

EAGLE MOUNTAIN CITY
PLANNING COMMISSION MEETING MINUTES
TUESDAY NOVEMBER 28, 2017 6:00 P.M.
Eagle Mountain City Council Chambers; 1650 E. Stagecoach Run, Eagle Mountain, UT 84005

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

COMMISSION MEMBERS PRESENT: Rich Wood, DeLin Anderson, Brett Wright, John Linton, and Matthew Everett.

OFFICIAL PRESENT: John Painter

CITY STAFF PRESENT: Tayler Jensen, Planner; Mike Hadley, Senior Planner; Steve Mumford, Community Development Director; and Johna Rose, Deputy Recorder.

1. Pledge of Allegiance

Commissioner Linton led the Pledge of Allegiance.

2. Declaration of Conflicts of Interest

None

3. Approval of 2018 Planning Commission Meeting Calendar (Action Item)

MOTION: *Matthew Everett moved to approve the 2018 Planning Commission meeting calendar. Rich Wood seconded the motion. Those voting aye: Matthew Everett, Brett Wright, DeLin Anderson, John Linton, and Rich Wood. The motion passed with a unanimous vote.*

4. Action and Advisory Items

A. Sunset Flats, Master Development Plan, Public Hearing, Action Item:

Mike Hadley explained that this is a resubmittal of a proposed master development plan located on 206.65 acres located northeast of Pioneer Addition subdivision and Bobby Wren Boulevard. The proposal is for 384 single family lots.

Changes in the Master Development Plan are as follows:

- Removed all of the multi-family units.
- Decreased the lots/unit count 688 to 384.
- Removed the commercial storage site.
- Increased the size of the lots buffering the large lots around Lake Mountain Road.
- Removed all of the improved open space in the utility corridor.
- Created a 7 plus acre park in the southeast corner of the project.
- Added a debris basin in the Trailhead Park.

Commissioner Linton opened the public hearing at 6:07 p.m.

Elise Erler, SITLA, recommended approval of the project.

Commissioner Linton closed the public hearing at 6:08 p.m.

Commissioner Linton asked if there was property set aside for a place of worship. Mike Carlton, applicant, stated that there is about 3 to 4 acres set aside in the development for a potential church site.

Commissioner Anderson asked about the Trailhead Park proposed parking. Mr. Carlton did not know how much parking would be required at this time. He explained that there is a large portion of property to expand for parking. A portion of that property will be used for a debris basin.

MOTION: *Matthew Everett moved to recommend approval of the Sunset Flats Master Development Plan to the City Council with the following conditions:*

- 1. The applicant shall provide an updated traffic plan.*
- 2. A water model shall be provided to the City Engineer.*

Rich Wood seconded the motion. Those voting aye: Matthew Everett, Brett Wright, DeLin Anderson, John Linton, and Rich Wood. The motion passed with a unanimous vote.

B. Stratton Estates, Rezone and Preliminary Plat, Public Hearing, Action Item:

Mr. Hadley said that the applicant has proposed a 40 acre rezone from Agriculture to Residential, with a preliminary plat for 78 Single Family Residential lots. The project is located north of Lone Tree, and west of Cedar Pass Ranch. Some of the lots have steep slopes and there is a wash that runs through the project.

Commissioner Wood asked if this development would require a connection through Cedar Pass Ranch. Steve Mumford said that the Municipal and Fire Codes require two access points into any development with more than 30 lots.

Commissioner Linton opened the public hearing at 6:19 p.m.

Tiffany Felix, resident, stated that Cedar Pass Ranch is a quiet equestrian community. She explained that Cedar Pass Ranch was designed as a country neighborhood with country roads. There are no sidewalks or street lights in their neighborhood. The equestrian trail runs through their neighborhood and along the streets in many places. The community horse riding arena sits on the corner of two well-traveled roads. The streets in Cedar Pass Ranch have deep curves. Combining those curves with Cedar Pass Ranches structures and natural topography creates dangerous blind areas. Many drivers cannot see beyond the curbs because of those unique curves. This is not an issue for normal neighborhoods because people can walk on the sidewalks. The lack of sidewalks in Cedar Pass Ranch makes these blind curves especially dangerous. The added traffic from the proposed homes in Stratton Estates, Lone Tree and other future developments will eventually feed into Cedar Pass Ranch. That would exponentially increase the

chances of accidents involving people on horseback. The winter traffic danger will also increase for equestrians, pedestrians, and cyclists on roads in Cedar Pass Ranch. Snow plows push snow up onto the side of the road leaving people no choice but to bike, walk, and ride their horses on the road. The proposed development will also put many more cars on Cedar Pass Ranch roads. Those drivers may or may not be horse savvy and know how to drive around a horse. Her family has experienced many cars that do not slow down for horse riders. She stated that some drivers may think it's funny to honk or rev their engine at a horse. She said that less than 18 months ago a rider on horseback encountered that very thing. The rider was on a trail next to a road in Cedar Pass Ranch when the car spooked the horse. The horse took flight and rolled on top of the rider. They were both alive but really injured. This is a little bit of an extreme example but it does happen. The Census Bureau has said that Eagle Mountain City is one of the five fastest growing cities in Utah right now. Eagle Mountain City has a population of 29,000. By the year 2040 the population is estimated to be 120,000. She wanted responsible development that takes into account the conditions, limitations, and the needs of the surrounding areas. The City should consider the safety of the current and future residents. She suggested that the Planning Commission postpone the approval of the proposed development. She felt that there should be a different access into the proposed development, one that would not increase traffic in Cedar Pass Ranch.

Bob Clegg, resident, stated that he is a transportation engineer. He was concerned about how the development's traffic would impact Cedar Pass Ranch. He has reviewed the projects traffic study and feels that it's a good report, but disagreed with one of the four assumptions, that traffic would be a 50% split between Cedar Pass Ranch and Lone Tree. He stated that the shortest route from SR 73 is through Cedar Pass Ranch. He felt that 90% of traffic would go through Cedar Pass Ranch. He noticed that the City's long term Transportation Corridor Plan shows a future arterial road off of airport road. He suggested that this development be postponed until that arterial road is constructed. He was also concerned about the road pavement durability within Cedar Pass Ranch. He stated that currently the City standards require 3 inches of asphalt on 6 inches of road base. Cedar Pass Ranch roads are 1 to 2 inches of asphalt on 2 to 4 inches of road base. The roads in Cedar Pass Ranch will wear out quicker because they are substandard to other roads in Eagle Mountain City.

Joan Jones, resident, said that she was the first woman in Utah to become a licensed pavement contractor. She stated that asphalt is never any better on top than what is underneath it. She was concerned about the durability of the roads in Cedar Pass Ranch. She was also concerned about the safety of the residents and animals in the neighborhood. She asked the Commissioners to preserve their community's way of life.

Michael Karr, resident, wanted to preserve his equestrian neighborhood's way of life.

Jeff Wickman, resident, stated that he moved into Cedar Pass Ranch knowing that it was an equestrian neighborhood. He felt that the intent of the neighborhood should stay the same. He also felt that the City should solve the traffic issues in Eagle Mountain City before adding new subdivisions. He also stated that the developer should have to put in its own roads in the development that would connect to SR 73. He did not want the proposed subdivision to go through Cedar Pass Ranch. He was concerned for the resident's safety.

Heather Beck, resident, stated that she would have never moved into Cedar Pass Ranch if she had known this new development was going to be built. She felt that this proposed development would devastate the Cedar Pass Ranch neighborhood. She opposed the development traffics coming through Cedar Pass Ranch.

Cheryl Karr, resident, said that when she bought her lot she was told there would be a lot transition from five acres down to three acres then to one acre lots. She stated that she is opposed to rezoning the property from Agriculture to Residential. She felt that the City should set aside property for horse recreational actives like Dimple Dell in Sandy City. She stated that the City needs a variety of actives. She stated that there are very few areas to ride a horse anymore in Eagle Mountain City. She felt that residents would not want to live in Eagle Mountain City if it was made up of solely house to house developments.

Marian Burningham, resident, stated that Scot Hazard sold them their lot in 1997. She lives adjacent to the proposed property. She was also told that the transition of lot size would be 5 acres, 3 acres, to 1 acre lots. She was concerned about the Tickville Wash and how it floods yearly on the proposed property. She also said that many deer, coyotes, and other wildlife that use the property for migration. She wanted to preserve the surrounding land and the neighborhood's uniqueness. She felt that property should be a conservation park development. She proposed a fire access gate between the proposed property and Cedar Pass Ranch.

Doug Grover, resident, explained the amount of traffic coming and going with construction of a new development. He stated that the City would have to replace every road in Cedar Pass Ranch within a year, if they allow this development to connect into Cedar Pass Ranch.

Paul Kersey, resident, was concerned for the safety of his children. He stated that there is no formal provision (street lights, crosswalks, and sidewalks) in Cedar Pass Ranch for children's safety.

Attached is a public commit from resident Kathleen Densley.

Commissioner Linton closed the public hearing at 6:49 p.m.

Scot Hazard, applicant, stated that the transition lot size was honored to the lots on the eastern border of Cedar Pass Ranch. He could only honor that on property that was owned by The Ranches. This proposed property was only recently purchased by him. He stated that in Stonebridge subdivision he was not required to keep with the lot transitioning, but he did honor the 3 acre transition within that subdivision.

He explained that the roads in Cedar Pass Ranch are public right-of-ways and the City would have to replace them if damaged. He understood the Cedar Pass Ranch residents' concerns about the roads. He knows with the least amount of density their roads are considered last for repair or snowplowing. He stated that according to the analysis of the traffic impact study the level of service through Cedar Pass Ranch actually improves with the addition of Stratton Estates. The study shows that more people from Cedar Pass

Ranch will travel through Stratton Estates going west. The reason is that trip generation points are places of worship and schools.

His original proposal for the property was one acre lots with septic tanks. He then discovered that the property was too close to a City sewer connection and that the soil was hydro collapsible and could not handle septic tanks. The City suggested that he build a lift station. That was when he proposed a higher density subdivision to help pay for a lift station. He explained that he tried to keep the lots as big as possible to help preserve the integrity of the surrounding areas.

He asked the Commissioners for guidance with the pedestrian connection across the Tickville Wash. He explained that the pedestrian connection block length is more than 800 feet and there is no other connection without creating a culvert. He felt that putting the block next to an improved open space was a better idea and it would also function as a storm drain area. He stated that he is not required to build a park for Stratton Estates. He asked that the Commissioners consider transferring the park fee lieu in paid for this development to the Arrival development.

Commissioner Everett asked who would be maintaining the monument park. Mr. Hazard stated that the City would maintain the monument property.

Commissioner Anderson was concerned about the homes being built too close to the Tickville Wash. Mr. Hazard explained that the Tickville Wash would be deeded to the City. The slope stability study will state how close a structure could be built to the wash. He stated that the storm drain pond would help control the storm water release from Lone Tree subdivision down into the wash.

Commissioner Wright asked about preparing a future stub road out to the north or west of Stratton Estates. Mr. Hazard stated that there would be a stub road to the west of Stratton Estates. He would not be able to say when that would be developed, because he does not own that property.

Commissioner Wright asked if the developer could meet the new lot transitioning Code. He was also concerned about the development not having a park. Mr. Hazard explained that he has to compensate for the cost of the lift station. He could add a park to the development but then he would have to increase the density of the project.

Mr. Hazard stated that there are many benefits to having ingress into the City.

Commissioners Wood and Wright were concerned about putting the burden of the lift station on the developer.

Commissioner Linton was concerned about the construction traffic going through Lone Tree subdivision with the amount of children in the area. He was also concerned about the construction traffic on Cedar Pass Ranch roads that were built to County standards.

Commissioner Wright, resident of Cedar Pass Ranch, realized that the property would be developed in the future. He asked if the developer would consider going back to the 27 one acre lots developments if he was not burdened by the lift station. Mr. Hazard stated

that if he did not have to build the lift station, then he would consider going back to the one acre lot development.

MOTION: *Matthew Everett moved to continue the Stratton Estates Rezone and Preliminary Plat with the direction that staff and the developer work together to resolve the following concerns:*

- 1. A way to pay for the lift station*
- 2. Lot size transitioning*
- 3. Conductivity*
- 4. Slope stability and geo tech issues*
- 5. Safety conditions with construction traffic*

Rich Wood seconded the motion. Those voting aye: Matthew Everett, Brett Wright, DeLin Anderson, John Linton, and Rich Wood. The motion passed with a unanimous vote.

C. Gateway Park Flex Space Building, Site Plan, Public Hearing, Action Item:

Mr. Hadley explained that the proposal is for two (2) flex space buildings. It's located on 2.85 acres within the Gateway Park project north of Cory Wride Memorial Highway (SR-73) on Mt. Airey Drive.

Curtis Miner, architect, said that there is a maximum of 14 office units in the building. They do not know who their tenants will be at this time. One tenant could take multiple units.

Isaac Patterson, applicant, explained that parking is determined by a parking ratio of square feet of the building and the type of use. Each tenant will be required to obtain a building permit and conditional use permit before occupying the units of the building. He has submitted a revised parking plan. He stated that the revised parking plan has two islands in the front of the building. He stated that he is happy to put the islands in but would prefer removing from the plan. He explained that the islands make it hard to maintain the parking lot with snowplowing. Without the islands his parking lot gains two additional parking stalls.

Commissioner Linton opened the public hearing at 7:54 p.m.

None

Commissioner Linton closed the public hearing at 7:54 p.m.

MOTION: *Matthew Everett moved to recommend approval of the Gateway Park Flex Space Building site plan to the City Council. Rich Wood seconded the motion. Those voting aye: Matthew Everett, Brett Wright, DeLin Anderson, John Linton, and Rich Wood. The motion passed with a unanimous vote.*

5. Next scheduled meeting: December 12, 2017

6. Adjournment

The meeting was adjourned at 7:59 p.m.

APPROVED BY THE PLANNING COMMISSION ON JANUARY 9, 2017



Steve Mumford, Community Development Director

PUBLIC COMMENT FORM
EAGLE MOUNTAIN CITY COUNCIL MEETING

NAME Kathleen Densley DATE 11/28/17

ADDRESS 8168 Cedar Drive, (Cedar Pass Ranch), Eagle Mtn

TELEPHONE NUMBER 801-403-1025

TOPIC YOU WISH TO ADDRESS Stratton Estates Rezoning

COMMENTS Access from Stratton into Cedar Pass Ranch would put more traffic on the infrastructure than our subdivision can accommodate. If this subdivision ~~was~~ were to be approved, it should have access separate from Cedar Pass Ranch.

Instructions:

1. Please fill out the form below for verbal or written comment and turn it in to the City Recorder or Deputy City Recorder before the meeting.
2. Public Comment is limited to 3 minutes each.
3. Do you wish to make verbal comment? Yes No (Circle One)
4. Do you wish to speak longer than 3 minutes? Yes No (Circle One)

Guidelines for Speaking:

1. Please wait to be recognized before going to the microphone.
2. Speakers should introduce themselves (name, address)
3. Direct comments to the Mayor or presiding councilmember.
4. Be brief and to the point.
5. Try not to restate points made by others. (If a number of individuals are speaking on the same topic, the group should select a single spokesperson to address the issue.)

**FEEL FREE TO CONTACT THE MAYOR
OR ANY COUNCILMEMBERS INDIVIDUALLY**