

EAGLE MOUNTAIN CITY
PLANNING COMMISSION MEETING MINUTES

TUESDAY, JANUARY 29, 2008

Eagle Mountain City Council Chambers, 1650 E. Stagecoach Run, Eagle Mtn, UT 84005

Commissioner Maher called the meeting to order at 6:00 p.m.

Roll Call

Tom Maher, Matt Weir, John Linton, Craig Larrabee, Preston Dean

Others Present

Amy Twitty, Ryan Kent, Will Scott, Russ Naylor, Creighton King

Staff Present

Planning Director: Peter Spencer
Senior Planner: Mike Hadley
Senior Planner: Steve Mumford
Planning Coordinator: Jenalee Harper

1. Pledge of Allegiance

Commissioner Maher lead the Commission and Audience in the Pledge of Allegiance.

2. Declaration of Conflicts of Interest

None

3. Status Report from City Council

Mr. Spencer gave a brief update to the Planning Commission on the following item.

A. Sweetwater Professional Plaza Site Plan

Mr. Spencer explained that the Sweetwater Professional Plaza was approved by the City Council at the their last meeting. Mr. Spencer said that Staff had been directed to add the entire length of Sweetwater Road and Eagle Mountain Boulevard to the current Capital Facilities Plan so that the City can start collecting impact fees for the eventual build out of those roads to their full right-of-way.

Mr. Spencer said that because currently this standard is not yet set place, the Developer has agreed to post a bond to cover his portion of the impact fees, if he wants to pursue sooner than the City has established those impact fees.

4. Approval of Minutes

A. Approval of the January 15, 2008 Planning Commission Minutes.

MOTION: *Commissioner Linton moved that the Planning Commission approve the January 15, 2008 Planning Commission Minutes.*

Commissioner Dean seconded the motion. Ayes: 5, Nays: 0. Motion Passed.

5. Development Items

A. Cedar Pass 10 LDS Church Site Plan & Conditional Use Permit - Public Hearing, Action Item

Mr. Hadley explained that the Cedar Pass 10 LDS Church is located in the Valley View Subdivision. Mr. Hadley said that the parcel had been recorded with the County and split off as it's own parcel.

Mr. Hadley explained that the Developer of Valley View would be responsible for the improvements of Blue Sky Drive.

Mr. Hadley said that two entrances were located off of Mustang Way and on the West side in the rear there will be one entrance/exit on Blue Sky Drive.

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Commissioner Maher asked if that entrance was to close to the intersection.

Mr. Scott explained that there was a conflict with a dirt road because they could not quite get it to line up correctly with the property line.

Commissioner Maher explained that there would be a lot of traffic coming from the side with only one entrance and asked if a second entrance could be put in.

Mr. Scott explained that if the Commission felt that if it is absolutely necessary they would consider putting in a second entrance.

Mr. Spencer explained that it would be a safety concern having two accesses coming off of Blue Sky Drive and that Staff felt that there is no other option at this point.

Mr. Scott explained that they are proposing a vinyl fence on the north and south property lines, Mr. Scott explained that they were still trying to work with the developer on the acceptance of this type of fencing.

Mr. Hadley explained that Staff is unsure what Valley View's CC&R's require.

Mr. Spencer explained that a Cedar Fence may be more fitting for this project because of the surrounding area.

Commissioner Maher said that Mr. Scott should plan on installing a cedar fence because it fits in better with the surrounding area.

Mr. Scott explained that the lights for the parking lot will shine downward and not out. Mr. Scott explained that the lighting levels are also very low around the property lines to minimize lighting up the surrounding neighbors properties.

Mr. Scott said that the Colonial Style elevations had been chosen for this particular church.

Mr. Scott said that they are working with the developer on using an existing detention pond for their drainage. Mr. Scott said that they would get those details to the City's Engineering Department.

Mr. Hadley explained that because of the fence being installed the City will no require berming on the areas that have the Cedar Fence.

Mr. Scott said that there will be 25% sod and 75% planting. Mr. Scott explained that this is in effort to minimize water usage. Mr. Scott said that in the being after planting the plants will look a little scarce but as they grow they will fill out the area.

Commissioner Maher opened the Public Hearing at 6:21 p.m.

Commissioner Maher closed the Public Hearing at 6:21 p.m.

MOTION: *Commissioner Linton moved that the Planning Commission approve the Cedar Pass 10 LDS Church Conditional Use Permit and recommends approval of the Site Plan to the City Council subject to the following conditions:*

1. **FIRE APPROVAL.** That the project meets the requirements of the Fire Chief's approval.
2. **LIGHTING.** All streetlights are adequately shielded away from surrounding residences.
3. **DETENTION BASIN.** There is an on site detention pond to provide for storm drain run off. Indicate this on the revised construction drawings.

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4. **LANDSCAPE.** The areas along City streets have a Cedar Fence in lieu of berming, and trees spaced no less than 30' apart.
5. **HEADLIGHT SCREENING.** Ensure that shrubbery is adequate to provide headlight screening around the entire site.
6. **SNOW STACKING.** That there is snow stacking capacity of a 4" base over the entire parking lot. This needs to be shown on the plans.
7. **SEPTIC TANK.** The required septic tank needs Utah County Approval.

Commissioner Weir seconded the motion. Ayes: 5, Nays: 0. Motion Passed.

B. Eagle Mountain Ranches Commercial Rezone – Public Hearing, Action Item

Mr. Mumford explained that the land proposed to be rezoned is located just north of State Road 73, across from the Mt. Airey Villages Townhomes.

Mr. Mumford explained that the land is currently zoned agricultural and that the applicant is proposing to rezone it to Commercial, which complies with the City's Future Land Use Plan.

Mr. Mumford explained that the proposed Talon Cove Road along the West side of the rezone property.

Mr. Mumford explained that the City is looking at requesting 12 additional feet of right of way along S.R. 73 for eventual expansion.

Mr. Naylor explained that he was here to represent the applicant. Mr. Naylor explained that he has completed projects similar to the Sugar Hills Commons.

Commissioner Linton asked if there would be "sit down" restaurants or fast food restaurants.

Mr. Naylor explained that at this point in time there could be either types of restaurants.

Commissioner Maher opened the Public Hearing at 6:31 p.m.

Amy Twitty asked what this parcel was currently zoned.

Mr. Spencer explained that it was currently zoned agricultural.

Commissioner Maher closed the Public Hearing at 6:32 p.m.

MOTION: *John Linton moved that the Planning Commission recommend approval to the City Council for the Eagle Mountain Ranches Retail Development Rezone.*

Matt Weir seconded the motion. Ayes: 5, Nays: 0. Motion Passed.

C. Cedar Valley Air Estates Concept Plan – Discussion Item

Mr. Mumford explained that the Cedar Valley Air Estates is located at the Cedar Valley Airport.

Mr. Mumford said that the land to the north east of this project is owned by the LDS Church and that it is Agriculturally protected.

Mr. Mumford explained that Sage Park, to the North, also has a strip of land down the center of the subdivision that is protected as an easement for the flight path.

Mr. Mumford explained that the FAA does not always get involved with smaller residential airports. Mr. Mumford explained that he contacted their regional office in Denver and that he was told that the only thing they would get

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involved with was if the applicant wanted to preserve the airspace over and around the airport. Mr. Mumford explained that they will however continue to involve the FAA as this project moves along.

Commissioner Maher said that he would definitely like to make sure that the FAA stays involved with this project because of the impact that it will have on the surrounding land uses and residents.

Mr. Spencer explained that the City could submit a formal letter to the FAA asking for help and guidelines for the airports within the City.

Mr. Mumford explained that some major offsite utility improvements may be required in order to service this project. Mr. Mumford said that most of the utility systems would be required to be looped. Mr. Mumford explained that the utilities may also need to be brought over to Sweetwater Road but that this issue would be worked out with our City Engineer.

Mr. Mumford said that the proposal consists of 84 residential lots/units with direct access to the Cedar Valley Airport Runway.

Mr. Mumford explained that the smallest lot size is a half acre besides the townhomes.

Mr. Mumford explained that if sewer is too costly the applicant may look into septic systems which would eliminate the townhomes.

Mr. Mumford explained that the closest sewer available is located in Sage Park, and the issue would be where to take it from there. Mr. Mumford said that there is a pump station near Lone Tree and that it may be possible to hook into that station.

Mr. Mumford said that staff was concerned with the fact that some of the lots have access to be able to back planes up right out on the runway.

Commissioner Linton asked if a study had been done to calculate the number of operations that would take place in a day with 72 potential aircrafts.

Mr. King explained that the airport is currently owned by Larry Patterson. Mr. King explained that it is Mr. Patterson's intentions to keep the land as an airport.

Mr. King said that he does not see this airport as having commercial jet traffic.

Mr. King explained that at www.airnav.com just about any airport in the United States can be looked at and that if you click on a specific airport it will show you the operations per day.

Mr. King explained that they have partnered with Scenic Development and that they have planned a development on the North side of the street and that they plan on teaming up to bring in water, sewer and electrical.

Mr. King explained that they anticipate that the homes will be 3,000 square feet and larger.

Mr. King explained that their typical hanger size is 40' x 40' and 40' x 60'.

Mr. King said that because of the surrounding land uses this is a perfect place for an airport to exist for a long time.

Mr. King explained that at the Airport in West Jordan there are several retail stores and industrial businesses that exist around it.

Mr. Spencer displayed pictures of different airports in the U.S.

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Mr. King explained that they are hoping to design the homes so that when you drive into the airport subdivision you will see the homes in front and the hangers in back.

Mr. King explained that they don't anticipate having just having hangers for people to rent out or buy. Mr. King explained that the hangers would have to be purchased as part of the home.

Commissioner Maher asked why they had added townhomes to the project.

Mr. King explained that there were some people interested in the concept but did not necessarily want to take care of a big yard.

Commissioner Dean asked if this area would have to be rezoned to airpark zoning.

Mr. Spencer explained that there is a airpark zone that currently exists that requires a half acre minimum lot.

Commissioner Dean said that the definition of the airpark zoning prohibits multi-family and twin-homes.

Mr. Spencer explained that if this area is zoned airpark then the multi family housing would not be allowed.

Mr. King explained that there would be a fueling center.

Mr. King said that in a smaller density airport like the one they are proposing the association would have to buy the pump and that they would use gas station services, such as they could use Chevron.

Discussion took place concerning the effect that this airport would have on the Jake Garn Airport.

Mr. King explained that he spoke with the Flight Standards District in Salt Lake to ask them how they felt that this airport would affect the Jake Garn Airport. Mr. King explained that they said that they did not really want to get involved unless Eagle Mountain City made a formal request for them to conduct a study.

Mr. King said that he had studied a lot of approach charts for airports that were similar to the one that they are proposing. Mr. King explained that one issue would be the restricted airspace over Camp Williams.

Mr. King explained that the Jake Garn Airport is currently planned to have a 10,000 foot long runway.

Mr. Spencer asked how the airport will work with the lack of a frontage road and would there be a possibility of a frontage road on airport road because the number of access points are limited.

Mr. King said that the current plan shows a frontage road that would be within the gated community. Mr. King explained that the existing road is located outside of the proposed airport.

Mr. King explained that the runway access is typical of most airports like this. Mr. King explained that all airplanes would be on the same radio frequency so that the pilots can communicate with one another to avoid wrecks.

Mr. King explained that the lots with direct access to the runway would be setback 100 feet and that they would have to build their own personal taxi way directly to the runway.

Commissioner Linton asked how the winds would affect the runway.

Mr. King said that because of the angle of the runway it makes it so that they are out of the direct path of the crosswinds but that they may still occasionally get crosswinds.

Commissioner Larrabee explained that he had done some research and had looked at the runway direction and found that it is right along the prevailing winds.

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Mr. King explained that they anticipate that this project would be sold out fairly quickly because there is a high demand for this type of project.

Mr. King explained that one of the fire department requirements would be for them to put in a turnaround. Mr. King explained that they also may shift the location of the fueling center and move it down to one of the ends so that it is not directly in the middle of the neighborhood.

Mr. King explained that they anticipate that it would also be a great asset for younger children.

Mr. Spencer asked what kind of impact the airplanes would have on the surrounding stores and homes, such as noise, light, etc.

Mr. King explained that most of the smaller planes are fairly quiet and that they would have to be at a distance of about 100 feet above you for you to really hear any kind of noise.

Mr. King explained that you most likely won't hear any kind of noises from the planes if you are inside of a building.

Mr. King explained that he had considered purchasing a strip of the commercial land to the west of the airport so that they would expand the size of the lots and also have some extra buffering between the airport and future commercial development.

Mr. Spencer asked if there were any height restrictions or concerns for future development to the east and west of the airport.

Mr. King said that as long as tall buildings stay at least 100 to 150 feet away from the actual runway there should not be a problem.

Mr. King explained that they would encourage commercial development all around the airport.

Mr. Spencer explained that the Future Land Use Map was approved before he began working for the City and the original idea was to only have one airport. Mr. Spencer explained that if this concept goes further the applicant will have to ask for a rezoning of the Future Land Use map so that it shows the airport as airport zoning and not mixed use commercial.

Mr. King explained that he had spoken with Mr. Patterson and that Mr. Patterson stated that when he first acquired the property he was assured by the City that when he was grandfathered in his property would be incorporated as an airport.

Commissioner Linton asked if there was anything in the Development Code on Airport Hangers, Commissioner Linton explained that if there are no standards in the Code he would like Staff to come up with something to add to the code.

Commissioner Linton suggested that it states somewhere that the airport hangers are required at the beginning of home construction so that there are not pieces of airplanes lying around on the lots.

Commissioner Maher explained that it might be helpful for the City and the Applicant to pull the Jake Garn Airport File to see what kinds of different information they have.

Commissioner Dean explained that in the airpark zone it mentions clearance and that you have to have open space or agricultural zoned land for at least a half a mile on each end of the runways. Commissioner Dean explained that the land directly south of the airport is zoned commercial and that according to code this would have to be rezoned in order to comply.

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Commissioner Linton explained that he would like the City to get legal advice on this project before going any further.

Commissioner Linton explained that the applicant will need to provide the City with much more information before submitting any other applications because at public hearing there will be residents that show up who are going to be very concerned with something like this going on because it will effect their quality of life.

Commissioner Linton said that he likes the concept being proposed and that it adds quality and character to the City that you just don't find anywhere.

Commissioner Weir said that he agreed with Commissioner Linton's comments and that this concept is creative and unique.

6. Other Business

7. Adjournment

Commissioner Maher closed the meeting at 7:41 p.m.