

STAFF REPORT
Final Plat Eagle Rock Town Center Division No. 4
June 06, 2023



Community
Development
Services

Applicant: Cornerstone Geomatics

Project Manager: David Peterson

Location: Generally, north of Pioneer Rd, east of Interstate 15, south of Walmart, west of S Utah Ave.

Size: Approximately 2.495 Acres

Total Lots: 2

Buildable Lots: 2

Common Lots: 0

Existing Zoning

Site: HC
North: HC
South: HC
East: HC
West: HC

Existing Land Uses:

Site: Retail, Vacant
North: Commercial
South: Vacant
East: Commercial
West: Commercial

Future Land Use Map:

Mixed Use Centers and Corridors

Attachments:

1. Subdivision and Zoning Ordinance Requirements
2. Maps and aerial photos
3. Final Plat

Requested Action: To **recommend approval** of the Final Plat for Eagle Rock Town Center Division 4 to the Mayor and City Council.

History: This property was originally platted as part of the Poitiven Subdivision in 1963. In 2006, it was part of a re-plat of the Poitiven Subdivision, becoming a part of Eagle Rock Town Center Div 1. Eagle Rock Town Center Div 1 was amended in 2014, creating Lot 5, which is now occupied by Panda Express. This current application to re-plat will incorporate a portion of Lot 3 into lot 4, and split lot 4 into 2 lots. Lot 6, which is currently occupied by Deseret Book, and Lot 7, which will be vacant until the property is developed. The property is currently zoned HC, Highway Commercial.

Staff Comments: The final plat application was submitted on March 21, 2023. The plat comprises two lots consisting of approximately 2.495 acres. Access to the property will comply with the currently adopted Access Management Plan. Lot 7 will have frontage on Pioneer Rd. A cross access easement will provide access to Lot 6. The final plat meets requirements for lot and block size laid out in the subdivision ordinance. There are no minimum lot size standards for the HC zone.

Staff Recommendation: Staff has reviewed the final plat and finds that it complies with the subdivision ordinance and the development standards of the HC Zone and recommends approval for Eagle Rock Town Center Division 4.

10-1-5: GENERAL SUBDIVISION STANDARDS:

(I) Cross Sections:

(1) Final geometric design of street sections shall be approved at the time improvement drawings are submitted for approval by the City. Traffic counts and traffic impact studies, when required, shall be performed by the developer and submitted to the City for review and approval.

A traffic study is not required for this final plat as it does not meet the threshold to conduct one.

Subdivision Ordinance: Boxes with an “X” indicated compliance with the ordinance.

| REQUIREMENTS | Staff Review |
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| Requirements listed in Section 10-1: | N/A |
| Building envelopes sufficient to construct a building. | X |
| Lot dimensions conform to the minimum standards of Zoning Ordinance. | X |
| Lots have full frontage on, and access to, a dedicated street. | N/A |
| Residential lots do not have direct access to arterial streets. | N/A |
| Direct access to arterial streets from commercial or industrial lots shall be permitted only where it can be demonstrated that: 1) The direct access will not impede the flow of traffic on the arterial or otherwise create an unsafe condition; 2) There is no reasonable alternative for access to the arterial via a collector street; 3) There is sufficient sight distance along the arterial from the proposed point of access; 4) The proposed access is located so as not to interfere with the safe and efficient functioning of any intersection; and 5) The developer or owner agrees to provide all improvements, such as turning lanes or signals, necessitated for the safe and efficient uses of the proposed access. | N/A |
| Adequate provisions shall be made for soil preservation, drainage patterns, and debris and waste disposal and collection. | X |
| Sidelines of lots shall be at, or near, right angles or radial to the street lines. All corner lots shall have a minimum radius of twenty feet on the property line. | X |
| All property within the subdivision shall be included within a lot or area dedicated for public use. | X |
| All corner lots zoned RP through R-3, inclusive, shall be a minimum of ten percent larger in area than the average area of all similarly zoned lots in the plat or subdivision under consideration. | N/A |
| All major streets in subdivision must conform to the major street plan of the City, as set forth in Comprehensive Plan. | N/A |
| The alignment and width of previously platted streets shall be preserved unless topographical conditions or existing buildings or structures required otherwise. | X |
| Residential lots adjoining arterial streets shall comply with: 1) Such lots shall have reverse frontage on the arterial streets, 2) such lots shall be buffered from the arterial street by any effective combination of the following: lot depth, earth berms, vegetation, walls or fences, and structural soundproofing, 3) Minimum lot depth shall be 150 ft except where the use of berms, vegetation, and structures can be demonstrated to constitute an effective buffer, 4) Whenever practical, existing roadside trees shall be saved and used in the arterial buffer, 5) Parking areas shall be used as part of the arterial buffer for high density residential uses, 6) Annexation and | N/A |

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| development agreement shall include provisions for installation and continued maintenance of arterial buffers. | |
| Planning Director to classify street on basis of zoning, traffic volume, function, growth, vehicular & pedestrian safety, and population density. | Pioneer Rd – Major Collector |

Zoning Ordinance:

11-3-5: PURPOSE OF COMMERCIAL ZONES

(D) HC Highway Commercial Zone. This zone provides a commercial zone for retail and service uses serving the traveling public. Characteristics of the Zone are buildings set back from the right-of-way line to promote safety on the highway and maintain maximum use of highway right-of-way for travel purposes, and a wide variety of architectural forms and shapes. This Zone should be located at specific locations along highways leading into the City.