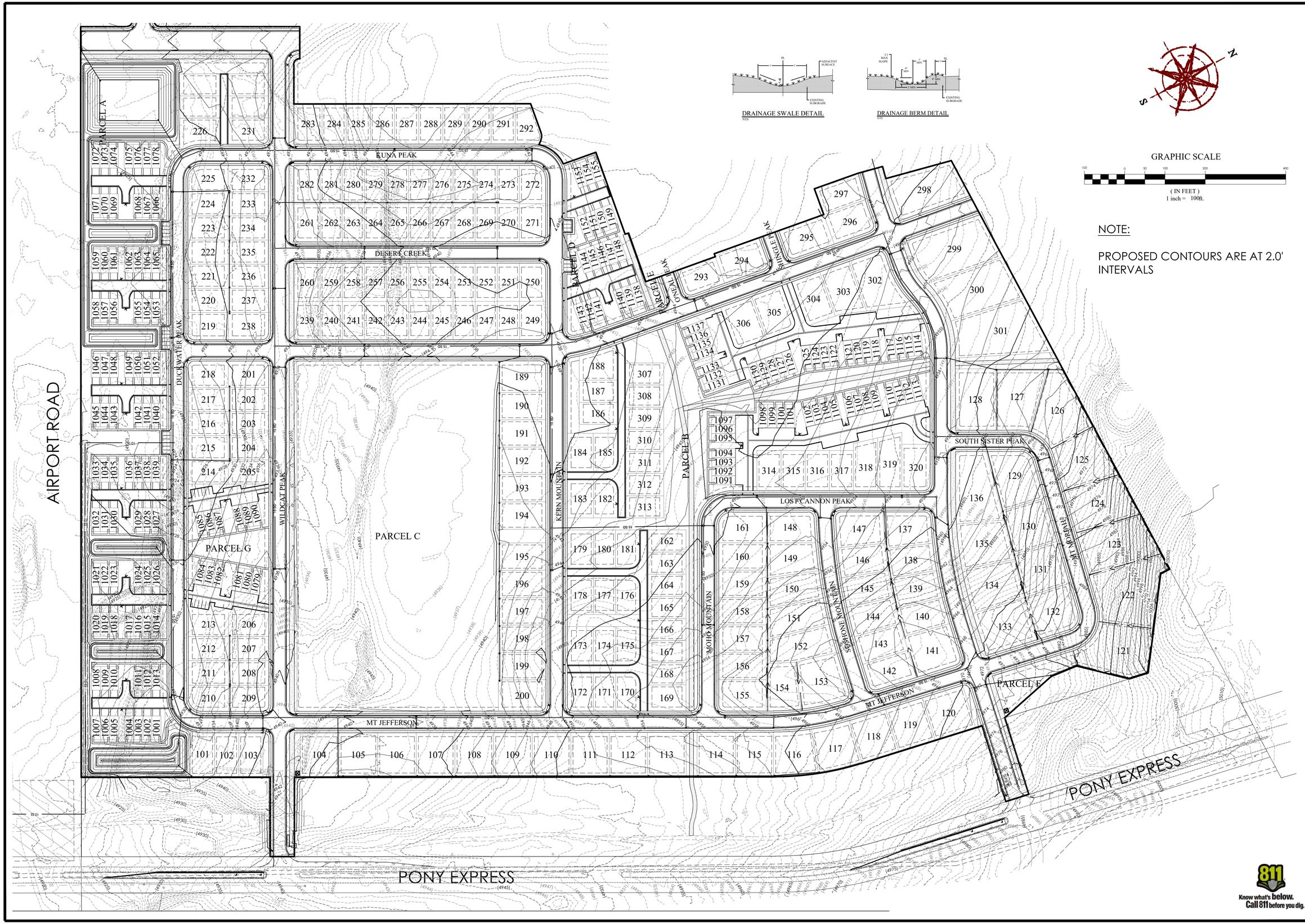

NOTE:

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EAGLE MOUNTAIN CITY, UTAH

PRELIMINARY GRADING & DRAINAGE PLAN

REVISION BLOCK

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PRELIMINARY GRADING & DRAINAGE PLAN

Scale:	1"=100'	Drawn:	GB
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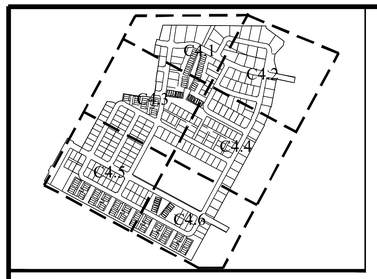
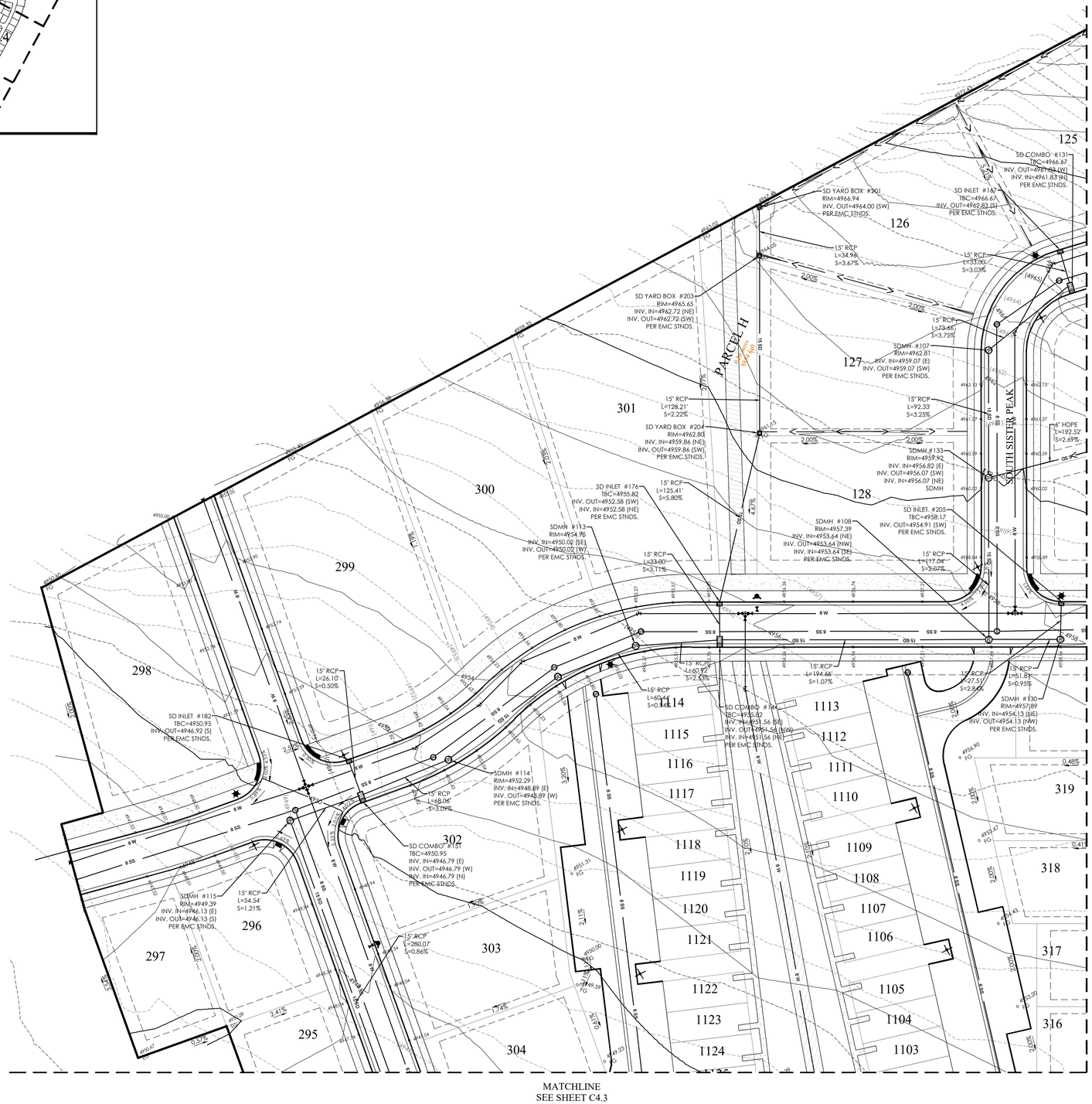


KEY MAP
N.T.S



GRAPHIC SCALE

(IN FEET)
1 inch = 40 ft.

LEGEND

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15 SD	15" STORM DRAIN
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NOTE:

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PRELIMINARY GRADING & DRAINAGE PLAN

Scale:	1"=40'	Drawn:	GB
Date:	03/17/21	Job #:	20-0479
Sheet:	C4.1		

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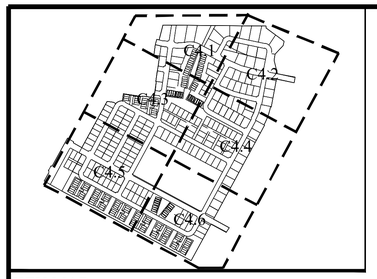

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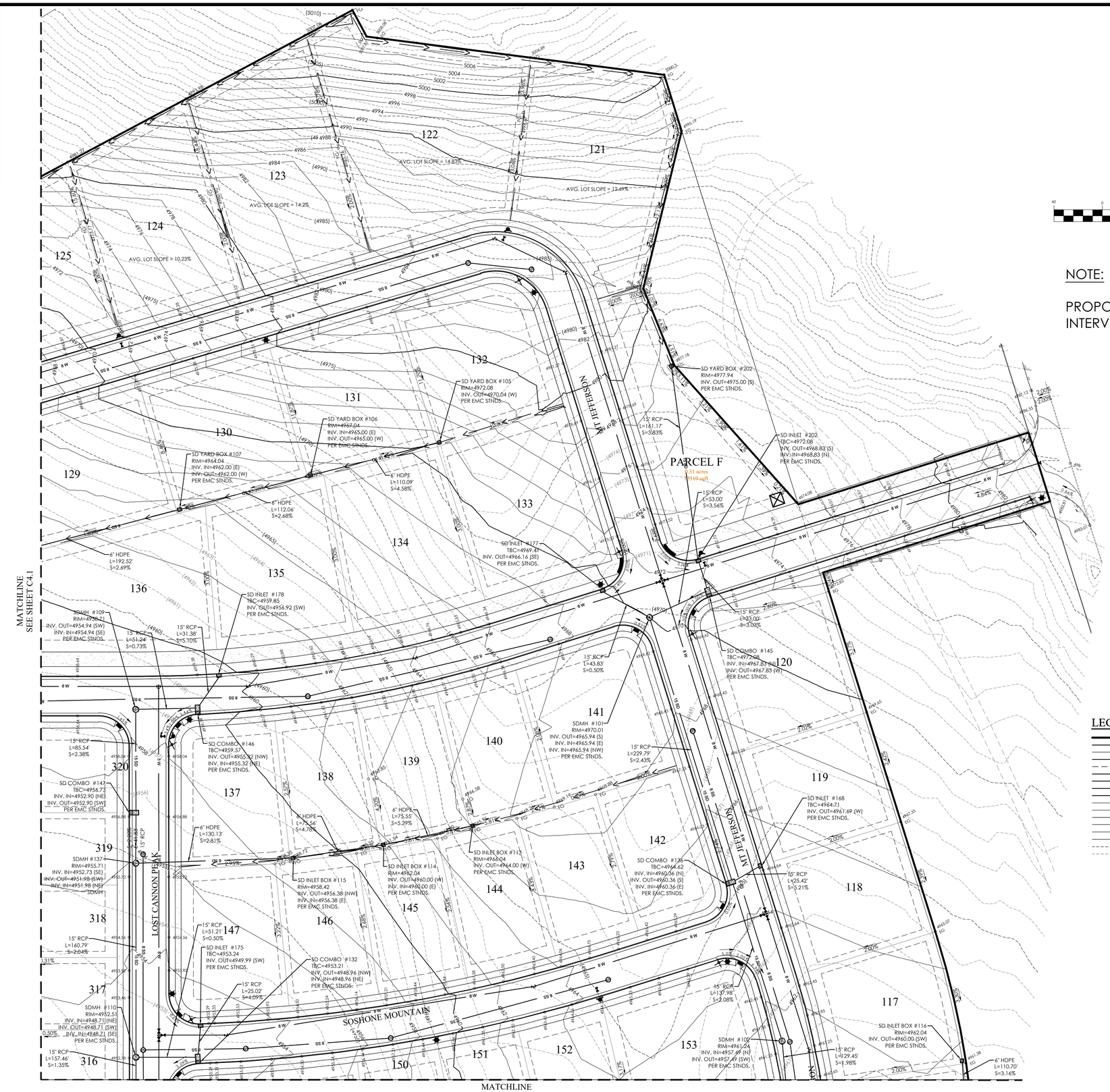

GRAPHIC SCALE

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OVERLAND VILLAGE 2 PHASE 2 PRELIMINARY

EAGLE MOUNTAIN CITY, UTAH

PRELIMINARY GRADING & DRAINAGE PLAN

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PRELIMINARY GRADING & DRAINAGE PLAN

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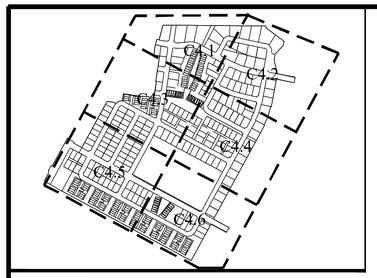

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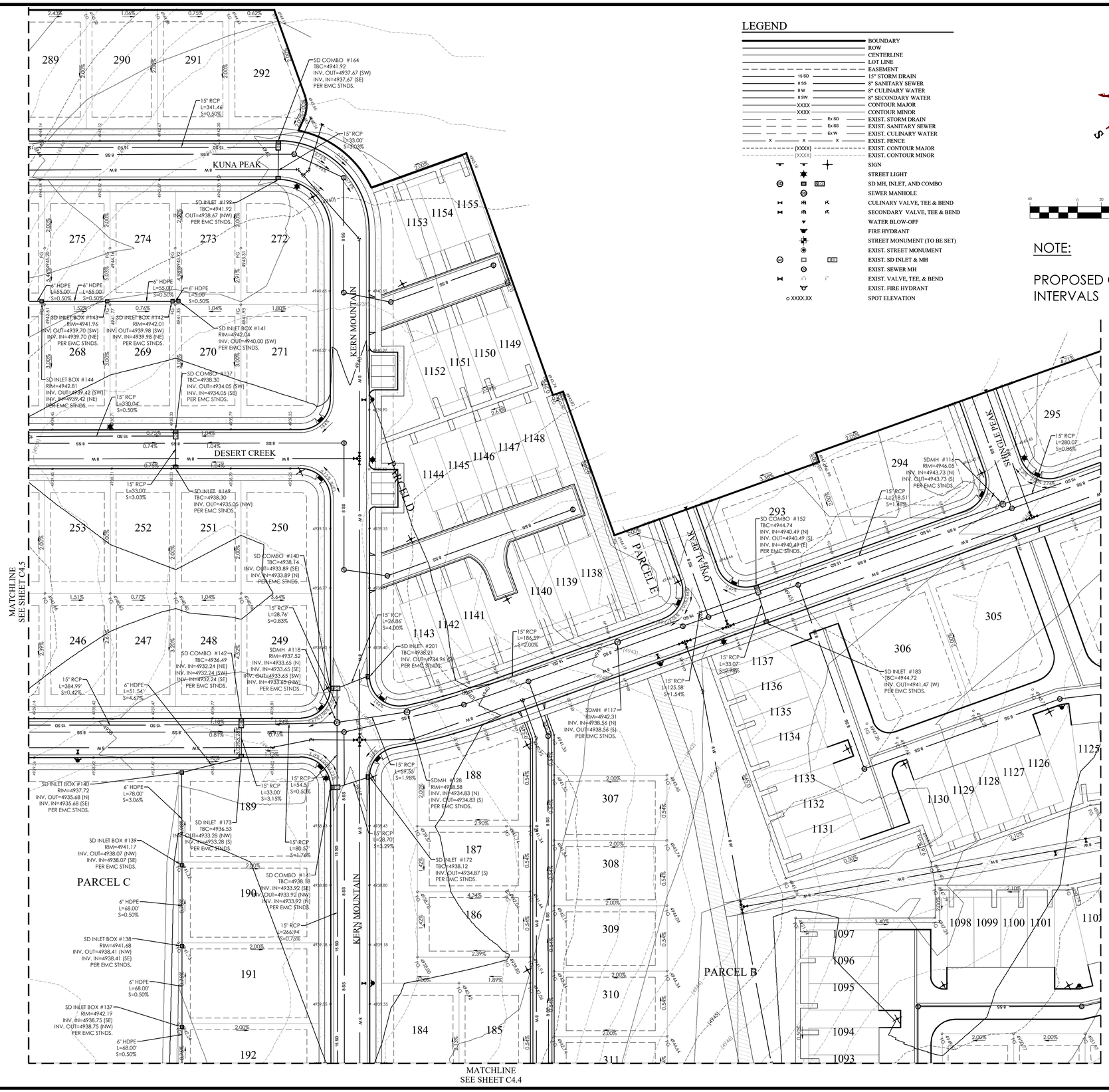

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GRAPHIC SCALE

(IN FEET)
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NOTE:

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PRELIMINARY GRADING & DRAINAGE PLAN

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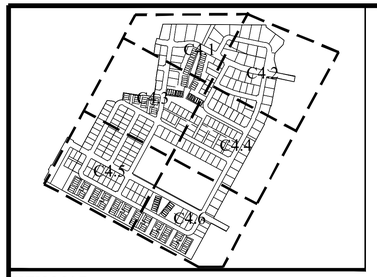
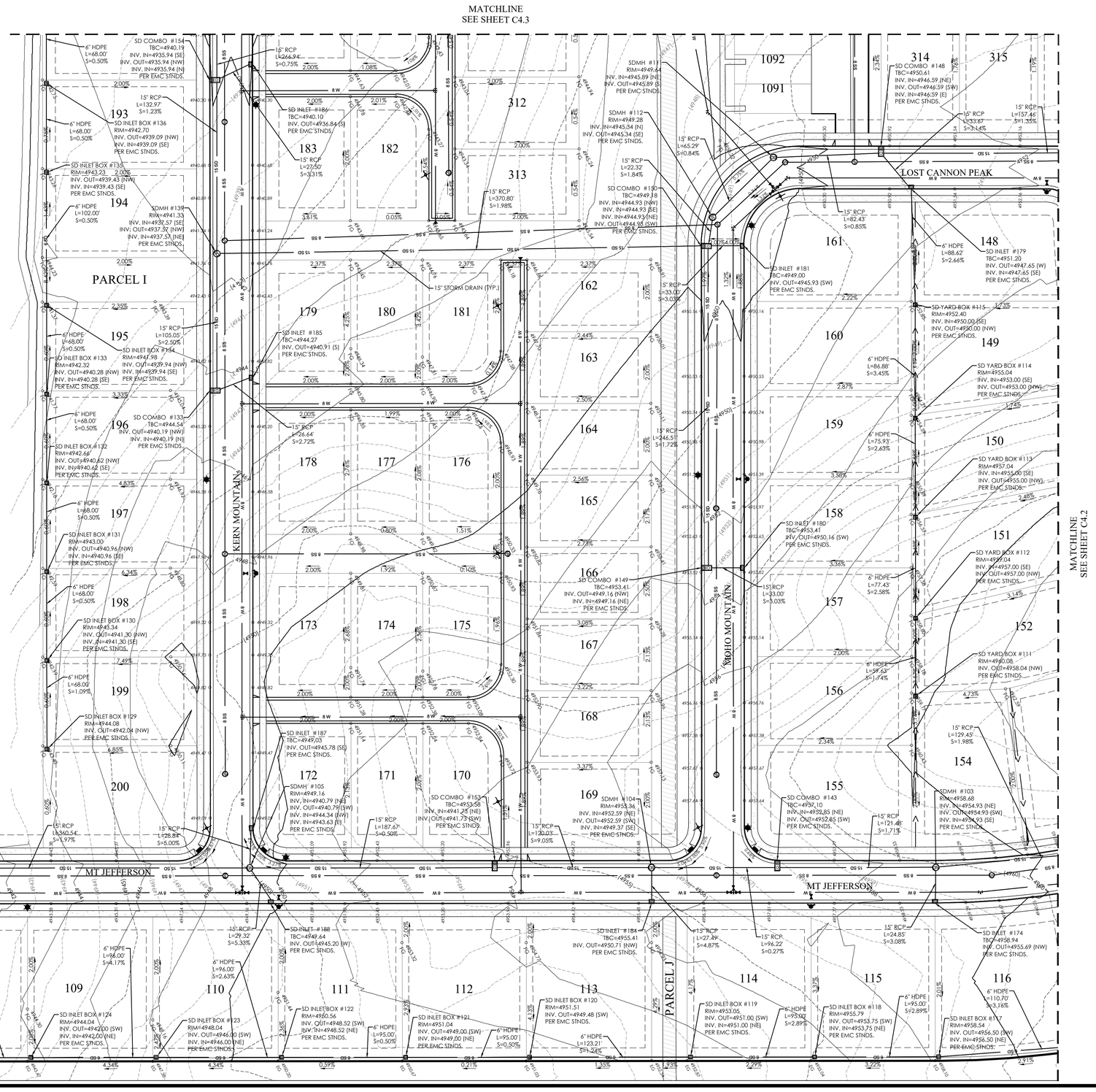


KEY MAP
N.T.S



GRAPHIC SCALE

(IN FEET)
1 inch = 40 ft.

LEGEND

- BOUNDARY
- ROW
- CENTERLINE
- LOT LINE
- EASEMENT
- 15 SD — 15" STORM DRAIN
- 8 SS — 8" SANITARY SEWER
- 8 W — 8" CULINARY WATER
- 8 SW — 8" SECONDARY WATER
- XXXX — CONTOUR MAJOR
- XXXX — CONTOUR MINOR
- Ex SD — EXIST. STORM DRAIN
- Ex SS — EXIST. SANITARY SEWER
- Ex W — EXIST. CULINARY WATER
- X — EXIST. FENCE
- (XXXX) — EXIST. CONTOUR MAJOR
- (XXXX) — EXIST. CONTOUR MINOR
- SIGN
- STREET LIGHT
- SD MH, INLET, AND COMBO
- SEWER MANHOLE
- CULINARY VALVE, TEE & BEND
- SECONDARY VALVE, TEE & BEND
- WATER BLOW-OFF
- FIRE HYDRANT
- STREET MONUMENT (TO BE SET)
- EXIST. STREET MONUMENT
- EXIST. SD INLET & MH
- EXIST. SEWER MH
- EXIST. VALVE, TEE, & BEND
- EXIST. FIRE HYDRANT
- XXXX.XX — SPOT ELEVATION

NOTE:

PROPOSED CONTOURS ARE AT 2.0' INTERVALS

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OVERLAND VILLAGE 2 PHASE A PRELIMINARY
EAGLE MOUNTAIN CITY, UTAH
PRELIMINARY GRADING & DRAINAGE PLAN

REVISION BLOCK

#	DATE	DESCRIPTION
1	----	----
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PRELIMINARY GRADING & DRAINAGE PLAN

Scale: 1"=40'	Drawn: GB
Date: 03/17/21	Job #: 20-0479
Sheet: C4.4	

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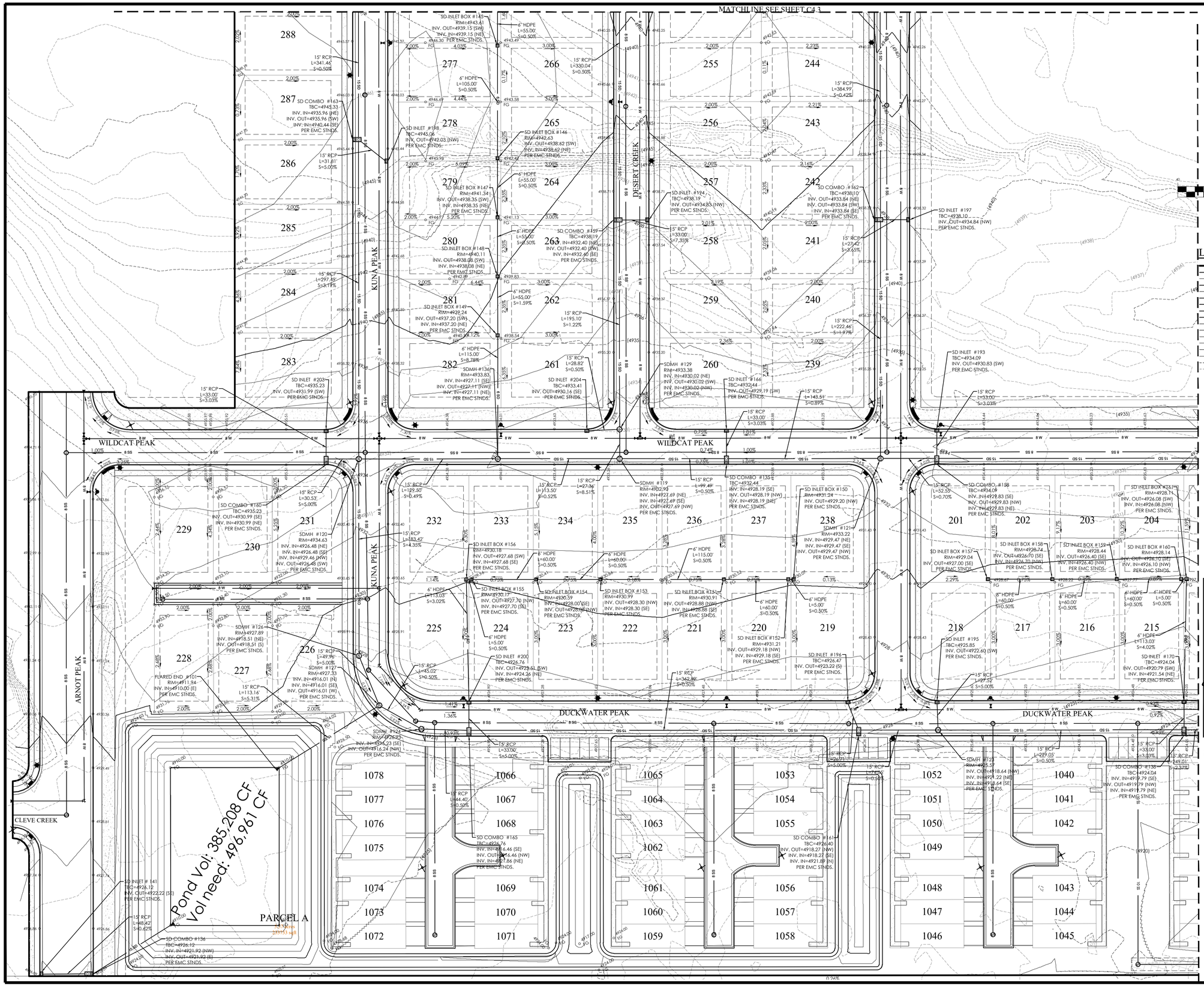

GRAPHIC SCALE

(IN FEET)
1 inch = 40 ft.

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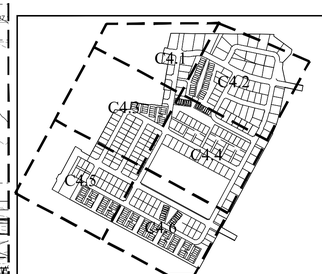

KEY MAP
N.T.S

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PRELIMINARY GRADING & DRAINAGE PLAN

Scale: 1"=40'	Drawn: GB
Date: 03/17/21	Job #: 20-0479
Sheet: C4.5	

Z:_2020\20-0479 Overland Village 2 Preliminary\design 20-0479\dwg\sheets\PRELIMINARY SHEETS\C4.5 - PRELIMINARY GRADING & DRAINAGE PLAN.dwg

MATCHLINE
SEE SHEET C4.4

MATCHLINE
SEE SHEET C4.5

PARCEL C
9.99 acres
435000 sqft

PARCEL G
1.10 acres
47879 sqft

WILDCAT PEAK

DUCKWATER PEAK

MT JEFFERSON

15" RCP
L=360.54'
S=1.97%

SD COMBO #139
TBC=4938.18
INV. IN=4933.70 (NE)
INV. OUT=4933.70 (SW)
PER EMC STNDS.

SD INLET #171
TBC=4938.18
INV. OUT=4934.70 (NW)
PER EMC STNDS.

6" HDPE
L=96.00'
S=3.86%

15" RCP
L=25.28'
S=3.96%

SD INLET BOX #126
RIM=4937.48
INV. OUT=4934.29 (SW)
INV. IN=4934.29 (NE)
PER EMC STNDS.

15" RCP
L=192.60'
S=0.58%

6" HDPE
L=95.95'
S=0.50%

SD INLET BOX #127
RIM=4935.85
INV. OUT=4933.81 (SW)
INV. IN=4933.81 (NE)
PER EMC STNDS.

6" HDPE
L=88.50'
S=0.50%

6" HDPE
L=145.13'
S=0.50%

6" HDPE
L=12.50'
S=0.50%

SD INLET BOX #166
RIM=4935.41
INV. OUT=4933.37 (SW)
INV. IN=4933.37 (NE)
PER EMC STNDS.

SD INLET BOX #128
RIM=4935.48
INV. OUT=4933.31 (NW)
INV. IN=4933.31 (NE)
PER EMC STNDS.

SDMH #135
STA. 28+54.63 11.02' R
RIM=4940.23
INV. IN=4932.58 (NE)
INV. OUT=4932.58 (SW)
INV. IN=4932.58 (SE)
PER EMC STNDS.

15" RCP
L=156.00'
S=0.50%

SDMH #106
RIM=4939.77
INV. IN=4931.80 (NE)
INV. OUT=4931.80 (SW)
PER EMC STNDS.

SD INLET #192
TBC=4937.81
INV. OUT=4934.80 (SW)
PER EMC STNDS.

15" STORM DRAIN (TYP.)

15" RCP
L=501.06'
S=0.79%

48" RCP
L=33.00'
S=3.03%

SD COMBO #134
TBC=4937.83
INV. IN=4933.80 (NE)
INV. OUT=4933.80 (NW)
PER EMC STNDS.

SD INLET BOX #164
RIM=4934.06
INV. OUT=4932.02 (SE)
INV. IN=4932.02 (NW)
PER EMC STNDS.

SD INLET BOX #145
RIM=4934.24
INV. OUT=4932.00 (SE)
INV. IN=4932.00 (NW)
PER EMC STNDS.

15" RCP
L=30.59'
S=0.50%

15" RCP
L=33.00'
S=3.03%

SD INLET #189
TBC=4940.02
INV. OUT=4935.92 (SE)
PER EMC STNDS.

15" RCP
L=81.91'
S=3.05%

SD INLET BOX #162
RIM=4934.71
INV. OUT=4932.63 (SE)
PER EMC STNDS.

6" HDPE
L=60.00'
S=0.50%

SD INLET BOX #163
RIM=4934.37
INV. OUT=4932.33 (SE)
INV. IN=4932.33 (NW)
PER EMC STNDS.

SD COMBO #155
TBC=4940.02
INV. IN=4931.65 (NE)
INV. OUT=4931.65 (SW)
INV. IN=4934.26 (SE)
PER EMC STNDS.

SDMH #138
RIM=4935.89
INV. IN=4929.15 (NE)
INV. OUT=4929.15 (SW)
INV. IN=4929.90 (NW)
PER EMC STNDS.

6" HDPE
L=61.00'
S=0.50%

6" HDPE
L=5.00'
S=0.50%

6" HDPE
L=78.03'
S=2.69%

SDMH #132
RIM=4930.42
INV. BIDIRECTIONAL=4925.00 (SE)
INV. BIDIRECTIONAL=4925.00 (W)
PER EMC STNDS.

SDMH #131
RIM=4930.45
INV. BIDIRECTIONAL=4925.00 (NW)
INV. BIDIRECTIONAL=4925.00 (SE)
INV. BIDIRECTIONAL=4925.00 (W)
PER EMC STNDS.

15" RCP
L=28.39'
S=3.52%

15" RCP
L=66.19'
S=0.00%

15" RCP
L=120.72'
S=3.18%

SD INLET #190
TBC=4930.13
INV. OUT=4924.88 (NW)
PER EMC STNDS.

FLARED END #102
RIM=4926.94
INV. BIDIRECTIONAL=4925.00 (NW)
PER EMC STNDS.

15" RCP
L=249.01'
S=2.37%

SD INLET #191
TBC=4929.72
INV. OUT=4926.48 (SW)
PER EMC STNDS.

15" RCP
L=33.00'
S=3.03%

15" RCP
L=52.31'
S=0.00%

SD YARD BOX #167
RIM=4934.43
INV. OUT=4931.50 (SW)
PER EMC STNDS.

6" HDPE
L=42.90'
S=15.15%

FLARED END #105
RIM=4926.04
INV. IN=4925.00 (NE)
PER EMC STNDS.

15" RCP
L=49.82'
S=0.00%

SD COMBO #187
TBC=4929.87
INV. OUT=4925.48 (NW)
INV. IN=4925.48 (NE)
PER EMC STNDS.

15" RCP
L=244.94'
S=0.00%

15" RCP
L=58.04'
S=0.00%

SDMH #125
RIM=4930.99
INV. IN=4925.31 (NE)
INV. BIDIRECTIONAL=4925.00 (W)
INV. BIDIRECTIONAL=4925.00 (SE)
PER EMC STNDS.

15" RCP
L=59.75'
S=0.00%

FLARED END #104
RIM=4926.94
INV. BIDIRECTIONAL=4925.00 (E)
PER EMC STNDS.

FLARED END #103
RIM=4926.94
INV. BIDIRECTIONAL=4925.00 (E)
PER EMC STNDS.

SD COMBO #166
TBC=4930.18
INV. BIDIRECTIONAL=4925.00
INV. IN=4925.88 (NE)
INV. BIDIRECTIONAL=4925.00 (NW)
PER EMC STNDS.

Pond Vol: 95,723 CF
Vol need: 95,333 CF

GRAPHIC SCALE

(IN FEET)
1 inch = 40 ft.

LEGEND

	BOUNDARY
	ROW
	CENTERLINE
	LOT LINE
	EASEMENT
15 SD	15" STORM DRAIN
8 SS	8" SANITARY SEWER
8 W	8" CULINARY WATER
8 SW	8" SECONDARY WATER
XXXX	CONTOUR MAJOR
XXXX	CONTOUR MINOR
Ex SD	EXIST. STORM DRAIN
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	STREET LIGHT
SD	SD MH, INLET, AND COMBO
	SEWER MANHOLE
	CULINARY VALVE, TEE & BEND
	SECONDARY VALVE, TEE & BEND
	WATER BLOW-OFF
	FIRE HYDRANT
	STREET MONUMENT (TO BE SET)
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	EXIST. SEWER MH
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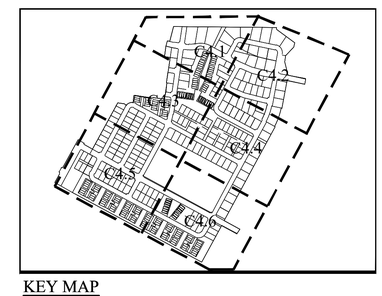
XXXX.XX	SPOT ELEVATION



KEY MAP
N.T.S

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OVERLAND VILLAGE 2 PHASE A PRELIMINARY

EAGLE MOUNTAIN CITY, UTAH

PRELIMINARY GRADING & DRAINAGE PLAN

REVISION BLOCK

#	DATE	DESCRIPTION
1	----	----
2	----	----
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PRELIMINARY GRADING & DRAINAGE PLAN

Scale:	1"=40'	Drawn:	GB
Date:	03/17/21	Job #:	20-0479
Sheet:	C4.6		

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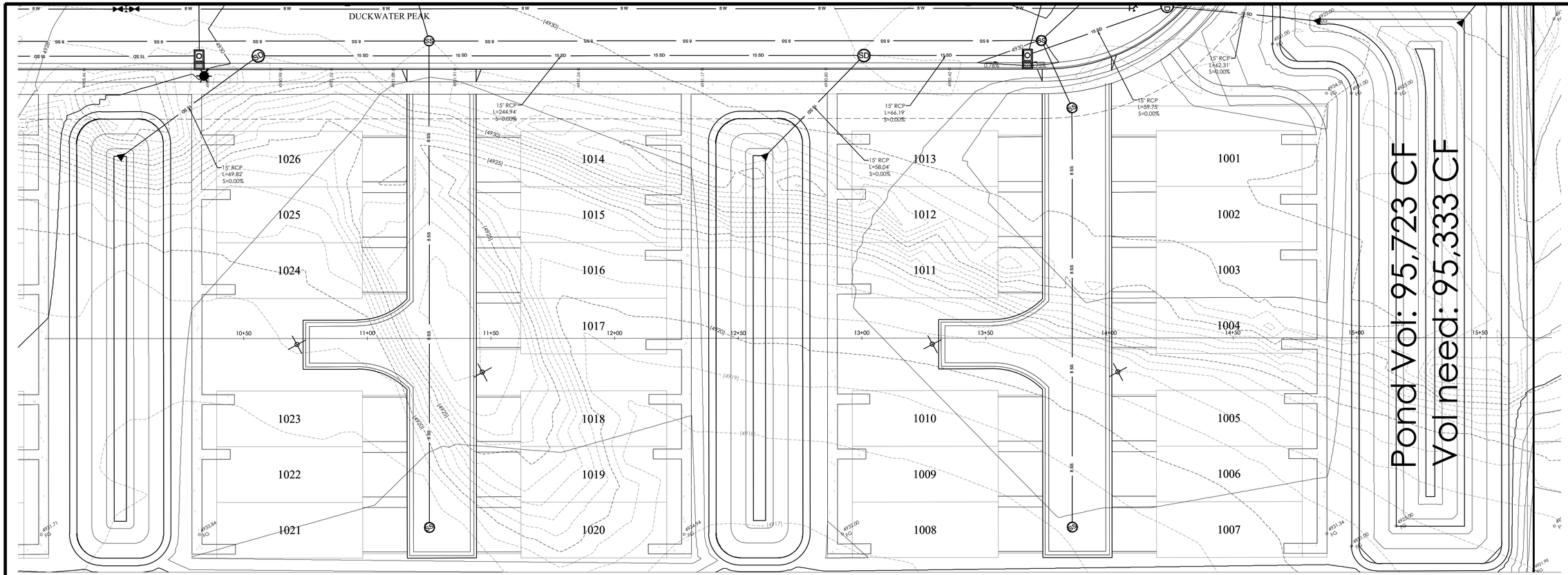

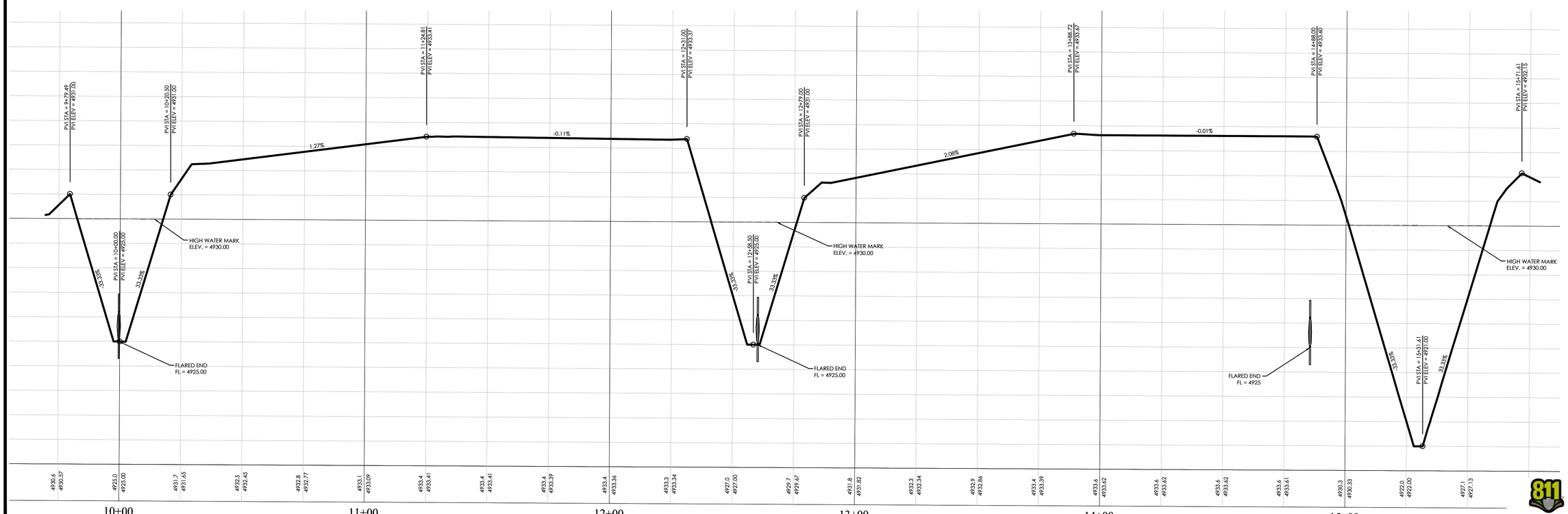

PONDS SECTION PROFILE

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PRELIMINARY GRADING & DRAINAGE PLAN

Scale:	1"=20'	Drawn:	GB
Date:	03/17/21	Job #:	20-0479
Sheet:	C4.7		

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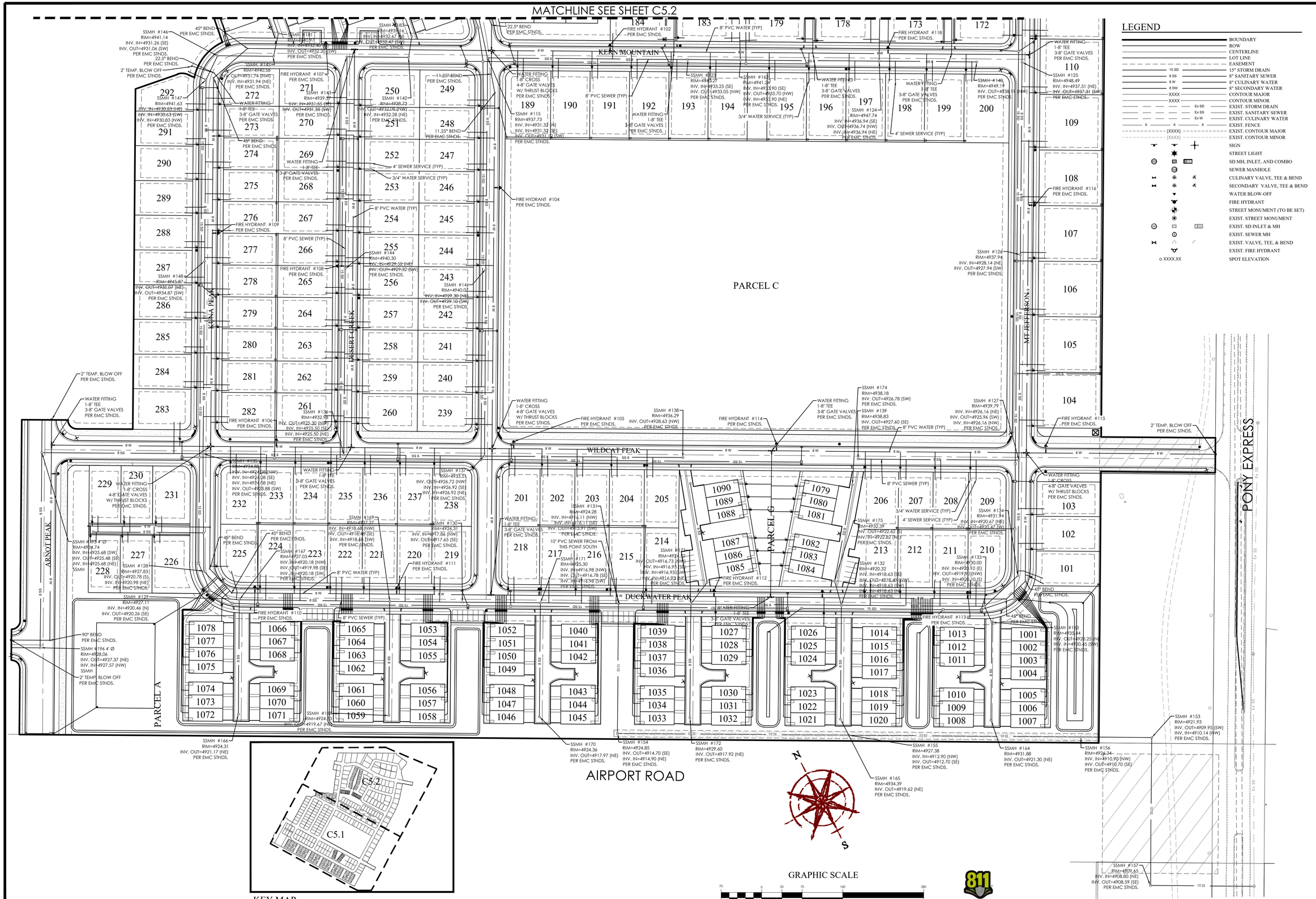

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OVERLAND VILLAGE 2 PHASE 2 PRELIMINARY
EAGLE MOUNTAIN CITY, UTAH
UTILITY PLAN

REVISION BLOCK

#	DATE	DESCRIPTION
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UTILITY PLAN

Scale:	1"=70'	Drawn:	GB
Date:	03/17/21	Job #:	20-0479
Sheet:	C5.1		

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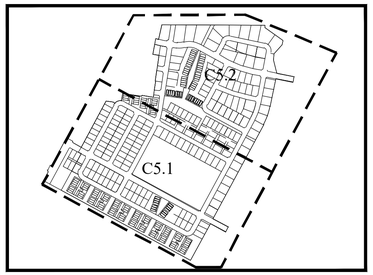
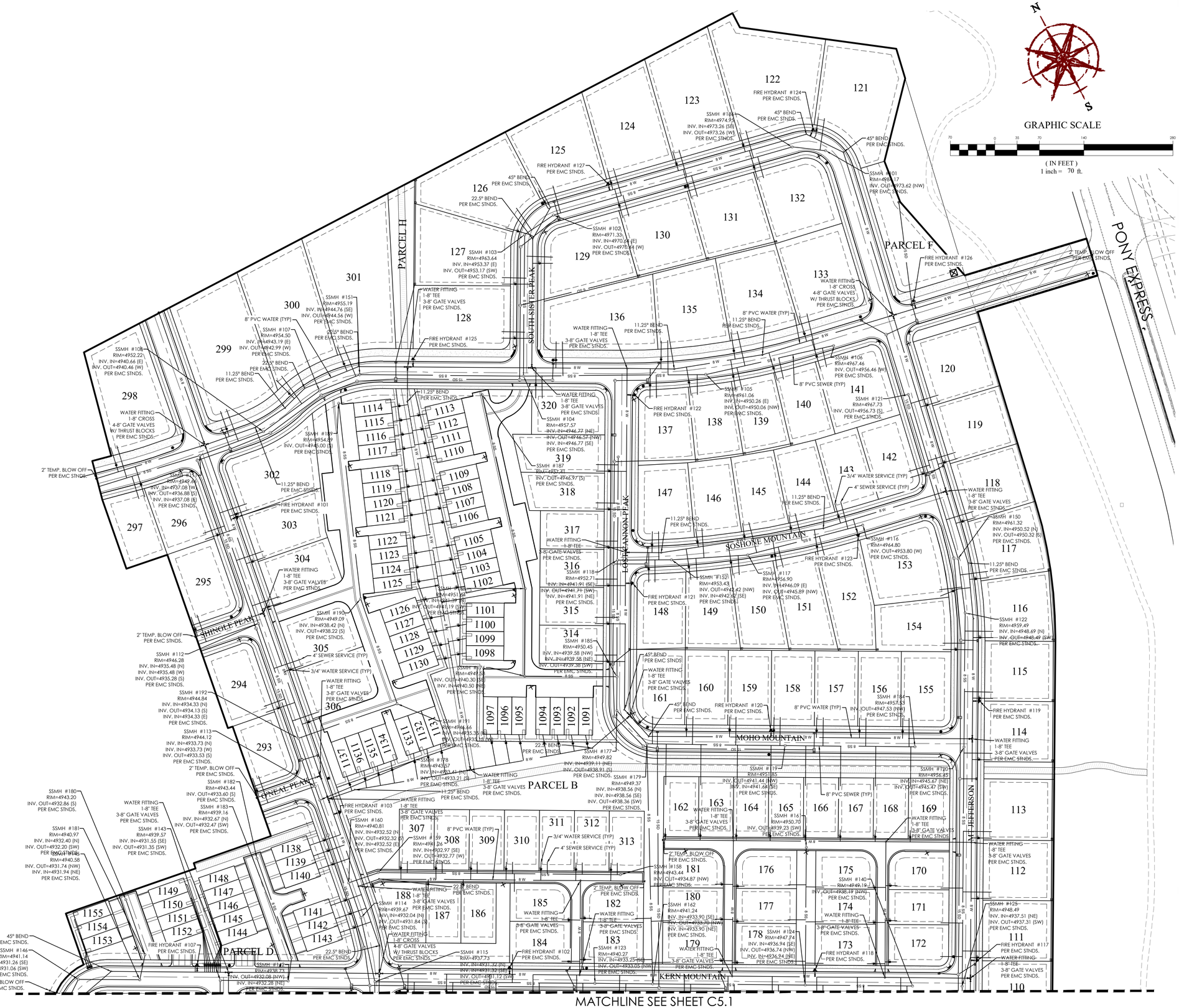


KEY MAP
N.T.S



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UTILITY PLAN

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UTILITY PLAN

Scale:	1"=70'	Drawn:	GB
Date:	03/17/21	Job #:	20-0479
Sheet:	C5.2		

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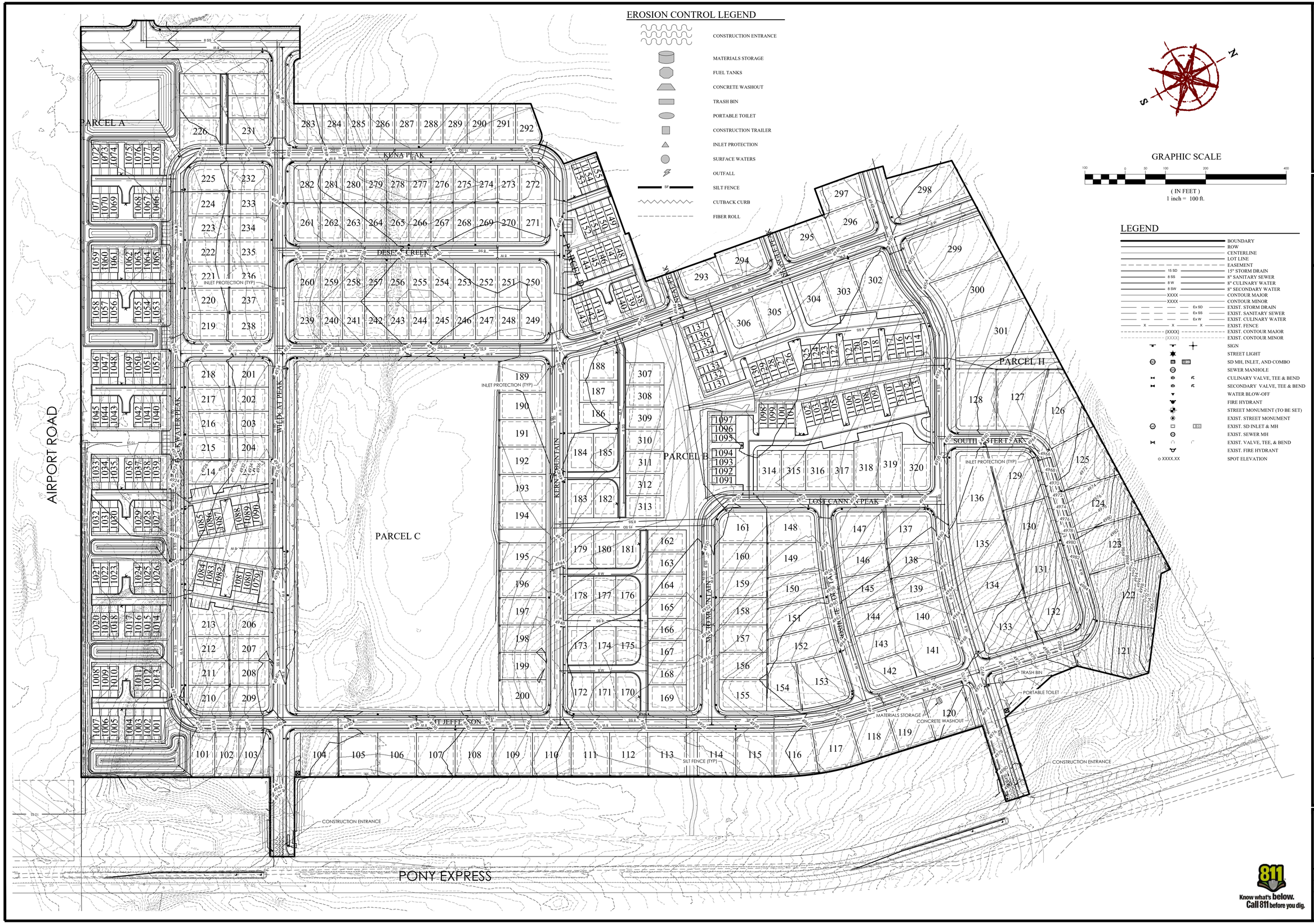

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OVERLAND VILLAGE 2 PHASE A PRELIMINARY

EAGLE MOUNTAIN CITY, UTAH

EROSION CONTROL PLAN

REVISION BLOCK

#	DATE	DESCRIPTION
1	----	----
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EROSION CONTROL PLAN

Scale:	1"=100'	Drawn:	GB
Date:	03/17/21	Job #:	20-0479
Sheet:	C6		

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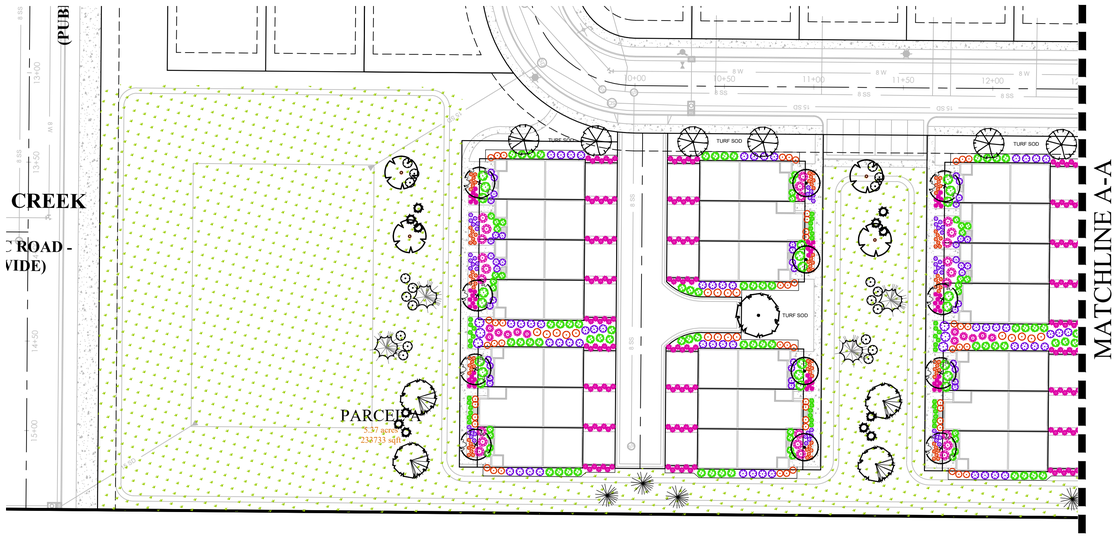


TREE LEGEND

- Acer truncatum x platanoides 'Warrenred' Pacific Sunset Maple 1 1/2" cal.
- Malus 'Royal Raindrops' Royal Raindrops Crab 1 1/2" cal.
- Malus 'Spring Snow' Spring Snow Flowering Crab 1 1/2" cal.
- Prunus serrulata 'Kwanzan' Kwanzan Flowering Cherry 1 1/2" cal.
- Prunus virginiana 'Canada Red' Canada Red Chokecherry 1 1/2" cal.
- Pyrus calleryana 'Chanticleer' Chanticleer Flowering Pear 1 1/2" cal.

NATIVE TREE LEGEND

- Acer grandidentatum Bigtooth Maple 1 1/2" cal.
- Crataegus douglasii Black Hawthorn 1 1/2" cal.
- Quercus gambelii Scrub Oak 5' height
- Juniperus osteosperma Utah Juniper 6' height
- Juniperus monosperma One-seed Juniper 6' height

PLANT SCHEDULE FOR TOWNHOMES

Symbol	Scientific Name	Common Name	Size	Waterwise
SHRUBS				
AMG	Aronia melanocarpa 'Ground Hog'	Ground Hog Aronia	2 Gal	No
BTC	Berberis thunbergii atro 'Concorde'	Dark Red–Purple Barberry	2 Gal	No
BDH	Buddleia davidii 'Buzz Hot Raspberry'	Hot Raspberry Butterfly Bush	2 Gal	Yes
BGV	Buxus 'Green Velvet'	Green Velvet Boxwood	2 Gal	No
CCF	Caryopteris clandonensis 'First Choice'	First Choice Bluebeard	2 Gal	Yes
HSL	Hibiscus syriacus 'Lil Kim'	Dwarf Rose of Sharon	5 Gal	Yes
HPL	Hydrangea paniculata Lavalamp Flare	Lavalamp Flare Hydrangea	5 Gal	No
MAC	Mahonia aquifolium 'Compacta'	Compact Oregon Grape	5 Gal	Yes
POL	Physocarpus opulifolius 'Donna May'	Little Devil Ninebark	5 Gal	Yes
PON	Physocarpus opulifolius 'Nugget'	Dwarf Ninebark	5 Gal	Yes
PMM	Pinus mugo 'Mughus'	Dwarf Mugo Pine	5 Gal	Yes
PFD	Potentilla fruiticosa 'Dakota Sunspot'	Dakota Sunspot Potentilla	2 Gal	Yes
RMC	Rosa 'Meidiland Crimson'	Crimson Meidiland Rose	5 Gal	Yes
RMW	Rosa 'Meidiland White'	White Meidiland Rose	5 Gal	Yes
SBA	Spiraea bumalda 'Anthony Waterer'	Anthony Waterer Spiraea	2 Gal	No
SBG	Spiraea bumalda 'Goldmound'	Gold Spiraea	2 Gal	No
SJD	Spiraea japonica 'Doozie'	Doozie Spiraea	2 Gal	No
SBL	Syringa x 'Bloomerang'	Dark Purple Reblooming Lilac	5 Gal	No
TME	Taxus media 'Everlow'	Everlow Yew	5 Gal	Yes
PERENNIALS & ORNAMENTAL GRASSES				
CAK	Calamagrostis acutiflora 'Karl Foerster'	Feather Reed Grass	1 Gal	Yes
HSS	Helictotrichon sempervirens 'Sapphire'	Blue Oat Grass	1 Gal	Yes
HSO	Hemerocallis 'Stella de Oro'	Stella de Oro Daylilly	1 Gal	Yes
PVS	Panicum virgatum 'Shenandoah'	Switch Grass	1 Gal	Yes
PAH	Pennisetum alopecuroides 'Hameln'	Hameln Fountain Grass	1 Gal	Yes
RFC	Rudbeckia fulgida 'City Garden'	Black Eyed Susan	1 Gal	No
SNE	Salvia nemorosa 'East Friesland'	East Friesland Salvia	1 Gal	Yes

LANDSCAPE NOTES:

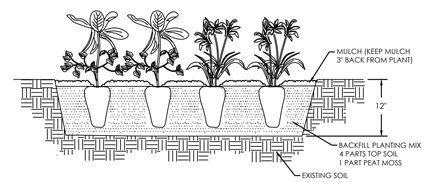
1. LAWN AREAS WILL BE SODDED WITH KENTUCKY BLUEGRASS BLEND OVER 4 INCHES GOOD GRADE TOPSOIL.
2. ALL PLANTING BEDS WILL HAVE 3" DARK BROWN LONG STRAND SHREDDED BARK MULCH.
3. INSTALL PLASTIC EDGING FOR MOW STRIPS BETWEEN LAWN AREAS AND PLANTING BEDS.

GRAPHIC SCALE

40 0 20 40 80 160

(IN FEET)
1 inch = 40 ft.

Know what's below. Call 811 before you dig.



B PERENNIAL PLANTING
NOT TO SCALE

NATIVE PLANT SCHEDULE

Symbol	Scientific Name	Common Name	Size
SHRUBS			
ATS	Artemisia tridentata	Big Sagebrush	2 Gal
CLM	Cercocarpus ledifolius	Curleaf Mountain Mahogany	2 Gal
ENR	Ericameria nauseosus	Rubber Rabbit Brush	2 Gal
FPF	Fallugia paradoxa	Apache Flume	1 Gal
JCC	Juniperus communis	Common Juniper	1 Gal
PMN	Physocarpus malvaceous	Mallow Ninebark	2 Gal
PTB	Purshia tridentata	Antelope Bitterbrush	2 Gal
RTS	Rhus trilobata	Three Leaf Sumac	2 Gal
RAC	Ribes aureum	Golden Current	1 Gal
RWW	Rosa woodsii	Woods Rose	1 Gal

NOTES:

1. ALL PLANTING BEDS WILL HAVE 3" DARK BROWN LONG STRAND SHREDDED BARK MULCH.

LEGEND

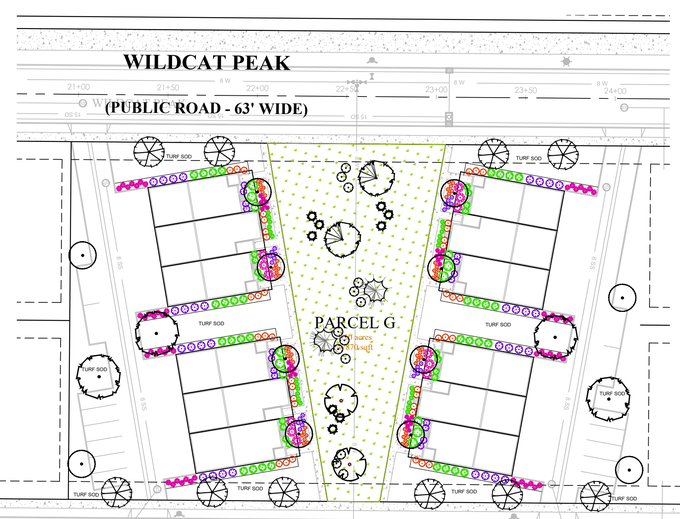
NATIVE GRASS/WILDFLOWERS

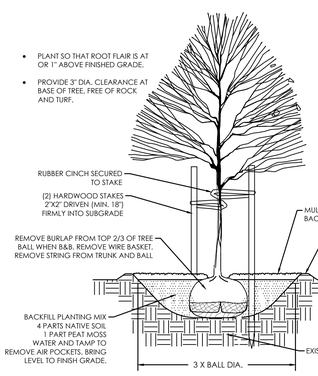
NATIVE GRASS/WILDFLOWER SEED MIX

SLENDER WHEATGRASS	18%
WESTERN WHEATGRASS	20%
BLUEBUNCH WHEATGRASS	20%
SHEEP FESCUE	4%
SANDBERG BLUEGRASS	3%
INDIAN RICEGRASS	10%
BLANKET FLOWER	5%
BLUE FLAX	10%
CALIFORNIA POPPY	10%

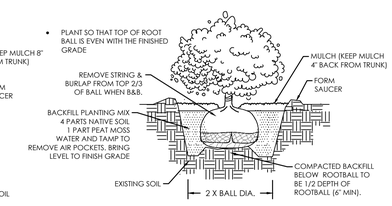
APPLICATION:

1. APPLY 4 TO 6 INCHES OF NATIVE TOP SOIL TO DISTURBED AREAS. TOPSOIL SHALL COME FROM THE LOCAL AREA OR STOCKPILED TOPSOIL FROM AREAS BEING DISTURBED. NO SUBSURFACE SOIL SHALL BE USED. IT IS IMPORTANT TO USE SOIL THAT HAS MINIMAL AMOUNT OF WEED SEED.
2. APPLY SEED MIX AT A RATE OF TWENTY POUNDS PER ACRE (20 LBS./AC.). APPLY SEED MIX BY DRILLING OR LIGHTLY RAKE INTO 1/4" OF SOIL.
3. AFTERWARDS, APPLY HYDROMULCH OVER DRILL SEEDED AREAS USING SILVA FIBRE MULCH AT 1400 LBS. PER ACRE.
4. SEED MIX APPLICATION TO BE FROM OCTOBER 15 TO DECEMBER 15 AND WHEN SOIL TEMPERATURE IS CONSISTENTLY BELOW 50 DEGREES F. (SEED MIX PROVIDED BY GRANITE SEED, LEHI, UTAH)

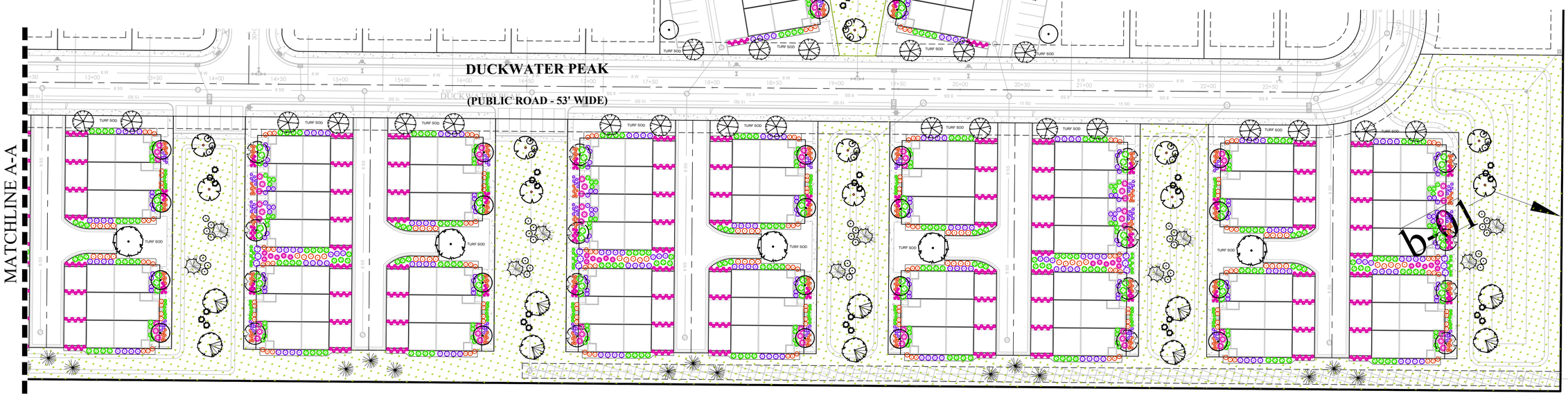




A TREE PLANTING & STAKING
NOT TO SCALE



C SHRUB PLANTING
NOT TO SCALE



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For Review

OVERLAND VILLAGE 2 PHASE A PRELIMINARY
EAGLE MOUNTAIN CITY, UTAH
LANDSCAPE PLAN

REVISION BLOCK

#	DATE	DESCRIPTION
1	----	----
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LANDSCAPE PLAN

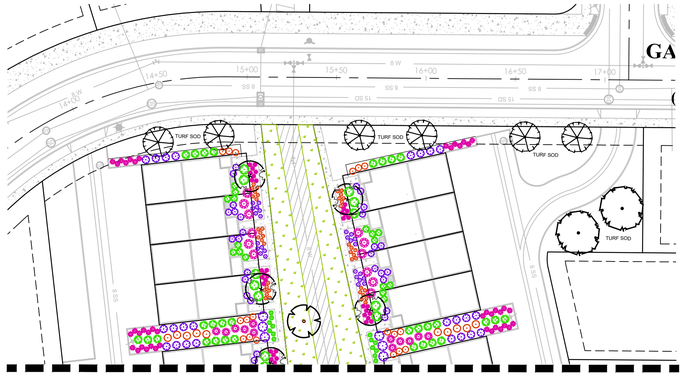
Scale:	1"=40'	Drawn:	AW
Date:	03/17/21	Job #:	20-0479
Sheet:	L1.1		

Z:_2020\20-0479 Overland Village 2 Preliminary\design 20-0479\dwg\sheets\PRELIMINARY SHEETS\L1.1 LANDSCAPE PLAN.dwg

GRAPHIC SCALE

(IN FEET)
1 inch = 40 ft.

Know what's below. Call 811 before you dig.



MATCHLINE B-B

NATIVE LANDSCAPE VISIONING IMAGES

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OVERLAND VILLAGE 2 PHASE A PRELIMINARY
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LANDSCAPE PLAN

Scale: 1"=40'	Drawn: AW
Date: 03/17/21	Job #: 20-0479
Sheet: L1.2	

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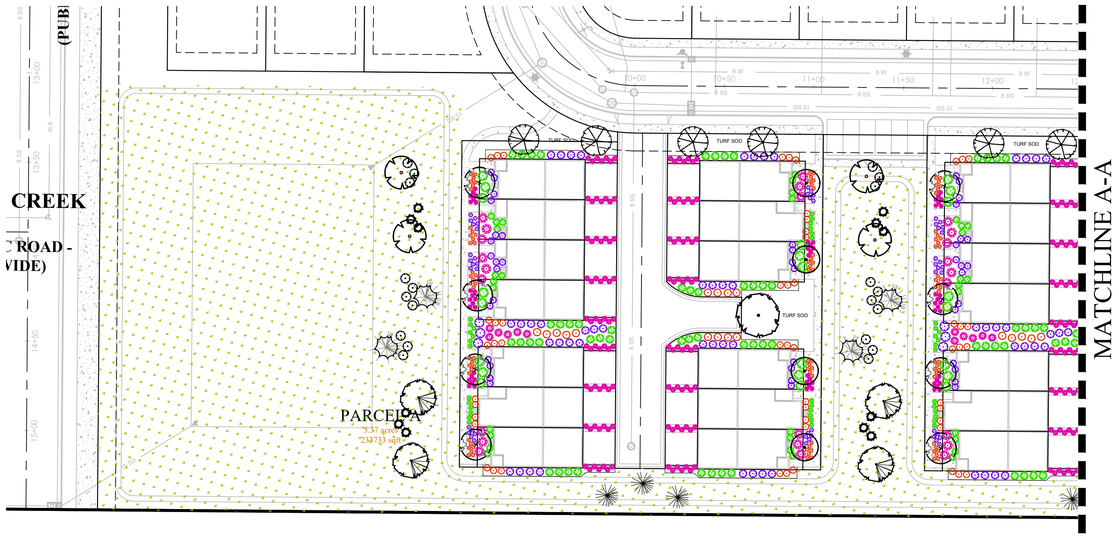

TREE LEGEND

- Acer truncatum x platanoides 'Warrenred' Pacific Sunset Maple 1 1/2" cal.
- Malus 'Royal Raindrops' Royal Raindrops Crab 1 1/2" cal.
- Malus 'Spring Snow' Spring Snow Flowering Crab 1 1/2" cal.
- Prunus serrulata 'Kwanzan' Kwanzan Flowering Cherry 1 1/2" cal.
- Prunus virginiana 'Canada Red' Canada Red Chokecherry 1 1/2" cal.
- Pyrus calleryana 'Chanticleer' Chanticleer Flowering Pear 1 1/2" cal.

NATIVE TREE LEGEND

- Acer grandidentatum Bigtooth Maple 1 1/2" cal.
- Crataegus douglasii Black Hawthorn 1 1/2" cal.
- Quercus gambelii Scrub Oak 5' height
- Juniperus osteosperma Utah Juniper 6' height
- Juniperus monosperma One-seed Juniper 6' height

PLANT SCHEDULE FOR TOWNHOMES

Symbol	Scientific Name	Common Name	Size	Waterwise
SHRUBS				
AMG	Aronia melanocarpa 'Ground Hog'	Ground Hog Aronia	2 Gal	No
BTC	Berberis thunbergii atro 'Concorde'	Dark Red–Purple Barberry	2 Gal	No
BDH	Buddleia davidii 'Buzz Hot Raspberry'	Hot Raspberry Butterfly Bush	2 Gal	Yes
BGV	Buxus 'Green Velvet'	Green Velvet Boxwood	2 Gal	No
CCF	Caryopteris clandonensis 'First Choice'	First Choice Bluebeard	2 Gal	Yes
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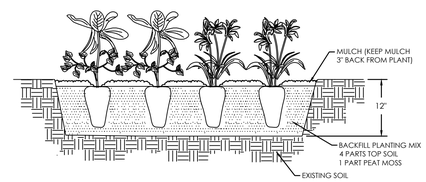

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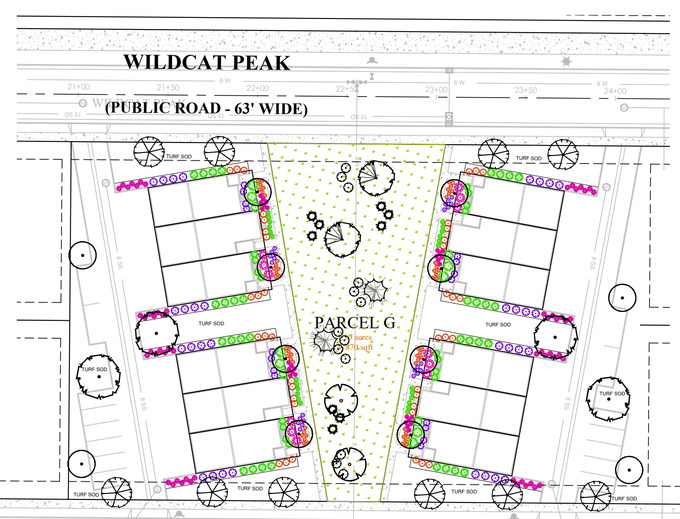
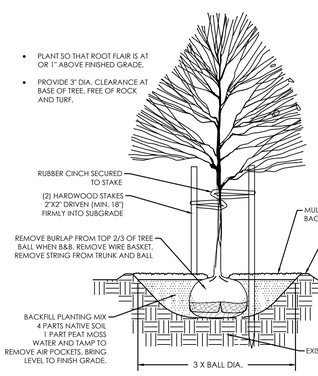
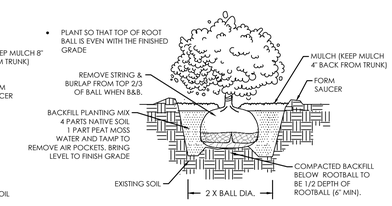




A TREE PLANTING & STAKING
NOT TO SCALE



C SHRUB PLANTING
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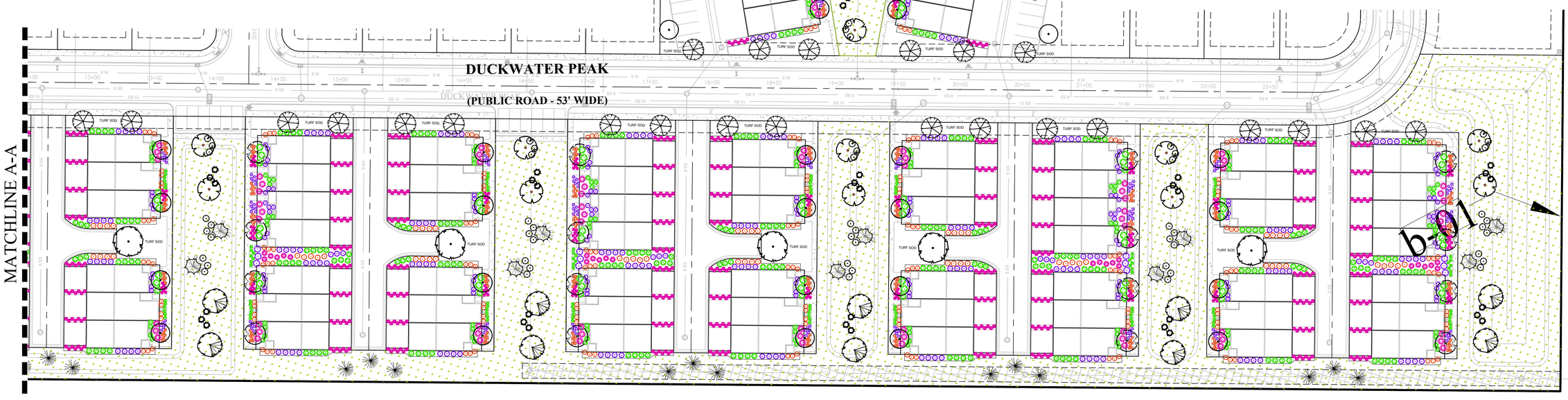

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OVERLAND VILLAGE 2 PHASE A PRELIMINARY
EAGLE MOUNTAIN CITY, UTAH
LANDSCAPE PLAN

REVISION BLOCK

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LANDSCAPE PLAN

Scale:	1"=40'	Drawn:	AW
Date:	03/17/21	Job #:	20-0479
Sheet:	L1.1		

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GRAPHIC SCALE

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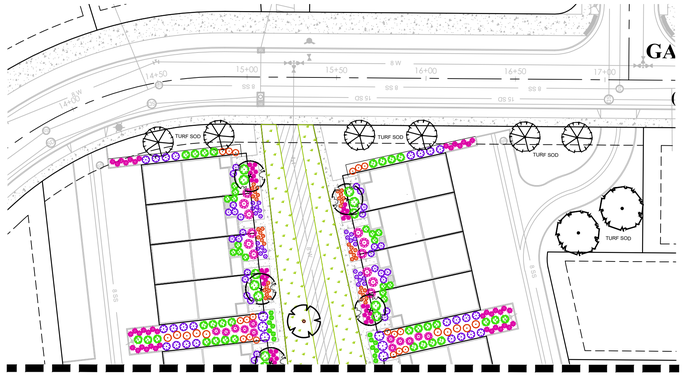

MATCHLINE B-B

NATIVE LANDSCAPE VISIONING IMAGES

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LANDSCAPE PLAN

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Date: 03/17/21	Job #: 20-0479
Sheet: L1.2	

Z:_2020\20-0479 Overland Village 2 Preliminary\design 20-0479\dwg\sheets\PRELIMINARY SHEETS\L1.2 LANDSCAPE PLAN.dwg

FRONT ELEVATION

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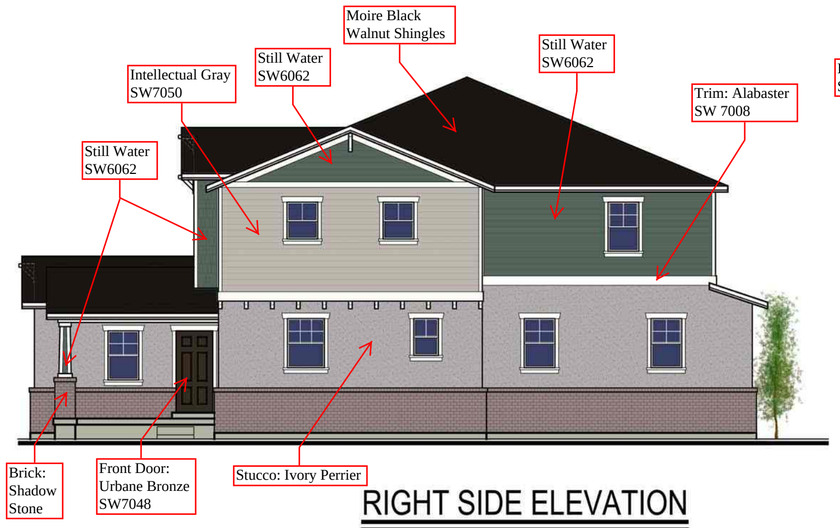
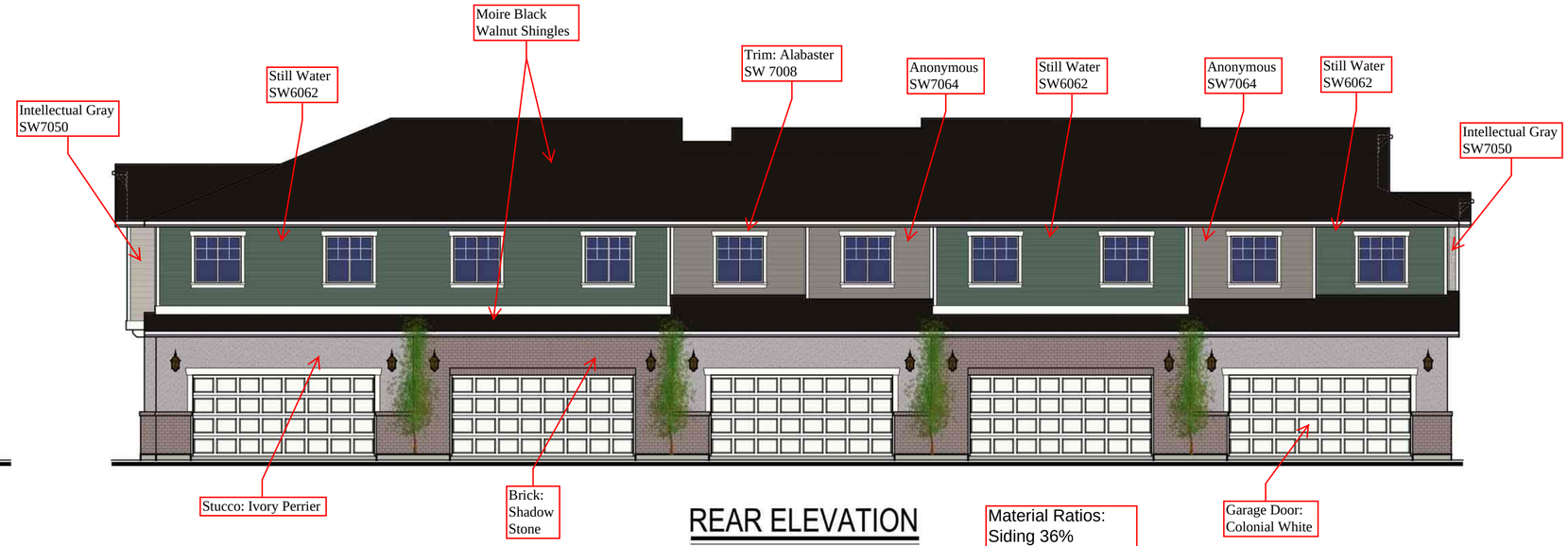


RIGHT SIDE ELEVATION

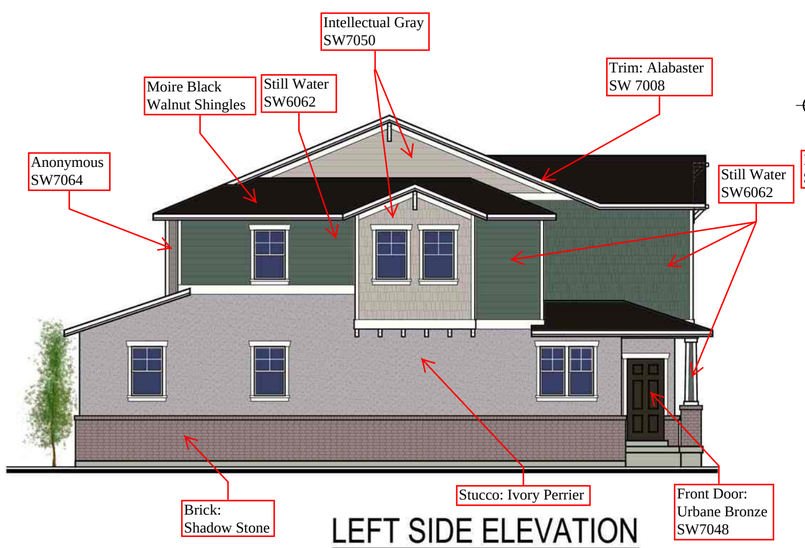
Material Ratios:
Siding 39%
Stucco 32%
Brick 20%
Openings 9%



REAR ELEVATION

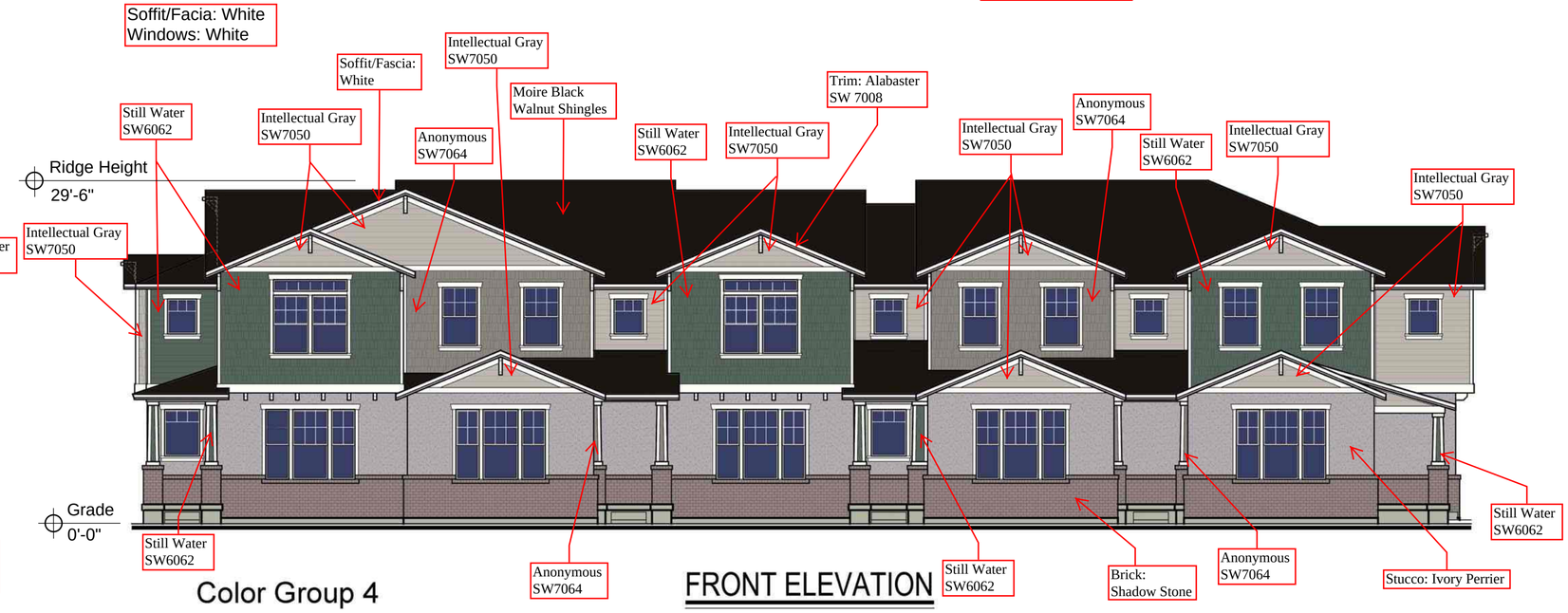
Material Ratios:
Siding 36%
Stucco 14%
Brick 17%
Openings 34%

Soffit/Facia: White
Windows: White



LEFT SIDE ELEVATION

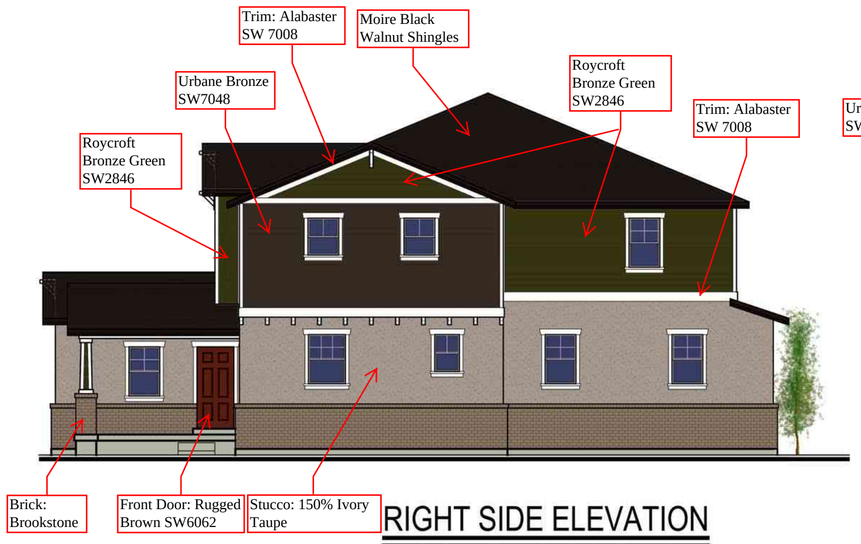
Material Ratios:
Siding 39%
Stucco 33%
Brick 18%
Openings 9%



Color Group 4

FRONT ELEVATION

Material Ratios:
Siding 39%
Stucco 26%
Brick 16%
Openings 19%



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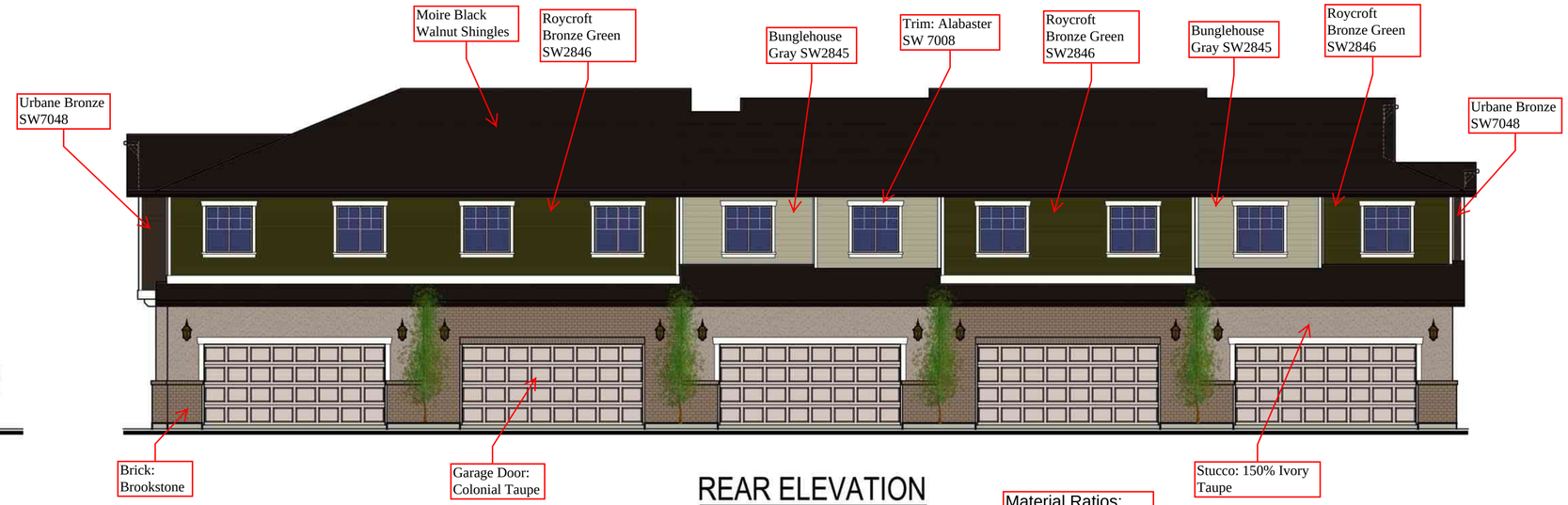
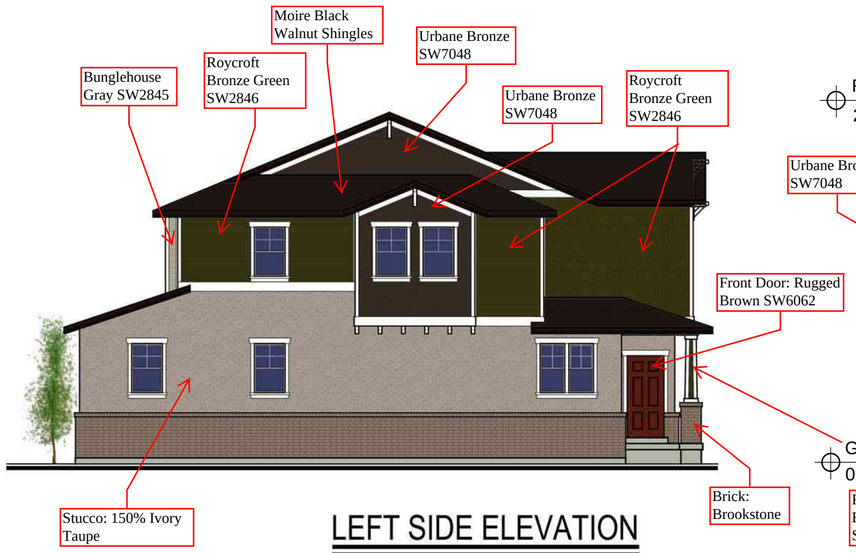
Material Ratios:
Siding 39%
Stucco 32%
Brick 20%
Openings 9%



REAR ELEVATION

Material Ratios:
Siding 36%
Stucco 14%
Brick 17%
Openings 34%

Soffit/Facia: Dark Bronze
Windows: Taupe



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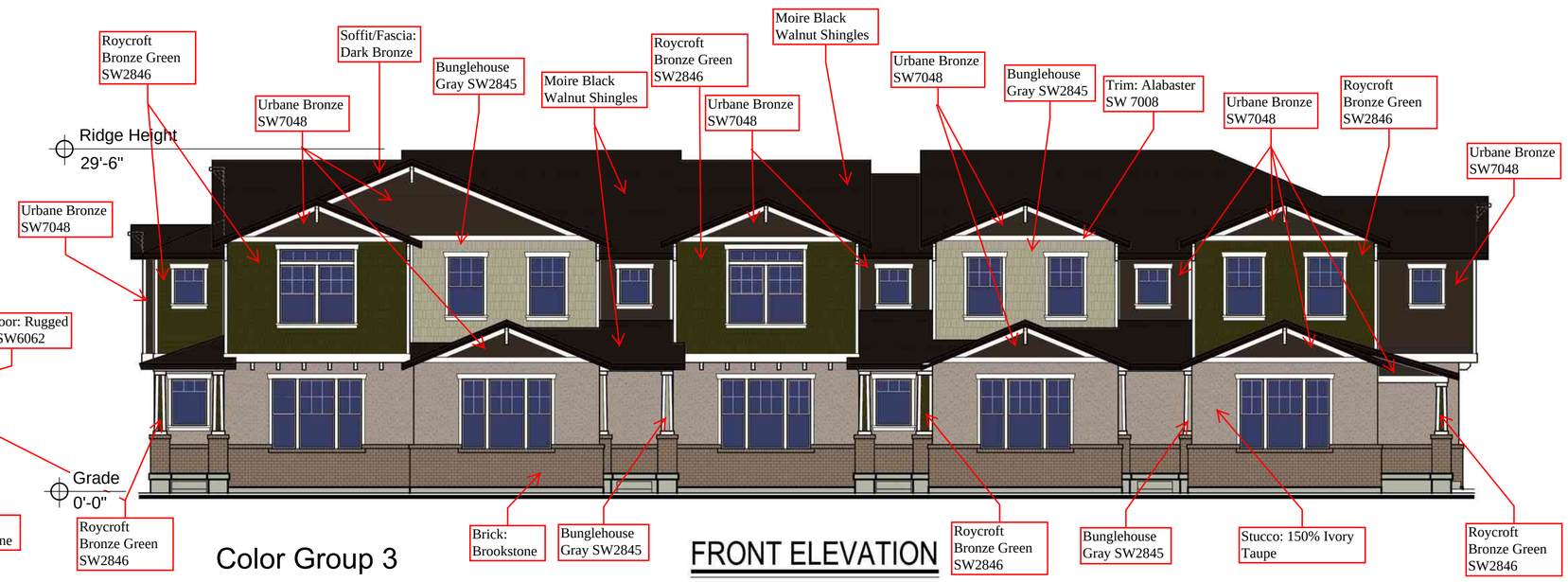
Openings 9%



Color Group 3

FRONT ELEVATION

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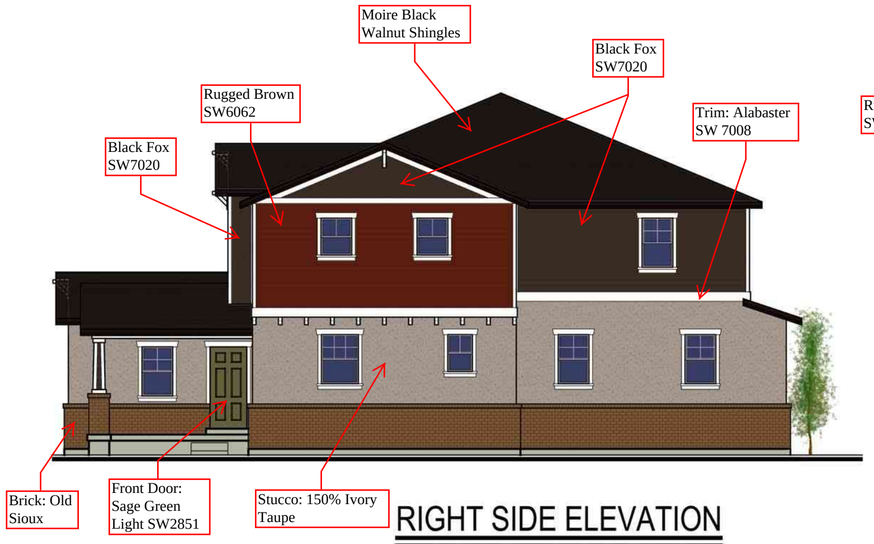
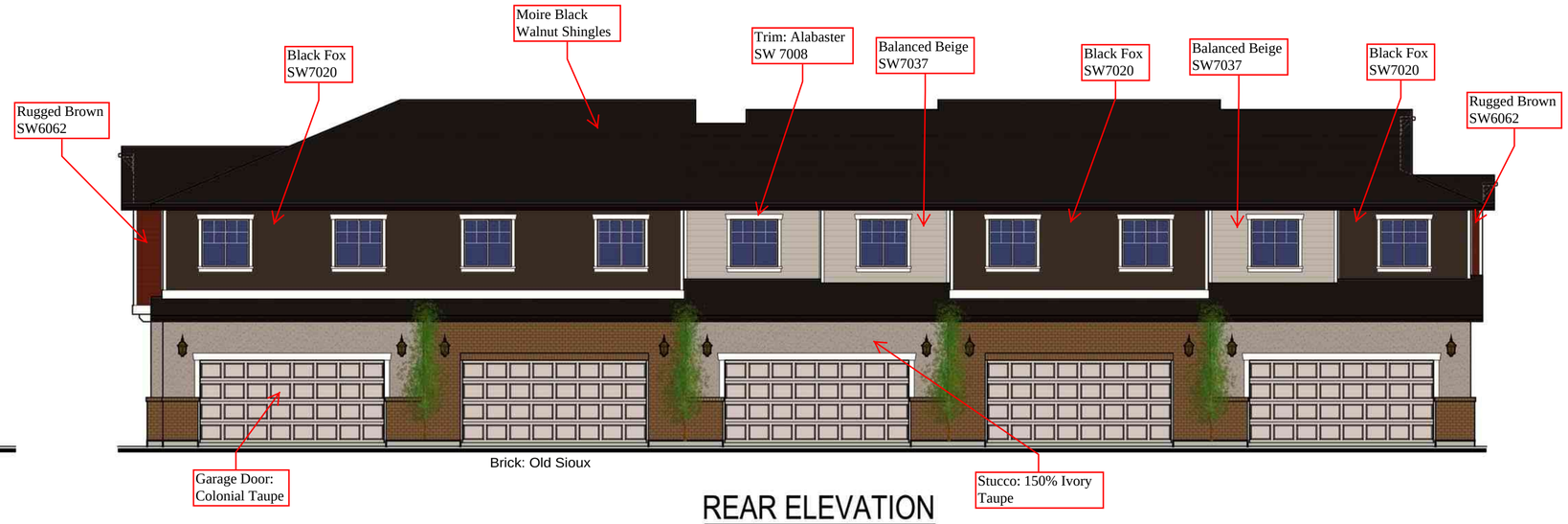
Stucco 26%
Brick 16%
Openings 19%



RIGHT SIDE ELEVATION

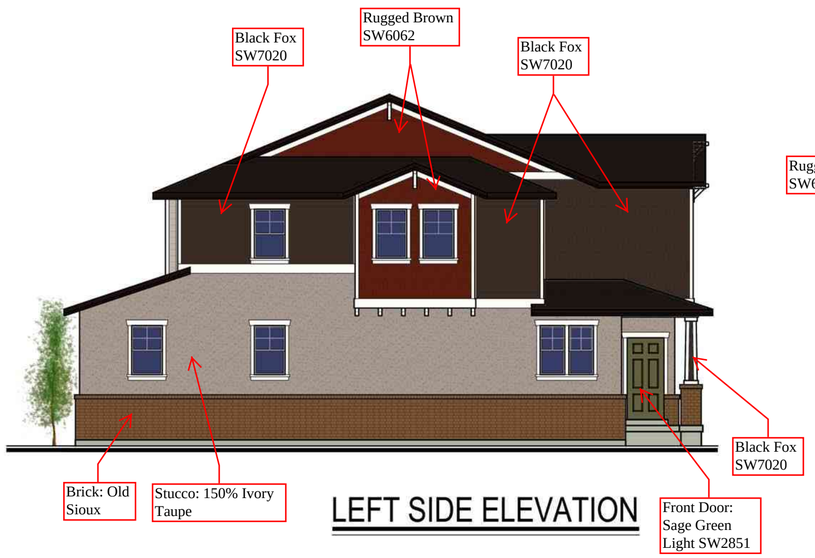
Material Ratios:
Siding 39%
Stucco 32%
Brick 20%
Openings 9%



REAR ELEVATION

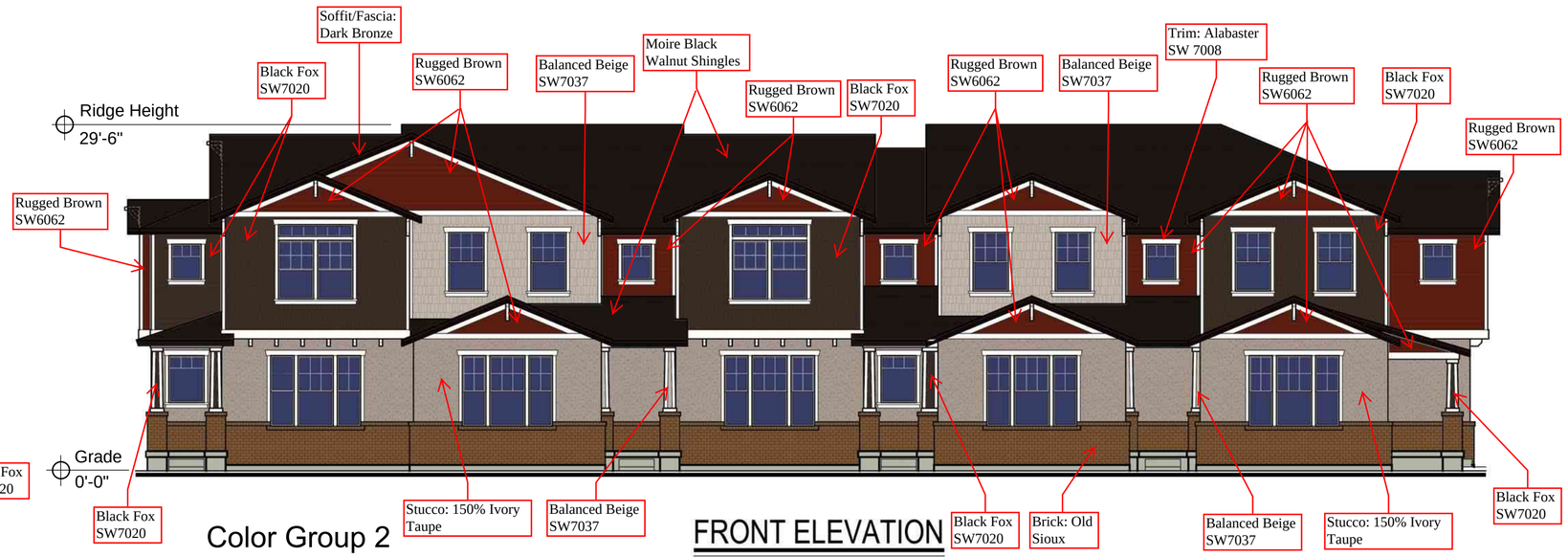
Material Ratios:
Siding 36%
Stucco 14%
Brick 17%
Openings 34%

Soffit/Facia: Dark Bronze
Windows: Taupe



LEFT SIDE ELEVATION

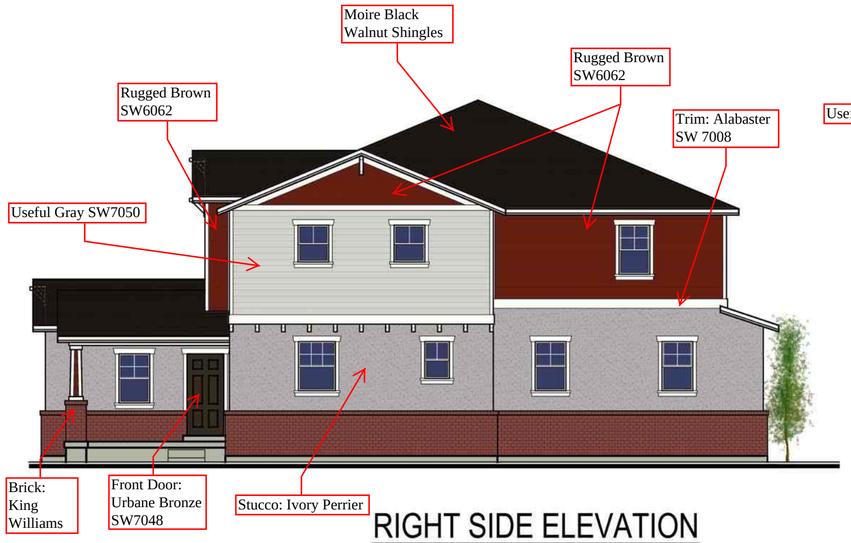
Material Ratios:
Siding 39%
Stucco 33%
Brick 18%
Openings 9%



Color Group 2

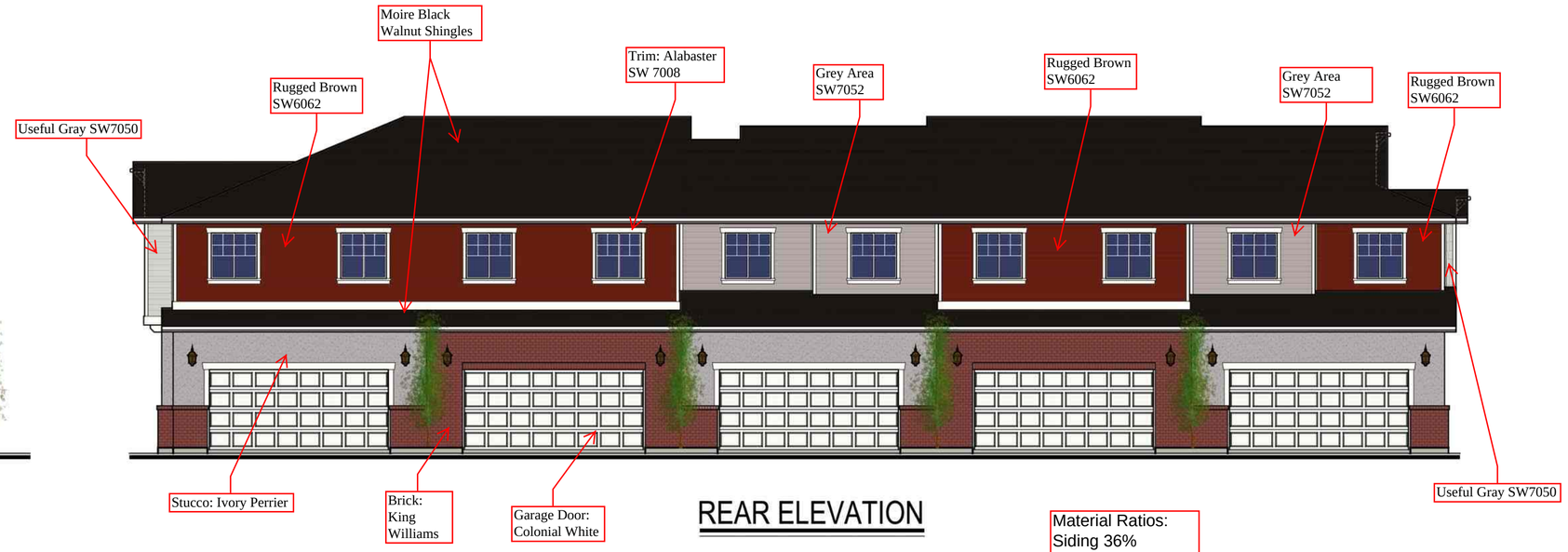
FRONT ELEVATION

Material Ratios:
Siding 39%
Stucco 26%
Brick 16%
Openings 19%



RIGHT SIDE ELEVATION

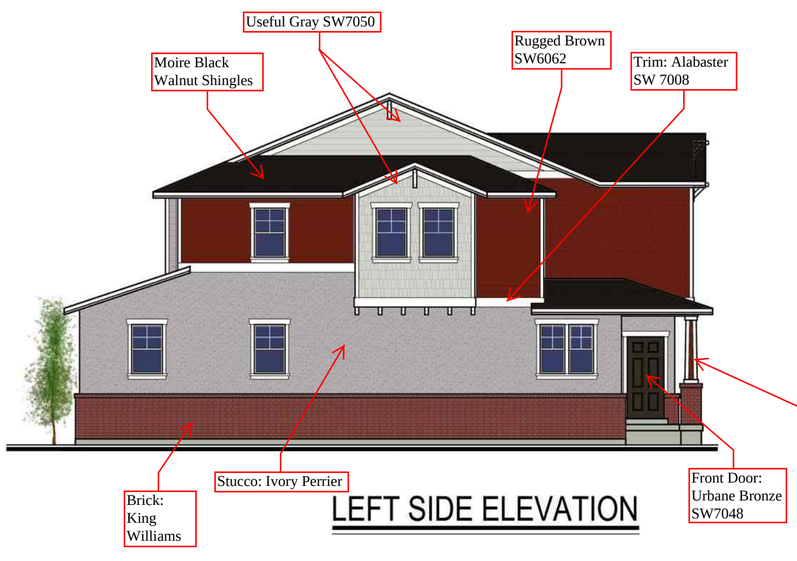
Material Ratios:
Siding 39%
Stucco 32%
Brick 20%
Openings 9%



REAR ELEVATION

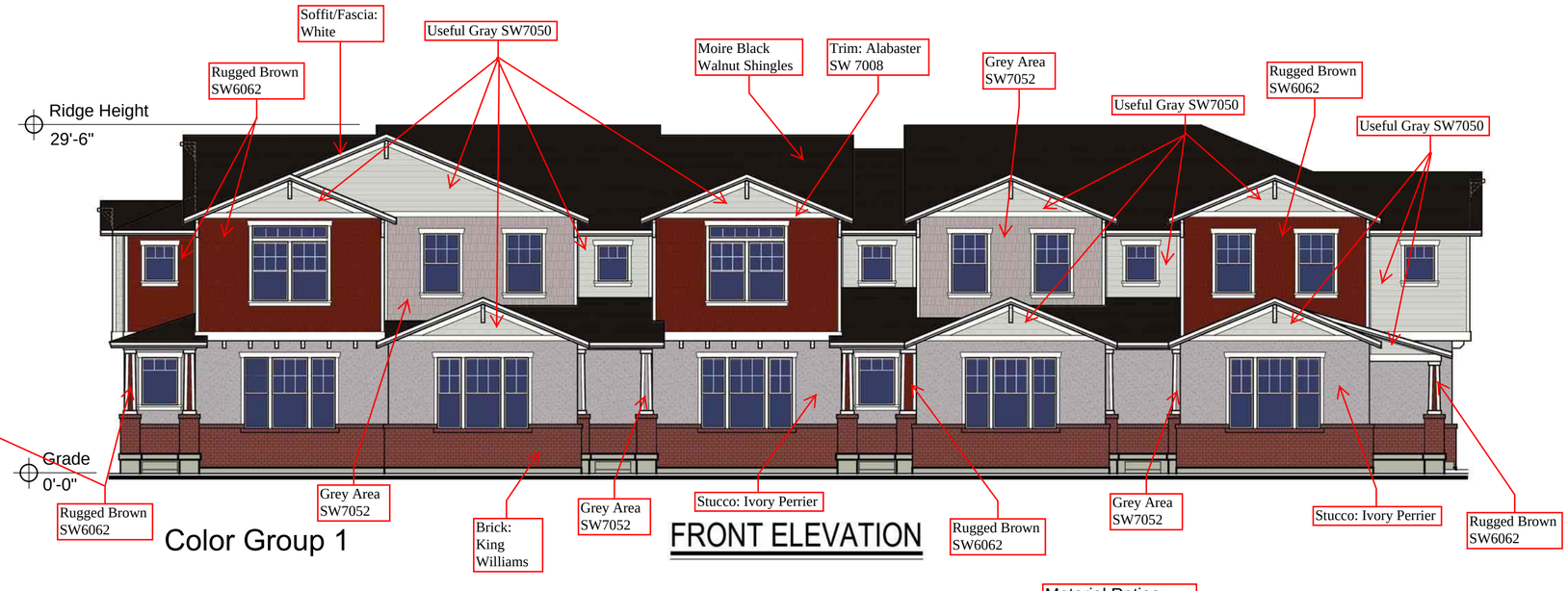
Material Ratios:
Siding 36%
Stucco 14%
Brick 17%
Openings 34%

Soffit/Facia: White
Windows: White



LEFT SIDE ELEVATION

Material Ratios:
Siding 39%
Stucco 33%
Brick 18%
Openings 9%



Color Group 1

FRONT ELEVATION

Material Ratios:
Siding 39%
Stucco 26%
Brick 16%
Openings 19%

1.0 Executive Summary

1.1 DESCRIPTION OF PROJECT

This report presents the results of a traffic impact analysis for the Overland Village 2 Development, located in Eagle Mountain, Utah. The project site is located west of Pony Express Parkway, and north of the existing Overland Village 1 Development. North of the proposed site is currently vacant land. The proposed parcel of land for the Overland Village 2 Development is also currently vacant land. The closest major intersection is Pony Express Parkway and Mid Valley Road, which is signalized and located to the south of this development. Figure 1 illustrates the Vicinity Map and the location of this development in relation to the adjacent roadway network. Access to the Overland Village 2 Development will initially be serviced from two accesses onto Pony Express Parkway. As development to the west continues and as future development of Airport Road by the City occurs, two future accesses to will intersect the future Airport Road alignment that is planned along the south side of this development. Two accesses are also planned to connect to a future development that is planned to the north of this development.

The proposed Overland Village 2 Development will consist of 501 Single-Family Residential Homes, and 242 Townhomes. For purposes of this study, the analysis will consist of one phase at full build-out of all units. Refer to Figure 2 for the Site Plan of the Overland Village 2 Development and the proposed access locations.

This study projects the traffic associated with the Overland Village 2 Development at full build-out. It should be noted the opening year of operation for this site is anticipated for the end of 2025. The traffic associated with this development is generated using the latest version of the Trip Generation Manuals published by the Institute of Transportation Engineers (ITE). It is anticipated the Overland Village 2 Development will generate 6,500 Average Daily Trips (ADT) with 482 AM peak hour trips and 632 PM peak hour trips on an average weekday.

As growth continues to occur within the Eagle Mountain City limits, the Overland Village 2 Development will be the second of many "Villages" within the overall Overland Development Plan.

1.2 PRINCIPAL FINDINGS AND RECOMMENDATIONS

2019 Existing Scenario

Figure 3 illustrates the 2019 Existing AM and PM peak hour traffic volumes that were collected on December 10, 2019 at the Pony Express Parkway and Mid Valley Road intersection.

Using the 2019 Existing traffic volumes and lane configuration, the analysis of the Pony Express Parkway and Mid Valley Road intersection currently functions at a Level of Service (LOS) "A" overall in both the AM and PM peak hours. The eastbound movement functions with a LOS "B" in both the AM and PM peak hours. No improvements are needed under the existing conditions as the movements at this intersection function at acceptable levels of service.

2025 Opening Year Scenario

It is assumed 2025 will be the full build-out year of this development. Using projected growth rates from the City's General Plan and from other studies performed in this area, the 2025 Opening Year traffic volumes were generated. These traffic volumes can be found in Figure 4 of this report. Analyzing these traffic volumes with the existing lane configuration and roadway network, the Pony Express Parkway and Mid Valley Road intersection will continue to function at a LOS "A" in both the AM and PM peak hours. All movements will also continue to function at the same LOS "B" or better, with a minor increase in delay time.

It is anticipated before the 2025 Opening Year, the Overland Village 1 Development, located directly south of the proposed Overland Village 2 Development, will be fully built out. One access is from Sheps Ridge Road and the other from Lowes Peak Drive. These are existing roadways, however at the time the traffic counts were performed, there was

very minimal traffic using these accesses as the development is not fully occupied. For purposes of this study, the projected traffic volumes as found in the "SITLA Village 1 – Traffic Impact Study" were used at these two accesses onto Pony Express Parkway from the Overland Village 1 Development.

It is anticipated the movements at the stop controlled eastbound leg of the Sheps Ridge Road and Pony Express Parkway intersection will function at a LOS "D" or better during the AM and PM peak hours. The eastbound movement at the Lowes Peak Drive and Pony Express Parkway intersection is also anticipated to function at a LOS "D" in the AM and PM peak hours.

No improvements are recommended at these intersections under the 2025 Opening Year conditions. As future roadways are constructed, mainly Airport Road and as Mid Valley Road is extended to the west, additional accesses to the Overland Village 1 Development will be created and traffic patterns will adjust.

2025 Opening Year with Project Scenario

With the addition of the Overland Village 2 Development, the 2025 Opening Year with Project traffic volumes are illustrated in Figure 11. These traffic volumes were analyzed with the existing lane configurations and roadway conditions. The Pony Express Parkway and Mid Valley Road intersection will continue to function at an overall acceptable LOS "A" during the AM and PM peak hours.

The Overland Village 1 Developments two accesses onto Pony Express Parkway from Sheps Ridge Road and Lowes Peak Drive will also continue to function at the same level of service "D" or better as under the 2025 Opening Year scenario.

With the addition of the Overland Village 2 Development, there will be two accesses onto Pony Express Parkway. These are listed as Access #1 and Access #2 in the figures of this report. As development continues to the west within Village 2 and as the City constructs the future alignment of Airport Road, additional accesses will be constructed. With full build-out of Village 2 and only the two accesses onto Pony Express Parkway, the

eastbound movements exiting the proposed site at Access #2 will function at a level of service "E" during both the AM and PM peak hours. The eastbound moment at Access #1 will function at a level of service "F" in the AM and PM peak hours.

It is recommended that Airport Road be constructed as soon as funding is available. By constructing Airport Road and extending Mid Valley Road to the west, additional accesses will be created to both the Overland Village 1 and Village 2 Developments. As these additional accesses are constructed, traffic patterns will adjust and become more evenly distributed (as shown in the 2045 Scenarios), which will improve the level of service at Access #1 and Access #2.

2030 Future Year Scenario

Five years after Opening Year is anticipated to be the year 2030. Using the projected growth rates as outlined in the City's General Plan and the previously performed traffic studies for other developments in this area, Figure 5 illustrates the projected 2030 Future Year traffic volumes. These are the anticipated traffic volumes at the study area intersections, without the addition of the Overland Village 2 Development.

The Pony Express Parkway and Mid Valley Road signalized intersection, with the existing lane configuration, will function at a LOS "B" or better in both the AM and PM peak hours. No improvements are needed. It is recommended as development occurs along Mid Valley Road, the full build-out of the southern half of the road be completed.

As traffic volumes continue to grow along Pony Express Parkway, and without the addition of Airport Road and Mid Valley Road extending to the west, the eastbound legs of the Sheps Ridge Road and Lowe Peak Road intersections with Pony Express Parkway will function at a LOS "E" or better under the AM and PM peak hours. It is recommended Airport Road be constructed to its full build-out and the southern half of Mid Valley Road also be constructed. This will provide additional accesses in and out of the Overland Village 1 Development and reduce the number of vehicles along Pony Express Parkway and at the intersections of Sheps Ridge Road and Lowe Peak Road, improving the LOS.

2030 Future Year with Project Scenario

With the addition of the Overland Village 2 Development, the 2030 Future Year with Project traffic volumes are illustrated in Figure 12. It is assumed the Airport Road and Mid Valley Road improvements will not be implemented by 2030, therefore it is anticipated there will only be Access #1 and Access #2 onto Pony Express Parkway for Village 2. The eastbound movements exiting the development will experience delays and function at LOS "F" under the AM and PM peak hours. It is recommended by 2030, Airport Road be constructed. This will provide two additional accesses in and out of the Overland Village 2 Development which will redistribute the projected traffic volumes from Access #1 and Access #2. This will improve the LOS and decrease the delay time for vehicles exiting the proposed development.

The Sheps Ridge Road and Lowe Peak Road intersections with Pony Express Parkway will also experience delays for the eastbound movements onto Pony Express Parkway. It is also recommended Mid Valley Road be fully constructed as outlined in the City's General Plan. This will also provide additional accesses from the Overland Village 1 Development that will redistribute the traffic and provide better levels of service and reduce the delays.

2045 Future Year Scenario

Using the anticipated PM peak hour traffic volumes as illustrated in the Overland Village 1 Traffic Impact Study that were obtained from the Wasatch Front Regional Council (WFRC)/Mountainlands Association of Governments (MAG) travel demand model, the Future 2045 PM peak hour traffic volumes were forecasted. It should be noted that the AM traffic volumes are not available and it is anticipated the PM peak hour volumes will represent the worst-case scenario for the study area intersections. Using the existing lane configuration and the projected traffic volumes for the 2045 Future Year PM peak hour, the Pony Express Parkway and Mid Valley Road intersection is anticipated to function at an overall LOS "A". No recommendations are needed at this intersection; however, it is assumed the full build-out of Mid Valley Road will be complete by the 2045 Future Year

Scenarios. It is also assumed Mid Valley Road will extend to the east from this intersection, making the intersection a full 4-legged intersection.

It is also assumed by 2045 the Airport Road and Pony Express Parkway intersection will be fully built as per the City's General Plan. It is assumed this will be a signalized 4-legged intersection. Using the projected traffic volumes from previous traffic studies that were performed, it is assumed this intersection will function at an acceptable LOS "C".

If Mid Valley Road is not improved, the Sheps Ridge Road and Lowe Peak Road will continue to experience heavy delays for vehicles exiting the Overland Village 1 Development.

2045 Future Year with Project Scenario

Using the 2045 Future Year traffic volumes, combined with the Overland Village 2 project generated traffic volumes, the 2045 Future Year with Project traffic volumes are generated. These traffic volumes are illustrated in Figure 13. The Pony Express Parkway and Mid Valley Road intersection will function at a LOS "C" under the PM peak hour. Similar to the 2045 Future Year scenario, no additional improvements are needed at this intersection.

Also similar to the 2045 Future Year scenario, with the improvements to Mid Valley Road as outlined in the City's General Plan, this will provide additional accesses to Overland Village 1, which will improve the LOS at the Sheps Ridge Road and Lowes Peak Road intersections with Pony Express Parkway. This will also provide access to an additional north/south route, which will reduce the amount of traffic along Pony Express Road.

The Airport Road and Pony Express Parkway signalized intersection will continue to function at an acceptable LOS "C" or better with the addition of the Overland Village 2 Development. Therefore, no additional improvements are needed at this intersection.

With the addition of Airport Road, two additional accesses to the Overland Village 2 Development will be constructed. This will provide alternate routes for vehicles entering

and exiting the development and reduce the number of vehicles at Access #1 and Access #2, which will improve the LOS. It is recommended as traffic volumes along Pony Express Parkway continue to grow and as additional roadways are constructed, these intersections be monitored. It is anticipated that with a signal at Airport Road and Pony Express Parkway, there will be gaps in the traffic that will allow vehicles to exit Overland Village 2 Development safely, something which is not captured in the analysis for Level of Service.

The proposed internal roadway network of the Overland Village 2 is designed to provide an efficient flow of traffic throughout the development also providing safe ingress and egress to the existing roadway network. There are Collector Roads that are designed within Village 2 that will connect to Village 1 and other Villages throughout the entire Overland Development.

Summary of Recommendations

Recommendations to improve the flow of traffic within this study area are as follows:

- By 2025 and the full build-out of Overland Village 2, it is recommended Airport Road be constructed. This will provide two additional accesses to and from the development that will reduce the amount of traffic trying to exit onto Pony Express Parkway from Access #1 and Access #2.

- By 2025 it is recommended that Mid Valley Road be fully constructed and accesses from Overland Village 1 be constructed. This will allow additional access to and from the site which will reduce the amount of traffic at the Sheps Ridge Road and Lowe Peak Road intersections with Pony Express. The Signalized intersection of Mid Valley Road and Pony Express Parkway will allow gaps in the flow of traffic such that vehicles should be able to exit the development safely.

- With the addition of Airport Road and the full build-out of Mid Valley Road, all intersections should function at acceptable levels of service.

- All accesses to the Overland Village 2 Development along Airport Road should align with the proposed accesses to the existing Overland Village 1 Development.
- Each of the site accesses will be designed and constructed with one receiving lane and one exiting lane that will allow left and right turn movement out of the development. Left turn movements into the development will be made from the existing left turn pockets along Pony Express Parkway and Airport Road. The projected traffic volumes entering and exiting the proposed development along Pony Express Parkway and Airport Road will not warrant separate right turn lanes once all accesses are constructed.

17.B. VILLAGE CONCEPT PLAN – Overland Village Two

Mr. Mumford reviewed the item as presented during the work session. He explained the Overland MDA requires concept plan approvals, which is not the Municipal Code standard for all MDAs. He explained that the transportation map will be updated to align with the roadways proposed in this project.

Mr. Mumford indicated that the deceleration lane requested by the Planning Commission would be near the elementary school area. The condition to work with the Alpine School District is a request and not a binding condition. Currently, there is no northern connectivity with the Oquirrh Mountain development. He said that the connectivity issues have been addressed with the Oquirrh Mountain developers and staff is in discussions for a potential amendment between the developments.

Councilmember Curtis recommended including a condition of approval to work with staff to provide adequate connectivity with Oquirrh Mountain.

MOTION: ***Councilmember Curtis moved to approve the Overland Village Two concept plan with the following conditions;***

1. ***The north-south road in the middle of the development shall include a minimum of 35 feet of asphalt or on-street parking shall be restricted along the roadway. Direct driveway access on the road should be limited as much as possible;***
2. ***The applicant shall improve access to the Alpine School District's future elementary school site off Pony Express Parkway by adding a deceleration/turn lane;***
3. ***The applicant shall work with the City Engineer to identify and agree upon an acceptable interval by which traffic study updates will be provided by the applicant to ensure appropriate development of Airport Road;***
4. ***Accesses and intersections shall be adjusted to be aligned or separated sufficiently according to the City's standards;***
5. ***The applicant shall include a raised crosswalk where the trail crosses the north-south collector road in the middle of the project;***
6. ***The applicant shall work with Alpine School District to utilize all of the streets surrounding the proposed elementary school for student drop off and pick up routes to mitigate traffic congestion and unsafe conditions;***
7. ***The applicant shall continue the collector road fencing along the two lots on the northeast corner of the project close to the Overland monument sign; and***
8. ***The applicant shall work with staff to determine a road connection to Oquirrh Mountain Ranch.***

Councilmember Burnham seconded the motion. Those voting aye: Donna Burnham, Melissa Clark, Colby Curtis, Jared Gray, and Carolyn Love. The motion passed with a unanimous vote.

18. ORDINANCE

18.A. An Ordinance of Eagle Mountain City, Utah, Amending the Eagle Mountain Municipal Code Chapters 2.05 Employees and Personnel and 2.10 Mayor, and Enacting Chapters 2.16 City Administrator and 2.27 Board Appointment Process.

Councilmember Clark recommended tabling the item due to the lateness of the hour.

MOTION: ***Councilmember Clark moved to table an ordinance of Eagle Mountain City, Utah, amending the Eagle Mountain Municipal Code Chapters 2.05 Employees and Personnel and 2.10 Mayor, and enacting Chapters 2.16 City Administrator and 2.27 Board Appointment Process until a future meeting. Councilmember Curtis seconded the motion.***

Mr. Cook stated that when the item returns to a future meeting, he will differentiate between the original changes proposed with this amendment and the changes based upon Councilmember suggestions during work session of this meeting.

Councilmember Curtis requested for Mr. Cook to provide the changes to the Councilmembers for review and feedback prior to the item returning at a future meeting.

Those voting aye: Donna Burnham, Melissa Clark, Colby Curtis, Jared Gray, and Carolyn Love. The motion passed with a unanimous vote.

19. CITY COUNCIL/MAYOR'S BUSINESS

Councilmember Curtis
Councilmember Curtis requested for nonurgent or non-time-sensitive items to be removed from the December 1, 2020 meeting to reduce meeting length.

Mayor Westmoreland directed staff to remove items from the December 1, 2020 meeting that can be reasonably delayed until January.

Councilmember Clark
Councilmember Clark requested limiting the number of work session discussion items and noted that there were over 700 pages in the packet.

Councilmember Curtis
Councilmember Curtis advocated for including items in work sessions prior to including them on policy sessions and suggested postponing group presentations to the Council, when necessary.

PLAN IS CONCEPTUAL ONLY AND SUBJECT TO CHANGE. THIS A PRELIMINARY PLAN MEANT TO SHOW THE DEVELOPMENT POSSIBILITIES OF THE PROJECT. DESIGN HAS NOT BEEN FINALIZED AND CHANGES TO LOT SIZES, LOT LAYOUT, STREET LAYOUT, PARK/TRAIL LOCATIONS ETC. MAY BE PROPOSED AT PRELIMINARY PLAT.

PRODUCT	TYPE	UNIT COUNT
HOMESTEADS	LARGE	23
ESTATE	LARGE	65
COLLECTION 60	MEDIUM	100
COLLECTION 68	MEDIUM	96
COTTAGE	SMALL	86
COTTAGE (ALLEY LOAD)	SMALL	61
GARDENS	ACTIVE ADULT	39
TOWNHOMES	MULTI-FAMILY	222
	TOTAL	692

OVERLAND - VILLAGE 2

MASTER PLAN

MAP DATE: OCTOBER 8, 2020

PLAN IS CONCEPTUAL ONLY AND SUBJECT TO CHANGE. THIS A PRELIMINARY PLAN MEANT TO SHOW THE DEVELOPMENT POSSIBILITIES OF THE PROJECT. DESIGN HAS NOT BEEN FINALIZED AND CHANGES TO LOT SIZES, LOT LAYOUT, STREET LAYOUT, PARK/TRAIL LOCATIONS ETC. MAY BE PROPOSED AT PRELIMINARY PLAT.

PRODUCT	TYPE	UNIT COUNT
HOMESTEADS	LARGE	23
ESTATE	LARGE	65
COLLECTION 60	MEDIUM	100
COLLECTION 68	MEDIUM	96
COTTAGE	SMALL	86
COTTAGE (ALLEY LOAD)	SMALL	61
GARDENS	ACTIVE ADULT	39
TOWNHOMES	MULTI-FAMILY	222
	TOTAL	692

OVERLAND - VILLAGE 2

TRAILS AND OPEN SPACE PLAN

MAP DATE: OCTOBER 8, 2020

	EAGLE MOUNTAIN CITY **PLANNING COMMISSION MEETING** **APRIL 13, 2021**
TITLE:	PUBLIC HEARING - EMMC 17.25 Residential Zones Code Amendment
ITEM TYPE:	Development Code Amendment
APPLICANT:	Staff

ACTION ITEM:
Yes

PUBLIC HEARING:
Yes

PREPARED BY:
Pete Kane, Planning

BACKGROUND:

Recent development project proposals have brought to light some potential revisions to EMMC 17.25 Residential Zones.

EMMC 17.25 establishes a number of residential districts - primarily either single-family or multi-family. There are only two multi-family zones: MF1 and MF2. The MF1 zone allows for "twin homes, duplexes, triplexes, and townhomes with no more than six units per building," as well as "'footprint' single-family homes" (not on fee simple lots). Based on recent development reviews, the Planning Commission and City Council have raised concerns that applying the MF1 zone with an understanding a developer may build single-family homes still allows the land to be developed as any of the other permitted multi-family formats allowed in that MF1 zone. In order to clear up this grey area, this code amendment removes single-family dwellings as a permitted use in the MF1 zone. The RC zone would be the most dense of the single-family zoning districts, allowing a minimum lot size of 4,500 square feet and average lot size of 6,000 square feet.

EMMC 17.25 also establishes development standards for all of the residential zoning districts including items such as minimum lot size, minimum lot frontage, maximum building height, and setbacks. Just over half of the single-family zoning districts have an established average lot size (FR, R1, R2, R3, and RC). The City Council has recently raised the question of establishing an average lot size for the next largest single-family zone: RD2. This particular zone requires a minimum lot size of one-half acre, but does not include an average lot size. This code amendment establishes an average lot size of three-quarter acre for the RD2 zone.

ITEMS FOR CONSIDERATION:

REQUIRED FINDINGS:

Development Code Amendments are legislative decisions and are considered valid of reasonably debatable and not illegal.

RECOMMENDATION:

We recommend the Planning Commission make a motion to recommend approval of the proposed code amendments to EMMC 17.25 to the City Council as presented (or with minor changes as agreed upon at the meeting).

ATTACHMENTS:

EMMC 17.25 Residential Zones - PROPOSED

Removal of Single-Family Dwellings from MF1 Zone & Average Lot Size for RD2 Zone

Proposed Code Amendment

Chapter 17.25
RESIDENTIAL ZONES

17.25.020 Future land uses and residential zones.

B. Future Land Use: Agricultural/Rural Density Two.

1. Zone: RD1. The RD1 zone is for large lot residential developments that preserve open space, animal rights, a semi-rural character, and provide a proper transition from large lots, hillsides, or other natural areas to more suburban neighborhoods. The minimum lot size is one acre (43,560 square feet).
2. Zone: RD2. The RD2 zone is for single-family large lots in traditional suburban neighborhoods with parks, trails, and other open space. The minimum lot size is one-half acre (21,780 square feet), and an average lot size of three-quarter acre (32,670 square feet) is required.

E. Future Land Use: Neighborhood Residential Two.

3. Zone: RC. The RC zone is for single-family homes on small lots in walkable neighborhoods with improved parks and trails that connect the neighborhoods with surrounding land uses. These neighborhoods can provide a transition between multifamily developments and neighborhoods with medium-sized lots. The minimum lot size is 4,500 square feet and an average lot size of at least 6,000 square feet is required.
4. Zone: MF1. The MF1 zone is for ~~"footprint" single-family homes (not on fee simple lots; sometimes defined as patio homes),~~ twin homes, duplexes, triplexes, and townhomes with no more than six units per building, with common/shared open space between buildings, and a homeowners' association that maintains the open space. The maximum density is 10 dwelling units per acre.

17.25.030 Land use table.

Land Use Table
Residential Land Uses

LAND USE	RA1	RA2	RD1	RD2	FR	R1	R2	R3	RC	MF1	MF2
Dwelling (Single-Family)	P	P	P	P	P	P	P	P	P	~~P~~	

17.25.040 Residential development standards.

Residential Development Standards

General Plan Residential Category	Ag/Rural Density 1		Ag/Rural Density 2		Foothill Residential	Neighborhood Residential 1			Neighborhood Residential 2		Neighborhood Residential 3
Zone Designation	**RA1**	**RA2**	**RD1**	**RD2**	**FR**	**R1**	**R2**	**R3**	**RC**	**MF1**	**MF2**
Type of Housing	SF detached	SF detached	SF detached	SF detached	SF detached	SF detached	SF detached	SF detached	SF detached (small lot)	~~SF detached[5],~~ MF 2-6 units/building	MF ≤ 12 units/building
Minimum Average Lot ~~Sizes[8]~~Sizes[7]				3/4 Acre (32,670 sq ft)	1/2 Acre (21,780 sq ft)	1/3 Acre (14,520 sq ft)	1/4 Acre (10,890 sq ft)	8,500 sq ft	6,000 sq ft		
Ancillary Structure Maximum ~~Height[7]~~Height[6]	10' above primary structure										
Minimum Setbacks for Primary Structures[3]											
Front Garage	45'	45'	40'	30'	25'	25'	25'	22'	22'	~~22'[6]~~22'[5]	~~22'[6]~~22'[5]

[1] Height is measured from the average of the highest finished grade and the lowest finished grade of the structure to the highest point of the roof, excluding ancillary structures. Where permitted by EMMC 17.25.030, the maximum height of accessory apartments located above a detached garage is 35 feet.

[2] Lot frontage is measured at the street property line. Lot frontage shall vary by at least five feet every three or four lots in the R3 and RC zones.

[3] Setbacks shall only apply to structures that require a city building permit or approval. No structure which cannot be removed shall be constructed across an easement. Up to a 10 percent variation in setbacks may be approved by the planning director and building official if the variation is deemed appropriate due to an issue with slope, unique lot configuration, or other unique circumstance. Guidance regarding allowed projections into setbacks is outlined in EMMC 17.25.060.

[4] Square footage of the footprint of the residential dwelling, including attached garage.

~~[5] Only "footprint" single-family detached units – no homes on fee simple lots. These are sometimes referred to as patio homes.~~

~~[6]~~ [5] Driveway length exceptions for multifamily developments may be requested and considered at the discretion of the approval authority with a preliminary plat or site plan.

~~[7]~~ [6] Ancillary structures include chimneys, television antennas, or other structures that are generally located on the roof of a residential building.

~~[8]~~ [7] The minimum average lot size is calculated across an entire preliminary plat or large neighborhood, and is verified by the approval authority of a preliminary plat. If a preliminary plat exceeds 80 acres, the average lot size may be required in smaller neighborhoods/plats. Each final plat does not have to comply with the average lot size, but shall include some variation of lot sizes in the plat. Outlier lots that are substantially larger than the others will not be counted in the average lot size calculation.

EAGLE MOUNTAIN	**EAGLE MOUNTAIN CITY** **PLANNING COMMISSION MEETING** **APRIL 13, 2021**
TITLE:	2B Investments (Concept Plan)
ITEM TYPE:	Concept Plan
APPLICANT:	Lee Brown

ACTION ITEM:
No

PUBLIC HEARING:
No

PREPARED BY:
Jessa Porter, Planning

BACKGROUND:

This is a concept plan for potential rezoning of land located west of SR-73 at the Fairfield municipal boundary (parcel 59:051:0027).

Although located in the Pole Canyon area, the property is not part of nor subject to the Pole Canyon Master Development Agreement.

The proposed concept plan shows the parcel split into two zones which includes rezoning 15.41 acres in the northern portion to RD2 and 29.72 acres in the southern portion to R1. The applicant is seeking feedback for the rezoning of the property.

ITEMS FOR CONSIDERATION:

General Plan Designations

The northern portion of this parcel (about 15.41 acres) has a land use designation of "Agricultural / Rural Density Two" which is defined as "Individual medium/large lot residential. Range of .5 to 2.5 acre lots. Infrastructure is semi-rural in nature."

The southern portion of the parcel (about 29.72 acres) has a land use designation of "Neighborhood Residential One" which is defined as "A mix of single-family residential lot sizes, generally ranging from 2 to 4 dwelling units per acre, and including improved neighborhood open space."

Zoning

The concept plan calls for the northern portion to be zoned RD2, and the southern portion to be zoned R1. Per EMMC 17.25.020, these are appropriate zones for the current land use designations on the property.

Per EMMC 17.60.160, the proposed zoning districts can be adjacent to one another.

Road Layout
The Transportation Master Plan calls for an east-west collector running through the center of the southern portion of this property. The concept plan locates this roadway along its southern property line.

The property is currently served by SR-73 which is identified as a "highway" in the Transportation Master Plan.

The applicant has provided a general street layout within the property. They are encouraged to evaluate EMMC 16.30, including but not limited to the connectivity standards, while developing civil plans for a future platting process.

Residential Lots
Based on the land area and proposed zoning, the applicant anticipates about 28 lots within the RD2 portion of the property. This would result in a density of 0.55 units per acre. The applicant also anticipates about 100 lots within the R1 portion of the property. This would result in a density of 3.36 units per acre. Both of these densities would be compatible for their respective land use designations.

Open Space/Amenities
The RD2 zone requires 500 sq ft of improved open space per lot, while the R1 requires 750 sf ft. The concept plan currently does not demonstrate the inclusion of open space for the development. The applicant is encouraged to evaluate this requirement when developing plat plans. Incorporating the required improved open space will likely reduce the number of potential lots and thus the density.

Other Items
This concept plan was reviewed at the February 23, 2021 Development Review Committee (DRC) meeting. Other comments to the applicant made at this meeting include:

- showing sewer connection;
- providing a topographic map;
- providing total acreage for the proposed zones;

- potential road layout and potential lot count for both zones; and
- identifying required park space.

The applicant has provided most of the requested documents above; although, he does not intend to develop the land. You can find these documents attached to this staff report.

REQUIRED FINDINGS:

There are no required findings for concept plan applications.

RECOMMENDATION:

The Planning Commission is recommended to review the concept plan and discuss the development intentions with the applicant. Any feedback provided by the Planning Commission is non-binding and may be used by the applicant and property owner to guide them in the preparation of subsequent development applications (EMMC 16.15.050).

ATTACHMENTS:

Concept Plan
Utility Options
Topographic Map

EXHIBIT B

Current Parcel 2 Description:

A parcel of and lying and situate in the Southeast Quarter of the Northeast Quarter of Section 19, Township 6 South, Range 2 West, Salt Lake Base and Meridian. Containing 7.35 acres, the 6.80 acres of land contained in that particular parcel of and described in that certain Quit Claim Deed recorded as Entry "70082:2007 of the Utah County Records and a 0.45 acre portion of that particular parcel of land described in that certain Quit Claim Deed recorded as Entry 178236:2008 of said County Records. Basis of Bearing for Subject Parcel being Geodetic NORTH as determined by GPS or North 89°42'52" East 5339.92 feet coincident with the south line of the North Half of said Section 19. Subject Parcel being more particularly described as follows:

Commencing at the West Quarter corner of said Section 19, thence North 89°42'52" East 4009.29 feet coincident with said Quarter Section line; Thence North 00°00'16" West 975.50 feet to a number 5 rebar and cap stamped "PLS 356548" and the true Point of Beginning; thence North 00°00'16" West 309.24 feet to the Sixteenth Section Line and a found rebar and cap stamped "TUNI" LS "160156"; Thence North 89°56'17" East 733.69 feet coincident with said sixteenth section line to a number 5 rebar and cap stamped "PLS 356548"; Thence departing said sixteenth section line North 00°07'41" East 33.00 feet to a number 5 rebar and cap stamped "PLS 356548"; Thence North 89°56'17" East 600.00 feet; to a point on the east line of said Section 19 and a number 5 rebar and cap stamped "PLS 356548"; Thence South 00°07'41" West 33.00 feet coincident with said east section line to a point on the aforesaid sixteenth section line; Thence South 89°56'17" West 512.49 feet coincident with said sixteenth section line to a number 5 rebar and cap stamped "PLS 356548"; Thence departing said sixteenth section line South 00°09'20" West 367.36 feet to a number 5 rebar and cap stamped "PLS 356548"; Thence North 89°50'33" West 820.19 feet to the point of beginning.

Current Parcel 1 Description:

A parcel of land lying and situate in the Southeast Quarter of the Northeast Quarter of Section 19, and the Southwest Quarter of the Northwest Quarter of Section 20, Township 6 South, Range 2 West, Salt Lake Base and Meridian. Comprising the remaining 48.13 acres of that particular parcel of land described in that certain Quit Claim Deed recorded as Entry "70082:2007 of the Utah County Records. Basis of Bearing for Subject Parcel being Geodetic NORTH as determined by GPS or North 89°42'52" East 5339.92 feet coincident with the south line of the Northwest Quarter of said Section 19. Subject Parcel being more particularly described as follows:

Commencing at the West Quarter corner of said Section 19, North 89°42'52" East 4009.29 feet coincident with said Quarter Section line; thence North 00°00'16" West 975.50 feet to a number 5 rebar and cap stamped "PLS 356548" and the true Point of Beginning; thence South 89°50'33" East 820.19 feet along a fence line to a number 5 rebar and cap stampec "PLS 356548"; Thence South 89°49'26" East 843.43 feet to a number 5 rebar and cap stamped "PLS 356548"; Thence South 00°02'28" West 477.34 feet to a number 5 rebar and cap stamped "PLS 356548"; Thence South 89°50'46" East 952.02 feet to the westerly right of way line of SR-73 and a number 5 rebar and cap stamped "PLS 356548"; Thence South 08°16'09" East 495.88 coincident with said right of way to a number 5 rebar and cap stamped "PLS 356548"; Thence North 89°47'15" West 1364.44 feet coincident with the south line of the Northwest Quarter of Section 20, ownship 6 South, Range 2 West, Salt Lake Base and Meridian to the West Quarter Corner thereof; Thence South 89°42'52" West 1330.63 feet coincident with the south line of the Northwest Quarter of said Section 19 to a number 5 rebar and cap stampec "Flint LS 160156"; Thence North 00°00'16" West 975.50 feet to the point of beginning.

Adjusted Parcel 2 Description (59-051-0019):

A parcel of land lying and situate in the Southeast Quarter of the Northeast Quarter of Section 19, township 6 South, Range 2 West, Salt Lake Base and Meridian. Comprising 10.25 acres, the 7.35 acres of land contained in that particular parcel of and described in that certain Purce Line Adjustment recorded as Entry 239061:2019 of the Utah County Records and a 3.00 acre portion of "Adjusted Parcel 59:051:0030" described in that certain Parcel Line Adjustment recorded as Entry 98748:2017 of said County Records, (currently known as Tax Parce 59:051:0023) Basis of Bearing for Subject Parcel being Geodetic NORTH as determined by GPS or North 89°42'52" East 5339.92 feet coincident with the south line of the North Half of said Section 19. Subject Parce being more particularly described as follows:

Commencing at the West Quarter corner of said Section 19, thence North 89°42'52" East 4009.29 feet coincident with said Quarter Section line; Thence North 00°00'16" West 816.10 feet to a number 5 rebar and cap stamped "PLS 356548" and the True Point of Beginning; Thence North 00°00'16" West 518.64 feet to the Sixteenth Section Line and a found rebar and cap stamped "TUNI LS 160156"; Thence North 89°56'17" East 733.69 feet coincident with said sixteenth section line to a number 5 rebar and cap stamped "PLS 356548"; Thence North 00°07'41" East 33.00 feet; Thence North 89°56'17" East 600.00 feet; Thence South 00°07'41" West 33.00 feet; Thence South 89°56'17" West 512.50 feet; Thence departing said sixteenth section line South 00°09'20" West 521.79 feet to a number 5 rebar and cap stamped "PLS 356548"; Thence North 89°50'33" West 819.74 feet to the point of beginning.

NARRATIVE:

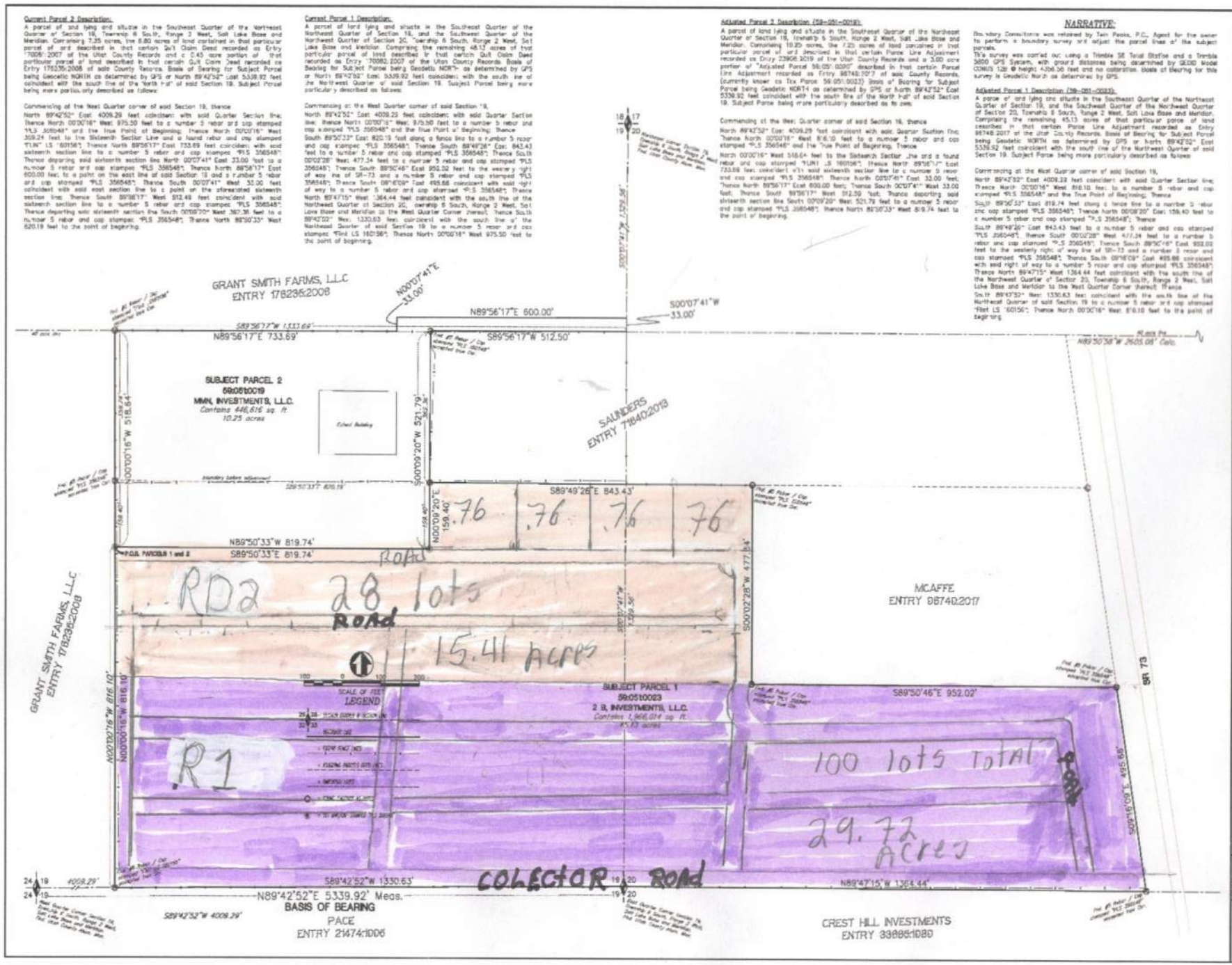
Boundary Consultants was retained by Twin Peaks, P.C., Agent for the owner to perform a boundary survey and adjust the parcel lines of the subject parcels.

The survey was carried out using a Trimble SE Total Station and a Trimble 5800 GPS System, with ground distances being determined by GEOID Model CONUS 12B @ height 4304.06 feet and no calibration. Basis of Bearing for this survey is Geodetic North as determined by GPS.

Adjusted Parcel 1 Description (59-051-0023):

A parce of and lying and situate in the Southeast Quarter of the Northeast Quarter of Section 19, and the Southwest Quarter of the Northwest Quarter of Section 20, Township 6 South, Range 2 West, Salt Lake Base and Meridian. Comprising the remaining 45.13 acres of that particular parce of land described in that certain Parce Line Adjustment recorded as Entry 98748:2017 of the Utah County Records. Basis of Bearing for Subject Parcel being Geodetic NORTH as determined by GPS or North 89°42'52" East 5339.92 feet coincident with the south line of the Northwest Quarter of said Section 19. Subject Parce being more particularly described as follows:

Commencing at the West Quarter corner of said Section 19, North 89°42'52" East 4009.29 feet coincident with said Quarter Section line; Thence North 00°00'16" West 816.10 feet to a number 5 rebar and cap stamped "PLS 356548" and the True Point of Beginning; Thence South 89°50'33" East 819.74 feet along a fence line to a number 5 rebar and cap stamped "PLS 356548"; Thence North 00°09'20" East 159.40 feet to a number 5 rebar and cap stamped "PLS 356548"; Thence South 89°49'26" East 843.43 feet to a number 5 rebar and cap stamped "PLS 356548"; Thence South 00°02'28" West 477.34 feet to a number 5 rebar and cap stamped "PLS 356548"; Thence South 89°50'46" East 952.02 feet to the westerly right of way line of SR-73 and a number 5 rebar and cap stamped "PLS 356548"; Thence South 08°16'09" East 495.88 coincident with said right of way to a number 5 rebar and cap stamped "PLS 356548"; Thence North 89°47'15" West 1364.44 feet coincident with the south line of the Northwest Quarter of Section 20, Township 6 South, Range 2 West, Salt Lake Base and Meridian to the West Quarter Corner thereof; Thence South 89°42'52" West 1330.63 feet coincident with the south line of the Northwest Quarter of said Section 19 to a number 5 rebar and cap stamped "Flint LS "160156"; Thence North 00°00'16" West 816.10 feet to the point of beginning.



RECORD OF SURVEY AND PARCEL ADJUSTMENT OF TAX PARCELS 59:051:0023 AND 59:051:0019

LYING AND SITUATE IN THE NORTHEAST QUARTER OF SECTION 19 AND THE NORTHWEST QUARTER OF SECTION 20, TOWNSHIP 6 SOUTH, RANGE 2 WEST, SALT LAKE BASE AND MERIDIAN

Boundary Consultants
Professional Land Surveyors
1295 North 1700 West, Farr West, Utah
801-792-1569 801-690-7150 FAX

DATE 05-21-19
SCALE 1"=100'
PROJECT 172:003
DRAWN SSC
CHECKED DCH
FIELD SSC
SHEET 1 OF 1

1295 North 1700 West, Farr West, Utah 84404
(801)-792-1569

Parcel 59:051:0027
All Utilities

N
W E
S

Legend

- Storm Mains
- Water Mains
- Sewer Mains
- Gas Main
- Storm Outfalls
- Storm Manholes
- Storm Inlets
- CatchBasin_Master
- Combo Box
- Storm System Valves
- Storm Network Structures
- Storm Discharge Points
- Storm Clean Outs
- Storm Detention Areas
- Well
- Tank
- Well Locations
- Water Service Connections
- Water Valves
- Water Test Stations
- Water System Valves
- Irrigation Main
- Sewer Lateral Lines
- Clean_Out_Master
- Sewer Fittings
- Sewer Network Structures
- Sewer Manholes
- Pony Express Manhole Pilot Scans
- Lift Stations
- Sewer System Valves

EAGLE MOUNTAIN

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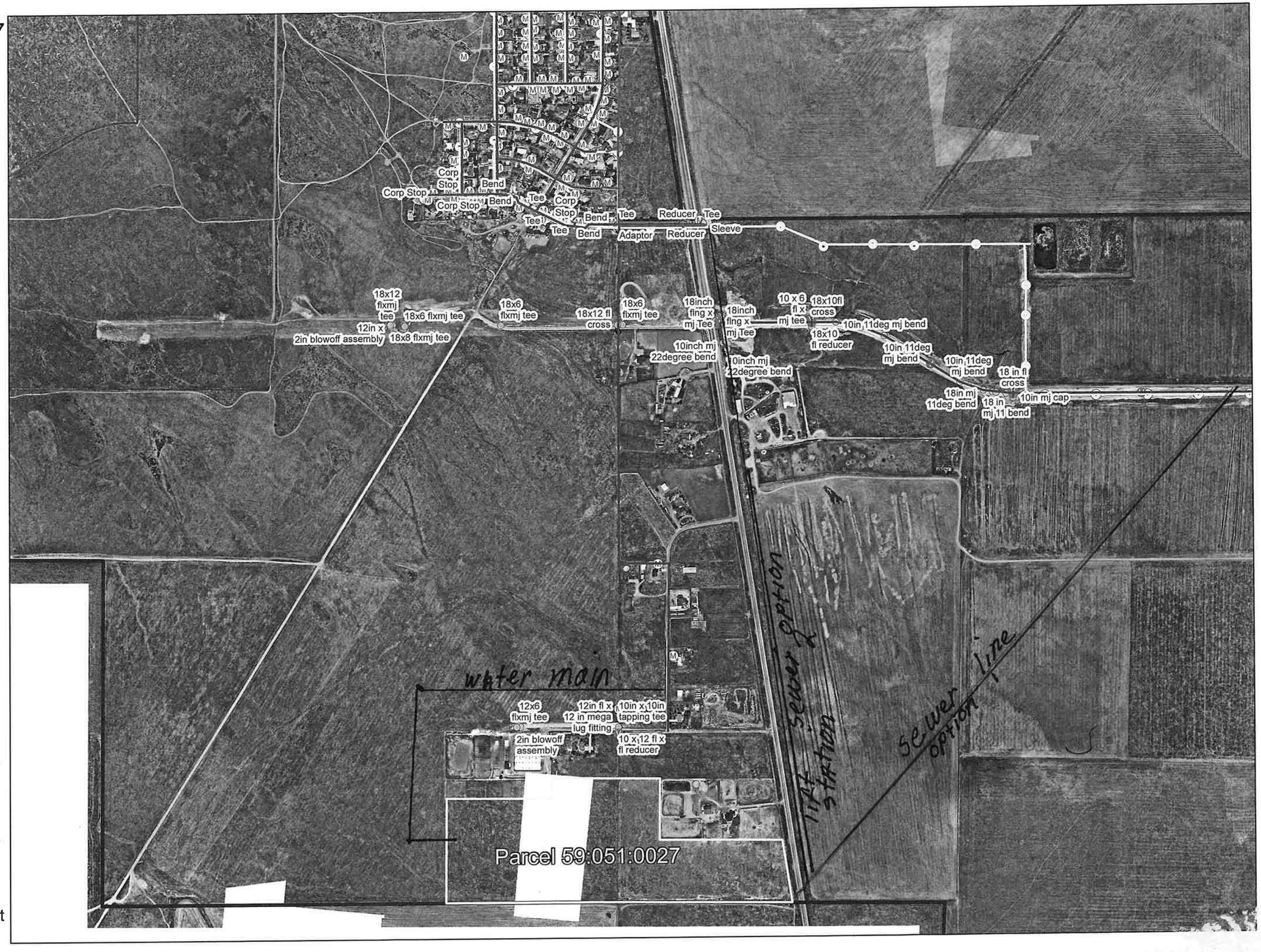
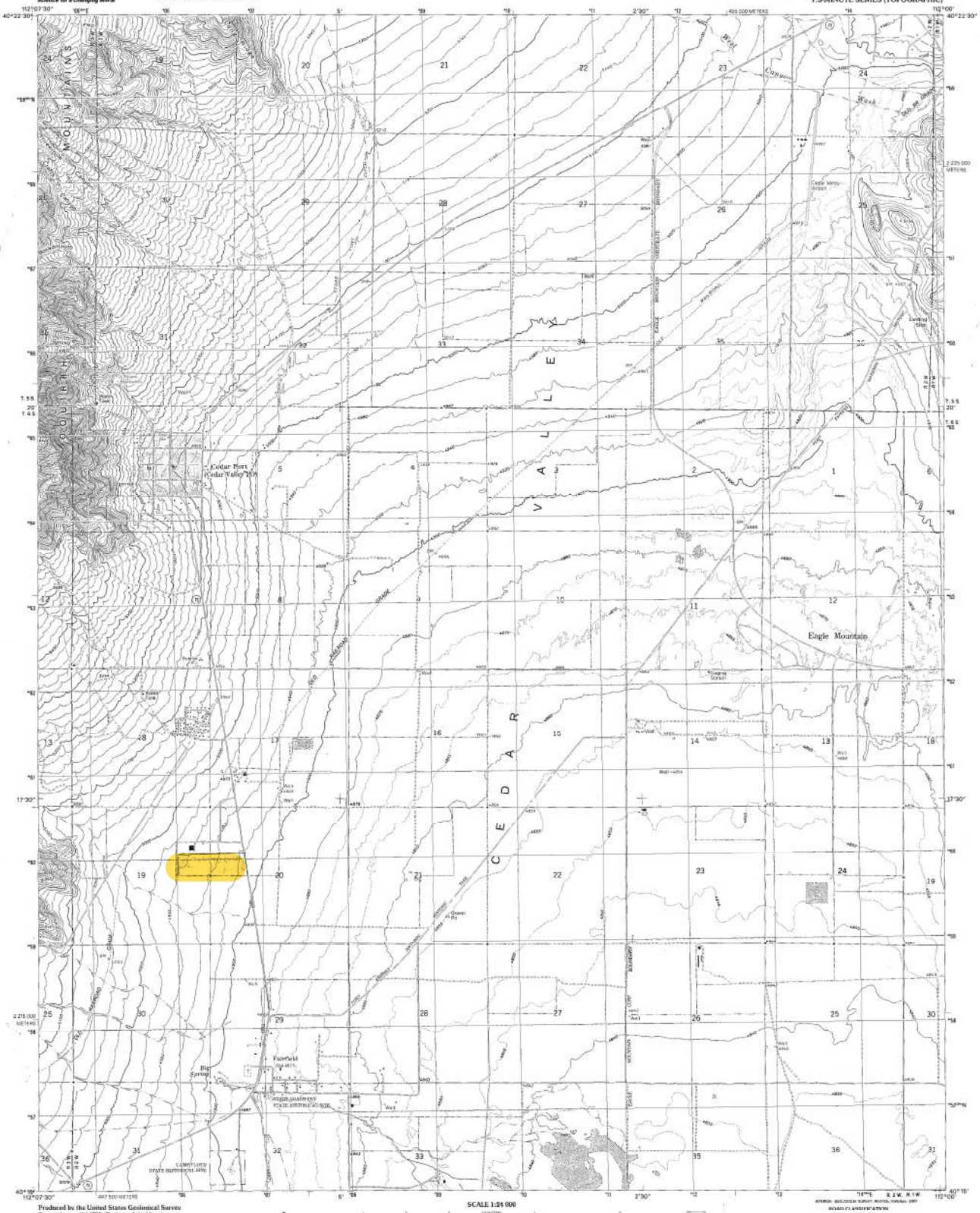
Contact Eagle Mountain City Engineering/GIS Department 801-789-6682

0 250 500 1,000 Feet



U.S. DEPARTMENT OF THE INTERIOR
U.S. GEOLOGICAL SURVEY

CEDAR FORT QUADRANGLE
UTAH-UTAH CO.
7.5-MINUTE SERIES (TOPOGRAPHIC)



Produced by the United States Geological Survey

Topography compiled 1997. Planimetry derived from imagery taken 1997 and other sources. Public Land Survey System and survey control current as of 1989. Boundaries current as of 1999

North American Datum of 1983 (NAD 83). Projection and 1 000-meter grid: Universal Transverse Mercator, zone 12
2 500-meter ticks: Utah Coordinate System of 1983 (central zone)

North American Datum of 1927 (NAD 27) is shown by dashed corner ticks. The values of the shift between NAD 83 and NAD 27 for 7.5-minute intersections are obtainable from National Geodetic Survey NGS/CORS software

There may be private inholdings within the boundaries of the National or State reservations shown on this map

Houses of worship, schools, and other labeled buildings verified 1989

SCALE 1:24 000

MN
GN
0°41'
12 MILS
13½°
240 MILS

UTM GRID AND 2000 MAGNETIC NORTH DECLINATION AT CENTER OF SHEET

CONTOUR INTERVAL 20 FEET
SUPPLEMENTARY CONTOUR INTERVAL 5 FEET
NATIONAL GEODETIC VERTICAL DATUM OF 1929
TO CONVERT FROM FEET TO METERS, MULTIPLY BY 0.3048

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U.S. GEOLOGICAL SURVEY, P.O. BOX 25286, DENVER, COLORADO 80225
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

80% TOTAL RECOVERED FIBER

UTAH
QUADRANGLE LOCATION

1	2	3
4		5
6	7	8

1 Lone Peak
2 Nicholls Spring
3 Jordan Narrows
4 Moroni
5 Scorpion Spring
6 Fountain Green
7 Gardena Pass
8 Soldiers Pass

ADJOINING 7.5' QUADRANGLE NAMES

INTERIOR—GEOLOGICAL SURVEY, RESTON, VIRGINIA—1997

ROAD CLASSIFICATION

Primary highway, hard surface ..... Light-duty road, hard or improved surface .....
Secondary highway, hard surface ..... Unimproved road .....

Interstate Route ○ U.S. Route ○ State Route

CEDAR FORT, UT
1997

NMA 3564 I SE-SERIES V897

ISBN 0-607-92517-8

EAGLE MOUNTAIN	**EAGLE MOUNTAIN CITY** **PLANNING COMMISSION MEETING** **APRIL 13, 2021**
TITLE:	Coyote Run (Concept Plan)
ITEM TYPE:	Concept Plan
APPLICANT:	Focus Engineering & Surveying (Seth Vance)

ACTION ITEM:
No

PUBLIC HEARING:
No

PREPARED BY:
Jessa Porter, Planning

BACKGROUND:

The property, parcel 59:045:0038, is made up of about 5 acres of land and is located west of the Overland Trails Phase III subdivision.

Located near the City Center, the property has a land use designation of "Neighborhood Residential One" in the General Plan and is currently zoned Agriculture.

The applicant has submitted a concept plan for a potential subdivision of 20 residential lots and one roadway.

ITEMS FOR CONSIDERATION:

General Plan

The General Plan designates the property with the "Neighborhood Residential One" land use which is defined as "A mix of single-family residential lot sizes, generally ranging from 2 to 4 dwelling units per acre, and including improved neighborhood open space." The concept plan proposes a density of four units per acre.

Zoning

The applicant has proposed an RC zone for this area. The General Plan land use designation for the property is "Neighborhood Residential One." The proposed RC zone is not a compatible zone for this land use designation. If the applicant would like to request the RC zone, they will be required to submit a General Plan Amendment to change the land use designation to "Neighborhood Residential Two." The development of this property will also require a rezone application.

The RC zone requires a minimum lot size of 4,500 sf and average lot

size of 6,000 sf. It should be noted that these numbers are not properly reflected in the applicant's concept plan.

In evaluating a potential rezone, it's important to look at the surrounding land use/zoning. The property to the east (Overland Trails) has been developed/approved as single-family lots. That subdivision, with a minimum lot size of 5,237 sf and average lot size of 5,960 sf, was approved under the previous development code but would be equivalent to the RC zone. The land to the north, west, and south is part of the Harmony project and has been approved for single-family residential.

Connectivity
There is an existing trail along Spring Water Way, to the northeast of the subject property. This trail will need to be maintained through construction for school access.

The proposed concept plan shows an S-Curve that runs to the south of the property. The property lines on the plan shows an approved access point in the middle of the parcel's north boundary, which is owned by ZJT Management. Staff has recommended that the applicant work with ZJT Management to acquire access to the property rather than force the proposed street layout. The proposed street layout is also too close to the intersection to the east. Staff has recommended that the access be shifted back to the middle of the property to line up with the planned road to the north, which was approved as part of the Harmony Preliminary Plat.

Per EMMC 16.30.090 (C3(A)) "Cul-de-sacs shall not be allowed in subdivisions zoned R1, R2, R3, RC,MF1, or MF2 unless the applicant provides clear and convincing evidence that a cul-de-sac is necessary to develop the entire parcel." The proposed cul-de-sac in this concept plan does not meet code as the applicant is proposing to rezone the property to RC. The road through this development should connect at both the north and south property lines to create proper connectivity with the surrounding future development.

Parks
The concept plan identifies a park of about 6,300 square feet to the northeast of the development. Per EMMC 16.35.105 (A1) "In order to count toward required improved open space, landscaped areas must be at least 8,000 square feet in size, no less than 20 feet in any

dimension, and shall not exceed 15 percent slope." As the proposed open space does not meet this code, it cannot be dedicated to the City. Per EMMC 16.35.105 (A11) "An applicant may request to pay, or the City may require the applicant to pay, a fee-in-lieu of dedication and construction if improved open space, to be paid with the recordation of each final plat." Staff has recommended a fee in lieu for parks rather than park improvements in this development.

REQUIRED FINDINGS:

There are no required findings for concept plan applications.

RECOMMENDATION:

The Planning Commission is recommended to review the concept plan and discuss the development intentions with the applicant. Any feedback provided by the Planning Commission is non-binding and may be used by the applicant and property owner to guide them in the preparation of subsequent development applications (EMMC 16.15.050).

ATTACHMENTS:

Coyote Run Concept Plan

N

S

GRAPHIC SCALE

(IN FEET)
1 inch = 40 ft.

CONCEPT DESIGN

TOTAL ACREAGE	±5.00 ACRES
SINGLE FAMILY LOTS	20
TOTAL DENSITY	4 UNITS/ACRE
OPEN SPACE	9,821 SQ FT (4.5%)
AVERAGE LOT SIZE	8,098 SQ FT

PROPOSED ZONING REQUIREMENTS

PROPOSED ZONE	RC
AVERAGE LOT SIZE	6,500 SQ FT
MINIMUM LOT SIZE	4,000 SQ FT
FRONTAGE	58
CUL-DE-SAC FRONTAGE	20'
ROW WIDTH	53'

SETBACKS

FRONT SETBACK	15'
REAR SETBACK	20'
SIDE SETBACK	8'

N

S

GRAPHIC SCALE

(IN FEET)
1 inch = 40 ft.

COYOTE RUN concept plan B (RC zoning)

EAGLE MOUNTAIN CITY, UTAH COUNTY
4/6/2021

FOCUS ENGINEERING AND SURVEYING, LLC
20-0507

Z:_2020\20-0507 Coyote Run\design 20-0507\dwg\concepts\20-0507 Coyote Run Concept B - Zone RC.dwg

EAGLE MOUNTAIN	**EAGLE MOUNTAIN CITY** **PLANNING COMMISSION MEETING** **APRIL 13, 2021**
TITLE:	7-Eleven The Ranches (Concept Plan)
ITEM TYPE:	Concept Plan
APPLICANT:	Leading Tech Development (Alexis Riggs & Ryan Forsyth)

ACTION ITEM:
No

PUBLIC HEARING:
No

PREPARED BY:
Jessa Porter, Planning

BACKGROUND:

This concept plan is for a proposed 7-Eleven convenience store located on approximately 1.27 acres at the corner of Ranches Parkway and E. Campus Drive. This parcel is included as lot 1 in the Prairie Gate Business Park Recorded Plat Amendment, which was given a recommendation of approval with conditions from Planning Commission on March 9, 2021. This parcel is located within the expired Ranches MDA, so, any vested rights no longer carry.

The previous master development plan called for the property to be used for commercial purposes. The General Plan's Future Land Use Map identifies the property with a "Community Commercial" land use designation.

ITEMS FOR CONSIDERATION:

Architectural Standards

Per EMMC 17.72.040 (A) "Commercial buildings should be similar in style as significant adjacent buildings. All facades of commercial and multifamily structures shall be designed with consistent architectural style, detail, and trim features as the primary facade. Separate structures on the site shall be designed similar to the primary structure, including colors, materials, and design elements." The applicant should review the nearby commercial buildings for material and color concepts.

Per EMMC 17.72.040 (D) "vertical and horizontal articulation and relief reduces the perceived scale of buildings. Large interrupted expanses of a building wall are prohibited." To meet code, the applicant will need to add vertical and horizontal articulation to the proposed building.

Per EMMC 17.72.040 (L) "storage and loading areas and trash

enclosures shall be located out of view from public streets, and shall be screened and designed with the architectural style of the building, including materials, colors, details, etc." The proposed trash location is located to the northwest of the proposed building out of sight of both Ranches Parkway and E Campus Drive.

The applicant is encouraged to review EMMC 17.72.040 for additional commercial design standards as they develop the site plan materials.

Site Design

Per EMMC 17.20.030 (A) "buildings should be located at or near the minimum front setback line, with pedestrian access leading to the primary entrance and landscaping placed between the building and the street. Parking shall be located to the side or rear of commercial buildings, not between the street and the building. If parking is situated between the building and the street, significant increases in landscaping, berming, and architectural features are required to break up and screen expanses of pavement." The proposed site design is similar to surrounding convenience stores such as Maverik to the west across Ranches Parkway and Holiday Oil to the northwest located on the corner of SR-73 and Sunset Drive.

The applicant is encouraged to review EMMC 17.72.030 for additional site design requirements.

Parking

Per EMMC 17.72.030 (B) required parking for convenience stores are one stall per 200 square feet of gross floor area. As the building is 4,067 square feet, the project is required 20 stalls and 1 ADA stall. The proposed concept plan provides 21 parking stalls, two of which are ADA stalls. The ADA stall will need to be moved north so they are closer to the entrance of the convenience store.

Zoning

This parcel is located in the expired Ranches MDA and vested rights are no longer valid. The City does intend to zone the property to the Commercial Community (CC) zone; although, if the applicant applies for a site plan before the City has started the rezone of the property, the applicant will need to apply for a rezone along with the site plan application. "Automobile gas/service stations" are a special use within the CC zone and would require compliance with the special use standards in EMMC 17.75.062.

Special Use Standards

EMMC 17.75.062 requires automobile gas/service stations that are permitted as special uses to comply with the following:

1. Nuisance. They will not be a nuisance to residences and other

surrounding uses.

2. Traffic Congestion. They will not cause traffic hazards or undue traffic congestion.
3. Lot Size. An automobile gas/service station or a freestanding car wash site area will have a minimum of a 15,000-square-foot parcel. The lot frontage, if located on an arterial or collector street, will not be less than 125 feet.
4. Automobile Gas/Service Station or Car Wash Setbacks. Automobile gas/service stations or car wash operations with gasoline pumps will have buildings of the type of construction as defined in the International Building Code, and are to be located at a distance of not less than 25 feet from property or building setback lines.
5. Canopy Setbacks. Gasoline pumps and pump islands for car wash operations or gas/service stations shall have a canopy and the setback (measured from the edge of the canopy) shall be not less than 25 feet from any property lines or shall be in conformity with the building setback lines of the zoning district, whichever is greater.
6. Driveway Design. Driveway design and spacing for automobile gas/service stations or car wash operations shall be reviewed by the city engineer, whose recommendation will be forwarded to the planning commission.
7. Distance to Other Uses. The minimum closest distance from the gas vents at an automobile gas/service station or car wash with gas pumps site to the property line of an existing residence, school, park, playground, museum or place of public assembly will be not less than 200 feet.
8. Outdoor Storage or Rentals. No outdoor storage of rental trucks or trailers, stacks of tires or other merchandise will be conducted by the automobile gas/service station or car wash operation except when such equipment or merchandise is screened by an approved opaque fence not less than six feet in height.

Access

This concept plan calls for a right-in, right-out egress from Ranches Parkway and an entry/exit access point from E Campus Drive. The concept plan also includes cross-access shown with the lot to the east from the northern and southern parts of the parcel. Staff does recommend inclusion of the southern cross-access, but does not feel the northern access is necessary and may limit the future building siting on the eastern property.

REQUIRED FINDINGS:

There are no required findings for concept plan applications.

RECOMMENDATION:

The Planning Commission is recommended to review the concept plan and discuss the development intentions with the applicant. Any feedback provided by the Planning Commission is non-binding and may be used by the applicant and property owner to guide them in the preparation of subsequent development applications (EMMC 16.15.050).

ATTACHMENTS:

7 - Eleven The Ranches Concept Plan

LEGEND

LOT LINES (PROPERTY)	
EXISTING CURB AND GUTTER	
PROPOSED CURB AND GUTTER	
STRIPING	
BUILDING SETBACK	
LANDSCAPE SETBACK	
EXISTING BUILDING	
EXISTING FENCE	x
TOP BACK OF CURB	TBC
FINISHED FLOOR ELEVATION	FFE
LANDSCAPE AREA	
CONCRETE AREA	
CANOPY	

SITE DATA

LOT AREA:	55,695	SF (1.27 ACRES)
BUILDING AREA:	4,067	SF± 7.3%
PAVEMENT AREA:	XX,XXX	SF± XX.X%
LANDSCAPE AREA:	XX,XXX	SF± XX.X%

ZONING: CC (COMMUNITY COMMERCIAL)
SPECIAL USE PERMITTED
PARCEL ID#: 383020001

BUILDING DATA

CONSTRUCTION TYPE: V-B
SPRINKLERS: NO
SETBACKS:
FRONT=25 FEET
REAR=20 FEET
SIDE=0 FEET

PARKING TABULATION

REQUIRED: 1 SPACE PER 200 SF (4067/200 = 20)

PROVIDED: 21 STALLS
2 ADA STALLS

PROJECT ENGINEER:
LARVIN POLLOCK
ELEVATE ENGINEERING
2208 WEST 700 SOUTH
SPRINGVILLE, UT 84663
(801) 718-5993
LARVIN@ELEVATENG.COM

CALL BEFORE YOU DIG!
IT'S THE LAW
BLUE STAKES 1 800 662 4111

NORTH

SCALE: 1" = 20'
0 10 20 30 40 60

NO.	REVISIONS	BY	DATE

PROJECT ENGINEER: LP
DESIGNER: DL

ELEVATE ENGINEERING
2208 WEST 700 SOUTH
SPRINGVILLE, UT 84663
PHONE: (801) 718-5993
larvin@elevateeng.com

ELEVATE ENGINEERING

7-ELEVEN EAGLE MOUNTAIN
SITE PLAN
9298 N RANCHES PARKWAY, EAGLE MOUNTAIN, UT 84005

PROFESSIONAL ENGINEER
4/06/2021
10864737
LARVIN POLLOCK
STATE OF UTAH

SHEET:
C-1

DATE: Apr 06, 2021

LEGEND

LOT LINES (PROPERTY)	
EXISTING CURB AND GUTTER	
PROPOSED CURB AND GUTTER	
STRIPING	
BUILDING SETBACK	
LANDSCAPE SETBACK	
EXISTING BUILDING	
EXISTING FENCE	x
TOP BACK OF CURB	TBC
FINISHED FLOOR ELEVATION	FFE
LANDSCAPE AREA	
CONCRETE AREA	
CANOPY	

CALL BEFORE YOU DIG!
IT'S THE LAW
BLUE STAKES 1 800 662 4111

NORTH

SCALE: 1" = 20'

0 10 20 30 40 60

NO.	REVISIONS	BY	DATE

PROJECT ENGINEER: LP
DESIGNER: DL

ELEVATE ENGINEERING
2208 WEST 700 SOUTH
SPRINGVILLE, UT 84663
PHONE: (801) 718-5993
larvin@elevateteng.com

ELEVATE ENGINEERING

7-ELEVEN EAGLE MOUNTAIN TRUCK PATH

9298 N RANCHES PARKWAY, EAGLE MOUNTAIN, UT 84005

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