

ELK RIDGE  
PLANNING COMMISSION  
OCTOBER 6, 2022

**TIME AND PLACE OF MEETING**

A public hearing in conjunction with a regular meeting of the Elk Ridge Planning Commission was held on Thursday October 6, 2022, at 7:00 p.m. at 80 E. Park Dr., Elk Ridge, UT 84651.

**ROLL CALL**

*Commissioners:* Maureen Bushman, Larry Lee, Melanie Paxton, Ron Hill Absent - Matt Stewart, Ron Gailey

*Others:* Royce Swensen, *City Recorder*, Shay Stark, *City Planner*, Jared Peterson, *City Council*

*Public:*

**OPENING ITEMS**

Chairperson Maureen Bushman welcomed. Opening remarks were said by Melanie Paxton. Maureen Bushman led the Pledge.

MAUREEN BUSHMAN PROPOSES TO SWITCHING ITEM 3 AND 4

**PLANNING COMMISSION PUBLIC HEARING**

1. MAUREEN BUSHMAN OPENED THE PUBLIC HEARINGS FOR THE ASAY ACRES SUBDIVISION PRELIMINARY AND FINAL APPROVAL.

There was no public comment

MAUREEN BUSHMAN CLOSED THE PUBLIC HEARINGS FOR THE ASAY ACRES SUBDIVISION PRELIMINARY AND FINAL APPROVAL.

2. MAUREEN BUSHMAN OPENED THE PUBLIC HEARING ON THE PROPOSED ORDINANCE AMENDMENT 10-12-13 FENCES, WALLS, AND HEDGES

There was no public comment

MAUREEN BUSHMAN OPENED THE PUBLIC HEARING ON THE PROPOSED ORDINANCE AMENDMENT 10-12-13 FENCES, WALLS, AND HEDGES

**PLANNING COMMISSION ACTION ITEMS**

**1. ASAY ACRES SUBDIVISION PRELIMINARY AND FINAL APPROVAL**

RON HILL MOTIONED TO RECOMMEND APPROVAL OF THE ASAY ACRES SUBDIVISION PLAT A PRELIMINARY AND FINAL MAUREEN BUSHMAN SECONDED

VOTE      AYE (4)      NAY (0)      ALL APPROVED      Absent- Matt Stewart, Ron Gailey

**2. PROPOSED ORDINANCE AMENDMENT 10-12-13 FENCES, WALLS, AND HEDGES**

Councilmember Peterson stated he was asked to draft the amendment to the fencing ordinance to address fencing for sports courts. Currently the code requires a 20-foot setback and up to 18 feet is allowed for a sports court and made changes to no setback for sports courts fencing, made it clear that the sport courts cannot be in the front setback. Previously the code was updated to comply with State code requiring permits for fencing over 7 feet. Discussion ensued on whether engineering is required. Shay Stark stated that 12-foot vinyl fencing does need reinforcement. Language was inserted to prohibit fencing from interfering with fire hydrants referring to the appropriate building codes and possible lowering the maximum of 18 to 12 feet.

RON HILL MOTIONED TO RECOMMEND APPROVAL OF PROPOSED ORDINANCE AMENDMENT 10-12-13 FENCES, WALLS, AND HEDGES MELANIE PAXTON SECONDED

Maureen Bushman proposed to add language that fencing cannot impede fire hydrants, utility cabinets Any existing fire hydrant that is impeded can be addressed by the fire chief at any time regardless of when it was built.

RON HILL MOTIONED TO RECOMMEND APPROVAL OF THE PROPOSED ORDINANCE WITH THE CHANGES MADE TONIGHT AND FOR CITY COUNCIL TO DECIDE ON A MAX HEIGHT MELANIE PAXTON SECONDED

VOTE      AYE (4)      NAY (0)      ALL APPROVED      Absent- Matt Stewart, Ron Gailey

### 3. TRANSPORTATION DISCUSSION

Maureen Bushman stated the planning commission recently went to a training and gave the commission time to discuss their insights. Ron Hill stated the road coming into Elk Ridge is clearly a collector road but the road going into the undeveloped south end of the city should be a collector road and the city doesn't have one. Maureen Bushman stated this is not a discussion on the CE3 and that area of town. This is a discussion on the city as a whole and has invited Shawn Eliot who works for MAG (Mountainland Association of Governments) to discuss transportation issues. Melanie Paxton asked about the road going through the orchards that is in one of the Max Plans for the county. Shawn Eliot this plan is projected 20-30 years out; if the need isn't there that road won't go through and it is a matter of time will tell. The county is still working on the road to the Benjamin exit. Larry Lee stated collector roads are out every 1/2 mile. What do you do when a collector road goes into a local road? A collector road needs to go across the most southern part of the city which would become a first line of defense in a fire. If a city cannot have a good design then it falls back on procedure; you cannot control evacuations from driveways, they are controlled from intersections so a city has to have a better plan for evacuation so that the local road can function as a collector road. Shawn Eliot stated the city has a 66 foot right of way, in order to have a 100 foot, to be a collector road, the city would have to have a density bonus in order to get a developer to help or the city would have to pay the difference especially if it is right on the edge of a development. 1/2 mile spacing for collector roads is for a built up urban area; Elk Ridge is a small city up against the mountains and doesn't really need that kind of spacing. Ideally a collector road is like Elk Ridge Drive that mostly doesn't have homes. Not many cities do that. The more driveways you have the more impedance there is moving cars. The grid system is to make connections where possible but it's not always ideal because the area is already built. High Sierra is only 56 feet but it is not the first time there has been a less than ideal situation. Melanie Paxton stated she stood at High Sierra with Shawn and Shawn stated the road can handle cars. Shawn clarified that the road could handle 100 homes. Elk Ridge drive by the brown church is handling 3000 cars a day which is 10 feet wider and it is noticeable to the residents along this area compared to the sleepy high Sierra. The city Stubbed High Sierra for potential expansion someday and Shawn wished that the road had been made wider. Yet even making the road 10 feet wider there would be concerned residents. Maureen Bushman stated the last traffic study was 5 years ago; would traffic study/count be recommended. Shawn Eliot stated the county will do a car study count for free. He then interprets that study. That is how speed limits are set, etc. That count also helps in understanding where people are actually speeding and not just someone's opinion. The tubes that are placed count cars and measure speeds. Maureen Bushman asked if that study would be useful to the city, she keeps hearing how bad traffic and speeding is and she wants facts not just opinions. Shawn Eliot stated when they last did the speed study, Goosenest and Rocky Mountain should be 30 mph. They are collector roads and have 10 extra feet and the speed limit was reduced to 25 mph. When they initially changed it to 30 mph he was asked by a resident why he thought he should be making their street 30 mph. He told that individual that they live on a main road. Speed studies show that is you set your limits to what normal people drive and that is what the road is engineered for, 80% of the people tend to go that speed. The resident asked if he lives on a main road, which he does, and she said that she hoped his kids run into the street and gets hit. It is a very emotional issue. When you get the data that can help. He would help the city with the study. Larry Lee asked if the study would help to understand how many homes can go into an area? Shawn Eliot stated most cars do about 7 trips a day multiply that with how many homes that are

going in. 100 homes equal 700 trips a day. On the south end of Elk Ridge Drive there are about 80 homes so that is already 560 trips. A speed study will show the here and now. It is very difficult to project. Previously when the development on the south end of town was proposed it was determined 100 homes would work. Shawn Eliot stated that the county has asked in the new MAG Plan that 11200 be a 4-lane road. There was a lot of time spent determining how to widen Elk Ridge Drive. If the Highland development goes through, that road will be important to the city. There are 2 errors on the traffic map Rocky Mountain and Goosenest state those roads are local, they need to be labeled as collectors.

**4. THE HIGHLANDS AT ELK RIDGE PHASE 1 FINAL APPROVAL**

Shay Stark City Planner stated the planning commission was sent 2 sets of plans for the meeting, one is the original preliminary plan that was approved and the second one is a revision of that plan. When the Highlands at Elk Ridge preliminary plat was approved council had concerns which were to be addressed during the final. One concern was the drainage which was addressed. The biggest concern was where Canyon View came down and tied into Loafer Canyon. Between the layout and the grade there is an intersection that would have a line of site issue, a blind turn from Meadow Lark left onto Canyon View like the city has where Sky Hawk turns intersects with Elk Ridge Dr. The city asked the developer to straighten out the intersection which has been modified. The line of site has been fixed and visibility is great. There will be limitations placed on the corner lot. They were still left with the same issue on Mountain View. The second set of plans shows the revisions having the road from Longview not intersect with Canyon View. This fixes several concerns, grade, slope, fill and clear view. It also eliminates another impedance in an evacuation plan. Also helps with the water line and pressures issues with PRV's having problems. The trail system is an 8-foot sidewalk on the west side of Canyon View, which will start in the Longview Subdivision. The road connects to Loafer Canyon Road over a fill and culvert that is raised up so that sediment will catch and for the water to percolate there. There are a few street names that will need to be changed.

MAUREEN BUSHMAN MOTIONED TO RECOMMEND THAT THE HIGHLANDS AT ELK RIDGE PHASE 1 BE APPROVED AS PRESENTED RON HILL SECONDED

VOTE      AYE (4)      NAY (0)      ALL APPROVED      Absent- Matt Stewart, Ron Gailey

**5. APPROVAL OF PLANNING COMMISSION MINUTES FOR SEPTEMBER 1, 2022**

MELANIE PAXTON MOTIONED TO APPROVE THE MINUTES FOR SEPTEMBER 1, 2022  
MAUREEN BUSHMAN SECONDED

VOTE      AYE (4)      NAY (0)      ALL APPROVED      Absent- Matt Stewart, Ron Gailey

ADJOURNMENT – Melanie Paxton motioned to adjourn Maureen Bushman seconded.

VOTE      AYE (4)      NAY (0)      ALL APPROVED      Absent- Matt Stewart, Ron Gailey

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Planning Commission Coordinator