EAGLE MOUNTAIN
PLANNING COMMISSION MEETING

February 22, 2022, 5:30 PM
Eagle Mountain City Council Chambers
1650 East Stagecoach Run, Eagle Mountain, Utah 84005

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

1. Discussion Items

1.A DISCUSSION ITEM - MDA Review Process
A discussion about the MDA review process that is outlined in 16.10.060

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 February 8, 2022 Planning Commission Minutes
PC Minutes 02.08.22 DRAFT

5. Status Report

6. Action and Advisory Items

6.A ACTION ITEM - Fire Station 253
A proposal to rezone 1.75 Acres within parcel 59:033:0029 from Agriculture to the Public Facilities (PF) Zone, and a Site Plan for a new Fire Station (Fire Station 253) to be located on the property. Located north of Cory Wride Park, south of Mid Valley Road, and east of Overland.
Building Elevations
Building Renderings
Site Plan

6.B ACTION ITEM - Mae Land
A Rezone and Concept Plan for approximately 79.85 acres of property located south of Brandon Park Estates and west of the SITLA Pony Express Parcel, parcel 59:043:0016.
Concept Plan
Rezone Exhibits

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 the #th day of Month, 2022, on the Eagle Mountain City bulletin boards, the Eagle Mountain City website www.emcity.org, posted to the Utah State public notice website http://www.utah.gov/pmn/index.html, and was emailed to at least one newspaper of general circulation within the jurisdiction of the public body.

Fionnuala B. Kofoed, MMC, City Recorder

EAGLE MOUNTAIN	**EAGLE MOUNTAIN CITY** **PLANNING COMMISSION MEETING** **FEBRUARY 22, 2022**
TITLE:	DISCUSSION ITEM - MDA Review Process
ITEM TYPE:	Discussion
APPLICANT:	n/a

ACTION ITEM:
No

PUBLIC HEARING:
No

PREPARED BY:
Tayler Jensen, Planning

BACKGROUND:

MDA's currently are required to be reviewed by the Planning Commission

16.10.060 Review and Approval Process

Upon completion of a concept plan review pursuant to Chapter 16.15 EMMC, an applicant may file a master development application following the requirements of EMMC 16.10.040. The master development application shall not be construed as an absolute right upon submission and does not require the approval body to take action based upon findings of fact. The master development is not valid and approved until the MDA is executed.

The city shall review the application in accordance with the following procedure:

A. Development Review Committee. Upon receipt of a complete master development application, a staff review by the development review committee (DRC) with the applicant will be scheduled. The review will provide initial feedback and items for revision for the applicant to take into consideration prior to the public review. Additional DRC reviews may be necessary, depending on the feedback and requested changes.

B. Planning Commission Review. Upon completion of the DRC review process, the planning department shall schedule the application for a public hearing before the planning commission. The planning commission shall conclude their hearing with a recommendation of action to the city council.

C. City Council Review. Upon completion of the planning commission review process, the city council shall conduct a public hearing on the application.

1. If the city council approves the MDP, the process will move forward to an MDA.

2. If the city council denies the MDP, the applicant may apply for a master development on the property after one year from the date of denial, unless the city council finds that there has been a substantial change in the application, circumstances, or sufficient new evidence since the disapproval of the application to merit consideration of a second application within the one-year time period. Any future application will be considered a separate application and must follow the full application and review process as outlined in this chapter.

D. Master Development Agreement. An initial agreement shall be drafted by the city. Review of the agreement will take place first at the staff level. The agreement will then be reviewed at a public meeting held by the planning commission which will provide a recommendation to the city council. The agreement review will conclude with a public meeting by the city council which will then take action on the agreement and authorize staff to finalize the agreement and mayor to execute. Depending on the scale and scope of the project, the city council may request a third-party legal review of the final agreement for compliance with local, state, and federal laws prior to executing the agreement. The agreement shall meet all requirements of EMMC 16.10.080.

ITEMS FOR CONSIDERATION:

REQUIRED FINDINGS:

RECOMMENDATION:

ATTACHMENTS:

EAGLE MOUNTAIN
Planning Commission MEETING MINUTES

February 8, 2022, 6:30 p.m.
Eagle Mountain City Council Chambers
1650 East Stagecoach Run, Eagle Mountain, Utah 84005

COMMISSION MEMBERS PRESENT: Jason Allen, Jeremy Bergener, Matthew Everett, and Christopher Pengra. Commissioner Erin Wells was excused.

ELECTED OFFICIALS PRESENT: Councilmember Donna Burnham, Primary Liaison to the Planning Commission.

CITY STAFF PRESENT: Steve Mumford, Assistant City Administrator/Community Development Director; Robert Hobbs, Planning Manager; Tayler Jensen, Senior Planner; and Elizabeth Fewkes, Recording Secretary.

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

No work session was held.

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

Commissioner Everett called the meeting to order at 6:39 p.m.

2. Pledge of Allegiance

Commissioner Everett led the Pledge of Allegiance.

3. Declaration of Conflicts of Interest

None.

4. Approval of Meeting Minutes

4.A. January 25, 2022 Planning Commission Minutes

MOTION: ***Commissioner Pengra moved to approve the January 25, 2022 minutes. Commissioner Allen seconded the motion. Those voting aye: Jason Allen, Jeremy Bergener, Matthew Everett, and Christopher Pengra. The motion passed with a unanimous vote.***

5. Status Report

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Senior Planner Tayler Jensen reviewed the planning items discussed and voted upon during the January 18, 2022 City Council meeting.

6. Action and Advisory Items

6.A. PUBLIC HEARING [Open, Tabled from 1/25/2022] -- Preliminary Plat (Phase "A") Review and Approval Request for "Founders' Square Subdivision" (formerly "Ault Farms")...

Planning Manager Robert Hobbs reminded the Commission that the plan included nonconforming lots with narrower frontages on curved roads. During the master development agreement approval, the applicant had made the Commission aware of the reduced frontages and requested to be allowed an exception to the standards during the preliminary plat approval due to the allowance of shorter frontages on cul-de-sacs.

As no comments were received for the item, Commissioner Everett closed the public hearing, continued from the January 25, 2022 Planning Commission meeting, at 6:43 p.m.

Commissioners Allen stated his willingness to allow the narrow frontages due to standards in EMMC 17.25.040 permitting a 20-foot frontage for RC units in a cul-de-sac and the minimum requested frontage of 32-feet for a lot on a curved road in an RC area. Commissioner Everett concurred especially in consideration of the applicant increasing the front setback and lot depths to meet the frontage requirements at the location where the home is placed on the property.

MOTION: ***Commissioner Pengra moved to recommend approval to the City Council of the preliminary plat for Founders' Square Phase A with the following conditions:***

1. ***The project shall be developed in accordance with the approved preliminary plat of/for the same, including the dedication of requisite, City required, right-of-way;***
2. ***The project shall comply with any requirement(s) from the Eagle Mountain City Engineer as are, or may be, set forth for the project;***
3. ***Open space development in the project's common lots shall comply with requirements listed in EMMC 16.35.105;***
4. ***The developer's engineer shall correct any spelling, grammar, punctuation, and numbering errors or yet-to-be City redlines that may be evident on the plat face and/or in the proposed Project plat development notes or on plat plan pages;***
5. ***The developer shall provide the City with a revised preliminary plat drawing prior to submittal of a final plat for the project; and,***
6. ***The revised plan shall feature all City Development Review Committee and Planning Commission required edits, corrections, revisions, etc. as communicated to the developer or his/her engineer.***

Commissioner Bergener seconded the motion. Those voting aye: Jason Allen, Jeremy Bergener, Matthew Everett, and Christopher Pengra. The motion passed with a unanimous vote.

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6.B. PUBLIC HEARING – Wendy's at Marketplace

Mr. Jensen presented the item. The site plan application is for a Wendy's restaurant on a .781-acre parcel within the Marketplace at Eagle Mountain Town Center development. Municipal Code requires buildings near the setback line with parking to the side/rear. The approved master site plan shows the building setback from the road at the proposed location. Municipal Code requires buildings to closely approximate the style and design of significant buildings in the area. There are approved pad site elevations; however, some leeway has been granted to other businesses for corporate design elements. The project exceeds the minimum parking requirements. The applicant requests an exemption to the requirement for a landscaping island for every 12 parking stalls as it would impede delivery truck maneuverability on the site.

Applicant representative Eric Malmberg said they have worked with the master developer for the Marketplace at Eagle Mountain Town Center development and have presented a proposal in accordance with the master plan for the area including the location of the parking. They have attempted to match the architectural style of the area.

Discussion ensued regarding the location of the menu boards, the elements on the east elevation facing Pony Express Parkway, and screening as site limitations prevent the reorientation of the building.

Staff noted that Angelina Talamantes, the architect for the project, indicated their willingness to add additional architectural features to the rear of the building.

Commissioner Everett recommended adding an awning or another element to the rear elevation to increase articulation and depth variance.

Commissioner Everett opened the public hearing at 7:06 p.m. As there were no comments, he closed the hearing.

Mr. Jensen confirmed that the grading plans were provided as requested and the City Engineer did not have any concerns.

Mr. Malmberg explained that the landscaping plan indicates headlight screening on the eastern side that wraps to the north and south sides of the site.

Commissioner Allen expressed concern with the amount of red in the proposal as incongruent with the area and the dumpster being located near the public walkway. He would prefer for the front of the building to face Pony Express Parkway. He feels the request to exclude the parking island is reasonable.

Commissioner Pengra noted the only other potential locations for the dumpster would be towards the front of the building or in an area that would reduce parking and make collection more difficult. Although, the preferable orientation would be for the building to face Pony Express Parkway, the shape of the site prevents the building from being rotated 90 degrees and a 180-

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degree rotation would impede traffic flow and reduce profitability as it would decrease the functionality of the site.

Commissioner Everett agreed with Commissioner Pengra regarding the building orientation as the most optimal option for drive through stacking. The parking is not compliant but as the issue was overlooked during the previous approval, the City is limited in being able enforce the requirement. Although he feels the request to exclude the parking island is logical, as it is a Municipal Code requirement, it would be the prerogative of the City Council to grant an exemption. He does not want to be overly prescriptive with coloring requirements for corporate colors recognizing companies' desire for branding and visibility. He noted the City has approved corporate colors for other businesses and coloring approvals should not be based upon personal preferences.

MOTION: ***Commissioner Bergener moved to recommend approval to the City Council of the site plan for the Wendy's at Marketplace with the following conditions:***

1. ***Additional design elements shall be added to the rear (east) elevation so that it is similar in appearance to the front (west) elevation; and***
2. ***A bike rack shall be provided in accordance with EMMC 17.35.050(K).***

Commissioner Pengra seconded the motion.

Commissioner Everett requested an amendment to the motion to require the landscape parking island. Commissioner Bergener declined the request.

Those voting aye: Jason Allen, Jeremy Bergener, and Christopher Pengra. Those voting nay: Matthew Everett. The motion carried with a vote of 3:1.

6.C. PUBLIC HEARING – Marketplace at Eagle Mountain Town Center Lot 11 Pad A

Mr. Jensen presented the item. The application is for a pad site building located in the Marketplace at Eagle Mountain Town Center project. The area is zoned CC. Municipal Code requires the primary entrance to orient toward the street and sidewalk. The main entrance orients towards the parking lot, with a drive-through between the building and Pony Express Parkway. Municipal Code requires building to closely approximate the style and design of significant buildings, consistent theming, and design features on all four sides of a building. The development has approved pad site elevations. The main entrance and the façade with the most design elements should face the public right-of-way. The application complies with parking and drive-through stacking length requirements.

Applicant representative Forrest Gaskill confirmed their willingness to add awnings to the east elevation. The four sides of the buildings have similar features that can be made more pronounced if desired. They are using the color palette for the pad sites that the Commission and Council found preferential during the previous review. The building and the parapets have a depth difference of six inches to a foot.

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Commissioner Everett opened the public hearing at 7:26 p.m. As there were no comments, he closed the hearing.

The Commission requested additional architectural details to be added to the rear/east elevation because it faces a major roadway.

Commissioner Bergener verified with staff that bike racks were included on the site plan.

MOTION: ***Commissioner Pengra moved to recommend approval to the City Council of the site plan for Lot 11 Pad A at the Marketplace at Eagle Mountain Town Center with the following condition:***

1. ***Additional architectural details shall be added to the east elevation in keeping with the architectural details found on the other sides of the building.***

Commissioner Allen seconded the motion. Those voting aye: Jason Allen, Jeremy Bergener, Matthew Everett, and Christopher Pengra. The motion passed with a unanimous vote.

6.D. ACTION ITEM – Eagle Heights Village

Mr. Jensen presented the item. The proposal is to amend the Eagle Heights Village Master Development Agreement (MDA) to allow for the construction and sale of single-family dwellings instead of the duplexes within the Eagle Heights Village Development Phases 3 to 5. The MDA was approved on July 17, 2019. The approval would allow the division of the duplex lots into single-family dwelling lots, increasing the number of lots but retaining the number of dwelling units and the project density. The same open space and amenities would be provided. If denied, Horizon Development, or the developer that purchases the project, could continue to develop the duplex units either as an affordable or market-rate development. Eagle Heights Village was approved as a Tier III development under previous Municipal Code standards. Under those standards, single-family dwelling units in Tier III had the same development standards as the Tier II units.

The applicant could meet the current RC standards if granted an exemption from lot frontages and minimum and average lot sizes. The duplex lots vary from 102 to 120 feet wide. If split, the resulting lot sizes would be between 51-feet and 60-feet; the RC Zone requires a minimum 58-foot frontage. Most, but not all the lots would exceed the minimum lots size of 4,500 square feet. However, the average lot size would be under the required 6,000 square feet for RC lots. Tier II excluded minimum average or minimum lot size standards. Should the Planning Commission determine to entertain the request, staff believes it is appropriate to consider a change to the modified RC standards making an exception for frontage and lot size with no changes to setbacks as RC is a closer transition to the Future Land Use Plan designation of Foothill Residential than the existing MF1 designation. The applicant is requesting standards differing from both the Tier II and RC Zone to permit front setbacks of 20-feet, driveway setbacks of 20-feet, rear setbacks of 20-feet, side setbacks of five-feet and garage side of 10-feet, and corner side setbacks of 20-feet.

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Applicant representative Kirt Peterson said they feel the changes meet the demands of the current market and they intend to sell the remaining phases to another developer. The single-family homes will have basements increasing the square footage. The request for the reduced side setbacks is to be able to offer three-car garages. The amenities will be divided between the two developments and will have separate homeowner's associations (HOAs). The pool would be an amenity for the single-family homes. Excluding the pool would reduce the HOA fees for the duplexes resulting in more affordable units.

Mr. Jensen confirmed that under the previous standards, Tier III, multifamily units were required to have a pool.

Commissioner Pengra said he would entertain the requested changes to the setbacks to allow for three-car garages; however, he would like the inclusion of language to set lot frontages and minimum and average lot sizes. He desires to remove the proposed elevation exhibits from the MDA.

Discussion ensued clarifying that elevation exhibits are usually excluded from MDAs and that recent legislative actions by the State prevent cities from dictating design standards for single-family units.

Mr. Kirt stated that Fieldstone intends to build the units in the exhibits and the elevations provided were approved for another project in the City.

Assistant City Administrator/Community Development Director Steve Mumford noted that the City can negotiate with developers to require additional architectural elements when granting exemptions and bonus density.

Commissioner Everett expressed extreme concerns with approving an ambiguous hybrid of current and previous standards. He would consider allowing an RC development under the current standards, especially to provide buffering between the townhomes and the other Foothill Residential areas. The applicant during the initial approval presented the development as moderate-income housing. He is disappointed that requested changes to owner-occupied would result in the loss of a moderate-income component due to the need for it in the State and the current market. He is also concerned with dividing the amenities especially where the pool was a requirement for the duplexes.

Commissioner Allen agreed with holding the developer to the RC standards, although he has no objection to permitting single-family homes due to market shortages.

Discussion ensued clarifying that should the development retain the current vesting, the single-family units would need to meet the previous Tier II standards unless the property were rezoned to RC.

Commissioner Pengra said after further consideration and due to affordability concerns and current market needs, the original product might be preferential. Nevertheless, he recognized that

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the City could not enforce an affordable product and the developer could elect to build a higher-end, more expensive duplex product. He agreed with concerns regarding granting exemptions to the RC standards.

MOTION: ***Commissioner Everett moved to recommend denial to the City Council of the amendment to the Eagle Village Heights Master Development Agreement. Commissioner Pengra seconded the motion. Those voting aye: Jason Allen, Jeremy Bergener, Matthew Everett, and Christopher Pengra. The motion passed with a unanimous vote.***

7. Discussion Items

8. Next scheduled meeting

The next Planning Commission meeting is scheduled for February 22, 2022.

9. Adjournment

MOTION: ***Commissioner Bergener moved to adjourn at 8:05 p.m. Commissioner Allen seconded the motion. Those voting aye: Jason Allen, Jeremy Bergener, Matthew Everett, and Christopher Pengra. The motion passed with a unanimous vote.***

The meeting was adjourned at 8:05 p.m.

Approved by the Planning Commission on February 22, 2022.

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Steve Mumford, AICP
Assistant City Administrator/Community Development Director

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EAGLE MOUNTAIN	**EAGLE MOUNTAIN CITY** **PLANNING COMMISSION MEETING** **FEBRUARY 22, 2022**
TITLE:	ACTION ITEM - Fire Station 253
ITEM TYPE:	Site Plan & Rezone
APPLICANT:	Steve Simmons - UFA

ACTION ITEM:
Yes

PUBLIC HEARING:
Yes

PREPARED BY:
Tayler Jensen, Planning

BACKGROUND:

The proposed site plan is for Fire Station 253, which will be located north of Cory Wride Park, south of Mid Valley Road, and east of Overland Village 6, on parcel 59:033:0029 a 13.34 acre parcel owned by Eagle Mountain City. The proposed site plan covers approximately 1.75 acres all of which is also proposed to be rezoned to the Public Facilities Zone as a part of this request.

The Future Land Use Plan (FLUP) designates this property as Neighborhood Residential One. The Public Facilities (PF) Zone is appropriate within this designation and does not require any zone transitioning.

Fire Station 253 is/will be a new Fire Station within Eagle Mountain increasing the total number of Fire Stations to three (3) up from the current two (2). Fire Station 252 is located within the Ranches at 3785 Pony Express Parkway, and Fire Station 251 recently received approval to be moved approximately 1 mile south of it's current location to Parcel 59:045:0504. The proposed location of Fire Station 253 places it between the two existing stations (approximately 3.5 miles south of Fire Station 252, and 2.5 miles north of Fire Station 251.

ITEMS FOR CONSIDERATION:

The following items shall be considered when making a recommendation to the City Council:

REZONE

The rezone criteria (found in 17.90.060) shall be considered when making a recommendation for rezone applications:

- Compliance with the General Plan (17.90.060 A). The request to add the PF zone is compliant with the General Plan which designates the area for Neighborhood Residential 1. The adjacent parcels are designated: Neighborhood Residential 1 (to the West, East, and North) and Open Space (South) in the FLUP, thus the applicant *complies* with this provision.
- Compatibility Determination (17.90.060 B). The proposed rezone allows for public facilities which are appropriate adjacent to both Residential Developments and Parks (Cory Wride Park), therefore it is the opinion of staff that the proposal is compatible with neighboring properties and *complies* with this provision.
- City Services (17.90.060 C). The proposed use is not anticipated to overburden City Services.
- Traffic Generation (17.90.060 D). The use is not anticipated to generate significant traffic, thus it *complies* with this provision.
- Property Values (17.90.060 E). The proposed use is not expected to have a significant negative impact on surrounding property values therefore it *complies* with this provision.

SITE PLAN

The site plan development standards (found in EMMC 17.100.050) shall be considered when making a recommendation for Site Plan applications:

A. Use of Property: The proposal does utilize the entire parcel with building, paving, and landscaping in *compliance* with 17.100.050 A
B. Screening Requirements: As a Fire Station is commercial building it is required to provide a 6' masonry wall along the East property line (adjacent to Overland Village 6)
C. Access Requirements: Fire Stations have unique access needs, the site does have two accesses onto Mid Valley Road, the westernmost entrance is a full access for employees and visitors, as well as the in driveway for Fire Vehicles, the access to the East is dedicated to Fire/EMT vehicles leaving the station. There are no neighboring commercial parking lots, and the nature of fire stations would prohibit the interconnecting of parking lots. The applicant has worked extensively with City Staff on the location of the access navigating potential conflicts with the residential road located North of Mid Valley Road, and on the required changes (reduction) of the raised median, the proposed site plan conforms with these discussions, and it is the opinion of staff that the applicant *complies* with access

requirements.

Commercial Design Standards

In addition to meeting Site Plan requirements, the Fire Station shall comply with Commercial Design Standards found in 17.72 of EMMC, which are described below.

17.72.030 A requires that building be located near the minimum front setbacks. While the minimum front setback for the Public Facilities Zone is 10' the applicant is proposing the building to be setback approximately 30', this is required due to the needs of the fire station and to accommodate the large trucks, as well as to provide for additional safety when trucks are called from the station. The Primary entrance of the building is toward Mid Valley Road, and the pedestrian access is provided in a location that doesn't require pedestrians to cross any driveways, accesses, or roadways in *compliance* with this provision.

17.72.030 B requires all commercial parking to be located to the side or rear of the building. The proposal *complies* with this requirement as visitor parking is located on the side of the building, and all staff parking is located to the rear.

17.72.040 A requires commercial buildings to be similar in style to significant adjacent buildings, there are no other commercial buildings within 1.5 miles of the site, with the only significant buildings within 1/2 mile being Public Schools. The proposed elevations are similar to the recently approved Fire Station 251 elevations.

17.72.040 B requires the main entrance to orient to pedestrian ways or sidewalks, the main entrance orients to Mid Valley Road, and the existing 8' pedestrian trail in *compliance* with this provision.

17.72.040 C requires the primary roof form of the structure help reduce the perceived scale of the building. The proposal accomplishes this by using multiple roof planes and heights, and through the use of overhanging eaves thus they *Comply* with this provision.

17.72.040 D describes required vertical and horizontal articulation, the proposed elevations use a variety of colors, materials, planes and

popouts in *compliance* with this provision.

17.72040 E Describes the design elements required for commercial buildings, the applicants plans show they are utilizing Reveals, canopies, awnings, popouts, columns, decorative trim, decorative masonry pattern, decorative doors and windows, and the chosen items are used on all sides, in *compliance* with this section of code

Public Facility Development Standards

The following development standards are required in the PF zone Setbacks:

- 10' Front (Applicant is pushing the building backwards to accommodate fire apparatus)
- Sides: (none/ equal to height of building when adjacent to residential) (Applicant complies)
- 20' Rear (Applicant Complies)

Maximum building height is 35' and the applicant is under this height in *compliance* with this code.

REQUIRED FINDINGS:

Site Plan approvals are based upon compliance with City Code Requirements. The approval criteria for a Site Plan can be found in EMMC 17.100.050.

Rezones are legislative decisions and are considered valid if reasonably debatable and not illegal. Criteria for approval are found in EMMC 17.90.060.

RECOMMENDATION:

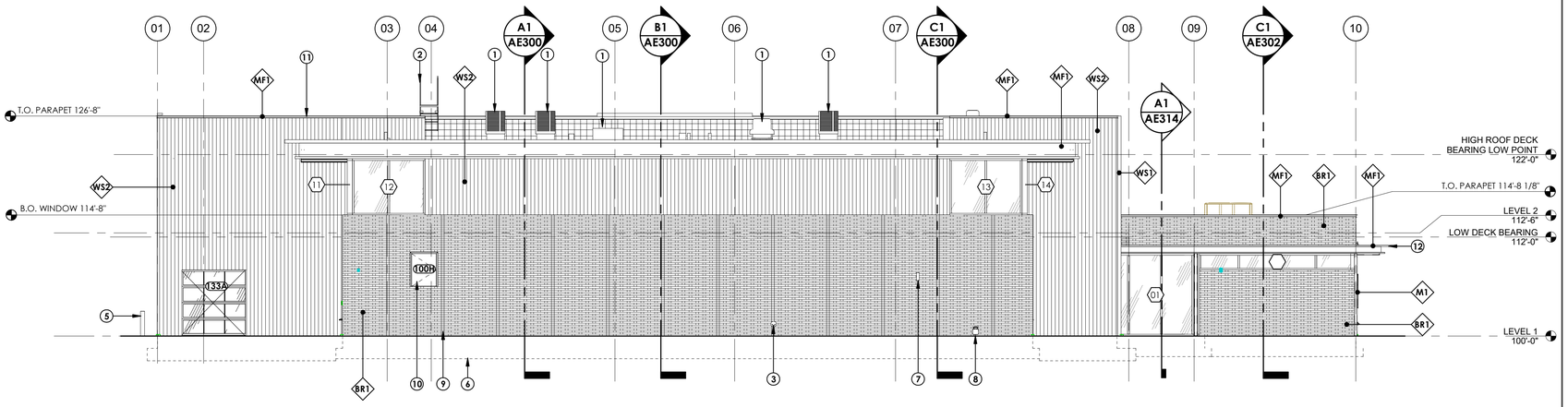
We recommend the Eagle Mountain Planning Commission recommend approval of the Fire Station 253 Rezone and Site Plan to the City Council for the reasons set forth in the staff report and in the meeting, with the following conditions:

1. A 6' Masonry Wall shall be constructed along the East Property Line.

ATTACHMENTS:

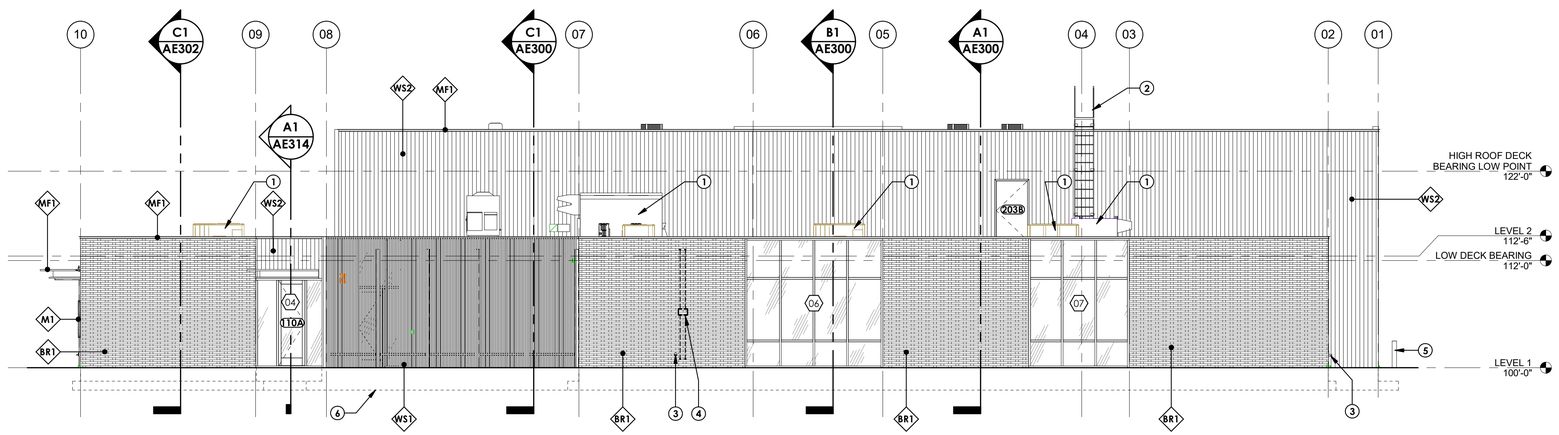
Building Elevations

Building Renderings
Site Plan



C1 ELEVATION - EAST

1/8" = 1'-0" , DWG REF: AE101



A1 ELEVATION - WEST

1/8" = 1'-0" , DWG REF: AE101

GENERAL NOTES:

SEE SHEET GI001 FOR DRAWING INDEX.

SEE SHEET GI002 FOR GENERAL NOTES AND ABBREVIATIONS.

DO NOT SCALE DRAWINGS.

CONTRACTOR / SUBCONTRACTOR SHALL VERIFY ALL DIMENSIONS AND CONDITIONS BEFORE BEGINNING WORK, AND SHALL REPORT TO THE ARCHITECT ANY ERRORS, INCONSISTENCIES OR OMISSIONS BEFORE BEGINNING WORK. SEE GENERAL NOTES AND SPECIFICATIONS.

EXTERIOR FINISHES

BR1: FACE BRICK VENEER
- FLEMISH BOND COURSING
- 3 5/8" X 2 1/4" X 11 5/8" STRETCHER
- 3 5/8" X 2 1/4" X 3 5/8" HEADER
- COLOR: INTERSTATE BRICK, MIDNIGHT BLACK
- MORTAR: SQUARE RAKED, SM750 SILVERSTONE

GS1: EXTERIOR CURTAINWALL SYSTEM
- BLACK ANNODIZED ALUMINUM FRAMES
- SEE WINDOW SCHEDULE FOR GLASS TYPES

M1: METAL SIGNAGE
- REFER TO SIGNAGE DETAILS

MF1: METAL FLASHING & BRAKE METAL
- SEE DETAILS/SPECS FOR GA.
- COLOR: MATTE BLACK

PT5: EXTERIOR HOLLOW METAL DOORS & FRAMES
- PAINT HIGH PERFORMANCE COATING
- SEE DOOR TYPES

WS1: WOOD SCREEN
- 1X4 & 1X6 VERTICAL SLATS OVER WOOD CLADDING; STAGGER JOINTS; SEE PLANS FOR LAYOUT PATTERN
- WOOD TYPE: SMOOTH UNFINISHED ACOYA WOOD WITH MAPLE STAIN

WS2: WOOD SCREEN
- 6" WIDE VERTICAL WOOD CLADDING, SHIPLAPPED WITH CONCEALED FASTENER SYSTEM
- WOOD TYPE: SMOOTH UNFINISHED ACOYA WOOD WITH MAPLE STAIN

KEYED NOTES:

1 MECHINCAL EQUIPMENT, SEE MECHANICAL DRAWINGS.
2 ROOF ACCESS METAL LADDER; GALV. & PTD.
3 ROOF DRAIN SCUPPER. SEE PLUMBING DRAWINGS.
4 ELECTRICAL EQUIPMENT, SEE ELECTRICAL DRAWINGS.
5 CONCRETE FILLED STEEL BOLLARDS, GALVANIZED & PAINTED, SEE STRUCTURAL DRAWINGS.
6 CONCRETE FOOTING, SEE STRUCTURAL DRAWINGS.
7 MECHANICAL LOUVER, SEE MECHANICAL DRAWINGS.
8 GAS METER, SEE MECHANICAL & CIVIL DRAWINGS.
9 BRICK REVEAL; SEE DETAIL B1/AE500.
10 FIREFIGHTER TRAINING OPENING
11 PRE-FINISHED METAL WALL COPING, WITH 16" ANCHOR PLATE 5' O.C.
12 ENTRY CANOPY

ajc architects
703 east 1700 south
salt lake city, ut 84105
ajcarchitects.com

BRW Architects
3535 Travis St
Suite 250
Dallas, TX 75204
brwarch.com

NOT FOR CONSTRUCTION

ARCHITECT / CONSULTANT

AUTHORITY HAVING JURISDICTION

PROJECT DESCRIPTION

UNIFIED FIRE SERVICE AREA STATION #253

SHEET NAME:

ELEVATIONS

REVISIONS

MARK	DATE	DESCRIPTION

ISSUE DATE:	**04/19/21**
ISSUE TYPE:	**50% CD**
DRAWN BY:	**LT**
CHECKED BY:	**K. RIGBY**
PROJECT#:	**2021-05**

SHEET NUMBER:

AE200

2/17/2022 2:26:53 PM BIM 360://Unified Fire Stations/2021-05 UFA STATION 253-ARCH-V20.rvt
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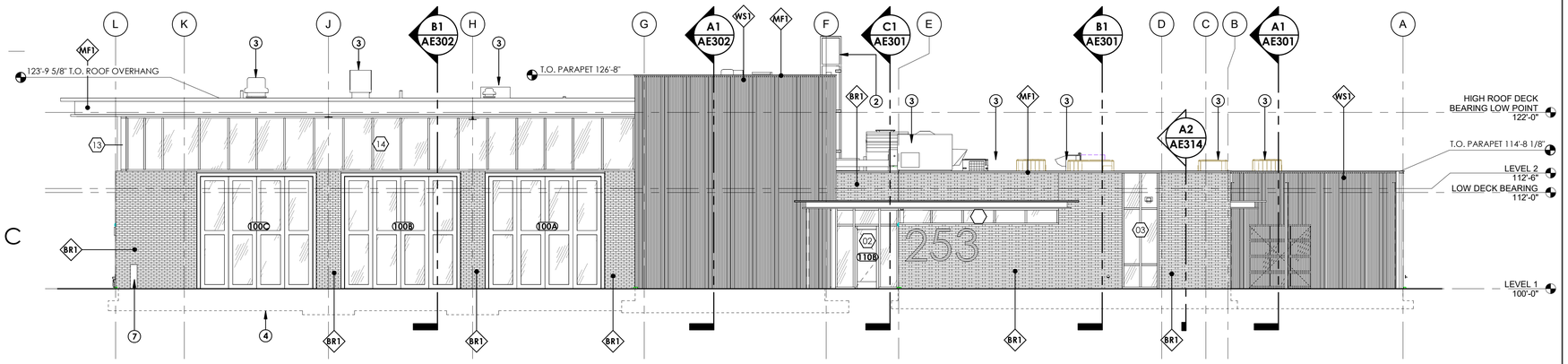
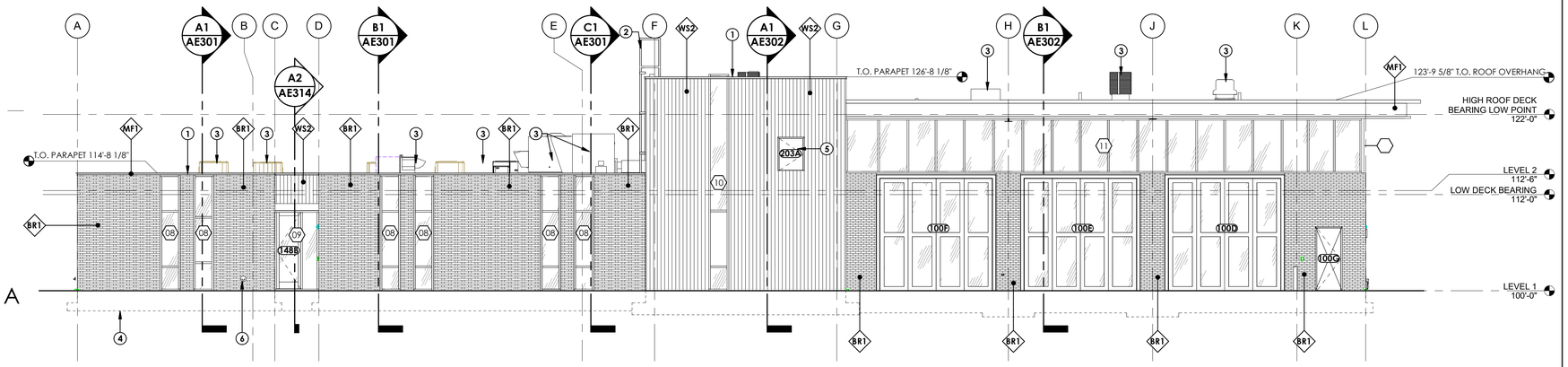


C1 ELEVATION - NORTH

1/8" = 1'-0" , DWG REF: AE101



A1 ELEVATION - SOUTH

1/8" = 1'-0" , DWG REF: AE101

GENERAL NOTES:

SEE SHEET GI001 FOR DRAWING INDEX.

SEE SHEET GI002 FOR GENERAL NOTES AND ABBREVIATIONS.

DO NOT SCALE DRAWINGS.

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EXTERIOR FINISHES

BR1: FACE BRICK VENEER
- FLEMISH BOND COURSING
- 3 5/8" X 2 1/4" X 11 5/8" STRETCHER
- 3 5/8" X 2 1/4" X 3 5/8" HEADER
- COLOR: INTERSTATE BRICK, MIDNIGHT BLACK
- MORTAR: SQUARE RAKED, SM750 SILVERSTONE

GS1: EXTERIOR CURTAINWALL SYSTEM
- BLACK ANNODIZED ALUMINUM FRAMES
- SEE WINDOW SCHEDULE FOR GLASS TYPES

M1: METAL SIGNAGE
- REFER TO SIGNAGE DETAILS

MF1: METAL FLASHING & BRAKE METAL
- SEE DETAILS/SPECS FOR GA.
- COLOR: MATTE BLACK

PT5: EXTERIOR HOLLOW METAL DOORS & FRAMES
- PAINT HIGH PERFORMANCE COATING
- SEE DOOR TYPES

WS1: WOOD SCREEN
- 1X4 & 1X6 VERTICAL SLATS OVER WOOD CLADDING; STAGGER JOINTS; SEE PLANS FOR LAYOUT PATTERN
- WOOD TYPE: SMOOTH UNFINISHED ACOYA WOOD WITH MAPLE STAIN

WS2: WOOD SCREEN
- 6" WIDE VERTICAL WOOD CLADDING, SHIPLAPPED WITH CONCEALED FASTENER SYSTEM
- WOOD TYPE: SMOOTH UNFINISHED ACOYA WOOD WITH MAPLE STAIN

KEYED NOTES:

1 PRE-FINISHED METAL WALL COPING, WITH 16" ANCHOR PLATE 5' O.C.
2 ROOF ACCESS METAL LADDER; GALV. & PTD.
3 MECHINCAL EQUIPMENT, SEE MECHANICAL DRAWINGS.
4 CONCRETE FOOTING, SEE STRUCTURAL DRAWINGS.
5 FIREFIGHTER TRAINING OPENING
6 ROOF DRAIN SCUPPER. SEE PLUMBING DRAWINGS.
7 3'-0" TALL DOUBLE WYTHE BRICK WALL. FULLY GROUTED.

ajc architects
703 east 1700 south
salt lake city, ut 84105
ajcarchitects.com

BRW Architects
3535 Travis St
Suite 250
Dallas, TX 75204
brwarch.com

NOT FOR CONSTRUCTION

ARCHITECT / CONSULTANT

AUTHORITY HAVING JURISDICTION

PROJECT DESCRIPTION

UNIFIED FIRE SERVICE AREA STATION #253

SHEET NAME:

ELEVATIONS

REVISIONS

MARK	DATE	DESCRIPTION

ISSUE DATE:	**04/19/21**
ISSUE TYPE:	**50% CD**
DRAWN BY:	**LT**
CHECKED BY:	**K. RIGBY**
PROJECT#:	**2021-05**

SHEET NUMBER:

AE201

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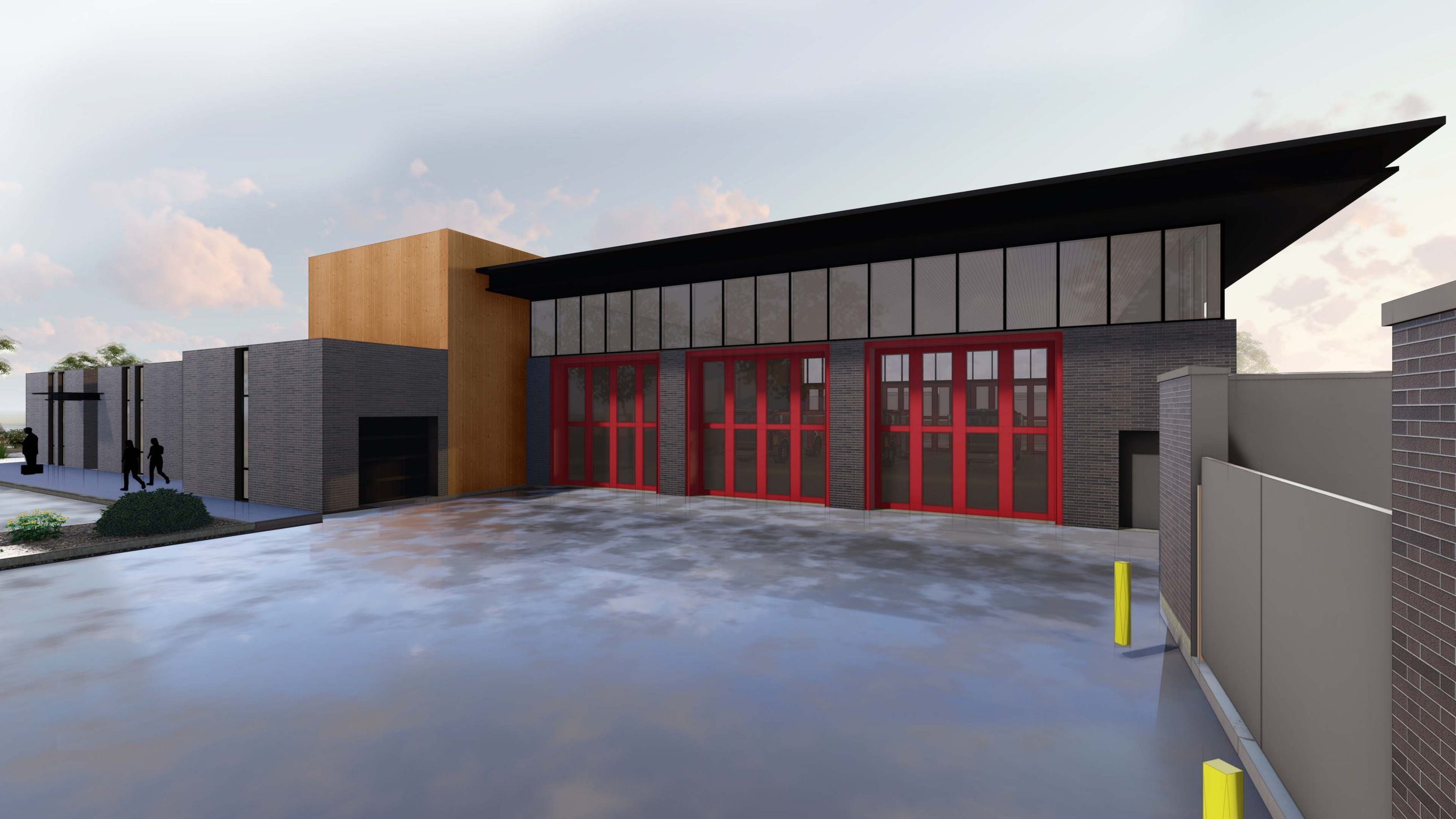
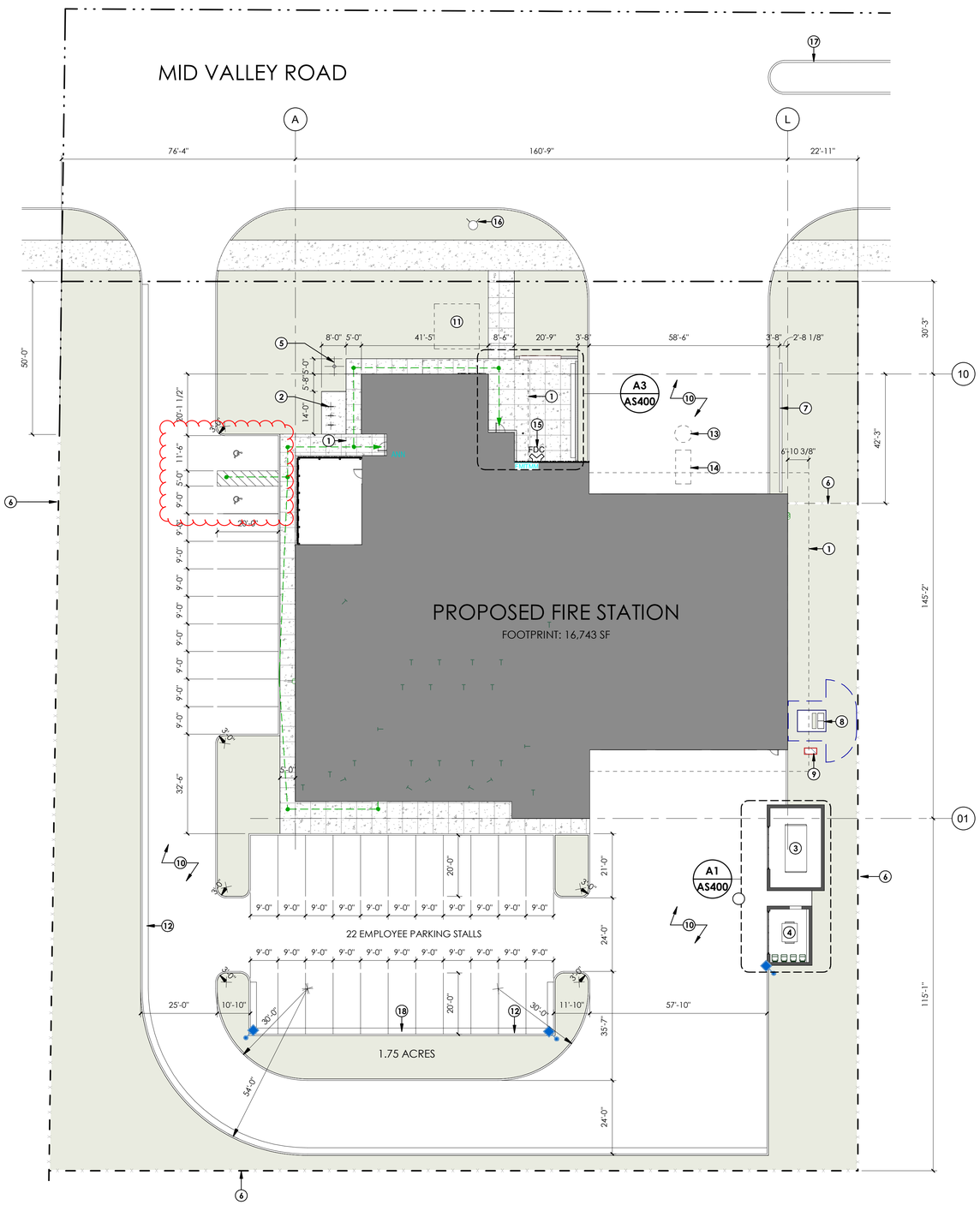
253

253

253
UNIFIED FIRE AUTHORITY
EAGLE MOUNTAIN





1 SITE AND LEVEL 01 PLAN

1" = 20'-0" , DWG REF: AE200

GENERAL NOTES:

SEE SHEET GI001 FOR DRAWING INDEX.

SEE SHEET GI002 FOR GENERAL NOTES AND ABBREVIATIONS.

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ZONING REQUIREMENTS:

ZONING:	PUBLIC FACILITIES
ABUTTING PARCEL ZONING:	PARKS AND OPEN SPACE
LAND USE:	FIRE STATION (PUBLIC/QUASI-PUBLIC)
LOT AREA:	
ALLOWABLE:	N/A
PROPOSED:	1.75 ACRES
LOT WIDTH	
ALLOWABLE:	N/A
PROPOSED:	260'-6"
REQUIRED SEBACKS: (SEE PLAN FOR PROPOSED SETBACKS)	
FRONT YARD:	10'-0" MIN
SIDE YARD:	NONE
REAR YARD:	20'-0" MIN
BUILDING HEIGHT	
ALLOWABLE	35'-0"
PROPOSED	27'-0"
PARKING REQUIREMENTS	**REQUIRED/PROPOSED**
VISITOR STALLS	3 / 10 (1 PER 250 GSF MEETING ROOM AREA)
STAFF STALLS	11 / 22

LEGEND:

- PROPERTY LINE
- SETBACK LINE
- ACCESSIBLE ROUTE OF TRAVEL
- LANDSCAPING, SEE LANDSCAPE PLANS
- CONC SIDEWALK, SEE CIVIL DRAWINGS

KEYED NOTES:

1. CANOPY ABOVE
2. BICYCLE RACK; SEE LANDSCAPE DRAWINGS
3. EMERGENCY GENERATOR ENCLOSURE
4. DUMPSTER & RECYCLING ENCLOSURE
5. FLAGPOLE, SEE SPECIFICATIONS, LANDSCAPE & STRUCTURAL DRAWINGS.
6. PRECAST CONCRETE FENCE AND PIERS; SEE SPECIFICATIONS.
7. 3'-0" TALL DOUBLE WYTHE BRICK WALL, FULLY GROUTED.
8. TRANSFORMER, SEE ELECTRICAL DRAWINGS.
9. ELECTRICAL EQUIPMENT, SEE ELECTRICAL DRAWINGS.
10. CONCRETE PAVING, SEE CIVIL DRAWINGS
11. FUTURE LOCATION FOR ARTWORK; REFER TO ELECTRICAL AND CIVIL FOR SERVICE CONNECTIONS.
12. 6" CURB AND GUTTER, SEE CIVIL DRAWINGS.
13. SAMPLING MANHOLE; SEE CIVIL DRAWINGS.
14. GREASE/SAND INTERCEPTOR; SEE CIVIL DRAWINGS.
15. FIRE DEPARTMENT CONNECTION.
16. FIRE HYDRANT; SEE CIVIL DRAWINGS.
17. EXISTING MEDIAN
18. SITE LIGHTING, SEE ELECTRICAL DRAWINGS.

ajc architects
703 east 1700 south
salt lake city, ut 84105
ajcarchitects.com

BRW Architects
3535 Travis St
Suite 250
Dallas, TX 75204
brwarch.com

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ARCHITECT / CONSULTANT

AUTHORITY HAVING JURISDICTION

PROJECT DESCRIPTION

UNIFIED FIRE SERVICE AREA STATION #253

SHEET NAME:

ARCHITECTURAL SITE PLAN

REVISIONS

MARK	DATE	DESCRIPTION

ISSUE DATE:	**04/19/21**
ISSUE TYPE:	**50% CD**
DRAWN BY:	**DG**
CHECKED BY:	**K. RIGBY**
PROJECT#:	**2021-05**

SHEET NUMBER:

AS101

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EAGLE MOUNTAIN	**EAGLE MOUNTAIN CITY** **PLANNING COMMISSION MEETING** **FEBRUARY 22, 2022**
TITLE:	ACTION ITEM - Mae Land
ITEM TYPE:	Rezone and Concept Plan
APPLICANT:	Austin Smith

ACTION ITEM:
Yes

PUBLIC HEARING:
Yes

PREPARED BY:
Tayler Jensen,

BACKGROUND:

The applicant is proposing a rezone to the R1, R2, and R3 zones for approximately 79.85 acres of property, located south of Brandon Park Estates, west of the SITLA "Pony Express Parcel" and east of the west city boundary. The Future Land Use Plan (FLUP) designates the parcel as *Neighborhood Residential 1* with a swath of open space (representing the Pony Express Regional Trail) cutting through the southeast quadrant. The General Plan describes Neighborhood Residential One as "A mix of single-family residential lots, generally ranging from 2 to 4 dwelling units per acre, including improved neighborhood open space." Eagle Mountain General Plan Page 53.

The applicant has provided a concept plan which shows their desired road and lot layout, which also serves as the zoning exhibit for this proposal, the information has been summarized in the table below:

Proposed Zone	Acreage	Proposed Unit Count	% Land Area of Rezone	% Unit Count
R1	~7.40	22	14.3 %	9 %
R2	~22.90	91	44.1 %	41%
R3	~21.54	107	41.6%	49%
Total	~51.82	220		

It should be noted the applicant is also showing 5.73 acres of open space, which should be rezoned to OS-I and OS-N as appropriate. The remaining ~22.3 acres of property is located within public Rights-Of-Way.

ITEMS FOR CONSIDERATION:

The following items should be considered when making a recommendation to the City Council.

Rezone Criteria for Approval

The rezoning of property shall be evaluated using the following criteria, and may be approved if the requirements below are met:

A. Compliance with General Plan: The FLUP shows the entire parcel as *Neighborhood Residential 1 and Open Space* the applicant is proposing a mix of R1, R2, and R3 all of which are appropriate within the *Neighborhood Residential 1* designation, the applicant is also showing open space on and around the Pony Express Regional Trail, thus *complying* with this provision.

B. Compatibility Determination: Brandon Park Estates is located north of this proposal, with lots of approximately 10,000 SF (roughly equivalent to the R2 Zone). The majority of the lots adjacent to Brandon Park are designated as R2 which has a minimum lot size of 8,000 SF and requires an average lot size of 1/4 of an Acre (10,890 sf). The proposal also includes four (4) R3 lots adjacent to Brandon Park. According to table 17.60.160(1) R2 and R3 are appropriate adjacent to each other. While unvested the property to the East of this project has a FLUP designation of *Neighborhood Residential 1,* the property to the West of the project is currently within unincorporated Utah County, but is shown on the Eagle Mountain Future Annexation Plan as *Business Park/Light Industry* meaning that if/when it it annexed and develops it (the property currently outside of Eagle Mountain) would be required to provide sufficient buffering before developing industrial uses. The property to the South of the development is currently zoned Agriculture but is designated as Regional Commercial in the FLUP. Regional Commercial would support rezones to the CC and CR Zones, neither of which are appropriate adjacent to R1, R2, or R3. While not typically employed within the Neighborhood Residential 1 land use designation, the RC zone along the southern boundary of this project would provide an appropriate transition to the future commercial district.

C. City Services: This project is not anticipated to overburden the city's service capacity.

D. Traffic Generation: The future transportation plan shows a Collector Road on the west boundary of the project, and a Major Collector (94' ROW) already has a half-width developed along the north of this project (Willard Peak Drive). A Traffic Impact Study (TIS) will be required with any preliminary plats

approved for this development.

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

Other items for consideration:

In addition to the typical rezone criteria the applicant's proposal has raised additional questions that require Planning Commission feedback or attention:

- Spot Zoning: In an attempt to meet the city's desire for mixed lot sizes the applicant has proposed a zoning map that mixes in lots from all three proposed zones in a way that approximates spot zoning. If approved as presented, the zoning map would be difficult to administer, and even once completed, the updated City Zoning Map would be of limited use to residents of Mae Land due to the ununiformed nature of the proposed zoning. Staff recommends one of two potential fixes.
    - Rezone the entire parcel (save the RC strip along the south boundary) to the R2 or R3 zone and plat the project with varied lot sizes, this could be conditioned by approving a rezone with a **maximum** number of dwelling units or by requiring substantial conformity to a presented concept plan.
    - the lots be reconfigured into R1, R2, & R3 blocks
- Zone Transitioning: Per Table 17.60.160(1) the R1 zone is not appropriate adjacent to the R3 zone, the zones/lots shall be reconfigured so that R2 zone buffers R1 and R3 Lots.
- SITLA Swap: It should be noted that the applicant is currently in talks with SITLA to potentially swap the triangle portion of property south of the Pony Express Regional trail "Area B" for the triangle portion of property on the SITLA parcel that is north of the Pony Express Regional Trail. If this were to go through the area designated as "area B" (Page 7 of Rezone Exhibit) would cease to be a part of this development and "Area A" would require significant revisions.
- Pony Express Regional Trail: The Pony Express Regional Trail has also been known as the Lehi-Fairfield Road and is currently utilized by construction traffic going to the Meta site. While this will eventually be a regional trail / linear park any improvements counting toward required amenity points should happen outside of the currently paved area.

Concept Plan Review

While a concept plan receives no approval, a review of the submitted concept is provided below. It should be noted the review of the concept plan will ignore zoning issues highlighted elsewhere in the report, and is primarily provided to assist with future plating.

- Open Space: R1 units require 750 SF of improved open space per unit, R2 units require 900 SF per unit, and R3 require 1,000 SF per unit. Thus the project is required to provide 205,400 SF of improved open space (4.72 acres) and 472 Amenity Points. The parks and open space plans shall be created by a landscape architect are the amenity table shall be filled out and submitted with the preliminary plat.
- Connectivity: R1, R2, and R3 developments require a minimum connectivity index score of 1.6, the connectivity score is 1.73. The maximum block length is 800' unless a midblock pedestrian connection is provided which allows a block length of up to 1,100'
- Collector Road Fencing: Collector road fencing shall be required for all lots that abut a collector or arterial road, meaning all lots on the north and west edge of the project shall be required collector road fencing
- Intersection Spacing: The minimum spacing for intersections on Major Collectors (Willard Peak) is 250' thus the east access to the project is too close to the existing intersection in Brandon Park on the North Side of Willard Peak.
- Fire Access: No more than 30 units may be built off a single road access.
- Pony Express Regional Trail: The Pony Express Regional trail is planned to replace the Lehi-Fairfield road, but it is likely the Lehi-Fairfield road will continue to function as a road with traffic for at least the medium term future, plans should clearly indicate this is currently used as a road so that future residents along the trail are not surprised when traffic is going behind their homes for potentially a few years.

REQUIRED FINDINGS:

Rezones are legislative decisions and are considered valid if reasonably debatable and not illegal. Criteria for approval are found in EMMC 17.90.060

RECOMMENDATION:

A recommendation of approval to the City Council may be made, for the reasons set forth in the Staff Report and in the meeting, along with the following conditions of approval:

1. Open Space be rezoned to OS-I where improved park space is provided, and OS-N where open space is to remain natural.
2. The southern strip of the development be zoned RC to provide an appropriate transition to the designated Regional Commercial Property.
3. The remainder of the project (portions not zoned RC, OS-N or OS-I) shall be zoned R(2 or 3) with a maximum unit count of ___(number to be determined by PC) or the lots be reconfigured to create blocks of R1, R2, & R3 that avoid spot zoning.
4. Lots are reconfigured so R2 units buffer all R1 and R3 units

ATTACHMENTS:

Concept Plan

Rezone Exhibits

SETBACK TABLE			
ZONE	R1	R2	R2
FRONT	25'	25'	15'
FRONT GARAGE	25'	25'	22'
REAR	25'	20'	20'
SIDE	10	8'	8'
GARAGE SIDE	10	10	10
STREET SIDE	15	15	15

LAND USE TABLE		
ZONE	AREA (S.F.)	%
R1	322,203	14.3
R2	996,480	44.1
R3	938400	41.6
TOTAL	2,257,083	100

PHASE TABLE		
PHASE	LOT #	TOTAL
1	101-123	23
2	201-233	33
3	301-325	25
4	401-436	36
5	501-524	24
6	601-627	27
7	701-734	34
8	801-818	18
TOTAL		220

CONSTRUCTION KEY NOTES REFERENCE		
NO.	DESCRIPTION	DETAIL
1	ASPHALT PAVEMENT WITH GRANULAR BASE	1/CDT.01
2	CONCRETE CURB AND GUTTER PER APWA #205 TYPE 'A'	2/CDT.01
3	RELEASE CURB & GUTTER	3/CDT.01
4	SIDEWALK THICKENED EDGE	4/CDT.01
5	SIDEWALK PER APWA #231	
6	ADA RAMP	1/CDT.02
7	ADA SIGN	1/CDT.02
8	DRIVE APPROACH PER APWA #225	

ZONE:R1
AVERAGE=14520 S.F.
MIN=10890 S.F.

ZONE:R2
AVERAGE=10,890 S.F.
MIN=8,000 S.F.

ZONE:R3
AVERAGE=8,500 S.F.
MIN=6,500 S.F.

NORTH

GRAPHIC SCALE
100 0 50 100 200
(IN FEET)
1 inch =100ft.

BASIS OF BEARINGS
S 89°24'53" E 2700.00' (MEASURED)

S 00°10'20" W 2572.42'

N 00°19'03" E 2651.62'

6' SOLID FENCING ALONG THE SOUTH SIDE OF WILLIARD PEAK DRIVE

EX. FENCE

EX. EDGE OF ASPHALT

THIS AREA IS PART OF THE TRAIL AND OPEN SPACE

PONY EXPRESS TRAIL

15' PATH

OPEN SPACE WITH AMENITIES AND TRAIL (249,705 S.F.)

RETENTION POND

WILLIARD PEAK DRIVE (PUBLIC)

1600 WEST STREET (PUBLIC)

6' SOLID FENCING ALONG THE EAST SIDE OF 1600 WEST

AREA TABLE		
PARTICULARS	S.F.	%
BUILDING	12,420	19.3
HARDSCAPE	27,535	42.8
LANDSCAPE	24,412	37.9
TOTAL	64,367	100

PARKING COUNT		
PARTICULARS	PROVIDED	
	STANDARD	ADA
PARKING STALLS	64	4
TOTAL	68	

NOTE:
SLOPE ACROSS THE ACCESSIBLE PARKING STALLS & ACCESS ISLE SHALL NOT EXCEED A 1:48 (2.00%) SLOPE, THE MAX GRADE DIFFERENCE BETWEEN THE ASPHALT SURFACE, ACCESSIBLE RAMP, AND SIDEWALK SHALL NOT EXCEED 1/4 INCH VERTICAL OR 1/2 INCH WHEN BEVELED. THE ACCESSIBLE MEANS OF EGRESS INCLUDING THE DRIVEWAY PORTION SHALL NOT EXCEED A SLOPE OF 1:20 (5.0%) & A CROSS SLOPE OF 1:48 (2.0%). ALL EXTERIOR DOOR WAY ACCESS REQUIRE AN EXTERIOR LANDING 60 INCHES IN LENGTH WITH A SLOPE NOT EXCEEDING A 1:48 (2.0%) SLOPE

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811

No.	DATE	DESCRIPTION

SCALE MEASURES 11INCH ON FULL SIZE SHEETS
ADJUST ACCORDINGLY FOR REDUCED SIZE SHEETS

DRAWN BY: FBA
CHECKED BY: DKB
FIELD CREW: BW/BB
DATE: 02/16/2021
DWG. FILE: 2201007site

PRELIMINARY
NOT FOR
CONSTRUCTION

BENCHMARK ENGINEERING & LAND SURVEYING
9130 SOUTH STATE STREET SUITE # 100
SANDY, UTAH 84070 (801) 542-7192
www.benchmarkcivil.com

GARR JUDD/STEVE TURLEY

4000 N
EAGLE MOUNTAIN, UTAH

PROJECT NO. 2201007

PRELIMINARY

SITE PLAN

CSP.01
1 OF 4

GRAPHIC SCALE

30 0 15 30 60

(IN FEET)
1 inch = 30ft.

Lot Area Table	
Lot #	Area
101	12446.99
102	14420.66
103	12772.40
104	8252.78
105	8582.41
106	8582.41
107	8582.41
108	10890.00
109	10133.11
110	10607.72
111	9814.72
112	10657.93
113	11760.73
114	12322.72
115	13237.06
116	8810.79
117	9467.42
118	7187.30
119	7843.93
120	13964.79
121	14621.42
122	9223.71
123	9880.34
201	10890.00
202	10890.00
203	10890.00
204	10890.00
205	10890.00
206	6885.91
207	9972.12
208	10793.83
209	12762.20
210	9733.40
211	9888.54
212	10381.34
213	10381.34
214	9888.54
215	9733.40
216	12762.20
217	10793.83
218	9972.12
219	9349.16
220	16415.68
221	15345.12
222	15341.50
223	15341.50
224	15345.12
225	16415.68
226	9350.52
227	9184.16

Lot Area Table	
Lot #	Area
228	9663.87
229	8500.00
230	8500.00
231	8500.00
232	8500.00
233	8500.00
301	8500.00
302	8500.00
303	8500.00
304	8500.00
305	8500.00
306	9663.87
307	9184.16
308	14520.00
309	12494.20
310	9533.75
311	9173.50
312	9176.06
313	8446.95
314	8446.95
315	9176.06
316	9173.50
317	9533.75
318	12494.20
319	10890.00
320	8500.00
321	8500.00
322	8500.00
323	8500.00
324	8500.00
325	8500.00
401	6885.91
402	8500.00
403	8500.00
404	8500.00
405	8500.00
406	8500.00
407	8500.00
408	8500.00
409	9980.17
410	11065.88
411	8250.35
412	11644.50
413	10869.91
414	10161.78
415	9440.89
416	11357.75
417	10392.00
418	11249.06
419	11249.06

Lot Area Table	
Lot #	Area
420	10392.00
421	11357.75
422	9440.89
423	10161.78
424	10891.98
425	12175.74
426	8623.99
427	9816.86
428	7793.55
429	8104.24
430	8839.23
431	10663.85
432	8164.57
433	7968.62
434	8206.04
435	7743.00
436	8333.23
501	8938.77
502	8291.66
503	8909.08
504	8344.58
505	8500.00
506	8500.00
507	9827.94
508	12466.06
509	15794.18
510	10890.00
511	10890.00
512	10890.00
513	10890.00
514	10890.00
515	10890.00
516	14583.77
517	10926.39
518	9875.87
519	8916.94
520	11219.39
521	10890.00
522	10890.00
523	10890.00
524	8500.00
601	8338.20
602	7750.88
603	8217.82
604	7983.43
605	8183.22
606	10693.39
607	8868.34
608	8134.55
609	7825.98

Lot Area Table	
Lot #	Area
610	8270.81
611	9625.09
612	10741.12
613	8500.00
614	8500.00
615	8500.00
616	10266.08
617	10266.08
618	12466.06
619	12466.06
620	14520.00
621	12864.05
622	10890.00
623	11748.11
624	8344.58
625	8909.08
626	8291.66
627	8938.77
701	10477.21
702	10792.88
703	10951.37
704	8453.80
705	8445.58
706	10394.00
707	19358.57
708	11328.97
709	11242.97
710	15778.01
711	12168.85
712	11023.38
713	11005.49
714	11005.49
715	12236.00
716	8803.11
717	8911.30
718	9970.09
719	10607.70
720	12267.44
721	14238.25
722	12741.49
723	10919.09
724	13171.17
725	10890.00
726	10890.00
727	9409.93
728	12341.86
729	10856.36
730	10166.24
731	8500.00
732	10108.13

Lot Area Table	
Lot #	Area
733	10461.01
734	10446.01
801	15354.28
802	14589.63
803	8500.00
804	8500.00
805	8500.00
806	8500.00
807	7935.11
808	8533.10
809	10877.17
810	9604.39
811	8607.71
812	14887.89
813	11073.46
814	9360.00
815	9360.00
816	9360.00
817	9360.00
818	9366.31

CURVE TABLE					
CURVE #	LENGTH	RADIUS	DELTA	CHORD BEARING	CHORD DISTANCE
C1	31.42'	20.00'	90°00'00"	S 45°19'03" W	28.28'
C2	31.42'	20.00'	90°00'00"	S 44°40'57" E	28.28'
C3	31.42'	20.00'	90°00'00"	S 45°19'03" W	28.28'
C4	31.54'	20.00'	90°22'10"	S 44°52'02" E	28.38'
C5	46.01'	50.00'	52°43'39"	N 63°35'03" E	44.41'
C6	31.42'	20.00'	90°00'00"	N 07°46'46" W	28.28'
C7	23.29'	100.00'	13°20'39"	N 46°06'26" W	23.24'
C8	63.18'	100.00'	36°11'58"	N 21°20'07" W	62.13'
C9	6.20'	100.00'	3°33'11"	N 01°27'33" W	6.20'
C10	31.42'	20.00'	90°00'00"	N 44°40'57" W	28.28'
C11	32.95'	20.00'	94°23'46"	N 43°07'10" E	29.35'
C12	19.41'	253.00'	4°23'46"	N 01°52'50" W	19.41'
C13	31.42'	20.00'	90°00'00"	N 44°40'57" W	28.28'
C14	31.42'	20.00'	90°00'00"	S 45°19'03" W	28.28'
C15	43.56'	47.00'	53°05'49"	S 26°13'51" E	42.01'
C16	31.42'	20.00'	90°00'00"	N 82°13'14" E	28.28'
C17	31.42'	20.00'	90°00'00"	N 07°46'46" W	28.28'
C18	53.19'	100.00'	30°28'42"	N 37°32'25" W	52.57'
C19	39.48'	100.00'	22°37'07"	N 10°59'31" W	39.22'
C20	31.42'	20.00'	90°00'00"	N 44°40'57" W	28.28'
C21	14.41'	20.00'	41°16'08"	N 20°19'01" W	14.10'
C22	76.65'	103.00'	42°38'16"	S 68°37'45" W	74.89'
C23	27.12'	73.00'	21°16'59"	N 79°24'38" W	26.96'
C24	70.77'	73.00'	55°32'31"	N 40°59'53" W	68.03'
C25	17.26'	73.00'	13°32'40"	N 06°27'17" W	17.22'
C26	31.42'	20.00'	90°00'00"	S 45°19'03" W	28.28'
C27	31.42'	20.00'	90°00'00"	N 44°40'57" W	28.28'
C28	4.66'	20.00'	13°21'45"	N 43°54'06" E	4.65'
C29	26.75'	20.00'	76°38'15"	N 88°54'06" E	24.80'
C30	31.42'	20.00'	90°00'00"	S 44°40'57" E	28.28'
C31	31.42'	20.00'	90°00'00"	N 45°19'03" E	28.28'
C32	31.42'	20.00'	90°00'00"	N 44°40'57" W	28.28'
C33	31.42'	20.00'	90°00'00"	S 45°19'03" W	28.28'
C34	31.42'	20.00'	90°00'00"	S 44°40'57" E	28.28'
C35	31.42'	20.00'	90°00'00"	N 45°19'03" E	28.28'
C36	32.70'	20.00'	93°40'49"	S 47°09'28" W	29.18'
C37	31.42'	20.00'	90°00'00"	S 44°40'57" E	28.28'
C38	31.42'	20.00'	90°00'00"	N 45°19'03" E	28.28'
C39	30.13'	20.00'	86°19'11"	N 42°50'32" W	27.36'
C40	32.70'	20.00'	93°40'49"	S 47°09'28" W	29.18'
C41	31.42'	20.00'	90°00'00"	S 44°40'57" E	28.28'
C42	31.42'	20.00'	90°00'00"	N 45°19'03" E	28.28'
C43	30.13'	20.00'	86°19'11"	N 42°50'32" W	27.36'
C44	32.70'	20.00'	93°40'49"	S 47°09'28" W	29.18'
C45	31.27'	20.00'	89°35'12"	S 44°37'16" E	28.18'
C46	35.91'	50.00'	41°09'03"	S 20°24'12" E	35.14'
C47	64.41'	100.00'	36°54'11"	N 18°46'09" E	63.30'
C48	31.42'	20.00'	90°00'00"	N 44°40'57" W	28.28'
C49	61.57'	50.00'	70°33'06"	S 76°15'17" E	57.75'
C50	31.42'	20.00'	90°00'00"	S 45°19'03" W	28.28'

CURVE TABLE					
CURVE #	LENGTH	RADIUS	DELTA	CHORD BEARING	CHORD DISTANCE
C51	43.56'	47.00'	53°05'49"	S 26°13'51" E	42.01'
C52	11.03'	50.00'	12°38'10"	N 43°32'19" E	11.00'
C53	43.35'	55.00'	45°09'34"	N 18°22'18" W	42.24'
C54	32.70'	20.00'	93°40'49"	S 47°09'28" W	29.18'
C55	32.70'	20.00'	93°40'49"	S 47°09'28" W	29.18'
C56	31.42'	20.00'	90°00'00"	S 44°40'57" E	28.28'
C57	31.42'	20.00'	90°00'00"	S 45°19'03" W	28.28'
C58	43.56'	47.00'	53°05'49"	S 26°13'51" E	42.01'
C59	31.42'	20.00'	90°00'00"	N 82°13'14" E	28.28'
C60	31.42'	20.00'	90°00'00"	N 07°46'46" W	28.28'
C61	15.75'	100.00'	9°01'22"	N 48°16'05" W	15.73'
C62	52.93'	100.00'	30°19'46"	N 28°35'30" W	52.32'
C63	23.99'	100.00'	13°44'40"	N 06°33'17" W	23.93'
C64	31.42'	20.00'	90°00'00"	N 44°40'57" W	28.28'
C65	31.42'	20.00'	90°00'00"	N 45°19'03" E	28.28'
C66	30.13'	20.00'	86°19'11"	N 42°50'32" W	27.36'
C67	32.70'	20.00'	93°40'49"	S 47°09'28" W	29.18'
C68	31.42'	20.00'	90°00'00"	S 44°40'57" E	28.28'
C69	31.42'	20.00'	90°00'00"	N 45°19'03" E	28.28'
C70	30.13'	20.00'	86°19'11"	N 42°50'32" W	27.36'
C71	69.86'	28.00'	142°57'06"	N 71°18'13" W	53.10'
C72	19.94'	81.00'	14°06'14"	N 30°10'07" E	19.89'
C73	31.85'	81.00'	22°31'53"	N 11°51'04" E	31.65'
C74	43.98'	28.00'	90°00'00"	N 45°35'07" E	39.60'
C75	61.89'	28.00'	126°38'07"	S 26°05'49" E	50.04'
C76	31.56'	20.00'	90°24'48"	N 45°22'44" E	28.39'
C77	71.81'	55.00'	74°48'34"	N 41°36'47" E	66.82'
C78	13.19'	20.00'	37°47'56"	S 67°06'10" E	12.96'
C79	50.66'	55.00'	52°46'44"	S 74°35'34" E	48.89'
C80	30.13'	20.00'	86°19'11"	N 42°50'32" W	27.36'
C81	32.70'	20.00'	93°40'49"	N 47°09'28" E	29.18'
C82	30.13'	20.00'	86°19'11"	S 42°50'32" E	27.36'
C83	32.70'	20.00'	93°40'49"	S 47°09'28" W	29.18'
C84	30.13'	20.00'	86°19'11"	N 42°50'32" W	27.36'
C85	32.70'	20.00'	93°40'49"	N 47°09'28" E	29.18'

PARCEL LINE TABLE		
LINE #	BEARING	DISTANCE
L1	S 89°40'57" E	103.00'
L2	S 89°40'57" E	103.00'
L3	S 89°40'57" E	103.00'
L4	S 89°40'57" E	103.00'
L5	S 89°40'57" E	103.00'
L6	N 89°40'57" W	103.00'
L7	N 89°40'57" W	103.00'
L8	N 89°40'57" W	103.00'
L9	N 89°40'57" W	103.00'
L10	S 89°40'57" E	103.00'
L11	N 89°40'57" W	103.00'
L12	S 89°40'57" E	103.00'
L13	N 89°40'57" W	103.00'
L14	S 89°40'57" E	103.00'
L15	S 89°40'57" E	103.00'
L16	N 89°40'57" W	103.00'
L17	N 89°40'57" W	103.00'
L18	S 89°40'57" E	103.00'
L19	S 89°40'57" E	103.00'
L20	N 89°40'57" W	103.00'
L21	N 89°40'57" W	103.00'
L22	S 89°40'57" E	103.00'
L23	S 89°40'57" E	103.00'
L24	N 76°34'23" E	108.98'
L25	S 52°46'46" E	91.39'
L26	N 37°13'14" E	96.72'
L27	S 52°46'46" E	110.00'
L28	S 89°40'57" E	103.00'
L29	N 89°40'57" W	103.00'
L30	N 89°40'57" W	102.96'
L31	S 89°40'57" E	103.00'
L32	N 89°40'57" W	102.91'
L33	N 89°40'57" W	102.87'
L34	S 89°40'57" E	103.00'
L35	S 89°40'57" E	102.99'
L36	S 89°40'57" E	102.99'
L37	N 89°40'57" W	102.82'
L38	N 89°40'57" W	102.78'
L39	S 89°40'57" E	102.99'
L40	S 89°40'57" E	102.99'
L41	N 89°40'57" W	102.74'
L42	N 89°41'00" W	102.68'
L43	S 89°40'59" E	102.99'
L44	S 89°40'59" E	102.99'
L45	N 89°40'59" W	102.63'
L46	N 89°40'59" W	102.58'
L47	S 89°40'57" E	102.99'
L48	N 72°35'39" E	116.19'
L49	N 89°41'00" W	102.54'
L50	N 89°43'06" W	102.48'

PARCEL LINE TABLE		
LINE #	BEARING	DISTANCE
L51	S 45°06'34" E	123.77'
L52	S 52°46'46" E	110.00'
L53	N 89°40'57" W	103.00'
L54	N 89°40'57" W	103.00'
L55	N 89°40'57" W	103.00'
L56	N 89°40'57" W	103.00'
L57	S 89°40'57" E	103.00'
L58	S 89°40'57" E	103.00'
L59	S 89°40'57" E	103.00'
L60	S 89°40'57" E	103.00'
L61	N 86°45'52" E	106.06'
L62	N 50°33'53" E	98.48'
L63	S 34°00'12" W	125.95'
L64	S 00°19'03" W	17.73'
L65	S 32°00'56" W	130.53'
L66	N 89°49'40" W	100.00'
L67	N 89°49'40" W	100.00'
L68	N 89°49'40" W	100.00'
L69	N 89°49'40" W	100.00'
L70	S 00°35'07" W	72.00'
L71	S 24°13'39" W	103.12'
L72	S 89°49'40" E	69.12'
L73	S 52°46'46" E	59.00'
L74	S 52°46'46" E	137.25'
L75	N 52°46'46" W	131.21'
L76	S 52°46'46" E	130.00'
L77	S 52°46'46" E	130.00'
L78	S 52°46'46" E	130.00'
L79	S 52°46'46" E	130.00'
L80	S 66°53'00" E	136.56'
L81	S 89°24'53" E	111.16'
L82	S 89°24'53" E	102.41'

No.	DATE	DESCRIPTION

SCALE MEASURES 11INCH ON FULL SIZE SHEETS
ADJUST ACCORDINGLY FOR REDUCED SIZE SHEETS

DRAWN BY: FBA
CHECKED BY: DKB
FIELD CREW: BW/BB
DATE: 02/16/2021
DWG. FILE: 2201007site

0 0.5 1

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GARR JUDD/STEVE TURLEY

4000 N
EAGLE MOUNTAIN, UTAH

PROJECT NO. 2201007

PRELIMINARY
SITE
TABLE
PLAN

CSP.02
2 OF 4

CONSTRUCTION KEY NOTES REFERENCE		
NO.	DESCRIPTION	DETAIL
1	8" WATER LINE	
2	THRUST BLOCK	
3	8" SEWER MAIN	
4	4' SEWER MANHLOE	
5	5' SEWER MANHOLE	

EX. FIREHYDRANT

SSMH
RIM=4930.41
IE 8" W = 4919.41
IE 8" N = 4919.31
IE 8" E = 4919.11

EX. 8" SEWER MAIN

SSMH
RIM=4932.20
IE 8" N = 4920.50
IE 8" E = 4920.30

EX. POWER POLE

EX. POWER POLE

EX. POWER POLE

PONY EXPRESS TRAIL

EX. POWER POLE

EX. POWER POLE

EX. UNDERGROUND POWER LINE

SEWER CONTINUES TO TREATMENT PLANT TO THE SOUTH

EX. POWER POLE

EX. POWER POLE

EX. OVERHEAD POWER LINE

EX. POWER POLE

WILLIARD PEAK DRIVE (PUBLIC)

1600 WEST STREET (PUBLIC)

NORTH

GRAPHIC SCALE

100 0 50 100 200

(IN FEET)
1 inch =100ft.

No.	DESCRIPTION	DATE

SCALE MEASURES 11INCH ON FULL SIZE SHEETS
ADJUST ACCORDINGLY FOR REDUCED SIZE SHEETS

DRAWN BY: FBA
DESIGNED BY: DKB
FIELD CREW: BW/BB
DATE: 02/16/2021
DWG. FILE: 2201007site

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NOTE:
PRIOR TO FABRICATION OR CONSTRUCTION, BEGIN AT THE LOW END OF ALL GRAVITY UTILITY LINES AND VERIFY THE INVERT ELEVATION OF THE POINT OF CONNECTION AND NOTIFY ENGINEER IF THIS POINT IS HIGHER THAN SHOWN ON THE PLANS FOR A REDESIGN.

NOTE:
POTHOLE TO IDENTIFY ANY CONFLICTS BEFORE ANY PIPE INSTALLATION. CONTACT ENGINEER IF ANY CONFLICTS ARE IDENTIFIED.

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811

PROJECT NO. 2201007

PRELIMINARY

UTILITY PLAN

CUP.01
3 OF 4

GRADING AND DRAINAGE KEY NOTES REFERENCE

NO.	DESCRIPTION	DETAIL
1	GRADE SITE TO ELEVATIONS SHOWN ON PLAN	
2	12" DIAMETER HDPE ADS N-12 STORM DRAIN LINE	
3	STORM DRAIN INLET BOX	4/CDT.01
4	3'X3' CATCH BASIN	3/CDT.02
5	SNOUT	3/CDT.03

NOTE:
SAWCUT WIDTH, LOCATIONS AND TIE-IN ELEVATIONS IN EXISTING HARDSCAPE ARE APPROXIMATE, CONTRACTOR TO FIELD VERIFY LOCATION AND EXTENT OF SAWCUTTING PRIOR TO CONSTRUCTION. NOTIFY CIVIL ENGINEER IF REVISIONS ARE REQUIRED. SEE NOTE 58 ON CGN.01 FOR FURTHER DETAIL.

CUT:
FILL:
NET:
(FOR REVIEW USE ONLY. REMOVE FROM SHEET PRIOR TO PRINTING FINAL SIGNED.)

SURVEY CONTROL NOTE:
THE CONTRACTOR OR SURVEYOR PERFORMING THE CONSTRUCTION SURVEYING SHALL BE RESPONSIBLE TO PROVIDE CONSTRUCTION LAYOUT PER THE APPROVED PLANS ONLY. THE SURVEYOR SHALL ALSO BE RESPONSIBLE FOR VERIFYING HORIZONTAL CONTROL FROM THE SURVEY MONUMENTS AND FOR VERIFYING ANY ADDITIONAL CONTROL POINTS SHOWN ON THE SURVEY OR IMPROVEMENTS PLANS OR ON ELECTRONIC DATA PROVIDED BY BENCHMARK ENGINEERING AND LAND SURVEYING. THE SURVEYOR SHALL ALSO USE THE BENCHMARKS AS SHOWN ON THE PLAN, AND VERIFY THEM AGAINST NO LESS THAN THREE EXISTING HARD IMPROVEMENT ELEVATIONS INCLUDED ON THESE PLANS OR ON ELECTRONIC DATA PROVIDED BY BENCHMARK ENGINEERING AND LAND SURVEYING. IF ANY DISCREPANCIES ARE ENCOUNTERED, THE SURVEYOR SHALL IMMEDIATELY NOTIFY THE ENGINEER AND RESOLVE THE DISCREPANCIES BEFORE PROCEEDING WITH ANY CONSTRUCTION SURVEYING. IT IS ALSO THE RESPONSIBILITY OF THE SURVEYOR TO VERIFY ANY ELECTRONIC DATA WITH THE APPROVED STAMPED AND SIGNED PLANS AND NOTIFY THE ENGINEER WITH ANY DISCREPANCIES.

NORTH

GRAPHIC SCALE
100 0 50 100 200
(IN FEET)
1 inch = 100 ft.

NOTE:
POTHOLE TO IDENTIFY ANY CONFLICTS BEFORE ANY PIPE INSTALLATION. CONTACT ENGINEER IF ANY CONFLICTS ARE IDENTIFIED.

NOTE:
PRIOR TO FABRICATION OR CONSTRUCTION, BEGIN AT THE LOW END OF ALL GRAVITY UTILITY LINES AND VERIFY THE INVERT ELEVATION OF THE POINT OF CONNECTION AND NOTIFY ENGINEER IF THIS POINT IS HIGHER THAN SHOWN ON THE PLANS FOR A REDESIGN.

BENCHMARK:
XXXX
XXXX
XXXX
XXXX
XXXX

EX. SDIB TG=4931.88
EX. SDMH RIM=4932.17 IE 15" W=4926.67 IE 15" N=4926.57 IE 15" S=4926.77
EX. SDMH RIM=4931.98 IE 15" W=4927.18
EX. SDMH RIM=4932.58 IE 15" N=4926.71 IE 15" E/W=4926.91
EX. SDIB TG=4931.90
EX. SDMH RIM=4931.29 IE 15" E/W=4927.39
EX. SDMH RIM=4930.24 IE 15" E/W=4927.59
EX. SDMH RIM=4931.65 IE 15" E/W=4927.75
EX. SDMH RIM=4933.13 IE 15" E/W=4927.73
EX. SDMH RIM=4933.91 IE 15" E/W=4928.11
EX. SDMH RIM=4932.06 IE 15" N/S=4928.06
EX. SDMH RIM=4932.99 IE 15" E/W=4928.79
EX. SDMH RIM=4933.62 IE 15" E/W=4928.82
S 00°19'03" W 614.41'
PONY EXPRESS TRAIL
RETENTION POND
WILLIARD PEAK DRIVE (PUBLIC)
1600 WEST/STREET (PUBLIC)

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No.	DESCRIPTION	DATE

SCALE MEASURES 1-INCH ON FULL SIZE SHEETS
ADJUST ACCORDINGLY FOR REDUCED SIZE SHEETS
0 0.5 1

DRAWN BY	FBA
DESIGNED BY	DKB
FIELD CREW	BW/BB
DATE	02/16/2021
DWG. FILE	2201007site

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GARR JUDD/STEVE TURLEY
4000 N
EAGLE MOUNTAIN, UTAH

PROJECT NO. 2201007

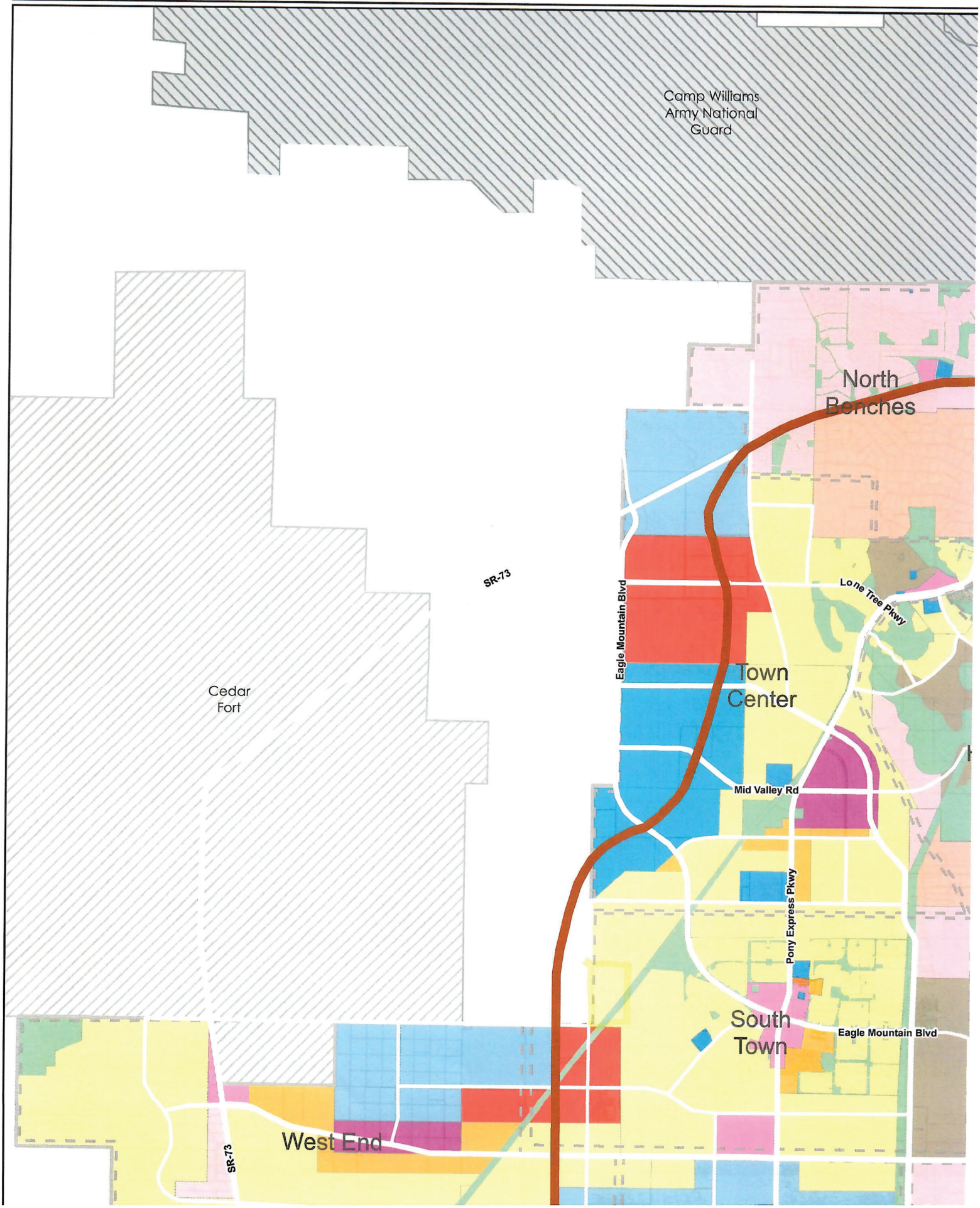
PRELIMINARY
GRADING & DRAINAGE PLAN

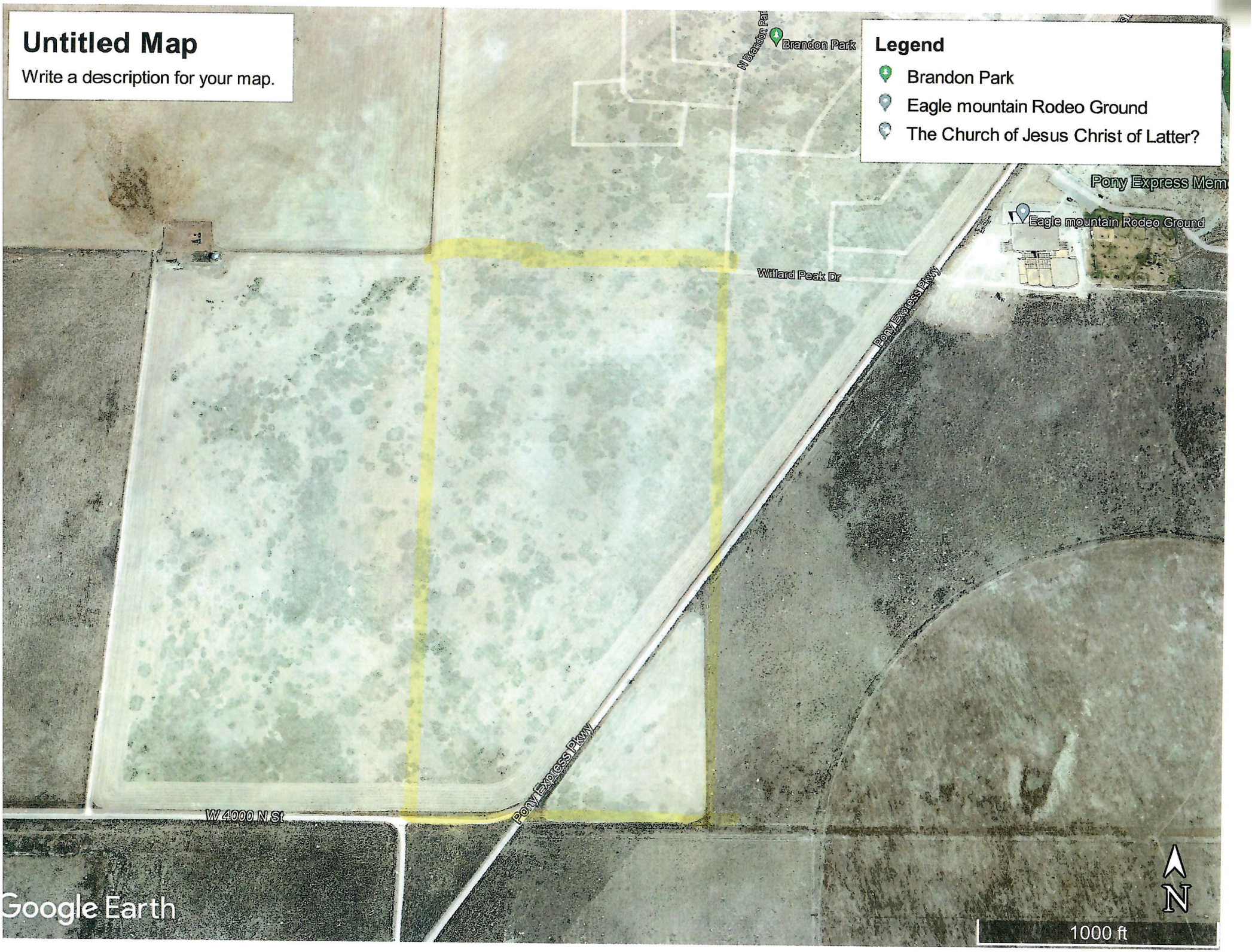
CGD.01
4 OF 4

Zoning Statement

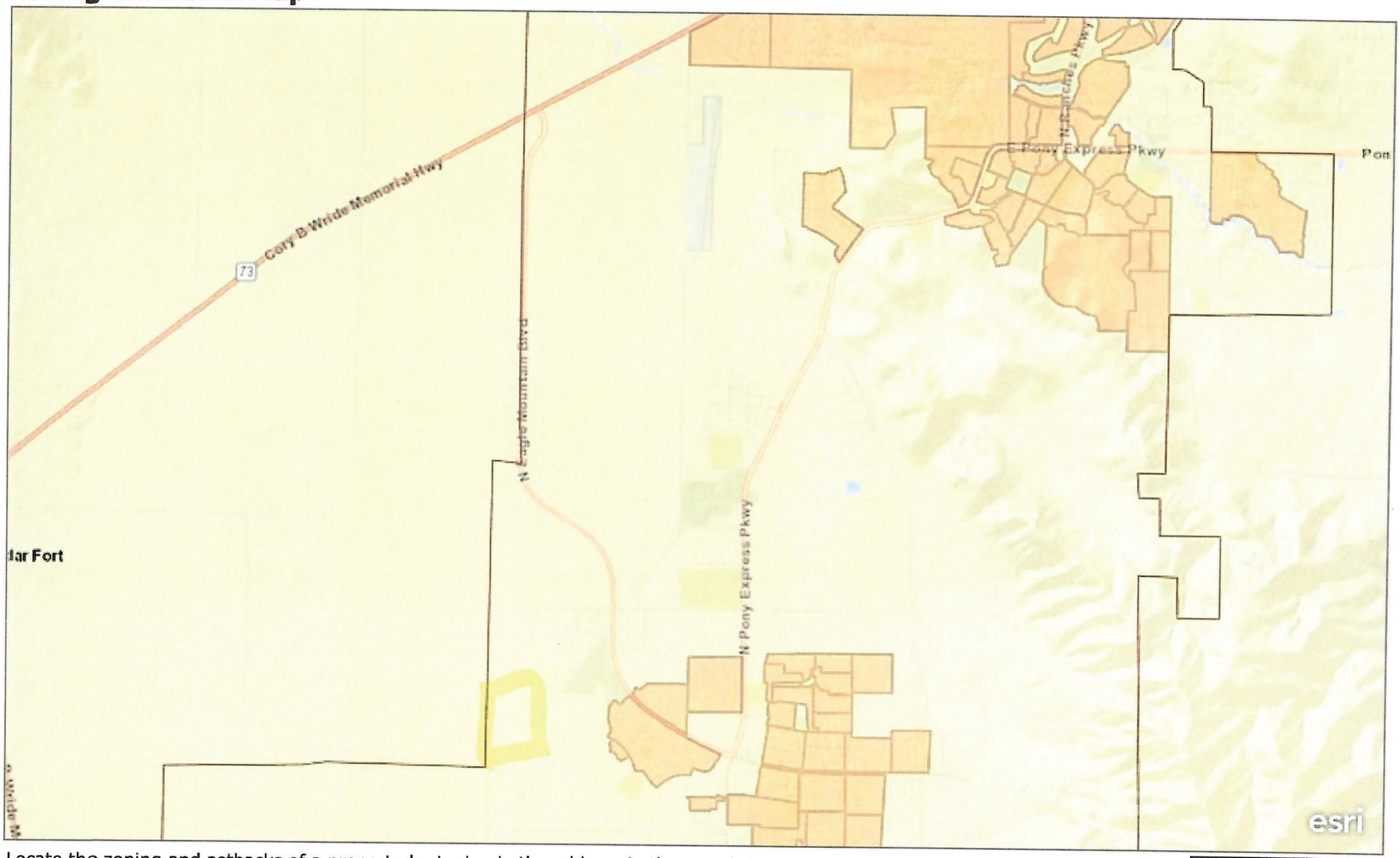
The Mae Land property is currently zoned Agricultural we would like to rezone to Neighborhood Residential 1,2,and 3 .The future land use is Neighborhood Residential 1,2 and 3 the property to the north is Brandon park development and is zoned R1 R2 R3 this would be a great use of the land for the community

FUTURE LAND USE & TRANSPORTATION MAP



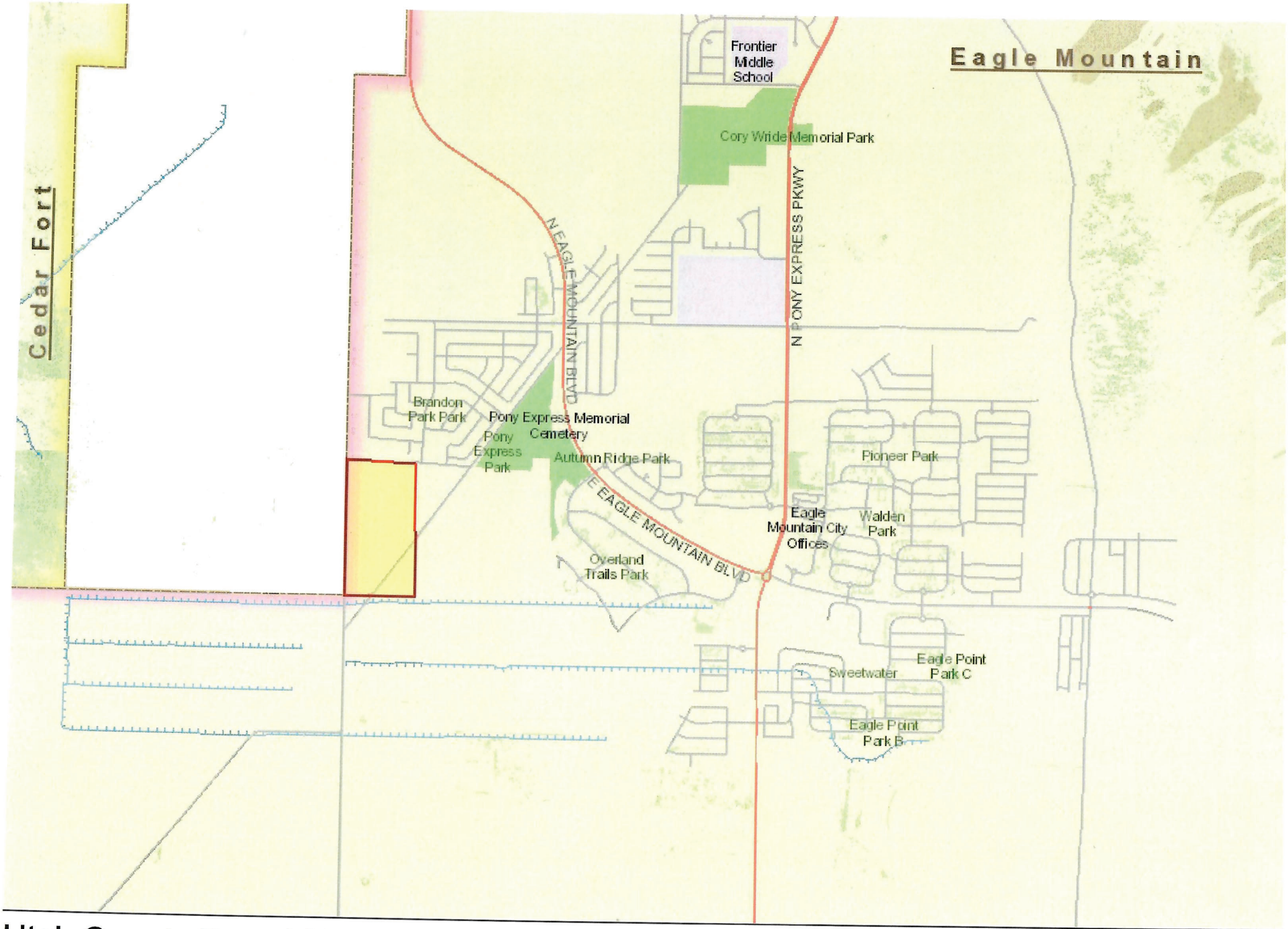

Untitled Map
Write a description for your map.
Legend
Brandon Park
Eagle mountain Rodeo Ground
The Church of Jesus Christ of Latter?
N Brandon Park
Brandon Park
Pony Express Mem
Eagle mountain Rodeo Ground
Willard Peak Dr
Pony Express Pkwy
Pony Express Pkwy
W 4000 N St
Google Earth
N
1000 ft

Zoning & Setback Map



Locate the zoning and setbacks of a property by typing in the address in the search box (i.e. 1650 stagecoach run, eagle mountain) and then click your mouse on the polygon (shaded brown area) where the address is.

County of Utah, Bureau of Land Management, Utah AGRC, Esri, HERE, Garmin, INCREMENT P, NGA, USGS



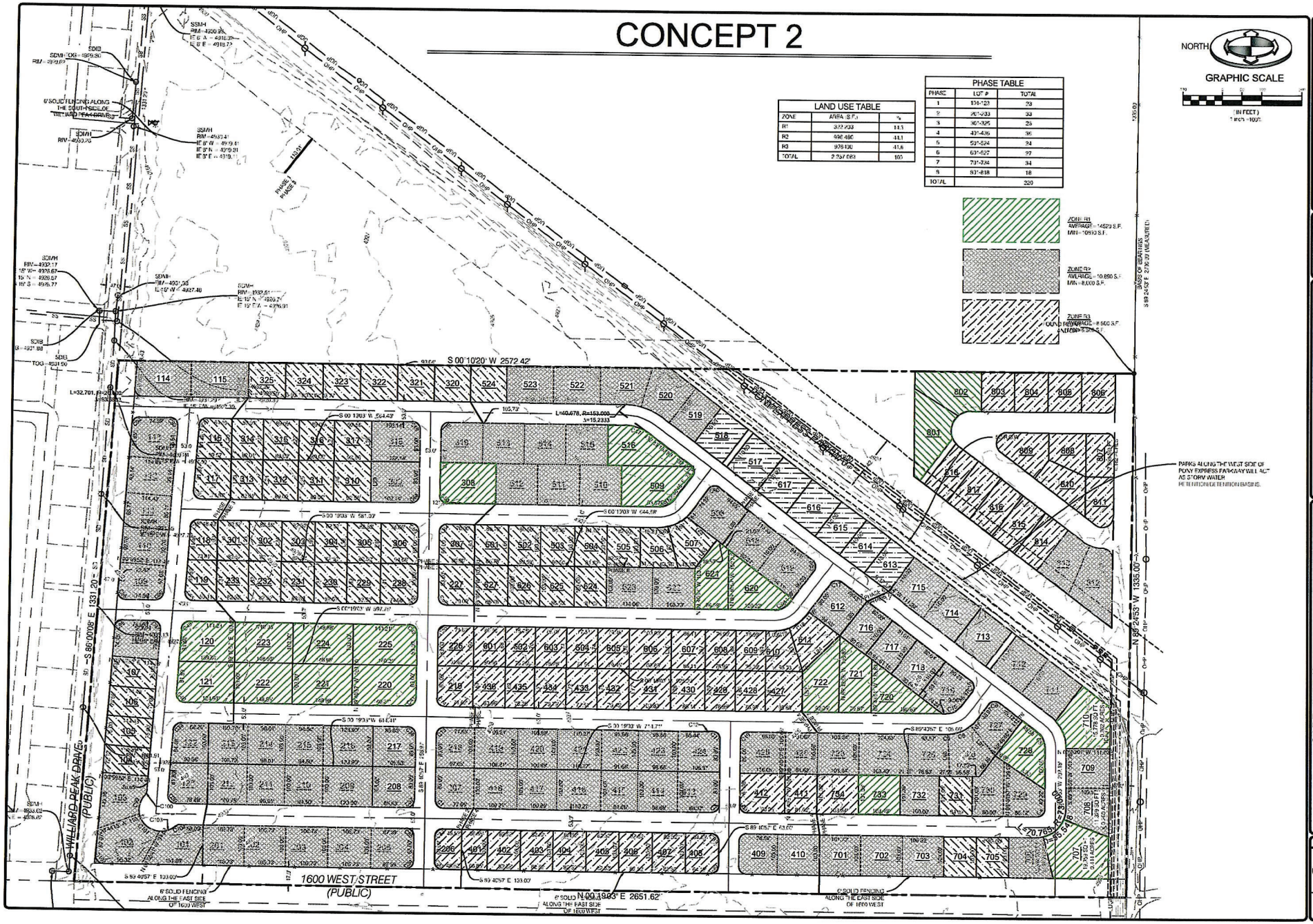
Utah County Parcel Map

This cadastral map is generated from Utah County Recorder data. It is for reference only and no liability is assumed for any inaccuracies, incorrect data or variations with an actual survey

Date: 2/16/2022

N

CONCEPT 2



LAND USE TABLE		
ZONE	AREA (S.F.)	%
R1	322,293	11.3
R2	936,486	44.1
R3	978,100	41.6
TOTAL	2,357,093	100

PHASE TABLE		
PHASE	LOT #	TOTAL
1	101-123	23
2	201-233	33
3	301-325	25
4	401-436	36
5	501-534	34
6	601-627	27
7	701-734	34
8	801-818	18
TOTAL		320

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CONCEPT 2
4000 N
EAGLE MOUNTAIN, UTAH

CONCEPT
CONCEPT 2
CONCEPT 1 OF 2

SETBACK TABLE
ZONE | R1 | R2 | R3
FRONT | 25' | 25' | 15'
FRONT GARAGE | 25' | 25' | 22'
REAR | 25' | 20' | 20'
SIDE | 10 | 8' | 8'
GARAGE SIDE | 10 | 10 | 10
STREET SIDE | 15 | 15 | 15
LAND USE TABLE
ZONE | AREA (S.F.) | %
R1 | 322,203 | 14.3
R2 | 995,480 | 44.1
R3 | 938100 | 41.6
TOTAL | 2,257,083 | 100
PHASE TABLE
PHASE | LOT #'s | TOTAL
1 | 101-139 | 39
2 | 201-233 | 33
3 | 301-395 | 95
4 | 401-436 | 36
5 | 501-534 | 34
6 | 601-627 | 27
7 | 701-734 | 34
8 | 801-818 | 18
TOTAL | | 290
CONSTRUCTION KEY NOTES REFERENCE
NO | DESCRIPTION | DETAIL
A | ASPHALT PAVEMENT WITH GRANULAR BASE | 1 CDT.01
B | CONCRETE CURB AND GUTTER PER APWA #205 TYPE "A" | 2 CDT.01
C | RELEASE CURB & GUTTER | 3 CDT.01
D | SIDEWALK THICKENED EDGE | 4 CDT.01
E | SIDEWALK PER APWA #231 | |
F | ADA RAMP | 1 CDT.02
G | ADA SIGN | 1 CDT.02
H | DRIVE APPROACH PER APWA #225 | |
ZONE R1 AVERAGE = 14823 S.F. MIN = 10996 S.F.
ZONE R2 AVERAGE = 10,890 S.F. MIN = 8,000 S.F.
ZONE R3 AVERAGE = 8,500 S.F. MIN = 6,300 S.F.
NORTH
GRAPHIC SCALE
(IN FEET) 1 inch = 100 ft.
AREA TABLE
PARTICULARS | S.F. | %
BUILDING | 12,470 | 19.3
HARDSCAPE | 27,535 | 42.6
LANDSCAPE | 24,412 | 37.9
TOTAL | 64,367 | 100
PARKING COUNT
PARTICULARS | PROVIDED | STANDARD | ADA
PARKING STALLS | 64 | 4
TOTAL | 68
PHASE 8
PONY EXPRESS TRAIL
1600 WEST STREET (PUBLIC)
WILLIARD PEAK DRIVE (PUBLIC)
EX. FENCE
EX. EDGE OF ASPHALT
THIS AREA IS PART OF THE TRAIL AND OPEN SPACE
6' SOLID FENCING ALONG THE SOUTH SIDE OF WILLARD PEAK DRIVE
6' SOLID FENCING ALONG THE EAST SIDE OF 1600 WEST
6' SOLID FENCING ALONG THE EAST SIDE OF TRO WEST
6' SOLID FENCING ALONG THE EAST SIDE OF 1600 WEST
OPEN SPACE WITH AMENITIES AND HARDSCAPE (43,735 S.F.)
RETENTION POND
NOTE:
SLOPE ACROSS THE ACCESSIBLE PARKING STALLS & ACCESS ISLE SHALL NOT EXCEED A 1:48 (2.00% SLOPE THE MAX GRADE DIFFERENCE BETWEEN THE ASPHALT SURFACE ACCESSIBLE RAMP AND SIDEWALK SHALL NOT EXCEED 1/4 INCH VERTICAL OR 1:2 INCH WHEN BEVELED. THE ACCESSIBLE MEANS OF EGRESS INCLUDING THE DRIVEWAY PORTION, SHALL NOT EXCEED A SLOPE OF 1:20 (5.0%) & A CROSS SLOPE OF 1:48 (2.0%). ALL EXTERIOR DOOR WAY ACCESS REQUIRE AN EXTERIOR LANDING 60 INCHES IN LENGTH WITH A SLOPE NOT EXCEEDING A 1:48 (2.0%) SLOPE
CALL BEFORE YOU DIG. IT'S FREE & IT'S THE LAW
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811
DESIGNED FBA
DRAWN DKB
CHECKED BWBB
DATE 02/16/2021
SCALE 1"=100'
JOB NO. 2201007dwg
SCALE PROVIDED HORIZONTAL SIZE SHEET D
VERTICAL SIZE SHEET E
NO. DATE DESCRIPTION
PRELIMINARY NOT FOR CONSTRUCTION
BENCHMARK ENGINEERING & LAND SURVEYING
55 E 900 N PROVO, UTAH 84606 (801) 852-6400
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GARR JUDD/STEVE TURLEY
4000 N
EAGLE MOUNTAIN, UTAH
PROJECT 2201007
PRELIMINARY
SITE PLAN
CSP.01
1 OF 4