

1 **ELK RIDGE PLANNING COMMISSION MEETING**

2 **October 13, 2011**

3  
4  
5 **TIME AND PLACE OF PLANNING COMMISSION MEETING**

6 A regular scheduled meeting of the Elk Ridge Planning Commission was held on Thursday, October 13, 2011, at 7:00 p.m. at 80 East  
7 Park Drive, Elk Ridge, Utah.

8  
9 **ROLL CALL**

10 *Commissioners:* Nelson Abbott, Randy Jones, Dayna Hughes, Debbie Cloward, Kevin Hansbrow, Sharon Dahlstrom,

11 *Absent:* Kelly Liddiard

12 *Others:* Marissa Bassir, *Planning Commission Coordinator*

13 Adam Castor, *Planner*, Cory Pierce, *LEI Engineer*, Erin Clawson, *City Council*, Lucretia Thayne

14  
15 **OPENING ITEMS**

16  
17 **OPENING**

18 Kevin Hansbrow, Co-Chair, welcomed at 7:00 PM. Opening remarks were said by Randy Jones followed by the pledge of allegiance.

19  
20 **APPROVAL OF AGENDA**

21 Kevin Hansbrow, Chair, reviewed the agenda and there were not any changes.

22  
23 **KEVIN HANSBROW MOTIONED AND RANDY JONES SECONDED TO MAKE SHARON DAHLSTROM A VOTING**  
24 **MEMBER. VOTE: YES – ALL (3) KEVIN HANSBROW, RANDY JONES, NELSON ABBOTT, NO – NONE, ABSENT – (1)**  
25 **KELLY LIDDIARD**

26  
27 **GENERAL PLAN TRANSPORTATION MAP AMENDMENT DISCUSSION**

28 Adam Castor, planner said LEI was tasked with the road alignment that he presented to in August regarding single access. LEI was  
29 asked to look at the ordinance in the HR-1 zone regarding road design. The road alignment was conceptually approved for the Elk  
30 Haven subdivisions, but the preliminary approval has expired since. Mr. Castor took the road alignment that received the preliminary  
31 approval to ensure that it does generally comply with the purpose of adopting it as part of the transportation plan. He would like to have  
32 a discussion with the planning commission on the findings. There are really only four sections within the HR-1 zone that deal with the  
33 situation with the cuts and fills, road grades, intersection grades and traversing 10 and 30 percent slopes.

34 Cory Pierce, Engineer indicated that most of the sections seem to be fine. There are just a few concerns.

35 Adam Castor, planner said that the first section that deals with it, the road alignment in the HR-1 zone is maximum road grades. The  
36 code indicates eight percent, but the planning commission can approve a road grade up to 10 percent for a stretch of up to 300 feet. Mr.  
37 Castor used that as the basis to grade the whole thing at eight percent, but it doesn't quite work. There are some sections that would be  
38 upwards of 10 percent to make it work. If that is the case and cuts and fills can be minimized, it may be worth looking at the short  
39 stretches of 10 percent. The next one is traversing 10 percent slopes. It says that if roads can traverse 10 percent slopes, if  
40 environmental impacts are mitigated and minimized. Looking at the maps provided, the first is the slope analysis and it represents 0-10,  
41 10-20, 20-30, 30-40 and 40 plus. Most of the road alignment is on slopes between 10 and 20 percent and less. There are a few sections  
42 that need to be discussed that actually go through slopes that are 30 and 40 percent.

43 Kevin Hansbrow commented that those would be a lot of cut and fill on the slopes to get the width of the road.

44 Adam Castor, planner indicated that retaining walls can be put in and still meet code. It helps with the huge cuts and fills and lots of  
45 existing vegetation. So there are a lot of things to consider with this road if it ever gets built. The plan is just guidance to get it into the  
46 general plan.

47 Cory Pierce, Engineer said that in those areas where there are a lot of cuts and fills and where there aren't any houses fronting or a need  
48 for parking there is a possibility of narrowing the streets in those areas. There are options in the future to help minimize. Road width is  
49 huge when traversing the slopes.

50 Dayna Hughes asked what percentage does the cut and fill go down with the road width decrease.

51 Adam Castor, planner replied it is two to one.

52 Cory Pierce, Engineer said that with the road decrease, the biggest thing is when there is a steep slope there is 30 feet of fall out. It is  
53 dropping across the width of the road 30 to 40 feet.

54 Dayna Hughes asked if there needed to be half plus nine. Isn't that the minimum width? How narrow could the street be?

55 Adam Castor, planner said the code indicates 26 feet.

56 Kevin Hansbrow asked if the said road is a main arterial road or a collector.

57 Adam Castor, planner said it is a collector road. It can be classified however right now because it isn't there yet.

58 Cory Pierce, engineer said 26 feet is an international fire code minimum if the road is over 500 feet.

59 Dayna Hughes asked what the road width as it is drawn on the map.

60 Cory Pierce, engineer said the entire right-of-way is 56 feet, which is based off the cross section of the Elk Haven subdivisions.

61 Kevin Hansbrow asked if the road would have to be cut back because of the right-of-way.

62 Cory Pierce, engineer agreed, but within the standard sections. The travel lanes as well as parking lanes included - where there is not  
63 any houses is where it could neck it down through that section to minimize costs.

64 Adam Castor, planner said that the sidewalk could minimize costs, as well. Putting a sidewalk on just one side of the street would  
65 minimize the width.

66 Dayna Hughes commented in looking at the 40 percent plus stretch, she asked what kind of cut and fill would be involved.

67 Adam Castor, planner replied it would be about 20-25.

68 Cory Pierce, engineer indicated on one side, the highest would be around 20 feet and then spots of about 12 feet on fill.

69 Dayna Hughes asked if there was any other option.

70 Adam Castor, planner said that when he initially did the plan, he looked at making the road a little bit higher radius coming around the  
71 front of the ridge and trying to pull the road up a little higher, but in order to get across that and stay off the steep slopes. It is steep  
72 anywhere. It doesn't really change the cuts and fill all that much, but it creates a lot more fill at the bend and back around and try to stay  
73 on grade with an eight percent road. The road would go clear out and runs into a house.

74 Dayna Hughes asked if there was a way to take the road down the ravine in the yellow.

75 Adam Castor, planner said it would go right down a ridge line.

76 Cory Pierce, engineer indicated that it is a tie-in point with the existing road.

77 Adam Castor, planner commented that with retaining walls that had a couple of tiers of maybe five to six foot retaining walls it would  
78 definitely help.

79 Dayna Hughes asked if it could be seen from space because you can see the current retaining wall in Elk Ridge from space.

80 Cory Pierce, engineer said it would be visible from the freeway.

81 Dayna Hughes asked how tall R.L. Yergensen's retaining wall is.

82 Adam Castor, planner guessed about 30 feet.

83 Dayna Hughes said the retaining walls along the said road wouldn't be that high.

84 Cory Pierce, engineer said code only allows up to 15 feet.

85 Nelson Abbott said there may not be height, but it will be made up for in length.

86 Dayna Hughes asked if the ridge has to be traversed. Obviously, the road has to be connected. She asked why the ridge has to be  
87 traversed.

88 Adam Castor, planner said that he thinks that alternative road alignments could be looked at. It is just a matter of where the road  
89 connects.

90 Nelson Abbott said this road is what the previous developer came in with huge cuts and fill and it was some of the driving force behind  
91 re-writing the code.

92

93 Further possibilities were discussed to avoid huge cuts and fill. It was discussed taking the road up the hill further and loop around. It  
94 puts the road way out south and makes for some sharp curves. Road grade issues would be a problem instead of cuts and fill.

95

96 Dayna Hughes asked about the other 40 percent grade portion on the other side of the plan. She asked if there would have to be a cut  
97 and fill there.

98 Adam Castor, planner said the cut and fill wouldn't be too bad there. A profile was not cut through there. It grades out okay. At edge  
99 of right of way, it was anywhere from four to six feet of cut and/or fill on one side or the other. It looks worse than it is because of the  
100 coloring on the plan, but it is not that bad.

101 Dayna Hughes asked if it would all be under eight percent.

102 Adam Castor, planner replied yes. Coming off of High Sierra Drive, it is basically just contouring. It's like two percent. It's a cross  
103 slope. So it is really not an issue. Visually, no one will see it. It is in a ravine and following the contour there.

104 Dayna Hughes asked exactly where it is and whether or not it will be visible from the freeway.

105 Nelson Abbott commented that Dayna Hughes could see it from her house and that side of Elk Ridge would be able to see it.

106 Adam Castor, planner indicated that it could be seen from the freeway if one was looking for it.

107 Dayna Hughes asked if putting a tunnel was an option. She pointed out that Mr. Castor and Mr. Pierce were the experts, but they  
108 couldn't approve the current plan because the citizens would not like it and it would be very controversial. There is no way to stub the  
109 road and have a bulb turnaround, but it is too far and it doesn't connect.

110 Nelson Abbott wondered why there couldn't be a loop on each side and not connect the road. If it is about having an in and an out, then  
111 there would be an in and an out with a loop. Mr. Abbott doesn't see why it is absolutely important to connect the two. He hasn't  
112 understood that from day one. There will be Salem Hills Drive that will eventually connect through. Hillside will swing over that  
113 direction too. If the people below the ridgeline have got more than one way out, then they are good.

114 Debbie Cloward asked where the stubbed roads on the plan go to. Are they cul-de-sacs or what?

115 Adam Castor, planner replied that those were roads planned by the Elk Haven Subdivisions A, B, C and D plats. Those were shown as  
116 going off wherever they were going to and stopped at property lines. Mr. Castor brought the roads that far just so he could look at  
117 intersection grades where they tie-in. He also indicated that there was potential to connect those roads to what is actually shown on the  
118 transportation plan.

119 Debbie Cloward said if there was some way that the road continued down and was a connection to something else so the cuts and fill  
120 didn't have to be addressed. She thinks that the plan isn't ever going to work.

121 Adam Castor, planner said it would work, but the question is how much money do you want to spend to make it work.

122 Dayna Hughes asked if a tunnel was a real possibility.

123 Adam Castor, planner said the developer would probably not want the cost.

124 Nelson Abbott commented that he remembers the road estimate from one side to the other being about nine million dollars to put the  
125 road in.

126 Adam Castor, planner said the planning commission would be surprised at what a difference it would make by even just a six foot  
127 retaining wall. Those drastically reduce that natural two to one cut or fill without any retaining wall.

128 Dayna Hughes asked under what circumstances would there be a six foot retaining wall.

129 Adam Castor, planner replied that it could be made however they wanted it to be.

130 Dayna Hughes said that would mean no sidewalk, reducing the width of the road.

131 Adam Castor, planner said it would be six feet tall at the edge of the right-of-way so there could still be a sidewalk

132 Cory Pierce, engineer commented that it reduces how far the scar goes up the mountain because they get a section of raising six feet  
133 over a foot and a half rather than making 12 feet.

134 Nelson Abbott commented that it decreases the slope from 30-40.

135

136 It was discussed that the planning commission doesn't have to take any action on this to put it into the general plan because right now,  
137 they are protected and can dictate how they would like the road to be when a developer comes in to develop. They also discussed  
138 requirements such as heights of retaining walls and re-vegetation. All of the Elk Haven Subdivisions (A thru D) are expired and Elk  
139 Haven E has not proceeded with their plans. The road would have to connect from High Sierra Drive all the way to Hillside Drive.

140

141 Nelson Abbott said in theory, it could connect over to Canyon View Drive or one of the roads that comes off and drops down into the  
142 canyon.

143 Adam Castor indicated that it could connect to Canyon View, but he didn't look too much into that option when drawing up the plan.

144 Dayna Hughes said there is a lot of green and it could be a possibility.

145

146 It was decided not to do anything with it and leave it off the general plan. Down the road when someone does want to develop, maybe  
147 there are other options that could be explored. It's not worth spending the resources and time on this just yet. The road has to be  
148 complete with dual access before any homes are built.

149

#### 150 **APPROVAL OF 8/11/2011 PLANNING COMMISSION MEETING MINUTES**

151 There were not any changes made to the minutes of August 11, 2011.

152

153 **DAYNA HUGHES MOTIONED AND RANDY JONES SECONDED TO ACCEPT THE MINUTES OF THE PLANNING**  
154 **COMMISSION MEETING OF AUGUST 11, 2011 AS STIPULATED. VOTE: YES – ALL (6), NO – NONE, ABSENT (1) –**  
155 **KELLY LIDDIARD**

156

#### 157 **CITY COUNCIL UPDATE**

158 Erin Clawson reported that the city council had their shortest meeting ever. There were some updates from the National Guard grading  
159 up to the water tank. The city council is still working with them to get that done. If not, the city will hire Noel Hiatt to do that this year.  
160 There was an update on the public works building and it is coming in under budget right now.

161 Dayna Hughes asked if the road was going to be widened.

162 Erin Clawson replied that it is going to be widened and they are starting the trail system. The trail will go right along the road. There  
163 will be lines painted and designated as a trail. The funds will come from the parks and trails and be able to plant trees along there. The  
164 trail will be 10 feet wide. The building will look like a big garage. They approved up to \$40,000 extra so it looks nice. They do not  
165 know what the exterior will look like just yet.

166 Dayna Hughes asked what the update was on the playground.

167 Erin Clawson replied that the equipment has been delivered and they are waiting on the installer. Councilman, James Mayfield, said that  
168 it is a busy time of year for the school yards and they have to do those before their budget time ends so they are waiting for the installer.  
169 It has to be a certified installer because of the insurance money.

170 Dayna Hughes asked what they are going to do about security.

171 Erin Clawson doesn't think that is even been discussed. They have the lighting, but they are just working on the installation of the  
172 playground because they need the asphalt to come in on a good weather day. She thinks someone was thinking about doing an eagle  
173 project to paint the light poles. Possibly before the snow falls.

174 Kevin Hansbrow asked what is being done as far as traffic calming measures.

175 Erin Clawson said they are working on it. They have another eagle scout who will be doing more stop lines. And talking with some of  
176 the residents, they would like striping and she knows that is not a popular thing, but it is a traffic calming measure. The city council  
177 approved to spend \$1000 and Woodland Hills spent \$1000 and the county sheriff's department is spending the rest, which is \$6000 to  
178 have a speed trailer that does the whole analysis like the one that was borrowed from Eagle Mountain. They are always working on  
179 traffic calming measures. It just moves slowly. Ms. Clawson would like speed tables because they second as a cross walk.

180

#### 181 **OTHER BUSINESS**

182

183 **ADJOURNMENT** – Chair, Kevin Hansbrow, adjourned the meeting at 7:51 p.m.

184

185

186

187

188

---

Planning Commission Coordinator