

EAGLE MOUNTAIN CITY
PLANNING COMMISSION MEETING MINUTES

TUESDAY, AUGUST 6, 2013 AT 6:00 P.M.

Eagle Mountain City Planning Conference Room; 1650 E. Stagecoach Run, Eagle Mountain, UT 84005

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

COMMISSION MEMBERS PRESENT: Preston Dean, Wendy Komoroski, and John Linton.

CITY STAFF PRESENT: Mike Hadley, Senior Planner; Tippe Morlan, Planning Intern; and Steve Mumford, Planning Director

Commissioner Linton called the meeting to order at 6:00 p.m.

1. Declaration of Conflicts of Interest

None

2. Development Items

A. Meadow Ranch V Plat 2 Final Plat– Action Item

This proposal is for 19 single-family lots with an average lot size of 29,431 square feet or 0.67 acres. The lots are all greater than ½ acre in size. This project is located at the north end of the Meadow Ranch development next to Camp Williams (north) and Valley View (west).

Steve Mumford explained that the final plat will include open space areas for the horse trails that will connect to trails in plat 1, existing trail ways in Meadow Ranch IV, and the City open space / park. The open space between lots 30 and 31 provides access to the hillside for horseback riding, and also will contain a sewer line from a cul-de-sac lot. This open space will be widened to 20 feet rather than 12.

The utility plans have been reviewed by Public Works and Energy departments, and the applicant will have to comply with all City requirements and comments pertaining to utilities. A 30-foot space is designated on the hillside above the lots as an urban wildland interface zone, where certain restrictions exist for vegetation and construction, according to the Utah Urban Wildland Interface Code. Also, since several lots drain to the rear of the lots, the developer will be installing a storm drain rock-lined swale on the backs of lots 14-17. A note will be placed on the plat and in the CC&Rs requiring maintenance of this swale by the homeowners. A bench drain will be required along the hillside above the lots, especially above lot 31. The water above lot 31 will be directed into the open space area.

Monte Kingston explained that access to the sewer and drainage system behind the lots would go through the open spaces and that there will be a manhole in the vicinity. He explained that Dave Norman has some concerns with access and the weight of his truck, so they are trying to resolve this issue by potentially including an all-weather road. Otherwise they will have to put injector pumps in three houses at the top of the hill, which is not desirable. Mr. Kingston assured the commission that they are working with the City Engineering Department to work out the problem so this will be resolved, and they will do whatever they need to do to fix it.

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Mr. Mumford explained that money from this plat will be going into an existing City park to the southeast of the project. The preliminary plat is required to provide 0.976 acres of improved open space, and the developer has proposed to improve portions of the existing City park as an alternative to dedicating additional property for a new park.

Commissioner Linton asked whether the park will be completed with Plats 1 and 2 of this development. Mr. Kingston responded that it is likely. He tried to phase it into two phases so the first set of improvements would be implemented with Plats 1 and 2 and the second phase would be implemented before they do Plats 3 and 4. However, with the way the park is designed it is problematic to do a phase since they will be doing a trail system that will encompass all the turf area. Once you do that, the problem becomes how to access it without tearing up, so we may end up doing it all in just one phase. Mr. Mumford explained that it is not technically required to be done until the 36th building permit, which would be after both of these plats, at the beginning of Plat 3. Commissioner Linton said Mr. Kingston sounded very gracious in offering the park in the first two plats when he stood before the commission a week ago, so the commissioner would really like to see that come to pass if it is possible. Mr. Kingston responded that it will either be substantially done or it will be completed with Plat 3, and he has yet to resolve the details with his boss. Typically they would do it all at once.

Mr. Mumford mentioned that the City Council is discussing the creation of a Special Assessment Area tonight which would extend Ranches Parkway and utilities into the existing stub road to the east and improve access and traffic flow for the Meadow Ranch development.

MOTION: *Preston Dean moved that the Planning Commission recommend the approval of the Meadow Ranch V Plat 2 Final Plat to the City Council. Wendy Komoroski seconded the motion. Those voting aye: Preston Dean, John Linton, and Wendy Komoroski. The motion passed with a unanimous vote.*

3. Work Session / Discussion Items

A. Evan's Ranch Concept Plan

This proposed development is located east of Porter's Crossing Road, south of Pony Express Parkway. This is a chance for the Planning Commission to obtain more information and provide recommendations and suggestions for the improvement of the development proposal.

Commissioner Linton explained that when the Evan's Ranch Master Development Plan came before the commission last week, there were enough unique features and enough concerns and much more testimony that anyone expected to hear that it may have clouded a clear digestion of what we were looking at. He proposed that the developer, Nate Shipp, come back tonight so they could take a second look at the project.

Mr. Shipp explained that he would like to walk through the project in a little more detail and get feedback on the positives and negatives the commission sees in the project proceeding in this

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way. He discussed the original 2006 concept which reflects the existing style of street and home layouts and the discussions he had with residents and community members who expressed interest in having something different in Eagle Mountain. He introduced Brian Flamm from Candlelight Homes who introduced the concept of curvilinear design into the project. Mr. Shipp presented a comparison of lot sizes and road coverage between the original and curvilinear designs. He discussed that the curvilinear design creates wedge shaped lots which do not meet the frontage standards in the city code.

Mr. Flamm explained that the code does have a separate standard for lots on cul-de-sacs, but interpreted the code to mean that it is really it is for wedge-shaped lots. He said that in this project, just like on cul-de-sac lots, the idea is to push the homes further back on the lots to get the proper width.

Commissioner Dean expressed concern that you could have driveway next to driveway next to driveway next to driveway with no lawn on a cul-de-sac. Mr. Flamm explained that that is not what they expect here since the driveways will become narrower the closer they get to the street. Mr. Shipp added that this will be a part of the CC&Rs and they will identify where the driveways will go.

Commissioner Linton asked if they are going to build all these homes and control where the driveways are poured. Mr. Flamm said yes, that is what they anticipate. They will control the drainage, the driveways, and the orientation.

Commissioner Komoroski asked who controls where the house sits on the lot, because the houses have to be so far back. Mr. Flamm said it has to be determined upfront as a part of the overall subdivision approval, and that it is their decision. Commissioner Komoroski added that her concern is that she doesn't see people wanting to spend extra money on driveways when they are building a home because they are going to want upgrades inside the house. She said they would probably try to build as close to the build line as they can. Mr. Flamm clarified that the clients won't control that. He said that the cost of the driveways will be averaged into the cost of all the houses rather than charging each lot for their individual driveways. Mr. Shipp said it will be these are the models and these are the lots that those specific homes can fit on, and here's the pricing for that model. Regardless of where you are set, it is going to be the same price. Mr. Flamm clarified that he has several models that can fit on different lots. Commissioner Linton asked for clarification that the home you choose dictates the lot, or the lot you choose dictates the home. Mr. Flamm said yes, there is a very specific lot fit matrix.

Commissioner Dean asked what happens when they are building it out and they are left with the least desirable product. Mr. Flamm explained that it doesn't end up that way because they control it through lot premiums.

Mr. Shipp explained that they would like to include a requirement for specific plot plan layouts in the development agreement, fully engineered. Commissioner Dean asked if we don't require that already. Mr. Flamm said most cities do not but they do it everywhere as a builder.

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Commissioner Dean asked how they deal with homeowners landscaping their yards. Mr. Flamm said they landscape to the back corner of the house so they can set the grade and make sure it is done correctly. He said they also anticipate landscaping front yards as well. Commissioner Linton asked if they were doing this to match grade because it would cost homeowners too much to do anything different. Mr. Flamm said that typically if they install it, homeowners are not going to tear it out. He said they don't typically try to do backyards because people like to do unique things, but side yards are not a big deal and front yards are done to control the look and feel of the community. Commissioner Linton asked if they could assure the commission that they would do the front and side yards. Mr. Shipp said yes, they intend to include that in the development agreement.

Commissioner Dean said he thinks that the code currently says that window wells cannot be lined up next to each other, but when permits are being pulled one at a time there is no way to know that. Mr. Shipp responded that with the plot plan layouts, they would be able to pull existing plans from the file and when a new plan comes they can lay plans next to each other to check for that. Mr. Flamm added that since the lots are wedged, the window wells will be set back and further from the neighboring lots.

Commissioner Komoroski said she loves the looks of this project, and somehow she totally missed the looks of the narrowing driveways before. But with the setbacks, she still has concerns about the parking of RVs, trailers, and boats. She said that is the number one issue they struggle with with the HOAs out here; people don't have the room and they haven't got their pads in yet and there's no place to put them. They can't be on the street and they can't be in the driveway; they have to be behind a fence, and there's really no place to put anything like that.

Commissioner Dean added that he still thinks there are issues with people parking on the streets and it gets worse when you have a narrow driveway because people don't want to park in their driveway because you have to move that car out to move the car in the garage out. Mr. Shipp said he has a driveway like this and people end up stacking cars where the driveway is wider. Commissioner Komoroski asked what the distance of a typical driveway is. Mr. Shipp said it's typically going to be more than about twenty feet because you have to have enough room for cars.

Commissioner Linton asked the developer to address the issue of where to park motor homes and trailers. Mr. Shipp said that on-street parking is what you would find in a typical subdivision. One side of the street may have less space to park, but the other will have more space. However, he does not have an answer for the question of where to park an RV yet. Mr. Flamm added that there are around 25% of lots that do fit third car garages which could be RV pads instead. Commissioner Linton asked them to state that somewhere in the back of the townhome area they are going to dedicate something like 3 or 4 acres of land to RV storage. He also stated that in the Ranches, they allow people to be on the street with their RVs or trailers for 24 hours as they pack or clean them out and that has been working for them.

Mr. Shipp went on to explain that he listened to the complaints at the last Planning Commission meeting and has decided to cut down on the number of townhomes and put in a potential

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elementary school site. Commissioner Linton said he appreciates the appropriate buffer between single-family and townhomes with this addition.

Mr. Shipp presented samples of the model homes he wants to build in this development. Commissioner Komoroski asked if they have garages and Mr. Flamm said they do each have two-car garages. Commissioner Komoroski said that is what we are lacking out here: empty-nester townhome multi-family products.

Commissioner Linton asked them to address the issue of increased traffic with the reduction in the amount of roads proposed within the development. Mr. Flamm responded that the only area where there would be back up is at the entry and exit to the collector roads, which would be the case anyway.

Mr. Shipp explained that they decided to include a separate HOA for this development.

Commissioner Linton explained that it is his desire that this project is unique enough and different enough that he would like to get this project in front of the City Council. He said this gives us a fresh look at something uniquely different. Nobody has lived in it yet, so we don't know if there are any downsides or what the feel of it will be. But there are enough pluses in it that sets it apart in this setting that he would like to give it an opportunity to see if it could flourish.

Commissioner Dean mentioned that we would not normally look at the details like this at this stage in development. From what we are technically looking at, he said there really is no reason to not pass it on as the requirements of the master development have been met.

There was a short discussion on whether the planning department wants to consider this subdivision under cul-de-sac street guidelines as an exception or change the code altogether. Commissioner Linton said he would like to consider this to be a test of extending the rulings of a cul-de-sac to a neighborhood. Commissioner Dean said this could be a slippery slope here, so we have to be very detailed in the conditions and intent. Commissioner Komoroski said maybe it could be tied to lot size.

Mr. Shipp requested that this project be placed on the agenda for another public hearing at the next Planning Commission meeting.

4. Adjournment

The meeting was adjourned at 7:07 p.m.

APPROVED BY THE PLANNING COMMISSION ON AUGUST 27, 2013.



Steve Mumford, Planning Director