



EAGLE MOUNTAIN PLANNING COMMISSION MEETING

October 25, 2016

Eagle Mountain City Hall Council Chambers
1650 East Stagecoach Run, Eagle Mountain, Utah 84005

6:00 P.M. POLICY SESSION

1. PLEDGE OF ALLEGIANCE
2. DECLARATION OF CONFLICTS OF INTEREST
3. APPROVAL OF MEETING MINUTES
 - A. October 11, 2016
4. ACTION ITEMS
 - A. Development Code Amendments Staff proposed amendments to the Eagle Mountain Municipal Code. Proposed Amendments include:
 - i. 16.10.060 A proposal to allow Master Development Plan Maps to serve as Preliminary Plats
 - ii. 16.30.090 A proposal to create street connectivity standards for new development
 - iii. 16.35.105 A proposal to cap the percentage of total amenity points, that a single amenity may provide in any given project
 - iv. 17.10 A proposal to amend the definition of “family” to be consistent with Utah State Code
5. ADVISORY/DISCUSSION ITEMS
 - A. Brandon Park Estates, Concept Plan The project is on approximately 215 acres and includes 537 single family lots, with a project density of 2.47 units per acre.
 - B. Development Code Amendment, Chapter 15.70.020, A Staff proposed amendment to require electrical meters to be located on the side elevation of a single-family home.
6. COMMUNICATION ITEMS
 - A. Next Scheduled Meeting: November 22nd, 2016
 - B. Upcoming Agenda Items
7. ADJOURNMENT

THE PUBLIC IS INVITED TO PARTICIPATE IN ALL PLANNING COMMISSION MEETINGS.

In accordance with the Americans with Disabilities Act, Eagle Mountain City will make reasonable accommodation for participation in the City Council Meetings and Work Sessions. Please call the City Recorder’s Office at least 3 working days prior to the meeting at 801-789-6610. This meeting may be held telephonically to allow one or more members of the Planning Commission to participate. This agenda is subject to change with a minimum 24-hour notice.



EAGLE MOUNTAIN PLANNING COMMISSION MINUTES

October 11, 2016

Eagle Mountain City Hall Conference Room
1650 East Stagecoach Run, Eagle Mountain, Utah 84005

6:00 P.M. POLICY SESSION

COMMISSION MEMBERS PRESENT: Mike Owens and John Linton. Wendy Komoroski, Matthew Everett, and Daniel Boles joined by telephone.

CITY STAFF PRESENT: Steve Mumford, Community Development Director; Mike Hadley, Senior Planner; Tayler Jensen, Planner; and Johna Rose, Deputy Recorder.

ELECTED OFFICIAL PRESENT: Colby Curtis joined by telephone.

1. PLEDGE OF ALLEGIANCE

None

2. DECLARATION OF CONFLICTS OF INTEREST

None

3. APPROVAL OF MEETING MINUTES

A. September 27, 2016

MOTION: *Wendy Komoroski moved to approve the September 27, 2016 meeting minutes. Mike Owens seconded the motion. Those voting aye: Matthew Everett, Daniel Boles, Mike Owens, John Linton, and Wendy Komoroski. The motion passed with a unanimous vote.*

4. ACTION AND ADVISORY ITEMS

A. Colonial Park Phase 2 Recorded Plat Amendment

Tayler Jensen explained that the proposal was to amend the Colonial Park Phase 2 Amended recorded plat, moving lot lines for lots 201-204. The proposal increases the size of lot 204, while slightly reducing the sizes of lots 201-203. All lots will remain over 7,000 square feet in size, and will remain consistent with lot frontage requirements in the Eagle Mountain Municipal Code.

No discussion was held on this item.

MOTION: *Wendy Komoroski moved to recommend approval of the Colonial Park Phase 2 Recorded Plat Amendment to the City Council. Mike Owens seconded the*

1 *motion. Those voting aye: Matthew Everett, Daniel Boles, Mike Owens, John*
2 *Linton, and Wendy Komoroski. The motion passed with a unanimous vote.*
3

4 5. COMMUNICATION ITEMS

5 A. Next Scheduled Meeting: October 25, 2016

6 B. Upcoming Agenda Items
7

8 6. ADJOURNMENT
9

10 The meeting was adjourned at 6:13 p.m.

11
12 APPROVED BY THE PLANNING COMMISSION ON OCTOBER 25, 2016
13

14 _____
15 Steve Mumford, Planning Director
16
17



EAGLE MOUNTAIN CITY
Planning Commission Staff Report

OCTOBER 25TH, 2016

Project: Development Code Amendment: Chapter 16.10.060 (Approval Process)
Applicant: City Staff
Type of Action: Action Item (Recommendation to the City Council); Public Hearing

Background

Staff has been reviewing the Eagle Mountain Municipal Code (EMMC) and making changes to ensure it is consistent, easy to understand, and useful. It is the opinion of Staff that it is unnecessary for development to go through the Preliminary Platting process if/when a Master Development Plan has included the details traditionally seen at the Platting Stage. As such staff is recommending the code be amended to allow Master Development Plans to serve as Preliminary Plats (exempting developers from the Preliminary Platting process) if the Master Development Plan Map Provides the level of detail found in chapter 16.20 (Preliminary Plats) of the EMMC. The proposed code amendment is provided below:

Proposed Amendments

16.10.060 Approval process.

D. Preliminary Plat Approval. Should an approved master development plan map provide details of: the layout of streets, their proposed names, lot layout, the acreage of each lot or parcel, a table showing the total number of lots, total acreage of the project, the total buildable acreage of the project, total acreage in lots, average lot size, total acreage in streets, and the total acreage of neighborhood parks, a landscaping and parks plan, and other requirements found in chapter 16.20 Preliminary Plats of the Eagle Mountain Municipal Code (EMMC), then it shall be able to serve as a Preliminary Plat, allowing the project to proceed to final platting.

The applicant shall inform the Planning Commission and the City Council of their desire for a master development plan serve as a Preliminary Plat at the time of application.

16.20.030 Preliminary plat approval required.

All proposed subdivision plats must receive preliminary plat approval by the planning commission and city council prior to action on the final plat application. The approved preliminary plat vests the applicant with density for the subdivision, street configuration, and lot layouts. [Ord. O-07-2014 (Exh. A); Ord. O-16-2010 § 2 (Exh. A); Ord. O-23-2005 § 3 (Exh. 1(2) § 4.3)].

Approved master development plans that meet the detail and requirements of this chapter shall serve as Preliminary Plats.



EAGLE MOUNTAIN CITY
Planning Commission Staff Report

OCTOBER 25TH, 2016

Project: Development Code Amendment: Chapter 16.30 (General Requirements for All Subdivisions)
Applicant: City Staff
Type of Action: Action Item (Recommendation to the City Council); Public Hearing

Background

Staff has been reviewing the Eagle Mountain Municipal Code (EMMC) and making changes to ensure it is consistent, easy to understand, and useful. Staff recommends adopting this code which aims to increase connectivity, allow for better pedestrian circulation, and emergency access. The proposed amendment is provided below:

Proposed Amendments

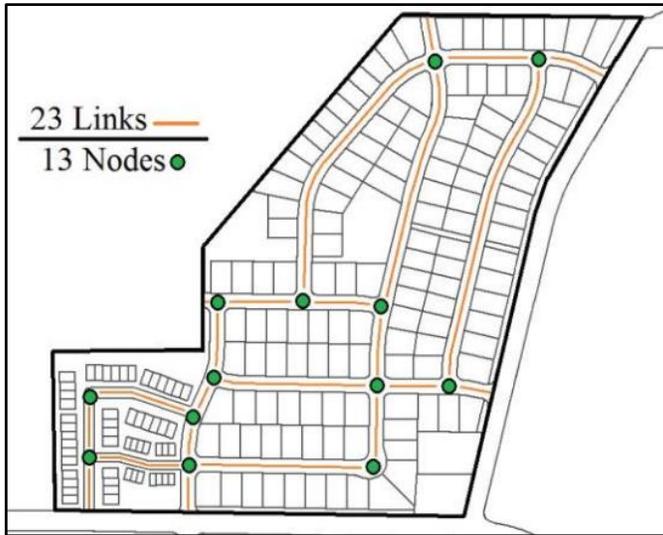
16.30 General Requirements for All Subdivisions

16.30.090 Connectivity Standards

These standards are intended to create a connected transportation system between neighborhoods, and commercial areas. With the goal of Promoting walkability through additional connections and shorter block lengths, improving emergency response times, providing better routes to schools and parks, preventing isolated developments, and reducing impacts of development on Arterial and Collector roads by providing alternate routes.

- A. *Circulation Plan shall be provide as part of a preliminary subdivision plat application which shall:
 1. *Address street connectivity, pedestrian circulation, emergency access, and parking movements. If cut-through traffic is likely, traffic calming measures such as curb extensions, chicanes, raised crossings, or other features shall be required.*
 2. *Show connectivity index, block length dimensions, cul-de-sac length dimensions, pedestrian facilities, and any proposed traffic calming features.*
 3. *Plan must account for access and connectivity on adjacent parcels. On a case-by-case basis the Community Development Director and City Engineer may require changes to stub road locations if it will increase the connectivity within an adjacent property.*
 4. *Required for any proposed residential development over one (1) acre in size or with more than ten (10) units. The Planning Director and City Engineer may waive the requirement for a circulation plan on a case-by-case basis**

- B. *Connectivity Index Calculation. The required connectivity index is calculated by dividing the total number of links by the total number of nodes*



(This example shows 23 links and 13 nodes which equates to a connectivity index of 1.77)

1. *For the purpose of calculating the number of total links, one link beyond each node shall be included in the connectivity index calculation. Street stubs that provide future access to adjacent properties or streets that connect to existing streets are considered links.

 - i. *An additional ½ link shall be included in the connectivity index calculation for each hard surface pedestrian connection through a cul-de-sac with a minimum width of eight feet (8') with an additional two foot (2') soft shoulder on each side*
 - ii. *An additional ¼ link shall be included in the connectivity index calculation for each roadway segment where homes face an amenitized open space, park, or natural area. The roadway segment shall have a minimum three hundred (300) feet of frontage along the said open space**

C. *Residential Connectivity Standards. All new residential subdivisions with ten (10) or more units or more than one acre shall meet the following connectivity index, block length, and cul-de-sac length standards for public roads. Private roads shall be reviewed on a case-by-case basis; however, a public road may be required to prevent a private road in a subdivision from stubbing into a future or existing public road.*

1. *Required Connectivity index. The minimum required connectivity index shall be required based on the project density as identified in the following table of minimum connectivity index scores:*

Tier Level	Minimum Index Score
Base	1.25
Tier I	1.5
Tier II	1.6
Tier III & Tier IV	1.75

- i. *Reduction in Required Connectivity Index. The required connectivity index may be reduced if the applicant provides clear and convincing evidence that it is impossible or impracticable to achieve due to the following limitations:*
 1. *Topography;*
 2. *Natural features including lakes, rivers, designated wetlands;*

3. Existing adjacent development;
4. Rail corridors;
5. Limited access roadways

Reductions in the required connectivity index will be reviewed on a case-by-case basis and must require recommendations from the reviewing departments and the Planning Commission and approval by the City Council.

The Total allowed reduction to the required connectivity index will be based on an analysis of existing conditions that prevent connections. As part of the analysis, City Staff will ensure the internal connectivity of the subdivision meets the required connectivity index and that the connectivity is provided to adjacent properties where possible.

2. **Maximum Block Lengths.** Maximum block lengths allowed shall be required based on the project density as identified on the following table:

Tier Level	Maximum Block Length
Base	1,200'
Tier I	1,000'
Tier II	800'
Tier III & Tier IV	600'

- i. **Increase in Block Length.** The maximum allowed block length may be increased if the applicant provides clear and convincing evidence that it is impossible or impracticable to achieve due to the following limitations:

1. Topography;
2. Natural features including lakes, rivers, designated wetlands
3. Existing adjacent development;
4. Rail corridors;
5. Limited access roadways.

Increases in block length will be reviewed on a base-by-case basis and must require recommendations from the reviewing departments and Planning Commission and approval by the City Council.

3. **Cul-de-sac Length Standards.** Maximum cul-de-sac lengths allowed shall be required based on the project density as identified on the following table:

Tier Level	Maximum Cul-de-sac Length
Base & Tier I	400'
Tier II, Tier II & Tier IV	250'

i. *Cul-de-sacs shall not be allowed in Tier II, Tier III, or Tier IV subdivisions unless the applicant provides clear and convincing evidence that a cul-de-sac is necessary to develop the entire parcel due to the following limitations:*

1. *Topography;*
2. *Natural features including lakes, rivers, designated wetlands;*
3. *Existing adjacent development;*
4. *Rail corridors;*
5. *Limited access roadways*

Requests for cul-de-sacs within Tier II, Tier III, and Tier IV subdivisions will be reviewed on a case-by-case basis and must require recommendations from the reviewing departments, and Planning Commission and approval by the City Council.

4. *External Street Connectivity Standards. In addition to the internal street connectivity standards, external connectivity shall be maintained.*

i. *Cul-de-sacs. In cases where cul-de-sacs have one (1) or two (2) rows of lots between the end of the cul-de-sac and an external road, a hard surface pedestrian connection with a minimum width of eight feet (8') and an additional two foot (2') soft shoulder on each side shall be utilized to connect to the external street.*

ii. *Pedestrian connections shall be utilized to connect proposed developments to master planned trails and adjacent existing or future developments where applicable. Connections shall be, a hard surface pedestrian connection with a minimum width of eight feet (8') and an additional two foot (2') soft shoulder on each side.*

5. *Non-Residential Connectivity Standards. All new non-residential subdivision containing the dedication of public roads shall meet the following connectivity index and block length standards. Private roads shall be reviewed on a case-by-case basis; however, a public road may be required to prevent a private road in a subdivision from stubbing into a future or existing public road.*

i. *Required Connectivity Index. The minimum required connectivity index score shall be 1.5 for non-residential developments.*

1. *Reduction in Required Connectivity Index. The required connectivity index may be reduced if the applicant provides clear and convincing evidence that it is impossible or impracticable to achieve due to the following limitations:*

- a. *Topography;*
- b. *Natural features including lakes, rivers, designated wetlands;*
- c. *Existing adjacent development;*
- d. *Rail corridors;*
- e. *Limited access roadways*

Reduction in the required connectivity index will be reviewed on a case-by-case basis and must require recommendations from the reviewing departments and Planning Commission and approval by the City Council. The total allowed reduction to the required connectivity index will be based on an analysis of existing conditions that prevent connections. As part of the analysis, City Staff will ensure the internal connectivity of the subdivision meets the required connectivity index and that connectivity is provided to adjacent properties where possible.

ii. *Maximum Block Lengths. Maximum block lengths allowed shall be one thousand feet (1,000') for non-residential subdivision.*

1. *Increase in Block Length. The maximum allowed block length may be increased if the applicant provides clear and convincing evidence that it is impossible or impracticable to achieve due to the following limitations:*
 - a. *Topography;*
 - b. *Natural features including lakes, rivers, designated wetlands;*
 - c. *Existing adjacent development;*
 - d. *Rail corridors'*
 - e. *Limited access roadways.*

Increases in block length will be reviewed on a case-by-case basis and must require recommendations from the reviewing departments and Planning Commission and approval by the City Council.

2. *Cul-de-sac Standards. Clu-de-sacs shall not be allowed in any non-residential zone unless the applicant provides clear and convincing evidence that a cul-de-sac is necessary to develop the entire parcel due to the following limitations:*
 - a. *Topography;*
 - b. *Natural features including lakes, rivers, designated wetlands;*
 - c. *Existing adjacent development;*
 - d. *Rail corridors;*
 - e. *Limited access roadways.*

Requests for cul-de-sacs within non-residential zones will be reviewed on a case-by-case basis and must require recommendations from the Reviewing Departments and Planning Commission and approval by the City Council.

3. *Cross Access. It is highly encouraged for non-residential site plans to provide cross-access to adjacent developments to allow auto and pedestrian trips to occur between developments without the need of using the street.*



EAGLE MOUNTAIN CITY
Planning Commission Staff Report
OCTOBER 25TH, 2016

Project: Development Code Amendment: Chapter 16.35.105 (Park and Improved Open Space Requirements)
Applicant: City Staff
Type of Action: Action Item (Recommendation to the City Council); Public Hearing

Background

Staff has been reviewing the Eagle Mountain Municipal Code (EMMC) and making changes to ensure it is consistent, easy to understand, and useful. Review of park and open space plans has revealed that the variety of amenities provided and being proposed in new development has gone down resulting in parks that do not serve entire communities. Adjacent communities are/have taken action to ensure parks provide a mixture of amenities, and staff is recommending our code be amended to provide for a greater level of variety in parks and improved open spaces. The proposed code is provided below:

Proposed Amendments

16.35.105 Park and Improved Open Space Requirements

- 13. All parks are required to provide a mixture of amenities. No more than thirty three percent (33%) of the required amenity points may be met by one specific item (e.g. trail, pavilions, trees, parking, etc.)***



EAGLE MOUNTAIN CITY
Planning Commission Staff Report
OCTOBER 25TH, 2016

Project: Development Code Amendment: Chapter 17.10.030 (Definitions)
Applicant: City Staff
Type of Action: Action Item (Recommendation to the City Council); Public Hearing

Background

Staff has been reviewing the Eagle Mountain Municipal Code (EMMC) and making changes to ensure it is consistent, easy to understand, and useful. Review revealed that the EMMC definition of family did not comply with Utah State Code 10-9a-505.5 which states:

"A Municipality may not adopt a single-family limit that is less than:

- (a) Three, if the municipality has within its boundary:
 - (i) a state university; or*
 - (ii) a private university with a student population of at least 20,000; or**
- (b) Four, for each other municipality*

Proposed Amendments

Staff recommends that the code be amended to conform with Utah State Code 10-9a-505.5. The proposed Code amendment is provided below:

"Family" is defined as follows:

1. One or more persons related by blood, marriage, adoption or legal guardianship, including foster children, living together as a single housekeeping unit in a dwelling unit; or
2. A group of not more than ~~three~~ four (4) persons not related by blood, marriage, adoption, or legal guardianship living together as a single housekeeping unit in a dwelling unit; or
3. Two unrelated persons and their children living together as a single housekeeping unit in a dwelling unit.



EAGLE MOUNTAIN CITY

Planning Commission Staff Report

OCTOBER 25, 2016

Project: Brandon Park
Applicant: Paul Linford/Plumb Holdings EM LLC
Request: Concept Plan Review
Type of Action: Discussion Item

Recommendation

The Planning Department recommends that the Planning Commission review the proposed Brandon Park Subdivision Concept Plan. Concept Plan reviews are not to receive action by motion, but commissioners are highly encouraged to express any questions, concerns, or comments and give the applicant useful feedback.

Background

This proposal has been updated since the first presentation to the Planning Commission. The applicant has addressed different concerns that the Planning Commission and City staff had. This land was previously known as Equestrian Estates and was brought to the City in 2007 for approval. The proposal for Equestrian Estates was never completed. Brandon Park Estates was review in January 2016 and in September 2016 this is a revised plan.

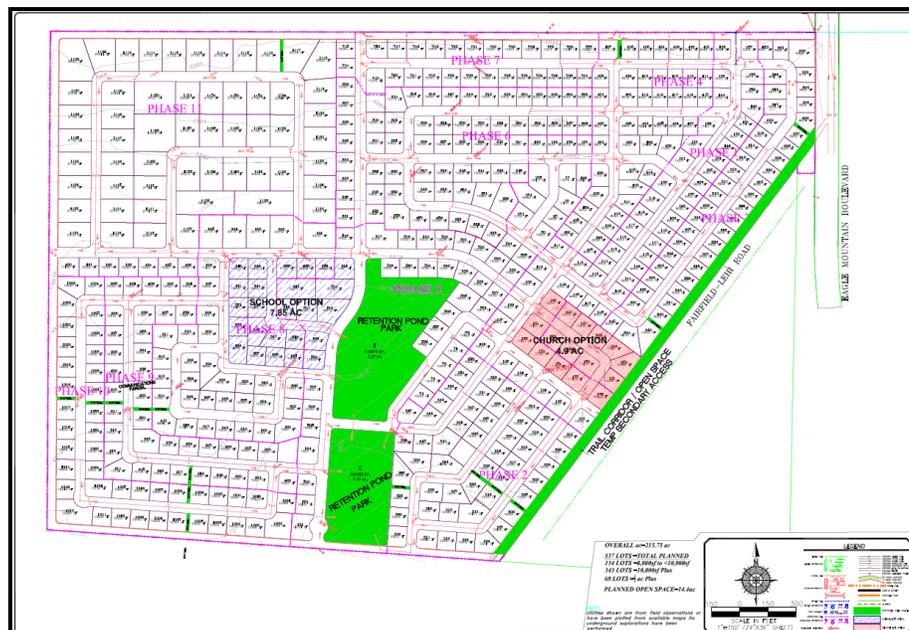


Proposal

The project is located on the west side of Eagle Mountain Blvd adjacent to the City cemetery and Pony Express Regional Park. The project is on approximately 215 acres and includes 537 single family lots. There are 134 lots 8,000 to 10,000 sq. ft. in size; 343 lots that are 10,000 sq. ft. or larger and 60 lots that are 1/2 acre or larger. The project has a density of 2.47 units per acre. The applicant has shown three different levels of lots sizes within the project. A school and church site have been included. This current proposal would fall under the Tier II development standards.

Roads

According to the City's General plan this proposal is surrounded by three separate minor collector



roads. There are roads to the north, south and west of the proposal. As this project moves forward the property for these roads will need to be dedicated to the City at the proper time. The proposed collector road to the south is to be constructed through a portion of Pony Express Park and connect into Majors Street in the Overland Trails development. This proposal shows future access to projects to the south, west and north.

Open Space/Landscape

With the current density of this project at 2.47 units per acre, 12.33 acres of improved open space will be required and 1232 amenity points. The applicant is showing 14.40 acres of improved open space it is yet to be determined if all the proposed open space will be counted as improved open space because of the proposed detention and trail along the Pony Express Trail. The property for Pony Express trail will need to be dedicated to the City. An overall landscape plan will need to be submitted.

Secondary Access

The applicant can begin the project with a maximum of 30 home-sites off of a single access. In order for the applicant to get approval for more than 30 lots two accesses into the project must be provided per fire code. The applicant has spoken with the Fire Marshal and is proposing the two accesses are located on the road to the north of the project. The applicant has proposed a temporary access on the east of the project accessing the current Lehi-Fairfield road. The Lehi-Fairfield road will eventually become a regional trail for the City. One thing to be aware of is the road to the north with the two accesses connects with Eagle Mountain Blvd at only one location.

Surrounding Property

Staff has concerns with the surrounding properties having access. At this time none of the surrounding proposed collector roads have been built. With none of the collector roads being built at this time access to the property to the south and possibly to the west would be restricted. The applicant has shown on this plan future access to surrounding properties.

Future Reviews

Future review for development of this project shall include a Preliminary Plat, and Final Plat.

Attachments

Concept Plan



EAGLE MOUNTAIN CITY
Planning Commission Staff Report
OCTOBER 25TH, 2016

Project: Development Code Amendment: Chapter 15.70.020 (General Specifications for Electrical Service)
Applicant: City Staff
Type of Action: Action Item (Recommendation to the City Council);

Background

Staff has been reviewing the Eagle Mountain Municipal Code (EMMC) and making changes to ensure it is consistent, easy to understand, and useful.

Proposed Amendments

Staff recommends that the code be amended to require electrical meters to be placed on side elevations of single-family residences. The proposed amended is provided below:

15.70.020 Service and service conditions.

Meters for single-family residences shall be located within 10 feet of the front corner of the house **on the side elevation** and shall be in front of any fences or obstructions