

6:00 P.M. - Eagle Mountain City Planning Commission Policy Session

COMMISSION MEMBERS: Present: John Linton, Wendy Komoroski, Miriam Allred, Preston Dean, and Matthew Everett.

CITY STAFF PRESENT: Steve Mumford, Planning Director; Mike Hadley, City Planner; Ken Sorenson, City Planner; and Johna Rose, Deputy Recorder.

ELECTED OFFICIAL PRESENT: Adam Bradley

1. Pledge of Allegiance

Commissioner Linton led the Pledge of Allegiance.

2. Declaration of Conflicts of Interest

None

3. Approval of Meeting Minutes

A. October 28, 2014

MOTION:

Preston Dean moved to approve the October 28, 2014 meeting minutes. Wendy Komoroski seconded the motion. Those voting aye: Preston Dean, Wendy Komoroski, John Linton and Matthew Everett. Miriam Allred abstained. The motion passed with 4 ayes and 1 abstention.

4. Development Items

A. Gateway Park – Public Hearing, Action Item

Steve Mumford explained the proposal for a rezone, preliminary plat, and master site plan for Gateway Park, located northwest of SR 73 and Mt. Airey Drive. The rezone changes the Commercial zone to the Business Park zone and makes adjustments to the Commercial and Industrial zones. The preliminary plat includes one 7.06-acre storage unit lot, three industrial lots totaling 9.9 acres, eight commercial lots totaling 10.72 acres, and an 8.29-acre UDOT preservation parcel for future expansion of SR 73. The master site plan depicts a possible layout of each business park and commercial storage lot, with the understanding that each lot will require a specific site plan approval in the future.

Business Park Zone

The purpose of the Business Park zone is to provide for professional offices, research and development uses, retail or commercial businesses, light manufacturing and assembly, and multifamily development in an attractive mixed-use environment that provides community and regional business opportunities.

Commercial Storage Zone

The purpose of the Commercial Storage zone is to provide for nonretail commercial sites for storage of vehicle, equipment, and inventory, and associated offices.

UDOT is planning to expand SR 73 (aka Cory Wride Memorial Highway) in the next 10 years to become a freeway, similar to the eventual build out of 2100 North in Lehi, with freeway in the middle and 2-lane one-way frontage roads along each side. Lots 109 and 110 contain notes on the preliminary plat that state "Requires frontage road." According to the Fire Marshal, all of the western lots (lots 105-111) will require a second access to Ranches Parkway, the constructed UDOT frontage road, or SR 73.

A conceptual master site plan has been submitted showing a potential layout of the buildings and parking since this specific use is different than standard retail or office, there may be a need to consider some alternative parking arrangements. The buildings and lots, for instance, could be redesigned to contain parking on the sides of the buildings rather than the front. This would likely result a different number of buildings than proposed.

An individual site plan approval is required for every lot in this development prior to development. Some uses will require a conditional use permit as well. Final plats are required as well.

Concerns

- **Storage Unit Access.** The access for the storage units is awkward, putting trucks in conflict with parking for lot 101. While it is located away from the main intersection, it provides an awkward entrance.
- **Truck Access.** The gravel pit trucks will be accessing this roadway at the place designated on the proposed plan. This provides potential conflicts with business traffic. The access is improved from the original plan, but still provides some concern.
- The layouts of the buildings and parking are conceptual only, and do not comply with the commercial design standards. This will have to be evaluated with each individual site plan.
- Any dead-end road beyond 750 feet requires special Fire Marshal approval or a second access.
- The natural drainage patterns of the property must be handled appropriately to the satisfaction of the City Engineer.

Commissioner Linton opened the public hearing at 6:11p.m.

Adam Bradley, resident, said that his neighbors disliked the idea of an industrial property becoming the entryway to the City. He also stated that his neighbors were concerned about it being the view right across the street from their homes.

Commissioner Linton closed the public hearing at 6:12 p.m.

Commissioner Dean was concerned about the limited road access to the lots.

Commissioner Everett was concerned with parking.

Scot Hazard, applicant, explained that each lot will come with its own site plan that will need to be reviewed. The site plan that was submitted is just to help give the City a general concept. He is working with the City to help change the current Commercial Design Standards. He stated that you can't have an office warehouse product and be able to comply with the City's Commercial Design Standards.

Commissioner Linton asked the applicant if he had any problem with the suggested conditions in the staff report. Mr. Hazard stated that the only condition that surprised him was the second access required by the Fire Marshal 750 ft because of the road. Mr. Mumford stated that Dan Devoogd said that anything above 750 ft. needs to be approved by the Fire Marshal. Mr. Hazard said that he is confident that he can work with the Fire Marshal to resolve that condition.

Commissioner Dean addressed Mr. Bradley's concern and explained that the intended use for the property adjacent to SR 73 has always been commercial. The Commissioners have addressed their concern about it being the entryway to the City.

MOTION: *Preston Dean moved to recommend approval to the City Council of the Gateway Park Rezone application. Matthew Everett seconded the motion. Those voting aye: Preston Dean, Wendy Komoroksi, Miriam Allred, John Linton and Matthew Everett. The motion passed with a unanimous vote.*

MOTION: *Preston Dean moved to recommend approval to the City Council of the Gateway Park Master Site Plan application with the following condition:*
1. Individual site plan approvals are required for each lot. Landscaping, architecture, parking and building layout will be reviewed at that time. Matthew Everett seconded the motion. Those voting aye: Preston Dean, Wendy Komoroksi, Miriam Allred, John Linton and Matthew Everett. The motion passed with a unanimous vote.

MOTION: *Preston Dean moved to recommend approval to the City Council of the Gateway Park Preliminary Plat application with the following conditions:*
1. Developer must provide a water model for the project and must comply with any requirements as a result of the water model.
2. A second access is required for construction or permits for lots 105-111 unless approved by the Fire Marshal.
3. Storm drain calculations and plan must be approved by the City Engineer.
4. Provide access agreement with UDOT for utilities located within the UDOT's right-of-way or install utilities outside of the UDOT's right-of-way.
5. All offsite sewer will need to be installed prior to construction of each phase 1. Provide offsite sewer design with the first final plat.
6. A detailed sign plan is required with the first site plan, including details for an entryway monument for the project. The entryway monument must be completed with the first final plat.
Matthew Everett seconded the motion. Those voting aye: Preston Dean, Wendy Komoroksi, Miriam Allred, John Linton and Matthew Everett. The motion passed with a unanimous vote.

B. Sunset Flats Concept Plan – Discussion Item Concept plans are not to receive action by motion, but commissioners give the applicant useful feedback.

Ken Sorenson, City Planner, explained that the Sunset Flats Concept Plan is located to the east of Pony Express Parkway and to the north of Bobby Wren Boulevard in City Center. The concept plan is on 225.34 acres and includes 395 single-family units and 338 multi-family units. The applicant is proposing 32.71 acres of open space, which is 14.5% of the project.

Zoning

The proposed zoning does not match the future land use map. The portion of the project to the east of Lake Mountain Boulevard has density that is not in character with the Rural Residential zone. The applicant would need to rezone this area to the Mixed-Use Residential zone.

Circulation

The applicant has requested the Commission's parking recommendation for parks. The parking as depicted on the plans is illustrative only, and the applicant would like feedback on siting and required quantities of parking for the neighborhood parks. Staff also discussed Lots 251-253, and 392-395 with the applicant, indicating that residential lots are not permitted to front collector roads, in this case Lake Mountain Road with a width of 66'-76' and identified in some portions as a minor collector road. Staff and the applicant discussed the possibility of a condition that would require these specific lots to have circular driveways

Fire

The Fire Marshal expressed concerns that the area of the project to the east of Lake Mountain Road will not meet the fire code as proposed. This area requires two access points that are not closer than half the diagonal distance of the property. The applicant's current layout of that area was designed to align with Bobby Wren Boulevard to facilitate circulation and prevent unnecessary intersections, but does not meet the fire code. The applicant is working with the Fire Marshal to finalize the alignment of this area.

Open Space/Community Improvements

The applicant has not provided a buildable acreage figure precluding required open space calculations. The applicant will be required to provide 8% of the total project buildable acres: this includes property with less than 25% slope and excludes major utility corridors, natural drainage washes, and arterial and collector roads. As the applicant is proposing higher density (Tier III & IV) they are required to provide 10% of open space within the designated multi-family areas. The current proposal includes 29.84 acres of multi-family units, requiring 2.98 acres of improved open space to be provided within the multi-family project area.

The applicant has requested the Commission's feedback concerning their proposal to provide wider sidewalks and planter strips than usual to be counted toward the improved open space. The applicant's proposal would be to count the portion of the improvement that is above the City's standard for sidewalk and planter strip widths. Additionally, this measure would need to be discussed as it pertains to providing an asphalt trail in unimproved open space. This raises the discussion of how to quantify improvements within unimproved open space, and to what extent the surrounding area is considered improved.

Commissioners questioned putting parks under the power line corridor. Commissioner Linton said that he would rather have it improved open space then left as dirt and weeds. Commissioner Dean asked about the detention drain under the corridor.

Victor Hansen, applicant, explained that there is an easement under the corridor and that they are not sure what to do with the easement. He said that in some corridor easements not all, the developer has

been approved for a detention basin. As a developer they would love to see something done with the easement, they do not want to see it left to the sagebrush and dust. If they can improve under the corridor it would help enhance their development.

Commissioner Dean had no problems with the wider sidewalks and planter strips, depending on what else was being proposed for the improved open space. He was concerned about the park parking being on a busy road. Mr. Hansen said that he could bring the parking interior to the park.

Commissioner Allred was concerned with the transition of the lots. Mr. Hansen explained that he has tried to transition the lots down. The developer does not want to put a quarter acre lot next to an acre lot. Commissioner Everett was also concerned with the transition of the lots. He suggested instead of the transitioning to fifth acre lots, that the developer should transition down into third acre lots. Commissioner Linton suggested that the developer enlarge the bottom row lots.

Elise Erler with SITLA said that she was glad to see the City preserving Airport Road. SITLA is the neighboring property to the north west corner of C1 of this development. The western boundary road that crosses the property leaves SITLA with a triangular orphaned piece of property. She suggest that the developer centralize the road so SITLA has more flexibility with their property. She also suggested that the developer needs to give a buffer between the property. She said that a 30 foot buffer on the western side for trail system that SITLA could match would help with transitioning. Also the townhomes come right up to SITLA property, it will help if a buffer is also given along the townhomes to help give SITLA breathing room to transition to a different type of land use. Mr. Hansen said that he will work with is neighbors, maybe incorporating the triangle piece into their development. He has mixed emotion on buffer strips. He has seen them through Eagle Mountain and question the use of these buffer strips. Mr. Hansen said that he would rather have a useable park then a 30 foot strip. Commissioners were concerned about maintaining the buffer strips if there is no HOA implemented.

5. Discussion Items

A. General Plan Update

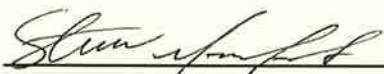
The Commissioners and Planners reviewed Eagle Mountains future general land uses, percentage of future land use, and the General Plan Map.

6. Next Scheduled Meeting: November 25

7. Adjournment

The meeting was adjourned at 8:02 p.m.

APPROVED BY THE PLANNING COMMISSION ON DECEMBER 9, 2014.



Steve Mumford, Planning Director