



EAGLE MOUNTAIN
PLANNING COMMISSION MEETING

February 28, 2023, 5:30 PM

Eagle Mountain City Council Chambers

1650 East Stagecoach Run, Eagle Mountain, Utah 84005

5:30 P.M. - Eagle Mountain City Planning Commission Work Session

1. Discussion Items

1.A **DISCUSSION ITEM: REVIEW OF DRAFT CODE AMENDMENTS**

Planning Commission review and comments regarding forthcoming Title 16 & 17 draft code amendments -- varying sections:

- Vacations, ADA parking standards, drive-thru escape lanes, etc.
- Kennels as CUPs
- Accessory structures to follow primary structures
- Connecting footnote to accessory structure easement and setback rules
- Landscaping in parking areas
- Landscaping installation timing rules for houses etc.
- Multi-family building height
- Site plan standard: roadway access intersection proximity
- Wildlife code and GIS

Title 16 & 17 zoning code amendments; vacations, service drives, ADA, escape lanes, etc.

17.20.050 and 17.40.040 CUP for kennels required

17.10.030 Accessory building timing control

17.25.040 Accessory structures easement and setback controls

17.55.080 Landscaping in parking areas

Landscape timing and type residential zone requirements

Multi-family structures' building height

17.100.050 Site plan development standards (intersection distance)

6:30 P.M. - Eagle Mountain City Planning Commission Policy Session

2. Pledge of Allegiance

3. Declaration of Conflicts of Interest

4. Approval of Meeting Minutes

4.A January 24, 2023 Planning Commission Minutes

5. **Status Report**

6. **Action and Advisory Items**

6.A **ACTION ITEM -- PUBLIC HEARING: REVIEW OF A REQUEST FOR SITE PLAN APPROVAL FOR A NEW 100' MONOLITHIC CELL TOWER**

Planning Commission review of a Site Plan Approval request by AT&T who is seeking authorization to remove an existing stadium light pole at Cedar Valley High School and replace the same with a 100' tall monolithic cell tower (with attached stadium lights).

The pole is to be positioned at the southeast corner of the school's stadium by Pony Express Parkway, in a residential zone, on Utah County Parcel No. 59:033:0038; 1389 E. Aviator Ave. in Eagle Mountain, Utah.

[Cell Tower Vicinity Map and Site Photos](#)

[Cell Tower Drawings](#)

[Eagle Mountain Justification/Application Letter](#)

6.B **ACTION ITEM -- PUBLIC HEARING: DEVELOPMENT CODE AMENDMENTS - CHAPTER 17 - HOME BUSINESSES**

Proposed code amendment to Eagle Mountain City Code 17.65.060.

[Parking Code Amendments - Planning Commission.docx](#)

7. **Discussion Items**

8. **Next scheduled meeting**

9. **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.



**EAGLE MOUNTAIN CITY
PLANNING COMMISSION MEETING
FEBRUARY 28, 2023**

TITLE:	DISCUSSION ITEM: REVIEW OF DRAFT CODE AMENDMENTS		
ITEM TYPE:	Development Code Amendment		
FISCAL IMPACT:			
APPLICANT:	Eagle Mountain City Staff		
GENERAL PLAN DESIGNATION n/a	CURRENT ZONE n/a	ACREAGE n/a	COMMUNITY n/a

PUBLIC HEARING:
No

PREPARED BY:
Robert Hobbs, Planning

PRESENTED BY:
Robert Hobbs -- Planning
Manager

RECOMMENDATION:
n/a

BACKGROUND:
Subsequent to a prior conversation between the Planning Commission and Staff about making improvements to our current code's language and presenting ideas for vetting to the Planning Commission, various code amendments have been started and are in process of being drafted. They are being worked on a bit at a time, to be presented to the Commission for discussion. Accordingly, attached are a selection of some of those amendments -- some requiring more of a presentation and back and forth dialogue than others.

After a code amendment is presented in draft/concept form, it will be further modified and checked by legal counsel (as necessary). Thereafter, it will be presented to the Mayor for approval for advancement through the hearing cycle.

(As to one of the code amendment discussion items, please note this message from Todd Black, the City's Wildlife Planner:

"Discussion on developments of wildlife code amendments previously give to commission. This is on-going and we want to update on what we are doing and how new overlays are being developed in a GIS as part of our rezone efforts. This discussion is to

share with the Planning Commission what changes, additions, and general direction we are moving with to get this into a GIS such that Staff, developers, etc. have this data. Seeking the Planning Commission's input.")

ITEMS FOR CONSIDERATION:

See attached documents and the background comments in this report.

REQUIRED FINDINGS:

n/a

PLANNING COMMISSION ACTION/RECOMMENDATION:

n/a

ATTACHMENTS:

Title 16 & 17 zoning code amendments; vacations, service drives, ADA, escape lanes, etc.

17.20.050 and 17.40.040 CUP for kennels required

17.10.030 Accessory building timing control

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Landscape timing and type " residential zone requirements

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Chapter 16.56

Vacation of Right(s)-of-Way

16.56.020. What this chapter does.

This chapter facilitates petition for, review and approval of right-of-way vacation requests outside the plat amendment process.

16.56.030. Purpose.

This chapter authorizes and defines a process whereby the city council and other interested parties may apply for vacation of a right-of-way or portion thereof where no plat amendment is intended and/or the right-of-way is in a developed area of the city. A recorded ordinance to vacate a public street shall have the same legal effect as vacating a public street through a recorded plat or amended plat.

16.56.040. Application.

A petition (application) to vacate some or all of a public street or municipal utility easement shall require submittal of an application to the City. The application shall include the following:

A. The name and address of each owner of record of land that is:

1. Adjacent to the public street or municipal utility easement between the two nearest public street intersections; or,

2. Accessed exclusively by, or within, 300-feet of the public street or municipal utility easement.

B. Proof of written notice to operators of utilities and culinary water or sanitary sewer facilities located within the bounds of the public street or municipal utility easement sought to be vacated.

C. The signature of each owner under EMMC subsection 16.56.040(A) who consents to the vacation.

16.56.050. Petition to vacate a public street.

In lieu of vacating some or all of a public street through recording of a plat or amended plat in accordance with Section 16.55, the city council may approve a petition to vacate a public street in accordance with this chapter.

16.56.60. Public hearing required.

If a petition is submitted containing a request to vacate some or all of a public street or municipal utility easement, the city council shall hold a public hearing and determine whether good cause exists for the vacation, and, the public interest or any person will be materially injured by the proposed vacation.

16.56.070. Required findings.

The city council may adopt an ordinance granting a petition to vacate some, or all of, a public street or municipal utility easement if it finds that:

A. Qualifying Reason(s). Good cause exists for the vacation.

B. Harmless: Neither the public interest nor any person will be materially injured by the vacation, including having property land locked from public street access.

16.56.080. Conditions of approval(s).

If the city council adopts an ordinance vacating some, or all, of a public street or municipal utility easement, the city council shall ensure that:

A. One or both of the following is recorded in the office of the recorder of the county in which the land is located:

1. Plat: A plat or an amended plat reflecting the vacation, or

2. An ordinance described in EMMC 16.56.070 with an attached legal description of the public street and/or utility area being vacated.

B. Easement Preservation. The city council may not approve a petition to vacate a public street under this chapter unless the vacation identifies and preserves any easements owned by a culinary water authority and sanitary sewer authority for existing facilities located within the public street. Further, easement conservation for entities that provide power, gas, fiber-optic, storm drain services, etc. may be required by the City.

16.56.090. Vacation effect.

A. The action of the city council in vacating some, or all, of a public street or municipal utility easement that has been dedicated to public use:

1. Operates to the extent to which it is vacated, upon the effective date of the recorded plat or ordinance, as a revocation of the acceptance of, and the relinquishment of, the municipality's fee in the vacated public street or municipal utility easement; and,

2. May not be construed to impair:

a. Any right-of-way or easement of any parcel or lot owner; and/or,

b. The rights of any public utility; and/or,

c. The rights of a culinary water authority or sanitary sewer authority.

16.56.100. City may initiate.

The city may initiate and complete a process to vacate some, or all of a public street.

A. Process: In accordance with process and requirements stated in this chapter for non-city applications to vacate public right-of-way or a public utility easement.

Exception: A vacation action may not apply to, or be allowed to affect, a public utility easement except to the extent that:

1. The easement is not a protected utility easement as defined in UCA § 54-3-27;

2. The easement is included within a public street; and

3. A notice to vacate a public street also contains a notice to vacate such an easement.

17.10.030 Definitions.

"Alley(way)" means a publicly dedicated and platted public thoroughfare not classified as a street, typically used to provide access to the rear or side yards of a property. The allowed or required dimension(s) for an alley is provided in this code.

"Service drive" means a non-dedicated privately owned and maintained thoroughfare that functions like a driveway by providing an improved vehicular circulation path on a site as well as access to (a) parking area(s) and public rights-of-way. The allowed or required dimension(s) for a service drive (one-way or two-way) shall be as per requirements in EMMC Section 17.55.120.

17.25.050 Generally applicable provisions.

...

M. Fire Access for Exclusively Rear-Loaded Only Homes.

a. Access off of a minimum 26' wide over-sized alley or service drive (functioning in such case as a "fire-access road"). The 26' wide drive fire access roadway, when used, shall be restricted to having parking along only one-side (those sides which adjoin fire hydrants), and, shall have "No Parking" signs posted along those same sides. In cases where a roadway is at least 35' wide, parking may be allowed along both sides of a "fire-access road" and no parking restriction will be required; and,

b. When rear-loaded, homes shall be provided with a paved walkway to be installed at each end of the building leading from the garage end roadway to the main access door at the other, "green space" end; and,

c. Address numbering shall be provided above the garage bay door as well as the main access door to any rear-loaded home.

17.55.040 General provisions for nonresidential and multifamily off-street parking facilities.

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I. Service Drives. Service drives shall comply with the following design standards:

1. Service drives in setback areas. Service drives shall be allowed to cross over and/or through required setback areas when they provide linkage between a parking area and a street or alley or between parking areas or properties.

2. Service drive width requirements. Service drives, or sections thereof, lacking parking spaces to either side shall be at least 12 feet wide when designed to move traffic in a one-way direction and at least 20 feet wide when designed to move traffic in two ways. Where such service drives abut one or more parking stalls, the service drive shall be sized the same as the required back up area of the adjoining stall(s) as per EMMC 17.55.120(a). For example, a service drive being accessed by parking spaces oriented 90 degrees to the drive shall not be but 20' wide; rather, it shall be at least 24' wide.

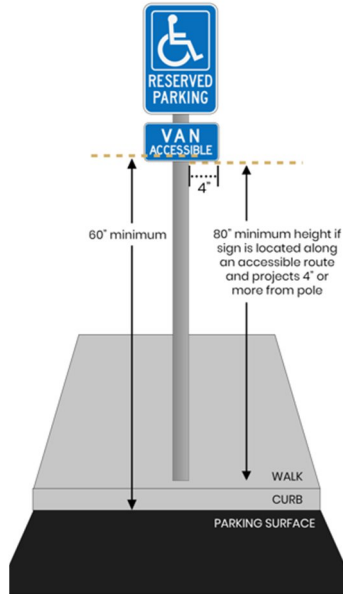
3. Service Drives longer than 150 feet. Service drives longer than 150 feet shall have a turnaround acceptable to the fire department in type, layout and dimensions.

17.55.070 Handicapped accessible parking.

A. Stalls Count Toward Minimum Number Required. Handicapped parking stalls shall be provided in off-street parking areas and shall count towards fulfilling the minimum requirements for automobile parking space count.

B. Location. Handicapped parking stalls shall be located as ~~close~~ nearly to a primary building entrance as practical, with access ramps available for equipment used in assisting handicapped persons.

C. Signage. A permanently affixed reflective sign and/or surface identification depicting the standard symbol for handicapped parking shall identify each handicapped parking stall as depicted below.



D. Number of Stalls. The number of handicapped parking stalls provided shall conform to the minimum requirements of the Americans with Disabilities Act (ADA) listed in Table 17.55.120(b), ADA Parking Requirements as represented in Table 17.55.120(b) below.

E. Dimensions of Stalls. The dimensions of standard handicapped parking stalls shall be a minimum of 10 9-feet wide by 20 18-feet deep, with a ~~five~~ 5-foot access aisle alongside the same (two handicapped parking spaces may share an access aisle between them), ~~or such standard as may be required by the~~ in accordance with ADA requirements. Van-accessible spaces shall be at least 11-feet wide with a 5-foot access aisle alongside. [Ord. O-23-2005 § 3 (Exh. 1(1) § 11.7)].

Table 17.55.120(b)

Total Parking Stalls in Lot	Minimum Handicapped Accessible Stalls
1 – 25	1
26 – 50	2
51 – 75	3
76 – 100	4
101 – 150	5

Total Parking Stalls in Lot	Minimum Handicapped Accessible Stalls
151 – 200	6
201 – 300	7
301 – 400	8
401 – 500	9
501 – 999	2% of total stalls
Over 1,000	20 stalls plus 1 stall for every 100 stalls thereof over 1,000

Table 17.55.120(b)

<u>Total Number of Parking Spaces Provided in Parking Facility (per facility)</u>	<u>(Column A) Minimum Number of Accessible Parking Spaces (car and van)</u>	<u>Minimum Number of Van-Accessible Parking Spaces (1st ADA space and then 1 out of every 6 accessible spaces provided thereafter)</u>
<u>1 to 25</u>	<u>1</u>	<u>1</u>
<u>26 to 50</u>	<u>2</u>	<u>1</u>
<u>51 to 75</u>	<u>3</u>	<u>1</u>
<u>76 to 100</u>	<u>4</u>	<u>1</u>
<u>101 to 150</u>	<u>5</u>	<u>1</u>
<u>151 to 200</u>	<u>6</u>	<u>1</u>
<u>201 to 300</u>	<u>7</u>	<u>2</u>
<u>301 to 400</u>	<u>8</u>	<u>2</u>
<u>401 to 500</u>	<u>9</u>	<u>2</u>
<u>500 to 1000</u>	<u>2% of total parking provided in each lot or structure</u>	<u>1/6 of Column A*</u>
<u>1001 and over</u>	<u>20 plus 1 for each 100 over 1000</u>	<u>1/6 of Column A*</u>

*one out of every 6 accessible spaces

17.55.130 Drive-Thru Regulations

The following standards shall apply to all commercial drive-thrus (e.g., banks, fast food establishments, pharmacies, etc.) in the city:

A. No drive-thru establishment shall be permitted unless the director or his/her designee finds that design and operation of the establishment is substantially in compliance with the following requirements and conditions.

B. The waiting lane(s) be of sufficient length so as to prevent site traffic circulation from being disrupted by increased vehicular congestion, blockage, or rerouting caused by the drive-through.

C. The design, signage or operational characteristics of the establishment prevent or discourage vehicles from waiting for service on public sidewalks or streets.

D. Drive-thru waiting lanes be designed so that curbs, gates or other devices do not prevent a vehicle from leaving them. A 10-foot wide unobstructed emergency escape or bypass lane or area shall be provided adjacent and adjoining a drive-through lane starting 20' past the drive-thru entry point. If an end of the drive-up lane splits into multiple lanes, then the escape lane shall follow the outer side of the lane farthest from the drive-up facility. Thus, in such a situation, multiple escape lanes are not required at the diversion point.

E. All lights and other illuminated materials/signage shall be screened to prevent lighting and glare from falling on adjoining residentially zoned or used property.

F. The nearest edge of a drive-thru lane is set back 10-feet from the nearest adjoining residentially zoned, or used, property -- unless required to be further displaced according to zoning district setback regulations pertaining to the property. The planning commission may vary the setback requirements to lessen the impact of sound, exhaust, or other disturbance to the residential area as appropriate. Areas of commercial sites with existing natural or manmade barriers or screens or lengthy distances separating them from residential areas or uses are preferable for development of drive-through areas.

G. A drive-thru lane is clearly marked with devices such as cones, signs or painted lines.

H. Any parking spaces lost in a parking lot covered by a drive-thru associated with a detached business on a "pad" site shall not have the effect of reducing the total number of available parking spaces for the principal business(es) on the same or associated site/property below the minimum number required for a business.

17.72.030 Site design.

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C. Multifamily Parking/Garages. Garages and parking areas should be placed to the rear of buildings, accessed by a service drive. ~~Service drives must meet all fire access requirements found in the fire code, or as required by the fire marshal. Units accessed via rear service drive shall have a man door on the garage side of the unit, and be addressed off the service drive.~~ If garages are placed on the front facade, they shall be staggered and set back so as to minimize their appearance from the street. Garages shall never dominate the street-facing facade of a building.

1. Fire Access. In conformance to fire authority requirements, all multi-family buildings -- whether front or rear loaded -- shall feature:

a. Access off of a minimum 26-foot wide over-sized alley or service drive (functioning in such case as a "fire-access road"). The 26-foot wide drive fire access roadway, when used, shall be restricted to having parking along only one-side (those sides which adjoin fire hydrants), and shall have "No Parking" signs posted along those same sides. In cases where a roadway is at least 35-feet wide, parking may be allowed along both sides of a "fire-access road" and no parking restriction will be required.

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6.05.270 Kennels, short-term pet sitters, and hobby breeder licenses required.

A city-issued license shall be required for all kennels, short-term pet sitting, and hobby breeders. Pet sitters and hobby breeders are both permitted subject to the standards of this chapter and shall be approved by the community development director or his/her designee in accordance with this title.

Kennels are conditional uses within the agriculture and industrial zones and may only be permitted on lots greater than 40 acres in size. Kennels shall be approved as a conditional use permit by the planning commission in accordance with this title.

17.20.050 Conditional uses.

The following conditional uses and such uses as the planning director and planning commission may recommend as similar and consistent with the scale, character and impact of the area will be considered:

- A. Limited processing of agricultural products.
- B. Religious or cultural meeting hall.
- C. Radio, microwave or other transmission towers.
- D. Home businesses (as allowed by this title).
- E. Accessory dwelling units (ADUs) in accordance with the standards contained in this title.
- F. Commercial hunting areas as a temporary land use with no long-term vesting.
- G. Stables.
- H. Commercial riding arena.
- I. Equestrian center.
- J. Equine assisted therapy center.

K. Kennels.

17.40.040 Conditional uses.

The following conditional uses and such uses as the planning director and planning commission may recommend as similar and consistent with the scale, character and impact of the area and special uses as defined in Chapter [17.75](#) EMMC will be considered:

- A. Automobile gas/service stations;
- B. Automobile sales and/or service;
- C. Auto and truck repair, including auto body;
- D. Convenience store;
- E. Motels and hotels;
- F. Restaurants and banks (with drive-through service facilities);
- G. Printing, lithography and publishing establishments;

H. Wholesale trade, warehousing, distribution and other operations characterized by the need for large truck and shipping establishments;

I. Laundry and dry cleaning establishments;

J. Contract construction services establishments;

K. Commercial and industrial laundries;

L. Self-storage or mini-storage units;

M. Light manufacturing of finished products or parts, including processing, fabrication, assembly, treatment, packaging, and incidental storage of such products. Such uses include, but are not limited to, food, beverages, apparel, textiles, pharmaceuticals, household appliances and plastics;

N. Recycling facilities;

O. Other businesses retailing goods and services or rendering personal services for a fee, except as otherwise regulated by the city's ordinances;

P. Other manufacturing businesses;

Q. Sexually oriented businesses;

R. Moving and storage facilities and businesses;

S. Indoor shooting range – special use-;

T. Kennels.

17.25.050 Generally applicable provisions.

M. Accessory structures. Accessory structures shall not be constructed, or permit issued if needed, until a primary structure has been constructed on the lot or parcel.

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		Foot hill Residential	Neighborhood Residential 1			Neighborhood Residential 2		Neighborhood Residential 3	
	Zone Designation	RA1	RA2	RD1		RD2	FR	R1	R2	R3		RC
Type of Housing	SF detached	SF detached	SF detached	SF detached	SF detached	SF detached	SF detached	SF detached	SF detached	SF detached (small lot)	MF 2-6 units/building	MF ≤ 12 units/building
Maximum Gross Density											10 units/acre	20 units/acre
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 Sizes ⁷				3/4 acre (32,670 sq ft)	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	1,000 sq ft per 3 bd; 750 sq ft per 1	

										and 2 bd	and 2 bd	
Primary Structure Maximum Height ¹	35'	35'	35'	35'	35'	35'	35'	35'	35'	35'	35'	
Accessory Structure Maximum Height ¹	35'	35'	35'	25'	20'	20'	20'	20'	20'	20'	20'	
Ancillary Structure Maximum Height ⁶	10' above primary structure											
Minimum Lot Frontage ²	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	
Minimum Setbacks for Primary Structures ³												
Front	35'	35'	30'	25'	25'	25'	25'	15'	15'	15'	15'	
Front Garage	45'	45'	40'	30'	25'	25'	25'	22'	22'	22' ⁵	22' ⁵	
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'	
Maximum Size of Accessory Structure				75% of dwelling foot	50% of dwelling footprint ⁴							

				print 4							
Minimum Setbacks for Accessory Structures ³											
Front	Same as principal structure										
Rear	10'	10'	10'	10'	5'	5'	5'	5'	5'	5'	5'
Side	10'	10'	10'	10'	5'	5'	5'	5'	5'	5'	5'
Street Side	Same as principal structure										
Distance from a Residential Dwelling	Structures housing animals: 50' from neighboring residences; 6' for all other structures					6'	6'	6'	6'	6'	6'
Site Plan Approval Required (See Chapter 17.100 EMMC)										Yes	Yes

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 dwelling units (ADUs) 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 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.

⁶ Ancillary structures include chimneys, television antennas, or other structures that are generally located on the roof of a residential building.

⁷ 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-41-2021](#) § 1 (Exh. A); Ord. [O-15-2021](#) § 2 (Exh. A); Ord. [O-24-2019](#) § 2 (Exh. A)].

17.55.080 Landscaping in parking and drive lane areas

The following requirements shall apply to all landscaping of off-street parking and drive lane areas:

A. **Parking and Drive Lane Areas Adjacent to Public Streets.** All parking and drive lane areas for nonresidential or multifamily residential uses which are adjacent to a public right-of-way shall have a landscaped bermed strip or planting width of not less than 10 feet placed on-site and adjacent on the right-of-way line. A shrub or hedge screen at least 3.5 feet in height at maturity shall be located in the landscape strip. Trees, both deciduous and/or evergreen, shall be placed in the strip with spacing of no less than 30-foot intervals or the width of the two adjacent trees' canopy or foliage when mature. This spacing requirement is used for calculating the number of trees required to be installed along frontages and is not meant to dictate the design of the landscaping. Required street trees may be clustered so long as trees have sufficient space to grow to maturity without encroachment of other vegetation. The layout of the landscaping shall not be in close proximity to public facilities such as overhead power lines, fire hydrants, traffic control signage, etc., that would be obstructed when the vegetation reaches maturity. The following are sizes of planting standards for required landscaping that shall be followed for all new development:

1. **Deciduous Trees.** All deciduous trees shall have a minimum trunk size of one and one-half inches in caliper measured eight inches above the soil line.
2. **Curbs.** All landscaped areas abutting any paved surface shall be curbed according to the city's construction specification.

B. **Clear Sight Triangles.** Clear lines of sight shall be provided at intersections by delineating triangular areas adjacent to all intersections, within which no parking, building, structure, berming, or landscaping over three feet in height above the street shall be permitted. Single-trunk trees may be planted within such areas, but only where the tree will be pruned to eliminate all branches and foliage below eight feet. Driveways, when feasible, are prohibited within the clear vision triangle of local streets.

1. **Local Streets.** At intersections of local streets the triangle shall be defined by drawing a line between two points that are 30 feet from the intersection along the lot (property) lines.
2. **Alleys and Driveways.** At intersections of alleys and driveways (this includes private driveways) the triangle shall be defined by drawing a line between two points that are 15 feet from the intersection along the lot lines (along alleys) or 15 feet from the intersection along the lot line and outer edge of the driveway.
3. **Alleys or Driveways and Local Streets.** At intersections of alleys or driveways (this includes private driveways) and local streets the triangle shall be defined by drawing a line between two points that are 15 feet from the intersection along the lot lines (along alleys) or driveways and 30 feet on the street side.

4. Other Streets. Larger clear sight triangles may be required by the city engineer where local streets enter arterial streets, major collector streets, or parkways.

C. Required Parking Islands.

1. Islands on Doubled Rows of Parking. On doubled rows of parking stalls, there shall be one 40-foot-long by five-foot-wide landscaped island on each end of the parking rows, plus one 40-foot-long by five-foot-wide landscaped island to be placed at minimum of every 12 parking stalls. Each island on doubled parking rows shall include a minimum of two deciduous trees per planter having a minimum trunk size of one and one-half inches in caliper measured eight inches above the soil line. Other landscape installed in the island shall include shrubbery and an acceptable ground cover. No hard surface improvements such as concrete or asphalt are allowed within any landscape islands. Xeriscaping is encouraged in these areas.

2. Islands on Single Rows of Parking. On single rows of parking there shall be one 20-foot-long by five-foot-wide landscaped island a minimum of every 12 stalls. Islands on a single parking row shall have a minimum of one deciduous tree having a minimum trunk size of one and one-half inches in caliper measured eight inches above the soil line. Other landscaping installed in the island shall include shrubbery and an acceptable ground cover. No hard surface improvements such as concrete or asphalt are allowed within any landscaped islands. Xeriscaping is encouraged in these areas.

3. Traffic Circulation. Landscaped islands at the ends of parking rows shall be placed and shaped in such a manner as to help direct traffic through the parking area. There shall be a break in parking rows at a minimum of 48 parking stalls for each double row of parking for the purpose of facilitating traffic circulation on the site.

4. Interior Landscaped Boundary Strips. The minimum landscaped boundary strips width when not adjacent to a public right-of-way and along parcels that have the same land use shall be a minimum of six feet. A fence, landscaped screen, or berm is required around the perimeter of the parking area to mitigate escape of light from headlights and other lighting on surrounding property. A headlight screen or berm shall be at least three and one-half feet in height and capable of blocking headlight glare.

5. Completion of Landscaping. All landscaping improvements shall be completed in accordance with the approved site plan, landscaping plan, and irrigation plan and occur prior to the issuance of a certificate of occupancy for the associated structure(s). Exceptions may be permitted and certificates of occupancy issued where weather conditions prohibit the completion of required landscaping improvements. In such cases an extension period of six months is permitted but a bond shall be posted for not less than 110 percent of the value of the landscaping and shall be held until the requirements of this chapter are met.

6. Snow Stacking Capacity. Every parking lot design shall plan for a snow stacking area to accommodate the stacking volume of a four-inch snow base over the entire parking lot. [Ord. O-23-2005 § 3 (Exh. 1(1) § 11.8)].

Code Amendment Draft:

Landscape Timing and Type – Residential Zone Requirements

EMMC 17.25.050.A. & 17.60.070. & 17.60.100.

Blue: Jed

17.25.050.A.:

Yard Landscaping. The front and side yards must be improved prior to occupancy of each home in accordance with the yard landscaping plan approved in conjunction with the final plat for the development. Improvements shall comply with the planting standards in EMMC 17.60.070, should be designed with water-wise and localscape principles in mind, and shall include, at minimum, irrigation, trees, weed barrier, and shrubs, and may include grass areas (turf) and decorative improvements. Large rock areas without vegetation are prohibited. Gravel or road base is prohibited, unless it is for a driving or parking surface.

In cases of inclement weather, the builder or property owner may pay a \$2,000 cash escrow per lot to the city and shall complete the landscaping no later than one year for the front yard and two years for the backyard after the issuance of the certificate of occupancy unless required sooner through the project's CC&Rs or a development agreement. Or the escrow fee can be waived if a minimum of 50% of the required landscaped area shall be completed before issuing the certificate of occupancy.

When escrow fees are not necessary, landscape improvements are required to be installed, for the certificate of occupancy for development requiring landscaping can be issued. An extension agreement can be executed upon request. The City Manager may extend the period for completion of required public improvements for six (6) months upon finding good cause for such extension. And if detailed planning and illustrations are provided, the extension period can be extended to one (1) year by the City Manager's decision.

17.60.070:

The planting standards are the minimum size of landscaping that the city will accept towards meeting the landscaping required in this chapter. The planning commission and city council shall use the planting standards in evaluation of any landscaping plan. The following are planting standards for required landscaping that shall be followed for all new development:

A. Trees. Deciduous trees shall have a minimum trunk size of one and one-half inches in caliper measured eight inches above the soil line. Evergreen trees shall have a minimum size of six feet in height. The applicant may elect to use either deciduous or evergreen trees to meet this requirement.

B. Ornamental Trees. All ornamental trees shall have a minimum trunk size of one and one-half inches in caliper measured eight inches above the soil line.

C. Shrubs. All shrubs shall be a minimum of one-gallon containerized stock planted that will attain a height of at least two feet.

D. Turf. No landscaping shall be composed of more than 70 percent in turf.

E. Drought-Tolerant Plants. Fifty percent of all tree and shrub species shall be required to be drought-tolerant.

F. Weed Barrier. Planting beds are required to have a weed barrier with mulched wood chips, rocks, or other similar treatment. [Ord. O-05-2008 § 2 (Exh. A § 12.7); Ord. O-23-2005 § 3 (Exh. 1(1) § 12.7)].

17.60.100:

In the case of inclement weather, the builder or property owner shall pay a \$2,000 cash escrow per lot to the city. All single-family dwellings shall have the front yards landscaped within one year and back yards within two years of receiving a certificate of occupancy, unless required sooner through the project's CC&Rs or a development agreement. Planting Standards are included in 17.60.070.

Landscape Improvement Timing Requirements:

1.

Landscape Requirements according to Lot Size:

12.25.040 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.

General Plan Residential Category	Ag/Rural Density 1		Ag/Rural Density 2		Foothill Residential	Neighborhood Residential 1			Neighborhood Residential 2		Neighborhood Residential 3
	RA1	RA2	RD1	RD2	FR	R1	R2	R3	RC	MF1	MF2
Type of Housing	SF detached	SF detached	SF detached	SF detached	SF detached	SF detached	SF detached	SF detached	SF detached (small lot)	MF 2-6 units/building	MF ≤ 12 units/building
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		
Primary Structure Maximum Height ¹	45'	40'	35'	35'	35'	35'	35'	35'	35'	35'	35'/45' ⁸
Ancillary Structure Maximum Height ⁶	10' above primary structure										

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 dwelling units (ADUs) located above a detached garage is 35 feet.

⁶Ancillary structures include chimneys, television antennas, or other structures that are generally located on the roof of a residential building.

⁸ Buildings with a minimum roof pitch of 4/12 may be constructed with 3 stories up to 45 feet high.

17.100.050 Site plan development standards

C. Access Requirements.

1. Access onto a Public Street. Access onto public rights-of-way shall not be closer than 100 feet from a public right-of-way intersection or another driveway intersection on the same side of the street. This shall be measured from the curblines of the driveway at the point of intersection with the public right-of-way to the nearest point of the public right-of-way. In the instance of driveway to driveway separation, the measurement shall be from closest curblines to closest curblines at the point of intersection with the public right-of-way. When a parcel has less than 200 feet of frontage on a public right-of-way, then all necessary efforts shall be made to work collaboratively with adjacent property owners to share a common ingress and egress straddling the common property line.

2. Access Dimensions. For each commercial lot, access shall be provided and shall meet the following requirements: each roadway shall not be more than 40 feet in width, measured at right angles to the centerline of the driveway except as increased by permissible curb return radii. The entire flare of any return radii shall fall within the right-of-way.

3. Interconnection. All parking and other vehicular use areas shall be interconnected with adjacent properties in order to allow maximum off-street vehicular circulation.

4. Acceleration and Deceleration Lanes. Acceleration and deceleration lanes shall be required on arterials and collectors when deemed necessary by the city engineer.



EAGLE MOUNTAIN Planning Commission MEETING MINUTES

January 24, 2023, 5:30 p.m.
Eagle Mountain City Council Chambers
1650 East Stagecoach Run, Eagle Mountain, Utah 84005

COMMISSION MEMBERS PRESENT: Jason Allen, Jeremy Bergener, Matthew Everett, Christopher Pengra, Commissioner Brent Strong, and Alternate Commissioner Robert Fox.

CITY STAFF PRESENT: Steve Mumford, Assistant City Administrator/Community Development Director; Marcus Draper, City Attorney; Todd Black, Wildlife Biologist/Environmental Planner; Robert Hobbs, Planning Manager; and David Stroud, Senior Planner.

CITY STAFF PRESENT ELECTRONICALLY: Elizabeth Fewkes, Recording Secretary.

5:30 P.M. – Eagle Mountain City Planning Commission Work Session

Commissioner Everett called the meeting to order at 5:34 p.m.

1. Discussion Items

Assistant City Administrator/Community Development Director Steve Mumford explained that an item regarding signage on business vehicles was publicly noticed for this agenda but will now be on the following meeting's agenda.

1.A. WORK SESSION ITEM – DISCUSSION: FUTURE CODE AMENDMENTS

Planning Manager Robert Hobbs introduced the item and presented a list of prospective Municipal Code amendments identified by staff or requested by the Mayor, City Council, Planning Commission, or the City Attorney. He requested feedback identifying the amendments the Commission would like to prioritize.

Discussion ensued regarding the following:

- Providing an alternate method of development other than master development agreements for projects exceeding 50 acres to conform with changes to State Code in 2021;
- The status and desirability of further amendments to the Community District Nodes Overlay and possible adjustments for the overlay to be able to be used in conjunction with the Affordable Housing Plan strategies;
- Exploring application activity;
- Considering a wildfire overlay zone;
- The potential need to appoint a Board of Adjustments to review administrative variance requests as the City grows;
- Requests to prioritize amendments for the following:
 - Bringing Municipal Code into compliance with State Code,

- Adopting the Moderate-Income Housing strategies,
- Overlay zones,
- Expiration of applications after inactivity,
- Public hearing table,
- Landscaping timing,
- Caretaker units,
- Setback footnotes,
- Multifamily zones height standards,
- Accessory dwelling unit standards,
- Living on a trailer shall be prohibited, and
- No accessory structure before primary structure.

Mr. Mumford identified Municipal Code amendments that will require significant time and revision including:

- The Wildlife Corridor Overlay Zone,
- Commercial and multifamily architectural standards,
- Hillside development,
- Planned Community Zone,
- Wash Protection Overlay Zone (which might be combined with the Wildlife Corridor Overlay Zone),
- Community District Nodes Overlay,
- Transfer of development rights, and
- Industrial Zone.

Mr. Hobbs said that staff is currently working on amendments for right-of-way vacations, service drive widths for emergency services access to rear-loaded units, ADA standard compliance, and transfer of development rights.

Commissioner Everett adjourned the work session at 6:20 p.m.

6:30 P.M. – Eagle Mountain City Planning Commission Policy Session

Commissioner Everett called the policy session to order at 6:34 p.m.

2. Pledge of Allegiance

Commissioner Everett led the Pledge of Allegiance.

3. Declaration of Conflicts of Interest

None.

4. Approval of Meeting Minutes

4.A. December 13, 2022 Planning Commission Minutes

4.B. January 10, 2023 Planning Commission Minutes

MOTION: *Commissioner Pengra moved to approve the December 13, 2002 and January 10, 2023 minutes. Commissioner Allen seconded the motion.*

Commissioner Everett informed staff that Councilmember Brett Wright had been in attendance during the January 10, 2023 meeting.

AMENDED MOTION: *Commissioner Pengra moved to approve the December 13, 2002 and January 10, 2023 minutes as amended. Commissioner Allen seconded the motion.*

<i>Those Voting Yes</i>	<i>Those Voting No</i>	<i>Those Abstaining</i>	<i>Those Absent</i>
<i>Jason Allen</i>	<input type="checkbox"/> <i>Jason Allen</i>	<input type="checkbox"/> <i>Jason Allen</i>	<input type="checkbox"/> <i>Jason Allen</i>
<i>Jeremy Bergener</i>	<input type="checkbox"/> <i>Jeremy Bergener</i>	<input type="checkbox"/> <i>Jeremy Bergener</i>	<input type="checkbox"/> <i>Jeremy Bergener</i>
<i>Matthew Everett</i>	<input type="checkbox"/> <i>Matthew Everett</i>	<input type="checkbox"/> <i>Matthew Everett</i>	<input type="checkbox"/> <i>Matthew Everett</i>
<i>Chris Pengra</i>	<input type="checkbox"/> <i>Chris Pengra</i>	<input type="checkbox"/> <i>Chris Pengra</i>	<input type="checkbox"/> <i>Chris Pengra</i>
<i>Brent Strong</i>	<input type="checkbox"/> <i>Brent Strong</i>	<input type="checkbox"/> <i>Brent Strong</i>	<input type="checkbox"/> <i>Brent Strong</i>

The motion passed with a unanimous vote.

5. Status Report

Staff reviewed the planning items discussed and voted upon during the January 17, 2023 City Council meeting.

6. Action and Advisory Items

6.A. ACTION ITEM – PUBLIC HEARING: FIREFLY MASTER DEVELOPMENT (tabled from Jan. 10th)

Mr. Hobbs explained that the applicant representatives are available to answer questions.

Applicant representative Nathan Shipp said they brought their full team to answer any questions and requested to move forward hopefully with a positive recommendation.

Discussion clarified the location of Firefly Drive and the intersections determined to have a failing level of service in the Firefly Traffic Impact Study.

Mr. Hobbs cited a portion of a letter from City Engineer Chris Trusty, “I believe that with failing conditions, drivers would be more likely to travel west to Firefly Drive and then to the intersection of Pole Canyon Blvd. and that these particular intersections would perform above failing conditions,” and explained that Mr. Trusty indicated that he is comfortable with the recommendations included in the Hales Engineering Pole Canyon intersection Configurations

memorandum and with the conclusions and recommendations made in the previously submitted Pole Canyon/Firefly Traffic Impact Study.

Applicant representative Chase Andrizzi with DAI clarified that the intersections in question are located within the boundaries of Cedar Fort, not Eagle Mountain.

Applicant representatives explained that Exhibit L – Data Center Overlay Zone addresses the specific conditions and design standards for that type of use within the project and the standards are geared specifically toward a potential purchaser.

Commissioner Bergener expressed concern with the request for exceptions to setbacks, frontages, and roadway width standards. He advocated for any exceptions granted in the agreement to be clearly defined and limited.

Discussion ensued regarding the staff-recommended condition that the requested Master Development Plan (MDP) amendments and Master Development Agreement (MDA) amendments be contingent upon compliance with the plan and/or agreement revisions as deemed warranted by the City Council and any revisions required to the proposed development agreement by the City Attorney.

City Attorney Marcus Draper stated that the City is still undergoing negotiations with DAI.

The Commission discussed concerns about the requested setbacks, frontages, and road widths that are narrower than current City standards.

Commissioner Allen stated that he had spoken with the City Attorney regarding Exhibit C: The Community Plan page 61 Exceptions to City's Vested Laws.

City Attorney Marcus Draper explained that one of the items still undergoing negotiations with the applicants is the inclusion of a provision that the proposed development agreement would control in the event of a conflict with Municipal Code.

Commissioner Allen stated that he is not amenable to setback reductions nor Exhibit E allowing for an expedited review.

Commissioner Everett said he likes the project and the open space; however, he has hesitations about the expedited review process and the decreased frontages, side setbacks, and street widths. He is in favor of Municipal Code dictating the terms rather than the agreement.

Commissioner Bergener said his greatest concern is to ensure the language in the agreement identifies and limits exemptions and to have an approval process that prevents ambiguities in the approval that could result in undesirable outcomes. He prefers the look and feel of this project to the original proposal. His other concerns with the project are at the discretion of and will be addressed by the legislative authority.

Commissioner Pengra acknowledged the time, effort, and cost invested in the project without the promise of an outcome. He applauds the developers' efforts and the resulting plan. Nevertheless, he would never advise the City to allow the agreement to govern in the case of a conflict. He thinks that data center users have realized that due to serious drought conditions cooling with water is not the best practice environmentally; however, they may still desire the option as it is the most economical. As such, he desires approvals to undergo the full review process.

MOTION: *Commissioner Pengra moved to recommend approval to the City Council of the Firefly Master Development Plan and Master Development Agreement striking Exhibit E which allows for expedited approvals and that Municipal Code shall override in the case of a dispute. Commissioner Everett seconded the motion.*

Commissioner Everett requested for Commissioner Pengra to amend the motion to include conditions requiring current standards for side and front setbacks, current road widths, and frontage widths to be applied to this application and for any revisions deemed worthy by the City Attorney to be included with this recommendation to the City Council.

Commissioner Pengra declined the addition as the City Attorney can include his recommendations with the item without it being a condition of approval and because he does not want to include items he has not reviewed.

After discussion explored the benefits and safety, parking, and economic impacts of requiring the project to meet current Municipal Code standards for setbacks, frontages, and road widths, Commissioner Pengra declined to add a condition to the motion stipulating adherence to those standards as he feels the proposed project is preferable to the original plan and requiring adherence to those standards would increase the price of the units in a challenging housing market.

Commissioner Allen asked for the inclusion of a condition recommending that Exhibit E allowing for the expedited approvals be stricken from the agreement.

The Commission reviewed and discussed concerns with Exhibit E and the proposed approval bodies.

Mr. Mumford explained that staff's primary concern with Exhibit E is addressed with Footnote 1, "If immediately adjacent to an individually Platted Residential Dwelling unit that has been sold to resident (and not separated by a road or other open space) then Planning Commission review and approval is required."

Commissioner Pengra stated that he is willing to amend his motion to remove Exhibit E to prevent burdening staff with the responsibility for decisions with potential political impacts.

AMENDED MOTION: *Commissioner Pengra moved to recommend approval to the City Council of the Firefly Master Development Plan and Master Development Agreement with the following conditions:*

1. *Exhibit E shall be stricken from the agreement and the approval process shall follow Municipal Code; and*
 2. *Municipal Code shall govern in the case of a dispute between Municipal Code and the master development agreement.*
- Commissioner Everett seconded the motion.*

<i>Those Voting Yes</i>	<i>Those Voting No</i>	<i>Those Abstaining</i>	<i>Those Absent</i>
<input type="checkbox"/> <i>Jason Allen</i>	<i>Jason Allen</i>	<input type="checkbox"/> <i>Jason Allen</i>	<input type="checkbox"/> <i>Jason Allen</i>
<i>Jeremy Bergener</i>	<input type="checkbox"/> <i>Jeremy Bergener</i>	<input type="checkbox"/> <i>Jeremy Bergener</i>	<input type="checkbox"/> <i>Jeremy Bergener</i>
<input type="checkbox"/> <i>Matthew Everett</i>	<i>Matthew Everett</i>	<input type="checkbox"/> <i>Matthew Everett</i>	<input type="checkbox"/> <i>Matthew Everett</i>
<i>Chris Pengra</i>	<input type="checkbox"/> <i>Chris Pengra</i>	<input type="checkbox"/> <i>Chris Pengra</i>	<input type="checkbox"/> <i>Chris Pengra</i>
<input type="checkbox"/> <i>Brent Strong</i>	<input type="checkbox"/> <i>Brent Strong</i>	<input type="checkbox"/> <i>Brent Strong</i>	<input type="checkbox"/> <i>Brent Strong</i>

The motion failed with a vote of 2 to 3.

Commissioners Allen and Strong clarified that their dissention was due to the desire for the setbacks, frontages, and road widths to meet Municipal Code.

MOTION: *Commissioner Bergener moved to recommend approval to the City Council of the Firefly Master Development Agreement with the following conditions:*

1. *The setbacks, frontages, and road widths shall conform with Municipal Code;*
2. *Exhibit E allowing for an expedited review process shall be stricken from the agreement; and*
3. *Municipal Code shall govern in the case of a dispute between Municipal Code and the master development agreement.*

Commissioner Allen seconded the motion.

<i>Those Voting Yes</i>	<i>Those Voting No</i>	<i>Those Abstaining</i>	<i>Those Absent</i>
<i>Jason Allen</i>	<input type="checkbox"/> <i>Jason Allen</i>	<input type="checkbox"/> <i>Jason Allen</i>	<input type="checkbox"/> <i>Jason Allen</i>
<i>Jeremy Bergener</i>	<input type="checkbox"/> <i>Jeremy Bergener</i>	<input type="checkbox"/> <i>Jeremy Bergener</i>	<input type="checkbox"/> <i>Jeremy Bergener</i>
<i>Matthew Everett</i>	<input type="checkbox"/> <i>Matthew Everett</i>	<input type="checkbox"/> <i>Matthew Everett</i>	<input type="checkbox"/> <i>Matthew Everett</i>
<i>Chris Pengra</i>	<input type="checkbox"/> <i>Chris Pengra</i>	<input type="checkbox"/> <i>Chris Pengra</i>	<input type="checkbox"/> <i>Chris Pengra</i>
<i>Brent Strong</i>	<input type="checkbox"/> <i>Brent Strong</i>	<input type="checkbox"/> <i>Brent Strong</i>	<input type="checkbox"/> <i>Brent Strong</i>

The motion passed with a unanimous vote.

6.B. ACTION ITEM – PUBLIC HEARING: VARIOUS CODE AMENDMENTS TO TITLE 17

Senior Planner David Stroud presented the item and explained that Municipal Code currently has two code sections that specify the required separation distance of streetlights – EMMC 15.10.390 and EMMC 15.70.090. However, these two sections conflict. The proposed changes eliminate the discrepancy and require streetlights to be 250 to 350 apart along rural and local streets. On collector

and arterial streets, the distance is 150 to 250 feet of separation. The amendment removes the discrepancy in another section that states all development will have street light separation of 300-600 feet. Plan reviews have been based on the 150-to-250-foot and 250-to-350-foot separation standards, not the 300-to-600-foot separation. In cases of conflict, the more restrictive standards have been applied, and existing and approved developments will retain their current spacing standards.

Mr. Mumford noted that the City Council has the authority to grant exemptions for developments in rural residential zones for streetlight, curb and gutter, and sidewalk standards.

Mr. Stroud explained that EMMC 17.25.040 permits accessory structures in residential zones. Standards in place are limited to setbacks, height, and a size equal to a percentage of the dwelling footprint in certain zones. If over 200 square feet, building code will apply. A more accurate standard may be a percentage of the lot's square footage. The current standard is somewhat penalizing on a larger lot with a smaller footprint home. The area is present to have a large accessory building but if the home is not large, the accessory building is limited, even though the lot can support a larger structure. The proposed change would limit the percentage of lot coverage of an accessory building(s) to 10 percent or 15 percent, depending on the zone.

Commissioner Bergener noted that setback requirements will additionally limit the size of structure permitted which in turn alleviates some of his apprehensions with disproportionately large structures.

Mr. Stroud explained that State Code 10-9a-534 preempts municipalities from architectural standards of single-family and two-family structures per HB 98-2021 unless contained in a development agreement. Single-family changes to Municipal Code have been approved but two-family structure amendments are needed. The proposed changes bring EMMC 17.25.040 and EMMC 17.72.040 into conformance with State Code. Commercial multifamily development standards are contained in different sections of Municipal Code that will be addressed at a future date.

Commissioner Everett opened the public hearing at 7:55 p.m.

Rob Carlson requested clarification regarding the size of buildings permitted on a lot as he had an accessory dwelling unit application denied as the structure exceeded 50% of the primary dwelling unit.

Commissioner Everett closed the public hearing at 7:56 p.m.

In response to Mr. Carlson, Mr. Draper cited EMMC 17.70.030(D)(3)(b), "Size. The living space of a detached accessory dwelling unit must be a minimum of 400 square feet and may not be larger than 50 percent of the primary home's footprint (including garage), up to a maximum of 1,200 square feet. Detached accessory dwelling units may not have more than two bedrooms and must be permanently connected to utilities, attached to a site-built permanent foundation which complies with building code, and must comply with all other applicable standards of this chapter. A building

permit and inspections are required for construction of the foundation and installation of the structure and connection to utilities.”

Commissioner Everett verified with staff that EMMC 17.70.030(D)(3)(b) is excluded from this amendment but is worthy of consideration. Mr. Stroud said that section of Municipal Code can be brought forward for review at a future meeting.

Discussion considered the suitability of the proposed 15% of lot coverage of an accessory building in relation to the size of the lot and whether the 1,200 square foot maximum or 50 percent of the primary home’s footprint for accessory dwelling units in Section 17.70.030(D)(3)(b) should be reviewed and amended at a future meeting with consideration of utility system impacts.

Mr. Stroud confirmed that the square footage is cumulative for all accessory structures and the amendment does not propose to limit the number of structures. Building permits are not required for structures under 200 square feet but their square footage would count towards the total for accessory buildings.

Commissioner Everett suggested amending the language in EMMC 17.25.050(F) from “Variations in exterior materials (fiber cement siding, board and batten or vertical siding, stone, brick, stucco) and/or colors are preferred,” to “Variations in exterior materials (fiber cement siding, board and batten or vertical siding, stone, brick, stucco) and/or colors are *recommended*.”

Discussion considered amending the verbiage in 17.25.050(F) as suggested by Commissioner Everett and the discouragement of aluminum siding as potentially unnecessary as it is no longer a commonly used material.

MOTION: *Commissioner Pengra moved to recommend approval to the City Council of the amendments to Eagle Mountain Municipal Code as follows:*

- 1. Section 15.10.390 Street Lighting shall be amended as shown;*
 - 2. Section 17.25.040 Residential Development Standards shall be amended as presented;*
 - 3. The sixth line in Section 17.25.050 Generally Applicable Provisions shall be amended to read, “Variations in exterior materials (fiber cement siding, board and batten or vertical siding, stone, brick, stucco) and/or colors are recommended;” and*
 - 4. Section 17.72.040 shall be amended as presented.*
- Commissioner Bergener seconded the motion.*

Commissioner Bergener noted that Section 17.25.040 needed to be added to the motion.

AMENDED MOTION: *Commissioner Pengra moved to recommend approval to the City Council of the amendments to Eagle Mountain Municipal Code as follows:*

- 1. Section 15.10.390 Street Lighting shall be amended and reflect the corrections made by staff during the meeting to require streetlights to be local streets and 150 to 250 feet of separation on collector and arterial streets and 250 to 350 apart along rural and local streets;*

2. *Section 15.70.090 Underground Distribution for New Subdivisions shall be amended as presented;*
 3. *Section 17.25.040 Residential Development Standards shall be amended as presented;*
 4. *The sixth line in Section 17.25.050 Generally Applicable Provisions shall be amended to read, “Variations in exterior materials (fiber cement siding, board and batten or vertical siding, stone, brick, stucco) and/or colors are recommended;” and*
 5. *Section 17.72.040 shall be amended as presented.*
- Commissioner Bergener seconded the motion.*

<i>Those Voting Yes</i>	<i>Those Voting No</i>	<i>Those Abstaining</i>	<i>Those Absent</i>
<i>Jason Allen</i>	<input type="checkbox"/> <i>Jason Allen</i>	<input type="checkbox"/> <i>Jason Allen</i>	<input type="checkbox"/> <i>Jason Allen</i>
<i>Jeremy Bergener</i>	<input type="checkbox"/> <i>Jeremy Bergener</i>	<input type="checkbox"/> <i>Jeremy Bergener</i>	<input type="checkbox"/> <i>Jeremy Bergener</i>
<i>Matthew Everett</i>	<input type="checkbox"/> <i>Matthew Everett</i>	<input type="checkbox"/> <i>Matthew Everett</i>	<input type="checkbox"/> <i>Matthew Everett</i>
<i>Chris Pengra</i>	<input type="checkbox"/> <i>Chris Pengra</i>	<input type="checkbox"/> <i>Chris Pengra</i>	<input type="checkbox"/> <i>Chris Pengra</i>
<i>Brent Strong</i>	<input type="checkbox"/> <i>Brent Strong</i>	<input type="checkbox"/> <i>Brent Strong</i>	<input type="checkbox"/> <i>Brent Strong</i>

The motion passed with a unanimous vote.

7. [Discussion Items](#)

8. [Next scheduled meeting](#)

The next Planning Commission meeting is scheduled for February 14, 2023.

9. [Adjournment](#)

MOTION: *Commissioner Strong moved to adjourn the meeting at 8:28 p.m. Commissioner Everett seconded the motion.*

<i>Those Voting Yes</i>	<i>Those Voting No</i>	<i>Those Abstaining</i>	<i>Those Absent</i>
<i>Jason Allen</i>	<input type="checkbox"/> <i>Jason Allen</i>	<input type="checkbox"/> <i>Jason Allen</i>	<input type="checkbox"/> <i>Jason Allen</i>
<i>Jeremy Bergener</i>	<input type="checkbox"/> <i>Jeremy Bergener</i>	<input type="checkbox"/> <i>Jeremy Bergener</i>	<input type="checkbox"/> <i>Jeremy Bergener</i>
<i>Matthew Everett</i>	<input type="checkbox"/> <i>Matthew Everett</i>	<input type="checkbox"/> <i>Matthew Everett</i>	<input type="checkbox"/> <i>Matthew Everett</i>
<i>Chris Pengra</i>	<input type="checkbox"/> <i>Chris Pengra</i>	<input type="checkbox"/> <i>Chris Pengra</i>	<input type="checkbox"/> <i>Chris Pengra</i>
<i>Brent Strong</i>	<input type="checkbox"/> <i>Brent Strong</i>	<input type="checkbox"/> <i>Brent Strong</i>	<input type="checkbox"/> <i>Brent Strong</i>

The motion passed with a unanimous vote.

The meeting was adjourned at 8:28 p.m.

Approved by the Planning Commission on February 28, 2023.

Steve Mumford, AICP
Assistant City Administrator/Community Development Director

DRAFT



**EAGLE MOUNTAIN CITY
PLANNING COMMISSION MEETING
FEBRUARY 28, 2023**

TITLE:	ACTION ITEM -- PUBLIC HEARING: REVIEW OF A REQUEST FOR SITE PLAN APPROVAL FOR A NEW 100' MONOLITHIC CELL TOWER
ITEM TYPE:	Site Plan
APPLICANT:	AT&T

ACTION ITEM:

Yes

PUBLIC HEARING:

Yes

PREPARED BY:

Robert Hobbs, Planning

BACKGROUND:

AT&T has submitted a site plan for a new 100' monolithic cell tower as a replacement for one of the 75' high light poles that abut the Cedar Valley High School football field adjacent to the Pony Express Parkway. After some deliberation with the school district upon whose property the pole would sit and implementation of a few minor design changes to adjust the school district and City's review comments, the project application is ready for the Planning Commission's consideration and recommendation.

The tower is proposed on a small, leased area next to the football stadium that lies adjacent to and about 90' away Pony Express Parkway. Easement area for needed tower-related equipment and electrical lines etc. has, or will be, expectedly procured.

This matter, due to technical difficulties with broadcasting equipment in the Council Chambers wherein the application was to be reviewed, was tabled on Feb. 14th -- being now slated to be heard on the 21st.

ITEMS FOR CONSIDERATION:

Commissioners, please note the following findings relating to the proposed cell tower project:

17.75.091.A.

1. The proposed cell tower is to be a stand-alone structure on a school district site that is zoned to accept cell towers (as a "special use"). A building permit for the tower will be required in addition to site plan approval.

2. The Applicant proposes to screen the mechanical and electrical equipment to be associated with the tower in addition to having part of the equipment located in a closed building. Screening is intended to be 8' (vs. 6') black-coated chain link fencing with the possibility of landscaping around the small, fenced compound that will house the equipment.
3. Both the tower and its equipment will not be in public right-of-way.
4. Staff believes the Applicant intends to ensure the tower and its operation will comply with relevant regulatory controls imposed by the Federal Communications Commission and the Federal Aviation Administration.
5. Copies of any required outside agency permits for the tower will be made available to Staff prior to issuance of a building permit.
6. Project drawings and conversation with the Applicant through DRC assures that the proposed tower will conform to applicable code standards.
7. A 5' high lightning rod is proposed in conjunction with the tower. The Applicant deems this necessary to ground the tower. This is one standard (among others) that Staff believes needs to be amended in code.
8. The equipment to be mounted directly to the pole is understood to have an unpainted, metallic coloration.
9. A generator is proposed in conjunction with the tower. The Commission will want to verify whether it is associated with a venting system as such is restricted.
10. The Commission will want to verify whether lighting that may affect aircraft is proposed in conjunction with the tower.

17.75.091.B.

1. The tower is slated to be positioned to in the stead of an existing 65' high sports field light pole (amongst a small group of the same) that has a similar profile and coloration to the proposed tower. Efforts to site the tower closer to the high school (even on the other side of football field stadium) were not fruitful given site constraints and concerns of the property owner

17.75.091.I(2)(a-g).

1. A justification statement for the use of a mono-pole on the school property as proposed is attached to this report.
2. A visual analysis which identifies the potential for visual impacts of the proposed monopole is anticipated to be shared by the Applicant with

the Planning Commission before or during the meeting when this item will be heard.

3. The proposed tower will be taller than 60' but less than the maximum 120' allowable per code (100' proposed). The existing light pole tower (of smaller circumference) is 75' tall already.

4. At present, the 400' setback buffer is achievable. Future residential build-out near the tower will probably compromise that number but such development will come after the tower is already approved and in place.

5. No other monopole is understood to be within 1000' of the proposed tower.

6. The color of the pole and its equipment (other than fencing and signage/decals, etc.) will be raw metallic - the same as the light pole color already on site around the football stadium.

7. As afore-noted, screening is proposed for the tower base area (but with 8' chain link fencing in lieu of 6' which is considered favorable in this application on school grounds.)

Attached to this report is a vicinity map, photos of the site and the Applicant's plans for the tower. Mention has been made of not having the equipment area under the tower but rather some distance to the south and up next to the parking lot to, at the least, eliminate the need for a paved service drive to be created from the lot to the tower. The equipment would still be screened, and the area contemplated would cater to the enclosure probably just as well as the having it by the tower. Relevant agency, department or public correspondence referencing this application is attached to this report.

REQUIRED FINDINGS:

Commissioners, the following zoning code standards apply to the proposed tower:

EMMC 17.75.091 Communication facilities and towers.

Communication facilities and towers may be permitted only where:

A. General [Standards]. The following development standards shall be applicable to all facilities regardless of the facility type or zone within which the facility is proposed to be located:

1. The proposed facility shall be located on an approved structure and/or site in conformance with this code. If a proposed facility

site does not conform to this code, the carrier shall submit and have approved a plan to bring the structure and/or site into conformance with the code prior to completion and operation of the proposed facility.

2. Any associated mechanical or electrical equipment shall be completely screened from view, from rights-of-way, on-site parking areas and adjacent properties, with a solid fence or wall.
3. The proposed facility, including associated mechanical and electrical equipment, shall not be located within a public right-of-way.
4. The proposed facility shall conform to the requirements of this title, this code, and other laws, including pertinent federal regulations of the Federal Communications Commission (FCC) and the Federal Aviation Administration (FAA).
5. Copies of required permits from pertinent federal agencies establishing compliance with applicable federal regulations shall be filed with the city prior to the issuance of any permit for a proposed facility.
6. The proposed facility shall conform to applicable development standards set forth in this section.
7. Lightning rods shall not be included in the height calculation for any facility.
8. Antennas and equipment boxes on the utility poles shall be painted to match the pole to which it is attached to minimize visual impacts.
9. Generators or noise producing venting systems shall not be used.
10. Lighting for aircraft is prohibited except where required by federal law.
11. Location and Type Priority. Telecommunication facilities shall be located as unobtrusively as is reasonably possible.
12. Burden of Proof. If the applicant desires to locate antennas on a site other than the highest priority site, the applicant shall have the burden of demonstrating to the city why it could not locate antennas on site with a higher priority than the site chosen by the applicant. The applicant shall provide the following information to the approving authority:

...

D. Setbacks.

1. Communication facilities and towers shall comply with the

setback requirements of the underlying zone and are further modified in subsection I of this section.

2. When located in a residential zone or on a nonresidential lot that is adjacent to residential zones, development, or property designated for residential land use by the general plan, communication facilities and towers shall be a minimum of 200 feet from the property line abutting residential uses. This will allow for adequate separation from residential development.

...

I. Specific Regulations by Type. Communication facilities are characterized by the type or location of the antenna structure. There are five general types of antenna structures contemplated by this chapter: ham radio towers, monopoles, roof-mounted antennas, stealth facilities, and wall-mounted antennas. If a particular type of antenna structure is allowed by this chapter as a special use, the minimum standards for that type of antenna are as follows:

...

2. Monopoles.
3. Justification. If the applicant desires to construct a monopole, the applicant shall first submit a detailed written description of why the applicant cannot obtain coverage using existing buildings, structures, or stealth facilities. The description shall include a radio frequency engineering review of the proposed monopole telecommunication facility in relation to the requested height and possible alternative locations.
4. Visual Analysis. The applicant shall submit a visual analysis which may include photo simulation, field mock-up, or other techniques, which identifies the potential for visual impacts of the proposed monopole. The analysis shall consider views from public areas (streets, parks, etc.) and from private residences.
5. Maximum Height. The maximum height of the monopole or monopole antenna shall be 60 feet, although the city may allow an antenna or antenna support structure up to 120 feet in height, if the applicant demonstrates that the additional height is necessary to obtain coverage or to allow collocation, and that the applicant has taken steps to mitigate adverse effects on the surrounding neighborhood. The antenna itself shall not exceed 10 feet in height.

6. Setback. Monopoles shall be set back a minimum distance equal to four times the height of the proposed monopole structure from any residential lot line, measured from the base of the monopole to the nearest residential lot line unless the applicant can demonstrate that a lesser distance is necessary as demonstrated in a certified radio frequency engineering report.
7. Spacing. No monopole shall be approved within 1,000 feet of another monopole, except those within 120 feet of or adjacent to existing transmission powerline corridors. This is permitted because monopoles will blend in with the power poles.
8. Color. A surface treatment may be required so that monopoles, antennas, and related support structures match the background against which they are most commonly seen.
9. Screening. Monopoles shall be fenced with a six-foot-high black vinyl coated chain-link, opaque fence or other fencing or wall method.

RECOMMENDATION:

That a favorable recommendation, made contingent upon project/Applicant compliance with any conditions the Planning Commission prefers regarding the proposed tower and associated equipment, etc., be advanced to the Mayor and City Council... Such a motion should also sanction the lightning rod, specify where the equipment for the tower will be positioned, and, state whether an 8' (vs. 6') high surround fence is agreeable).

ATTACHMENTS:

[Cell Tower Vicinity Map and Site Photos](#)

[Cell Tower Drawings](#)

[Eagle Mountain Justification/Application Letter](#)

VICINITY MAP



LOOKING NORTH FROM AVIATOR



LOOKING NORTH FROM PONY EXPRESS



LOOKING SOUTH FROM PONY EXPRESS



CODE COMPLIANCE

ALL WORK AND MATERIALS SHALL BE PERFORMED AND INSTALLED IN ACCORDANCE WITH THE CURRENT EDITIONS OF THE FOLLOWING CODES AS ADOPTED BY THE LOCAL GOVERNING AUTHORITIES. NOTHING IN THESE PLANS IS TO BE CONSTRUED TO PERMIT WORK NOT CONFORMING TO THESE CODES.

2018 INTERNATIONAL BUILDING CODE WITH LOCAL AMENDMENTS
 2018 INTERNATIONAL FIRE CODE (IFC)
 2018 INTERNATIONAL ENERGY CONSERVATION CODE

NEW SITE BUILD

1C PACE ID: MRUTH044910
 WM ID: WSUTH0012958
 USID: 311407
 FA CODE: 15506597
 RFDS ID #: TBD



SITE NUMBER: UTLO4192
 SITE NAME: EAGLE MOUNTAIN DT
 SITE TYPE: MONOPOLE / WIC
 ADDRESS: 1389 AVIATOR AVENUE
 EAGLE MOUNTAIN, UT 84005
 PARCEL ID: 590330039

PREPARED FOR



Vendor:



23 MAUCHLY #110
 IRVINE, CA 92618

J5 PROJECT ID: P-056472

Issued For:

UTLO4192

EAGLE MOUNTAIN DT
 1389 AVIATOR AVENUE
 EAGLE MOUNTAIN, UT
 84005

PARCEL ID: 590330039

DRAWN BY: JSP

CHECKED BY: KM

REV	DATE	DESCRIPTION
A	9/27/22	90% ZD

PROJECT TEAM

SITE CONSTRUCTION MANAGER:

NAME: AT&T
 ADDRESS: 7670 S. CHESTER ST.
 CITY, STATE, ZIP: CENTENNIAL, CO 80112
 CONTACT: ROB ACOSTA
 PHONE: (847) 271-3072

SITE APPLICANT:

NAME: AT&T
 ADDRESS: 7670 S. CHESTER ST.
 CITY, STATE, ZIP: CENTENNIAL, CO 80112
 CONTACT: JAN ROBINETTE
 PHONE: (801) 201-4173

RF ENGINEER:

NAME: AT&T
 ADDRESS: 7670 S. CHESTER ST.
 CITY, STATE, ZIP: CENTENNIAL, CO 80112
 CONTACT: EDGAR CHIONG
 PHONE: (509) 551-0629

CIVIL ENGINEER:

NAME: J5 INFRASTRUCTURE PARTNERS
 ADDRESS: P.O. BOX 190
 CITY, STATE, ZIP: MIDVALE, UTAH 84074
 CONTACT: KEVIN MILLER
 PHONE: (720) 296-6180

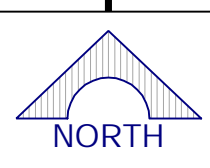
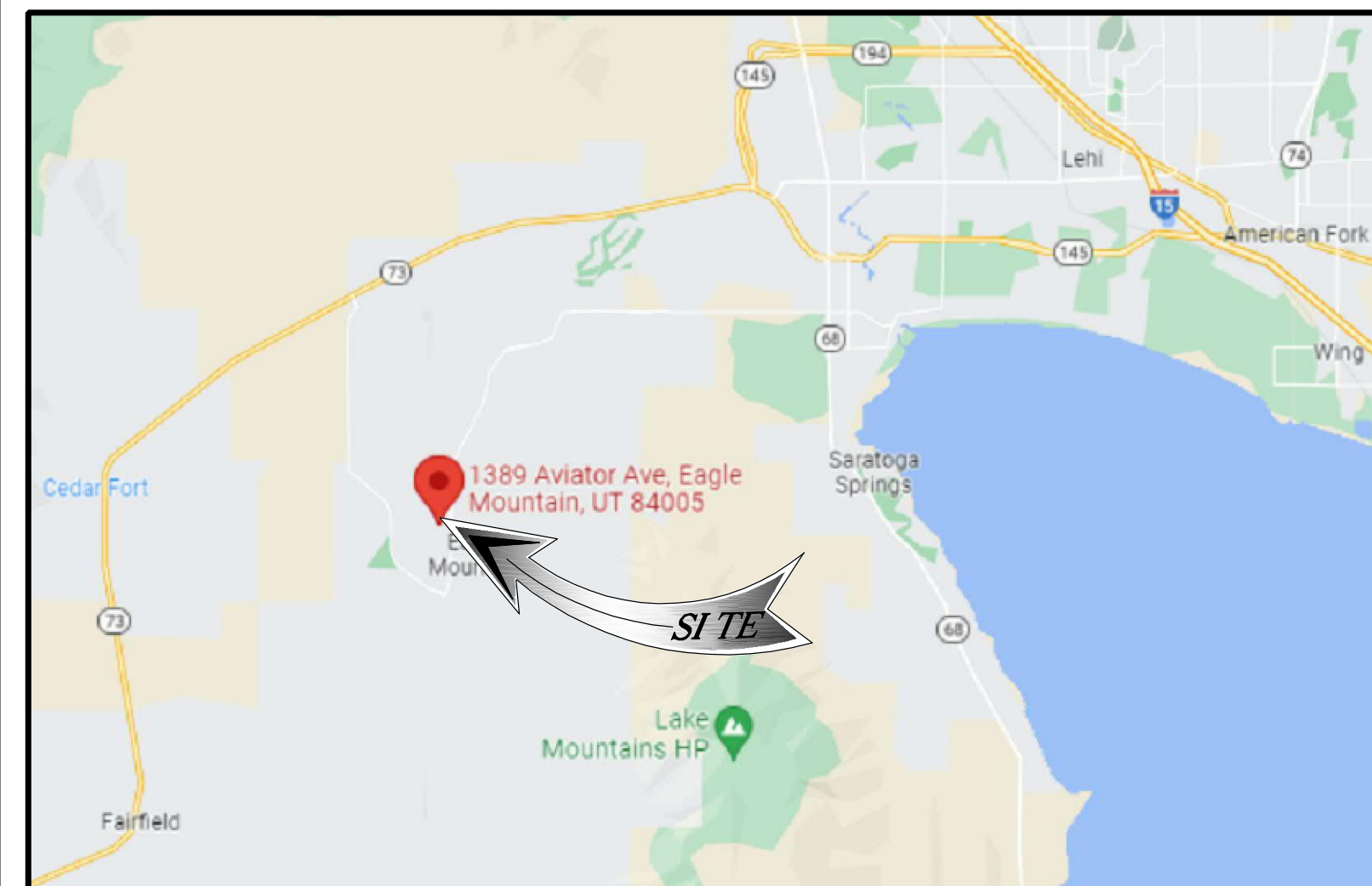
ELECTRICAL ENGINEER:

NAME: J5 INFRASTRUCTURE PARTNERS
 ADDRESS: 23 MAUCHLY #110
 CITY, STATE, ZIP: IRVINE, CA 92618
 CONTACT: ERIC KARSTATTER
 PHONE: (720) 435-2312

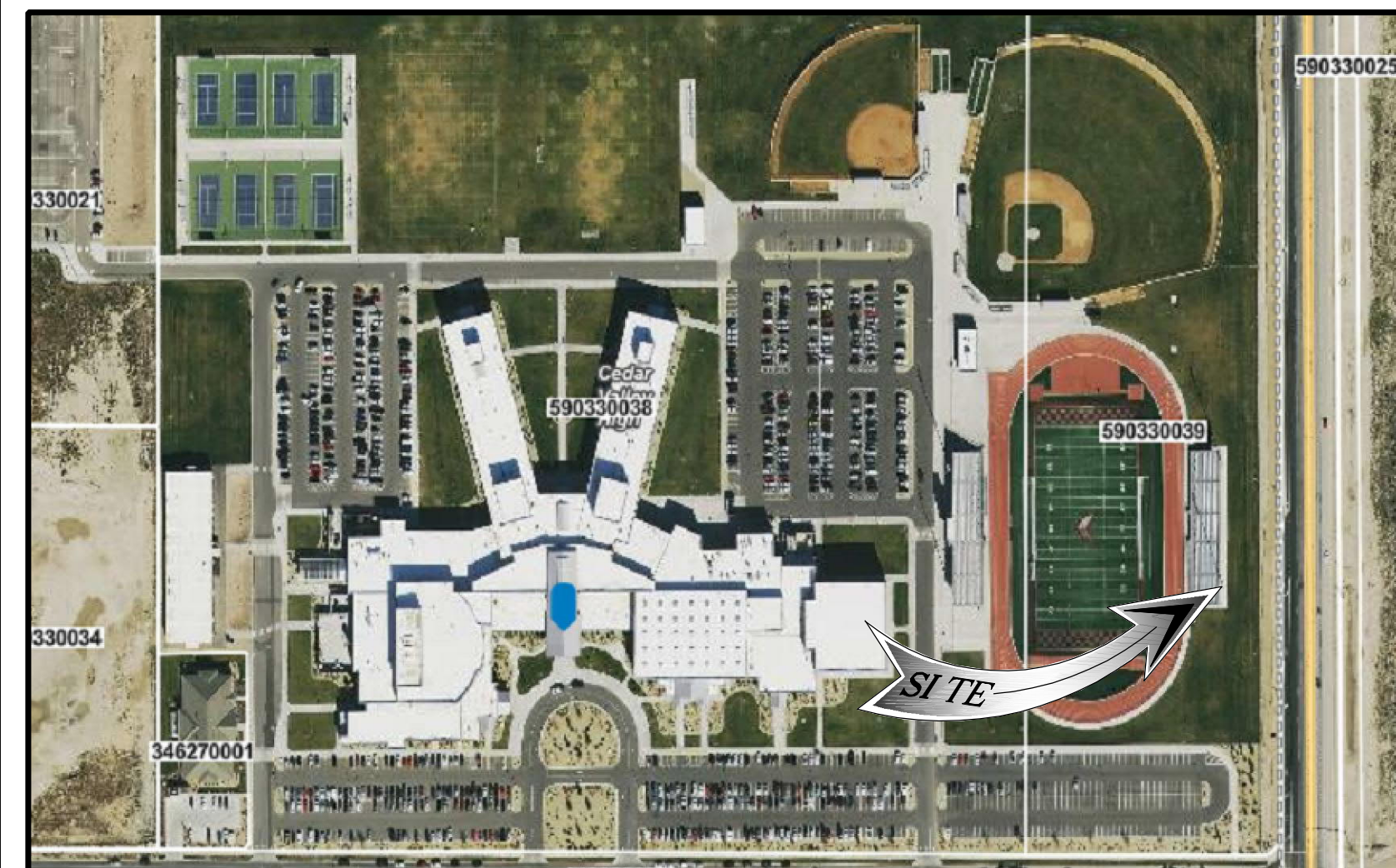
PROPERTY OWNER:

NAME: ALPINE SCHOOL DISTRICT
 ADDRESS: 575 NORTH 100 EAST
 CITY, STATE, ZIP: AMERICAN FORK, UT 84003

VICINITY MAP



LOCAL MAP



PROJECT DESCRIPTION

PROPOSED SITE BUILD OF AN UNMANNED TELECOMMUNICATIONS FACILITY, CONSISTING OF THE FOLLOWING:

TOWER/ANTENNA SOW:

- INSTALLATION OF (1) AT&T 100'-0" HIGH MONOPOLE
- INSTALLATION OF (1) AT&T 5'-0" LIGHTNING ROD
- INSTALLATION OF (12) AT&T PANEL ANTENNAS
- INSTALLATION OF (15) AT&T REMOTE RADIO HEADS (RRH'S)
- INSTALLATION OF (3) AT&T RRH MOUNTS
- INSTALLATION OF (3) AT&T DC-9 SURGE SUPPRESSORS
- INSTALLATION OF (3) AT&T V-FRAME ANTENNA MOUNTS

EQUIPMENT SOW:

- INSTALLATION OF AN AT&T 18'-0" X 26'-0" (468 SQ. FT.) TELECOMMUNICATION COMPOUND LEASE AREA
- INSTALLATION OF AN AT&T 18'-0" X 26'-0", 8'-0" HIGH CHAIN LINK FENCING W/ PRIVACY SLATS (8'-0" HIGH TOTAL)
- INSTALLATION OF (1) AT&T WALK-IN 10'x10' CABINET (WIC) ON CONCRETE PAD
- INSTALLATION OF (1) AT&T 30KW DC DIESEL BACK-UP GENERATOR ON CONCRETE PAD
- INSTALLATION OF (1) AT&T 200A AC POWER PANEL
- INSTALLATION OF (1) AT&T EMERSON POWER PLANT RACK W/ (12) BATTERIES
- INSTALLATION OF (3) AT&T HYBRID RACKS
- INSTALLATION OF (1) AT&T H-FRAME W/ UTILITY EQUIPMENT
- INSTALLATION OF (1) AT&T CABLE BRIDGE
- INSTALLATION OF (9) AT&T DC POWER & (3) FIBER CABLE TRUNKS
- INSTALLATION OF (1) AT&T DC12 SURGE SUPPRESSOR BOX
- INSTALLATION OF (10) AT&T RECTIFIERS
- INSTALLATION OF (1) AT&T BASEBAND UNIT
- INSTALLATION OF (1) AT&T GPS ANTENNA

PROJECT AREA:

- 18'-0" X 26'-0" (468 SQ. FT.) EQUIPMENT LEASE AREA
- 10'-0" X 10'-0" (100 SQ. FT.) MONOPOLE LEASE AREA

SITE INFORMATION

JURISDICTION: EAGLE MOUNTAIN
 WIND LOADS: 103 MPH (3-SECOND GUST)
 EXPOSURE CATEGORY: C
 SEISMIC ZONE: 1
 FLOOD ZONE: ---
 PARCEL ID #: 590330039
 ZONING: CIVIC USES/SCHOOL
 LATITUDE (NAD 83): 40.321145°
 LONGITUDE (NAD 83): -112.014048°
 IMPERVIOUS SURFACE SF: ±184 SQ. FT.
 BASE OF PROPOSED STRUCTURE: ±0'-0"
 TOP OF PROPOSED STRUCTURE: ±100'-0"
 TOP OF STRUCTURE WITH PROPOSED LIGHTNING ROD: ±105'-0"

ACCESSIBILITY REQUIREMENTS: FACILITY IS AN UNMANNED EQUIPMENT SPACE NOT INTENDED FOR HUMAN HABITATION AND ONLY FREQUENTLY VISITED BY MAINTENANCE PERSONAL. ACCESSIBILITY IS NOT REQUIRED PER IBC 2018, SECTION 1103.2.9 (EQUIPMENT SPACES)

TOWER OWNER: AT&T
 POWER AGENCY: ROCKY MOUNTAIN POWER
 TELCO PROVIDER: TBD
 RFDS VERSION: TBD
 DATE UPDATED: TBD

GENERAL CONTRACTOR NOTES

DO NOT SCALE DRAWINGS

THESE PLANS ARE FORMATTED TO BE FULL SIZE AT 24" X 36". CONTRACTORS SHALL VERIFY ALL PLANS AND EXISTING DIMENSIONS AND CONDITIONS ON THE JOB SITE AND SHALL IMMEDIATELY NOTIFY THE ARCHITECT/ENGINEER IN WRITING OF ANY DISCREPANCIES BEFORE PROCEEDING WITH THE WORK OR MATERIAL ORDERS OR BE RESPONSIBLE FOR THE SAME.

GENERAL NOTES

THE FACILITY IS UNMANNED AND NOT FOR HUMAN HABITATION. A TECHNICIAN WILL VISIT THE SITE AS REQUIRED FOR ROUTINE MAINTENANCE. THE PROJECT WILL NOT RESULT IN ANY SIGNIFICANT DISTURBANCE OR EFFECT ON DRAINAGE; NO SANITARY SEWER SERVICE, POTABLE WATER, OR TRASH DISPOSAL IS REQUIRED AND NO COMMERCIAL SIGNAGE IS PROPOSED.

STATEMENTS

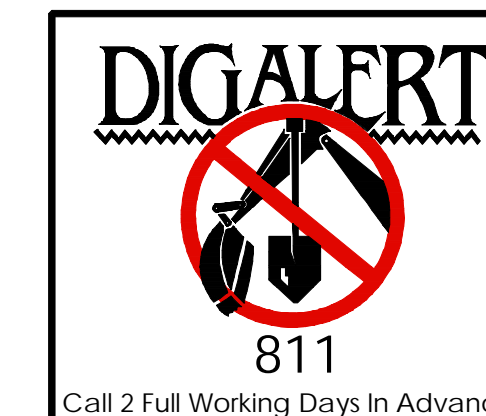
STRUCTURAL ANALYSIS IS NOT WITHIN THE SCOPE OF WORK CONTAINED IN THIS DRAWINGS SET. FOR ANALYSIS OF EXISTING AND/OR PROPOSED COMPONENTS, REFER TO STRUCTURAL ANALYSIS PROVIDED UNDER SEPARATE COVER.

ANTENNA MOUNT ANALYSIS IS NOT WITHIN THE SCOPE OF WORK CONTAINED IN THIS DRAWING SET. FOR ANALYSIS OF MOUNT TO SUPPORT EXISTING AND/OR PROPOSED COMPONENTS, REFER TO ANTENNA MOUNT STRUCTURAL ANALYSIS PROVIDED UNDER SEPARATE COVER.

DRIVING DIRECTIONS

DIRECTIONS FROM NEAREST MAIN AIRPORT:

1. EXIT THE AIRPORT ON N TERMINAL DR (1.7 MI)
2. USE THE MIDDLE LANE TO TAKE THE I-80 E RAMP (0.7 MI)
3. USE THE RIGHT LANE TO KEEP LEFT AT THE FORK AND MERGE ONTO I-80 E (3.0 MI)
4. MERGE ONTO I-15 S (18.3 MI)
5. TAKE EXIT 289 FOR BANGERTER HWY (2.4 MI)
6. TAKE EXIT 3 AND KEEP LEFT AT THE FORK TO TURN LEFT ONTO REDWOOD RD (7.0 MI)
7. TURN RIGHT ONTO MOUNTAIN VIEW CORRIDOR (2.6 MI)
8. TURN RIGHT ONTO PIONEER CROSSING (0.4 MI)
9. CONTINUE ONTO UT-73 W/W CEDAR FORT RD (1.8 MI)
10. TURN LEFT ONTO N RANCHES PKWY (4.1 MI)
11. TURN RIGHT ONTO W 7200 N/LEHI-FAIRFIELD RD/PONY EXPRESS PKWY (4.1 MI)
12. TURN RIGHT ONTO AVIATOR AVE (0.1 MI)
13. DESTINATION WILL BE ON THE RIGHT.



SHEET INDEX

REV.

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Licensor:

Sheet Title:

TITLE SHEET

Sheet Number:

T-1

STRUCTURAL ANALYSIS NOTE:
 1. ALL RELEVANT STRUCTURAL ANALYSIS IS UNDER A SEPARATE PERMIT BY OTHERS.

NOTE:
 1. AT&T RRH'S, TMA'S, AND SURGE ARRESTORS NOT DEPICTED IN THIS VIEW FOR CLARITY. FOR LOCATIONS OF THESE ITEMS, PLEASE REFER TO PREVIOUS PLANS VIEWS WITHIN THE DRAWING SET

- (P) AT&T PANEL ANTENNA TYP. 4 PER SECTOR (TOTAL-12)
- T.O. (P) AT&T MONOPOLE STEEL ELEV. 100'-0" (A.G.L.)
- T.O. (P) AT&T PANEL ANTENNAS ELEV. 100'-0" (A.G.L.)
- (P) AT&T DC9 (NEMA BOX) SURGE SUPPRESSOR, TYP. (TOTAL-3) (BEYOND)
- (P) AT&T RRH MOUNT, TYP. 1 PER SECTOR (TOTAL-3) (BEYOND)
- (P) AT&T V-FRAME ANTENNA MOUNT, TYP. 1 PER SECTOR (TOTAL-3)
- (P) AT&T RRH, TYP. 5 PER SECTOR (TOTAL-15) (BEYOND)
- T.O. (E) RELOCATED STADIUM LIGHTS ELEV. 75'-0" (A.G.L.)

- (P) AT&T 100'-0" HIGH MONOPOLE
- (P) AT&T (9) DC POWER & (3) 18 PAIR FIBER TRUNK CABLES WITHIN (3) 2" INNERDUCT ROUTED WITHIN (P) MONOPOLE

- (E) BLEACHERS
- (P) AT&T 30KW DC DIESEL GENERATOR MOUNTED ON (P) CONCRETE PAD (BEYOND)
- (P) AT&T 10'x10' WALK-IN CABINET (WIC) MOUNTED ON (P) 12'-0" X 12'-0" CONCRETE PAD
- (P) AT&T METER INSTALLED ON (P) H-FRAME
- (P) AT&T 18'-0" X 26'-0", 8'-0" HIGH CHAIN LINK FENCE W/ PRIVACY SLATS (8'-0" HIGH TOTAL)

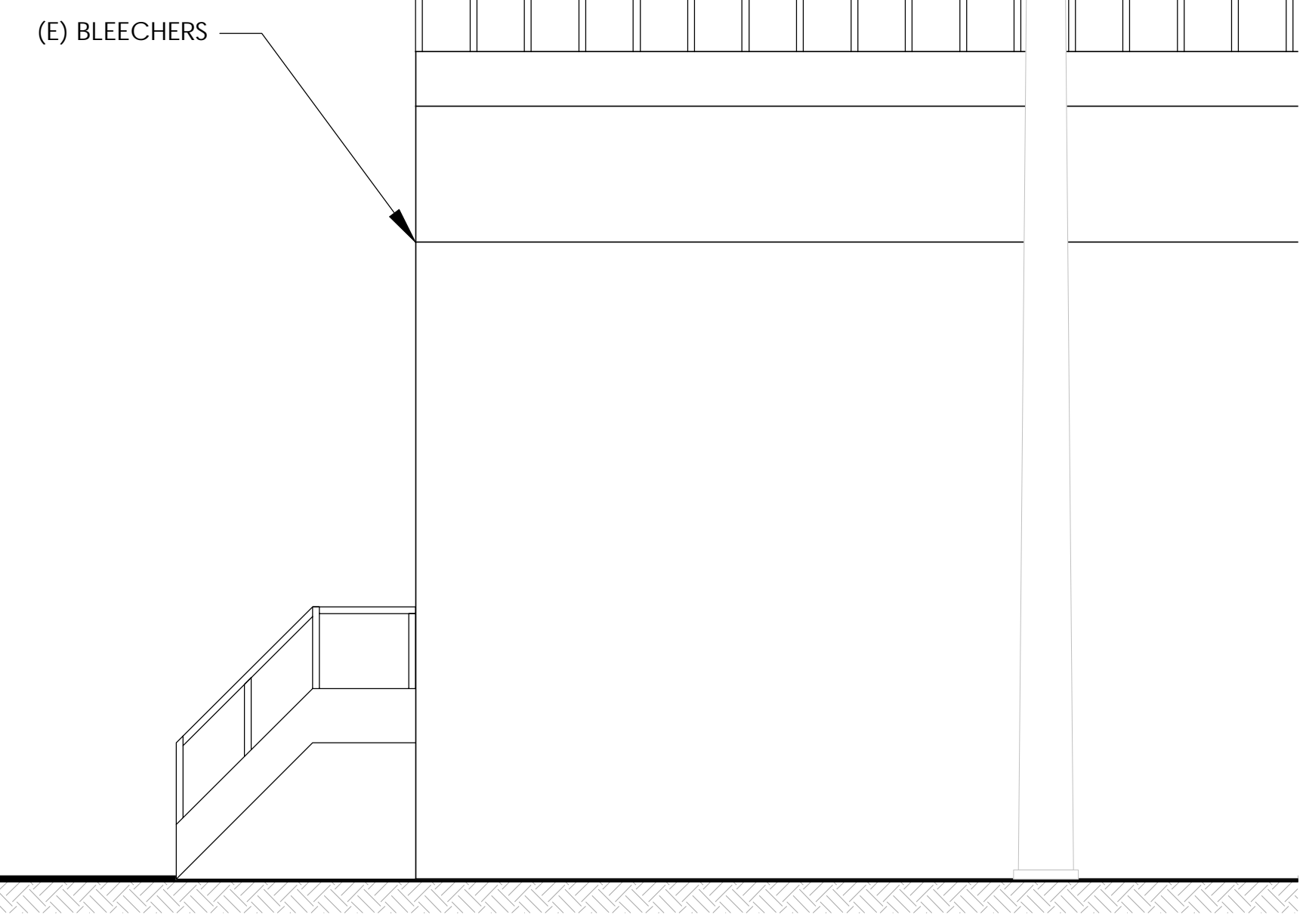


(P) EAST ELEVATION

24"x36" SCALE: 3/16" = 1'-0" 4' 2' 0" 4' 2

- T.O. (E) LIGHT POLE ELEV. 75'-0" (A.G.L.)
- T.O. (E) STADIUM LIGHTS (TO BE RELOCATED) ELEV. 75'-0" (A.G.L.)

(E) 75'-0" TALL STADIUM LIGHT POLE BY OTHERS TO BE REPLACED BY (P) 100'-0" TALL MONOPOLE



(E) EAST ELEVATION

24"x36" SCALE: 3/16" = 1'-0" 4' 2' 0" 4' 2 1

PREPARED FOR



Vendor:



23 MAUCHLY #110 IRVINE, CA 92618

J5 PROJECT ID: P-056472

Issued For:

UTL04192

EAGLE MOUNTAIN DT
 1389 AVIATOR AVENUE
 EAGLE MOUNTAIN, UT
 84005

PARCEL ID: 590330039

DRAWN BY: JSP

CHECKED BY: KM

REV	DATE	DESCRIPTION
A	9/27/22	90% ZD

Licensor:

Sheet Title:

ELEVATIONS

Sheet Number:

A-5

February 9, 2023

Eagle Mountain City
1650 Stagecoach Run
Eagle Mountain, Utah 84005
Attn: Robert Hobbs

RE: Site Plan Review – New Cingular Wireless - AT&T Mobility
(NSB-BP-UT.EAGLE_MOUNTAIN_DT_UTL04192) Cedar Valley High School
Response Letter

Dear Robert Hobbs:

Pursuant to request regarding the justification of the new wireless telecommunications proposed at the above referenced site, we submit the following:


Whenever AT&T first enters an area to secure the location of a new macro site, existing wireless telecommunications facilities are always researched. At the time of the AT&T's review, it was noted that no existing wireless facilities were built, but Atlas Towers, working with T-Mobile, installed a new tower site in the eastern side of tower near North Lake Mountain Road. AT&T reviewed this location and determined it provided a less coverage enhancement to the network versus the proposed Cedar Valley location.

The Cedar Valley location is more central to the coverage area deficiencies causing the significant coverage gap. This is the ideal location to rectify the coverage issues.

Another item to be discussed is the lightning rod on the top of the proposed wireless facility. Telecommunications facility are the primary targets for lightning strikes as they are large metal objects that stick out into this atmosphere. This causes these structures to be prone to lightning strikes. If a communications tower does not have a lightning protection system, the complete system can be severely damaged. These towers and the lightning rod is grounded to the earth via an underground system that runs from the top of the tower to infrastructure in the ground. Without the lightning rod and system installed, a storm or an extreme weather event could severely damage wiring systems and expensive components, putting the entire facility in danger.

I look forward to hearing from you and answer any questions you might have.

Sincerely,



Jason Evans
Project Manager, Site Acquisition



**EAGLE MOUNTAIN CITY
PLANNING COMMISSION MEETING
FEBRUARY 28, 2023**

TITLE:	ACTION ITEM -- PUBLIC HEARING: DEVELOPMENT CODE AMENDMENTS - CHAPTER 17 - HOME BUSINESSES
ITEM TYPE:	Development Code Amendment
APPLICANT:	Staff

ACTION ITEM:

Yes

PUBLIC HEARING:

Yes

PREPARED BY:

Natalie Winterton, Admin

BACKGROUND:

Under current code, Eagle Mountain citizens who are business owners cannot park their personal vehicles on their own property if the vehicle is used by the business. This has created parking difficulties for Eagle Mountain residents.

ITEMS FOR CONSIDERATION:

REQUIRED FINDINGS:

RECOMMENDATION:

In order to create a more business-friendly environment in Eagle Mountain City, it is proposed that the code be amended to allow vehicles used by businesses to be parked on the owner's property. It is suggested that the Commission recommend approval of the proposed code amendment to Eagle Mountain City Code 17.65.060.

ATTACHMENTS:

[Parking Code Amendments - Planning Commission.docx](#)

EAGLE MOUNTAIN CITY CODE AMENDMENT

17.65.060 GENERALLY APPLICABLE STANDARDS FOR ALL HOME BUSINESSES

Proposed Code

C. Parking. Home businesses shall provide adequate parking (which may include both on-street and off-street parking) to be determined by the license official, or designee. ~~Vehicles used by the business (other than passenger cars without signage) shall not be parked on the site, unless enclosed parking is utilized to shield the vehicles from view.~~ Home businesses located within residential developments with limited visitor parking (such as townhome or condominium areas) shall not be permitted to generate additional traffic which causes clients or customers to park.

Discussion

Removing this line of code will allow for residents with vehicles that have their business logos to be legally street parked. Under current code, residents are allowed to use their cars to display other business's logos and symbols, but not their own. This has led to complaints from residents who are business owners.

Eliminating this line will not affect the rest of the code. It will also create a more business-friendly environment in the City.