

EAGLE MOUNTAIN CITY
PLANNING COMMISSION MEETING MINUTES
TUESDAY, OCTOBER 22, 2013 AT 6:00 P.M.
Eagle Mountain City Council Chambers; 1650 E. Stagecoach Run, Eagle Mountain, UT 84005

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

COMMISSION MEMBERS PRESENT: Preston Dean, Bonnie ElHalta, Wendy Komoroski, Matthew Everett, and John Linton.

CITY STAFF PRESENT: Steve Mumford, Planning Director; Mike Hadley, City Planner; Tippe Morlan, Planning Intern; and Johna Rose, Deputy Recorder.

ELECTED OFFICIAL PRESENT: Donna Burnham

Commissioner Linton called the meeting to order at 6:04 p.m.

1. Pledge of Allegiance

None

2. Declaration of Conflicts of Interest

None

3. Approval of Meeting Minutes
A. September 24, 2013

MOTION: *Preston Dean moved to approve the September 24, 2013 meeting minutes. Bonnie ElHalta seconded the motion. Those voting aye: Preston Dean, Matthew Everett, Wendy Komoroski, Bonnie ElHalta, and John Linton. The motion passed with a unanimous vote.*

4. Development Items

- A. Evans Ranch Phase B Plat 1, Preliminary & Final Plat – Public Hearing, Action Item
This is the second phase of the approved Evans Ranch master development plan, and is located east of Porter’s Crossing Parkway, at the intersection of Porter’s Crossing and Clark Street. An application for the first phase, located on the northern end of the project, has been postponed until further notice. The proposal consists of 3 single-family residential lots on .86 acres. These 3 lots are planned as model homes for the project.

Steve Mumford explained that Evans Ranch Phase A was just approved by City Council. Due to timing the developer will not be able to finish the infrastructure for Evans Ranch phase A before winter. The developer feels that he could get all the asphalt and infrastructure for Evans Ranch Phase B Plat 1 in before winter. Phase B Plat 1 is only three model home lots that are located at the entrance to Evans Ranch along Porter’s Crossing. With the approval of the area Fire Marshal, these model homes may be allowed prior to completing roads with asphalt as long as the roads are completed before any residents move into the homes. That is due to the proximity of the homes to Porter’s Crossing.

EAGLE MOUNTAIN CITY
PLANNING COMMISSION MEETING MINUTES

TUESDAY, OCTOBER 22, 2013 AT 6:00 P.M.

Eagle Mountain City Council Chambers; 1650 E. Stagecoach Run, Eagle Mountain, UT 84005

The Master Development Agreement requires that an off-site sewer pipe be installed for the project, connecting to existing pipes in the SilverLake development. This “initial phase,” however, was given the right to develop prior to completion of that sewer pipe. These three homes/lots would be the only lots in the project that will connect to the existing sewer pipe in Porter’s Crossing Parkway; the remainder will be serviced by the off-site pipe to be constructed prior to the next phase of development. There are no concerns with the other utilities.

Commissioner Linton opened the public hearing at 6:13 p.m.

None

Commissioner Linton closed the public hearing at 6:13 p.m.

MOTION:

Preston Dean moved that the Planning Commission approve the Evans Ranch Phase B Plat 1 Preliminary Plat and recommend the Evans Ranch Phase B Plat 1 Final Plat to the City Council with the following recommended conditions:

- 1. A cash bond shall be posted with the recording of the plat that equals 1.24% of the total cost of public open space improvements, and \$1,720 (\$2,000/buildable acre) for community improvements.*
- 2. The fencing for the lots shall comply with the Master Development Agreement Fencing Exhibit, and must be installed prior to obtaining building permits.*
- 3. The plat must include driveway locations for every lot. The driveways for these three lots shall be no more than 12 feet wide at the street, since the garages will be located more than 30 feet from the property line.*
- 4. Prior to obtaining any building permits, the developer must submit engineered drawings depicting the location of the driveway and utilities for each lot within the subdivision, including storm water drainage plans for areas between lots.*

Wendy Komoroski seconded the motion. Those voting aye: Preston Dean, Bonnie ElHalta, Matthew Everett, John Linton, and Wendy Komoroski. The motion passed with a unanimous vote.

5. Work Session

A. Discussion of Potential Changes to the General Plan & the Municipal Code

EAGLE MOUNTAIN CITY
PLANNING COMMISSION MEETING MINUTES

TUESDAY, OCTOBER 22, 2013 AT 6:00 P.M.

Eagle Mountain City Council Chambers; 1650 E. Stagecoach Run, Eagle Mountain, UT 84005

Mr. Mumford reviewed the growth and development of The Ranches subdivision and a brief explanation of City Center. He reviewed a new internal tracking system that would track the total number of lots that are improved with infrastructure, permitted lots, and vacant remaining lots. The tracking system also tracks the number of building permits by month and subdivision. The tracking system can help project population in the coming year.

Commissioners, residents, and City Planners addressed transportation goals, visions and issues that the City has for the General Plan.

- Access (into/out of the City)
- Transit (buses, school buses)
- Internal planning (neighborhoods, connections)
- Bike lanes (major roads)
- Trails
- Future landscaping (median)
- Lighting (maintenance, small town feel, and safety)
- Crosswalk (pedestrian safety, sight vision, and accessible)
- Parking (parks, commercial, community events, maximums, and connecting to the trail system)

Nikki Wickman, 2766 E. Fort Hill Rd., suggested that a pedestrian flashing signs be placed at Porter's Crossing. She also requested proper lighting along trails.

Donavon Largent, 8846 N. Princeville Dr., was concerned with the lack of a crosswalk on Ranches Parkway. He stated that he lives in Highlands on the Green and has two children that walk to Rockwell Charter School.

Commissioner Linton was concerned about the construction of roads, freeways, and highways after housing was in place.

Commissioner Dean asked how much control the City's future transportation plan has on future developers.

Mr. Mumford explained that would be an attorney question, but what the City is finding with SR 73, the City cannot make the developer or owner develop or not develop the land. The City can inform the developer of future plans that the City, MAG, or UDOT has for future roads. The City should look into how to reserve future right-of-ways.

Commissioners and City Planners discussed the positive and negative issues with having cul-de-sacs in the City.

Attached are the Transportation Goals and Strategies.

B. Next Scheduled Meeting: November 12

6. Adjournment

EAGLE MOUNTAIN CITY
PLANNING COMMISSION MEETING MINUTES
TUESDAY, OCTOBER 22, 2013 AT 6:00 P.M.
Eagle Mountain City Council Chambers; 1650 E. Stagecoach Run, Eagle Mountain, UT 84005

The meeting was adjourned at 7:18 p.m.

APPROVED BY THE PLANNING COMMISSION ON NOVEMBER 12, 2013.



Steve Mumford, Planning Director

Transportation Strategies

Purpose:

The purpose of the transportation element is to facilitate efficient movement and connectivity throughout the City. Providing modes of safe and efficient transportation is critical to maintaining a basic quality of life.

Goals and Strategies:

- 1. Collaborate to provide a multi-modal transportation system locally and regionally.**
 - a. Actively participate in area transit studies.
 - b. Identify an alignment for future light rail, commuter rail, and/or dedicated bus lanes through the city, and work with developers and property owners to preserve right-of-way for these routes.
 - c. Continue to work with UTA to provide bus service to rail stations in Lehi and/or American Fork. Work with UTA and MAG to plan for bus rapid transit.

- 2. Provide for a connected street network throughout the City.**
 - a. Neighborhood roads should be stubbed to adjacent parcels of land at the developer's expense.
 - b. Plan major east-west and north-south roads every 1 mile, where possible.
 - c. Discourage the use of cul-de-sacs except where the terrain does not provide for other options.

- 3. Collaborate regionally to provide greater highway and/or freeway options to I-15 and the Mountain View Corridor.**
 - a. Actively participate on regional transportation committees.
 - b. Maintain a good relationship with UDOT, MAG, Saratoga Springs, and Lehi.
 - c. Discuss transportation with legislators and representatives when possible.
 - d. Actively participate in UDOT and MAG studies on this topic.
 - e. Work with property owners during pre-development to preserve the appropriate amount of right-of-way for expansion of SR73, and for other regional roadways.
 - f. Work with Saratoga Springs, MAG, and Utah County to obtain funds to increase capacity of Pony Express Parkway through Saratoga Springs.

- 4. Provide and maintain an extensive biking and running trail network that connects to regional trails and/or bike lanes.**
 - a. Require developments to connect to existing trails and provide trails as part of the project.
 - b. Continue to apply for grants and seek other funding to construct trails.
 - c. Follow the City Center Open Space Improvement Plan's priority list for trails; update the plan frequently.
 - d. Where possible, connect the trail network to regional trails.
 - e. Complete a Bicycle and Pedestrian Master Plan for the City.
 - f. Modify adopted street cross-sections to include bike lanes, where determined appropriate in the Bicycle and Pedestrian Master Plan.
 - g. Provide for bike parking at City parks and either require or provide incentives for bike parking at commercial establishments.

5. Provide attractive and walkable streets.

- a. Require street trees in park strips on all roadways, where possible.
- b. Limit potential conflicts between vehicles and pedestrians.
- c. Improve major roadways with landscaped medians, and landscape appropriately, avoiding site vision issues at intersections.
- d. Include trails and/or sidewalks on all city streets.
- e. Provide safe walking and biking routes to schools.

6. Preserve the viability of future roads through corridor preservation.

- a. Follow the Future Land Use and Transportation Corridors Map.
- b. Require dedication of roadways along with development. Work creatively with developers and owners, when needed, to preserve right-of-way with little to no City expense.
- c. Partner with MAG and UDOT to obtain funding to preserve right-of-way for future expansion of SR73.
- d. Collect impact fees to improve large facilities according to the Capital Improvements Plan. Update the plan regularly.

7. Maintain safe streets and intersections.

- a. Manage access points to major roads; maintain proper distances between accesses and limit the number of accesses onto major and minor arterials.
- b. All subdivisions should have two accesses into the project, unless determined adequate by the City Engineer and Fire Marshal.
- c. Construct acceleration and deceleration lanes on arterial roads, and provide left turn lanes with adequate queuing distances along arterial and collector roads.
- d. Restrict direct access onto arterial or collector roads for residential lots. The number of curb cuts for commercial development shall be determined by the City Engineer.
- e. Require traffic impact studies by a transportation planner for traffic generation of subdivision and site plan applications.
- f. Focus on intersection improvements to sustain appropriate levels of service, including considering roundabouts to improve safety and efficiency.

8. Maintain adequate traffic flow and circulation throughout the city.

- a. Provide a street system which maintains a quality level of service and efficient circulation and movement of traffic.
- b. Monitor future traffic conditions closely and update projections for traffic growth, volume, and conditions regularly.
- c. Reduce commuter traffic by attracting employers and job opportunities to the city.

9. Maintain appropriate levels and quality of parking which do not overtake the visual landscape.

- a. Encourage shared parking and look into instituting parking maximums rather than minimums to preserve the natural character of the City.
- b. Ensure there are proper levels of parking for large community events.
- c. Require that developers break up large parking lots with proper landscaping techniques.