

EAGLE MOUNTAIN CITY
PLANNING COMMISSION MEETING AGENDA
TUESDAY, APRIL 13, 2010 AT 6:00 P.M.
Eagle Mountain City Council Chambers, 1650 E. Stagecoach Run, Eagle Mountain, UT 84005

Commission Members Present: Karleen Bechtel, Preston Dean, Bonnie ElHalta (arrived 6:25 p.m.), John Linton, Tom Maher

Staff Members Present: Mike Hadley, Melanie Lahman

Commission Chair Tom Maher called the meeting to order at 6:00 p.m.

1. Pledge of Allegiance
2. Declaration of Conflicts of Interest
None
3. Status Report from City Council
 - A. ROW Classifications
 - B. Yard Sale Signs
 - C. Business License Amendments
 - D. Aquatics Center
4. Development Items
 - A. Amendments to the Future Land Use and Transportation Corridors Map-- Public Hearing, Action Item

The map was presented once again to the Planning Commission to provide for proper noticing of changes that were made by the City Council. Additional changes were proposed by City staff. The proposed changes were specific to the transportation corridors. No land use changes were proposed. In order for the city to get state and federal road funding, the transportation map has to be in place.

Mr. Maher opened the public hearing at 6:18 p.m.

Elise Erler, SITLA, asked that the Planning Commission consider increasing Ranches Parkway from SR 73 to the Cedar Valley Freeway from a five-lane arterial to a seven-lane arterial and increasing Airport Road to a five- or seven-lane arterial, as the City will need the increased traffic capacity in the future.

McKay Edwards, SITLA, said that changes were made to the FLUTC map this afternoon, so they were not available for the public to see before tonight's meeting. He said that he met with MAG this morning. They estimated that Eagle Mountain will have 97,000 residents by 2040, unlike the higher numbers that have been brought up. The major arterial approved a couple of months ago is the right road.

Darren Montgomery, Meadow Ranch, requested more detailed copies of the transportation map. He said the Mayor has received a number of emails that she has not responded to. Everyone moved to Eagle Mountain because they liked open space, they didn't want to live by a freeway. Mike Hadley responded that copies of the transportation map are available in the office and a more detailed map could be created and put on the website. Mike Hadley said that in order to get funding for any roads, this plan has to be in place.

Erin Madsen, North Ranch, said it will take an act of Congress to get approval for a road on Camp Williams land, which is a fatal flaw in the plan.

Rusty Allen, Meadow Ranch, lives right at the border with Camp Williams. The only place for the road to go is right by his land. If the transportation map had existed six years ago, he would not have moved here.

Doug Woodruff, North Ranch, read sections of a letter from Charlotte Ducos, which said that all planners and elected officials in the city should do all they can to influence the placement of the road in a way that makes sense. There was a resident concern expressed in the very first meeting held after residents were made aware that the road existed. A large-capacity road should be buffered from residents. She requested that those planning the road seek an alignment that provides a buffer for residents and compensation for Camp Williams. The City should be an advocate for its residents. Doug concurred with Charlotte's comments.

Dave Konold said it was his right to state his opinion about the highway, even if 50 -100 people said the same thing. He said residents fought the gravel pit and it was constructed. He said the Planning Commission passes things when the residents' backs are turned. He asked why the City doesn't expand SR 73. No one wants the highway going behind their subdivision.

Tyler Hansen, Elk Ridge Road, has been in construction and has built houses between highways, which causes a lot of sound. Building the new road will also bring down property values.

Troy, Meadow Ranch, said there isn't room for the road without cutting into the mountainside substantially. Residents' animals don't need cars going by all day long. And animals get out of their enclosures periodically, so they might go onto the road and cause an accident.

Jennifer Konold was frustrated that residents never know what's happening. She found out about this through a rumor. She thought if it affected residents, they would get a letter. She couldn't find the agenda on the website. She was concerned that, because the map is a working document, it might be changed without the residents knowing. She emailed Mayor Jackson about whether she got funding for the Cedar Valley Freeway through Sen. Bennett, but didn't get a response.

Mike Hadley responded that letters to individual residents were not required. The public hearing was posted in the newspaper and the agenda was posted on the state website and at City Hall, but may not have been posted on the city website, as the person who normally posted it was no longer with the Planning Department. Residents are always welcome to call the Planning Department for information. The City hasn't received any funding for the road.

Elena Jennings, North Ranch, wanted to know if it was true that there was a MAG map that didn't coincide with the City's map and asked if there was communication between MAG, UDOT and the City. She didn't think the planned roads made any traffic pattern sense. Mike Hadley responded that the organizations do communicate.

?? said the road will benefit City Center, but North Ranch and Meadow Ranch will get all the noise.

Patricia Sherry said she was shocked. Today was the first time she heard of this. She wanted to know where the road would connect. She didn't know why there would be another road, when SR 73 is already there. Mr. Maher said it would connect to 2100 North, which will connect Redwood Road and I-15. SR 73 is already congested and UDOT is not going to allow it to be more than four lanes.

Nikki Wickman, 2756 Fort Hill Road, said she was against the Cedar Valley Freeway and the Hidden Valley Expressway, but she was very happy to see so many residents at this meeting. She said residents can't get mad about not knowing what's happening when they don't come to the meetings. They need to come to the meetings and be involved.

Brian Johnson, North Ranch, suggested the City Council go back and review the original plan, which had the road going closer to Camp Williams. He said the road between Heber and Park City supports economic development, but this plan will not. He said the road will go through rural residential land, which will be the most negatively affected by this plan.

Ron Phillips, consultant representing Farmland Reserve and Property Reserve, said both freeways are necessary for use at some time in the future. The corridors need to be protected now to prevent a congestion problem like Lehi Main Street has now. He provided a suggested alignment.

Doug Konold, North Ranch, asked if the Planning Commission had looked at mass transit.

Jen Gare, Meadow Ranch, didn't want her home between two major roads.

Brian Johnson said the original plan placed the road through the Camp Williams munitions range. The City could receive a lot of grant money for cleaning up that site to benefit financially.

Mr. Maher closed the public hearing at 7:05 p.m.

Bonnie ElHalta was glad to see everyone at the meeting. She said that the Planning Commission is a volunteer board, there to benefit the city, and yelling at them is not nice. She said that residents now in the city like living in the country, and more residents will be coming. Transportation has to be planned to provide enough capacity for everyone who will live here.

Preston Dean asked if the five-lane arterial was changed to an expressway because higher traffic capacity would be required in the future. Mike Hadley said it was because more limited access points would allow for more and faster traffic. Preston asked what the issues are on getting Camp Williams land and federal funding. Mike said it is a complicated process that starts with the proposed roads being placed on the state transportation plan. Only roads on that plan will receive funding. Preston said that increased transportation won't bring people here, it will only provide for people who will inevitably come.

Karleen Bechtel was concerned that residents didn't know that this plan was in process. The city needs to provide more information and the citizens need to make more use of the information available. She empathized with those who were concerned about the planned roads being too near their homes, but she didn't see anywhere else to put the roads.

Tom Maher said that issues that still need to be resolved include the SR73/Cedar Valley Freeway connection, Airport Road capacity, downtown interchanges, the size and need for the

Hidden Valley Freeway, location of the Cedar Valley Freeway and land acquisition at Camp Williams.

John Linton incorporated his comments into his motion.

John Linton **moved** to table the Future Land Use and Transportation Corridors Map until the following issues were resolved:

- Location of some highways may be too close to City Center
- Camp Williams area
- Freeway alignment
- Highway noise
- Value decreases
- Don't know how the planned roads encroach on residents' property
- Residents' purchase of homes in the country – didn't plan to be adjacent to major roads
- Concerns about public hearing notification
- Funding with or without Sen. Bennett's help
- MAG map vs. city map
- Funding and communication between organizations
- Have you looked at everything?
- Commission learned at the beginning of the meeting that information was coming in at mid-afternoon today.
- Neither citizens nor staff have adequate understanding if information came in this afternoon.

Preston Dean seconded the motion. Those voting aye: Karleen Bechtel, Preston Dean, Bonnie ElHalta, John Linton and Tom Maher.

5. Other Items

None

6. Adjournment

The meeting was adjourned at 7:19 p.m.

APPROVED BY THE PLANNING COMMISSION ON APRIL 27, 2010.


Steve Mumford, Planning Director