

**MARCH 15<sup>TH</sup>, 2016**

*Project:* **Oak Hollow Master Development Plan Amendment**  
*Applicant:* Dylan Young / Fieldstone Homes  
*Request:* Master Development Plan Amendment  
*Type of Action:* Discussion Item; Public Hearing

**Planning Commission Recommendation**

On February 23, 2016, the Planning Commission held a public hearing on the Oak Hollow Master Development Plan Amendment application. The Planning Commission recommended approval of the MDP amendment (5-0) with the following conditions:

1. *The Project must comply with City Dark Sky standards found in chapter 17.56*
2. *Street lights must be paid for before plat recording, and must be installed prior to issuing first Certificate of Occupancy*
3. *The applicant must provide mitigation measures recommended by Traffic Impact Study*
4. *The applicant must submit a Slope Stability Study and provide recommended mitigation measures*
5. *The installed trail must match the trail in the Evans Ranch Development*
6. *Pin Oak Parkway must be renamed to Bridleway Road*
7. *One lot must be removed to open up the park (lot 89 or 90)*

**Location**

This 34.8 Acre project is located south of Pony Express Parkway, and east of Porter's Crossing road. Project was formerly known as Evans Ranch North, but the name has been changed at the request of City staff.

**Evans Ranch North MDP – Conditionally Approved 5/6/14**  
**Pony Express Parkway**



## Background

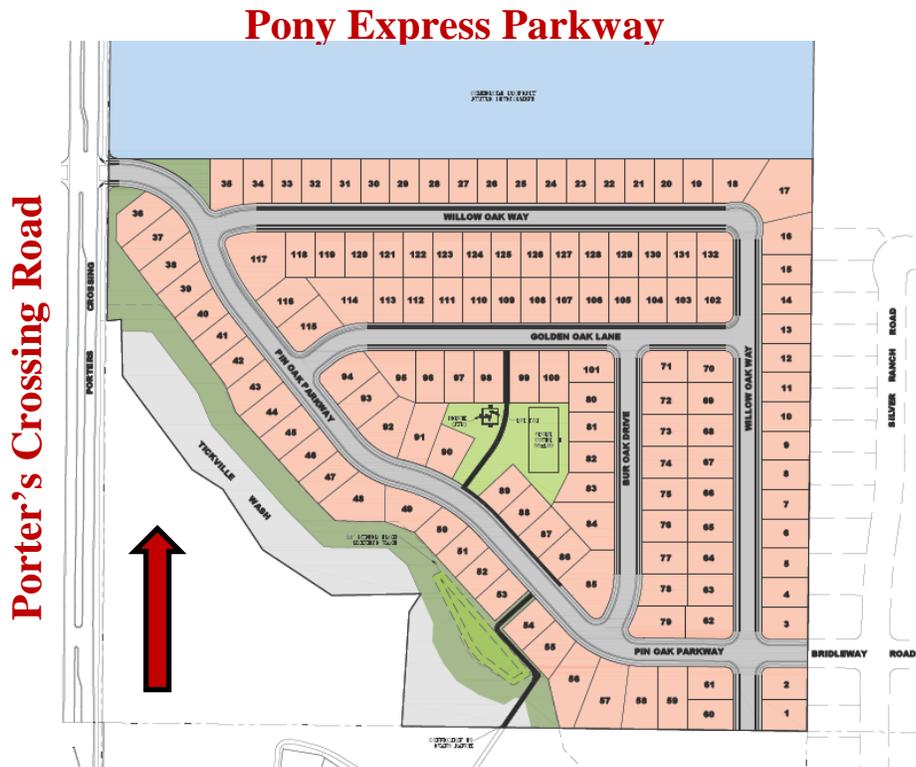
This Master Development Plan was last amended by the City Council in May, 2014. At that time it was known as Evans Ranch North; that plan is shown above. A Master Development Plan Amendment was reviewed by the Planning Commission on January 5<sup>th</sup> 2016; a recommendation of approval was given to the City Council (5-0). At the request of the applicant, the amendment was never taken to the City Council. The applicant has made significant revisions to the project, requiring another recommendation from the Planning Commission which it received on February 23<sup>rd</sup> where it received a recommendation of approval by a vote of (5-0). While Evans Ranch North was included in the Evans Ranch MDP, it was never included in a master development agreement. The current master development plan will expire on May 6, 2016; the applicant is proposing a new master development plan, and is currently drafting a master development agreement.

## Proposal

The applicant is proposing fairly significant changes to the approved plan, including changes to the densities, housing types, and open space. Noteworthy changes are listed below.

- **Commercial Pod.** The proposed plan keeps the commercial pod on the north side of the project, adjacent to Pony Express Parkway. Staff feels this is an appropriate location for commercial. There are no current plans to develop the commercial pod.
- **Housing Type & Densities.** The proposed plan removes all townhome units and replaces them with additional single family homes, increasing the number from 48 to 132 units. The proposal will increase the density of the single family homes from 4.04 units per acre to 4.8 units per acre; however, the total number of units for the project is reduced by 50, from 182 to 132.

### Oak Hollow MDP – Proposed



- **Parks & Open Space.** Using our current code requirements for improved open space, the project open space summary is as follows:
  - Required Improved Open Space: 3.03 acres (132 units x 1,000 sf)
  - Required Amenity Points: 303
  - Provided Amenity Points: 303
  - Provided Improved Open Space: 1.03 acres (applicant is proposing to buy down 2 acres of open space and is providing 2.89 acres of unimproved open space.)
    - Applicant is proposing to buy down 2 acres (300 Amenity Points). The proposal is to pay \$500 per amenity point (\$150,000.00) which will be used to improve the City Owned space adjacent to the project
  
- It should be noted that the applicant is requesting that the Council consider the option of requiring an open, split-rail fence on the backs of all lots abutting the park, rather than removing a lot and reconfiguring the park space.

Also, as required in the Residential Bonus Density chapter of the City Code, the project is contributing \$2,000 per buildable acre with each recorded plat that will be used towards further parks and open space in excess of the required open space improvements. The City is collecting the money in an escrow account until these improvements are determined and agreed upon by both parties. The master development agreement will contain details of the intended use of these funds.

***Recommendation***

The Council should review this proposal, hold the public hearing, and provide as much feedback as possible. The proposal will be placed on a future agenda along with the Master Development Agreement and Preliminary Plat at a meeting in the near future.

***Attachments***

Proposed Master Development Plan  
Traffic Impact Study Executive Summary  
Preliminary Plat  
Landscape Plan

**ORDINANCE NO. O- -2016**

**AN ORDINANCE OF EAGLE MOUNTAIN CITY, UTAH,  
AMENDING THE OAK HOLLOW MASTER DEVELOPMENT PLAN MAP**

*PREAMBLE*

The City Council of Eagle Mountain City finds that it is in the public interest to amend the Oak Hollow Master Development Plan as set forth more specifically in Exhibit A.

BE IT ORDAINED by the City Council of Eagle Mountain City, Utah:

1. The City Council finds that all required notices and hearings have been completed as required by law to consider and approve the proposed Master Development Plan Map Amendment as set forth in Exhibit A.
2. The Oak Hollow Master Development Plan Map is hereby amended as set forth more specifically in Exhibit A.
3. This Ordinance shall take effect upon its first publication or posting.

ADOPTED by the City Council of Eagle Mountain City, Utah, this 15<sup>th</sup> day of March, 2016.

EAGLE MOUNTAIN CITY, UTAH

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Chris Pengra, Mayor

ATTEST:

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Fionnuala B. Kofoed, MMC  
City Recorder

## CERTIFICATION

The above Ordinance was adopted by the City Council of Eagle Mountain City on the 15<sup>th</sup> day of March, 2016.

Those voting aye:

- Adam Bradley
- Colby Curtis
- Stephanie Gricius
- Benjamin Reaves
- Tom Westmoreland

Those voting nay:

- Adam Bradley
- Colby Curtis
- Stephanie Gricius
- Benjamin Reaves
- Tom Westmoreland

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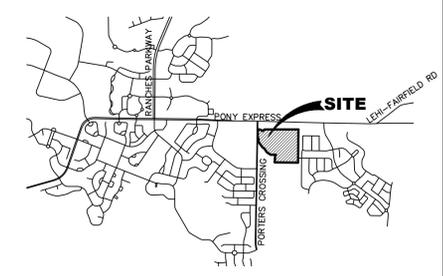
Fionnuala B. Kofoed, MMC  
City Recorder

# EXHIBIT A

# OAK HOLLOW

## EAGLE MOUNTAIN CITY, UTAH

### VICINITY MAP



**LEI**  
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**ENGINEERS**  
**SURVEYORS**  
**PLANNERS**  
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 Spanish Fork, UT 84660  
 Phone: 801.798.0555  
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 office@lei-eng.com  
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2	LOT LAYOUT
3	UTILITY PLAN
4	GRADING PLAN
5	SLOPE ANALYSIS
6	OFFSITE SEWER
7	PHASING PLAN

### TABULATIONS

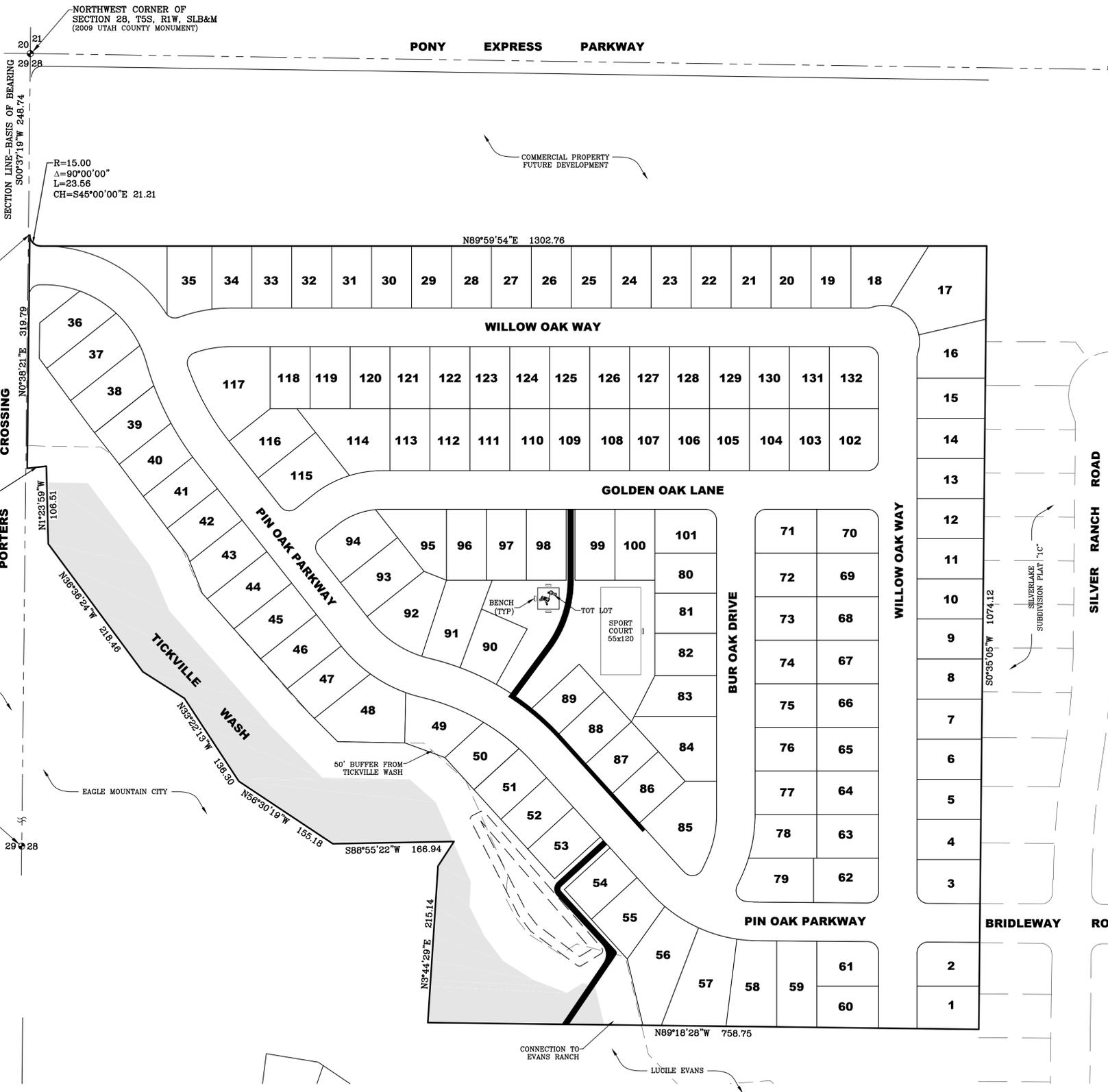
TOTAL ACREAGE:	27.11 ACRES
BUILDABLE ACREAGE:	25.18 ACRES
TOTAL ACREAGE IN LOTS:	16.24 ACRES
TOTAL OPEN SPACE:	2.89 ACRES
TOTAL IMPROVED OPEN SPACE:	1.03 ACRES
AVERAGE LOT SIZE:	6,358 SF/0.12 ACRES
LARGEST LOT SIZE:	11,797 SF/0.25 ACRES
SMALLEST LOT SIZE:	4,649 SF/0.11 ACRES
OVERALL DENSITY:	4.87 LOTS/ACRE
TOTAL # OF LOTS:	132 LOTS

### NOTES

- ALL CONSTRUCTION TO CONFORM TO THE LATEST EDITION OF EAGLE MOUNTAIN CITY STANDARDS AND SPECIFICATIONS.
- CONTRACTOR TO VERIFY ALL EXISTING CONDITIONS AND LOCATION OF EXISTING UTILITIES PRIOR TO CONSTRUCTION.
- ALL INTERSECTIONS TO HAVE ADA HANDICAP RAMPS ACCORDING TO CITY STANDARDS.
- ALL EXISTING IRRIGATION DITCHES LOCATED WITHIN THE PROPERTY BOUNDARY ARE TO BE ABANDONED.
- ALL TBC ELEVATIONS TO BE 0.12 FEET BELOW CENTERLINE GRADES UNLESS NOTED OTHERWISE.
- ALL WATER TEES TO BE FLANGED WITH FLANGED VALVES.
- SECONDARY ACCESS AND TEMPORARY TURNAROUNDS TO BE PROVIDED ACCORDING TO CITY/FIRE CODE.
- DRIVEWAY SLOPES NOT TO EXCEED 12%.
- NO DEFLECTIONS ALLOWED ON WATER LINES.
- ALL FILL WITHIN ROADWAYS TO BE ENGINEERED FILL.
- STORM DRAIN PIPE SIZING TO BE PROVIDED AT FINAL DESIGN.
- SUBDIVISION MUST MEET DARK SKY STANDARDS (PER CODE 17.56).

### EAGLE MOUNTAIN CITY GENERAL NOTES

- SEWER:**
- PIPE BEDDING: 3/4" GRAVEL REQUIRED 6" BELOW, ON THE SIDES & 12" ABOVE THE PIPE (MINIMUM).
  - DEPTH: SEWER MAIN/LATERALS TO MAINTAIN 4' OF COVER (MINIMUM) FROM FINISHED GRADE, 3' MINIMUM FROM TOP OF PIPE AT TIME OF INSTALLATION.
  - SEPARATION: SEWER MAINS & LATERALS TO MAINTAIN 10' SEPARATION (MINIMUM) FROM CULINARY WATER MAINS & LATERALS.
  - SEWER Y'S: 3' MINIMUM SEPARATION BETWEEN SEWER Y'S.
  - LATERAL STUBS: A) STUBS MUST EXTEND 15' INTO PROPERTY AND BE MARKED WITH 2X4 PAINTED GREEN. B) ALL LATERALS MUST BE GIS (SHOT IN) AT THE Y'S AND STUBS. ALSO SLOPES (2% MIN. ON 4" PIPE) TO BE CHECKED BEFORE BACKFILL.
  - MANHOLES: MANHOLES TO BE WITHIN 1' OF FINISHED GRADE. 12" OF GRADE RINGS (MAX) AND NO FLAT RINGS ALLOWED. 12" OF 3/4" GRAVEL REQUIRED UNDER MANHOLES/BOXES.
- WATER:**
- VALVES: 1. VALVES MUST BE FLANGED TO TEE'S (FITTINGS).
  - VALVES 12" AND LARGER TO BE BUTTERFLY VALVES.
  - BEDDING: SAND MUST MEET AASHTO (A-3) GRADATION WITH 100% PASSING THE #4 SIEVE, 6" BELOW PIPE ON THE SIDES & 12" ABOVE PIPE (MINIMUM).
  - DEPTH: WATER MAIN & LATERALS MUST MAINTAIN 4' COVER FROM FINISHED GRADE (MINIMUM), 3' MINIMUM FROM TOP OF PIPE AT TIME OF INSTALLATION.
  - SERVICE & FITTINGS: SERVICES & FITTINGS TO MAINTAIN 3' MINIMUM SEPARATION FROM PIPE JOINTS AND OTHER FITTINGS.
  - SETTERS: ALL SETTERS TO BE 21" TALL (MINIMUM). HAVE UNIONS AT THE BASE AND BE DUAL CHECK MODEL. ALSO 3/4" SETTERS TO HAVE DOUBLE BRACES. SETTERS TO BE SET AT: 18" TO 22" FROM THE TOP OF SETTER TO TOP OF LID.
  - WATER CAN LID: ALL LIDS TO SAY "EAGLE MOUNTAIN" ON THE RECESSED WITH A HOLE FOR THE ERT AND TO BE SET AT LEVEL TO 1" ABOVE THE PLANE OF THE CURB & SIDEWALK.
  - HYDRANTS: HYDRANTS TO BE 5' BURY (MINIMUM).
  - LATERALS: ALL LATERALS NEED TO BE GIS (SHOT IN) AT THE CORP. STOP & SETTER, AND ALSO VISUAL INSPECTION ON POLY INSERTS BEFORE BACKFILL. WATER LATERALS TO EXTEND 15' INTO PROPERTY AND BE MARKED WITH A 2X4 PAINTED BLUE. ALL POLY LINES TO HAVE VISUAL POLY INSERT INSPECTION.
  - TRACER WIRE: RUN TRACER WIRE ALONG MAIN & EXTEND UP SETTERS AND HYDRANTS, DO NOT RUN UP VALVE BOXES.
  - WATER FITTINGS: ALL WATER FITTINGS TO BE CHECKED FOR THRUST BLOCKS (PRE & POST) AND GIS (SHOT IN) BEFORE BACKFILL.
  - VERTICAL SEPARATION: WATER MAIN TO MAINTAIN 12" MINIMUM SEPARATION FROM STORM DRAIN OR OTHER OBSTACLES/UTILITIES.
  - WATER LINE FITTINGS: ALL FITTINGS TO HAVE MEGA LUG FOLLOWERS.
- STORM DRAIN:**
- BEDDING: 3/4" GRAVEL 6" BELOW AND ON SIDES OF PIPE & 12" ABOVE PIPE (MINIMUM).
  - ADS: ALL ADS PIPE TO BE "HP" BRAND.
  - COLLARS: COLLARS TO BE 1'X1' AROUND PIPE, 4000 PSI CONCRETE. INSPECTION IS NEEDED PRE & POST COLLAR POUR.
  - MANHOLES: MANHOLES TO BE WITHIN 1' OF FINISHED GRADE. 12" OF GRADE RINGS (MAX) AND NO FLAT RINGS ALLOWED. 12" OF 3/4" GRAVEL REQUIRED UNDER MANHOLES/BOXES.
- ROAD SECTION:**
- PROOF ROLLS: PROOF ROLL REQUIRED ON ALL SECTION OF ROAD: I.e. SUB-GRADE, SUB-BASE, AND CURB BASE AND ROAD BASE. CURB STAKES REQUIRED FOR SUB-GRADE INSPECTION AND STRING LINE REQUIRED FOR SUB-BASE AND ROAD BASE INSPECTION.
  - UTBC: STATE SPEC. ROAD BASE REQUIRED FOR ALL ROAD, COMMERCIAL BASE ACCEPTABLE FOR THE SIDEWALKS & TRAILS.
  - COLLARS: ALL COLLARS TO BE 1' WIDE BY 1' DEEP WITH A 6000 PSI CONCRETE WITH 1.5# FIBER MESH PER CUBIC YARD (3/4" MONOFILAMENT) REQUIRED FOR ALL STREET COLLARS. MANHOLE COVERS AND WATER VALVE TOWERS TO BE 1/4" DOWN FROM ASPHALT EDGE AND CONCRETE TO BE 1/4" TO 3/4" DOWN FROM ASPHALT EDGE.



SECTION LINE-BASIS OF BEARING  
 S00°37'19"W 248.74  
 NORTHWEST CORNER OF SECTION 28, T5S, R1W, SLB&M (2009 UTAH COUNTY MONUMENT)

PONY EXPRESS PARKWAY

COMMERCIAL PROPERTY FUTURE DEVELOPMENT

R=15.00  
 Δ=90°00'00"  
 L=23.56  
 CH=S45°00'00"E 21.21

LSC REAL ESTATE LLC

WEST 2.01

CROSSING

PORTERS

S83°41'52"W 26.55

N1°23'59"W 106.51

N89°26'24"W 218.48

EAGLE MOUNTAIN CITY

WEST 1/4 CORNER OF SECTION 28, T5S, R1W, SLB&M (1959 UTAH COUNTY MONUMENT)

EAGLE MOUNTAIN CITY

50' BUFFER FROM TICKVILLE WASH

S88°55'22"W 166.94

N3°44'29"E 215.14

CONNECTION TO EVANS RANCH

LUCILE EVANS

N89°18'28"W 758.75

N89°59'54"E 1302.76

N0°35'21"E 319.79

N0°35'05"W 1074.12

SILVER RANCH ROAD

SILVER RANCH ROAD SUBDIVISION PLAT "1,C"

SILVER RANCH ROAD

BRIDLEWAY ROAD

PIN OAK PARKWAY

BUR OAK DRIVE

WILLOW OAK WAY

WILLOW OAK WAY

PIN OAK PARKWAY

TICKVILLE WASH

### LEGEND

EXISTING	
WATER METER	⊕
WATER	—EX—W—
WATER VALVE	⊗
FIRE HYDRANT	⊙
SEWER	—EX—SS—
SEWER MANHOLE	⊕
STORM DRAIN	—EX—SD—
STORM DRAIN MANHOLE	⊕
STORM DRAIN CURB INLET	⊕
PI	—EX—PI—
PI VALVE	⊗
FENCE	X

PROPOSED	
WATER	—W—
WATER VALVE	⊗
FIRE HYDRANT	⊙
SEWER	—SS—
SEWER MANHOLE	⊕
STORM DRAIN	—SD—
STORM DRAIN MANHOLE	⊕
STORM DRAIN CURB INLET	⊕

### DEVELOPER / OWNER

FIELSTONE HOMES  
 12896 S. PONY EXPRESS ROAD, SUITE 400  
 DRAPER, UTAH 84020  
 (801)233-8300

### ENGINEER

LEI CONSULTING ENGINEERS  
 3302 NORTH MAIN  
 SPANISH FORK, UTAH 84660  
 (801)798-0555

### PROJECT NAME

OAK HOLLOW

NOT FOR CONSTRUCTION

OAK HOLLOW SUBDIVISION  
 EAGLE MOUNTAIN, UTAH  
 COVER

REVISIONS	
1	
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 CHECKED BY: BTG  
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 DATE: 2/18/2016

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**COVER**

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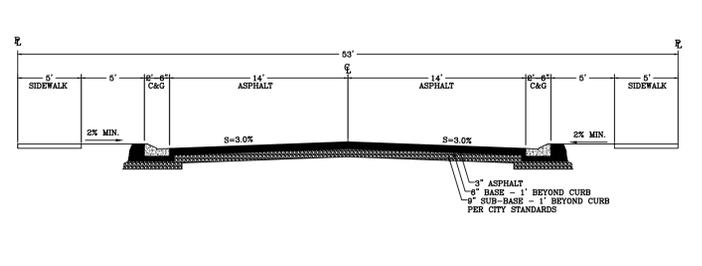
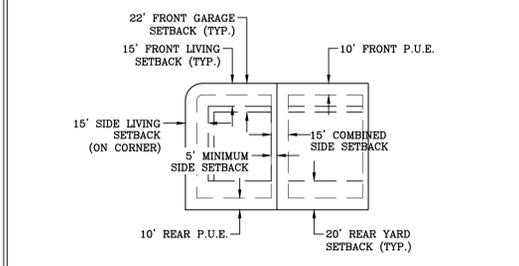
**OAK HOLLOW SUBDIVISION**  
 EAGLE MOUNTAIN, UTAH  
**LOT LAYOUT**



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**1 TYPICAL EASEMENTS & SETBACKS**

**2 53' ROAD CROSS SECTION**



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**2/18/2016**

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CONSTRUCTION

**OAK HOLLOW SUBDIVISION**  
EAGLE MOUNTAIN, UTAH  
**UTILITY PLAN**

CONNECT TO EXISTING TRAIL

LSC REAL ESTATE LLC

CONNECT TO EX. WATER (TYP)

COMMERCIAL PROPERTY  
FUTURE DEVELOPMENT

INSTALL SIDEWALK ON  
PORTERS CROSSING

PORTERS CROSSING

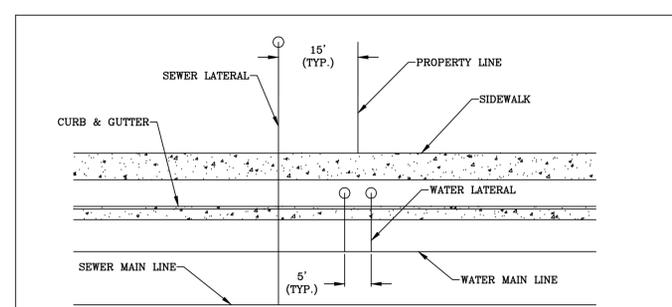
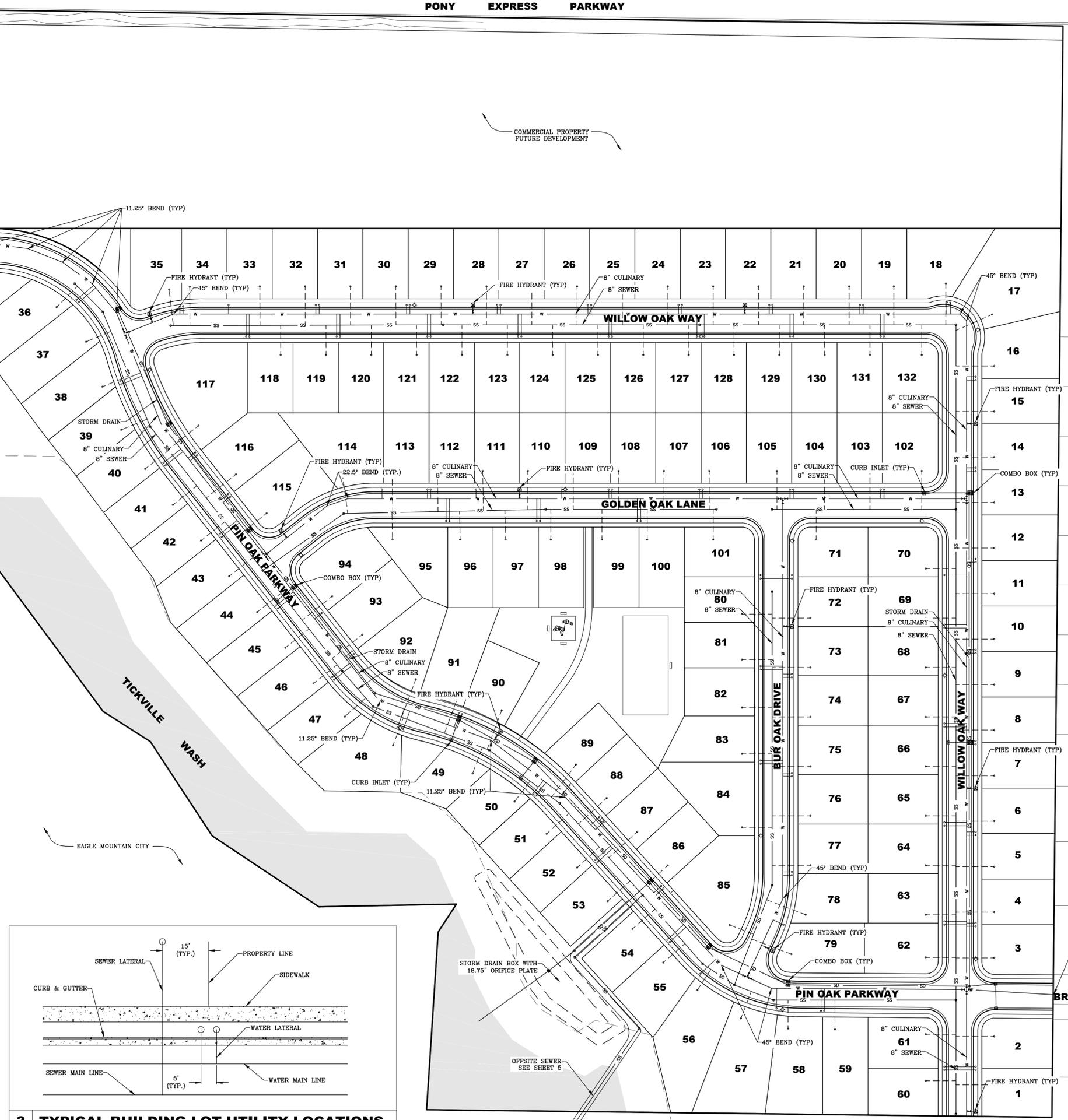
SILVERLAKE  
SUBDIVISION PLAT "1C"

SILVER RANCH ROAD

EAGLE MOUNTAIN CITY

EAGLE MOUNTAIN CITY

CONNECT TO EXISTING SIDEWALK



**3 TYPICAL BUILDING LOT UTILITY LOCATIONS**

REVISIONS

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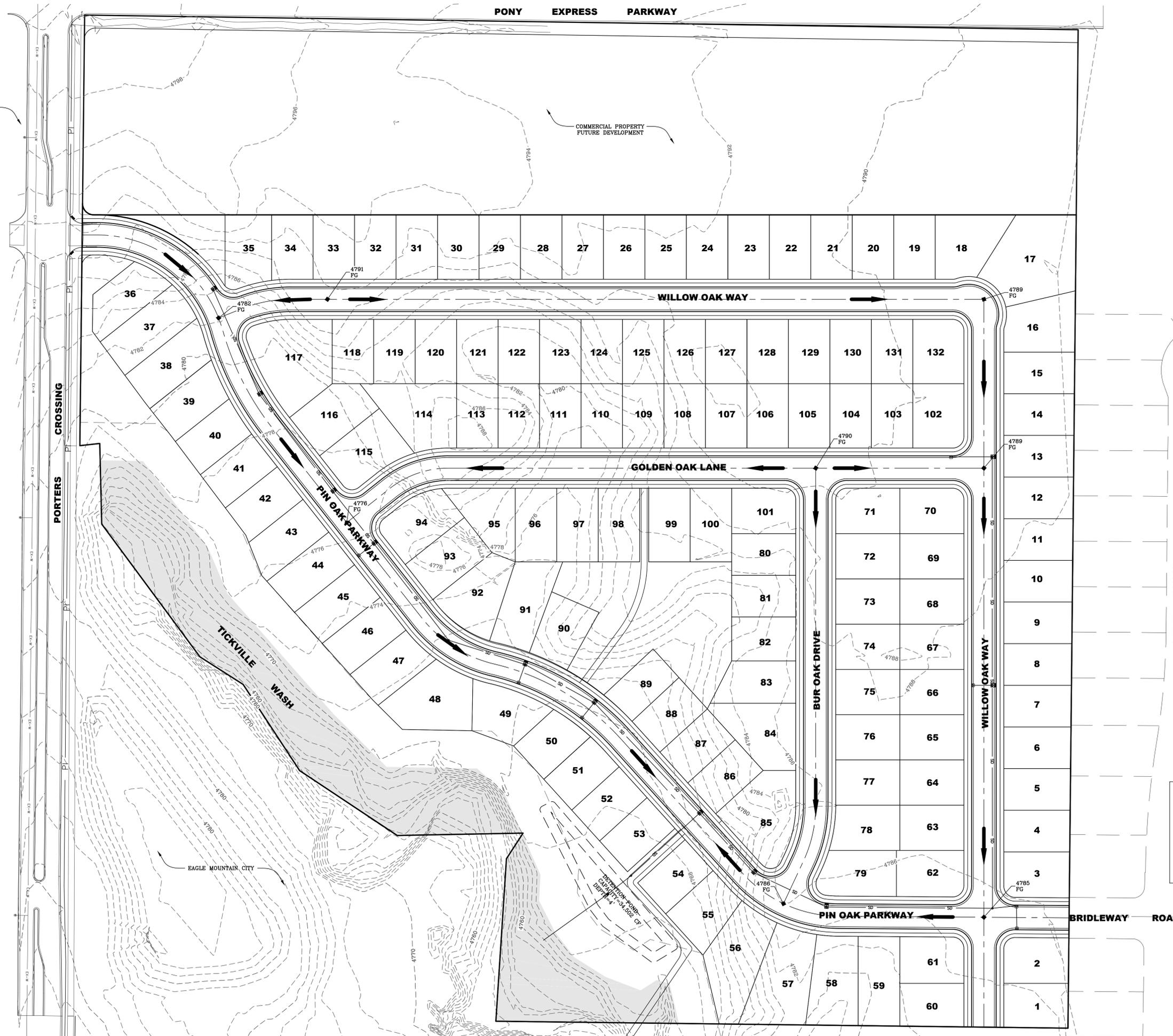
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OAK HOLLOW SUBDIVISION  
EAGLE MOUNTAIN, UTAH  
GRADING PLAN



**GRADING LEGEND**

- 4791 PG APPROXIMATE FINISH GRADES
- FLOW ARROWS

REVISIONS
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COMMERCIAL PROPERTY  
FUTURE DEVELOPMENT

EAGLE MOUNTAIN CITY

TICKVILLE  
WASH

EAGLE MOUNTAIN CITY

DRAINAGE POND  
CAPACITY 34,300 CF  
DEPT. 144

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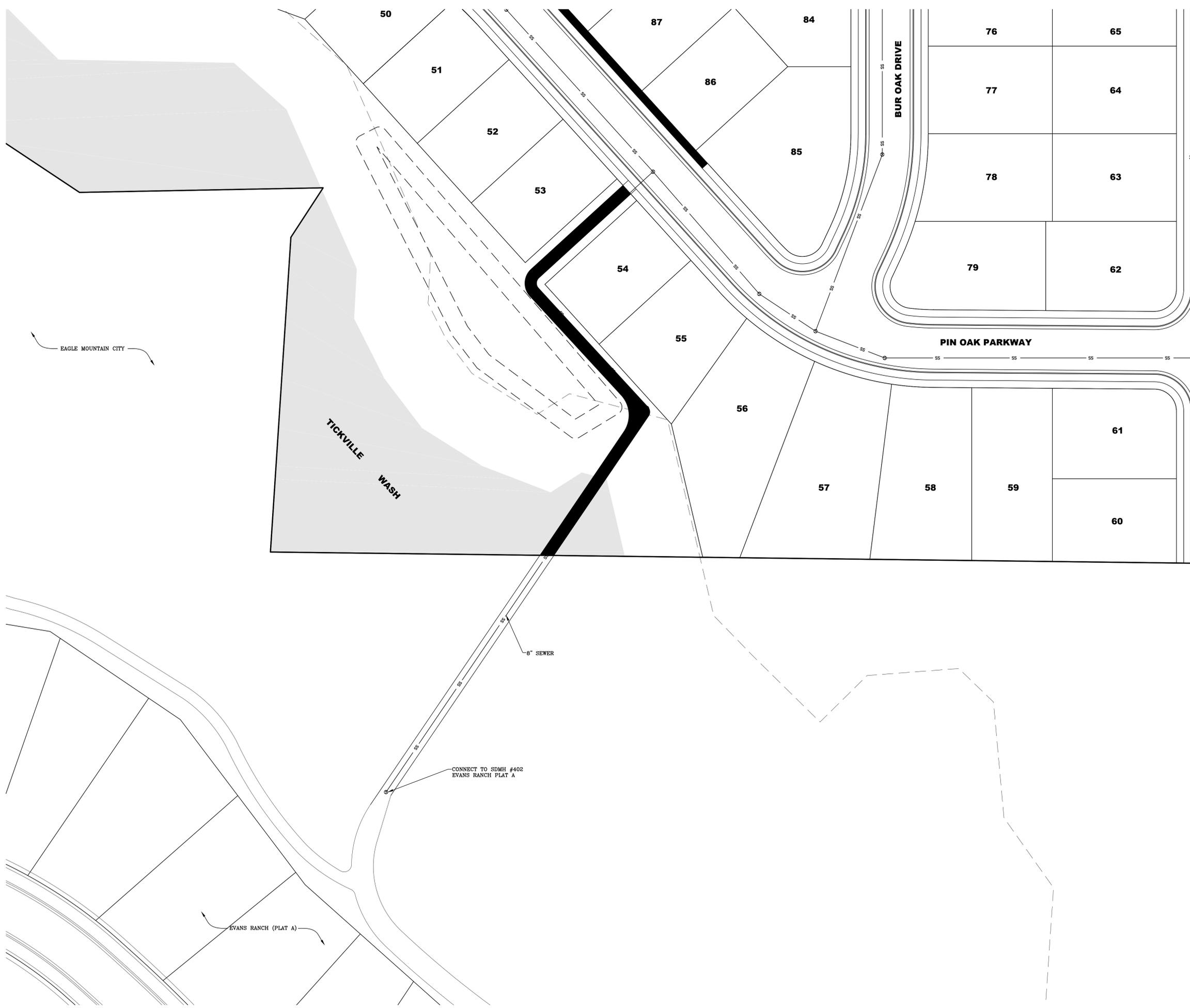
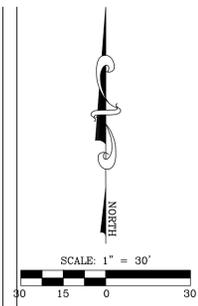
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**OAK HOLLOW SUBDIVISION**  
 EAGLE MOUNTAIN, UTAH  
**OFFSITE SEWER PLAN**

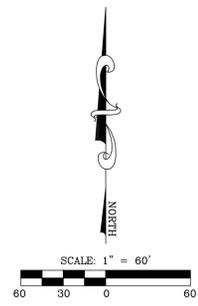
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**OAK HOLLOW SUBDIVISION**  
 EAGLE MOUNTAIN, UTAH  
**PHASING PLAN**

LSC REAL ESTATE LLC

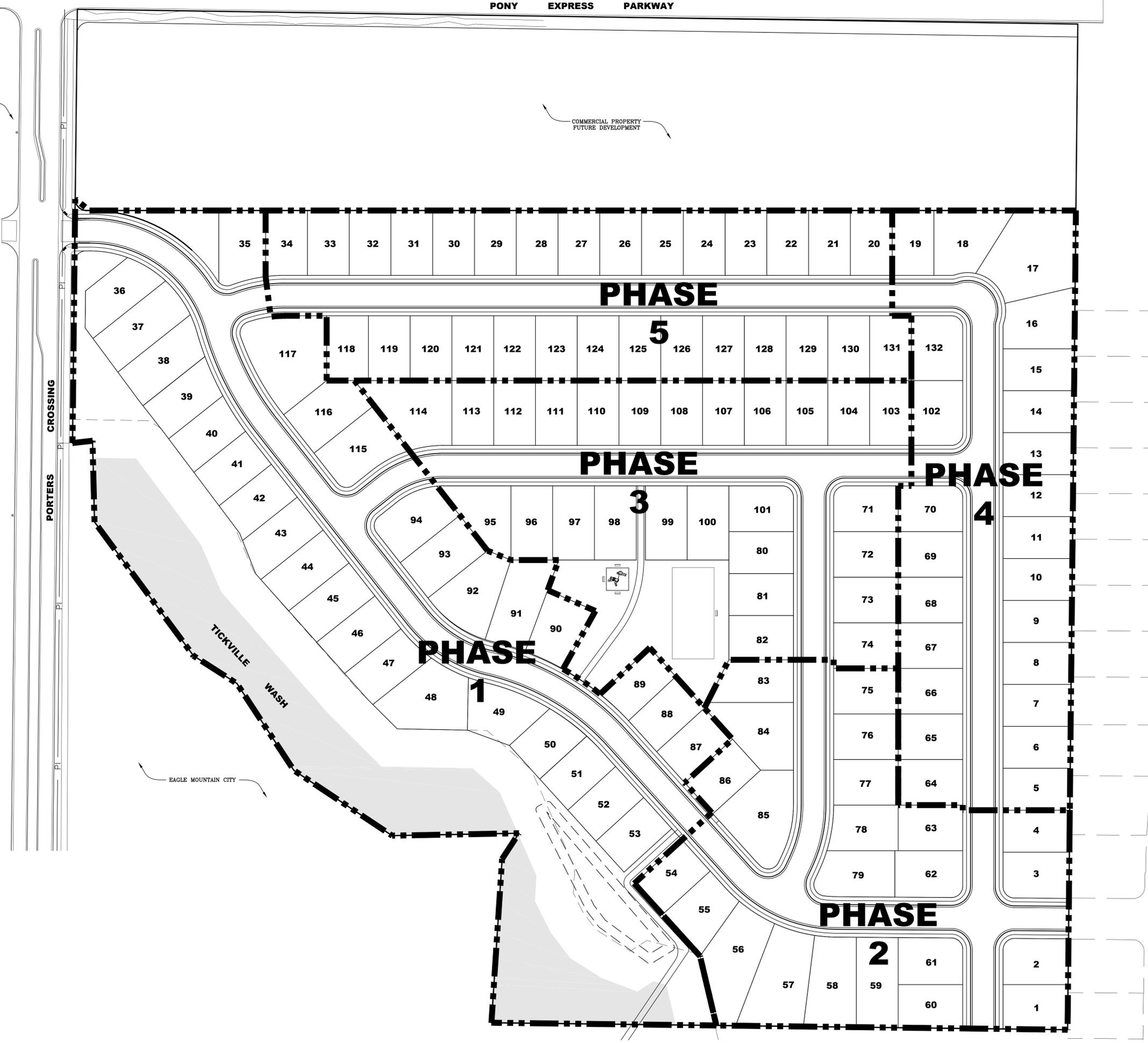
COMMERCIAL PROPERTY  
FUTURE DEVELOPMENT

EAGLE MOUNTAIN CITY

EAGLE MOUNTAIN CITY

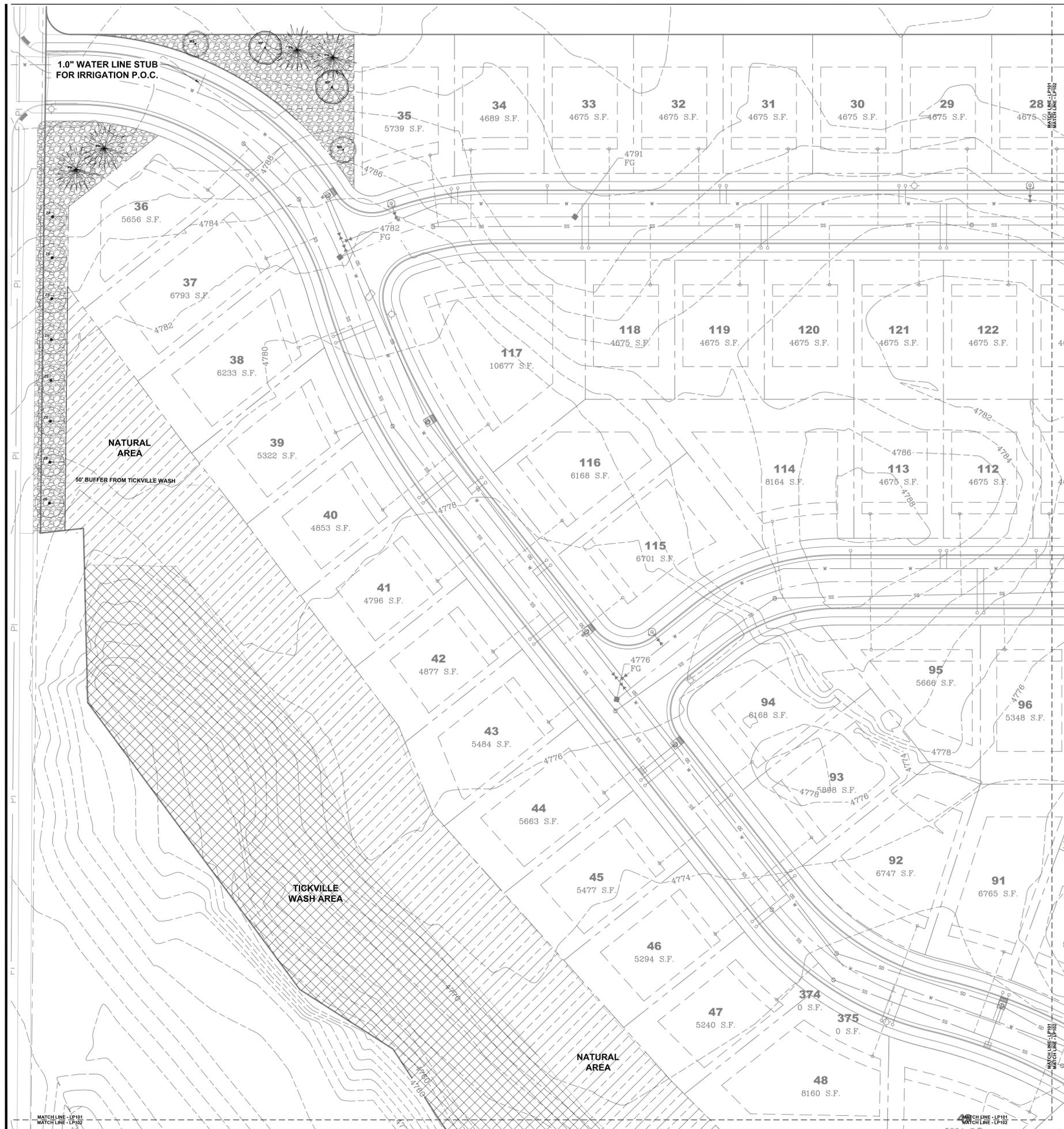
SILVERLAKE  
SUBDIVISION PLAT "1C"

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**1" = 60'**  
 DATE:  
**2/18/2016**



**PLANT MATERIALS LEGEND:**

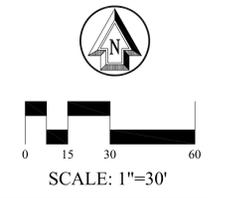
SCIENTIFIC NAME	COMMON NAME	SIZE	QTY.
<b>TREES</b>			
AR <i>Acer rubrum</i> 'October Glory'	Red Maple	1.5" cal.	4
GT <i>Gleditsia triacanthos</i> 'Skyline'	Honeylocust	1.5" cal.	3
MS <i>Malus</i> 'Spring Snow'	Flowering Crabapple	1.5" cal.	2
MP <i>Malus</i> 'Prairie Fire'	Flowering Crabapple	1.5" cal.	4
PN <i>Pinus nigra</i>	Austrian Pine	6' - 8'	4
PV <i>Prunus virginiana</i> 'Canada Red Select'	Ckokecherry	1.5" cal.	3
ZS <i>Zelkova serrata</i> 'Musashino'	Zelkova	1.5" cal.	11
			<b>Total: 31</b>

**LANDSCAPE MATERIALS LEGEND:**

- Lawn Area (23,055.0 sq. ft.)**  
Lawn areas shall be BioGrass® *BioMeadow: Fine Fescue* blend seed mix. Apply seed mix by hydroseed or drilling to a prepared base of four inches (4") of sandy loam, compacted top soil, once irrigation and finish grading has been completed. All lawn areas shall be irrigated with 100% coverage by pop-up spray heads and gear-driven rotors. All deciduous and conifer trees planted within sod areas shall have a five foot (5') diameter tree ring covered with chocolate brown shredded bark mulch.
- Decorative Planter Areas (12,200.0 sq. ft.)**  
Decorative rock planter areas shall be constructed with twelve inches (12") of screened, sandy loam top soil and shall be completely finish-covered with two to four inch (2"-4") tan and gray cobble rock. Apply decorative rock to a minimum depth of three inches (3") over entire area. Prior to installation of decorative rock, DeWitt Pro5 weed barrier fabric shall be applied to the planter areas, on top of finished top soil grade. All trees within decorative rock planter areas shall be watered with point-source drip irrigation.
- Mulched Area (235.0 sq. ft.)**  
Mulched areas shall include the tree rings around conifer and deciduous trees planted within the lawn areas. Mulch shall be chocolate brown shredded bark and shall be applied to a depth of three inches (3") at the outer edge of tree rings, tapering down to the tree trunk. Do not pile excessive mulch against tree trunks.
- Natural Area (67,865.0 sq. ft.)**  
Natural areas include the undisturbed, open space areas along Tickville Wash. Landscape improvements within the natural areas shall include, but not be limited to, conifer and deciduous trees, native shrubs and grasses, and permanent water-efficient irrigation. Any disturbed natural areas shall be revegetated with a native shrubs and grasses seed mix.
- Detention Basin (11,350.0 sq. ft.)**  
Detention basin surface and side slope material shall include eight to twelve inch (8"-12") tan and gray cobble rock. Imbed cobble rocks into detention basin surface up to one third (1/3) the diameter of each rock. Prior to installation of cobble rock, apply a layer of weed barrier fabric or approved liner. Install as recommended by the manufacturer.

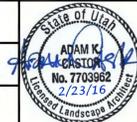
**TREE PLANTING NOTES:**

1. Deciduous trees shall be one and one half inch caliper (1.5" cal.) balled and burlapped nursery stock.
2. Conifer trees shall be six feet (6'-8") in height, balled and burlapped nursery stock.
3. Tree holes shall be dug 2-3 times the diameter of the root ball and only as deep as the root ball.
4. Tree root ball shall be at least 12 inches in diameter per each 1 inch of tree caliper and at least 18 inches deep. Root ball shall be wrapped tightly with no loose parts.
5. Tree should be set in the center of the hole and stood upright. The root flare should be visible and located at, or slightly above, finished ground level. The root flare should never be below finished ground level.
6. Trees shall only be lifted by the wire basket. Never lift trees by grasping trunk or limbs, or by attaching any type of sling or choker.
7. Remove at least the top half of wire basket. Push the remaining basket into the bottom of the hole.
8. Cut and remove top one third of the burlap and fold remaining burlap down into bottom of the hole.
9. Remove all strings, rope, stakes, taping, tags, flagging, and any other such items.
10. Backfill hole with excavated material and compact only enough to hold tree in place. Never use mechanical compaction. Top soil or soil pep may be added to excavated material but should not entirely replace excavated backfill material. Backfill material should cover root flare slightly, but should never be piled against trunk.
11. Water generously to soak entire root ball and backfill material. A soil water ring may be formed at the edge of the root ball. Backfill material may need to be added as soil settles below root flare.
12. If staking is necessary, stakes should be driven into the ground outside of the root ball. Guying material must be wide and flexible. **hose and wire should never be used.** Trees shall be staked so that the trunk may move naturally with the wind. Staking materials must be removed after the first growing season.



No.	Revision/Issue	Date

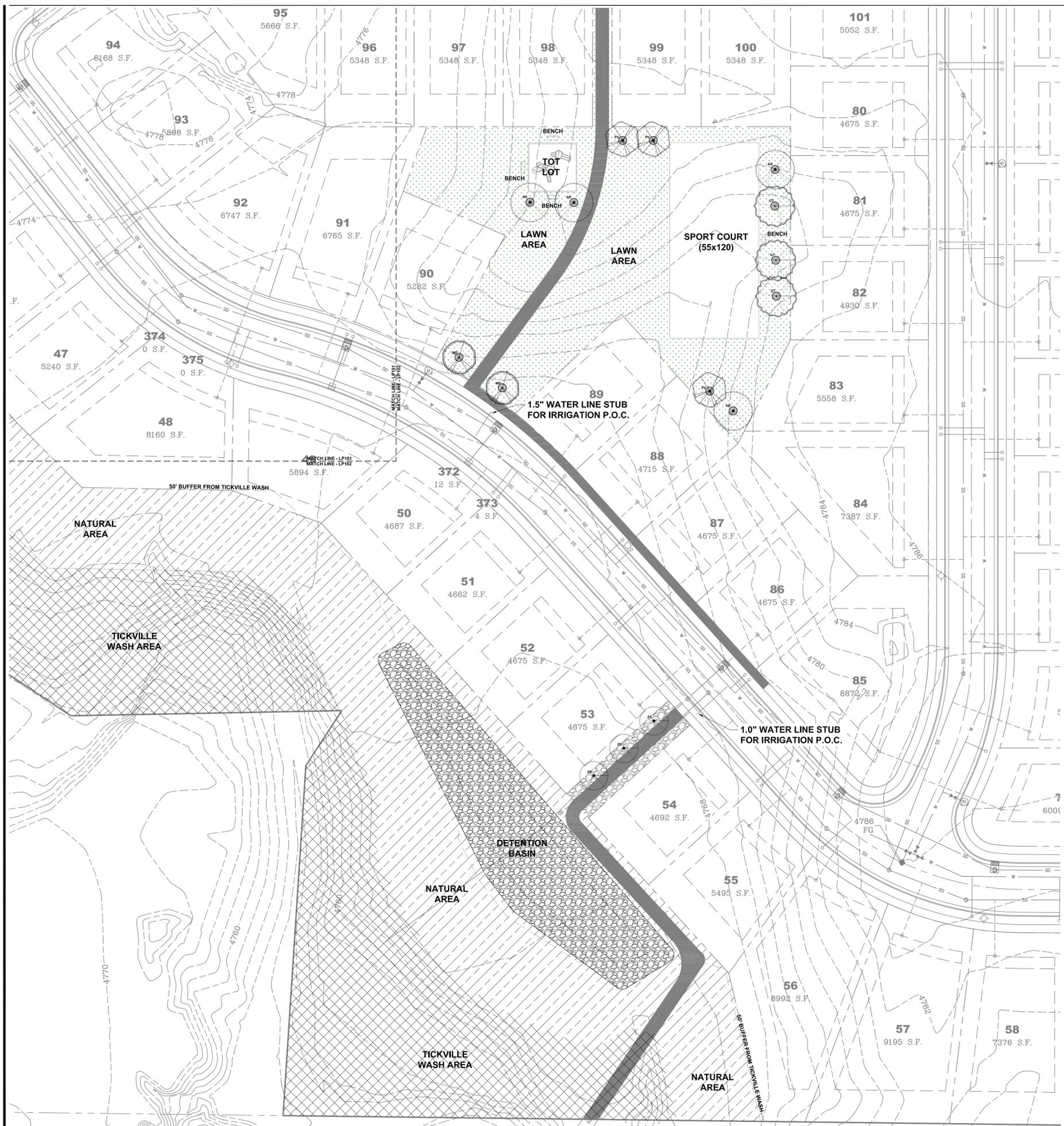
Designed By: AKC  
 Drawn By: AKC  
 Reviewed By: AKC



**OAK HOLLOW  
 EAGLE MOUNTAIN, UT  
 COMMON OPEN SPACE  
 LANDSCAPE PLAN**

LEI / FIELDSTONE HOMES

Date: 2/23/2016	Drawing: LANDSCAPE PLAN
Issue: PRELIMINARY	Sheet: LP101
Project: 16-0132	



**PLANT MATERIALS LEGEND:**

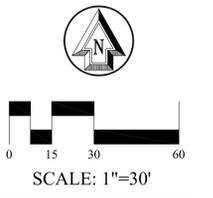
SCIENTIFIC NAME	COMMON NAME	SIZE	QTY.
<b>TREES</b>			
AR <i>Acer rubrum</i> 'October Glory'	Red Maple	1.5" cal.	4
GT <i>Gleditsia triacanthos</i> 'Skyline'	Honeylocust	1.5" cal.	3
MS <i>Malus</i> 'Spring Snow'	Flowering Crabapple	1.5" cal.	2
MP <i>Malus</i> 'Prairie Fire'	Flowering Crabapple	1.5" cal.	4
PN <i>Pinus nigra</i>	Austrian Pine	6' - 8'	4
PV <i>Prunus virginiana</i> 'Canada Red Select'	Ckokecherry	1.5" cal.	3
ZS <i>Zelkova serrata</i> 'Musashino'	Zelkova	1.5" cal.	11
			<b>Total: 31</b>

**LANDSCAPE MATERIALS LEGEND:**

- Lawn Area (23,055.0 sq. ft.)**  
Lawn areas shall be BioGrass® *BioMeadow: Fine Fescue* blend seed mix. Apply seed mix by hydroseed or drilling to a prepared base of four inches (4") of sandy loam, compacted top soil, once irrigation and finish grading has been completed. All lawn areas shall be irrigated with 100% coverage by pop-up spray heads and gear-driven rotors. All deciduous and conifer trees planted within sod areas shall have a five foot (5') diameter tree ring covered with chocolate brown shredded bark mulch.
- Decorative Planter Areas (12,200.0 sq. ft.)**  
Decorative rock planter areas shall be constructed with twelve inches (12") of screened, sandy loam top soil and shall be completely finish-covered with two to four inch (2"-4") tan and gray cobble rock. Apply decorative rock to a minimum depth of three inches (3") over entire area. Prior to installation of decorative rock, DeWitt Pro5 weed barrier fabric shall be applied to the planter areas, on top of finished top soil grade. All trees within decorative rock planter areas shall be watered with point-source drip irrigation.
- Mulched Area (235.0 sq. ft.)**  
Mulched areas shall include the tree rings around conifer and deciduous trees planted within the lawn areas. Mulch shall be chocolate brown shredded bark and shall be applied to a depth of three inches (3") at the outer edge of tree rings, tapering down to the tree trunk. Do not pile excessive mulch against tree trunks.
- Natural Area (67,865.0 sq. ft.)**  
Natural areas include the undisturbed, open space areas along Tickville Wash. Landscape improvements within the natural areas shall include, but not be limited to, conifer and deciduous trees, native shrubs and grasses, and permanent water-efficient irrigation. Any disturbed natural areas shall be revegetated with a native shrubs and grasses seed mix.
- Detention Basin (11,350.0 sq. ft.)**  
Detention basin surface and side slope material shall include eight to twelve inch (8"-12") tan and gray cobble rock. Imbed cobble rocks into detention basin surface up to one third (1/3) the diameter of each rock. Prior to installation of cobble rock, apply a layer of weed barrier fabric or approved liner. Install as recommended by the manufacturer.

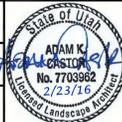
**TREE PLANTING NOTES:**

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2. Conifer trees shall be six feet (6'-8') in height, balled and burlapped nursery stock.
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No.	Revision/Issue	Date

Designed By: AKC  
 Drawn By: AKC  
 Reviewed By: AKC



**OAK HOLLOW  
 EAGLE MOUNTAIN, UT  
 COMMON OPEN SPACE  
 LANDSCAPE PLAN**

LEI / FIELDSTONE HOMES

Date: 2/23/2016	Drawing: LANDSCAPE PLAN
Issue: PRELIMINARY	Sheet: LP102
Project: 16-0132	

# Oak Hollow Traffic Impact Study



## Eagle Mountain, Utah February 2016

UT16-856

## **EXECUTIVE SUMMARY**

This study addresses the traffic impacts associated with the proposed Oak Hollow development located in Eagle Mountain, Utah. The proposed project is located south of Pony Express Parkway and east of Porters Crossing Parkway.

Included within the analyses for this study are the traffic operations and recommended mitigation measures for existing conditions and plus project conditions (conditions after development of the proposed project) at key intersections and roadways in the vicinity of the site. Future (2020) conditions are also analyzed.

### **TRAFFIC ANALYSIS**

The following is an outline of the traffic analysis performed by Hales Engineering for the traffic conditions of this project.

#### **Existing (2016) Background Conditions Analysis**

Hales Engineering performed weekday afternoon (4:00 to 6:00 p.m.) peak period traffic counts at the following intersection(s):

- Porters Crossing Parkway / Pony Express Parkway
- Silverlake Parkway / Pony Express Parkway
- Bridle Way Road / Silver Ranch Road

These counts were performed on Tuesday, December 1, 2015 and Thursday, December 27, 2015. The a.m. peak hour was determined to be between the hours of 7:15 and 8:15 a.m. and p.m. peak hour was determined to be between the hours of 5:00 and 6:00 p.m.

Hales Engineering has completed the following traffic impact studies in the near vicinity of the project:

- Porters Crossing Town Center, located north of the proposed project (2011)
- Evans Ranch Development, located south of the proposed project (2015) site
- Talus at Saratoga Springs, located northwest of the proposed project (2015)

The anticipated volumes generated from each of these developments along with data from the MAG travel demand model was used to determine the background p.m. peak hour turning movement volumes at each of the study intersections.

As shown in Table ES-1, all intersections are operating at acceptable levels of service during the p.m. peak hour except Silverlake Parkway / Pony Express Parkway. No significant queuing was observed at the study intersections.

### **Project Conditions Analysis**

The proposed land use for the development has been identified as follows:

- Single Family Dwelling Units: 132
- Commercial (square feet): 93,000

The commercial square footage is based on 7.1 developable acres and an estimated floor area ratio (FAR) of 0.3. The single family dwelling units will be built first in the near future, with the townhouse and commercial development to follow as a second phase. For existing (2016) plus project conditions only the single family generated traffic was added to the street network, for future (2020) plus project conditions full build out of the townhouse and commercial land was also be included.

### **Existing (2016) plus Project Conditions Analysis**

As shown in Table ES-1, the intersections of Pony Express Parkway / Sliverlake Parkway and Pony Express Parkway / Porters Crossing Parkway are anticipated to perform at a poor level of service. All other study intersections will continue to operate at acceptable levels of service with the proposed project traffic added. Significant queueing is anticipated in the westbound direction. Queueing is also anticipated at the Pony Express Parkway / Silverlake Parkway in the west- and northbound directions. No other significant queueing is anticipated.

### **Future (2020) Background Conditions Analysis**

As shown in Table ES-1, the Porters Crossing Parkway / Pony Express Parkway intersection is failing at LOS E in the future. All other intersections are anticipated to operate at acceptable levels of service. Significant queueing is anticipated to occur at the intersections of Silverlake Parkway / Pony Express Parkway in the westbound direction and at Porters Crossing Parkway / Pony Express Parkway in the south- and westbound directions. No other significant queueing is anticipated.

### **Future (2020) Background Conditions Analysis-Mitigated**

As shown in Table ES-1, all intersections are anticipated to perform at acceptable levels of service. Significant queueing is anticipated to occur at the Sliverlake Parkway / Pony Express Parkway intersection in the westbound direction. No other significant queueing is anticipated.

### **Future (2020) Plus Project Conditions Analysis**

As shown in Table ES-1, all intersections are anticipated to operate at acceptable levels of service. The 95<sup>th</sup> percentile queue for the intersections of Silverlake Parkway / Pony Express Parkway in the westbound direction and at Porters Crossing Parkway / Pony Express Parkway

in the south- and westbound directions are anticipated to be significant. No other significant queuing is anticipated.

**TABLE ES-1**  
**P.M. Peak Hour**  
**Eagle Mountain - Oak Hollow TIS**

Intersection	Existing 2014 Background	Existing 2014 Plus Project	Future 2020 Background	Future 2020 Background - Mitigated	Future 2020 Plus Project
Description	LOS (Sec/Veh <sup>1</sup> )	LOS (Sec/Veh <sup>1</sup> )			
Porters Crossing Pkwy / Pony Express Pkwy	<b>C (20.8)</b>	<b>E (41.5)</b>	<b>E (57.9)</b>	<b>C (29.1)</b>	<b>C (32.6)</b>
Silverlake Pkwy / Pony Express Pkwy	<b>F (&gt;50) / NB</b>	<b>F (&gt;50) / NB</b>	<b>D (51.7)</b>	<b>D (39.4)</b>	<b>D (46.9)</b>
Bridle Way Rd / Silver Ranch Rd	<b>A (4.5) / NB</b>	<b>A (4.5) / NB</b>	<b>A (4.7) / NB</b>	<b>A (4.7) / NB</b>	<b>A (4.6) / NB</b>
Pin Oak Pkwy / Porters Crossing Pkwy	-	<b>A (4.5) / WB</b>	-	-	<b>A (5.6) / WB</b>
Retail Access / Pony Express Pkwy	-	-	-	-	<b>D (35.0) / NB</b>

1. Intersection LOS and delay (seconds/vehicle) values represent the overall intersection average for signalized and all-way stop controlled intersections and the worst approach for all other unsignalized intersections.  
2. This intersection is a project access and was only analyzed in "plus project" scenarios.

Source: Hales Engineering, February 2016

## RECOMMENDATIONS

The following mitigation measures are recommended:

### Existing (2016) Background Conditions Analysis

It is anticipated that executing a left-turn movement onto Pony Express Parkway will be difficult during the p.m. peak hour, causing undue delay and excessive queuing at the Silverlake Parkway / Talus Ridge Parkway / Pony Express Parkway intersection.

### Existing (2016) Plus Project Conditions Analysis

It is anticipated that executing a left-turn movement onto Pony Express Parkway will be difficult during the p.m. peak hour, causing undue delay and excessive queuing at the Silverlake Parkway / Talus Ridge Parkway / Pony Express Parkway intersection. It is recommended that this intersection be evaluated for a traffic signal and that a signal be installed when warrants are met. It is recommended that this intersection be converted to all-way stop control as an interim measure to facilitate left-turn movements on all approaches. The current pavement width of the northbound approach of the intersection is approximately 50 feet at the

intersection. It is recommended that the road be restriped to include a right-turn storage lane to accommodate demand.

The intersection of Pony Express Parkway / Porters Crossing Parkway is anticipated to operate at a poor level of service in this condition. It is anticipated that the westbound left-turn vehicles will over flow out of the left-turn pocket and block the through movement. This causes excess delay at this intersection and excess queues. There are two potential solutions to this issue. The first is to build a signal at this intersection. The second is to widen road to have two lanes in each direction.

According to a traffic study done by Hales Engineering for an adjacent development, a signal is recommended at this location by year 2020, or as soon as it is warranted in accordance with Utah Manual Uniform Traffic Control Devices (UMUTCD). The second potential solution, widening Pony Express Parkway, is planned to be completed before year 2024 according to the TransPlan40 provided by the Mountainland Association of Governments (MAG). Based on field visits, it appears that the widening project has already begun.

#### **Future (2020) Background Conditions Analysis**

To mitigate the poor level of service at Pony Express Parkway / Porters Crossing Parkway, it is recommended that dual left-turn lanes be constructed in the westbound direction. Based on the UDOT signal phasing guidelines, dual-left-turn lanes would be warranted. To allow for this to occur, Porters Crossing Parkway will need to be widened to two lanes in the southbound direction.

#### **Future (2020) Background Conditions Analysis-Mitigated**

No further mitigation measures recommended.

#### **Future (2020) Plus Project Conditions Analysis**

No mitigation measures recommended at this time.

## **SUMMARY OF KEY FINDINGS/RECOMMENDATIONS**

The following is a summary of key findings and recommendations:

- In addition to the background traffic counts that were collected in December 2015, the traffic volumes that will be generated by nearby proposed developments were also included in the background conditions.
- All study intersections operate at acceptable levels of service in the existing (2016) background analysis except Silverlake Parkway / Pony Express Parkway.
- Oak Hollow is a proposed residential & retail development that is anticipated to be built in two phases. The first phase will consist of 132 single family homes to be built in 2016 and the second phase will consist of approximately 93,000 square feet of commercial space to be built in year 2020.
- It is anticipated that phase one will generate approximately 136 trips during the p.m. peak hour and phase 2 will consist of 572 trips during the p.m. peak hour.
- With the project added traffic, the intersections of Silverlake Parkway / Pony Express Parkway and Porters Crossing Parkway / Pony Express Parkway are anticipated to perform at poor levels of service.
- To mitigate the poor levels of service at these intersections, it is recommended that traffic signals be constructed. This recommendation falls in line with the other traffic studies that were completed in the area. At the intersection of Porters Crossing Parkway / Pony Express Parkway another potential mitigation could be to construct a second lane in the westbound direction, allowing through vehicles to pass around the left-turn vehicles.
- In the future (2020), the intersection of Porters Crossing Parkway / Pony Express Parkway is anticipated to perform at a poor level of service.
- To mitigate the poor level of service at Porters Crossing Parkway / Pony Express Parkway, it is recommended that dual left-turn lanes be constructed in the westbound direction. This would require construction of a second receiving lane on Porters Crossing Parkway.
- With project added traffic in the future 2020 conditions, all intersections are anticipated to perform at acceptable levels of service.