



EAGLE MOUNTAIN PLANNING COMMISSION MEETING

February 9, 2021, 5:30 PM

Eagle Mountain City Council Chambers

1650 East Stagecoach Run, Eagle Mountain, Utah 84005

5:30 PM Work Session – Electronic Meeting via Lifesize

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. Adjourn to a Closed Executive Session

The Planning Commission will adjourn into a Closed Executive Session for the purpose of discussion reasonably imminent litigation, pursuant to Section 52-4-205(1) of the Utah Code, Annotated.

2. Discussion Items

2.A DISCUSSION - Zoning Transition Table

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.
[17.60 Landscaping Buffering Fencing and Transitioning - PROPOSED](#)

2.B DISCUSSION - Community District Node Overlay Code Amendment

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](#)

6:30 PM Policy Session - Electronic Meeting via Lifesize

3. Pledge of Allegiance

4. Declaration of Conflicts of Interest

5. Approval of Meeting Minutes

5.A January 26, 2021, Planning Commission Minutes
[PC Minutes 01.26.2021 - DRAFT](#)

6. Status Report

7. Action and Advisory Items

7.A [Ault Farms \(Master Development Plan, Rezone, General Plan Amendment\)](#)

This is a request for a master development plan approval for the development of 750 acres of land on the east side of Pony Express Parkway and 3000 N, referred to as Ault Farms. The proposed project would include: single-family residential, multifamily (patio homes, townhomes, condos, and apartments), commercial, tech/light industry uses, and open spaces. The request includes rezoning and an amendment to the General Plan Land Use and Future Transportation maps.

The Planning Commission opened and closed a public hearing on the requests on January 12, 2021. The requests were then tabled to allow the applicant to make revisions to the plans. The revised plans were reviewed at the public meeting on January 26, 2021, and tabled by the Commission to allow the applicant to make further revisions.

[Master Plan Exhibits \(revised\)](#)
[Master Plan Tabulations \(revised\)](#)
[Open Space Descriptions \(revised\)](#)
[Traffic Impact Study Executive Summary \(July 2020\)](#)
[Traffic Generation Study \(January 2021\)](#)
[Environmental Impact Report](#)

7.B [Hidden Hollow Phase C \(Consideration of Density Vesting\)](#)

A request for consideration of density vesting for the Hidden Hollow Phase C project, including 134 lots/units (48 single-family lots and 86 townhomes), located along the extension of Hidden Valley Parkway, southeast of the Hidden Hollow Phase B project. This is the third and final planning area of the original Hidden Valley North preliminary plat.

[2006 Approved Hidden Valley North Preliminary Plat](#)
[Draft Hidden Hollow Ph C Preliminary Plat & Site Plan](#)
[Planning Commission Mtg Minutes 1-12-21](#)

7.C [PUBLIC HEARING - MF3 Residential District \(Development Code Amendment\)](#)

This is an application to establish an MF3 residential zoning district. It establishes the allowed uses and development standards for the proposed new zoning district. The applicant has submitted proposed code changes to EMMC 16.30.090 Connectivity Standards and 17.25 Residential Zones.

[Proposed Code Amendment - EMMC 16.30.090](#)
[Proposed Code Amendment - EMMC 17.25](#)
[Example Multifamily Building](#)

7.D [PUBLIC HEARING - Eagle Commons \(Rezone\)](#)

This is a request for a rezoning of approximately 27.4 acres of land to the northeast of the intersection of Cory Wride Memorial Highway and N Spring Run Parkway (parcel 58:033:0405). The parcel of land has been proposed for development in the past: in 2008, a portion of the property was rezoned to Commercial for a potential grocery store location. The applicant is seeking to rezone the parcel to a mix of CC, MF1, MF2, and OS-N.

[Rezone Exhibit](#)
[Compatibility Statement](#)
[Future Land Use Map - Property Location](#)

8. **Discussion Items**

9. **Next scheduled meeting**

10. **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 5th day of February, 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

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, CN, OS-I, OS-N	NR1
R2	<u>R1</u> , R3, <u>RC</u> , CN, OS-I, OS-N	NR1
R3	R2, RC, <u>MF1</u> , CN, OS-I, OS-N	NR1
RC	<u>R2</u> , R3, MF1, MF2, CN, CC, OS-I, OS-N	NR2
MF1	<u>R3</u> , RC, MF2, CN, CC, CR, CS, OS-I, OS-N	NR2, CC, <u>RCR</u>
MF2	RC, MF1, CN, CC, CR, MEC, OP, CS, OS-I, OS-N	NR3, CC, <u>RCR</u> , 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, <u>RCR</u> , 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
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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	EIO		
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		

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. 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 land area by:

- 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

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; 40' 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 may 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.

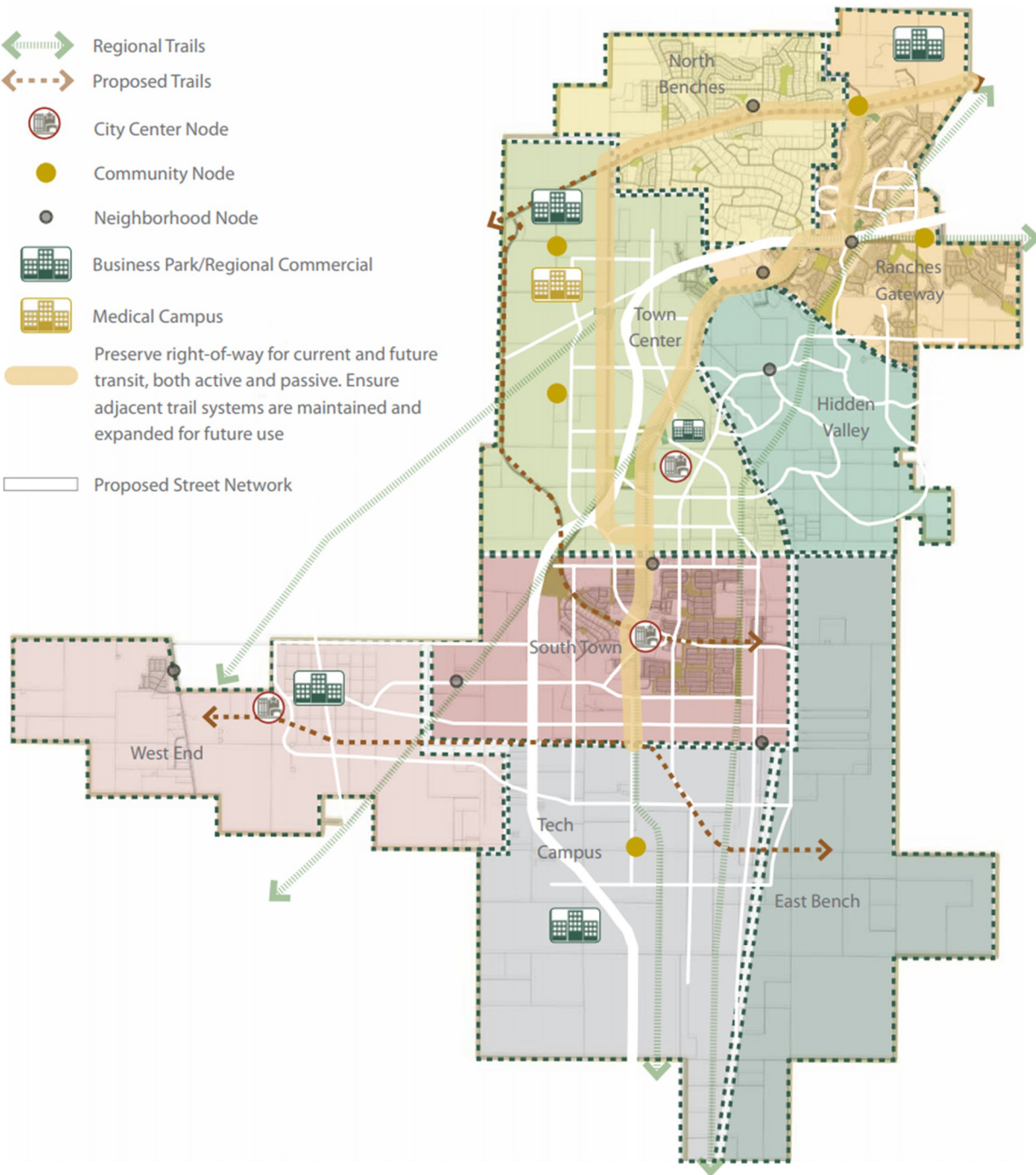
Where any provision of federal, state, county, or city statutes, codes, or laws conflicts with any provision of this chapter, this chapter shall govern unless enforcement will result in a violation of the federal, state, county or city statutes, codes, or laws.

17.34.070 General Plan Framework Map.

Figure 17.34.070(1)

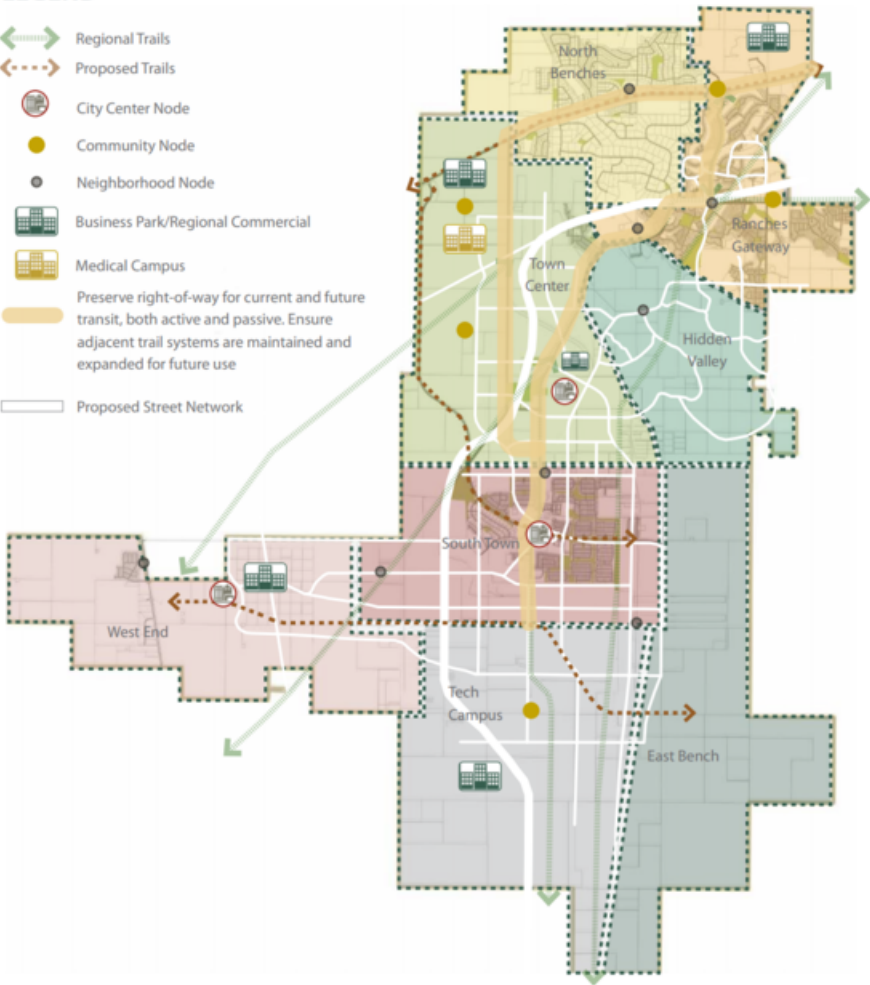
LEGEND

-  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



LEGEND

- Regional Trails
- Proposed Trails
- City Center Node
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- 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





EAGLE MOUNTAIN Planning Commission MEETING MINUTES

January 26, 2021, 5:30 p.m.
Eagle Mountain City Council Chambers
1650 East Stagecoach Run, Eagle Mountain, Utah 84005

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

COMMISSION MEMBERS PRESENT: Jeremy Bergener, Matthew Everett, Christopher Pengra, Erin Wells, and Brett Wright.

ELECTED OFFICIALS PRESENT: Councilmember Donna Burnham, Primary Liaison to the Planning Commission; and Councilmember Colby Curtis, Secondary Liaison to the Planning Commission.

CITY STAFF PRESENT: Steve Mumford, Assistant City Administrator/Community Development Director; Pete Kane, Planning Manager; 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. DISCUSSION – Planning Commission Training

Senior Planner Tayler Jensen introduced himself and presented the duties and responsibilities of the Planning Commission.

Discussion ensued clarifying that appointing a Planning Commissioner to appear before the City Council when necessary to explain or sell a controversial action is a best practice recommendation and option and is not required by City or State Statute, a vote by a Commissioner can be disallowed and counted as an abstention if the Commissioner votes on an item when the Commissioner has a clear conflict of interest, and that Commissioners should not have private conversations outside of public meetings to influence or collude with other Commissioners regarding the action to take on an item or to promote a personal agenda or interests of external parties such as residents or developers.

Mr. Jensen explained that it is inappropriate for Councilmembers to have private conversations electronically to coordinate decisions during a public meeting. All comments regarding Planning Commission decisions should be public and on the record.

Commissioner Wright requested for the links to the training materials to be made available to the Commission and encouraged the Commissioners to review the materials.

Assistant City Administrator/Community Development Director Steve Mumford stated it is appropriate for the Planning Commissioners to speak with and appeal to the City Council as

residents; however, it is inappropriate for the Councilmembers to influence the decisions of the Planning Commission. The Planning Commission and City Council should function as separate, independent bodies. The Planning Commission should make recommendations to the City Council as determined by the Commission. The City intends to hold joint meetings with the Planning Commission and City Council to publicly discuss planning and development issues.

1.B. DISCUSSION – Community District Node Overlay Code Amendment

Planning Manager Pete Kane presented the item. The General Plan includes a topic regarding community nodes. These nodes, as identified in the Framework Map, were created to help achieve the four key initiatives of the General Plan. The nodes are described as:

- City Center Node: A “Downtown” Main Street style of commercial and office uses. Mixture of uses in a horizontal or vertical format for example residential or office above retail or residential above office.
- 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 for example residential or office above retail or residential above office.
- 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 for example different uses adjacent to each other.

These nodes can serve to relieve development pressure by identified targeted, limited areas of dense development. This Municipal Code amendment also creates the framework for transit-oriented development (TOD) zoning for the City, when transit becomes a reality.

The criteria for designation utilizes the General Plan’s Framework Map and must be centered on an existing or future major intersection or mass transit stop. Not all neighborhood character areas (NCAs) may have a node, an NCA may have multiples of a node type, and not all node types may be within an NCA.

Mr. Kane explained that due to the complexity of the item, the item should return to one or more work sessions for further review and discussion.

Councilmember Wright recommended withholding questions and discussion until the item returns at a future meeting due to time constraints. The other Commissioners concurred.

1.C. DISCUSSION – Zoning Transition Table

Mr. Kane presented the item. The City Council expressed concern regarding the number of transition steps due to the inclusion of only one up and one down zone adjacency for residential zones on the current zone transition table and requested a review of options to decrease the number of required transitions. The current table has 10 residential designations: RA1, RA2, RD1, RD2, FR, R1, R2, R3, RC, and MF1/MF2. The potential zone transition table combines the R3 and RC zoning transitions. Mr. Kane noted corrections to the table to amend “CR” to “RC” as the appropriate abbreviation of the Regional Commercial General Plan land use designation.

Commissioner Pengra stated that at the time the table had been previously discussed he had approved the removal of the lot size transition table; however, he believes the zone transition table is onerous and expressed his willingness to support the combination of the smaller lot categories.

Discussion ensued clarifying that as the Foothill Residential (FR) zone, identified in the fifth column in the presentation, is not appropriate in all areas of the City, the RD2 and R1 zones are listed in the zone transition table as appropriate buffers enabling the exclusion of the FR zone where not permitted in the City.

Commissioner Bergener stated he felt it would be beneficial to discuss the proposed amendment further at a future meeting.

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

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

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. January 12, 2021, Planning Commission Minutes

Commissioner Wright requested a correction to the minutes on page 10 “Commissioner Pengra concurred with the concerns expressed by Commissioners Everett and Wells that the dedication of the parcel could appear to be an enticement to the City to approve a plan the City would object to otherwise,” to amend “Wells” to “Wright,” as he was the Commissioner that agreed with Commissioner Everett’s concerns.

MOTION: *Commissioner Pengra moved to approve the January 12, 2021 minutes as amended. 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.*

5. Status Report

Mr. Kane stated that during the January 19, 2021 City Council meeting work session discussion of the Brylee North rezone and General Plan amendment, the Councilmembers expressed concern regarding shifting commercial land to residential, the City being a land developer, and the City accepting land donation as a part of the rezone request. Although the Neighborhood Residential

Three land use designation may be appropriate due to the location of the property and the Council expressed willingness to consider a 24-unit building, the Council was not amenable to reducing the parking requirements. The item will move forward to policy session. The Council discussed concerns regarding the number of retention ponds and the dedication of the collectors on the east and south sides of the property for the Scarlett Ridge Estate Master Development Plan, preliminary plat, rezone, and General Plan amendment. The applicant has updated the plans to dedicate the roads and reduce the retention areas. The item will return to a future work session. The Wildlife Corridor Overlay Zone discussion was generally favorable in support of the amendment and included general agreement in removing the density transfer allowance; however, if it is retained, it was recommended that the density transfer only apply to buildable land. The item will move forward to policy session.

During the January 19, 2021 policy session, the Woodward property rezone was approved with the Planning Commission recommendations and the applicant will move forward with the plat recording. The Historical Preservation Zone was approved unanimously. The Ridgeline Protection Overlay Zone was approved unanimously with an abstention by Councilmember Gray as he was unable to review the amendment prior to the meeting. The Scenic Mountain Phase C Master Site Plan was approved unanimously after significant changes by the applicant including updated elevations, increased pedestrian access, and additional off-street parking stalls.

6. Action and Advisory Items

6.A. PUBLIC HEARING – Eagle Commons (Rezone)

The applicant requested for the item to be postponed until the February 9, 2021 meeting as the applicant is seeking a zoning designation that does not exist currently. The Municipal Code amendment and rezone will appear concurrently at the next meeting.

Commissioner Wright opened the public hearing at 6:40 p.m. No comments were submitted to the City Recorder's Office and no public was in attendance to make comment.

MOTION: *Commissioner Everett moved to table the Eagle Mountain Commons rezone and continue the public hearing until the applicant has prepared their application for the review of the Planning Commission. 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.*

6.B. Ault Farms (Master Development Plan, Rezone, General Plan Amendment)

Mr. Kane presented the item. The subject property is located on the east side of Pony Express Parkway at about 3000 North. The property is currently zoned Agriculture and identified in the General Plan Future Land Use Map for Foothill Residential, Neighborhood Residential One, Parks and Open Space, and Business Park/Light Industrial.

The applicant has submitted concept plans in 2019 and 2020, most recently this past summer.

The Planning Commission and City Council requested the applicant focus on compliance with the General Plan and requesting zone districts that exist within the current Municipal Code.

A master development plan (MDP) has been submitted for the property. Rezoning: From Agriculture to a mix of FR, R1, R2, R3, RC, MF1 (for both single-family detached and townhome), MF2, CN, OS-I, and OS-N. A land use amendment requests a change from Foothill Residential, Neighborhood Residential One, Parks and Open Space, and Business Park/Light Industry designations to Foothill Residential, Neighborhood Residential One, Neighborhood Residential Two, Neighborhood Residential Three, Community Commercial, Business Park/Light Industry, and Parks and Open Space.

The Planning Commission opened and closed a public hearing on the requests on January 12, 2021. The requests were tabled to allow the applicant to make revisions to the plans including an exhibit demonstrating the multiple plan areas in compliance with the 200-acre size limit for master development plans (MDPs), a revised master plan with proposed road widths, a revised rezoning exhibit with corrections and changes as noted in the staff report, a revised General Plan amendment exhibit with corrections and changes as noted in the staff report, a revised open space exhibit with corrections and changes as noted in the staff report, an outline of potential amenities and features for the development, and identification of necessary phasing with specificity as to what open space and infrastructure elements will be included for each phase.

Based on the Planning Commission request, the applicant has provided a potential option to break the development into four separate MDPs. The four MDPs have proposed acreages of Area 1 at approximately 147 acres, Area 2 at approximately 232 acres, Area 3 at approximately 163 acres, and the Business Park Area at approximately 208 acres. The plan calls for the following amendments to the City's Transportation Master Plan including reducing Pony Express Parkway from a 122-foot minor arterial to a 77-foot minor collector, reducing Airport Road from a 152-foot to 176-foot major arterial to a 122-foot minor arterial, reducing Tiffany Lane from a 152-foot to 176-foot major arterial to a 122-foot minor arterial, adding the "South Collector" as a collector, and adding a collector loop access from the "south collector" around the central park and into the MF2 portion of the development.

The requested open space and parks changes have been incorporated, except merging the two small parks on the far east as there are existing utilities in those two locations that the parks are then proposed around. An outline of potential amenities and further description of the parks is included in the staff report.

The rezone request proposes FR zoning for 8.8 acres/1.6 percent, R1 zoning for 38.9/7.2 percent, R2 zoning for 39.8 acres/7.4 percent, R3 zoning for 83.7/15.5 percent, RC zoning for 80.1 acres/14.9 percent, MF1 zoning for 163.3 acres/30.3 percent, MF2 zoning for 25.3 acres/4.7 percent, Commercial Neighborhood (CN) zoning for 12.6/2.3 percent, Natural Open Space (OS-N) zoning for 36.6 acres/6.8 percent, and Improved Open Space (OS-I) zoning for 49.3 acres/9.2 percent of the development.

The southern 208 acres would retain the Business Park/Light Industrial land use designation. The remaining approximately 26 acres of the Business Park/Light Industrial area north of the "south

collector” would be changed to a mix of Neighborhood Residential Three, Neighborhood Residential Two, Neighborhood Residential One, and Community Commercial. The current Foothill Residential designation of approximately 38 acres would be reduced to 8.8 acres with the rest of the area changed to Neighborhood Residential Two and Neighborhood Residential One. The Parks and Open Space land use designation would not change. The remainder of the property is currently designated for Neighborhood Residential One land uses with a request to include Neighborhood Residential One, Neighborhood Residential Two, Neighborhood Residential Three, Community Commercial, and Parks and Open Space.

Staff recommends that the Planning Commission make a motion to recommend approval of the master development plan to the City Council, for the reasons set forth in the staff report and in the meeting, with the following conditions:

1. If the Planning Commission recommends separated master development plans for the four planning areas, that the first plan should include the entire length of Tiffany Lane and the central park;
2. If the Planning Commission recommends separated master development plans, that a concept plan for the complete 750 acres be incorporated into each separate master development plan; and
3. That the southern approximately 208 acres be approved through a separate master development plan based on a future request by the applicant.

Staff recommends that the Planning Commission make a motion to recommend approval of the rezone to the City Council, for the reasons set forth in the staff report and in the meeting, and with any conditions as determined by the Commission.

Staff recommends that the Planning Commission make a motion to recommend approval of the General Plan amendments to the City Council, for the reasons set forth in the staff report and in the meeting, with the following conditions:

1. The approval of the land use designation changes as proposed (with any conditions as determined by the Commission);
2. The approval of the addition of the "south collector" and loop collector roads as collector roads in the Future Transportation Plan; and
3. That the loop collector road shall continue as a collector road to connect the MF2 zone to the "south collector."

Mr. Kane explained that the zoning of the property to the north of the project falls under previous Municipal Code requirements and is zoned as residential with single-family units with a minimum lot size of 7,000 square feet and an average of 8,000 square feet which is equivalent to approximately R2 and R3 zone and townhomes, in the northeast corner of the property, are equivalent to the MF1 zone under the current standards.

Applicant representative Pete Evans stated they are willing to work with staff within the transportation plan and their proposed road widths are based upon a transportation study they conducted in conjunction with the City. He said the traffic study consultant worked with City Engineer to determine the scope of the study and included considerations in addition to their project. Due to the size of their project, they desire to help the City with regional planning for the

surrounding area. He feels the data from their study will assist with the Transportation Master Plan for this portion of the City. He said they had not extended the loop road due to the location of the multifamily housing and the expected associated traffic generation but expressed willingness to extend the loop road as recommended.

Commissioner Wells requested clarification regarding the division of maintenance for the parks in the project.

Applicant representative Bronson Tatton explained that the local parks will be maintained by the homeowner's association (HOA). The regional parks and trails will be dedicated to the City as the trails connect to other projects. Potential HOA maintenance of the trails can be explored if desired. The multifamily units will have common areas that will possibly include pools and clubhouses that will be HOA owned that will be determined and presented during the site plan process.

Commissioner Wells clarified that she did not have a recommendation regarding the park maintenance but wanted to ensure the intended expectation for the care of the various areas was clear.

Mr. Evans explained that the MF1 single-family product would be similar to the single-family detached product with a two-car garage identified as cluster homes in their SilverLake development. The buffering and transition standards require multifamily products along the major arterials and collector roads. Based upon feedback desiring more single-family products and lower density, they are offering a product between multifamily and the wider and larger RC units on larger lots.

Commissioner Wright noted the master plan tabulation sheet provided by the applicants prior to the meeting is only about 24 percent compliant with the General Plan. He recognizes that the General Plan is a guiding document and is expected to be adjusted but expressed concern regarding the high amount of density in the project proposed for an area that has been designated for lower density products especially in regard to the 38.9 acres on the eastern edge of the project designated with the Foothill Residential land use designation. He said that he is in favor of allowing the three residential area MDPs. He appreciates the applicants and the staff recommended phasing for the plan and was open to permitting Area 2 to be above the 200-acre MDP acreage limit. He desires an increase in FR, R1, R2, and R3 products.

Commissioner Wells said that she feels they have transitioned as well as they can to adhere to Municipal Code transitioning standards due to the multifamily units to the north of the project. She noted that acreage should also be a factor in determining the product balance of a project because larger lot homes will generally have a lower unit count for the equivalent acreage of multifamily or small lot homes. However, she agrees that the overall density of the project is too high and thinks there should be more single-family R1, R2, and R3 products.

Commissioner Everett stated that the transitioning Municipal Code standards allow for acreages higher than the adjacent property category standard unit size and could be employed to buffer the Foothill Residential designated area. The product in the development to the north is not ideal for this area in the City and the resulting impact on the surrounding developments. He would like to

see that area remain as Foothill Residential. He thanked the applicant for dividing the project into smaller sections with multiple MDPs to comply with the 200-acre requirement. He concurred with granting an exemption for the MDP for Area 2 to exceed the maximum acreage allowance as appropriate due to the size and shape of the development. He said he would prefer to see the smaller lot single-family homes along the major roadways rather than multifamily product; however, the overall density for the project is higher than desirable for the area. He said he would feel comfortable recommending the item to the City Council with the recommendations.

Commissioner Bergener stated in consideration of the General Plan and transitioning requirements, some compromise regarding density could be appropriate; however, he agrees with the desire to see an increase in the Foothill Residential product in the northeast portion of the project. He concurred with Commissioner Everett's recommendation to make a recommendation to the City Council regarding the item.

Commissioner Pengra stated that in the previous meeting he had said he did not have concerns regarding the proposed density for the project. However, after further examination of the plan in relation to the General Plan, he believes the density is not in harmony with the desired development of this area of the City. He apologized for his conflicting feedback and concurred that more Foothill Residential product should be included on the eastern portion of the development. As more land could be annexed into the City from the surrounding areas, he is not in favor of approving the reduction of the road widths.

Commissioner Wright noted that the proposed density per acre for the single-family MF1 product is 5.3 units per acre and the RC product is 5.0 units per acre and recommended decreasing the MF1 single-family product and increasing the RC product in the development due to the frontage and setback requirements intended to provide enough space between the units to add additional, off-street parking for a third car or trailer. Parking is an issue in most areas of the City and the request to develop 50 percent of the project as multifamily should take into account the resulting parking considerations when making a recommendation to the City Council.

Commissioner Wright clarified that he prefers a density reduction through upsizing some of the proposed multifamily product to create more quarter-acre or larger lots to provide more move-up products for residents for their secondary or tertiary homes as he feels that product type is underrepresented in the City.

Commissioner Pengra expressed concern proceeding to a recommendation to the City Council due to the comments surrounding the density in the project that would result in significant changes. He suggested tabling the item with direction to the applicants regarding the desired changes.

Commissioner Wright concurred with Commissioner Pengra.

Commissioner Wells noted that the item included several elements and inquired if it would be appropriate to move a portion of the approval forward to the City Council and to table other elements of the approval. She asked if the applicant was amenable to making additional changes to the project.

Mr. Kane verified that as the MDP, rezone, and General Plan amendment are interdependent, all three should be tabled or moved forward and not be divided.

Mr. Evans stated that they recognize their proposal alters the existing General Plan as a part of the amendment process and feels their proposal is closer in line with their assessment of the current housing market and desired product. He believes the market has changed since the time the General Plan was contemplated for this area and is the motivation for their General Plan amendment request. He said the proposed MF1 single-family, detached units represent an important product that meets a specific market need that the City lacks at this time and although the MF1 excludes a minimum lot size for a single-family, detached product, the standards include setback requirements. He believes the City has mislabeled their residential zones and that the requirements are misaligned with the product that customers desire due to the unlikelihood of housing becoming more affordable in the future, but the plan can be amended to meet alterations in the future market if merited. Transitioning from the powerline corridor and townhomes to the north have created difficulties with planning the Foothill Residential area portion of the development. They provided FR product along the eastern edge to prevent the adjacent developments from needing to employ additional buffering. He requested for specific recommendations to be included with a recommendation to move the item forward to the City Council.

Commissioner Everett noted that the master plan tabulations chart submitted by the applicant includes 13 FR units representing .6 percent of the total project and inquired regarding the potential FR unit count should the entire Foothill Residential area be developed with FR product.

Applicant representative Greg Magleby stated that the 38.9 acres of Foothill Residential could accommodate approximately 50 FR product units due to the average half-acre requirements.

Commissioner Everett suggested that the recommendation to the City Council to include a requirement to increase the FR product and RC product and to reduce the MF1 single-family product.

Commissioner Wright stated that an adjustment to the unit count of any category will impact the entire project and for that reason, he preferred to table the application to allow the applicant to make the requested adjustments rather than move the item forward to the City Council. He recognized the burden to the applicant but felt the action was in the best interest of the City and in preparing the application for review by the City Council.

Discussion ensued regarding the desired action for the item and associated recommendations to the applicants.

MOTION: *Commissioner Pengra moved to table the Ault Farms Master Development Plan, rezone, and General Plan amendment until the applicant:*

- 1. Increases the number of Foothill Residential product to a minimum of 50 units;*
- 2. Implements a significant reduction in multifamily product units, including the single-family units identified as an MF1 product, and*

an increase in the R1, R2, and R3 zone designation single-family unit product;

- 3. Maintains Pony Express Parkway at 122-foot minor arterial;*
- 4. Maintains Airport Road at 152 to 176-foot major arterial;*
- 5. Maintains Tiffany Lane at 152 to 176-foot major arterial;*
- 6. Includes the "south collector" and loop collector roads as collector roads in the Future Transportation Plan; and*
- 7. Continues the loop collector road as a collector road to connect the MF2 zone to the "south collector."*

Brett Wright seconded the motion.

Discussion ensued debating and clarifying the direction to the applicants to include in the motion to table.

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

Commissioner Wells clarified her dissenting vote was due to the inclusion of a specific unit count for the Foothill Residential units although she concurs with the request to increase the Foothill Residential product.

Commissioner Pengra clarified that he recognizes the need for affordable housing, especially in consideration of industrial development employee needs, and his recommendation is due to the product entitlements for other areas that include the smaller-lot and multifamily product types similar to those proposed in this development and due to this area of the City being designated for move-up and larger lot products. He concurs that the market indicates the need for the proposed products; however, the General Plan indicates the proposed number of those products as inappropriate for this location in the City.

[7. Discussion Items](#)

[8. Next scheduled meeting](#)

The next Planning Commission meeting is scheduled for February 9, 2021.

Commissioner Wells stated she will not be in attendance at the February 9, 2021 meeting.

[9. Adjournment](#)

MOTION: *Commissioner Everett moved to adjourn the meeting at 8:31 p.m. 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.*

The meeting was adjourned at 8:31 p.m.

Approved by the Planning Commission on February 9, 2021.

Steve Mumford, AICP
Assistant City Administrator/Community Development Director

DRAFT



**EAGLE MOUNTAIN CITY
PLANNING COMMISSION MEETING
FEBRUARY 9, 2021**

TITLE: Ault Farms (Master Development Plan, Rezone, General Plan Amendment)

ITEM TYPE: Master Development Plan, Rezone, and General Plan Amendment

APPLICANT: Becca Gifford (Flagship Homes)

ACTION ITEM:

Yes

PUBLIC HEARING:

No

PREPARED BY:

Pete Kane, Planning

BACKGROUND:

The subject property (~750 acres) is a large parcel of land on the east side of Pony Express Parkway at about 3000 N. The property is currently zoned Agriculture and is identified in the General Plan Future Land Use Map for "Foothill Residential," "Neighborhood Residential One," "Parks and Open Space," and "Business Park / Light Industry."

The applicant (Flagship Homes) for the proposed development (Ault Farms) has submitted concept plans in 2019 and 2020, most recently this past summer. Through those reviews, the Planning Commission and City Council have requested the applicant focus on compliance with the General Plan and requesting zone districts that exist within the current City Code. The mix of uses and level of development intensity was reduced through those concept plan reviews and revisions.

A master development plan has been submitted for the property. The plan includes a rezone and General Plan map amendment. The latest revised plans call for:

Rezoning

The revised master development plan proposes a rezoning from Agriculture to a mix of: RD2 (with the Equine Overlay), FR, R1, R2, R3, RC, MF1 (for both single-family detached and townhome), MF2, CN, OS-I, and OS-N. The applicant is not seeking a rezoning of the southern ~200 acres of the parcel at this time.

General Plan Amendment

The revised master development plan proposes an amendment to the

General Plan Land Use Map from "Foothill Residential," "Neighborhood Residential One," "Parks and Open Space," and "Business Park / Light Industry" to: "Agricultural/Rural Density Two," "Foothill Residential," "Neighborhood Residential One," "Neighborhood Residential Two," "Neighborhood Residential Three," "Community Commercial," "Business Park / Light Industry," and "Parks and Open Space."

It also includes an amendment to the General Plan Future Transportation Map by changing Pony Express Parkway from a minor arterial to a minor collector and adding two collector roads (the "south collector" and a loop collector in the center of the development).

The Planning Commission held a public hearing on January 12 and continued the review to a public meeting on January 26. The requests were tabled on January 26 to allow the applicant to make revisions to the plans. The requested revisions identified by the Commission included:

- Provide a minimum of 50 lots within the FR zone;
- Significant reduction in the multifamily units including MF1 single family, and increasing units in the R1, R2, and R3 zoning designations; and
- That the staff recommendations regarding the transportation notes are met.

ITEMS FOR CONSIDERATION:

CODE COMPLIANCE

The master development application was received during the public hearing process on the code amendment to EMMC 16.10. Based on the filing date and the City Council adoption of the code amendment ordinance, the application is subject to the new version of the code.

WAIVER REQUEST

The applicant has submitted a waiver request from the requirements of EMMC 16.10, as permitted by EMMC 16.10.050. The applicant is seeking a waiver from the code requirement allowing a maximum land area of 200 acres for a master development plan. The request states the applicant would like to move forward with a master development plan for the +/- 500-acre residential component (they have noted this was meant to refer to the +/- 550

residential/commercial/open space component). The applicant notes the following for consideration to recommend this waiver:

1. Comprehensive planning and cohesive design
2. Timing
3. Amenity offering

Based on Planning Commission feedback, the applicant has submitted an exhibit for separated plans, which would be:

- Area 1 - About 147 acres and located north of Tiffany Lane and west of the proposed central linear park/trail.
- Area 2 - About 232 acres and located north of Tiffany Lane and east of the proposed central linear park/trail including the portion of the parcel east of the power corridor.
- Area 3 - About 163 acres and located south of Tiffany Lane and north of the proposed south collector.
- Area 4 (Business Park) - The southern most ~208 acres that the applicant intends to propose as a separate master development based on the waiver request.

The criteria for approving the waiver to allow the primary master development plan to cover a land area greater than 200 acres would require a finding by City Council of one or more of the following:

1. The project's concept plan review (pursuant to Chapter 16.15 EMMC) received feedback from the planning commission and/or city council in regards to reduced master development application requirements;
2. The project will not require modification or additions to existing conditions (zoning designation, land use designation, roadways);
3. The project involves limited development requirements for infrastructure; or
4. The strict application of this chapter would result in peculiar or exceptional difficulties, or exceptional and undue hardship, or the buildable area of the property is significantly reduced by topography or preexisting easement restrictions.

An overall 750-acre concept plan should be included in each separate master development agreement to ensure the overall context and benefits are considered for each separate plan.

ROAD NETWORK

The development will include three access points from the existing

Pony Express Parkway. The central east-west roadway is identified in the city's Future Transportation Plan as a major arterial road (Tiffany Lane). There are also two primary east-west roadways to the north ("North Collector") and south ("South Collector") of Tiffany Lane. The Future Transportation Plan calls for the "North Collector" to be a collector. All three of these roads will create connections into and through the development as well as to the future arterial road, Airport Road, on the east. Many of the interior roadways throughout the development have been developed with a combination of curving and straight roads which provide easy access while increasing visual appeal and safety (EMMC 16.35.070(L)).

Based on the submitted Transportation Plan, the applicant is requesting to amend the General Plan's Future Transportation Plan by:

- Changing Pony Express Parkway from a minor arterial (122') to minor collector (77')
- Adding a collector road for the "South Collector" running east to west
- Adding a collector road to create a loop access from the "South Collector" around the central park and to the proposed MF2 zone

Staff recommends that the first recommended change, while it may be appropriate, be taken up as part of the update to the city's Transportation Master Plan which is currently underway and not be included in the request/approval. Staff agrees with the request for the additional two collector roads.

TECHNICAL STUDIES

A traffic impact study was developed over the summer based on the most recent concept plan (the executive summary is attached, the full report is available upon request). The submitted master development plan has been reduced in its overall intensity. A revised traffic generation report has been submitted based on the revised development intensity. The revised report states the recommendations of the July study remain the same.

A geotechnical study has also been provided. Due to the size of that study, it is available upon request.

OPEN SPACE & PARKS

The plan calls for a central park area with possible water feature in the middle of the development on the northern side of Tiffany Lane. Multiple trails and linear parks run throughout the development, connecting people to this main park as well as a number of other parks nestled within other portions of the development. The electric power corridor would (mostly) remain as a natural open space, and the applicant has discussed a trail through this corridor with the potential of an equestrian element. Any park under two acres will need to be owned/operated by an HOA. The applicant has provided an updated outline to describe the open space and amenities and has been attached to this report.

PUBLIC FACILITIES

The submitted materials do not currently include designation for potential public facilities. The applicant has discussed the development with the school district and The Church of Jesus Christ of Latter-Day Saints. These entities are interested in possible inclusion within the development, but have not determined desired locations or sizes. Any rezoning to commercial or residential zoning would allow for these uses (permitted in commercial districts; special use in residential districts). The applicant is aware that granting the zoning for the requested districts that are then used for these public and civic uses will not result in permitted additional density within the district. Although not required, the school district and Church are encouraged to request a rezoning of selected sites to the Public Facilities Zone.

REZONE REQUEST

Based on the submitted materials, the southern portion (~200 acres) identified as "Tech Campus/Light Industry" is not requested for a rezoning at this time. As noted above, this portion should be handled through a separate master development plan. As requested, the applicant has submitted a revised rezone exhibit to reduce the overall multifamily unit count while also creating a minimum of 50 lots zoned FR. The applicant has provided an updated "master plan tabulations" document that includes an outline of the change in lots/units for each zone type compared between the current plan and the plan presented at the previous meeting.

Commercial zoning (CN) is proposed to be located north and south of Tiffany Lane along Pony Express Parkway as requested.

Multifamily zoning is proposed throughout the project west of the power corridor. The MF2 (condo/apartments) has been adjusted slightly and now also includes a portion of land adjacent to Tiffany Lane. It completely lies between Pony Express Parkway, Tiffany Lane, the loop collector, and the south collector. This zone is surrounded by proposed CN, MF1, and RC zoning which are appropriate zone adjacencies. There is also a small portion of R3 proposed to the west of the MF2 which is not a compatible zone adjacency, but may be determined buffered by the separation of the loop collector. MF1 (townhomes) are proposed north of the central park area and has remained unchanged compared to the original plan submission. MF1 (single-family detached) is proposed along all collector/arterials (except Airport Road) and adjacent to the MF2 and CN zone, and lining the north-south linear park south of the main central park. The MF1 is located to act as a transition to the single-family zoning districts. The applicant prefers the MF1 along the collector/arterials due to the traffic along those roads and the ability of that zone to buffer the single-family zones from the main roads.

RC zoning is located to create a transition between the multifamily districts and the larger residential lots. The RC zone is a single-family zoning district that requires minimum lot sizes of 4,500 sf and an average lot size of at least 6,000 sf. It's included throughout the project, though the small portion of RC zoning previously proposed east of the power corridor has been removed.

The last version of the plan included a small area of FR zoning in the eastern most portion of the development. The revised plans now call for FR zoning for the entire portion east of Airport Road. The FR zone requires a minimum lot size of one-quarter acre and average lot size of at least one-half acre. This zoning request matches the current land use designation for this portion of land which is "Foothill Residential."

The updated plans also now include RD2 zoning along the western edge of the power corridor. The applicant suggests this zoning (along with an Equine Overlay) so that these properties may have horses along with access to potential equestrian trails and features within the power corridor. Half of the RD2 zone is the result of changing previously-proposed MF1 single-family to RD2 but also taking a portion of the land within the power corridor for this private residential use. About half of the RD2 proposed zone is within the

power corridor and is identified as the "Parks and Open Space" land use. Staff agrees with the idea of incorporating the RD2 zone (with the Equine Overlay), but that it should be shifted west (along with adjusting the roadways to the west of the RD2) so that no portion of the RD2 is within the current "Parks and Open Space" land use area. The RD2 should be laid out such that RD2 properties do not run directly adjacent to other residential zones, so that roadways can act as a buffer between the RD2 properties that may have horses and the other residential areas.

The remainder of the proposed residential zoning is broken up into R1 (min. lot size of one-quarter acre, average lot size of at least one-third acre), R2 (min. lot size of 8,000 sf, average lot size of at least one-quarter acre), and R3 (min. lot size of 6,500 sf, average lot size of at least 8,500 sf). R1 is proposed along the northern edge of the property. R2 is proposed just south of the R1 zone at the north, a small area east of the central park, and a larger area south of Tiffany Lane. The R3 zone is proposed throughout as a buffer between the R2 and RC zoning districts.

Open space uses/zones are proposed throughout the development, providing access to residents throughout. For zoning purposes, the open space for the electric power corridor should be zoned "OS-N" (natural open space). The large central park with water feature and all other parks and linear parks/trails as "OS-I" (improved open space).

In general, the revised zoning exhibit does meet the zoning transition as required by EMMC 17.60.160.

GENERAL PLAN AMENDMENT

In addition to the Future Transportation Plan amendment listed above, the master development plan includes a request to amend the Land Use Plan.

In general, the exhibit reflects the land use designations that are appropriate based on the requested zoning districts and EMMC 17.60.160.

The portion of land designated as "Business Park / Light Industry" in the current General Plan north of the "South Collector" is requested to be amended to "Neighborhood Residential Three," "Neighborhood Residential Two," and "Community Commercial" based on the

proposed zoning.

The portion of land east of the power corridor currently is designated at "Foothill Residential." Based on the revised plan, this area's land use designation would not require a change.

The a majority of the power corridor would remain under the current land use designation of "Parks and Open Space" based on the updated proposal. Based on the request for the RD2 zone and the proposed layout, about 9 acres of land within the power corridor and designated as "Parks and Open Space" would need to be changed to "Agriculture/Rural Density Two." As noted above, staff does not recommend this change and instead encourages that the RD2 (and thus "Agriculture/Rural Density Two" land use designation) be shifted west so as not to be within the power corridor.

The remainder of the property is currently designated as "Neighborhood Residential One." The proposal would keep portions of that land as the "Neighborhood Residential One" designation with the rest being designated as "Agricultural/Rural Density Two," "Neighborhood Residential Two," and "Parks and Open Space" based on the proposed zoning.

REQUIRED FINDINGS:

Amendments to the General Plan are legislative actions and do not require approval based upon findings of facts. The Commission should consider the health, safety, and welfare of the community.

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

Master development plan approvals are based upon compliance with City Code requirements. The approval criteria for a master development plan can be found in EMMC 16.10.070.

RECOMMENDATION:

We recommend the Planning Commission make a motion to recommend approval of the General Plan amendments to the City Council, for the reasons set forth in the staff report and in the

meeting, with the following conditions:

1. That the proposed "Agricultural/Rural Density Two" land use be shifted west outside of the electric power corridor to match the location of the requested change for the RD2, so that the land currently designated "Parks and Open Space" is not amended; and
2. Approval of the addition of the "South Collector" and loop collector roads as collector roads in the Future Transportation Plan.

We recommend the Planning Commission make a motion to recommend approval of the rezoning to the City Council, for the reasons set forth in the staff report and in the meeting, with the following conditions:

1. That the proposed RD2 and Equine Overlay zone be shifted west outside of the electric power corridor.

We recommend the Planning Commission make a motion to recommend approval of the master development plan for "Master Plan Area 1" to the City Council, for the reasons set forth in the staff report and in the meeting, with the following conditions:

1. That any conditions approved for rezoning and the General Plan amendment be revised within the plan;
2. That the plan area include the entire length of Tiffany Lane and the central park; and
3. That a concept plan for the complete 750 acres be incorporated into the master development plan.

We recommend the Planning Commission make a motion to recommend approval of the master development plan for "Master Plan Area 2" to the City Council, for the reasons set forth in the staff report and in the meeting, with the following conditions:

1. That any conditions approved for rezoning and the General Plan amendment be revised within the plan; and
2. That a concept plan for the complete 750 acres be incorporated into the master development plan.

We recommend the Planning Commission make a motion to recommend approval of the master development plan for "Master Plan Area 3" to the City Council, for the reasons set forth in the staff report and in the meeting, with the following condition:

1. That any conditions approved for rezoning and the General

- Plan amendment be revised within the plan; and
2. That a concept plan for the complete 750 acres be incorporated into the master development plan.

We recommend the Planning Commission make a motion to recommend that the lower approx. 208 acres of land labeled as "Business Park / Light Industrial" be applied for separately by the applicant in the future and no further action taken by the City.

ATTACHMENTS:

[Master Plan Exhibits \(revised\)](#)

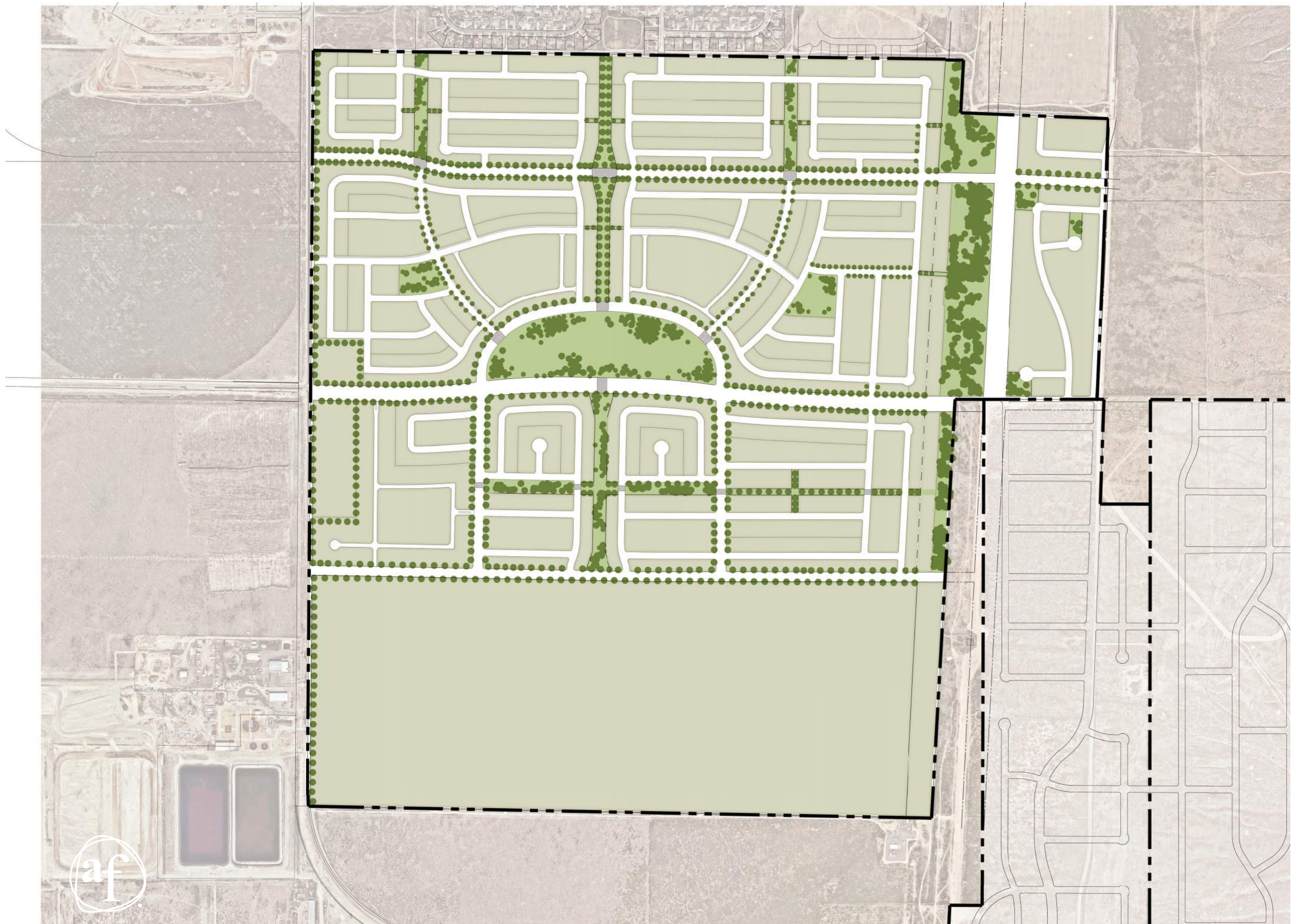
[Master Plan Tabulations \(revised\)](#)

[Open Space Descriptions \(revised\)](#)

[Traffic Impact Study Executive Summary \(July 2020\)](#)

[Traffic Generation Study \(January 2021\)](#)

[Environmental Impact Report](#)



Zoning Map

Agricultural/Rural Density 2

 RD2 with Equestrian Overlay

Foothill Residential

 FR

Neighborhood Residential 1

 R1
 R2
 R3

Neighborhood Residential 2

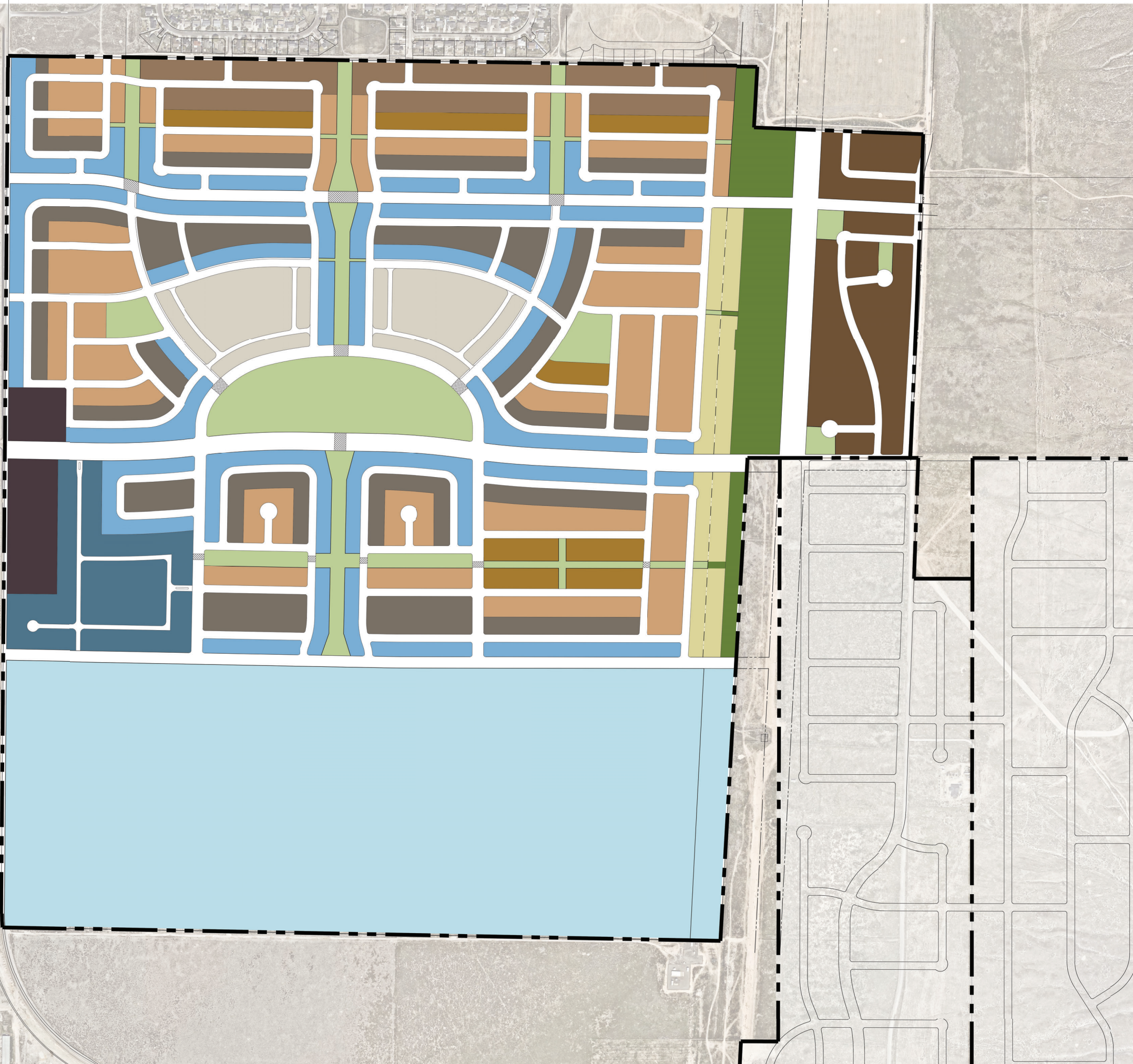
 RC
 MF1 Single Family Detached
 MF1 Town Homes Attached

Neighborhood Residential 3

 MF2 Condo/Apartments

Other

 Commercial Neighborhood
 Business Park - Light Industrial
Not requesting change
 Open Space - Improved
 Open Space - Natural



Land Use Map

Agricultural/Rural Residential 2



Foothill Residential



Neighborhood Residential 1



Neighborhood Residential 2



Neighborhood Residential 3



Community Commercial



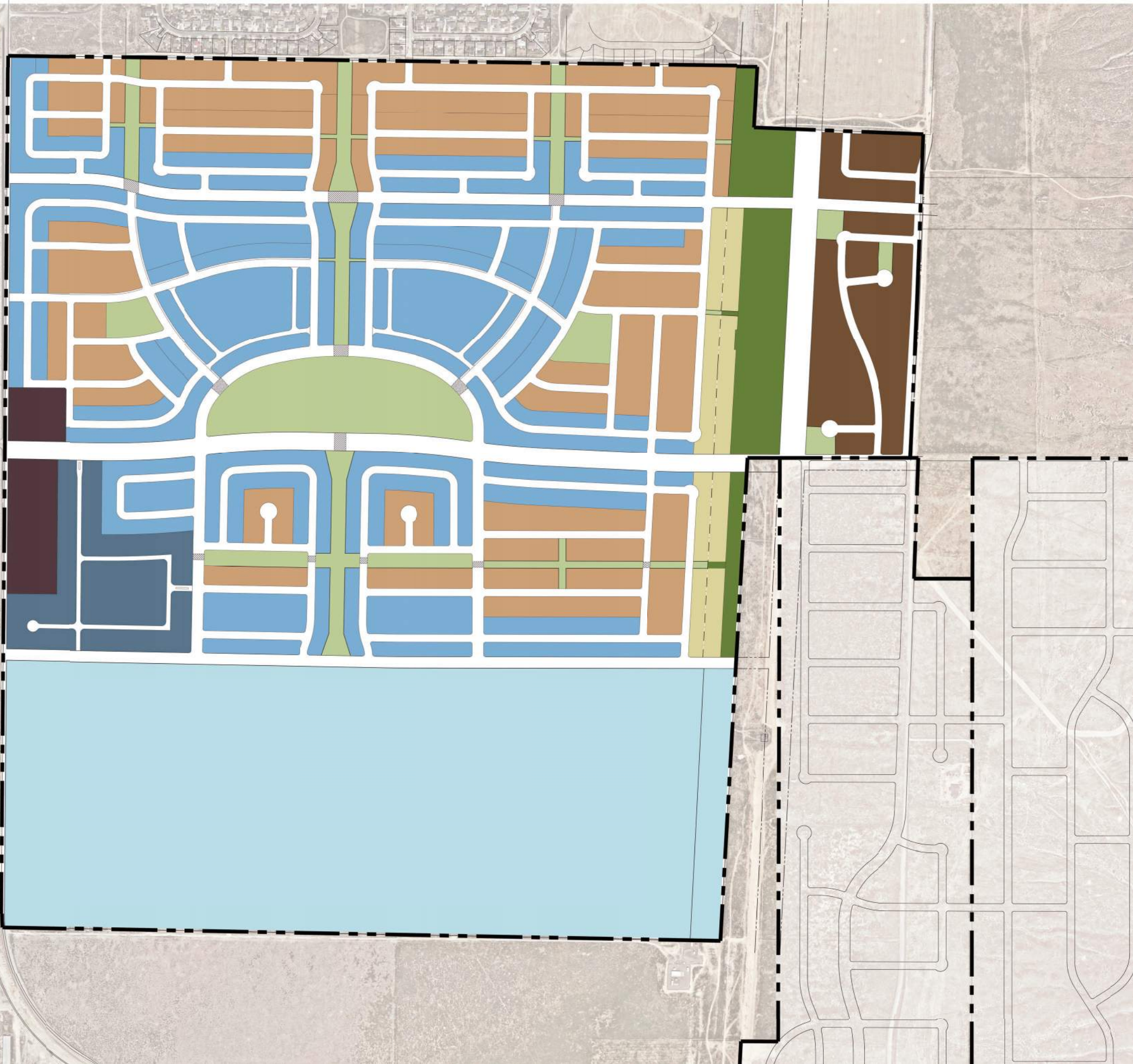
Business Park - Light Industrial .
no change proposed



Open Space - Improved



Open Space - Natural



Park & Open Space Map

Parks

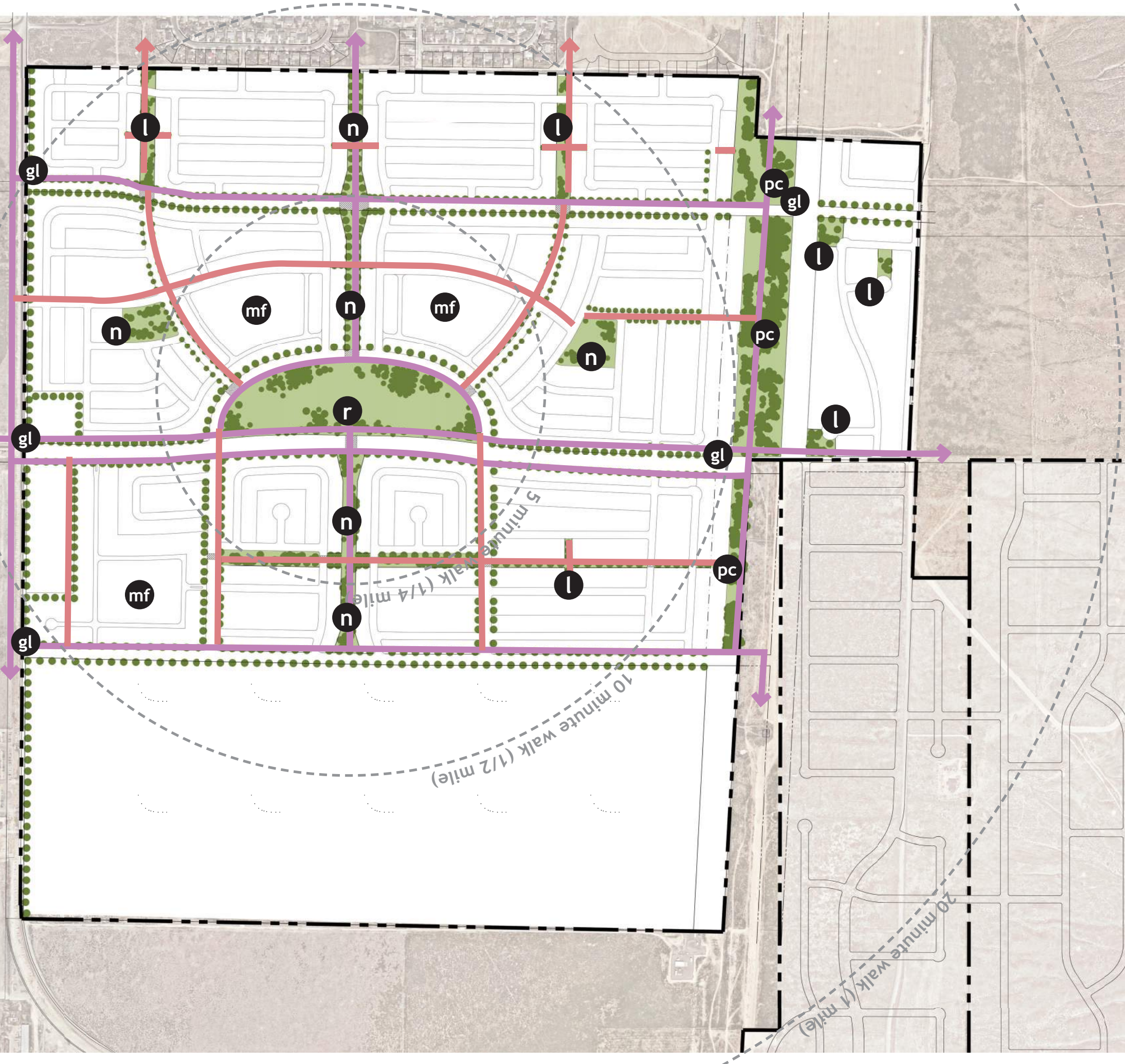
- r** Regional Park (20+ Ac.)
- Public
- n** Neighborhood Park (2-10 Ac.)
- Public
- l** Local Parks (<2 Ac.)
- Private

Trails

- Regional (4.1 Miles)**
- 8' Asphalt
- Public
- Local (2.9 Miles)**
- 8' Asphalt & Concrete
- Public

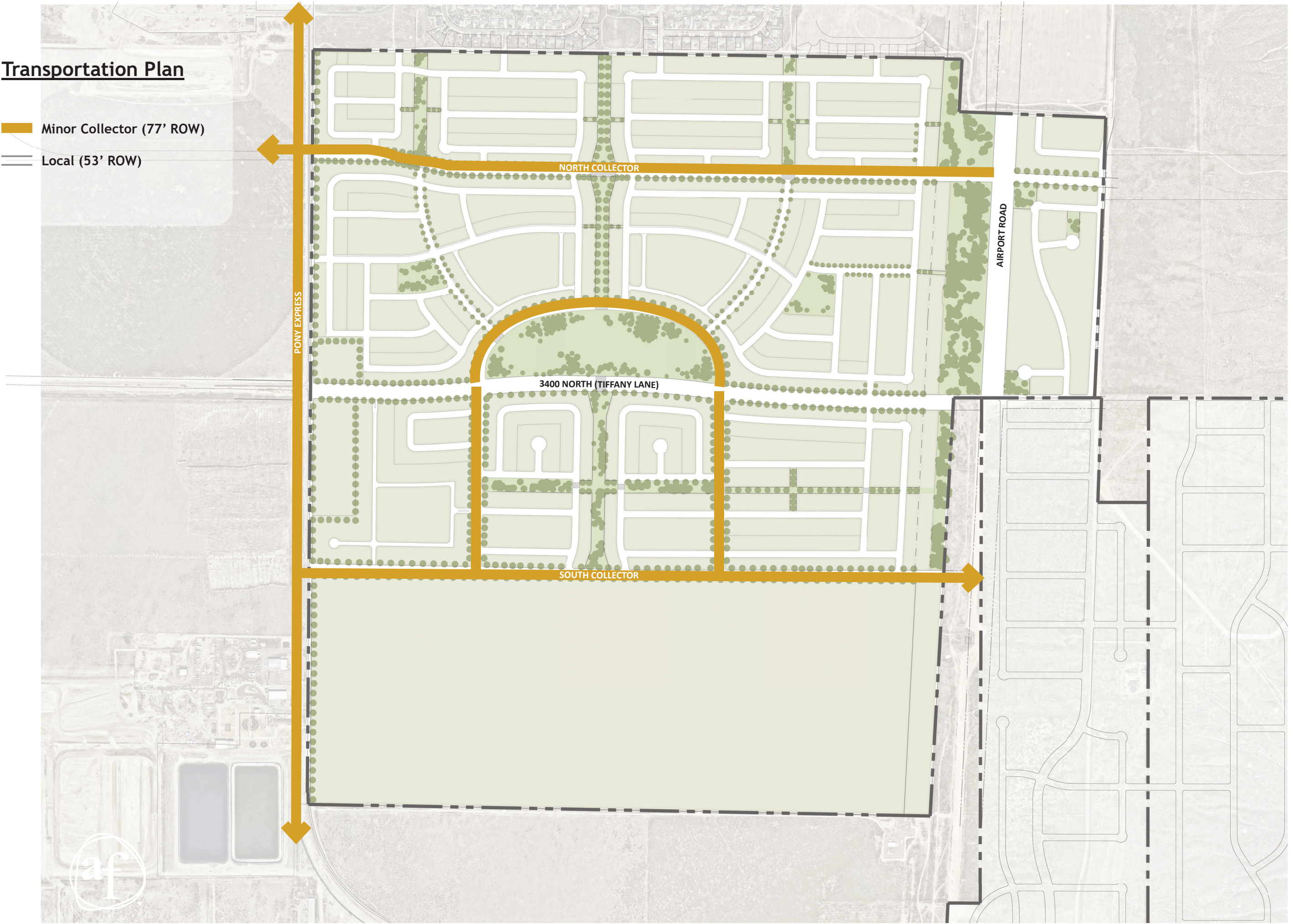
Special Open Space Areas

- pc** Power Corridor
- Public/Private
- gl** Gateway Landscapes
- Private
- mf** Multi-Family Common Open Space
- Private



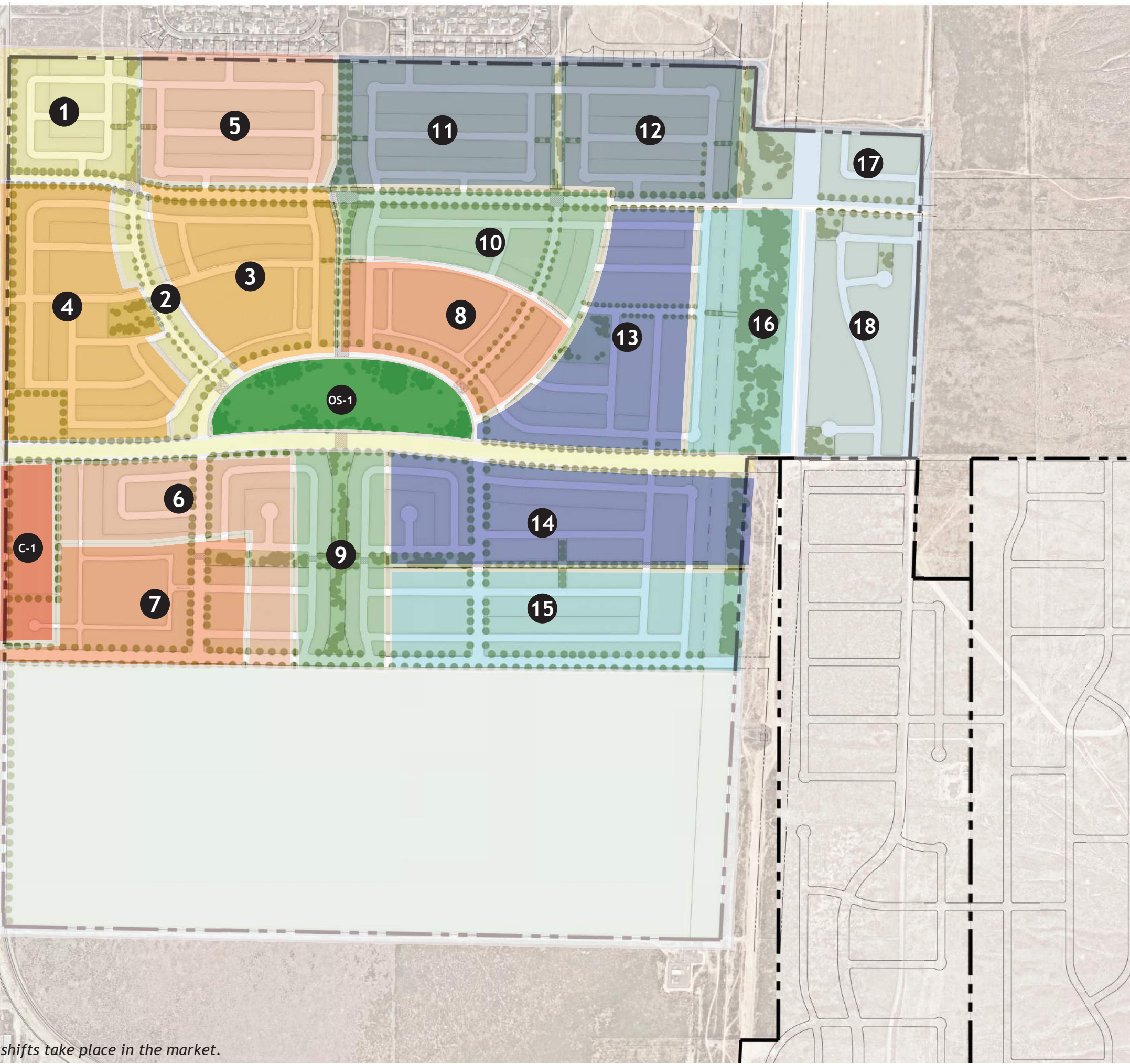
Transportation Plan

- Minor Collector (77' ROW)
- Local (53' ROW)



PHASING MAP

- 2021 - Phases 1, 2, & Tiffany Lane
- 2022 - Phases 3 & 4
- 2023 - Phases 5 & 6
- 2024 - Phases 7 & 8
- 2025 - Phases 9 & 10
- 2026 - Phases 11 & 12
- 2027 - Phases 13, 14, & OS-1
- 2028 - Phases 15 & 16
- 2029 - Phases 17 & 18



**Phasing may change as shifts take place in the market.*

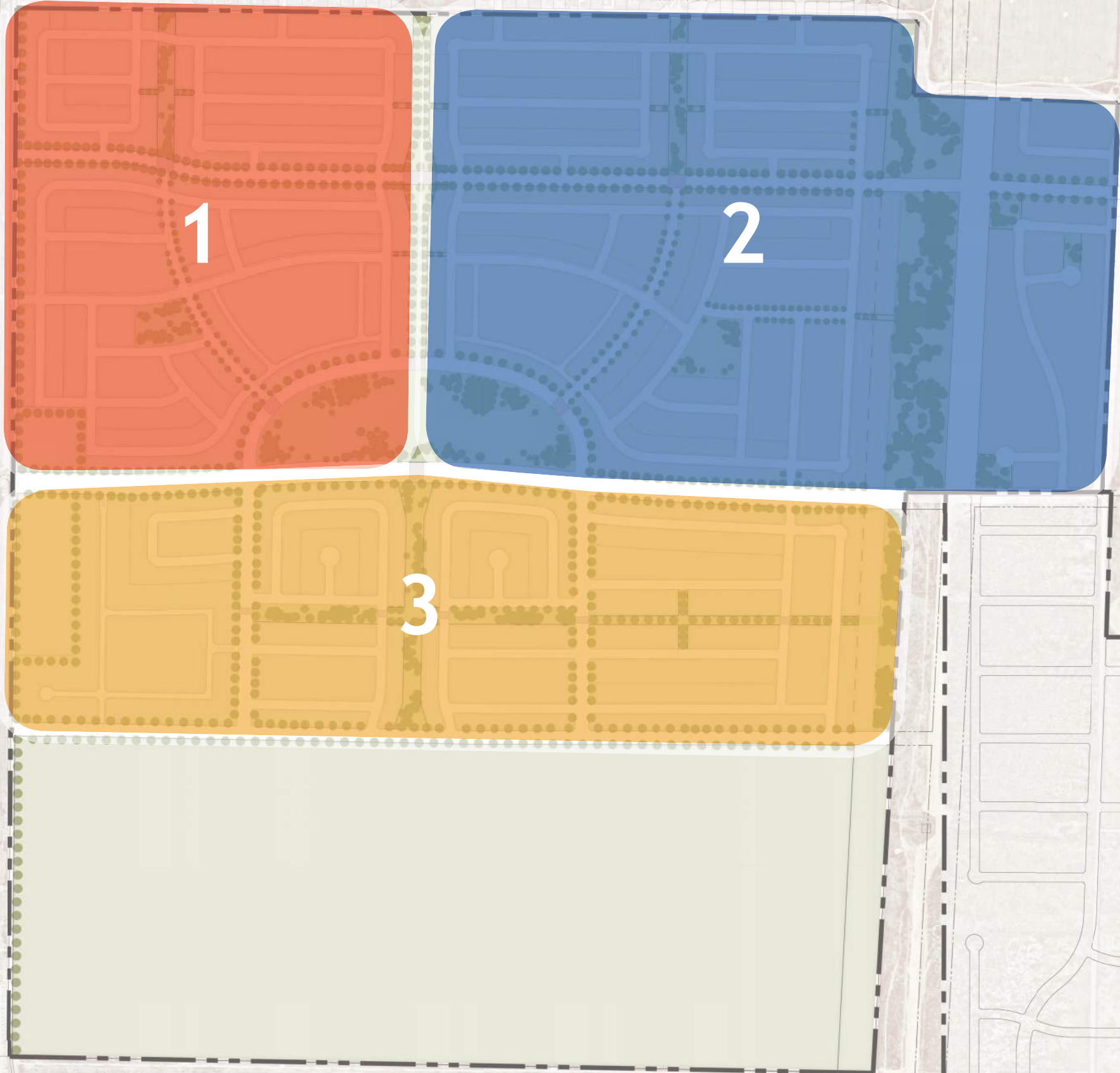
Master Plan Divisions

Area 1 - ±147 Ac.

Area 2 - ±232 Ac.

Area 3 - ±163 Ac.

Business Park - ±208 Ac.



AULT FARMS
Master Plan Tabulations

Product Type & Information				Lot / Unit Tabulation		Residential Land Use Tabulation ¹			Open Space Tabulation		Difference Between Concept 12 and 13	
Product	Min. Area	Average Area	Min. Frontage	Lots / Unit	Percentage Lot/Unit	Product Area ²	Percentage Area	Gross Density	O.S. Per Lot/Unit	Required O.S.	Concept 12	Difference
	Sq. Ft.	Sq. Ft.	Ft.	#	%	Acres	%	Lots/Units per Ac.	Sq. Ft.	Acres	#	#
RD-2 Rural Single Family	21,780		100	28	1.3%	17.9	3.3%	1.6	500	0.3	0	28
FR Foothill Residential Single Family	10,890	21,780	90	55	2.6%	37.3	6.9%	1.5	750	0.9	13	42
R1 Single Family	10,890	14,520	85	70	3.3%	28.6	5.3%	2.4	750	1.2	116	-46
R2 Single Family	8,000	10,890	80	66	3.1%	21.2	3.9%	3.1	900	1.4	94	-28
R3 Single Family	6,500	8,500	62	372	17.4%	92.8	17.2%	4.0	1,000	8.5	335	37
RC Single Family	4,500	6,000	58	330	15.5%	74.4	13.8%	4.4	1,000	7.6	397	-67
MF1 Single Family	4,500			581	27.2%	116.1	21.6%	5.0	1,000	13.3	702	-121
MF1 Townhomes				252	11.8%	29.8	5.5%	8.5	1,000	5.8	252	0
MF2				380	17.8%	26.3	4.9%	14.4	900	7.9	380	0
Commercial						12.6	2.3%					
Open Space - Natural						7.6	1.4%					
Open Space - Improved						53.1	9.9%					
Open Space - Animal Rights						20.6	3.8%					
Totals				2,134	100.0%	538.3	100.0%			46.9	2,289	-155

¹ All areas are approximate and include adjacent road frontages.

PARK TYPES

Ault Farms is designed with a variety of park types from regional park to the intimate residential garden. This section outlines the planned parks and amenity programming for each park type.

Regional Park (Public)

The Ault Farm Master Plan contains a Regional Park at the center of the community. This regional destination will serve Ault Farm residents as well as surrounding Eagle Mountain Residents within a 2-mile radius. Uses in the regional park will be both passive and active. Amenities for this park may include the following:

- Water body for swimming/non-motorized boats/paddle boards with beaches
- Multi-Use Fields
- Sports Courts – Tennis, Pickleball, Basketball
- Large Group Gathering Spaces
- Destination Play Space
- Trails and Pathways
- Bike Facilities
- Parking
- Pavilions
- Splash Pad
- Skate Park or skateable art
- BBQ Grill
- Dog Facilities
- Restroom

Neighborhood Park (Public)

Two neighborhood parks are designed for the north half of Ault Farms. These parks will be smaller in scale in terms of active recreation and amenities and will be geared more around the needs of the immediate neighborhoods. These parks

are located within a 10-minute walk for residents within a ½ mile radius.

Amenities in the neighborhood parks may include the following:

- Play Space
- Neighborhood Garden
- Pathways
- Bike Facilities
- Fire Pit
- Open Lawn for Unstructured Play
- Pavilion
- Bocce ball court
- Sports Court

Local Parks (Less than 2 ac. Private)

Seven local parks have been designed into the master development plan. Some of these parks are more linear in nature and provide green space connections into the Eagle Point neighborhood to the north. Others are more rectangular fitting the surrounding subdivision development pattern. Local parks serve residents within a ¼ mile radius and are held privately and maintained by the HOA.

Amenities in the local parks may include the following:

- Improved landscaping
- Trails and/or Pathways
- Seating
- Shade
- BBQ Grills
- Fire pits
- Play Space
- Open Lawn for Unstructured Play

Trails (Public)

Trails through out Ault Farms provide the circulation to both pedestrians and bicyclists to move freely around the neighborhood to access parks, exercise, the commercial node, and more. Two north/south regional trails along Pony Express and Lake Mountain Boulevard are received from the north and built through the Ault Farm Development to the south. The trail network planned for the community is approximately 7 miles in length. Trails are planned to be the standard City width of 8'. Depending on their context the material may be asphalt, concrete, or road base.

Special Open Space Areas

Power Corridor (Public/Private)

Conceptual design of the open space located under the high voltage Rocky Mountain Power transmission lines facilitates the Lake Mountain Boulevard Regional Trail, a trailhead, nodes of manicured landscape at major intersections, and natural vegetation. A mountain bike course or pump track would also be a suitable use in this open space area. The developer may also find private uses for the power corridor such as equestrian facilities or other animal related recreational uses.

Gateway Landscapes (Private)

Key areas around the master planned community called gateway landscapes are designed to create a distinct aesthetic of Ault Farms and communicate a sense of arrival and welcoming. Signage may be included in these open spaces as well.

Multi-Family Common Open Space (Private)

Though not shown in the master development plans, common open space in multi-family areas will be designed and submitted with the Site Plan Applications with the adjacent phase of construction. We plan on including amenities consistent with neighborhood and local parks in the Multi-Family Common Open

Space areas. In addition, these Common Open Spaces may include pools, clubhouses, spas, or sports courts.

EXECUTIVE SUMMARY

This study addresses the traffic impacts associated with the proposed Ault Farm development located in Eagle Mountain, Utah. The Ault Farm project is located on the east side of Pony Express Parkway, to the south of Eagle Mountain Boulevard.

Included within the analyses for this study are the traffic operations and recommended mitigation measures for existing conditions and plus project conditions (conditions after development of the proposed project) at key intersections and roadways near the site. Future 2025 and 2040 conditions were also analyzed.

The peak hour levels of service (LOS) was computed for each study intersection. The results of this analysis are shown in Table ES-1. Recommended storage lengths are shown in Table ES-2.

Intersection		Table ES-1															
		Level of Service Results - Ault Farm TIS															
		Existing (2020)						Future (2025)						Future (2040)			
		Background			Plus Project			Background			Plus Project			Background		Plus Project	
		AM	PM	PM Mit	AM	PM	AM	PM	PM Mit	AM	PM	PM Mit	AM	PM	PM Mit	AM	PM
A	Eagle Mountain Boulevard / Pony Express Parkway	A	A	A	A	B	A	B	B	A	F	B	A	E	B	A	B
B	Eagle Mountain Boulevard / SR-73	c	e	B	B	B	B	B	B	B	C	C	B	C	C	C	D
C	Lone Tree Parkway / Pony Express Parkway	b	f	A	A	A	A	A	A	A	A	A	A	A	A	A	A
D	Ranches Parkway / Pony Express Parkway	B	C	C	B	C	B	E	D	B	F	D	B	F	C	C	D
E	North Collector / Pony Express Parkway	-	-	-	a	a	a	a	a	b	b	c	b	b	b	d	e
F	Road 1 / Pony Express Parkway	-	-	-	a	a	-	-	-	a	a	a	-	-	-	c	a
G	3400 North / Pony Express Parkway	-	-	-	a	a	a	a	a	a	b	b	c	c	c	B	B
H	South Collector / Pony Express Parkway	-	-	-	a	a	-	-	-	a	a	a	a	a	a	a	a
I	Road 2 / 3400 North	-	-	-	a	a	-	-	-	a	a	a	-	-	-	a	c
J	Road 3 / 3400 North	-	-	-	a	a	-	-	-	a	a	a	-	-	-	b	c
K	Road 4 / 3400 North	-	-	-	a	a	-	-	-	a	a	a	-	-	-	c	d
L	Airport Road / Pony Express Parkway	-	-	-	-	-	-	-	-	-	-	-	C	C	C	C	D
M	Eagle Mountain Boulevard / Airport Road	-	-	-	-	-	-	-	-	-	-	-	c	d	c	B	B
N	North Collector / Airport Road	-	-	-	-	-	-	-	-	-	-	-	a	a	a	B	B
O	3400 North / Airport Road	-	-	-	-	-	-	-	-	-	-	-	b	b	b	C	C
P	South Collector / Airport Road	-	-	-	-	-	-	-	-	-	-	-	a	a	a	a	a

TABLE ES-2
Recommended Storage Lengths
Eagle Mountain - Ault Farms TIS

Intersection	Storage Length (feet)							
	Northbound		Southbound		Eastbound		Westbound	
	LT	RT	LT	RT	LT	RT	LT	RT
Eagle Mountain Blvd / Pony Express Pkwy	175	50	100	125	150	275	200	100
Eagle Mountain Blvd / SR-73	250	125	100	100	125	280 / 300	75 / 500	100
Lone Tree Pkwy / Pony Express Pkwy	70 / 100	-	-	70 / 125	100 / 200	-	-	-
Ranches Pkwy / Pony Express Pkwy	125	-	125 / 525	500	100 / 350	100	110 / 425	425
North Collector / Pony Express Pkwy	50	-	50	-	75	50	50	50
Road 1 / Pony Express Pkwy	-	-	50	-	-	-	-	50
3400 North / Pony Express Pkwy	50	-	150	100	100	50	50	75
South Collector / Pony Express Pkwy	-	-	50	-	-	-	-	50
Road 2 / 3400 North	-	50	-	50	50	-	50	-
Road 3 / 3400 North	-	50	-	50	50	-	50	-
Road 4 / 3400 North	-	50	-	50	50	-	50	-
Airport Road / Pony Express Pkwy	325	175	425	100	250	425	425	200
Eagle Mountain Blvd / Airport Road	50	-	225	75	125	75	50	75
North Collector / Airport Road	50	50	100	125	150	50	50	50
3400 North / Airport Road	50	50	75	175	275	50	50	50
South Collector / Airport Road	50	-	-	-	-	75	-	-
Current storage length (if applicable) / Recommended storage length Source: Hales Engineering, July 2020								

SUMMARY OF KEY FINDINGS/RECOMMENDATIONS

The following is a summary of key findings and recommendations:

- The Eagle Mountain Boulevard / SR-73 and Lone Tree Parkway / Pony Express Parkway intersections are currently operating at an unacceptable LOS during the evening peak hour in existing (2020) background conditions.
 - Recommendation: Install a signal at the Eagle Mountain Boulevard / SR-73 intersection with permissive/protected left-turn phasing on the westbound approach.
 - Recommendation: Install a signal at the Lone Tree Parkway / Pony Express Parkway intersection.
- The development will consist of residential townhome, condo, apartment, and single-family units, and a commercial area.
- All study intersections are anticipated to operate at an acceptable LOS during the morning and evening peak hour with project traffic added.
- The Ranches Parkway / Pony Express Parkway intersection is anticipated to operate at an unacceptable LOS during the evening peak hour in future (2025) background conditions
 - Recommendation: Construct dual eastbound protected left-turn lanes at the Ranches Parkway / Pony Express Parkway intersection.
- The Eagle Mountain Boulevard / Pony Express Parkway and Ranches Parkway / Pony Express Parkway intersections are anticipated to operate at unacceptable LOS during the future (2025) evening peak hour with project traffic added.

- Recommendation: Add a right-turn pocket on the westbound approach of the Ranches Parkway / Pony Express Parkway intersection.
 - Recommendation: Convert the current roundabout at the Eagle Mountain Boulevard / Pony Express Parkway intersection to a signalized intersection.
- The following changes to the roadway network were anticipated to be warranted in future (2040) background traffic conditions:
 - Dual westbound left-turn and northbound channelized free right-turn at the Eagle Mountain Boulevard / SR-73 intersection.
 - According to MAG plans, it was assumed that Eagle Mountain Boulevard was widened to two lanes in each direction by 2040.
- The Eagle Mountain Boulevard / Pony Express Parkway and Ranches Parkway / Pony Express Parkway intersections are anticipated to operate at unacceptable LOS during the future (2040) background conditions.
 - Recommendation: Install a southbound channelized free right-turn at the Ranches Parkway / Pony Express Parkway intersection.
 - Recommendation: Install an additional northbound and southbound through lane at the Eagle Mountain Boulevard / Pony Express Parkway intersection.
 - Recommendation: Consistent with MAG TDM results, which projects over 45,000 vehicles per day on Pony Express Parkway between Ranches Parkway and Airport Road, Hales Engineering recommends widening Pony Express Parkway to 3-lanes in each direction from Ranches Parkway to south of Airport Road.
- The following changes to the roadway network were found to be warranted in future (2040) plus project traffic conditions during the evening peak hour:
 - A traffic signal at the Eagle Mountain Boulevard / Airport Road intersection
 - A traffic signal at the North Collector / Airport Road intersection
 - A traffic signal at the 3400 North / Airport Road intersection
 - A traffic signal at the 3400 North / Pony Express Parkway intersection
 - Dual southbound left-turn lanes at the Airport Road / Pony Express intersection.
- The North Collector / Pony Express Parkway intersection is anticipated to operate at an unacceptable LOS during the evening peak hour in future (2040) plus project conditions.
 - Recommendation: Install a traffic signal at the North Collector / Pony Express Parkway intersection when warrants are met.

MEMORANDUM

Date: January 5, 2021
To: City of Eagle Mountain
From: Hales Engineering



Subject: Eagle Mountain - Ault Farm Updated Trip Generation Study

UT20-1681

This memorandum discusses a comparison of the updated trip generation traffic volumes with those from the previous Traffic Impact Study completed for the proposed Ault Farm development in Eagle Mountain, Utah. A vicinity map of the proposed development is shown in Figure 1.

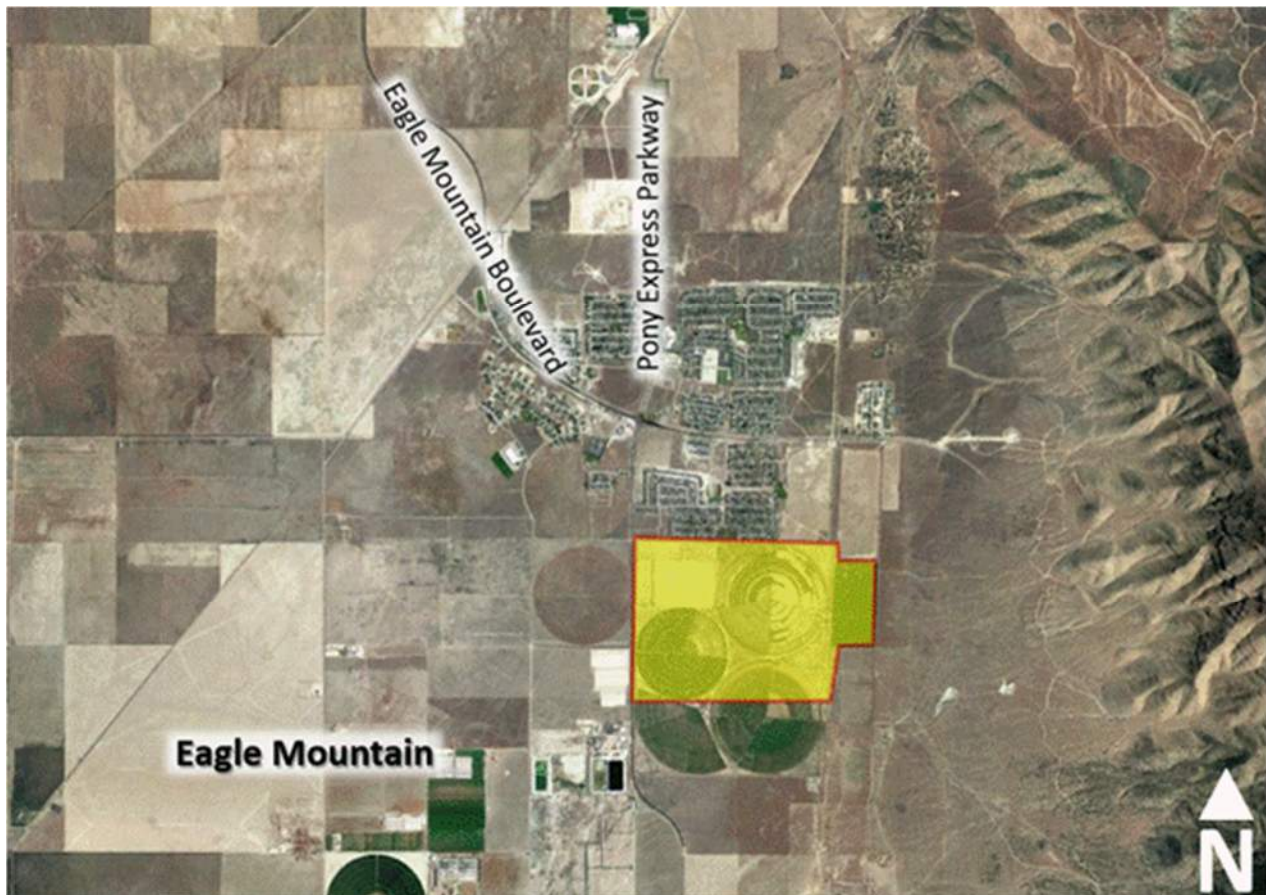


Figure 1: Vicinity map of the proposed development in Eagle Mountain, Utah

Background

The proposed Ault Farm development is located in on the east side of Pony Express Parkway, to the south of Eagle Mountain Boulevard in Eagle Mountain, Utah. The project includes residential single family, residential multi-family, and commercial land use. A floor-to-area ratio of 0.3 was assumed to estimate the commercial square footage. A site plan for the proposed development is included in Appendix A.

The proposed land use for the development has been identified as follows:

- Residential Single Family 1,533 Units
- Residential Multi Family (Townhomes) 252 Units
- Residential Multi Family (Apartments/Condos) 380 Units
- Commercial 153,000 Sq. Ft.

Trip Generation

Trip generation for the updated development was calculated using trip generation rates published in the Institute of Transportation Engineers (ITE) *Trip Generation (10th Edition, 2017)*. Trip generation for the proposed project is included in Table 1. It is anticipated that the proposed residential single and multi-family and commercial land use will generate approximately 22,526 trips on an average weekday, including 1,493 trips during the morning peak hour, and 2,286 trips during the evening peak hour. The comparison with the previous study is included in Table 2.

Table 1: Trip Generation

Trip Generation Eagle Mountain - Ault Farm								
Weekday Daily Land Use ¹	# of Units	Unit Type	Trip Generation	% Entering	% Exiting	Trips Entering	Trips Exiting	Total Daily Trips
Single-Family Detached Housing (210)	1533	Dwelling Units	12,814	50%	50%	6,407	6,407	12,814
Multifamily Housing (Low-Rise) (220)	252	Dwelling Units	1,866	50%	50%	933	933	1,866
Multifamily Housing (Mid-Rise) (221)	380	Dwelling Units	2,070	50%	50%	1,035	1,035	2,070
Shopping Center (820)	153	1,000 Sq. Ft. GLA	5,776	50%	50%	2,888	2,888	5,776
Project Total Daily Trips						11,263	11,263	22,526
Morning Peak Hour Land Use ¹	# of Units	Unit Type	Trip Generation	% Entering	% Exiting	Trips Entering	Trips Exiting	Total a.m. Trips
Single-Family Detached Housing (210)	1533	Dwelling Units	1,094	25%	75%	274	821	1,095
Multifamily Housing (Low-Rise) (220)	252	Dwelling Units	116	23%	77%	27	89	116
Multifamily Housing (Mid-Rise) (221)	380	Dwelling Units	138	26%	74%	36	102	138
Shopping Center (820)	153	1,000 Sq. Ft. GLA	144	62%	38%	89	55	144
Project Total a.m. Peak Hour Trips						426	1,067	1,493
Evening Peak Hour Land Use ¹	# of Units	Unit Type	Trip Generation	% Entering	% Exiting	Trips Entering	Trips Exiting	Total p.m. Trips
Single-Family Detached Housing (210)	1533	Dwelling Units	1,398	63%	37%	881	517	1,398
Multifamily Housing (Low-Rise) (220)	252	Dwelling Units	136	63%	37%	86	50	136
Multifamily Housing (Mid-Rise) (221)	380	Dwelling Units	168	61%	39%	102	66	168
Shopping Center (820)	153	1,000 Sq. Ft. GLA	584	48%	52%	280	304	584
Project Total p.m. Peak Hour Trips						1,349	937	2,286

1. Land Use Code from the Institute of Transportation Engineers (ITE) *Trip Generation*, 10th Edition, 2017.

SOURCE: Hales Engineering, January 2021

Table 2: Trip Generation Comparison

Trip Generation Eagle Mountain - Ault Farm						
Weekday Daily Land Use ¹	Updated			Previous		
	# of Units	Unit Type	Trip Generation	# of Units	Unit Type	Trip Generation
Single-Family Detached Housing (210)	1533	Dwelling Units	12,814	893	Dwelling Units	7,794
Multifamily Housing (Low-Rise) (220)	252	Dwelling Units	1,866	1274	Dwelling Units	9,592
Multifamily Housing (Mid-Rise) (221)	380	Dwelling Units	2,070	938	Dwelling Units	5,112
Shopping Center (820)	153	1,000 Sq. Ft. GLA	5,776	157	1,000 Sq. Ft. GLA	5,928
Project Total Daily Trips			22,526			28,426
Morning Peak Hour Land Use ¹	Updated			Previous		
	# of Units	Unit Type	Trip Generation	# of Units	Unit Type	Trip Generation
Single-Family Detached Housing (210)	1533	Dwelling Units	1,094	893	Dwelling Units	640
Multifamily Housing (Low-Rise) (220)	252	Dwelling Units	116	1274	Dwelling Units	536
Multifamily Housing (Mid-Rise) (221)	380	Dwelling Units	138	938	Dwelling Units	338
Shopping Center (820)	153	1,000 Sq. Ft. GLA	144	157	1,000 Sq. Ft. GLA	148
Project Total a.m. Peak Hour Trips			1,492			1,662
Evening Peak Hour Land Use ¹	Updated			Previous		
	# of Units	Unit Type	Trip Generation	# of Units	Unit Type	Trip Generation
Single-Family Detached Housing (210)	1533	Dwelling Units	1,398	893	Dwelling Units	832
Multifamily Housing (Low-Rise) (220)	252	Dwelling Units	136	1274	Dwelling Units	570
Multifamily Housing (Mid-Rise) (221)	380	Dwelling Units	168	938	Dwelling Units	414
Shopping Center (820)	153	1,000 Sq. Ft. GLA	584	157	1,000 Sq. Ft. GLA	600
Project Total p.m. Peak Hour Trips			2,286			2,416
1. Land Use Code from the Institute of Transportation Engineers (ITE) <i>Trip Generation</i> , 10th Edition, 2017.						
SOURCE: Hales Engineering, January 2021						

Conclusions

The findings of this study are as follows:

- The proposed update to the development includes 640 more units of residential single family; 1,022 fewer units of multi-family townhomes; 558 fewer units of multi-family apartments/condos; and 4,000 fewer square feet of commercial.
- It is anticipated that the proposed update to the project will generate approximately 22,526 trips on an average weekday, including 1,492 trips during the morning peak hour, and 2,286 trips during the evening peak hour.
- Compared to the previous study, this land use update decreases trips by approximately 20% overall, 10% during the morning peak hour and 5% during the evening peak hour. This results in 5,900 fewer trips on an average weekday, including 170 fewer trips during the morning peak hour, and 130 fewer trips during the evening peak hour. The previous recommendations for road classifications remain unchanged with the decrease.

APPENDIX A

Site Plan

LAND USE LEGEND

Neighborhood Residential 1

- R1 | 58.3 Ac.
- R2 | 46.2 Ac.
- R3 | 144.6 Ac.

Neighborhood Residential 2

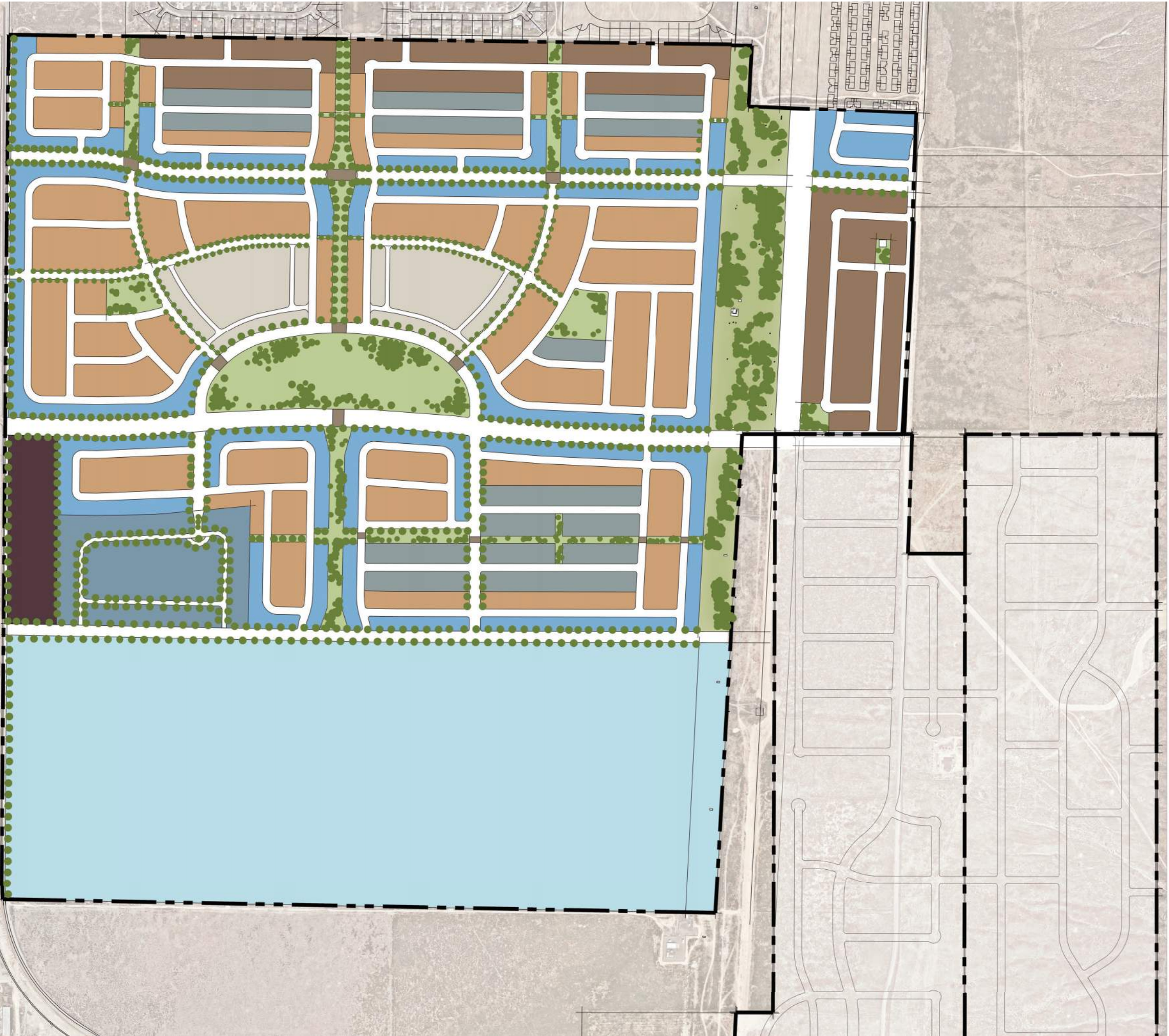
- MF1 Single Family | 136.4 Acres
- MF1 Town Homes | 29.8 Ac.

Neighborhood Residential 3

- MF2 Condo/Apartments | 25.0 Ac.

Other

- Commercial | 11.7 Ac.
- Tech Campus/Light Ind. | 208.9 Ac.
- Open Space | 86.3 Ac.
Improved | 49.7 Ac.



AULT FARMS
Master Plan Tabulations

Product Type & Information				Lot / Unit Tabulation		Residential Land Use Tabulation ¹			Open Space Tabulation	
Product	Min. Area <i>Sq. Ft.</i>	Average Area <i>Sq. Ft.</i>	Min. Frontage <i>Ft.</i>	Lots / Unit #	Percentage Lot/Unit %	Product Area ² <i>Acres</i>	Percentage Area %	Gross Density <i>Lots/Units per Ac.</i>	O.S. Per Lot/Unit <i>Sq. Ft.</i>	Required O.S. <i>Acres</i>
R1 Single Family	10,890	14,520	85	136	6.3%	58.3	11.1%	2.3	750	2.3
R2 Single Family	8,000	10,890	80	141	6.5%	46.2	8.8%	3.1	900	2.9
R3 Single Family	6,500	8,500	65	549	25.4%	144.6	27.5%	3.8	1,000	12.6
MF1	4,500		45	707	32.7%	136.4	25.9%	5.2	1,000	16.2
MF1 Townhomes				252	11.6%	29.8	5.7%	8.5	1,000	5.8
MF2				380	17.6%	25.0	4.7%	15.2	900	7.9
Commercial						11.7				
Open Space - Natural						36.6	7.0%			
Open Space - Improved						49.7	9.4%			
Totals				2,165	100.0%	526.6	100.0%			47.7

¹ Land Use Tabulations not including Tech of approximately 214 acres and 11.7 acres of commercial.

² All areas are approximate and include adjacent road frontages.



Russell L. Christensen
Nebo Environmental, LLC
Russell@NeboEnv.com
801-602-9702

Environmental Impact Report to Eagle Mountain City in support of Land Use Plan for Flagship EM Holding LLC, Parcel 59:018:0044, Eagle Mountain, Utah County, Utah

This Environmental Impact Report is prepared by Nebo Environmental LLC in behalf of Flagship EM Holdings LLC (Flagship) as part of Flagship's Land Use Plan for a master development to be undertaken in Eagle Mountain, Utah County, Utah and fulfills requirements of Eagle Mountain Municipal Code Section 16.10.050 paragraph B.3.

The subject property is a 747.03 acre Parcel #59:018:0044 located roughly in the south portion of Eagle Mountain and east of Pony Express Pkwy. The entire parcel is currently used for agricultural purposes including farmland and cropland. It is bounded on the north by residential housing; on the west by cropland and public works facilities; on the south and east by agricultural grazing land. The land is essentially level to be conducive with sprinkler irrigation supplied by onsite or adjacent water well systems.

The parcel has substantially agricultural vegetation on the surface with no open watercourses, surface impoundments, debris, or waste repositories.

Land development activities are anticipated to be consistent with other residential, commercial, industrial and recreational land development activities recently or currently being performed in the area.

The Utah County land use records show this land being used historically for agricultural purposes.

No areas of this parcel have been identified as being sensitive lands including no wetlands determination as shown on the National Wetlands Inventory of the U.S. Fish and Wildlife Service.

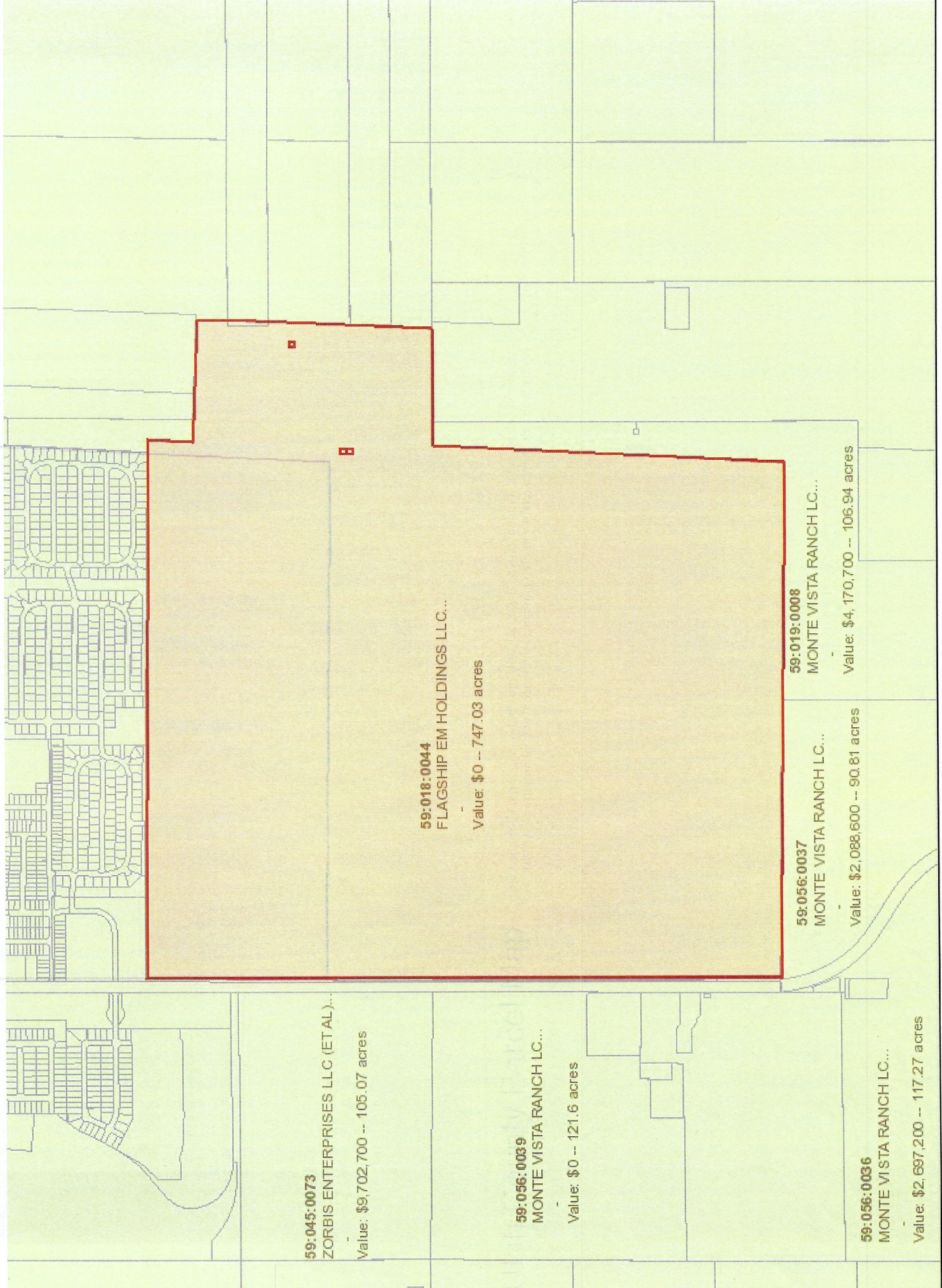
No areas of this parcel are included on the National Register of Historical Places listing in Utah County, Utah.

Because the entire parcel has been used for agricultural use, it is not expected that the land is conducive to threatened or endangered plant species that are known to occur or are believed to occur in Utah County. No endangered plant species were identified during a site visit in May 2020.

Submitted by:

Russell L. Christensen
Environmental Professional
Nebo Environmental LLC



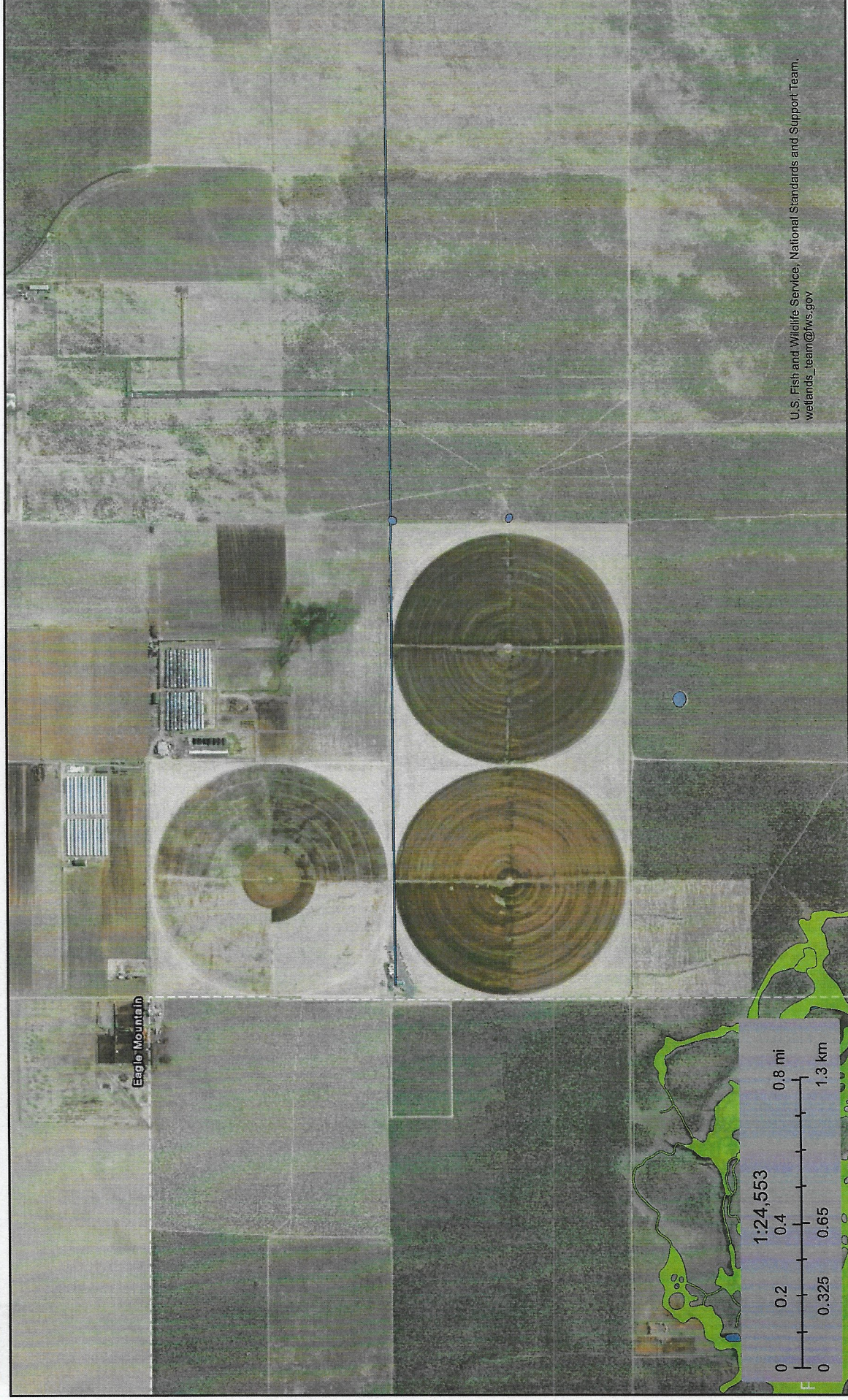




U.S. Fish and Wildlife Service

National Wetlands Inventory

Natl Wetlands Inv Eagle Mtn



U.S. Fish and Wildlife Service, National Standards and Support Team.
wetlands_team@fws.gov

This map is for general reference only. The US Fish and Wildlife Service is not responsible for the accuracy or currentness of the base data shown on this map. All wetlands related data should be used in accordance with the layer metadata found on the Wetlands Mapper web site.

May 25, 2020

Wetlands

- | | | | |
|--|-----------------------------------|--|----------|
| | Estuarine and Marine Deepwater | | Lake |
| | Estuarine and Marine Wetland | | Other |
| | Freshwater Emergent Wetland | | Riverine |
| | Freshwater Forested/Shrub Wetland | | |
| | Freshwater Pond | | |



U.S. Fish & Wildlife Service

ECOS[ECOS](#) / [Species Reports](#) / Species By County Report

Species By County Report

The following report contains Species that are known to or are believed to occur in this county. Species with range unrefined past the state level are now excluded from this report. If you are looking for the Section 7 range (for Section 7 Consultations), please visit the [IPaC](#) application.

County: **Utah, Utah**

CSV

Need to contact a FWS field office about a species? Follow [this link](#) to find your local FWS Office.

Group	Name	Population	Status	Lead Office	Recovery Plan	Recovery Plan Action Status	Recovery Plan Stage
Birds	Yellow-billed Cuckoo (Coccyzus americanus)	Western U.S. DPS	Threatened	Arizona Ecological Services Field Office			
Fishes	June sucker (Chasmistes liorus)	Wherever found	Endangered	Utah Ecological Services Field Office	June Sucker	Implementation Progress	Final
Flowering Plants	Deseret milkvetch (Astragalus desereticus)	Wherever found	Recovery	Utah Ecological Services Field Office			
Flowering Plants	Clay phacelia (Phacelia argillacea)	Wherever found	Endangered	Utah Ecological Services Field Office	Clay Phacelia	Implementation Progress	Final
Flowering Plants	Ute ladies'-tresses (Spiranthes diluvialis)	Wherever found	Threatened	Utah Ecological Services Field Office	Ute Ladies'-Tresses Draft Recovery Plan	Implementation Progress	Draft



**EAGLE MOUNTAIN CITY
PLANNING COMMISSION MEETING
FEBRUARY 9, 2021**

TITLE:	Hidden Hollow Phase C (Consideration of Density Vesting)
ITEM TYPE:	Preliminary Plat & Site Plan
APPLICANT:	Ryan Bybee (Cascade Homes)

ACTION ITEM:

Yes

PUBLIC HEARING:

No

PREPARED BY:

Steve Mumford, Planning

BACKGROUND:

The Planning Commission held a public hearing (no public comments were made) and discussed this project on January 12. Following a lengthy discussion the Commission voted (4-0) to table the item until a future meeting with direction to the applicant to work with staff to bring the application into compliance with Municipal Code.

The applicant and his legal representative have met with City staff, Administration, and the City Attorney, and have provided the City with an outline of their vested rights claims (which will be provided to the Planning Commission). They argue that the 2006 preliminary plat approval vested their property with 360+ residential units, among other arguments. The City Attorney will be providing a memo to the Planning Commission in relation to this issue.

The applicant is now requesting that the Planning Commission consider their vesting claim and make a recommendation of approval to the City Council of their proposed density (134 total lots/units) only. Following an approval of the density by the City Council, the applicant agrees to return to the Commission with a site plan and preliminary plat that comply with the current city codes in relation to architectural standards, garage placement, parking, garage sizes, etc. A condition of approval has been included to that effect. The applicant is willing to spend a significant amount of money to make the necessary changes to the design of the buildings and layout of the project, but is requesting some assurance that the density is approved/vested by the Commission and Council. It should also be made clear that approval of a portion of the 134 units is contingent upon the City agreeing to sell the 1.5-acre City parcel to the applicant at fair market value.

Zoning

This property was zoned Village Core as part of the Ranches Master Development Plan and Agreement. Along with other parcels it was designated with 20 acres of commercial and 1,002 residential units. The Village Core zone allowed for multifamily uses, but did not provide for a specific density associate with those uses because the density was established through the Ranches MDA. The Ranches Master Development Agreement has expired.

Previous Approvals

The Hidden Valley North Preliminary Plat was approved on May 9, 2006, including a total of 131 SF lots, 300 condominiums, and 226 townhomes. The following preliminary plats and site plans have been approved for areas within the Hidden Valley North project, replacing portions of the 2006 plat.

- Hidden Hollow Elementary School – opened in 2008;
- Hidden Hollow Phase A Preliminary Plat (34 SF lots) was approved November 18, 2014;
- Hidden Hollow Phase B Preliminary Plat & Site Plan (17 SF lots & 54 townhomes) was approved September 4, 2018 (Open Space modified March 17, 2020);
- Juniper Springs Preliminary Plat (84 townhomes) was approved September 18, 2018.

Total Approved Lots = 51 SF lots, 138 townhomes, and the elementary school.

Phase C

The “phase C” area of the Hidden Valley North plat included 300 condominiums and 60 townhomes. Rather than building the preliminarily platted 360 units, the applicant has chosen to reduce the density by over 60% and is proposing 48 SF lots and 86 townhomes, for a total of 134 lots/units. Conceptual discussions were held concerning the amenities in phase C at the meetings for Phase B, with the amenity worksheet and a concept of a portion of Phase C included in the meeting documents. No approval was given to Phase C at that time, since it was not part of the Phase B site plan or preliminary plat that was considered for approval.

ITEMS FOR CONSIDERATION:

Since this review is of the density vesting claim only, items for consideration related to the design and layout of the preliminary plat and site plan will be included when those plans are being considered.

Meeting minutes from the January 12th Planning Commission meeting are attached. Older meeting minutes can be accessed on Eaglemountaincity.com/city-recorder/city-meetings-portal/#meetingdocs.

The approved 2006 Hidden Valley North Preliminary Plat and the January proposal for Phase C that was considered on January 12th are attached, for reference. Additional plans (parks and open space, slope analysis, building elevations) are attached to the January 12th meeting documents and are available upon request, if the Commissioners aren't able to access them.

REQUIRED FINDINGS:

Review of a vested density claim is similar to that of a settlement agreement, and should be based upon legal advice, historical information/facts, and consideration of all applicable arguments.

RECOMMENDATION:

The Planning Commission may recommend approval, approval with conditions, or denial of the proposed density vesting.

If you choose to recommend approval of this application, we recommend the following motion:

I move that the Eagle Mountain Planning Commission recommend approval of the Hidden Hollow Phase C density vesting to the City Council with the following conditions:

- 1) A portion of the density is contingent upon the sale/purchase of the 1.5 acres of City property at fair-market value. The City may use revenue from the sale to benefit the area (some options include additional park/trailhead improvements, safety improvements for school children, trail improvements, etc.).*
- 2) The Phase C site plan and preliminary plat must be redesigned to comply with City Code, including garage sizes, architectural standards, and parking. These plans shall be reviewed by the Planning Commission and City Council through the standard*

approval process.

If you feel that there is sufficient evidence to recommend denial of the proposed density vesting, then the following motion is appropriate:

I move that the Planning Commission recommend denial of the Hidden Hollow Phase C density vesting.

ATTACHMENTS:

2006 Approved Hidden Valley North Preliminary Plat
Draft Hidden Hollow Ph C Preliminary Plat & Site Plan
Planning Commission Mtg Minutes 1-12-21

HIDDEN VALLEY NORTH

LOCATED IN THE SOUTHEAST QUARTER OF SECTION 30, TOWNSHIP 5 SOUTH, RANGE 1
WEST, SALT LAKE BASE AND MERIDIAN, EAGLE MOUNTAIN, UTAH

NOTES:

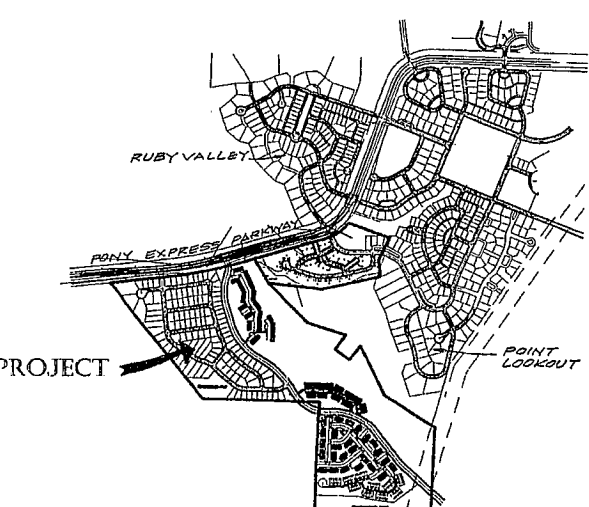
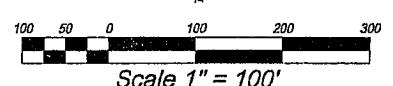
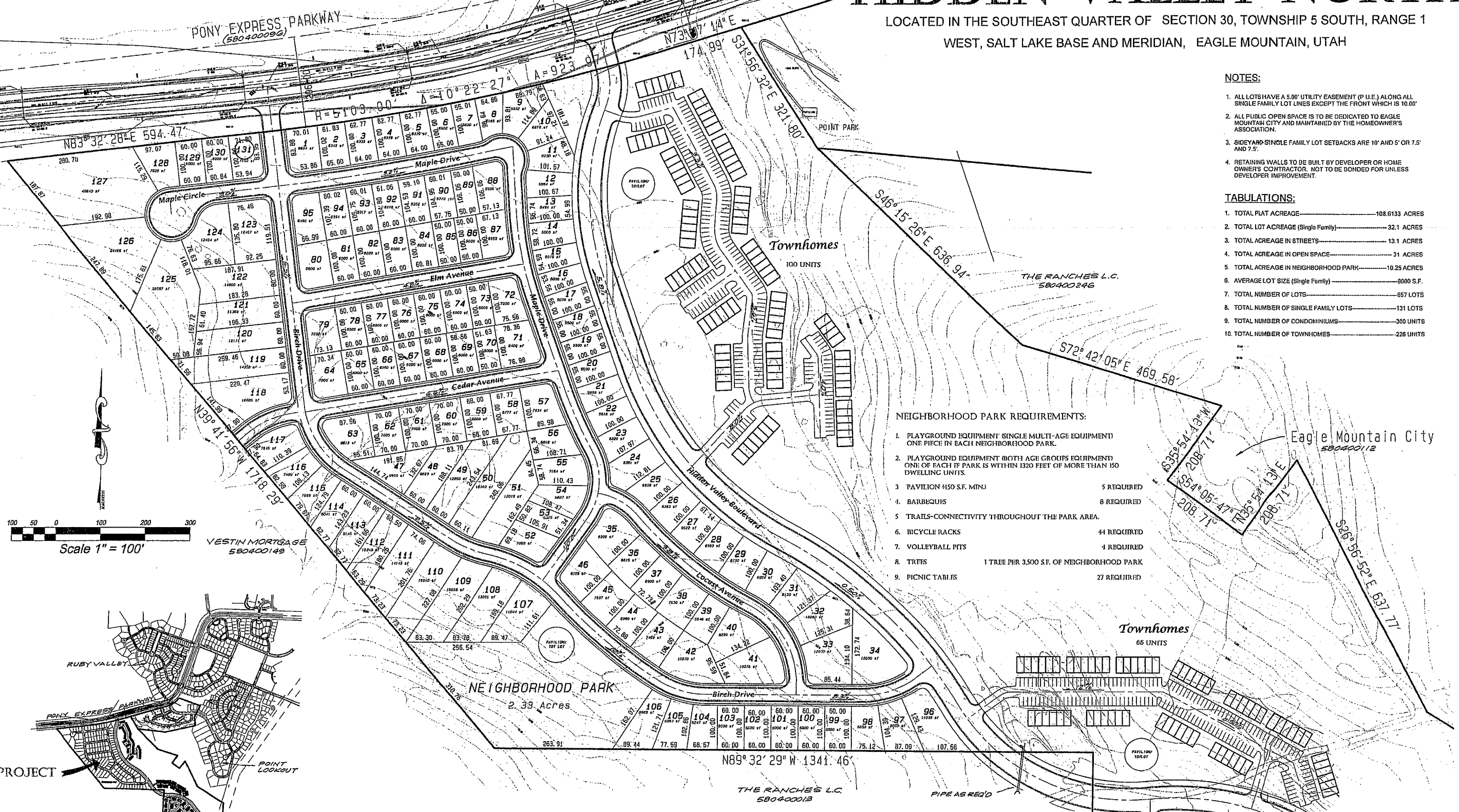
1. ALL LOTS HAVE A 5.00' UTILITY EASEMENT (P.U.E.) ALONG ALL SINGLE FAMILY LOT LINES EXCEPT THE FRONT WHICH IS 10.00'
2. ALL PUBLIC OPEN SPACE IS TO BE DEDICATED TO EAGLE MOUNTAIN CITY AND MAINTAINED BY THE HOMEOWNER'S ASSOCIATION.
3. SIDEYARD SINGLE FAMILY LOT SETBACKS ARE 10' AND 5' OR 7.5' AND 7.5'.
4. RETAINING WALLS TO BE BUILT BY DEVELOPER OR HOME OWNER'S CONTRACTOR. NOT TO BE BONDED FOR UNLESS DEVELOPER IMPROVEMENT.

TABULATIONS:

1. TOTAL PLAT ACREAGE 108.6133 ACRES
2. TOTAL LOT ACREAGE (Single Family) 32.1 ACRES
3. TOTAL ACREAGE IN STREETS 13.1 ACRES
4. TOTAL ACREAGE IN OPEN SPACE 31 ACRES
5. TOTAL ACREAGE IN NEIGHBORHOOD PARK 10.25 ACRES
6. AVERAGE LOT SIZE (Single Family) 8000 S.F.
7. TOTAL NUMBER OF LOTS 657 LOTS
8. TOTAL NUMBER OF SINGLE FAMILY LOTS 131 LOTS
9. TOTAL NUMBER OF CONDOMINIUMS 300 UNITS
10. TOTAL NUMBER OF TOWNHOMES 228 UNITS

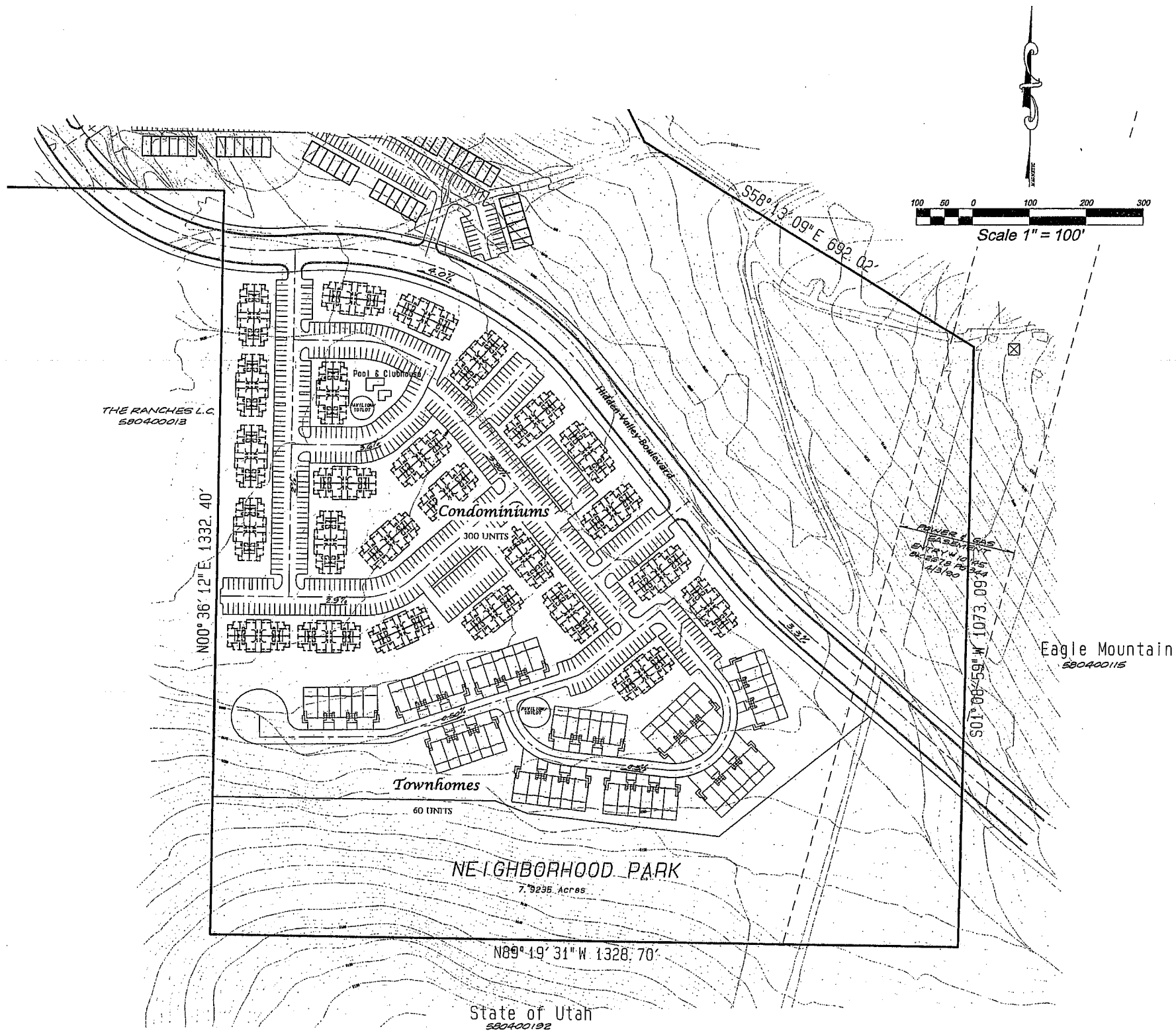
NEIGHBORHOOD PARK REQUIREMENTS:

1. PLAYGROUND EQUIPMENT (SINGLE MULTI-AGE EQUIPMENT) ONE PIECE IN EACH NEIGHBORHOOD PARK.
2. PLAYGROUND EQUIPMENT (BOTH AGE GROUPS EQUIPMENT) ONE OF EACH IF PARK IS WITHIN 1320 FEET OF MORE THAN 150 DWELLING UNITS.
3. PAVILION (150 S.F. MIN.) 5 REQUIRED
4. BARBEQUES 8 REQUIRED
5. TRAILS-CONNECTIVITY THROUGHOUT THE PARK AREA.
6. BICYCLE RACKS 44 REQUIRED
7. VOLLEYBALL PITS 4 REQUIRED
8. TREES 1 TREE PER 3,500 S.F. OF NEIGHBORHOOD PARK
9. PICNIC TABLES 27 REQUIRED



VICINITY MAP

BENCH MARK		REVISIONS			F.J. Clark & Associates		HIDDEN VALLEY NORTH	
		Rev.	Date	Description	6654 West 9680 North Highland, Utah 84003 (801) 492-1307		EAGLE MOUNTAIN, UTAH	
		1	12/13/05	ADDED 66 TOWNHOMES	Plans prepared under the direction of: <i>[Signature]</i> Date 12/13/05		PRELIMINARY PLAT	
					Checked by: <i>[Signature]</i>		Approved by: _____	
					Scale: 1"=100'		Date: 12/13/05	
					Sheet No. 1 of 6			



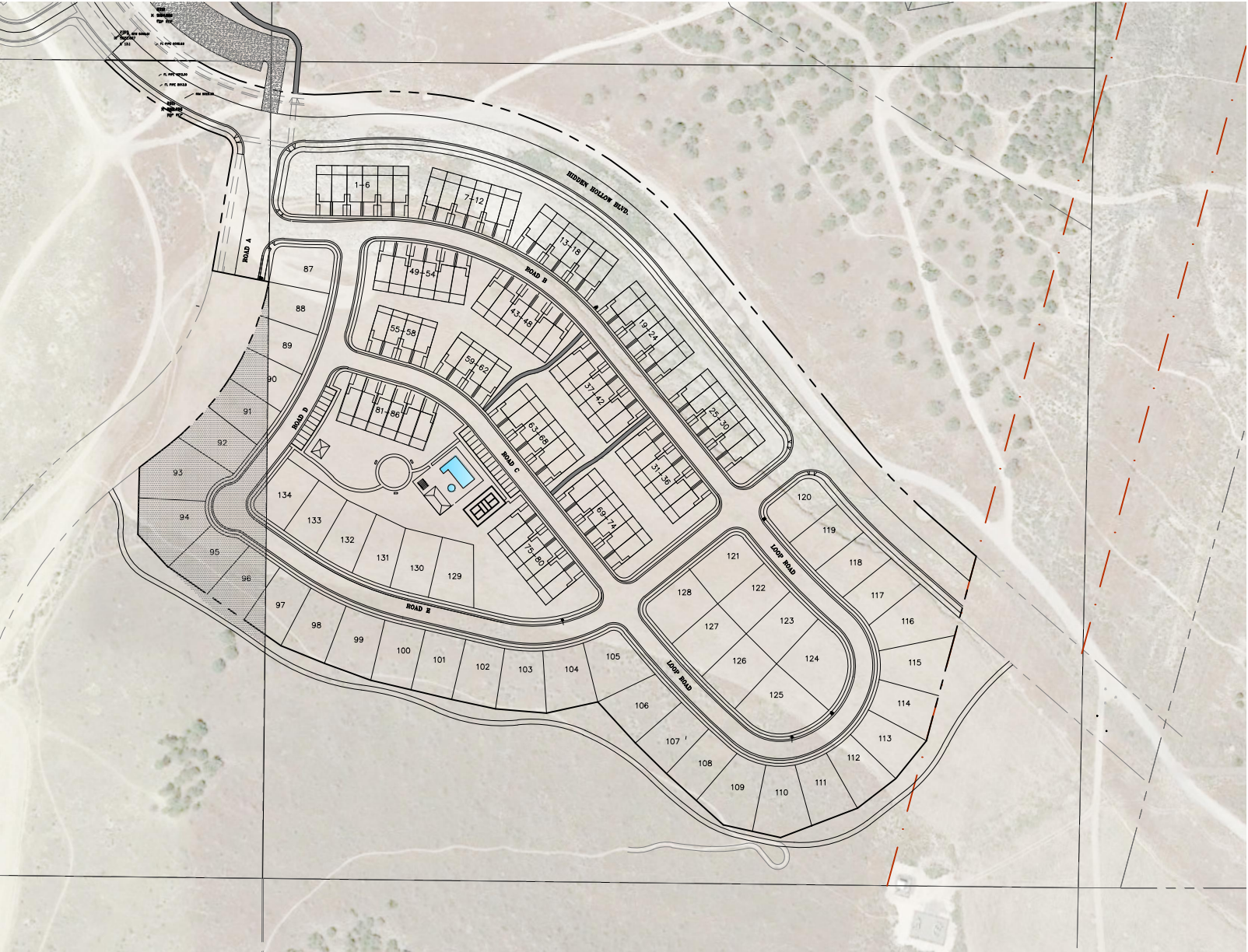
BENCH MARK		REVISIONS				F.J.Clark & Associates		HIDDEN VALLEY NORTH			
	Rev.	Date	Description	App'd	6654 West 9680 North Highland, Utah 84003 (801) 492-1307		EAGLE MOUNTAIN, UTAH		Scale: 1"=100'		
							PRELIMINARY PLAT		Date: 12/13/05		
					Plans prepared under the direction of:						
					Fred J. Clark P.E. 155153		Date		Sheet No. 2 OF 6		

HIDDEN HOLLOW: PHASE 'C' PLAT '1'

PRELIMINARY CONSTRUCTION PLANS

prepared for:
CADENCE HOMES
3400 north Ashton Blvd. Suite 180
LEHI, UT 84043
PHONE: (801)768-0500

prepared by:
TRANE ENGINEERING
27 EAST MAIN STREET
LEHI, UT 84043
PHONE: (801) 768-4544



SHEET INDEX

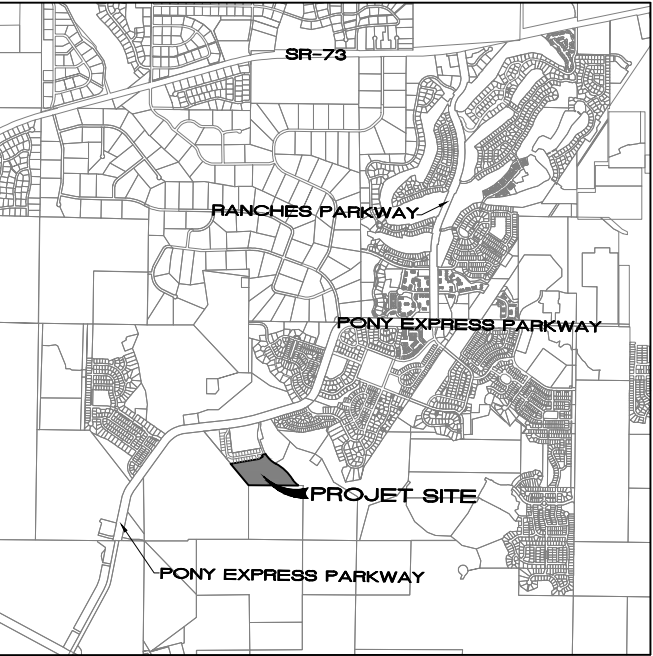
SHEET NO.	SHEET NAME
1	COVER SHEET
2	SITE/UTILITY PLAN
2a	TOWNHOME SITE PLAN
3	GRADING & DRAINAGE PLAN
4	PLAN & PROFILE HIDDEN VALLEY PARKWAY
5	PLAN & PROFILE ROAD A & D
6	PLAN & PROFILE ROAD B
7	PLAN & PROFILE ROAD C
8	PLAN & PROFILE ROAD E
9	PLAN & PROFILE LOOP ROAD
PRELIM	PRELIMINARY PLAT

GENERAL NOTES:

- 1) AS-BUILT DRAWING, FORMATTED IN ACCORDANCE WITH EAGLE MOUNTAIN CITY STANDARD SPECIFICATIONS AND DRAWINGS, SHALL BE SUBMITTED TO THE CITY UPON COMPLETION OF THE PUBLIC IMPROVEMENTS, INCLUDING GPS COORDINATES AND ELEVATIONS FOR UTILITIES.
- 2) ALL CONSTRUCTION IS TO BE DONE AS PER EAGLE MOUNTAIN CITY STANDARD SPECIFICATIONS AND DRAWINGS.
- 3) CONTRACTOR TO ENSURE ALL ADA REQUIREMENTS ARE MET AND CONSTRUCTED IN ACCORDANCE WITH EAGLE MOUNTAIN CITY STANDARD SPECIFICATIONS AND DRAWINGS.
- 4) PRIOR TO COMMENCEMENT OF ANY WORK, A PRECONSTRUCTION MEETING WILL BE HELD WITH THE EAGLE MOUNTAIN CITY STAFF, THE CONTRACTOR, ALL SUBCONTRACTORS AND THE PROPERTY OWNER.

EAGLE MOUNTAIN CITY GENERAL NOTES:

- SEWER-**
- Pipe bedding: ¾" gravel required 6" below, on the sides & 12" above the pipe (minimum).
- Depth : Sewer main/laterals to maintain 4' of cover (minimum) from finished grade, 3' minimum from top of pipe at time of installation.
- Separation: sewer mains & laterals to maintain 10' separation (minimum) from culinary water mains & laterals.
- Sewer Y's: 3' minimum separation between sewer Y's.
- 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.
- Manholes: manholes to be within 1' of finished grade. 12" of whirly gig form (max) and no flat rings allowed. 12" of ¾" gravel required under manholes/boxes.
- WATER-**
- Valves: 1. Valves must be flanged to tee's (fittings). 2. Valves 12" and larger to be butterfly valves.
- Bedding: sand must meet AASHTO (A-3) gradation with 100% passing the #4 sieve. 6" below pipe on the sides & 12" above pipe (minimum).
- 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.
- Services & Fittings: services & fittings to maintain 3' minimum separation from pipe joints and other fittings.
- Setters: all setters to be 21" tall (minimum), have unions at the base and be dual check model, also ¾" setters to have double braces. Setters to be set at: 18" to 22" from the top of setter to top of lid.
- Water can lid: all lids to say "Eagle Mountain" on them recessed with a hole for the ERT and to be set at level to 1" above the plane of the curb & sidewalk.
- Water Can: the water can for 3/4" & 1" services will need to be 36" tall minimum and 21" inside diameter. Water can for 1-1/2" to 2" service will need to follow APWA specifications.
- Hydrants: hydrants to be 5' bury (minimum).
- 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.
- Tracer wire: run tracer wire along main & extend up setters and hydrants, do not run up valve boxes.
- Water fittings: all water fittings to be checked for thrust blocks (pre & post) and GIS (shot before backfill).
- Vertical separation: water main to maintain 18" minimum separation from storm drain or other obstacles/utilities.
- Water line fittings: all fittings to have mega-lug followers.
- 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.
- STORM DRAIN-**
- Bedding: ¾" gravel 6" below and on sides of pipe & 12" above pipe (minimum).
- ADS: all ADS pipe to be 11P brand.
- Collars: collars to be 1'x1' around pipe, 4000 psi concrete, inspection is needed pre & and post collar pour.
- Man holes: manholes to be within 1' of finished grade. 12" of whirly gig form (max) and no flat rings allowed. 12" of ¾" gravel required under manholes/boxes
- ROAD SECTION-**
- Proof rolls: proof roll required on all sections of road: i.e. sub-grade, sub-base, and curb base and road base. Curb stakes required for sub-grade inspection and string line required for sub-base and road base inspection.
- UTBC: state spec. road base required for all roads, commercial base acceptable for the sidewalks & trails.
- Collars: all 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 ½" down from asphalt edge and concrete to be ¾" to 3/8" down from asphalt edge.



VICINITY MAP

BASIS OF BEARING

THE BASIS OF BEARING FOR THIS SURVEY IS THE LINE BETWEEN THE NORTH QUARTER CORNER AND THE SOUTH QUARTER CORNER OF SECTION 30, TOWNSHIP 5 SOUTH, RANGE 1 WEST, SALT LAKE BASE AND MERIDIAN, WHICH BEARS SOUTH 00°03'34" EAST TAKEN FROM THE STATE PLANE COORDINATE & DEPENDENT RESURVEY PLAT FOUND AT THE UTAH COUNTY SURVEYORS OFFICE. (NAD 83)

REVISIONS				
NO.	DATE	DESCRIPTION	BY	
1			DESIGNED BY:	TGT
2			DRAWN BY:	TT
3			CHECK BY:	TGT
4			DATE:	12/06/20
			CDGD FILE:	

TRANE ENGINEERING, P.C.
CONSULTING ENGINEERS AND LAND SURVEYORS
27 EAST MAIN LEHI, UTAH 84043 (801) 768-4544

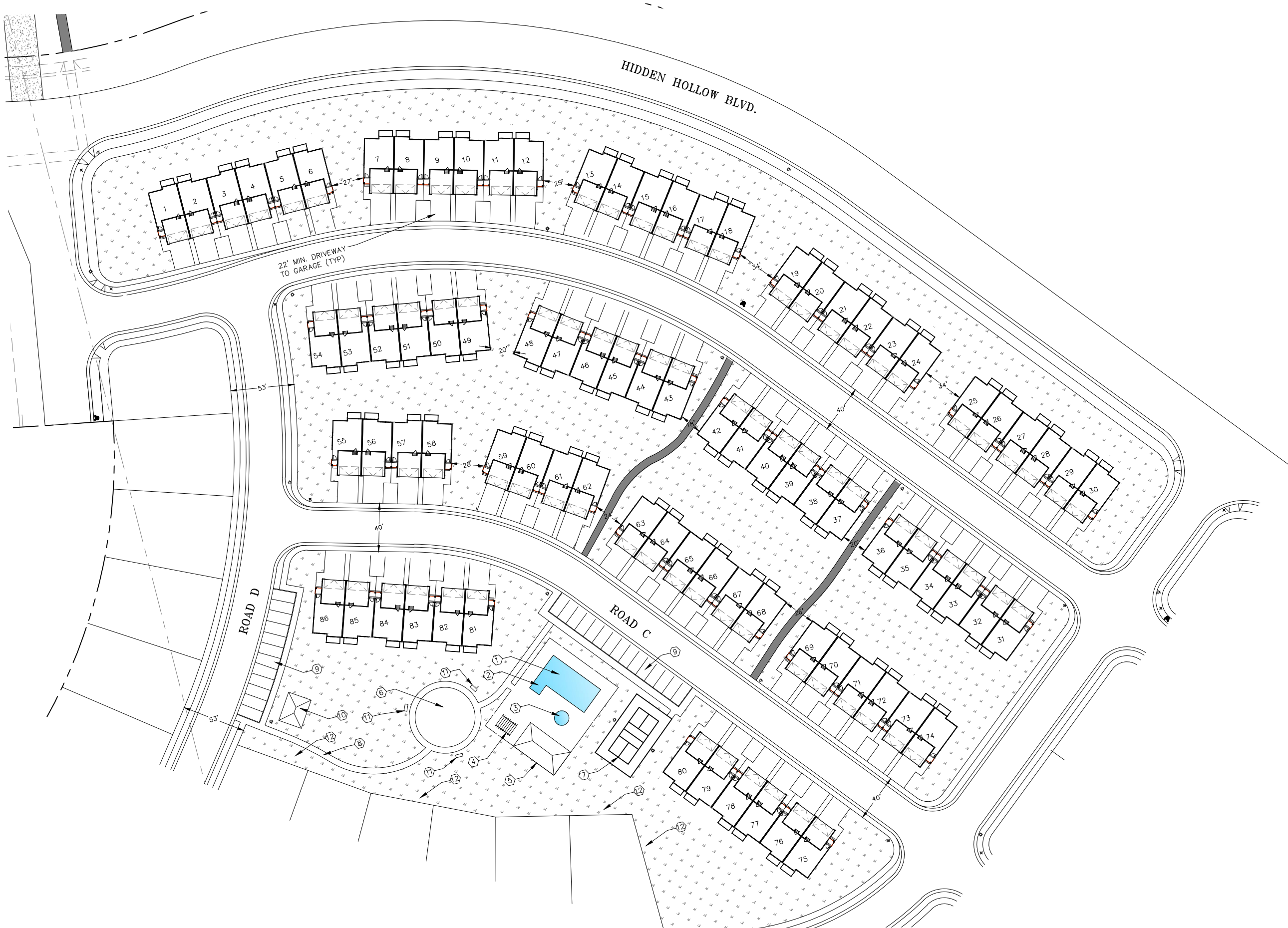
EAGLE MOUNTAIN
UTAH

HIDDEN HOLLOW
PHASE 'C' PLAT '1'

COVER SHEET

JOB
RYAN
SHEET NO.
1





KEYED NOTES

- 1 1200 SQUARE FOOT POOL AREA
- 2 KIDS POOL AREA
- 3 HOT TUB AREA
- 4 TRELLIS WITH PICNIC TABLE
- 5 RESTROOMS WITH CHANGING AREA
- 6 KIDS PLAY AREA WITH PLAY EQUIPMENT
- 7 PICKLE BALL COURT AREA WITH LIGHTING
- 8 TRAIL CONNECTION
- 9 PARKING AREA
- 10 500 SF PAVILION
- 11 BENCHES
- 12 25 SHADE TREES ALONG THE BACK SIDE OF THE SINGLE FAMILY LOTS



(24"x36")
SCALE: 1" = 60'
(11"x17")
SCALE: 1" = 120'

REVISIONS				DESIGNED BY: TGT	
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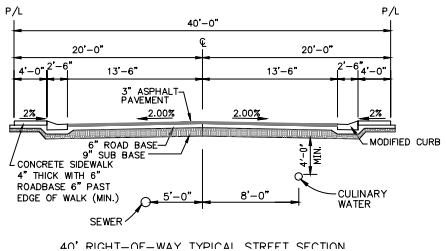
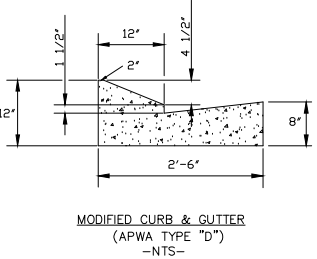
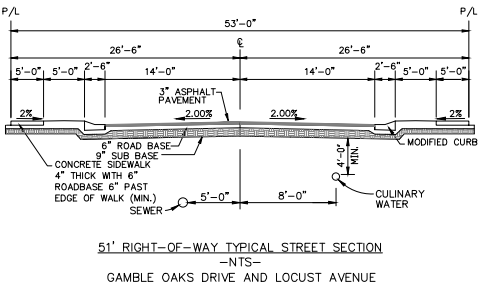
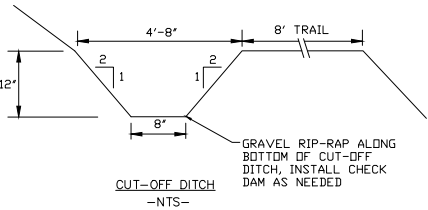
J:\RYAN BYBEE\Hidden Canyon\dwg\02_UTILITY.dwg

TRANE ENGINEERING, P.C.
CONSULTING ENGINEERS AND LAND SURVEYORS
27 EAST MAIN LEHI, UTAH 84043 (801) 768-4544

EAGLE MOUNTAIN UTAH	HIDDEN HOLLOW PHASE 'C'	TOWNHOME SITE PLAN	JOB HH CAD
			SHEET NO. 2a

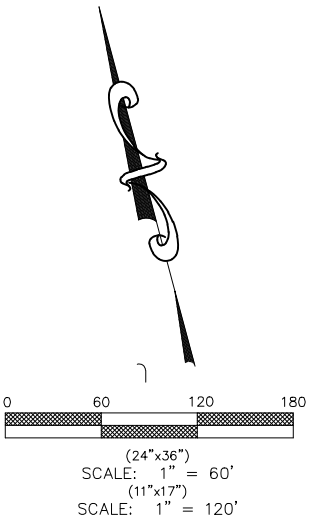
GENERAL NOTES

- ALL CONSTRUCTION TO BE DONE ACCORDING TO EAGLE MOUNTAIN CITY STANDARDS AND SPECIFICATIONS.
- CURB AND GUTTER TO BE A REVERSE LIP WHERE ASPHALT SLOPE IS AWAY FROM CURB. WHERE ASPHALT SLOPES TOWARD CURB, USE AS STANDARD CURB (SEE DETAILS)
- PERMANENT DETENTION FACILITIES TO BE OWNED AND MAINTAINED BY THE PROPERTY OWNERS AND ARE NOT TO BE ALTERED WITHOUT APPROVAL BY EAGLE MOUNTAIN CITY COUNCIL AND CITY ENGINEER.
- CONTRACTOR TO MEET ALL ADA REQUIREMENTS FOR THE SITE.
- WATER TEES, ELBOWS AND TRENCHES SHALL BE INSTALLED AS PER EAGLE MOUNTAIN CITY STANDARDS



LEGEND

- PROPERTY BOUNDARY LINE
- CUL
- SD
- 8"SS
- EX
- COB
- CI
- SD BOX
- PROPOSED 8" PVC CULINARY WATERLINE
- PROPOSED ADS STORM DRAIN W/ MH
- PROPOSED PVC SDR-35 SEWER W/ MH
- EXISTING STORM DRAIN MANHOLE
- EXISTING SANITARY SEWER MANHOLE
- EXISTING CULINARY OR SECONDARY IRRIGATION PIPE (SIZE AND TYPE SHOWN)
- APPROX. STREET GRADES
- CONST. BLOW-OFF
- CONST. FIRE HYDRANT
- EXISTING FIRE HYDRANT
- EXISTING CATCH BASIN
- EXISTING COMBINATION BOX
- EXISTING CURB INLET
- EXISTING STORM DRAIN BOX



REVISIONS			
NO.	DATE	DESCRIPTION	BY
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DESIGNED BY:	TGT
DRAWN BY:	TT
CHECK BY:	TGT
DATE:	12/06/20
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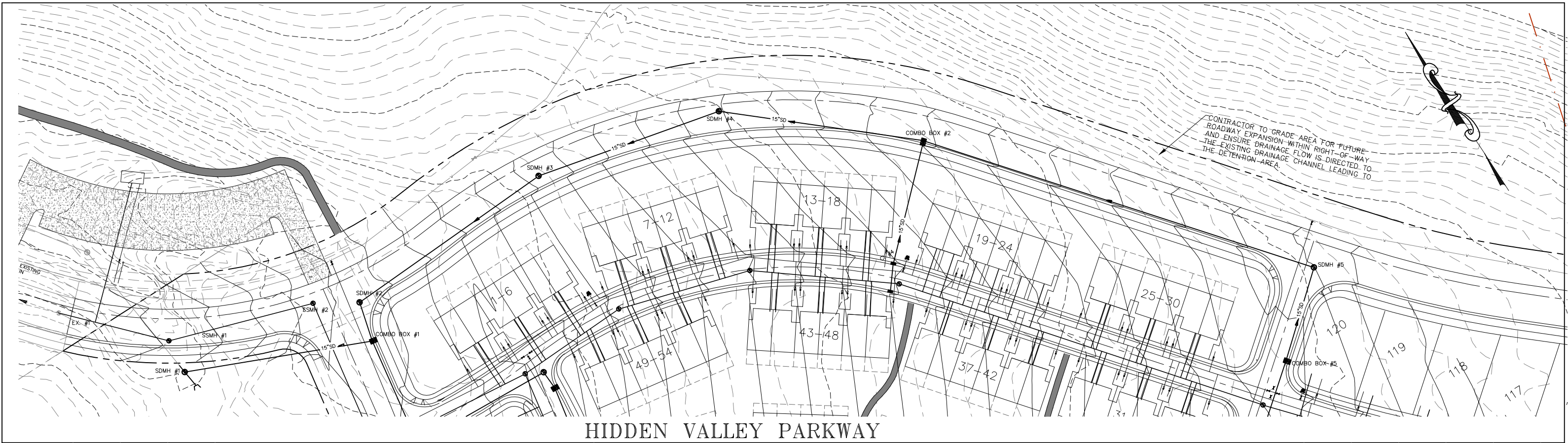
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EAGLE MOUNTAIN
UTAH

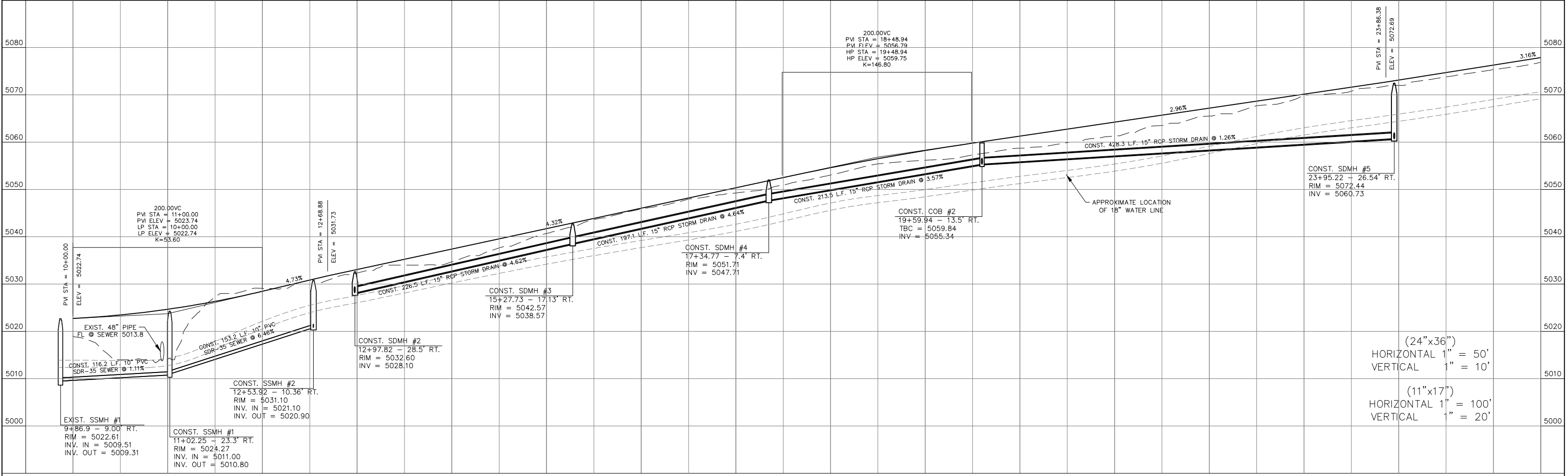
HIDDEN HOLLOW
PHASE 'C'

GRADING AND DRAINAGE PLAN

JOB
RYAN
SHEET NO.
3

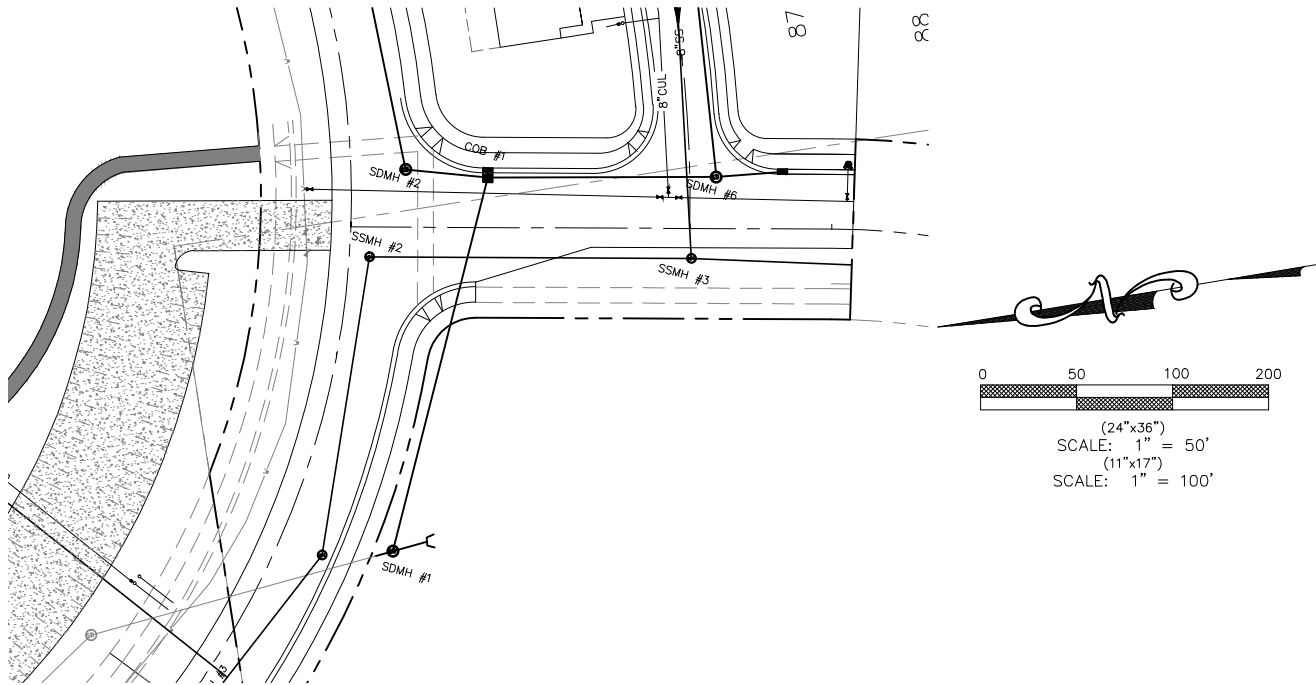


HIDDEN VALLEY PARKWAY

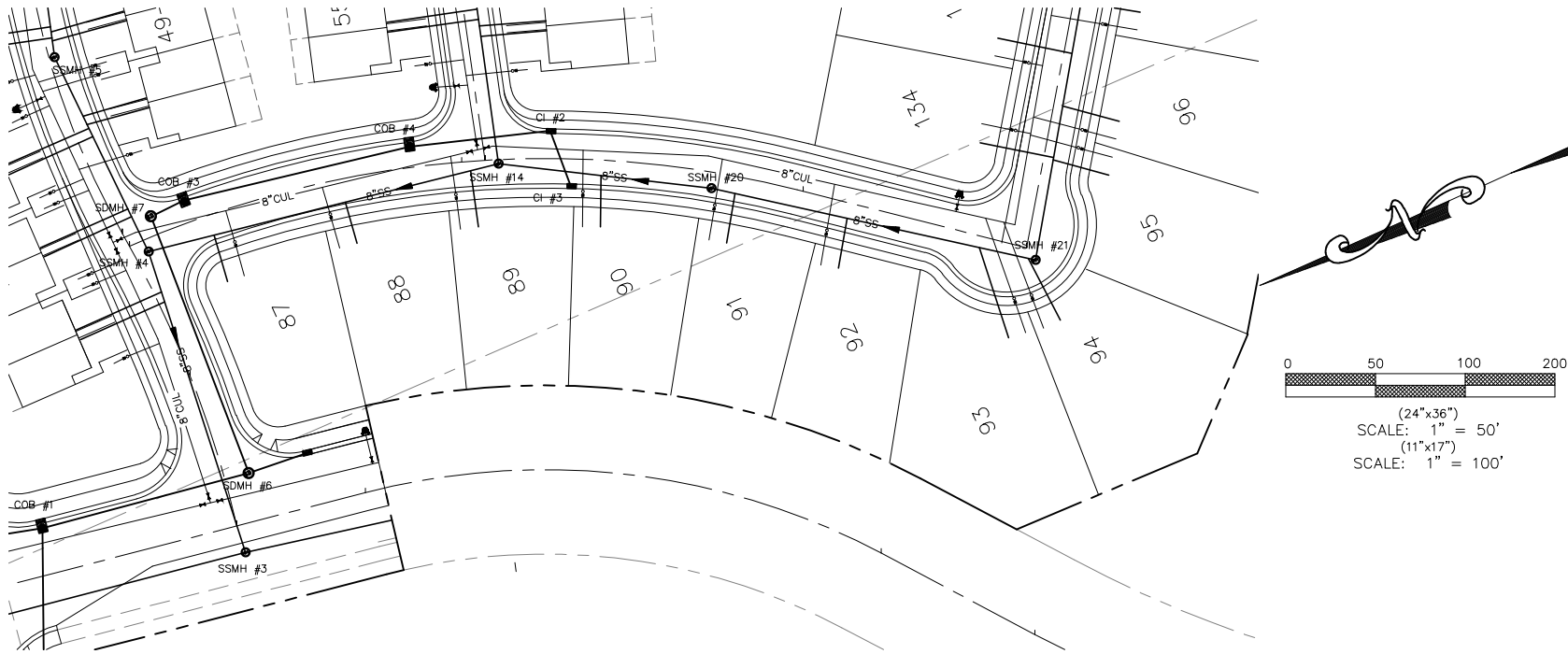


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HORIZONTAL 1" = 50'
VERTICAL 1" = 10'

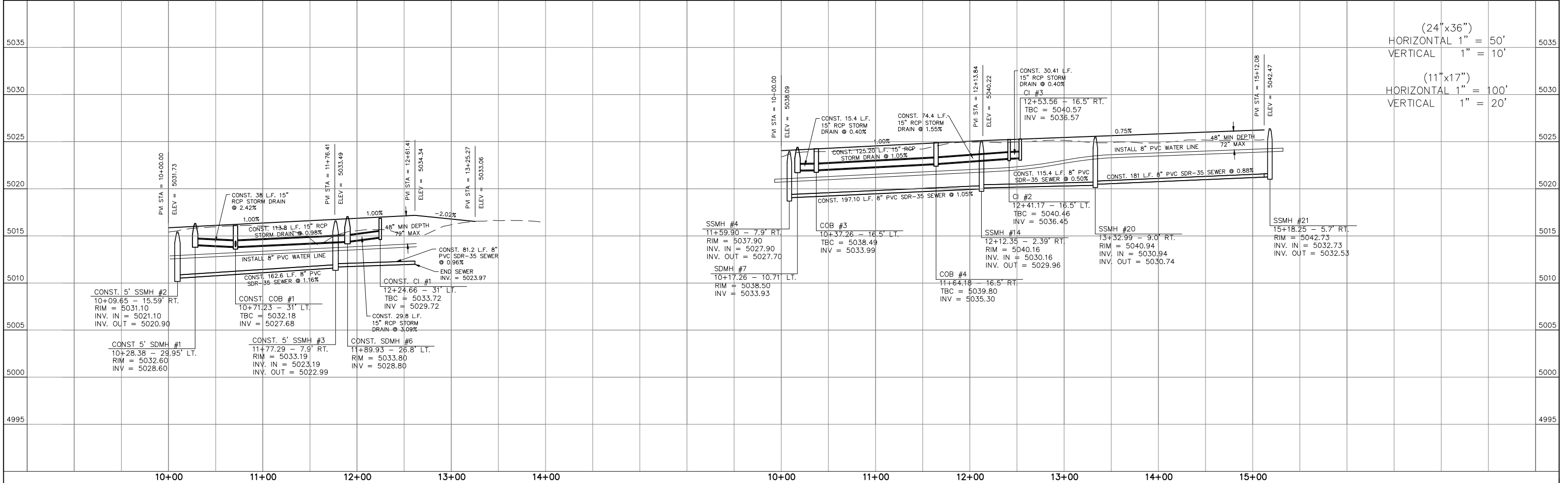
(11"x17")
HORIZONTAL 1" = 100'
VERTICAL 1" = 20'

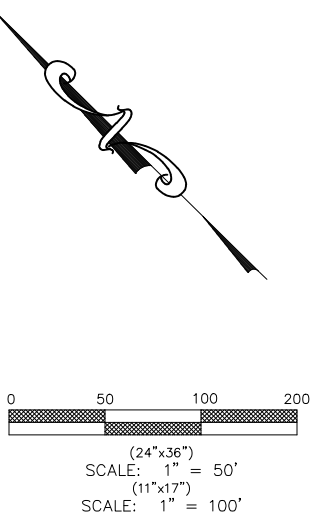
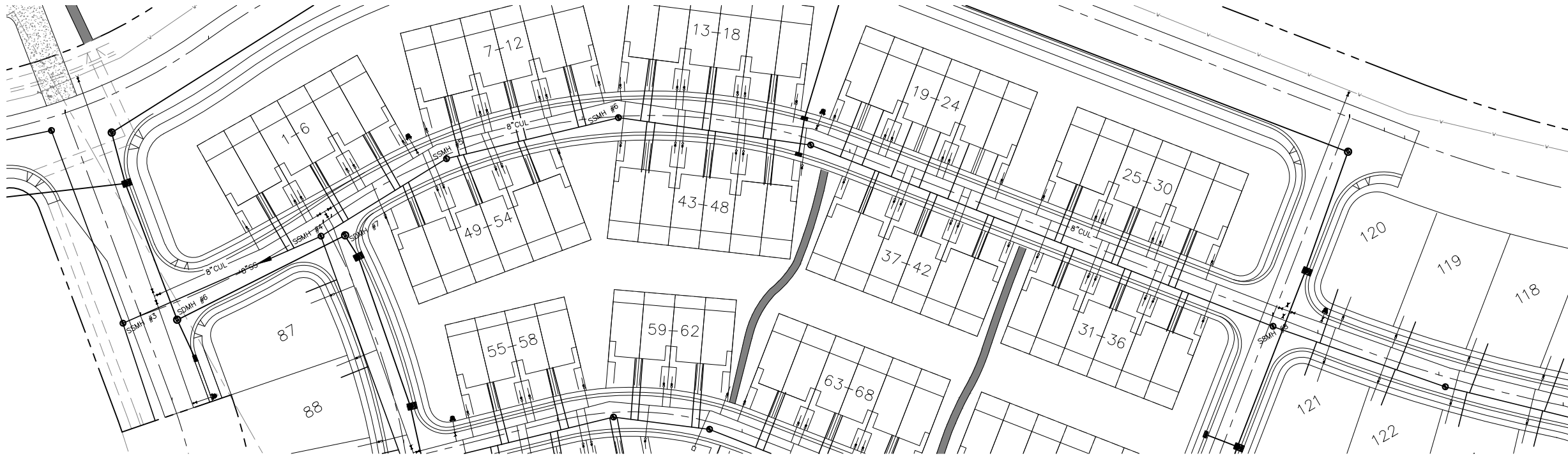


ROADWAY A

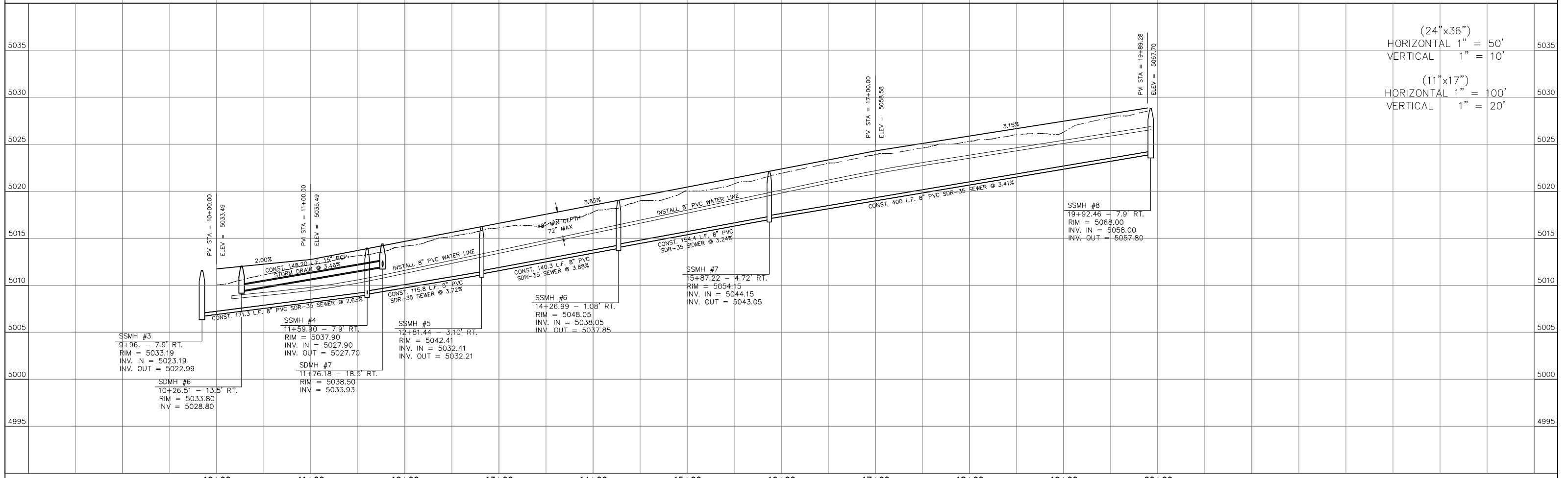


ROADWAY D



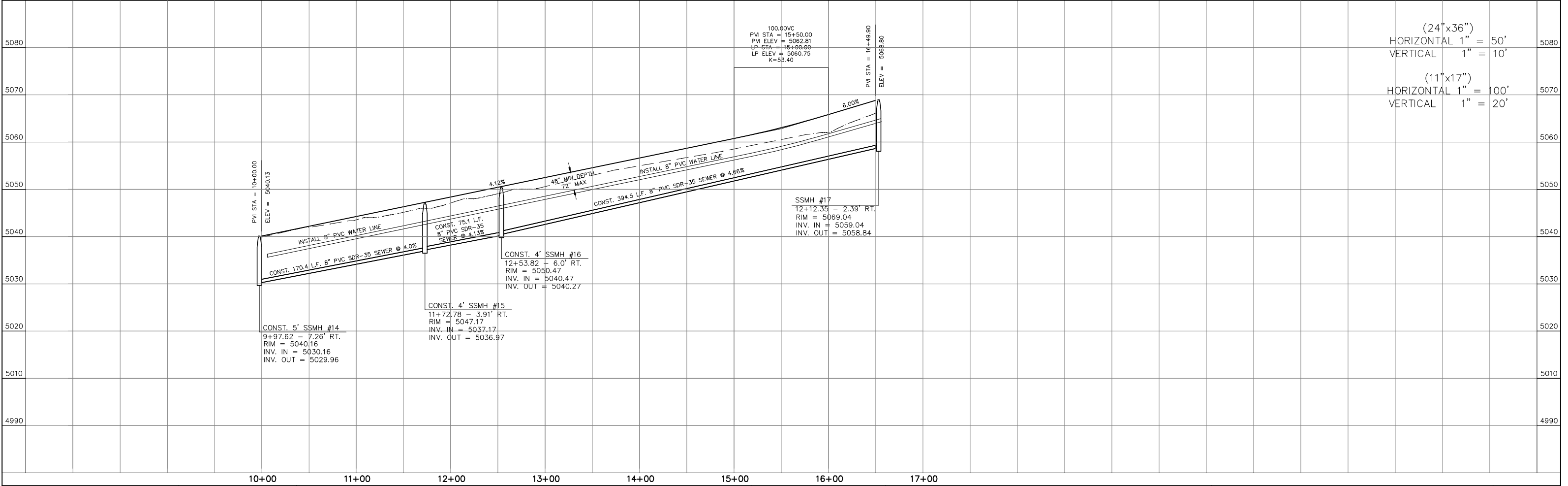
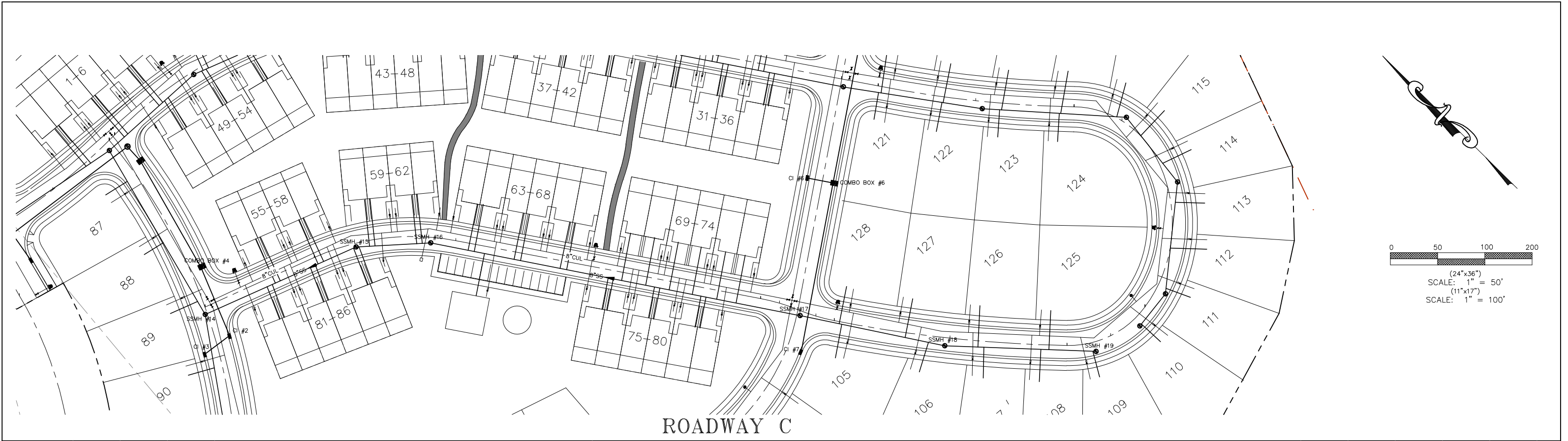


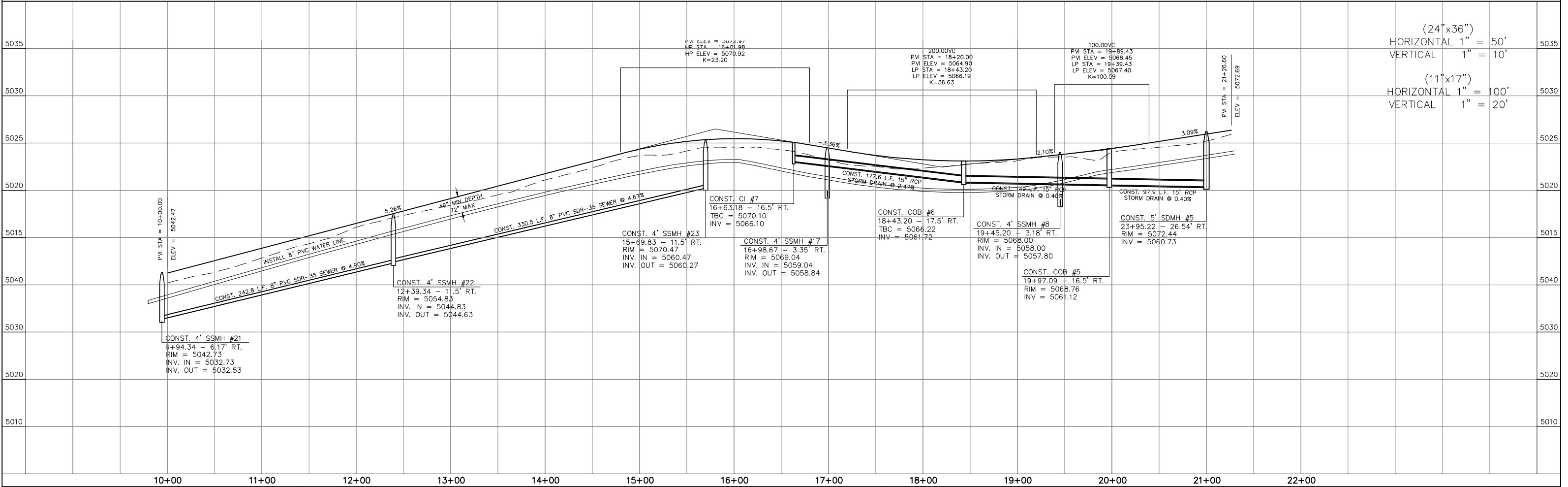
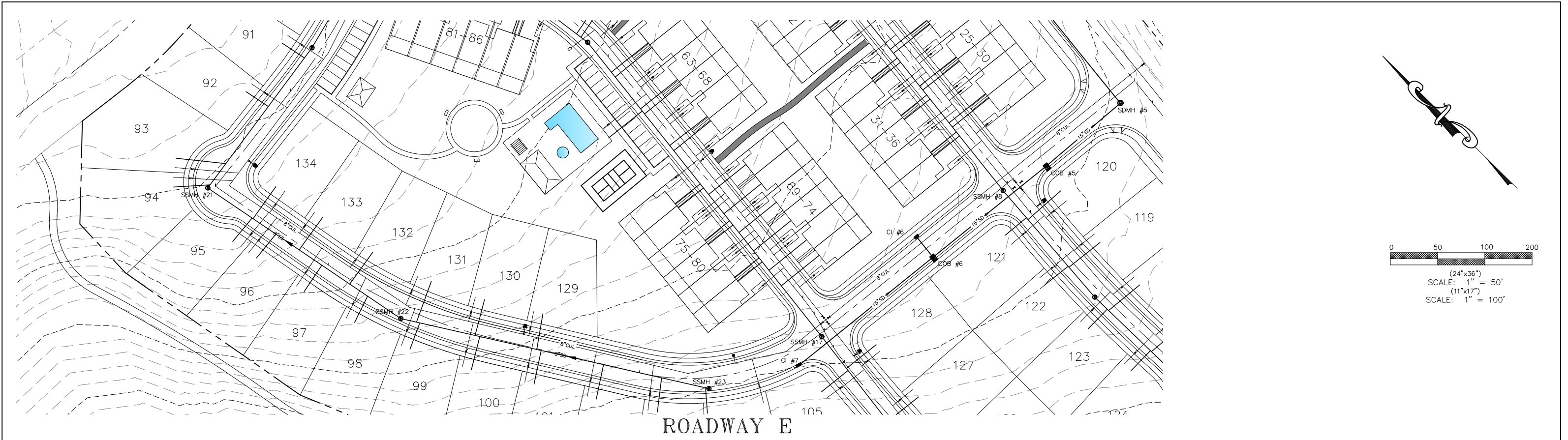
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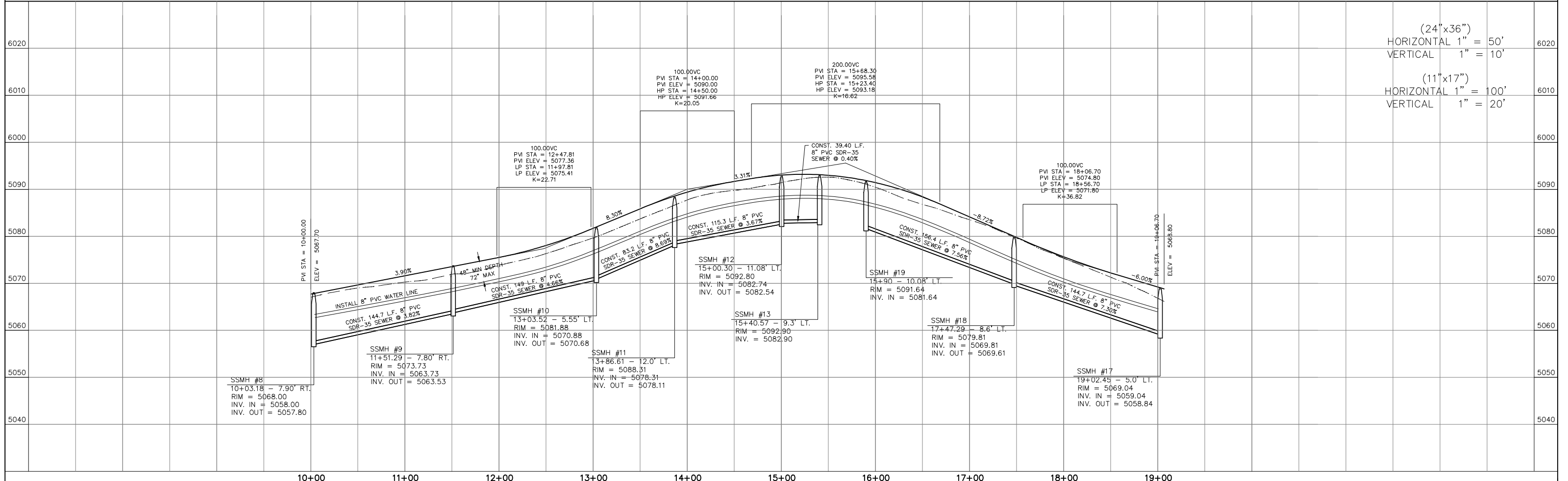
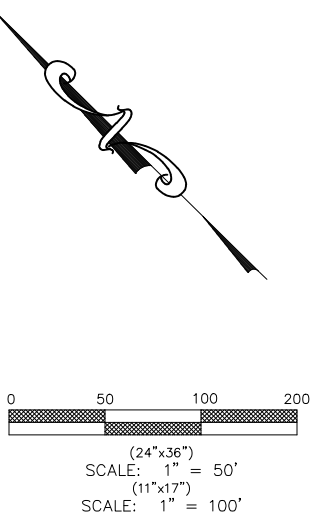
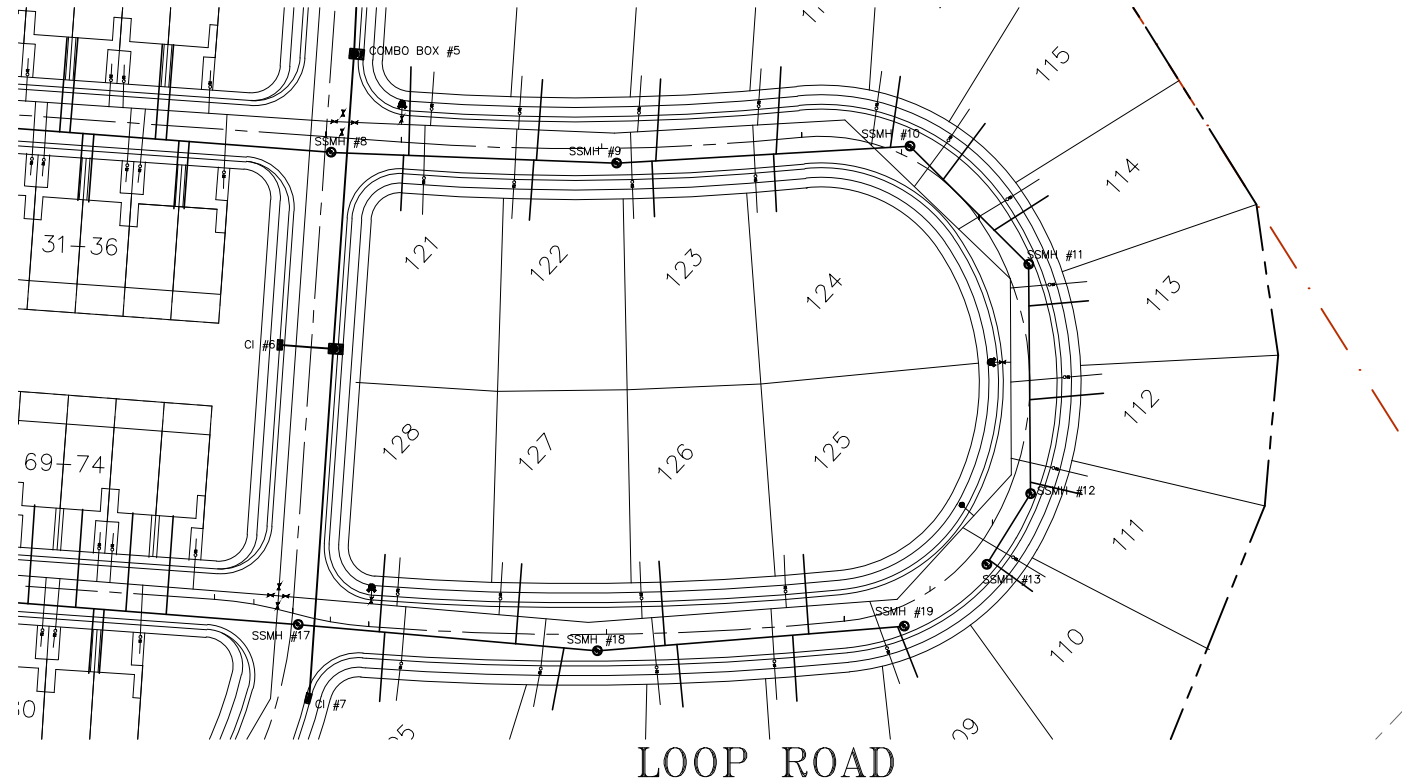


(24"x36")
HORIZONTAL 1" = 50'
VERTICAL 1" = 10'

(11"x17")
HORIZONTAL 1" = 100'
VERTICAL 1" = 20'



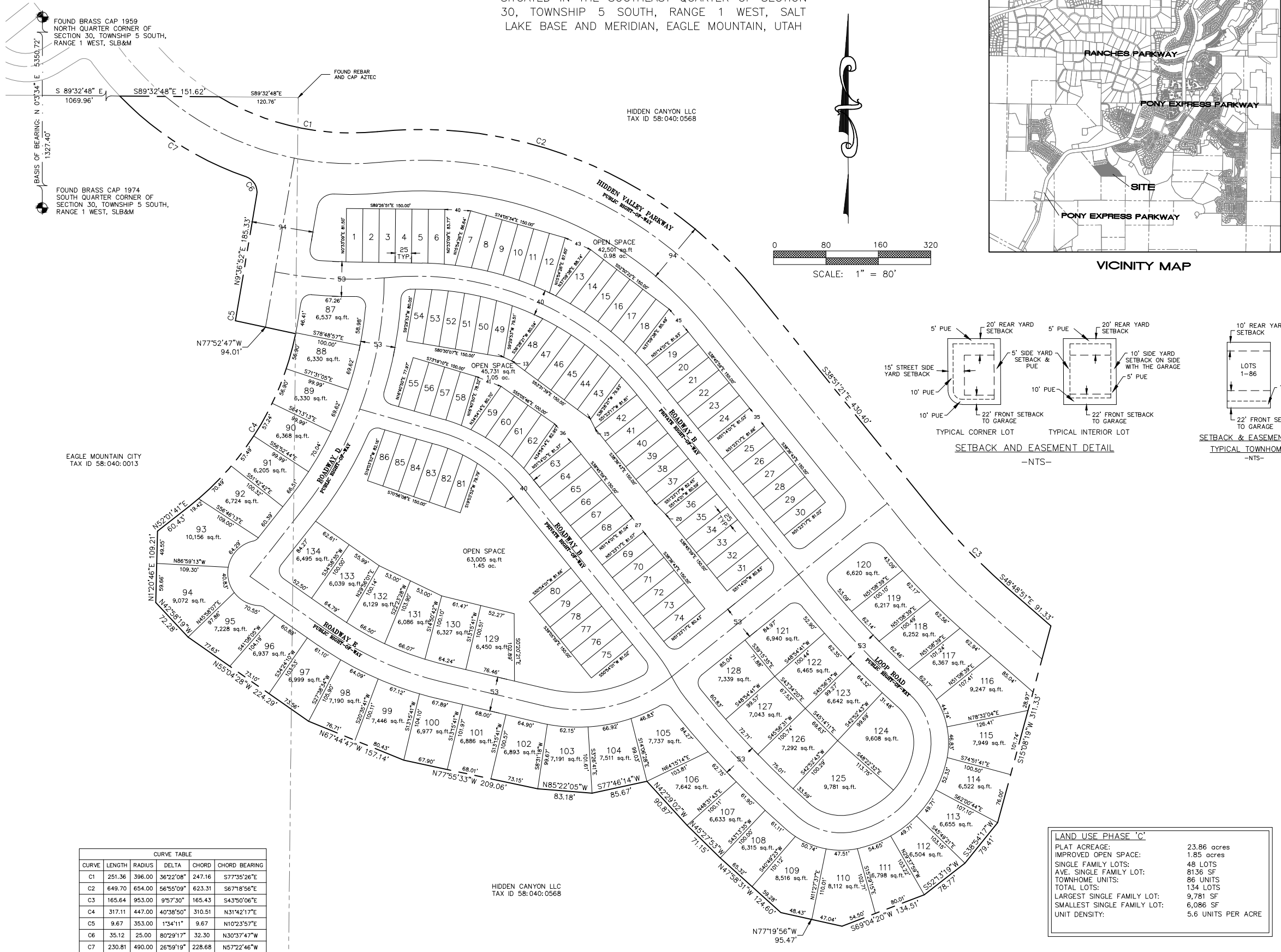




REVISIONS					DESIGNED BY: TGT		TRANE ENGINEERING, P.C. CONSULTING ENGINEERS AND LAND SURVEYORS 27 EAST MAIN LEHI, UTAH 84043 (801) 768-4544	EAGLE MOUNTAIN UTAH	HIDDEN HOLLOW PHASE 'C'	LOOP ROAD PLAN AND PROFILE	JOB RYAN SHEET NO. 9
NO.	DATE	DESCRIPTION	BY	DRAWN BY: JGW							
1				CHECK BY: TGT							
2				DATE: 06/24/20							
3				CDGD FILE:							
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PRELIMINARY PLAT
HIDDEN HOLLOW PHASE 'C'

SITUATED IN THE SOUTHEAST QUARTER OF SECTION
30, TOWNSHIP 5 SOUTH, RANGE 1 WEST, SALT
LAKE BASE AND MERIDIAN, EAGLE MOUNTAIN, UTAH



SURVEYOR'S CERTIFICATE

I, TRAVIS TRANE, do hereby certify that I am a Professional Land Surveyor, and that I hold License No. 5155741, as prescribed under the laws of the State of Utah, I further certify that by authority of the owners, I have made a survey of the tract of land shown on this plat and described hereon, and have subdivided said tract of land into lots and streets, together with easements, hereafter to be known as HIDDEN HOLLOW PHASE "C" and that the same has been correctly surveyed and monumented on the ground as shown on this plat.

BOUNDARY DESCRIPTION

Beginning at a point which is North 00°03'34" East 2654.81 feet along the quarter section line and South 89°32'48" East 1069.96 feet from the South Quarter Corner of Section 30, Township 5 South, Range 1 West, Salt Lake Base and Meridian; thence South 89°32'48" East 151.62 feet; thence Southeasterly 251.36 feet along the arc of a non-tangent 396.00 foot radius curve to the left, through a central angle of 36°22'08", the chord of which bears South 77°35'26" East 247.16 feet; thence Southeasterly 649.70 feet along the arc of a 654.00 foot radius curve to the left, through a central angle of 56°55'09", the chord of which bears South 67°18'56" East 623.31 feet; thence South 38°51'21" East 430.40 feet; thence Southeasterly 165.64 feet along the arc of a 953.00 foot radius curve to the left, through a central angle of 09°57'30", the chord of which bears South 43°50'06" East 165.43 feet; thence South 48°48'51" East 91.33 feet; thence South 15°08'19" West 311.33 feet; thence South 38°54'17" West 79.41 feet; thence South 52°13'19" West 78.77 feet; thence South 69°04'20" West 134.51 feet; thence North 77°19'56" West 95.47 feet; thence North 47°58'31" West 124.60 feet; thence North 45°27'53" East 71.15 feet; thence North 42°29'02" West 90.87 feet; thence South 77°46'14" East 85.67 feet; thence North 85°22'05" West 83.18 feet; thence North 77°55'33" West 209.06 feet; thence North 67°44'47" West 157.14 feet; thence North 55°04'28" West 224.29 feet; thence North 42°58'19" West 72.28 feet; thence North 01°20'46" East 109.21 feet; thence North 52°01'41" East 60.43 feet; thence Northeasterly 318.65 feet along the arc of a 447.00 foot radius curve to the left, through a central angle of 40°50'39", the chord of which bears North 31°36'22" East 311.95 feet; thence North 78°48'57" West 94.00 feet; thence North 09°36'52" East 185.33 feet; thence Northwesterly 35.12 feet along the arc of a 25.00 foot radius curve to the left, through a central angle of 80°29'17", the chord of which bears North 30°37'47" West 32.30 feet; thence Northwesterly 230.81 feet along the arc of a 490.00 foot radius curve to the right, through a central angle of 26°59'19", the chord of which bears North 57°22'46" East 228.68 feet to the point of beginning.

Parcel contains: 23.86 acres

Basis of Bearing: the line between the South Quarter Corner and the North Quarter Corner of Section 30, Township 5 South, Range 1 West, Salt Lake Base and Meridian which bears North 00°03'34" West (NAD 83).

OWNER'S DEDICATION

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

ACKNOWLEDGEMENT

On the _____ day of _____, 20____, personally appeared before me the persons signing the foregoing Owners Dedication known to me to be authorized to execute the foregoing Owners Dedication for and on behalf of the owners who duly acknowledge to me that the Owners Dedication was executed by them on behalf of the Owners.

ACCEPTANCE BY LEGISLATIVE BODY

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

PRELIMINARY PLAT PHASE 'C'

HIDDEN HOLLOW

A RESIDENTIAL SUBDIVISION

EAGLE MOUNTAIN UTAH COUNTY, UTAH

TRANE ENGINEERING, P.C.
CONSULTING ENGINEERS AND LAND SURVEYORS
27 EAST MAIN LEHI, UTAH 84043 (801) 768-4544



EAGLE MOUNTAIN PLANNING COMMISSION MEETING MINUTES

January 12, 2021, 5:30 p.m.
Eagle Mountain City Council Chambers
1650 East Stagecoach Run, Eagle Mountain, Utah 84005

5:30 P.M. Planning Commission Work Session – Electronic Meeting via Lifesize

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

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

Commissioner Wright called the meeting to order at 5:30 p.m.

Commissioner Wright recognized and welcomed Jeremy Bergener to the Commission and excused him from the meeting due to significant unexpected circumstances. He welcomed back former City employee Tayler Jensen to the Planning Department.

1. Discussion Items

1.A. DISCUSSION – Planning Commission Guidelines

Planning Manager Pete Kane inquired if the item should be tabled until Commissioner Bergener was present.

The Planning Commission determined to postpone the item until Commissioner Bergener could be present.

Commissioner Wright adjourned the work session at 5:35 p.m.

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

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

For purposes of transparency, even though it did not pose a conflict of interest, Commissioner Wells stated that the applicant for item 6.B. has also developed in the City where she works.

4. Approval of Meeting Minutes

4.A. November 24, 2020, Planning Commission Minutes

MOTION: *Commissioner Wells moved to approve the November 24, 2020 minutes as amended. Commissioner Everett seconded the motion. Those voting aye: Matthew Everett, Brett Wright, Christopher Pengra, and Erin Wells. The motion passed with a unanimous vote.*

4.B. December 8, 2020, Planning Commission Minutes

MOTION: *Commissioner Pengra moved to approve the December 8, 2020 minutes. Commissioner Wright seconded the motion. Those voting aye: Matthew Everett, Brett Wright, Christopher Pengra, and Erin Wells. The motion passed with a unanimous vote.*

5. Status Report

Mr. Kane stated that during work session of the January 05, 2021 meeting, the City Council discussed the lot size transitioning table removal, the Historic Preservation Overlay Zone, the Ridgeline Protection Overlay Zone, and the Woodward Property Rezone. The items will all move forward to a future policy session. Discussions with the County determined that the division of Woodward property would not result in increased taxes. The Brylee Farms preliminary plat amenity amendment was approved 3 to 1 with one absentee with the Planning Commission recommended condition regarding the sidewalk/crosswalk. The Scenic Mountain master site plan was reviewed and continued until the elevations and design corrections and modifications desired by the Councilmembers were addressed and the conditional use permit decision was reversed and approved for the use.

6. Action and Advisory Items

6.A. Election of a Chair and Vice Chair for the Planning Commission

Commissioner Everett recommended Commissioner Wright for the position of Chair. He has served with Commissioner Wright for several years and appreciates Commissioner Wright's service as Vice Chair last year and the depth of thought Commissioner Wright implements in evaluating items.

MOTION: *Commissioner Everett moved to appoint Brett Wright as the Planning Commission Chairman for 2021. Christopher Pengra seconded the motion. Those voting aye: Matthew Everett, Christopher Pengra, and Erin Wells. Brett Wright abstained. The motion passed with a unanimous vote.*

MOTION: *Commissioner Pengra moved to appoint Matthew Everett as the Planning Commission Vice Chairman for 2021. Commissioner Wells seconded the*

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

Commissioner Wright recognized Commissioner Everett's previous service and the tutelage Commissioner Everett has provided to him during their service together.

6.B. PUBLIC HEARING – Hidden Hollow Phase C (Preliminary Plat & Site Plan)

Assistant City Administrator/Community Development Director Steve Mumford presented the item. The property was zoned Village Core as part of the Ranches Master Development Plan and Agreement (MDA) along with other parcels. Of the 112 acres, 20 acres were designated commercial and 1,002 acres were designated as residential with a density of 8.9 dwelling units per acre. The Village Core zone allowed for multifamily uses but did not provide for a specific density associated with those uses because the density was established through The Ranches MDA. The Hidden Valley North preliminary plat was approved in 2006; however, the plan did not develop as approved due to Alpine School District purchasing land through eminent domain for Hidden Hollow Elementary. The new proposal includes 86 townhomes and 48 single-family units for a total of 134 lots with a unit density of 5.6 dwelling units per acre, representing a density reduction of over 60 percent.

The City owns property to the west obtained through a special improvement district tax default. The applicant has redirected a future 94-foot wide collector road to avoid steep terrain. The applicant has requested to purchase a 1.5-acre City-owned property at the appraised value to add to the Phase C plat.

The Future Land Use and Transportation maps were updated in 2018, following the Hidden Hollow Phase B approval. A portion of the property is now designated as Foothill Residential with a minimum lot size of one-quarter acre and an average lot size of one-half acre. The proposed preliminary plat and site plan for the project are based upon the applicant's reliance on the project history with the Commission and Council, the approved preliminary plat from 2006, and the consideration of the project as an extension of Phase B. Access requires improving a portion of Hidden Valley Parkway with this project, and the developer has agreed to grade the remainder of the right-of-way for future expansion, ensuring drainage flow is directed to the existing drainage channel that leads to the detention area, which reduces the future cost to the City of grading for the expansion.

The project requires 3.16 acres of improved open space and 316 amenity points. Amenities in Phase B of the project included two trailhead parking lots, a restroom, trail kiosk, bike rack, bike repair station, drinking fountain, tables and shade structure, trees, and wayfinding signs. Phase C amenities include a lighted pickleball court, playground, pavilion, trees, benches, trails, and 82 points for 4,100 linear feet of mountain bike trails, awarded two points per 100 linear feet, and approximately 37 acres of hillside natural open space. A condition of approval has been included that requires an agreement between the property owner and the City, allowing access to the trail systems and open space and agreeing to preserve the trail system, and/or replace removed trails, and dedicate ridgelines and hillside open spaces to the City in the future.

Municipal Code requires a clubhouse of a minimum of 1,500 square feet and a swimming pool of a minimum of 1,000 square feet to accommodate at least four-square feet per residential unit being served. The proposal offers a larger pool with additional amenities in lieu of a smaller pool and clubhouse. The alternate proposal includes a 1,260 square-foot pool with a kid area, a hot tub, a trellis with tables, a building that includes changing rooms/bathrooms, and two drinking fountains at a cost increase of \$12,200 over the minimal-sized pool and clubhouse. The applicant has provided 27 parking stalls and will need to provide an additional two off-street parking stalls. The parking in front of the pool contains 15 stalls without a landscaped island, which is required for every 12 stalls.

The townhomes were reviewed using the MF1 zone development standards. The applicant designed townhomes units in 2018 for the Phase B project and desires to construct the same units in Phase C as were approved in Phase B. The applicant requests an exemption from the 22-foot by 22-foot garage requirement in order to construct the same units. The applicant believes that he would face unreasonable financial costs if the updated requirements were enforced. The RC zone development standards require 58-foot frontages and 20 feet on cul-de-sacs or circles. The loop lots may be determined to be on a circle. The applicant considers Phase B and Phase C both to be a part of the same project/neighborhood. The elevation standards for multi-family design standards should be discussed for these buildings in relation to garage location, roofs, building articulation, architectural detailing, building materials, building colors, garage doors, lighting, mailbox structures, mechanical equipment, storage, loading areas, and trash enclosures. The applicant will be installing the same fence that will be installed in Phase B, which is The Ranches style cedar wood fencing.

Staff recommends the following conditions if the Planning Commission should determine to approve this application:

1. The approval is contingent upon the purchase of the 1.5 acres of City property at the appraised fair-market value;
2. An agreement must be approved and signed that allows access to the mountain bike trails and open space in the Hidden Valley area, and the applicant agrees to preserve and/or replace the trails and deed the hillside and ridgeline open space to the City in the future;
3. The developer shall grade and prepare the entire Hidden Valley Parkway right-of-way for future expansion, including providing a method to direct the stormwater to the existing retention basin;
4. At least two additional parking stalls shall be added, and stalls shall be redistributed to be more evenly spaced in the townhome area;
5. A cut-off ditch shall be built along the new mountain bike trail above the lots, directing stormwater to the existing drainage channel. Details shall be approved by the City Engineer;
6. Retaining walls shall be stepped to not exceed 5 feet high and include at least 5 horizontal feet between walls;
7. Townhome buildings shall be modified to comply with the multi-family design standards (condition to be amended at the meeting following a review of the colored renderings to be submitted);
8. The cluster mailboxes shall be located adjacent to the park and a structure shall be built that reflects the design of the buildings; and

9. The approximately 37 acres of open space near the project shall be dedicated to the City with the first final plat for this project.

If the Planning Commission feels there are sufficient findings of facts to recommend denial of the proposed site plan, then the following motion is appropriate: I move that the Planning Commission recommend denial of the Hidden Hollow Phase C preliminary plat and site plan based on the following findings of facts. If the Planning Commission feels that the applicant needs to make changes to the plan in order to comply with Municipal Code requirements, and the necessary changes are more extensive than can be placed in conditions, then the Commission may table the application to a future meeting with specific directions given to the applicant.

The appraisal of the City-owned property was completed on September 1, 2020. The cap for amenities points awarded for trails is no more than 33 percent of the point total. Most of the trails do not require improvement. One trail needs to be relocated.

Mr. Mumford said he believes The Ranches master development agreement (MDA) expired in 2017 and this property was not included as part of another MDA.

It was later determined that The Ranches MDA expired on March 10, 2018.

The property was going to be included in adjacent MDAs; however, the applicant chose to remove the property to retain the approval of the preliminary plat. He clarified that currently properties under 50 acres are not required to have an MDA, previous standards were for properties less than 160. Such properties require a rezone from the base agriculture zoning prior to allowing development. The City Council may require an MDA for any property should an MDA be deemed necessary through findings of facts. He clarified the zoning had been proposed as Village Core as a part of The Ranches MDA which allowed for multifamily uses, but the expiration of the MDA removed the density count vesting.

Applicant representative Ryan Bybee reviewed the history of the project. He stated that they generally do not build multifamily and desire to reduce the density and to be in harmony with other areas in Hidden Valley. The only change in the unit count is the inclusion of the unit count for the 1.5-acre City-owned property. Ten years ago, the City approached the applicant, the School and Institutional Trust Lands Administration (SITLA), and the Smith family to obtain easements for the mountain bike trail system at no cost. They have worked with the mountain bike team to locate the trails in areas of the City that are not intended to be developed as much as possible to prevent the need to relocate the trails. They intend to dedicate 30 to 40 acres of the surrounding open space to the City in correlation with the mountain bike trails in hopes to meet the intention of the amenity requirements. They believe the mountain bike trail system is a benefit to both the City and surrounding communities that use the trails and bring tax revenue to the City through gas station purchases. The dedication of the native open space to the City would remove the need for easement access to the property.

Commissioner Wright opened the public hearing at 7:22 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 expressed concern regarding the plan's failure to adhere to current Municipal Code standards in light of the expiration of the vested rights for the project and inquired why the applicant had not approached the City to obtain an MDA when The Ranches MDA expired.

Mr. Bybee stated he had frequently discussed the project with the City and the potential of The Ranches MDA expiration had not been mentioned. They thought the vested rights stood until several weeks ago. When they received approval for Phase B, the discussion regarding vesting had not included the loss of rights due to the expiration of The Ranches MDA. He said had he been aware of the expiration, he would have enacted methods to secure rights. They have been upfront with their plans for the area throughout the process. He requested to move forward in good faith to complete the project as it has been contemplated for ten years.

Commissioner Pengra stated that the purpose of MDAs is to secure rights for both parties as changes in politics and Municipal Codes impact projects. The Planning Commission is in a difficult situation with this project as the purview of the Planning Commission is to evaluate a project's adherence to Municipal Code standards.

Mr. Bybee stated he feels that their plan with the reduction in density from the original allowable density is a compromise. He hopes to prevent a legal battle with the City which is undesirable to either party. Had he been aware that their rights were expiring, they could have secured the vesting. They moved forward with the understanding their rights were secured and have strived to work with the City through dedicating wells sites and easements.

Commissioner Pengra stated that the City is not responsible for protecting developer rights, most of the early MDAs had unreasonable, unviable densities and the slopes of the land prohibit the density granted and the proposed project still has a high density.

Commissioner Everett voiced his frustration with approving projects that fail to comply with Municipal Code requirements. He inquired why the applicant is proposing a townhome product that is in opposition to Municipal Code due to the front-loaded garages that are the dominant feature and that are smaller than the required width.

Mr. Bybee stated that the project was in development prior to the rear-loaded product requirement. He dislikes alley-loaded products and finds them unsightly and feels alleys create maneuverability and other difficulties for residents. They upgraded the elevations in Phase B at an expense of \$180,000 in order to provide an attractive product that adhered to Municipal Code standards. He said that increasing the size of the garage size would require a redesign of the units and plat. The garages are larger than other single-family units they have developed and have full-sized driveways that provide two driveway parking spots. Alley-loaded products would eliminate the driveway parking stalls and reduce parking in the project. He said that clubhouses are not used as frequently as pools and he prefers to invest the money in an upgraded, useable pool facility rather than a clubhouse; however, he will develop with clubhouse if desired. He prefers not to use blasting whenever possible and stated that he will not use blasting in Phase C. He may need to blast in other areas in the Hidden Valley but hopes to find alternatives.

Commissioner Everett concurred with the logic of allowing an upgraded pool area rather than requiring the clubhouse.

Mr. Bybee explained the "kid area" is intended to be a zero-entry into the pool that is separate from the main area. The hot tub will likely be open year-round; however, hot tub operation will be determined by the homeowner's association (HOA).

Commissioner Wells stated her appreciation for the reduced density. She supports the amenity point calculation and thinks the applicant has been a good partner with the City. She stated although she agrees the elevations are attractive, the Planning Commission must evaluate the project in relation to Municipal Code standards.

Discussion ensued regarding the rear-loaded garage Municipal Code requirement.

Applicant attorney Kevin Anderson thanked the Commission for the tone and demeanor of the discussion. He said the Planning Commission's assumption that the developer does not have any vested rights is incorrect and recommended further discussions to clarify the developer rights based upon previous approvals over the course of the project and estoppel arguments.

Commissioner Everett concurred with the appreciation expressed regarding the density reduction in the project. He said that the project clearly has no MDA or zoning. He said Municipal Code compliance evaluation should be based upon the requirements and not personal preferences. He said that the garage size is a non-negotiable item for him and that the item needs to be tabled until the zoning for the area and the developer rights have been resolved.

Commissioner Wright stated that he empathizes with Mr. Bybee's position; however, he agrees with Commissioner Pengra that the City is not responsible to monitor development expirations. He concurred with Commissioner Everett's suggestion to table the item and recommended that the item return with a rezone and a plan that complies with Municipal Code standards.

Commissioner Wells stated she agrees with most of what has been said by the other Commissioners.

Commissioner Pengra expressed his desire to work with the applicant and hopes to prevent a legal action; however, he thinks that the proposal requests too many concessions to current standards.

Mr. Bybee stated the property has an approved preliminary plat that does not have an expiration date. They view this request as an amended preliminary plat. He said in 2018, density concerns were discussed and debated, and staff said in the meeting on record, after the expiration of The Ranches MDA, that they were vested with 657 units. As staff had stated the density was still vested, he assumed his rights were still in place. He said although he does not desire to be difficult, he also wants to protect their rights and investment in the project.

Commissioner Pengra stated that he did not feel qualified to make a decision based upon the applicant's assessment without legal counsel by the City Attorney.

MOTION: *Commissioner Pengra moved to table the Hidden Hollow Phase C preliminary plat and site plan until a future meeting with direction to the applicant to work with staff to bring the application into compliance with Municipal Code. Commissioner Wright seconded the motion. Those voting aye: Matthew Everett, Brett Wright, Christopher Pengra, and Erin Wells. The motion passed with a unanimous vote.*

6.C. PUBLIC HEARING – Brylee North (Rezone & General Plan Amendment)

Mr. Kane presented the item. The subject property is about 22 acres in size and is located on the west side of Eagle Mountain Boulevard and north of the Brylee Farms development. The rezone application requests a change to Commercial Regional on about 10.63 acres of the property and MF2 on the remaining 11.4 acres. Brylee Farms to the south of the property is zoned MF1, the properties to the west and north have a future land use designation of Employment Center/Campus, the property to the east and northeast is zoned Commercial Storage, and the land to the southeast has been approved as a single-family development with zoning equivalent to the current R3 zone.

Desert Willow Drive, which is identified as a collector road, ends at Eagle Mountain Boulevard east of the subject property separating the approved commercial storage development and Sage Park. Staff recommends this road be carried in and through Brylee North to connect to the property to the west which has an Employment Center/Campus land use designation. Based on development to the south, the requested MF2 and CR zones are compatible. Requested CR zoning along Eagle Mountain Boulevard opposite the CS zone would be compatible. The Commercial Neighborhood (CN) zone is the only commercial zoning district that is compatible as an adjacent zone to R3 which is to the southeast unless Eagle Mountain Boulevard is determined to serve as a suitable zone buffer. The applicant requested a CR zoning designation for the land directly along Eagle Mountain Boulevard with a minimum depth of about 270 feet and an average lot size of about 1.5 acres based on the current lot division concept. The CR zone may be appropriate given the proximity of the subject property to the future freeway.

The requested future land use designations are appropriate land uses based on the requested rezone. Based on the current land use designation on the subject property, 65 percent is set for Employment Center/Campus and 35 percent is set for Neighborhood Residential Two which permits RC and MF1 residential zones. These applications would shift the land use by reducing the commercial use to 48 percent and increasing the residential use to 52 percent. The applicant has been working with the City on a plan to dedicate one of the central commercial parcels along East Mountain Boulevard to the City. This would allow the City to direct the potential development and use on that particular parcel.

The General Plan amendment requests changing the future land use designation to Regional Commercial on about 10.63 acres and Neighborhood Residential Three on the remaining 11.4 acres. The property currently has a future land use designation of Employment Center Campus on about 14.3 acres and Neighborhood Residential Two on the remaining 7.7 acres. The applicant provided two concept plans one with 12 units per building and one with 24 units per building; MF2 allows for a maximum of 12 units per building.

Initial discussions have begun with the United Fire Authority (UFA) for a potential firehouse in the northwest portion of the property. Contract negotiations are currently underway with a local businessman to open his business at the southeast parcel.

Staff recommends the Planning Commission recommend approval of the application to the City Council for the reasons set forth in the staff report and in the meeting, with the condition:

1. The General Plan amendment shall include continuing Desert Willow Drive through the subject property east to west as a minor collector.

Mr. Mumford stated City Administrator Paul Jerome and he had met with the applicant regarding the proposed land dedication to the City. Former City Administrator Ifo Pili had expressed interest in the property due to potential income generation for the City to purchase other property for the future Downtown area. It is a unique situation that the City has not faced previously, and part of the interest was due to the need for a UFA fire station; however, there are other properties under consideration. The planning staff has told all applicants that the City desires commercial property and would like to retain as much commercial acreage as possible; however, he does see the value of residential units within walking distance to commercial uses as mutually beneficial as the residential units would increase the viability of the commercial property. The current market might not be viable for commercial in the area, but the market is likely to change in the future.

Commissioner Pengra stated that previous discussions with UFA had indicated the desired location for a station was further north in the City to serve areas along Wride Memorial Highway.

Mr. Mumford stated that UFA is interested in both relocating and constructing additional fire stations. The Utah Department of Transportation is expanding into an area previously proposed for a fire station and current indications now propose the needed location of a fire station in the valley not in the north area of the City.

Mr. Kane stated that if the rezone were approved, City Engineer Chris Trusty would evaluate the need for turn lanes on Pony Express Parkway in conjunction with the site plan.

Commissioner Pengra expressed concern regarding access without impeding traffic flow on Pony Express Parkway or further condensing the commercial acreage for a right-of-way dedication due to the size of the proposed commercial lots.

Commissioner Wright opened the public hearing at 8:19 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.

Applicant representative Randy Smith stated they feel the location is appropriate for a mix of commercial and higher density residential units in the back, triangular area that is less than ideal for commercial access. He said that in the current market, most of the larger retailers are not actively building and the property is unlikely to attract a big box store. They desire to provide a quality product for the City. He said Mr. Pili suggested the land dedication to the City. They have continued discussions with Mr. Jerome who expressed the desire to ensure the agreement was

presented and discussed openly. The full width and right-of-way for Eagle Mountain Boulevard is in place. Eagle Mountain Boulevard will expand closer to their property during the widening phases as required. He acknowledged the request for the expansion of Desert Willow Drive and explained it had not been previously indicated on the City's transportation plan but expressed his willingness to comply with the request.

Commissioner Wright reminded the Commission that the application is for a rezone and General Plan amendment and the site plan was included for reference but is not a part of the approval and requested for the conversation to focus on the rezone and General Plan amendment.

Mr. Mumford stated that he is unaware if the City Attorney had any concerns with the application.

Mr. Smith verified that he has not been coerced into the sale of the property and sees the proposal as mutually beneficial.

Commissioner Pengra noted that the compatibility map was beneficial in determining the proposed uses were compatible with adjacent properties and expressed appreciation to staff.

Mr. Mumford stated he had requested to preserve Scenic Mountain Phase C for commercial development; however, due to the various developers involved the applicant was unable to make the concession, and this site was offered as an alternate.

Mr. Smith stated they would prefer not to amend the plan to accommodate Desert Willow Drive; however, they recognize and understand the importance to plan and provide for future City transportation needs.

Commissioner Wright stated he had concerns regarding trading a valuable commodity for zoning the City might have declined otherwise. He agrees that the NR2 designation could be compatible; however, the original plan allowed the MF1 zone as a buffer to the commercial property and he is hesitant regarding additional residential uses. He feels the Community Regional zone is appropriate for the entirety of the area.

Commissioner Everett stated his preference for commercial uses for the entire area; however, he could be persuaded to allow some higher density residential uses. He expressed concern that the trade of property to the City could be misconstrued as a bribe and desires to avoid misperceptions of quid pro quo deals. He desires to protect either party from a negative position and has heard concerns regarding the proposal.

Commissioner Pengra concurred with the concerns expressed by Commissioners Everett and Wright that the dedication of the parcel could appear to be an enticement to the City to approve a plan the City would object to otherwise. The General Plan Land Use Map has significantly large acreages of designated uses that require amendments and rezoning for the practical applications of use that require discernment regarding appropriate uses or an amendment to the General Plan with more specific uses for smaller areas. As the land uses are compatible, he does not have usage concerns with the request. He said he would be in favor of the rezone without including the dedication of the land as a condition of approval. The applicant could determine to dedicate the

land of his own inclination if desired. The benefits of the City owning property include the ability to attract non-viable, desired businesses through reduced leasing or other incentives as well as the other reasons presented in the staff report.

Commissioner Wells stated that she wants to prevent the City from being in the position of holding an applicant to verbal agreements without an MDA. She agrees the zoning is compatible and is a reasonable request. She noted that cities are frequently granted property, although the property is usually park property, and concurs the dedication of the property should not be a condition of approval.

Discussion ensued regarding the potential impacts of requiring the continuing Desert Willow Drive.

MOTION: *Commissioner Everett moved to recommend approval to the City Council of the Brylee North rezone and General Plan amendment to Commercial Regional on about 10.63 acres of the property and MF2 on the remaining 11.4 acres with the condition the General Plan amendment shall include continuing Desert Willow Drive through the subject property east to west as a minor collector. Commissioner Wells seconded the motion. Those voting aye: Matthew Everett, Brett Wright, Christopher Pengra, and Erin Wells. The motion passed with a unanimous vote.*

Commissioner Wright recessed the meeting at 8:52 p.m. and reconvened the meeting at 8:57 p.m.

6.D. PUBLIC HEARING – Ault Farms (Master Development Plan, Rezone, General Plan Amendment)

Mr. Kane presented the item. The subject property is on about 750 acres of land on the east side of Pony Express Parkway at about 3000 North. The property is currently zoned Agriculture and is identified in the Future Land Use Map for Foothill Residential, Neighborhood Residential One, Parks and Open Space, and Business Park/Light Industry. Concept plans were submitted in 2019 and 2020 and the Planning Commission and the City Council requested the applicant focus on compliance with General Plan and request zone districts that exist within current Municipal Code.

A master development plan has been submitted and includes a rezone to R1 of 58.3 acres, R2 of 46.2 acres, R3 of 144.6 acres, MF1 of 166.2 acres, MF2 of 25 acres, Commercial Neighborhood of 11.7 acres, Open Space – Natural of 36.6 acres, and Open Space – Improved of 49.7 acres with the remaining parcel to remain Agriculture. As the master development application was received during the public hearing process of the amendment to EMMC 16.10; the application is subject to the new version of Municipal Code. The General Plan amendment includes 249.1 acres of Neighborhood Residential One, 166.2 acres of Neighborhood Residential Two, 25 acres of Neighborhood Residential Three, 11.7 acres of Community Commercial, 208.9 acres of Business Park/Light Industry, and 86.3 acres of Parks and Open Space.

The applicant submitted a waiver request from requirements of EMMC 16.10 allowing a maximum land area of 200 acres for a master development plan (MDP). Staff recommends the lower 208.9

acres be referenced in any approved MDP, but development details and rezoning be handled through a separate MDP. The criteria for approving the waiver to allow the primary MDP to cover a land area greater than 200 acres would require a finding by the City Council of one or more of the following: the concept plan review received feedback from Planning Commission and/or City Council in regards to reduced master development application requirements, the project will not require modification or additions to existing conditions, the project involved limited development requirements for infrastructure, and/or the application of this chapter would result in peculiar or exceptional difficulties or hardship, or the buildable area of the property is significantly reduced by topography or preexisting easement restrictions.

The development will include three access points from the existing Pony Express Parkway. All three of these roads will create connections into and through the development as well as to the future arterial road, Airport Road. The south collector should be included in the General Plan amendment request. Many of the interior roads have been developed with a combination of curving and straight roads.

The development to the northwest, Eagle Village, will have an east to west road along the property line with Ault Farms which should be incorporated into the Ault Farms plans along with a road connection to this road. The plan calls for a central park area with a possible water feature in the middle of the development on the northern side of Tiffany Lane.

Multiple trails and linear parks run throughout the development, connecting people to this main park as well as a number of other parks nestled within other portions of the development. Trails should include proposed widths. The applicant has discussed the development with the school district and The Church of Jesus Christ of Latter-Day Saints. Although not required, the school district and Church are encouraged to request a rezoning of selected sites to the Public Facilities zone.

The rezoning request should look at zoning transitions and existing/approved development adjacent to the subject property. The amendment calls for changing the land use designations within the project; no changes to the future transportation plan are noted on the exhibit. Based on the "Road Network" reviewed earlier, the plan exhibit should be updated to incorporate the south collector as a collector road designation in the General Plan. In general, the exhibit reflects the land use designations that are appropriate based on the requested zoning districts and EMMC 17.60.160. "Neighborhood Commercial" should be corrected to "Community Commercial." The open space areas should be corrected to "Parks and Open Space." Mr. Kane presented the incompatible transitioning and adjacencies, park sizes and locations, and trail connections that need to be remedied in the proposal.

Staff recommends the Planning Commission review the current application materials, discuss the requests with the applicant, and table the application to allow the applicant time to update the plans to comply with Municipal Code based on specific feedback from the Commission as well as:

1. If the Commission recommends compliance with the 200-acre size limit for a master development plan, an exhibit to demonstrate the multiple plan areas;
2. A revised master plan with proposed road widths;

3. A revised rezoning exhibit with corrections and changes as noted in the staff report;
4. A revised General Plan amendment exhibit with corrections and changes as noted in the staff report;
5. A revised open space exhibit with corrections and changes as noted in the staff report;
6. Outline of potential amenities and features for the development; and
7. Identification of necessary phasing with specificity as to what open space and infrastructure elements will be included for each phase.

Commissioner Pengra concurred with the staff recommendation to table as the application is not ready for the Planning Commission to make a recommendation to the City Council, although he does not necessarily object to the application.

Commissioner Wright opened the public hearing at 9:14 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.

Applicant representative Pete Evans with Flagship Homes reviewed the history of the project and said they have received both positive and conflicting feedback regarding the project. They desire to develop a life-style oriented community. He requested for the project to be allowed to remain as a single project rather than being subdivided due to the transportation corridors and the infrastructure development and said the community will flow better if retained as one plan.

Applicant representative Bronson Tatton with Flagship Homes presented the changes to the plan to accommodate previous feedback including the number of lots resulting in the reduction of the townhomes and redistribution of the multifamily products.

Mr. Evans said they amended the plan to utilize product that coincides with Municipal Code standards. They have excluded an RC product due to City Councilmember concerns regarding shared drives. He explained the reasoning for placing specific product types in certain areas of the project. He noted the transition requirements for buffering along all four sides of the project resulted in limited area in the middle for larger lots. They are in discussions with staff regarding transitioning options in consideration of transitioning impacts to the adjacent properties. Trails and sidewalks connect to the park spaces throughout the project. They desire to develop an incredible community with a diversity and balance of product types that provide an amazing lifestyle for residents that is compatible with the surrounding uses. The project has a density of 3.9 units and is less-dense than the Harmony development to the north of the project. Harmony has smaller lot sizes for the single-family detached. The MDA will incorporate the proposed restrictions for the project. They are interested in making sure that the project detail is included in the MDA to prevent assumptions and misinterpretations later in the process regarding product types and setbacks.

Commissioner Pengra stated that he is less concerned regarding the lack of clarity with the business park portion of the project due to the tenant-specific needs for the development of that area.

Mr. Evans clarified the MF1 single-family product will be a patio home similar to the units they are developing in the SilverLake area that they identify as cluster lots. The units will have full-

length driveways that appear from the road similar to single-family homes rather than shared drives.

Mr. Tatton explained the linear parks are 100-foot wide. The smaller parks are either identified as less than two or greater than two acres. The local parks will contain tot lots, pathways, and more passive areas and the neighborhood parks will have amenities to provide an appropriate neighborhood park levels of services.

Discussion ensued regarding the intentions for the parks, open space, trail system, and activity nodes with additional amenities along the trail corridors.

Mr. Evans explained they requested a waiver from the acreage requirements for MDPs, due to the investment required for the transportation corridor surrounding this property and associated infrastructure needs and amenities. They feel it would work better to address the area as a whole. The development of the commercial area will not heavily impact the residential area due to appropriate buffering; however, the development of residential areas will impact each other.

Commissioner Everett inquired if the project could be divided into two or three MDPs that develop simultaneously with one master HOA to facilitate dividing the property.

Mr. Evans stated it would not be impossible to divide the property into multiple MDPs but is preferable to approach the project as a cohesive whole and the divisions would be arbitrary rather than substantive.

Mr. Kane verified that single-family lot frontage requirements are not included in the MF1 section of Municipal Code, because the MF1 zone is not intended for fee-simple lots.

Commissioner Wright expressed concern regarding removing the Foothill Residential zoning due to the impact on the surrounding Foothill Residential areas, the proposed small lot frontages for an MF1 single-family product, and concern with granting the waiver for the MDP acreage requirement, especially as the developer has proposed a six to eight-year development period.

Commissioner Everett advocated for the development to be divided into three MDPs. Even though the applicants stated they can build the area within the six to eight-year timeframe, he expressed concern regarding the feasibility. Considering the time it has taken to develop other projects in the City and unforeseeable future conditions, he believes the proposed timeframe for the plan is overly ambitious.

Commissioner Wells stated she concurs with staff that there is more opportunity for community and neighborhood commercial uses along Pony Express Parkway and agrees with staff concerns regarding the zoning transitioning issues. Although she appreciates the applicants providing more single-family homes, she dislikes single-family homes along collector roads. The multifamily area needs a larger park area. She acknowledged both the futility of breaking the project into three MDPs and the concerns regarding the feasibility of the proposed six to eight-year development timeframe. She said that traffic concerns regarding Lake Mountain Road should be resolved by the expansion of the surrounding road infrastructure.

Commissioner Pengra stated he appreciates the applicants' efforts and what they are attempting to accomplish with the development; however, he recognizes the reason for the City limiting development sizes is due to previous issues with development timeframes for projects and the potential for amendments to the plan. The entitlements awarded today could cause concerns and contentions in the future. It is better to divide the project into smaller pieces even if the project develops exactly as planned to mitigate future problems.

Mr. Evan stated the proposed timeframe is based upon the build-out of a similar development in Vineyard in five years. He said they do not intend to renegotiate the plan in the future. The Vineyard project is similar to this project in regard to the variety of product offered and the variety of product had a direct impact on their ability to sell and develop the Vineyard project quickly.

Commissioner Pengra noted that Vineyard has many differences to Eagle Mountain. He said that Vineyard is the fastest growing community in the nation and is located closer to Interstate 15. He noted that Eagle Mountain does not desire to have a density similar to Vineyard.

Discussion ensued regarding the impact of product type on a development.

MOTION: *Commissioner Wells moved to table the Ault Farms master development plan, rezone, and General Plan amendment in order to allow the applicant to update the plans to comply with Municipal Code based upon the staff report and feedback in the meeting. Commissioner Everett seconded the motion. Those voting aye: Erin Wells. Those voting nay: Matthew Everett, Brett Wright, and Christopher Pengra. The motion failed with a vote of 1:3.*

MOTION: *Commissioner Everett moved to table the Ault Farms master development plan, rezone, and General Plan amendment based upon the staff report and the discussion in the meeting with direction to the applicant to work with staff to provide the following:*

- 1. An exhibit to demonstrate the multiple plan areas in compliance with the 200-acre size limit for master development plans;*
- 2. A revised master plan with proposed road widths;*
- 3. A revised rezoning exhibit with corrections and changes as noted in the staff report;*
- 4. A revised General Plan amendment exhibit with corrections and changes as noted in the staff report;*
- 5. A revised open space exhibit with corrections and changes as noted in the staff report;*
- 6. Outline of potential amenities and features for the development; and*
- 7. Identification of necessary phasing with specificity as to what open space and infrastructure elements will be included for each phase.*

Commissioner Pengra seconded the motion. Those voting aye: Matthew Everett, Brett Wright, and Christopher Pengra. Those voting nay: Erin Wells. The motion carried with a vote of 3:1.

6.E. PUBLIC HEARING – Scarlet Ridge Estates (Master Development Plan, Preliminary Plat, Rezone, and General Plan Amendment)

Mr. Kane presented the item. The subject property is made up of two parcels 59:019:0004 and 59:019:0005 totaling about 160 acres east of Lake Mountain Road and south of the future Tiffany Lane extension. The property is currently zoned Agriculture and is identified in the General Plan Future Land Use Map for Agriculture/Rural Density Two. The Planning Commission's review of the 2019 concept plan received feedback regarding concerns about the placement and distances of roads and equestrian trails, connectivity, and a recommendation of zoning the smaller lots to RD2 and the larger lots to RD1.

The concept plan was revised and reviewed by the City Council in August 2020. Feedback included a request for a minimum of 30 one-acre lots and aesthetic appeal by adjusting lot widths and including curved roads. A preliminary plat, rezone, and General Plan amendment have also been submitted. The preliminary plat request is for a residential subdivision that includes 36 one-acre and 178 half-acre lots along with the associated infrastructure and open space improvements. The two parcels are currently zoned Agriculture with a rezone request for RD2. The General Plan amendment would amend the future transportation plan classification for Tiffany Lane.

The applicant is seeking to amend the future transportation plan as it relates to plans for future road expansions to Tiffany Lane between Airport Road and the north-south collector along the eastern edge of the subject property. The request is to change the classification to a collector road for the portion between Airport Road and the northwest corner of the subject property and then to a residential road with a 53-foot width for the portion running along the northern edge of the property up to the north-south collector on the eastern edge of the property. Staff agrees with changing this to a collector road but for the entire length between Airport Road and the future north-south collector to the east.

The applicant is seeking a rezoning of the property from Agriculture to RD2. Per EMMC 17.25.020 and 17.60.160, the RD2 zone is an appropriate zone for this land use designation. The application identifies the development to be constructed and platted in seven phases.

The project proposes a large park of about 2.5 acres which would be dedicated to the City. The park includes asphalt/concrete pathways, eight pavilions, ten picnic tables spread among the pavilions, garbage receptacles, grills, a drinking fountain, two pickleball courts, one full basketball court, trees, landscaping, and open lawn space. The proposed location of the park results in 91 residential lots in the southern third of the subdivision and lot 101 in the far northeast corner being outside of the quarter-mile distance. Staff recommends a number of changes to the park plan in the staff report. The development is required to achieve 246 points; the plan achieves 248 points. The development includes five retention areas throughout; staff suggests considering park strip drainages, swales, or some other low impact development method rather than multiple retention areas. The application identifies the development to be constructed and platted in seven phases. One possible consideration may be that phases 1, 2, and 3 could be combined and re-divided into two phases so that the park feature is developed as part of phase 2 rather than 3.

The proposed road network includes multiple connections: two road connections at the north to Tiffany Lane, three connections to the east to the future collector road that will run along that side of the development, two connections to the south to the future collector road that will run along that side of the development, and three connections to the west to the concepted Triumph residential development. The plans are missing the half-width for the collector roads on the east and south of the property which should be included in the project. Collector roads are required to have street trees and residential lots with side or rear lot lines along collector roads are required to have privacy fencing. A couple of the proposed street names in the plans are already used/approved elsewhere in the City and will need to be renamed: Maverick Road and Wyatt Lane.

Staff recommends the Planning Commission recommend approval of the master development plan to the City Council, for the reasons set forth in the staff report and in the meeting, with the following conditions:

1. That phases 1, 2, and 3 are adjusted into two phases, and the park feature constructed as part of phase 2;
2. Revisions to the park plan as outlined in the staff report;
3. Consider utilizing park strip drainage, swales, or other low impact development method in place of multiple retention areas;
4. Incorporation of the half-width of the east and south collector roads; and
5. If retention areas are included, they shall be improved open space and maintained by the HOA.

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

1. Incorporation of the half-width of the east and south collector roads;
2. Renaming of Maverick Road and Wyatt Lane;
3. Streetlighting is required to comply with EMMC 15.10.390; and
4. Privacy fencing must be installed for residential lots with a rear and/or side lot adjacent to a collector road in compliance with EMMC 16.35.090.

Staff recommends the Planning Commission recommend approval of the rezone to the City Council, for the reasons set forth in the staff report and in the meeting.

Staff recommends the Planning Commission recommend approval of the General Plan amendment to the City Council, for the reasons set forth in the staff report and in the meeting, with the following condition:

1. That the amendment shall revise the Future Transportation Plan Map for the road running along the north edge of the subject property between the future Airport Road and the future collector road to the east of the subject property from a "major arterial" to a "collector."

Commissioner Wright opened the public hearing at 10:22 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.

Applicant representative Ryan Kent stated the development is for estate lots and the open space exceeds the Municipal Code requirements. He said they have worked closely with Flagship and the Triumph project partnering in infrastructure development and to offer a variety of product type. He clarified they are proposing a change from Airport Road to the eastern boundary of their property to be changed to a 53-foot right-of-way residential road. They have met with staff and hired a transportation engineer who determined that based upon traffic counts, a collector road is not deemed necessary. Accommodating the road right-of-way would reduce the lot sizes for the properties when the proposed roadways may not be built utilizing the full width.

Applicant representative Joseph Darger stated that the Master Transportation Plan was compiled prior to the land use being determined for the area and the recommended width for the collector road is incongruent with a large-lot development.

Commissioner Wells suggested including playground equipment at the park.

Mr. Kane verified that the proposed collector road would be two lanes requiring a 77-foot right-of-way dedication, not a three-lane collector road with a 94-foot dedication.

Commissioner Wright noted that the master transportation plan had indicated a major arterial road with five to seven lanes with a 152-foot to 176-foot dedication to clarify that staff's recommendation is for a narrower road width than initially contemplated in the Master Transportation Plan.

Mr. Kent clarified that the City hired a traffic engineer to perform the study. The study was not conducted by the City Engineer.

Mr. Kane verified that City Engineer had recommended retaining the full 77-foot width for the collector road, including the portion of the road the applicant is requested to have a 53-foot width, rather than reducing the width of the road for only that portion of the road.

Discussion ensued regarding the road width recommendations in relation to surrounding areas to the east designated as Foothill Residential and Bureau of Land Management (BLM) land.

Mr. Kent stated the development will most likely not have an HOA in relation to the staff recommended condition for the retention areas and improved open space to be maintained by the HOA.

Mr. Kane explained that the MDP recommendation item five "if retention areas are included, they shall be improved open space and maintained by the HOA" was included to indicate the need to address the maintenance of the retention areas should the development incorporate the areas.

Mr. Kent stated their engineer proposed the retention area to provide sufficient stormwater drainage due to the slope of the land and they are open to exploring other options.

Commissioner Pengra stated he concurred with the staff recommendations for the MDP and suggested removing item five to allow the applicants to propose other solutions. He stated as he

did not feel they had sufficient information to make an appropriate recommendation regarding the width of the collector road, he proposed retaining the staff recommendations in their recommendation to the City Council to allow the City Council to determine the appropriate road width as the City Engineer should be in attendance at the meeting and able to further advise the Council.

Commissioner Wells stated that she feels the staff recommendations regarding the width of the road is appropriate, especially due to the applicants' ability to discuss concerns with the City Council.

MOTION: *Commissioner Pengra moved to recommend approval to the City Council of the Scarlet Ridge Estates master development plan with the following conditions:*

- 1. That phases 1, 2, and 3 are adjusted into two phases, and the park feature constructed as part of phase 2;*
- 2. Revisions to the park plan as outlined in the staff report;*
- 3. The applicants consider utilizing park strip drainage, swales, or other low impact development method in place of multiple retention areas; and*
- 4. The incorporation of the half-width of the east and south collector roads.*

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

MOTION: *Commissioner Pengra moved to recommend approval to the City Council of the Scarlet Ridge Estates preliminary plat with the following conditions:*

- 1. Incorporation of the half-width of the east and south collector roads;*
- 2. Renaming of Maverick Road and Wyatt Lane;*
- 3. Streetlighting is required to comply with EMMC 15.10.390; and*
- 4. Privacy fencing must be installed for residential lots with a rear and/or side lot adjacent to a collector road in compliance with EMMC 16.35.090.*

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

MOTION: *Commissioner Pengra moved to recommend approval to the City Council of the Scarlet Ridge Estates General Plan amendment with the condition that the amendment shall revise the Future Transportation Plan Map for the road running along the north edge of the subject property between the future Airport Road and the future collector road to the east of the subject property from a "major arterial" to a "collector." Commissioner Wells seconded the motion. Those voting aye: Matthew Everett, Brett Wright, Christopher Pengra, and Erin Wells. The motion passed with a unanimous vote.*

MOTION: *Commissioner Everett moved to recommend approval to the City Council of the Scarlet Ridge Estates rezone. Commissioner Wright seconded the motion. Those voting aye: Matthew Everett, Brett Wright, Christopher Pengra, and Erin Wells. The motion passed with a unanimous vote.*

6.F. PUBLIC HEARING – Development Code Amendment to Add EMMC 17.49 Wildlife Corridor Overlay Zone

Mr. Kane presented the item. The Eagle Mountain General Plan includes a number of key initiatives, goals, and strategies in order to create the community residents desire and appreciate. One such strategy is to "preserve wildlife migration routes and habitat, where possible." This strategy, included in the "meaningful open space and amenities" initiative, is outlined as part of the goal to "preserve Eagle Mountain's scenic beauty, vistas, and wildlife habitat." The amendment establishes the purpose of the overlay, restrictions and requirements for the corridor, and methods of further protection. Upon adoption of the Municipal Code amendment, staff will work with property owners to establish and request rezoning of properties to apply the overlay zone and create a continuous migration and habitat corridor through the City. The standards "provides support for and methods by which to preserve wildlife migration routes and habitat in and through Eagle Mountain City."

Wildlife corridors preserve natural habitat areas or undeveloped lands that can facilitate movement, migration, foraging, breeding, and dispersal of animals, birds, insects, and reptiles. These areas of land permit wildlife such as raptors, deer, pronghorn, and other fauna to move from one area of their range to another. Habitat fragmented by subdivision and development, such as roads and structures, prevent wildlife from accessing their full home range and often lead to human/wildlife conflict. It is important that animals be able to move for food, access thermal and hiding cover, to preserve genetic diversity of the species. These corridors also help provide contiguous habitat for plants, invertebrates that are essential pollinators, and other wildlife. Preservation of these corridors, along with fencing and safe crossings, will also help to reduce vehicle-animal collisions. While supporting and protecting wildlife, these corridors also provide recreation opportunities, open space preservation, potential tourism, and education for students and the general public.

Mr. Kane noted that a section has been added to the amendment verbiage to allow amenity calculation if a developer were to apply the overlay to the development based upon the corresponding amenity allowance in the Ridgeline Protection Overlay Zone standards as well as edits to the construction period to protect mule deer migration and nesting season based upon the work session discussion during a previous meeting.

Staff recommends that the Planning Commission make a motion to recommend approval of the proposed code amendments to add EMMC 17.49 Wildlife Corridor Overlay Zone to the City Council as presented or with minor changes as agreed upon at the meeting.

Commissioner Wright opened the public hearing at 10:52 p.m.

Ashley Judd submitted the following email comment: "An eagle mountain wildlife corridor should be of the utmost importance to move forward with. It will greatly benefit the wildlife, the citizens, and visitors of our city. There have been countless deer collisions that would be avoided, and we can keep the diversity and beauty of the wildlife in our city. The wildlife is what makes EM desirable and sets us apart from the other cities in our county. I think I speak for almost everyone in EM that we all deserve to see the EM wildlife corridor become a reality."

Bettina Cameron with the Eagle Mountain Nature and Wildlife Alliance citizen group thanked the City for the Municipal Code requirements amendments to ridgeline, washes, and open space standards that make the wildlife corridor possible. In addition to the wildlife citizen group, the overlay has been reviewed by the Division of Wildlife Resources and BLM. The wildlife citizen group requests for the Planning Commission to revisit conservation developments in relation to the preservation of open space and wildlife to decrease infrastructure cost while preserving property values and developmental and density rights. She expressed her support for verbiage in the amendment to restrict off-highway vehicles (OHV) access to the narrow section of the migration corridor.

Commissioner Wright closed the public hearing at 10:56 p.m.

Commissioner Pengra thanked Ms. Cameron for her and the Eagle Mountain Nature and Wildlife Alliance citizen group efforts. He noted the beneficial impact to the Salt Lake Valley had it been developed with the same wildlife considerations. He stated he fully supports the corridor.

Commissioner Everett concurred with Commissioner Pengra. The corridor will assist with preserving the open space and open feel of the City which are some of the reasons people move to Eagle Mountain. He expressed his willingness to revisit conservation developments as requested; however, he is unsure if the public and the City Council share the sentiment. He encouraged like-minded residents to express their support to the City Council.

Commissioner Wright agreed with Ms. Cameron's recommendation to limit OHV traffic in narrow sections of the wildlife corridor. He expressed concern regarding the ability of developers to transfer density from the overlay zone areas to other areas within the project. He stated although the verbiage stipulates density transfers would be reviewed on a case-by-case basis, the codifications of density transfer provisions cause him concern.

Commissioner Everett concurred with concerns regarding the inclusion of the density transfers and the ambiguity regarding the OHV access restrictions.

Commissioner Wright advocated retaining flexibility in the standards regarding the OHV corridor restrictions rather than including a specific width.

Mr. Kane stated that flexibility in the standards might cause enforcement difficulties. The park usage could be more restrictive and did not need to be specified in the zoning regulations.

MOTION: *Commissioner Wright moved to recommend approval to the City Council of the development code amendment to add EMMC 17.49 Wildlife Corridor*

Overlay Zone with the amendment to control off-highway vehicle movements in narrow sections of the wildlife corridor to mitigate negative impacts and removing 17.49.070(A)(3) “Developer may transfer density from overlay zone areas to other areas within a project or development in the case where significant buildable property is made unbuildable by this overlay zone, as approved on a case-by-case basis by the City Council.” Christopher Pengra seconded the motion.

Commissioner Pengra expressed concern that restricting OHV access could be interpreted as prohibiting OHV use of the wildlife corridor.

Commissioner Wells expressed concern that the ambiguity of the verbiage regarding OHV limitations could create enforcement burden to staff and confusion for residents.

Commissioner Wright clarified his desire for the inclusion of the provision control OHV movements was to allow staff to determine the appropriate restrictions for specific areas of the wildlife corridor.

Mr. Kane clarified that the density transfer allowance only permits transfers within the project.

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

7. [Discussion Items](#)

8. [Next scheduled meeting](#)

9. [Adjournment](#)

MOTION: ***Commissioner Everett moved to adjourn the meeting at 11:10 p.m. Commissioner Pengra seconded the motion. Those voting aye: Matthew Everett, Brett Wright, Christopher Pengra, and Erin Wells. The motion passed with a unanimous vote.***

The meeting was adjourned at 11:10 p.m.

Approved by the Planning Commissioner on January 26, 2021.

Steve Mumford, AICP
Assistant City Administrator/Community Development Director



EAGLE MOUNTAIN CITY
PLANNING COMMISSION MEETING
FEBRUARY 9, 2021

TITLE: PUBLIC HEARING - MF3 Residential District (Development Code Amendment)

ITEM TYPE: Development Code Amendment

APPLICANT: H. Lewis Swain

ACTION ITEM:

Yes

PUBLIC HEARING:

Yes

PREPARED BY:

Pete Kane, Planning

BACKGROUND:

The applicant is seeking to create an additional multifamily zoning district, MF3, to the Eagle Mountain Municipal Code. The proposed code creates the new zoning district as well as amends the land use and development standards tables within EMMC 17.25 Residential Zones. The applicant has also submitted a code amendment for EMMC 16.30.090 Connectivity Standards.

The city code currently has two established multifamily zoning districts:

- 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.
- Zone: MF2. The MF2 zone is for townhomes, condominiums, and apartments with no more than 12 units per building. Developments in this zone should be within immediate walking distance of a park, retail/office development, transit facilities, or adjacent to major roadways or intersections. The maximum density is 20 dwelling units per acre.

ITEMS FOR CONSIDERATION:

EMMC 17.25 CODE AMENDMENT

The primary element of the application is the amendment to EMMC 17.25 to establish the MF3 zoning district. The proposed code establishes the zone as one of the relevant zones for the

Neighborhood Residential Three land use designation.

It also amends EMMC 17.25.030 Land use table by adding a column for the MF3 zone and setting the permitted and special uses within that district. In general, the requests uses are in line with the allowed uses of the MF2 zoning district. It sets the allowed dwelling (multifamily) use as permitted up to 24 units per building. Staff would recommend that "Assisted Living Facility" and "Residential Facility for Persons with a Disability (Up to 4 Unrelated Adults) in Compliance with Ch. 17.75 EMMC" also be set as "S" for special uses - in line with the other multifamily districts.

Within the proposed amendments to EMMC 17.25.040, it establishes the development standards that would apply to the MF3 district. Staff would recommend that the setback requirements for accessory structures within this district be increased, due to the request to allow accessory structures a height up to 35 feet. If the accessory structure height limit is set at 35 feet, the accessory structure rear and side setbacks should be increased to 15 feet, with the "Distance from a Residential Dwelling" set to 15 feet as well.

To provide context, the applicant has provided building elevations of a 24-unit apartment building.

IMPACT TO OTHER SECTIONS OF THE DEVELOPMENT CODE

In establishing a new residential district, there are two other portions of the code that should also be amended: EMMC 16.30.090 and 17.60.160.

The applicant has submitted a code amendment for EMMC 16.30.090 Connectivity Standards and has requested the the three tables within this section add an additional row for MF3 with the requirement statement that permits an evaluation of the necessary requirement on a case-by-case situation. Staff does not recommend approval of the applicant's amendment and instead recommends that "MF3" be added next to instances of "MF1" and "MF2" within all three tables so that the requirements are clear and specific and follow the current requirements for the other two multifamily districts.

The applicant has not submitted a code amendment for EMMC 17.60.160 Zoning transitions. Staff recommends the following

amendments in order to properly establish the zone adjacencies and transitions to apply the MF3 zone within the city.

Table 17.60.160(1)

- Add a row for "Zone" : "MF3"
- Set the "Compatible Buffer" for this line item as: MF1, MF2, CC, CR, MEC, OP, CS, OS-I, OS-N
- Set the "General Plan Category Compatibility" for this line item as: NR3, CR, TCM

Table 17.60.160(2)

- Within the "Zone Legend" section, add "Multi-Family 3" and "MF3"

REQUIRED FINDINGS:

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

RECOMMENDATION:

If the Planning Commission makes a motion to recommend approval of the application to the City Council, for the reasons set forth in the staff report and in the meeting, we recommend including the following conditions:

1. Within EMMC 17.25.030 - that "Assisted Living Facility" and "Residential Facility for Persons with a Disability (Up to 4 Unrelated Adults) in Compliance with Ch. 17.75 EMMC" be set as "S" for special uses;
2. Within EMMC 17.25.040 - that the "Minimum Setbacks for Accessory Structures" set the "Rear," "Side," and "Distance from a Residential Dwelling" to 15';
3. That the applicant's request to amend EMMC 16.30.090 be denied and in place, that "MF3" is added to the same line item where "MF1" and "MF2" are for all three tables within the section; and
4. That EMMC 17.60.160 be amended as noted in the staff report.

A recommendation of denial must be based upon findings of facts indicating how the proposed code amendment does not comply with specific sections of the City Code and/or General Plan.

A motion to table may be made with specific directions to give an applicant time to revise the proposed code amendment.

ATTACHMENTS:

[Proposed Code Amendment - EMMC 16.30.090](#)

[Proposed Code Amendment - EMMC 17.25](#)

[Example Multifamily Building](#)

16.30.090 Connectivity standards.

These standards are intended to create a connected transportation system between neighborhoods and commercial areas, with the goal of promoting walkability through additional connections and shorter block lengths, improving emergency response times, providing better routes to schools and parks, preventing isolated developments, and reducing impacts of development on arterial and collector roads by providing alternate routes.

A. A circulation plan shall be provided as part of a preliminary subdivision plat application which shall:

1. Address street connectivity, pedestrian circulation, emergency access, and parking movements. If cut-through traffic is likely, traffic calming measures such as curb extensions, chicanes, raised crossings, or other features shall be required.
2. Show connectivity index, block length dimensions, cul-de-sac length dimensions, pedestrian facilities, and any proposed traffic calming features.
3. Plan must account for access and connectivity on adjacent parcels. On a case-by-case basis the community development director and city engineer may require changes to stub road locations if it will increase the connectivity within an adjacent property.
4. Required for any proposed residential development over one acre in size or with more than 10 units. The planning commission may waive the requirement for a circulation plan on a case-by-case basis according the following criteria:
 - a. Landlocked. Surrounding properties have not provided adequate stub road connections into the project.
 - b. A single multifamily structure (10+ units) is being constructed within an existing multifamily development.
 - c. The proposed development doesn't create any new links or nodes.

B. Connectivity Index Calculation. The required connectivity index is calculated by dividing the total number of links by the total number of nodes.



(This example shows 11 links and six nodes which equates to a connectivity index of 1.83)

1. For the purpose of calculating the number of total links, one link beyond each node shall be included in the connectivity index calculation. Street stubs that provide future access to adjacent properties or streets that connect to existing streets are considered links.

a. An additional half link shall be included in the connectivity index calculation for each hard surface pedestrian connection through a cul-de-sac with a minimum width of eight feet with an additional two-foot soft shoulder on each side.

b. An additional quarter link shall be included in the connectivity index calculation for each roadway segment where homes face an amenitized open space, park, or natural area. The roadway segment shall have a minimum 300 feet of frontage along the said open space.

C. Residential Connectivity Standards. All new residential subdivisions with 10 or more units or more than one acre shall meet the following connectivity index: block length and cul-de-sac length standards for public roads. Private roads shall be reviewed on a case-by-case basis; however, a public road may be required to prevent a private road in a subdivision from stubbing into a future or existing public road.

1. Required Connectivity Index. The minimum required connectivity index shall be required based on the project zone designation as identified in the following table of minimum connectivity index scores:

Zone Designation	Minimum Index Score
RA1 and RA2	1.25
RD1, RD2, FR	1.5
R1, R2, R3	1.6

RC, MF1, MF2	1.75
<u>MF3</u>	<u>Proper circulation and connectivity will be determined by a third-party traffic study provided by the property owner</u>

a. Reduction in Required Connectivity Index. The required connectivity index may be reduced if the applicant provides clear and convincing evidence that it is impossible or impracticable to achieve due to the following limitations:

- i. Topography;
- ii. Natural features including lakes, rivers, and designated wetlands;
- iii. Existing adjacent development;
- iv. Rail corridors;
- v. Limited access roadways.

Reductions in the required connectivity index will be reviewed on a case-by-case basis and must require recommendations from the reviewing departments and the planning commission and approval by the city council.

The total allowed reduction to the required connectivity index will be based on an analysis of existing conditions that prevent connections. As part of the analysis, city staff will ensure the internal connectivity of the subdivision meets the required connectivity index and that the connectivity is provided to adjacent properties where possible.

2. Maximum Block Lengths. Maximum block lengths allowed shall be required based on the project zone designation as identified in the following table:

Tier Level	Maximum Block Length
RA1 and RA2	1,200'/1,500'*
RD1, RD2, FR	1,000'/1,200'*
R1, R2, R3	800'/1,100'*

RC, MF1, MF2	600'/900'*
<u>MF3</u>	<u>As determined by a third party traffic study provided by the Property Owner.</u>

* Longer block length permitted if a midblock pedestrian connection is provided.

a. Increase in Block Length. The maximum allowed block length may be increased if the applicant provides clear and convincing evidence that it is impossible or impracticable to achieve due to the following limitations:

- i. Topography;
- ii. Natural features including lakes, rivers, and designated wetlands;
- iii. Existing adjacent development;
- iv. Rail corridors;
- v. Limited access roadways.

Increases in block length will be reviewed on a case-by-case basis and must require recommendations from the reviewing departments and planning commission and approval by the city council.

3. Cul-de-Sac Length Standards. Maximum cul-de-sac lengths allowed shall be required based on the project zone designation as identified in the following table:

Tier Level	Maximum Cul-de-Sac Length
RA1, RA2, RD1, RD2, FR	400'
R1, R2, R3, RC, MF1, MF2	250'
<u>MF3</u>	<u>As determined by a third party traffic study provided by the property owner</u>

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 due to the following limitations:

- i. Topography;
- ii. Natural features including lakes, rivers, and designated wetlands;
- iii. Existing adjacent development;
- iv. Rail corridors;
- v. Limited access roadways.

Requests for cul-de-sacs within subdivisions zoned R1, R2, R3, RC, MF1 and MF2 will be reviewed on a case-by-case basis and must require recommendations from the reviewing departments and planning commission and approval by the city council.

4. External Street Connectivity Standards. In addition to the internal street connectivity standards, external connectivity shall be maintained.

a. Cul-de-Sacs. In cases where cul-de-sacs have one or two rows of lots between the end of the cul-de-sac and an external road, a hard surface pedestrian connection with a minimum width of eight feet and an additional two-foot soft shoulder on each side shall be utilized to connect to the external street.

b. Pedestrian connections shall be utilized to connect proposed developments to master planned trails and adjacent existing or future developments where applicable. Connections shall be a hard surface pedestrian connection with a minimum width of eight feet and an additional two-foot soft shoulder on each side.

5. Nonresidential Connectivity Standards. All new nonresidential subdivisions containing the dedication of public roads shall meet the following connectivity index and block length standards. Private roads shall be reviewed on a case-by-case basis; however, a public road may be required to prevent a private road in a subdivision from stubbing into a future or existing public road.

a. Required Connectivity Index. The minimum required connectivity index score shall be 1.5 for nonresidential developments.

- i. Reduction in Required Connectivity Index. The required connectivity index may be

reduced if the applicant provides clear and convincing evidence that it is impossible or impracticable to achieve due to the following limitations:

- (A) Topography;
- (B) Natural features including lakes, rivers, and designated wetlands;
- (C) Existing adjacent development;
- (D) Rail corridors;
- (E) Limited access roadways.

Reduction in the required connectivity index will be reviewed on a case-by-case basis and must require recommendations from the reviewing departments and planning commission and approval by the city council.

The total allowed reduction to the required connectivity index will be based on an analysis of existing conditions that prevent connections. As part of the analysis, city staff will ensure the internal connectivity of the subdivision meets the required connectivity index and that connectivity is provided to adjacent properties where possible.

b. Maximum Block Lengths. Maximum block lengths allowed shall be 1,000 feet for nonresidential subdivision.

i. Increase in Block Length. The maximum allowed block length may be increased if the applicant provides clear and convincing evidence that it is impossible or impracticable to achieve due to the following limitations:

- (A) Topography;
- (B) Natural features including lakes, rivers, and designated wetlands;
- (C) Existing adjacent development;
- (D) Rail corridors;
- (E) Limited access roadways.

Increases in block length will be reviewed on a case-by-case basis and must require recommendations from the reviewing departments and planning commission and

approval by the city council.

ii. Cul-de-Sac Standards. Cul-de-sacs shall not be allowed in any nonresidential zone unless the applicant provides clear and convincing evidence that a cul-de-sac is necessary to develop the entire parcel due to the following limitations:

(A) Topography;

(B) Natural features including lakes, rivers, and designated wetlands;

(C) Existing adjacent development;

(D) Rail corridors;

(E) Limited access roadways.

Requests for cul-de-sacs within nonresidential zones will be reviewed on a case-by-case basis and must require recommendations from the reviewing departments and planning commission and approval by the city council.

iii. Cross-Access. It is highly encouraged for nonresidential site plans to provide cross-access to adjacent developments to allow auto and pedestrian trips to occur between developments without the need of using the street. [Ord. [O-36-2020](#) § 2 (Exh. A); Ord. [O-02-2017](#) § 2 (Exh. A)].

Chapter 17.25

RESIDENTIAL ZONES

17.25.010 What this chapter does.

In order to further the purposes of LUDMA (Utah's Municipal Land Use, Development, and Management Act) and the city's general plan, the city is divided into various zones, including a number of residential zones. This chapter establishes the land use regulations for the residential zones in Eagle Mountain City, including permitted and conditional uses, minimum land use standards, and other development provisions. [Ord. [O-24-2019](#) § 2 (Exh. A)].

17.25.020 Future land uses and residential zones.

All land planned for residential use in Eagle Mountain City is located within one of the following future land use categories and must be located within one of the following residential zoning districts:

A. Future Land Use: Agricultural/Rural Density One.

1. Zone: RA1. The RA1 zone is for large lot residential developments that preserve open space, animal rights, and a semi-rural character. To achieve these goals the minimum lot size is five acres (217,800 square feet).
2. Zone: RA2. The RA2 zone is for large lot residential developments that preserve open space, animal rights, and a semi-rural character, as well as providing a transition area between five-acre-lot neighborhoods and one-acre-lot neighborhoods. To achieve these goals the minimum lot size is two and one-half acres (108,900 square feet).

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).

C. Future Land Use: Foothill Residential.

1. Zone: Foothill Residential (FR). The foothill residential (FR) zone is for single-family residential view lots, generally on hillsides or foothills. Lots should be arranged to protect open space areas, ridgelines, hillsides, wildlife habitat, and provide useable open space or trail access to useable open space. The minimum lot size is one-quarter acre (10,890 square feet), and an average lot size of one-half acre (21,780 square feet) is required.

D. Future Land Use: Neighborhood Residential One.

1. Zone: R1. The R1 zone is for large single-family homes on medium-sized lots arranged in walkable suburban neighborhoods with improved parks and trails that connect the neighborhoods with surrounding land uses. The minimum lot size is one-quarter acre (10,890 square feet) and an average lot size of at least one-third acre (14,520 square feet) is required.
2. Zone: R2. The R2 zone is for medium to large single-family homes on medium-sized lots arranged in walkable neighborhoods with improved parks and trails that connect the neighborhoods with surrounding land uses. The minimum lot size is 8,000 square feet, and an average lot size of at least one-quarter acre (10,890 square feet) is required.

[illegible]

Ch. 17.65 EMMC												
Dwelling (Single-Family)	P	P	P	P	P	P	P	P	P	P		
Dwelling (Multifamily)										P ≤ 6 units/building	P ≤ 12 units/building	<u>P ≤ 24</u> units/building
Assisted Living Facility	S	S	S							S	S	
Public Parks, Trails, and Recreation	P	P	P	P	P	P	P	P	P	P	P	<u>P</u>
Public and Private Utility Structures or Facilities	S	S	S	S	S	S	S	S	S	S	S	<u>S</u>
Public Building or Facilities (City Owned)	P	P	P	P	P	P	P	P	P	P	P	<u>P</u>
Religious or Cultural Meeting Halls	S	S	S	S	S	S	S	S	S	S	S	<u>S</u>
Public/Charter School	S	S	S	S	S	S	S	S	S	S	S	<u>S</u>
Private School	S	S	S									
Radio, Microwave, or Other Transmission Towers	S	S	S	S	S	S	S	S	S	S	S	<u>S</u>
Detached Accessory Apartments in Compliance with Ch. 17.70 EMMC	P	P	P	P ≥ 8,000 sq ft lot	P ≥ 8,000 sq ft lot							
Accessory Apartments within the Primary Residence in Compliance with Ch. 17.70 EMMC	P	P	P	P	P	P	P	P				
Residential Facility for Persons with a Disability (Up to 4 Unrelated Adults) in Compliance with Ch. 17.75 EMMC	S	S	S	S	S	S	S	S	S	S	S	
Plant and Tree Nursery/Garden Center	S	S	S									
Chickens	P	P	P	P	P	P	P	P				
Livestock/Farm Animals (See	P	P	P	P								

EMMC 6.10.090)												
Riding Arena (Commercial)	C	C										
Stables (Commercial)	C	C										
Equestrian Center	C	C										
Animal Care Service	S	S	S									
Temporary Sales Trailer	P	P	P	P	P	P	P	P	P	P	P	<u>P</u>
Model Home Sales Office	P	P	P	P	P	P	P	P	P	P	P	<u>P</u>

[Ord. [O-24-2019](#) § 2 (Exh. A)].

17.25.040 Residential development standards.

This development standards table contains required standards for each residential zone in the city. More details and clarification are included as footnotes and as generally applicable provisions later in this chapter.

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	<u>MF3</u>
Type of Housing	SF detached	SF detached	SF detached	SF detached	SF detached	SF detached	SF detached	SF detached	SF detached (small lot)	SF detached5, MF 2-6 units/building	MF ≤ 12 units/building	<u>MF ≤ 24 units/building</u>
Maximum Gross Density										10 units/acre	20 units/acre	<u>30 units/acre</u>
Minimum Residential Lot Sizes	5+ acres (217,800 sq ft)	2.5 acres (108,900 sq ft)	1 acre (43,560 sq ft)	1/2 acre (21,780 sq ft)	1/4 acre (10,890 sq ft)	1/4 acre (10,890 sq ft)	8,000 sq ft	6,500 sq ft	4,500 sq ft			
Minimum Average Lot Sizes8					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			
Required Improved Open Space (in compliance with EMMC 16.35.105)				500 sq ft per lot	750 sq ft per lot	750 sq ft per lot	900 sq ft per lot	1,000 sq ft per lot	1,000 sq ft per lot	1,000 sq ft per 3 bd; 750 sq ft per 1 and 2 bd	1,000 sq ft per 3 bd; 750 sq ft- per 1 and 2 bd	<u>1,000 sq ft per 3 bd; 750 sq ft per 1 and 2 bd</u>

Primary Structure Maximum Height1	35'	35'	35'	35'	35'	35'	35'	35'	35'	35'	35'	45'
Accessory Structure Maximum Height1	35'	35'	35'	25'	20'	20'	20'	20'	20'	20'	20'	35'
Ancillary Structure Maximum Height7	10' above primary structure											
Minimum Lot Frontage2	150'	150'	125'	100'	90'	85'	80'	62'	58'			
Minimum Lot Frontage (cul-de-sac or circle)	100'	100'	75'	60'	50'	45'	40'	20'	20'			
Minimum Dwelling Size (excluding garage)	1,000 sq ft	1,000 sq ft	1,000 sq ft	1,000 sq ft	1,000 sq ft	1,000 sq ft	800 sq ft	800 sq ft	800 sq ft	650 sq ft	650 sq ft	650 sq ft
Minimum Setbacks for Primary Structures3												
Front	35'	35'	30'	25'	25'	25'	25'	15'	15'	15'	15'	20'
Front Garage	45'	45'	40'	30'	25'	25'	25'	22'	22'	22'6"	22'6"	22'
Rear	35'	35'	35'	35'	35'	25'	20'	20'	20'	30' between buildings		
Side	20'	20'	15'	10'	10'	10'	8'	8'	8'	15' between buildings	20' between buildings	
Garage Side	20'	20'	15'	15'	10'	10'	10'	10'	10'	15' between buildings	20' between buildings	
Street Side	25'	25'	25'	25'	15'	15'	15'	15'	15'	15'	15'	20'
Maximum Size of Accessory Structure				75% of dwelling footprint4	50% of dwelling footprint4							
Minimum Setbacks for Accessory Structures												
Front	Same as principal structure											
Rear	10'	10'	10'	10'	5'	5'	5'	5'	5'	5'	5'	5'
Side	10'	10'	10'	10'	5'	5'	5'	5'	5'	5'	5'	5'
Street Side	Same as principal structure											
Distance from a	Structures housing animals: 50' from neighboring residences; 6' for all other structures					6'	6'	6'	6'	6'	6'	6'

Residential Dwelling												
Site Plan Approval Required (See Chapter 17.100 EMMC)										Yes	Yes	<u>Yes</u>

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

8 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.

[Ord. [O-24-2019](#) § 2 (Exh. A)].



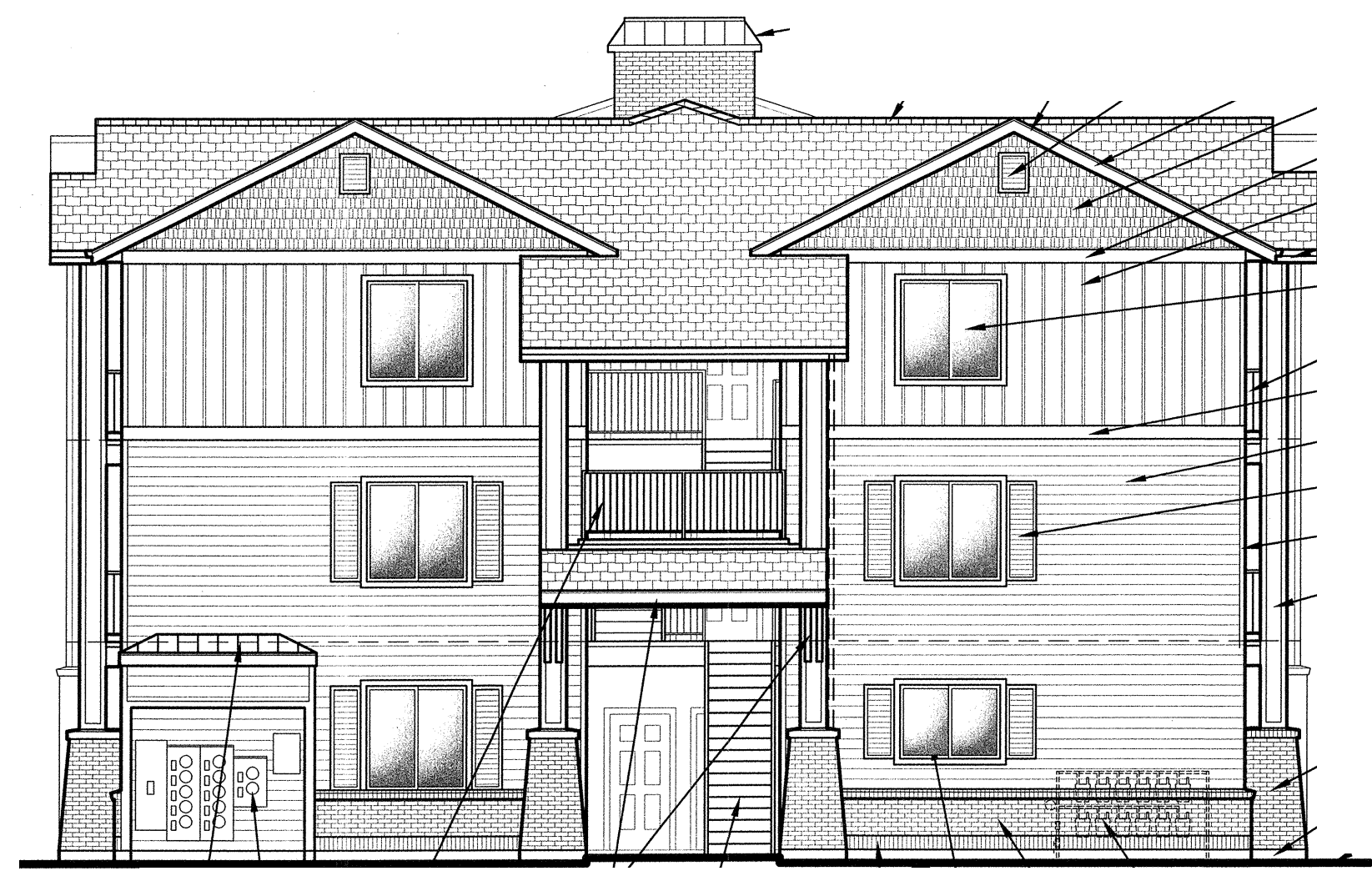
1 APARTMENT BUILDING FRONT ELEVATION
SCALE: 1/8" = 1'-0"



2 APARTMENT BUILDING REAR ELEVATION
SCALE: 1/8" = 1'-0"



3 APARTMENT BUILDING LEFT SIDE ELEVATION
SCALE: 1/8" = 1'-0"



4 APARTMENT BUILDING RIGHT SIDE ELEVATION
SCALE: 1/8" = 1'-0"

APARTMENT BUILDING FINISH SCHEDULE

MATERIAL	FINISH COLOR	MATERIAL	FINISH COLOR
ASPHALT SHINGLE		GABLE VENT	
CUTTERS & DOWNSPOUTS		VINYL WINDOWS	
PREFINISHED METAL STANDING SEAM ROOF		EXTERIOR DOORS	
BRICK VENEER		DECK & STAIR GUARDRAIL	

**APARTMENT BUILDING FINISH SCHEDULE
BUILDINGS A,C,E& G**

MATERIAL	FINISH COLOR	MATERIAL	FINISH COLOR
FASCIA		SHINGLE SIDING	
SHUTTERS		BOARD & BATTEN SIDING	
8" HORIZONTAL TRIMS		CLAP SIDING	
BEAMS		HARDBOARD COLUMNS	

**APARTMENT BUILDING FINISH SCHEDULE
BUILDINGS B,D,F& H**

MATERIAL	FINISH COLOR	MATERIAL	FINISH COLOR
FASCIA		SHINGLE SIDING	
SHUTTERS		BOARD & BATTEN SIDING	
8" HORIZONTAL TRIMS		CLAP SIDING	
BEAMS		HARDBOARD COLUMNS	

PROJECT

**THE FIELDS AT
TIMPANOGOS**

DRAWING SET

**PERMIT SET
2-15-16**

SEAL

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FILE

DATE
FEBRUARY 15, 2016

FILE NO
13-218 A5.0

DRAWN
MATT RHEES

REVISIONS

SHEET

A5.0
APARTMENT BUILDING
BUILDING ELEVATIONS



**EAGLE MOUNTAIN CITY
PLANNING COMMISSION MEETING
FEBRUARY 9, 2021**

TITLE: PUBLIC HEARING - Eagle Commons (Rezone)

ITEM TYPE: Rezone

APPLICANT: Steven Allred

ACTION ITEM:

Yes

PUBLIC HEARING:

Yes

PREPARED BY:

Pete Kane, Planning

BACKGROUND:

The subject property, parcel 58:033:0405, is located to the northeast of the intersection of SR-73 (Cory Wride Memorial Highway) and N Spring Run Parkway. The 27.4 acres of land is undeveloped.

The property was first annexed into the city in 2005 and zoned Agriculture at the time. A portion of the property was later rezoned to Commercial on November 18, 2008. Due to the UDOT land acquisition noted below, the remaining portion of the subject parcel that was zoned Commercial is about 5.4 acres along the southern portion of the parcel with the remainder as Agriculture.

Starting in 2014 and completing in 2016, UDOT began discussions with the property owner to acquire land from the original parcel as part of the planned future expansion of SR-73. About 9.8 acres of land was acquired by UDOT from the original parcel, leaving the remaining 27.4 acres.

The applicant requests the property be rezoned to:

- CC (~5.25 acres) - the "commercial community" zone, described in EMMC 17.35 as "This zone provides areas of commercial retail, office, and services, located near transportation hubs and major intersections and designed to buffer neighboring residential areas."
- MF1 (~5.69 acres) - a multifamily zone, described in EMMC 17.25 as "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."

- MF3 (~9.96 acres) - a proposed multifamily zone, described in the code amendment as "The MF3 zone is for condominiums and apartments with no more than 24 units per building. Developments in this zone should be within walking distance of a park, retail/office development, transit facilities, and/or adjacent to major roadways or intersections."
- OS-N (~6.51 acres) - the natural open space zone

ITEMS FOR CONSIDERATION:

GENERAL PLAN COMPLIANCE

The General Plan designates the entire parcel as "Community Commercial." Per EMMC 17.60.160, the MF1 and CC zones are compatible zones for this land use designation. Depending on the action taken on the MF3 residential district code amendment, the MF3 may also be determined as a compatible zone for this land use designation.

REZONE REQUESTS

The property is zoned Agriculture and Commercial (under the previous development code). The "CC" zone request is an appropriate zoning designation to update the commercial zoning to the current code while also complying with the General Plan land use designation. The overall rezone request will reduce the 27.4 acres of commercially-designated property to 5.25 acres of commercially-zoned property - a reduction of 81%. Staff is concerned with the significant reduction of the commercial potential of the property based on the rezone request and feels that this area has potential for retail and office development in the future. The area is a primary gateway into the community, and the future expansion of SR-73 along with additional development within the city will result in greater need for commercial opportunities. Staff recommends that, at a minimum, the "CC" zone run along the entire length of the southern portion of the property. This will increase the overall commercial acreage while also buffering the proposed residential portions from the highway.

The OS-N (natural open space) zone is proposed along the northern portion of the property. This area of the property has significant slope that would be unbuildable. The zoning request will ensure the protection and natural state of the slope and create a buffer between the future developed portion of the property from any development to

the north.

The MF2 and MF3 zones (as described in City Code and the proposed code amendment) are appropriate zones near major roadways. Cory Wride Memorial Highway to the south is designated as a freeway in the Transportation Master Plan, while N Spring Run Parkway along the western edge of the property is designated as a minor arterial. The Commission may determine that denser multifamily (MF2 or MF3) is more appropriate adjacent to N Spring Run Parkway with the eastern multifamily portion being designated as MF1 as it is further away from the major roadway. In addition to proximity to major roadways, multifamily zones can act as a buffer and transition between commercial property and single-family residential. It should be noted though that the requested OS-N zone may also act as an appropriate transition between commercial and single-family residential.

REQUIRED FINDINGS:

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

RECOMMENDATION:

If the Planning Commission makes a motion to recommend approval of the application to the City Council, for the reasons set forth in the staff report and in the meeting, we recommend including the following condition:

- That the "CC" zone run along the entire length of the southern portion of the property to act as a buffer between the highway and potential residential development on the property.

A recommendation of denial must be based upon findings of facts indicating how the rezone does not comply with specific sections of the City Code and/or General Plan.

A motion to table may be made with specific directions to give an applicant time to fully comply with the code requirements.

ATTACHMENTS:

Rezone Exhibit

Compatibility Statement

Future Land Use Map - Property Location

DRAWN: RNH		1/21/2021	
APPROVED: JRC		XX/XX/XXXX	
PROJECT #:		1889001	
REZONE PLAT-1889001.dwg			
V210 REZONE PLAT			

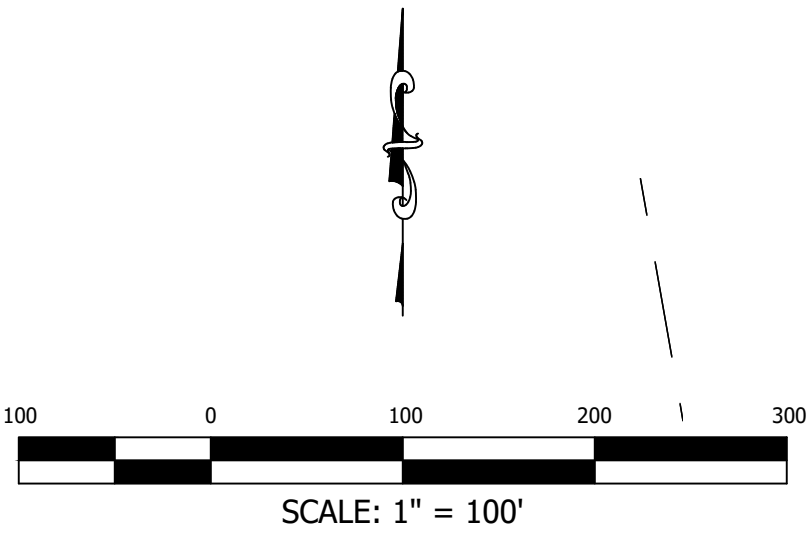
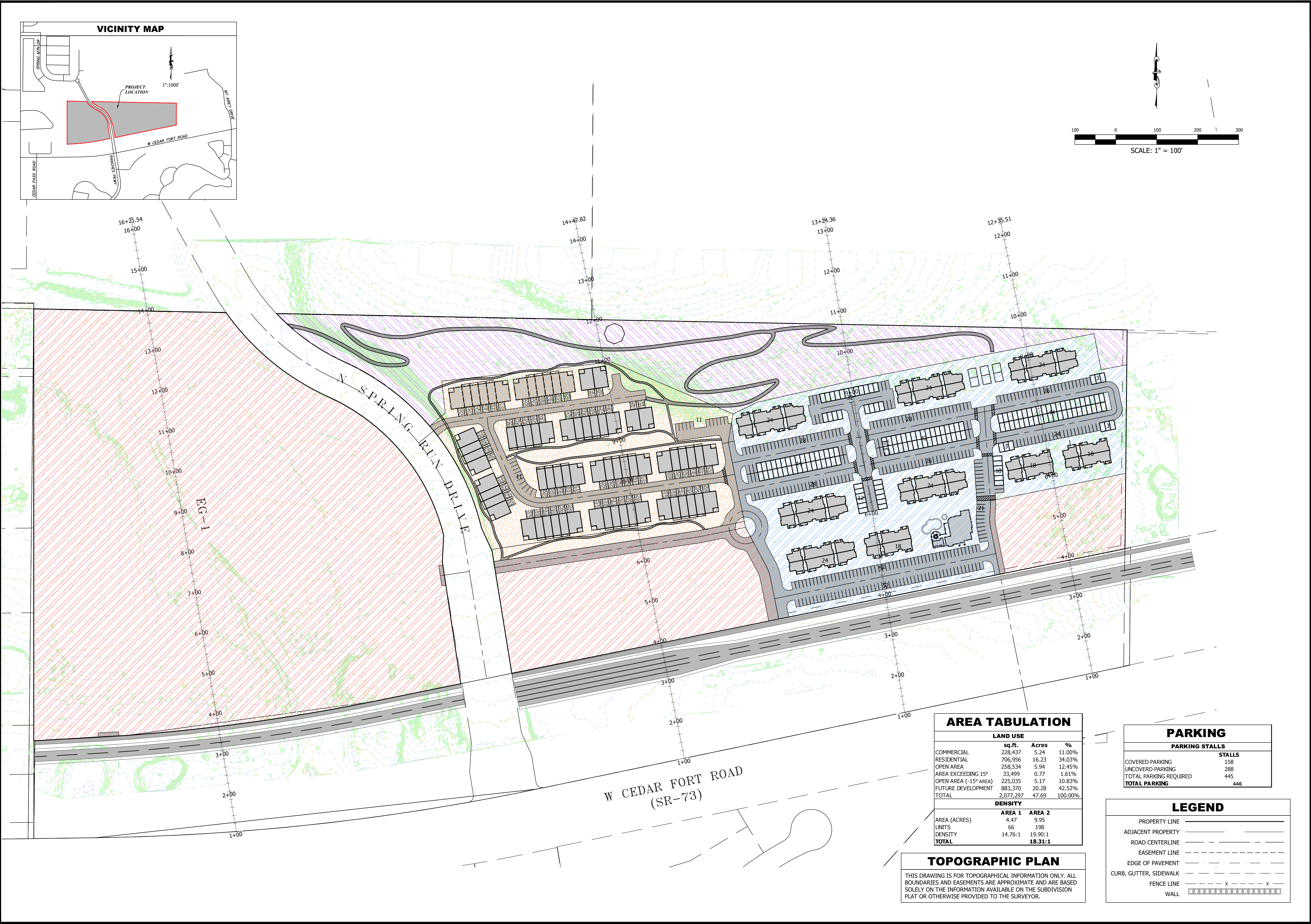
EAGLE MOUNTAIN IN 66 ACRES

LOCATED IN THE --- 1/4 OF SECTION ---, T---, R---, S.L.B.&M.
EAGLE MOUNTAIN CITY, UTAH COUNTY, UTAH

1470 South 600 West
Woods Cross, UT 84010
Phone 801.298.2236
www.Entellus.com



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AREA TABULATION			
LAND USE			
	sq.ft.	Acres	%
COMMERCIAL	228,437	5.24	11.00%
RESIDENTIAL	706,956	16.23	34.03%
OPEN AREA	258,534	5.94	12.45%
AREA EXCEEDING 15°	33,499	0.77	1.61%
OPEN AREA (-15° AREA)	225,035	5.17	10.83%
FUTURE DEVELOPMENT	883,370	20.28	42.52%
TOTAL	2,077,297	47.69	100.00%
DENSITY			
	AREA 1	AREA 2	
AREA (ACRES)	4.47	9.95	
UNITS	66	198	
DENSITY	14.76:1	19.90:1	
TOTAL	18.31:1		

PARKING	
PARKING STALLS	
	STALLS
COVERED PARKING	158
UNCOVERED PARKING	288
TOTAL PARKING REQUIRED	445
TOTAL PARKING	446

LEGEND	
PROPERTY LINE	_____
ADJACENT PROPERTY	_____
ROAD CENTERLINE	_____
EASEMENT LINE	_____
EDGE OF PAVEMENT	_____
CURB, GUTTER, SIDEWALK	_____
FENCE LINE	_____ X _____ X
WALL	□□□□□□□□□□□□□□

TOPOGRAPHIC PLAN

THIS DRAWING IS FOR TOPOGRAPHICAL INFORMATION ONLY. ALL BOUNDARIES AND EASEMENTS ARE APPROXIMATE AND ARE BASED SOLELY ON THE INFORMATION AVAILABLE ON THE SUBDIVISION PLAT OR OTHERWISE PROVIDED TO THE SURVEYOR.

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Phone 801.298.2236
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**PRELIMINARY
NOT FOR
CONSTRUCTION**

EAGLE MOUNTAIN IN 66 ACRES

LOCATED IN THE 1/4 OF SECTION 1, T. 33N., R. 10E., S. 1B. & M.
EAGLE MOUNTAIN CITY, UTAH COUNTY, UTAH

DRAWN: RNH 1/21/2021

APPROVED: JRC XXXXXXXX

PROJECT #: XXXXXXXX

EC PROFILES: 1807001

sta.dwg

V200

REZONE PLAT

STA. 1+00 TO STA. 13+50



Entellus™

**PRELIMINARY
NOT FOR
CONSTRUCTION**

RECEIVED: 11/10/2009

EAGLE MOUNTAIN CITY, UTAH COUNTY, UTAH

VN: 1/21/2021
 OVED: XX/XX/XXXX
 ECT #: XXXXXXX
 PROFILES-1889001
 sta.dwg
V201
 REZONE PLAT

Compatibility Statement – Application for Rezone

The real property which is the object of this Rezone Application is a portion of Parcel number 58:033:0405.

The size of this entire parcel is 27.30 + acres. In accordance with the site/ land use plan attached as Exhibit 4 the 3.67 Acre parcel at the corner of Spring Run and the future SR73 frontage Rd and the 1.36 acre parcel on the South East corner of the property shall remain zoned Community Commercial. It is proposed that the remainder of the entire parcel be rezoned as follows;

Open Space	7.18 ac. + .78 ac.	Or	7.96 Acres
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MF1	to permit 53 Town Homes	4.47 Acres
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MF2*	to permit 198 multi Family units	9.95 Acres
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*The design of the multi family portion of the plan assumes the use of both 18 and 24 unit buildings. This is based on our understanding that there is discussion currently ongoing within the city on the possibility of adding a 24 unit / building zone to the city code.

This property is abutting an industrial zone on the East and the Eastern portion of the North Boundary .

Historical Background

In 2009 a multi party agreement was entered into with Eagle Mt. City for design and construction of what is now Spring Run. We completed our obligations to provide this section of the cities transportation infrastructure.

In 2013 We entered into an agreement with an affiliate of Associated Foods to construct a supermarket on the corner of the subject property. During the process of securing entitlements for the supermarket we submitted and reviewed with the planning department site plans A, B, and C, which are attached. The property was zoned commercial with the understanding that the eventual development plan would be mixed use including residential. The super market failed to secure the necessary financing and our applications for site plan approval were discontinued.

In 2014 The department of transportation notified the owners of the property and city officials that they required land for the future SR73 expansion. The city requested that all of the required property come from the North side of the highway so as not to disturb the golf course or other improvements on the South side of

the highway. We opposed this solution for months. The amount of land required increased over time from 100 feet, to 190 feet, and finally settled at almost 300 feet. This represented a significant portion of the prime , level, developable area of our property. We resisted until Ifo Pili came to us and said that it was very important to the city for us to agree with the final plan from UDOT. Based upon this request we agreed to permit the acquisition of our property by UDOT.

The land which is the subject of this zoning application is much shallower than it appears today due to the UDOT acquisition. Additionally there are significant grade issues with the Northern 1/3 of the property.

It is the opinion of the applicant the proposed uses and associated zones are appropriately transitional and compatible with adjacent land uses and complementary to the future commercial components of the property.

A



dixon + associates
architects, planning, interior
823 south 200 west
salt lake city, utah 84111
P: 801.438.8400
F: 801.498.3500

CONSULTANTS

COOP'S MARKET PLACE

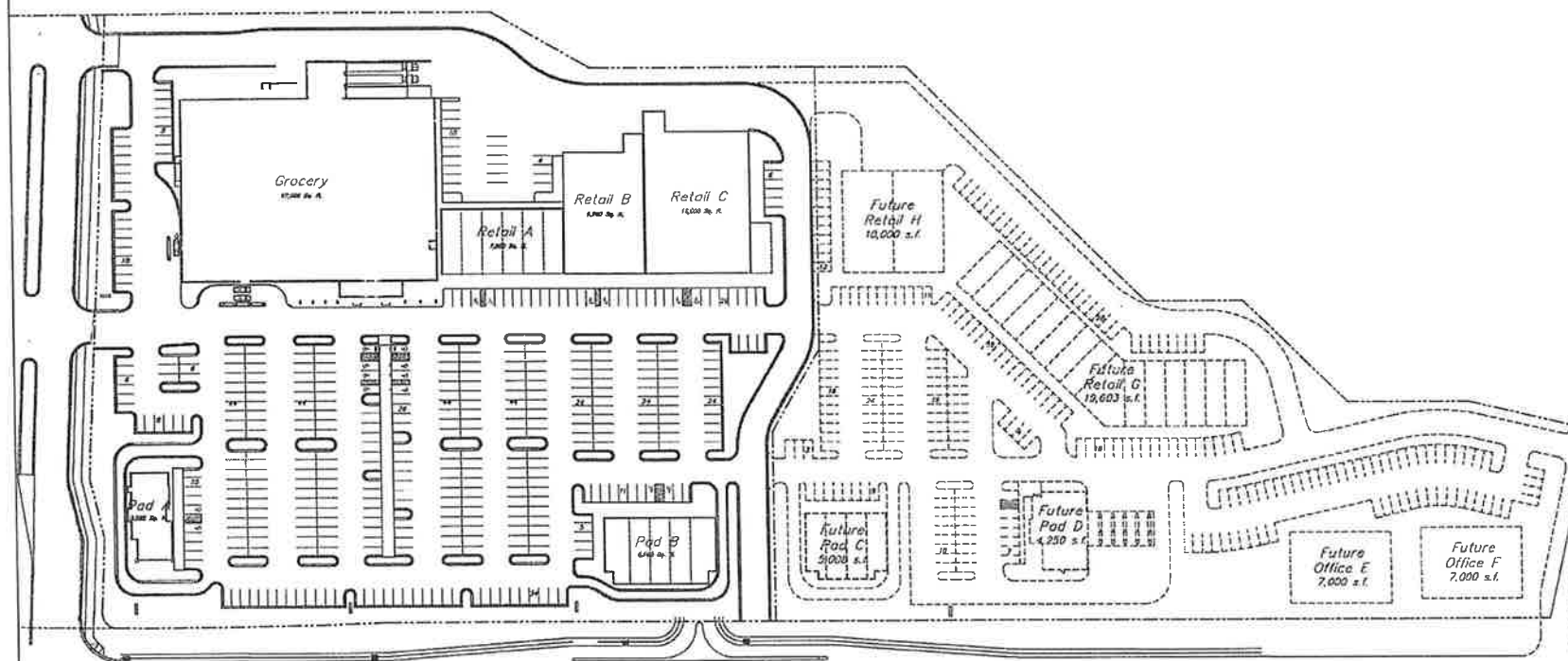
SR73 AND THE RANCHES PARKWAY
EAGLE MOUNTAIN, UT

#	DATE	DESC

SHEET TITLE

SP-2

A-0.1

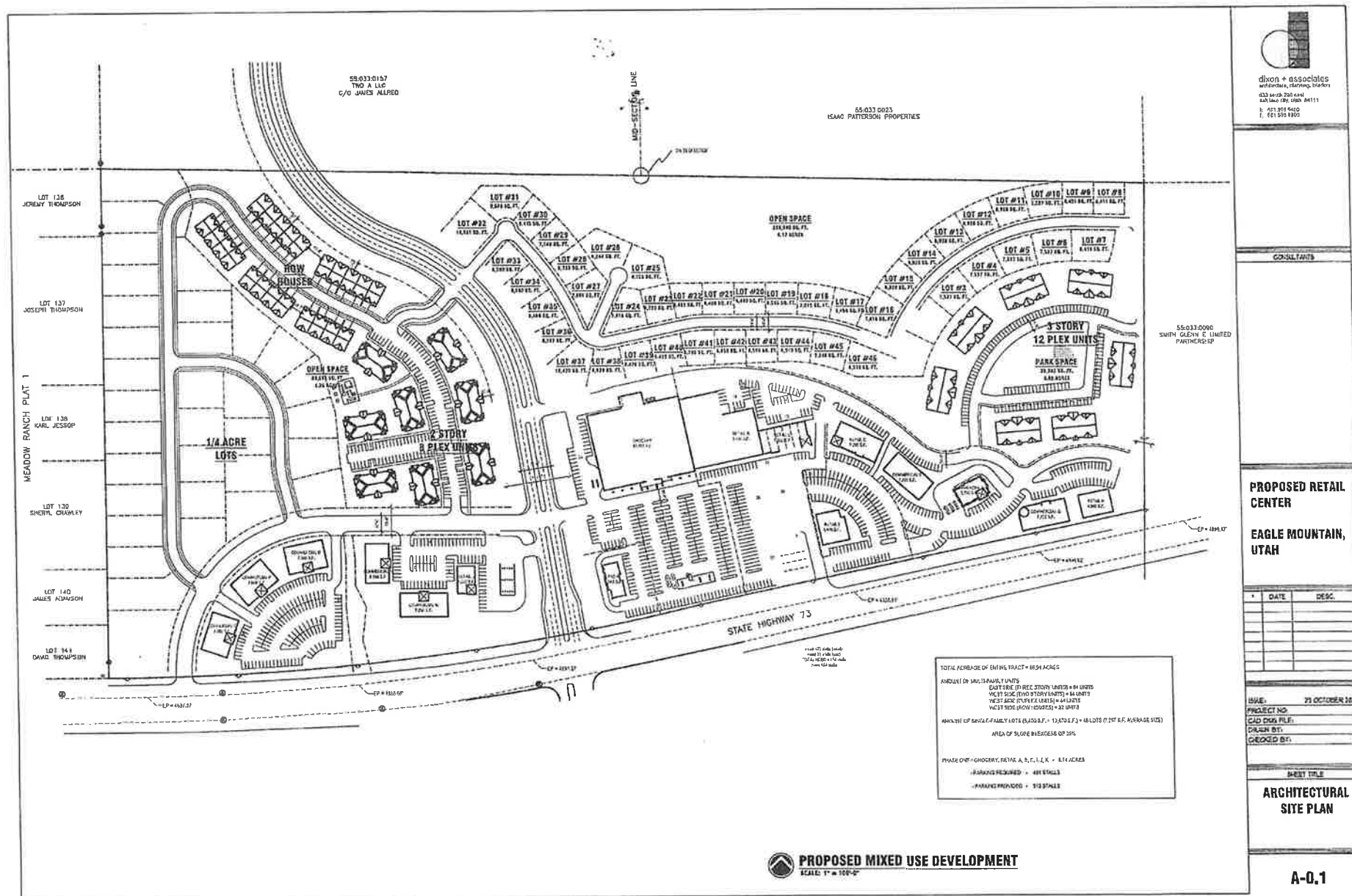


THE RANCHES

01 SITE PLAN
A-0.0 / SCALE: 1" = 50'-0"



C



4/23

