EAGLE MOUNTAIN CITY

City Council Staff Report

APRIL 5TH, 2016

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

---

Planning Commission Recommendation

On February 23rd 2016 the Planning Commission held a public hearing on the Oak Hollow Master Development Plan. The Planning Commission recommended approval of the MDP (5-0) with the following conditions: (items in blue have been addressed)

1. *The applicant provides mitigation measures recommended by Traffic Impact Study*
    a. Details will be provided in the master development agreement.
2. *The installed trail must connect with the trail in the Evans Ranch Development*
    a. The applicant has proposed to connect trail system with the Trail in Evans Ranch
3. *The applicant get a Slope Stability Study and provide mitigation measures which it recommends*
    a. The applicant has completed the slope stability study, which indicated the wash slope is stable with a fifty foot (50') setback and no additional stabilization is required.
4. *Pin Oak Parkway be renamed to Bridleway Road*
    a. Pin Oak has been renamed to Bridleway Road
5. *1 lot be removed to open up the park (lot 89 or 90)*
    a. Two lots have been removed in each option, opening up the park

Staff Note

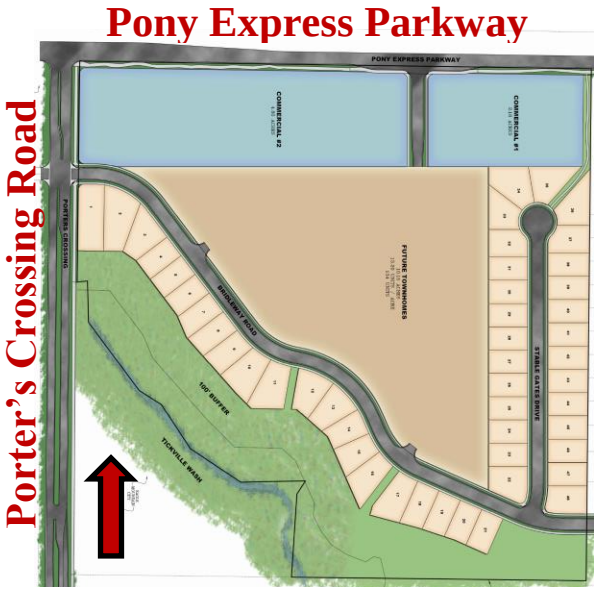
Staff has been working with the applicant on a Master Development Agreement; this agreement is still being negotiated and has not been finalized. The applicant is seeking an approval of the Master Development Plan, and a discussion regarding elements of the Master Development Agreement. The applicant is ready with the Preliminary Plat; however, staff wishes to finalize the MDA prior to seeking a Preliminary Plat approval in case changes to the MDA affect the platting.

The Applicant has provided two different MDP Plans and two corresponding Preliminary Plat Submittals.

Location

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

Evans Ranch North MDP – Conditionally Approved 5/6/14



Background

This Master Development Plan was last amended by the City Council in May, 2014, and was known as Evans Ranch North (shown above). A Master Development Plan Amendment was reviewed by the Planning Commission on January 5th 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 made significant revisions to the project, requiring another recommendation from the Planning Commission, which it received on February 23rd (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.

The City Council most recently reviewed this project on March 15th 2016. As a result of the discussions at this meeting the applicant has made a number of changes, particularly in regards to the open space, and layout of the project. The applicant is now bringing forward two potential options seeking approval for one of the options.

Proposal

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

- **Commercial Pod.** The proposed plan keeps the commercial pod on the north side of the project, kiddy corner from the Porter's Crossing Development (Ridley's, ACE, Etc). 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 130 units.

- **Road Layout.** The main road Bridleway Road remains in roughly the same location, serving as the spine for the development, running parallel to the Tickville wash connecting into Silverlake. The main change is the removal of the long Cul-de-sac and the creation of an interior road network. All proposed roads meet City standards and there are no dead ending roads within either alternative. The City Engineer has determined that future expansion of Pony Express

Parkway will require an additional forty-three feet of right-of-way to be dedicated to the City with the recording of the commercial property plat.

- **Parks & Open Space.** The applicant is proposing an improved entry into the Oak Hollow project, with a small improved park in the center of the project. Improved walking trails will connect with existing trails, will cross the Tickville Wash, and provide multiple accesses to a City owned park directly to the southwest of the project. Each of the options presented by the applicant would seek to "buy down" open space. The proposal to "buy down" open space is discussed in more detail in the next section of the staff report.

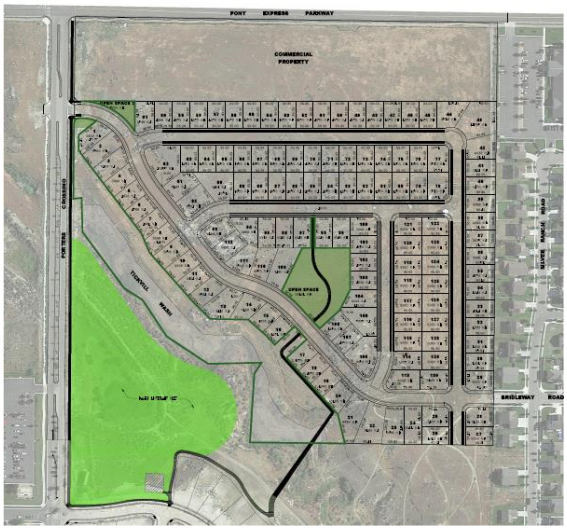
    - **Master Development Plan Options** The applicant has received a number of comments and several concerns have been raised regarding the park and open space provided by this project. The applicant has developed two alternate options to address the concerns that have been raised. Each of the options results in 130 total single-family lots.

        - **Option #1** - This option enlarges the park in the center of the community, and removes the blind/hidden corners. This proposal removes one lot along the Tickville wash and provides a paved asphalt trail across the wash connecting into the City owned park to the south, while also improving the Asphalt Trail from Pony Express Parkway to the City owned park.

        - **Option #2** - This option also enlarges the park in the center of the community, making the park thinner, and providing it all the way through to the northern street, opening it up more to the community. This option also provides a paved asphalt trail across the wash into the City owned park as well as improving the Asphalt Trail from Pony Express Parkway to the City owned park.

            - **Lot Frontage** Option #2 as presented reduces the lot frontages of five (5) lots located along the Tickville wash to provide adequate space for the paved asphalt trail. The applicant has stated that if this option were selected, the lots with the reduced frontages would not be located next to each other, and a combined fifteen foot (15') side yard setbacks (five foot (5') minimum, fifteen foot (15') combined) would be preserved, even for the lots with reduced lot frontages.

OPTION #1



Option #2

- **Housing Type & Densities.** The proposed plan removes all townhome units, and replaces them with additional single family homes, increasing the number from 48 to 130 units.

- **Parks & Open Space "Buy Down".** The following lists the required improved open space and the applicant's proposal to comply.

    - Required Improved Open Space: 130 units x 1,000 SF/unit = **2.98 Acres**
    - Provided Improved Open Space: **.99 Acres**
    - Proposed Open Space "buy down": **1.98 Acres**
    - Required Amenity Points: **298**
    - Additional Amenity Points to utilize "buy down": 1.98 x 150 **= 297.66**
    - Total Required Amenity Points: 298 + 297.66 = **595.66**
    - Provided Amenity Points: **344**
    - Fee in lieu: 595.66 – 344 = 252 * $500 = **$126,000**

    - Chapter 16.35.105 allows an applicant to "buy down" improved open space requirements. The applicant is proposing to utilize the "buy down" option to buy down **1.98** acres of required improved open space. Each reduced acre requires **150** amenity points rather than the standard **100** per acre, at $500 per amenity point. The applicant is providing **344** amenity points through the improvement of the neighborhood park, trails, and offsite sidewalk/trail improvements, leaving the applicant responsible for another **252** amenity points.

        - Applicant is proposing the to pay a fee in lieu for the additional **252** Amenity Points in the amount of $500.00 per point for a total of **$126,000** to be used in the City-Owned park directly to the south of the project
        - It should be noted that the project is also 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. This money **($50,360**) is also being proposed to go towards improvements to the City owned space directly to the southwest of this project.

<u>This proposal is in accordance with Eagle Mountain Municipal Code (EMMC</u>).

Chapter 16.35.105: Park and Improved Open Space Requirements paragraph 2:
"Developers are encouraged, whenever possible, to consolidate improved open space into larger parks that may be used by more than one neighborhood, or improve existing nearby parks…"

Chapter 16.35.105 Table 16.35.130(b) note states:
"Applicant may propose a "buy down" of open space acreage by including additional amenities at a ratio of 150 points per acre, to be approved at the discretion of the planning commission and the City Council"

Staff feels that not only is the proposal in line with code, but that it is appropriate and desirable as the applicant is providing the required 298 required Amenity points within .99 acres of improved open space, while also providing an additional 297.66 amenity points above and beyond the 298 to be spent on amenities within the City owned park to the south of the project. The city owned park will serve multiple subdivisions, including Oak Hollow, Evans Ranch, and Porter's Crossing. The proposed trail connection across the wash will also connect multiple neighborhoods to the park. A park design/plan is being drafted for the city park and wash area, and will be presented to the City Council at a future date.

- **Fee in lieu.** The fee in lieu will be paid as a proportionate share per lot at the time of obtaining a building permit for each lot. The amount due per lot will be the total fee divided by the number of dwelling units within the Project as shown on the approved final plat.

- **Park and Community Improvement Fees.** The Developer shall complete the park or shall post a bond in an amount sufficient to fund completion of the park no later than the time when the developer records final plats for 50% of the approved lots

    - The developer shall either place into a community improvement escrow fund sufficient funds to meet the required community improvements, or otherwise demonstrate that the Developer has constructed sufficient community improvements to meet the City's requirements, at the recording of each phase.

    - The developer shall be credited a dollar for dollar reduction from the Community Improvement Fund for the actual cost of landscaping the off-site park strip. This will require approval by the City Parks & Recreation Director.

Additional Items to Consider

- **Trail.**
  - The Evans Ranch North Master Development plan included a pedestrian path in the North-East corner of the project, providing walking access to the future commercial pod and the existing walking path along Pony Express Parkway.

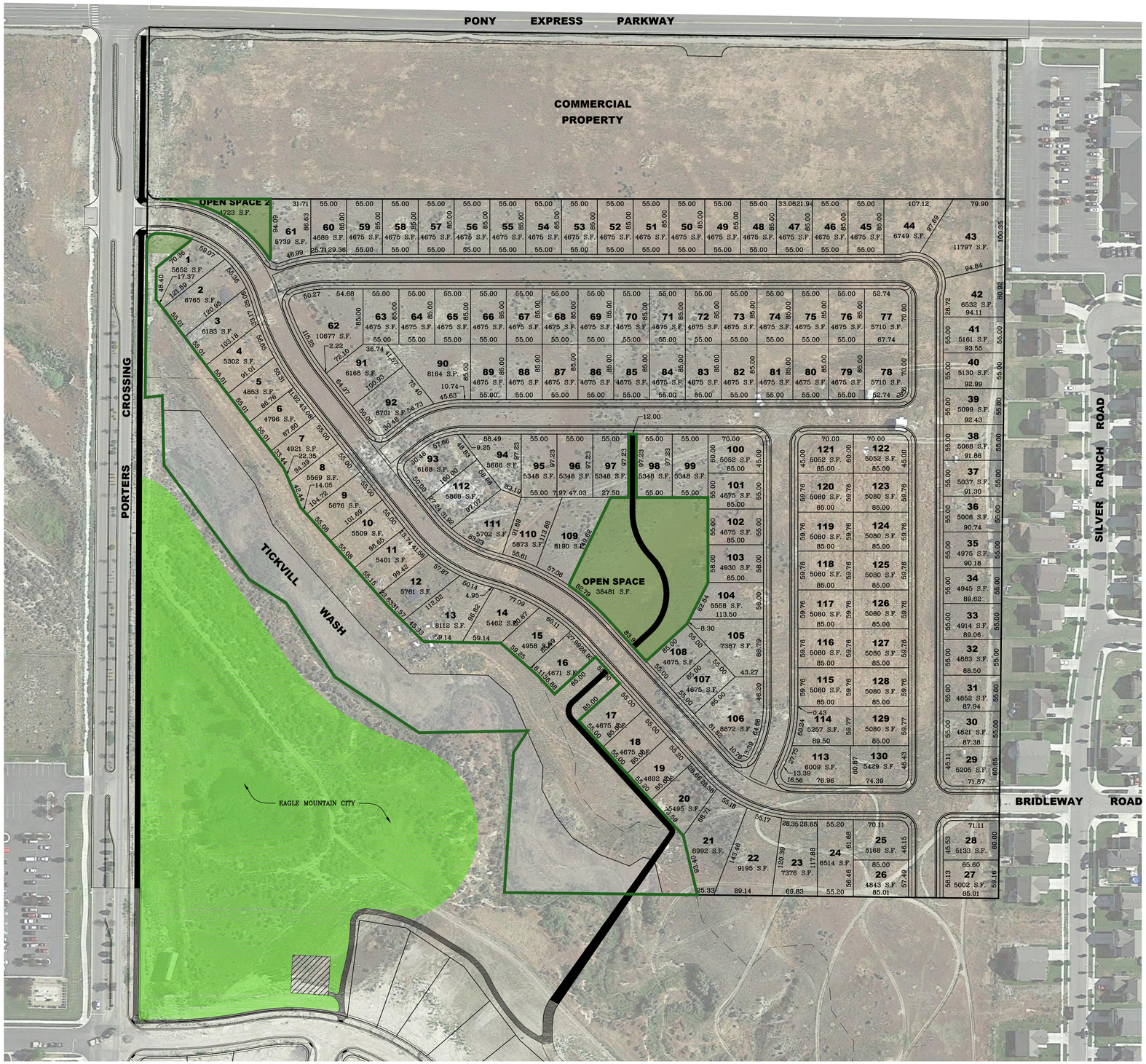
Neither presented option includes a walkway on the North-East of the project (Option #1 Lot 43, Option #2 Lot 44)

- The area on both sides of the trail between lots 16 and 17 should be landscaped. Staff does not feel that landscaping is necessary behind lots 17-21.

- **Roads/ROW.** The traffic study has been reviewed by the City Engineer, who has made the following recommendations, which should be addressed in the Master Development Agreement:
  - Forty-three feet (43') of Right-of-Way shall be dedicated with the recording of the commercial property plat for future expansion of Pony Express Parkway.
  - A dedicated right turn lane of at least 200' on Porter's Crossing be provided
  - Porter's Crossing should be improved to the full 94' ROW, including removing the existing curb and adding asphalt, curb and gutter.

Attachments

1) Proposed Master Development Plan Option #1
2) Proposed Master Development Plan Option #2



NORTH

SCALE: 1" = 80'

80 40 0 80

TABULATIONS

OVERALL AREA:	27.11 ACRES
SINGLE FAMILY UNITS:	130
DENSITY:	4.8 U/A
OPEN SPACE REQUIRED:	2.98 ACRES
ON-SITE OPEN SPACE:	5.00 ACRES
ON-SITE IMPROVED OPEN SPACE:	1.03 ACRES
OFF-SITE IMPROVEMENTS VIA FEE IN LIEU:	
SIDEWALK/TRAIL IMPROVEMENTS:	2295 LFT

LEI
- A Utah Corporation -
ENGINEERS
SURVEYORS
PLANNERS
3302 N. Main Street
Spanish Fork, UT 84660
Phone: 801.798.0555
Fax: 801.798.9393
office@lei-eng.com
www.lei-eng.com

NOT FOR CONSTRUCTION

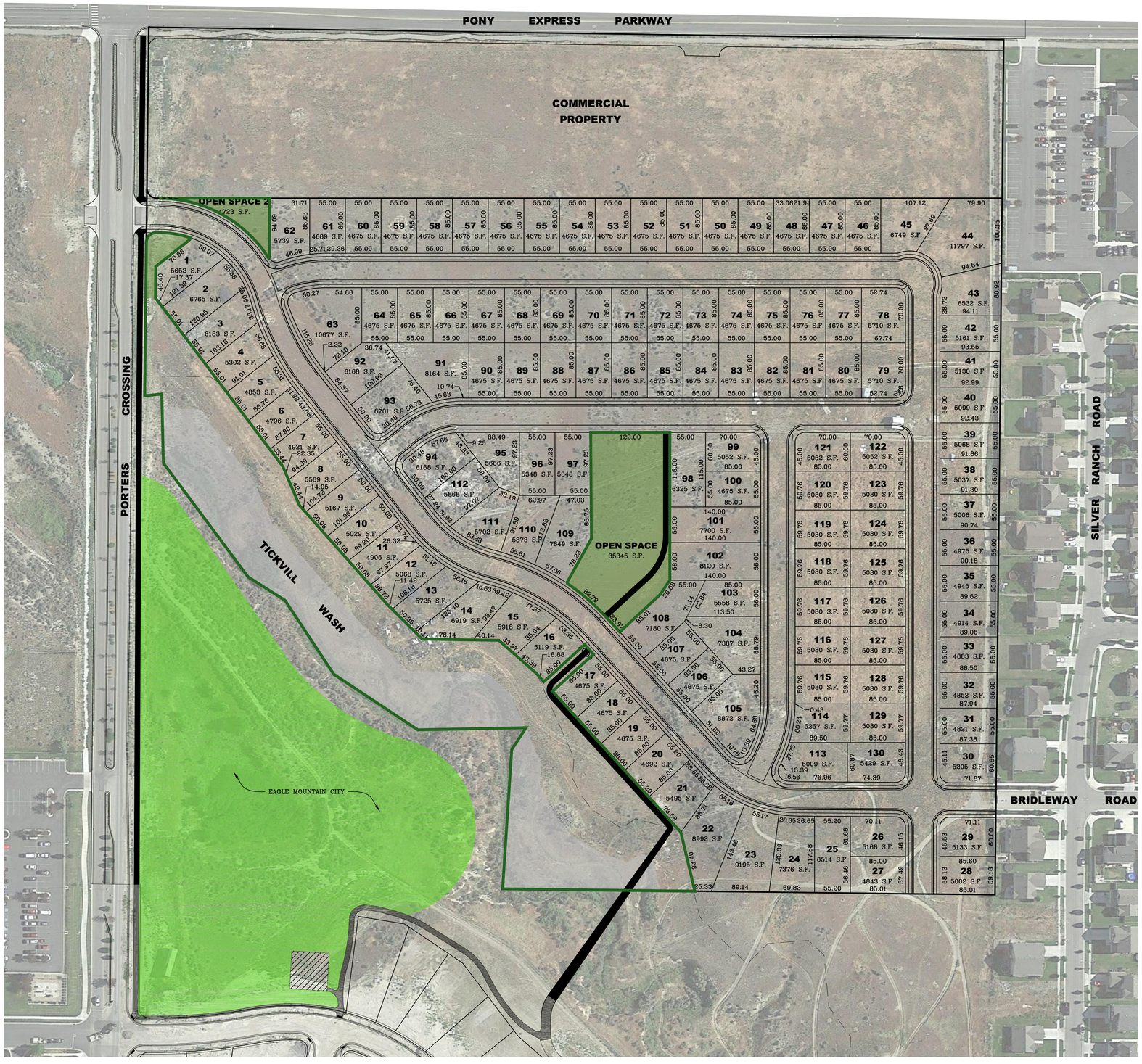
OAK HOLLOW
EAGLE MOUNTAIN, UTAH
SINGLE FAMILY OPTION #1

REVISIONS
1 -
2 -
3 -
4 -
5 -

LEI PROJECT #: 2016-0001
DRAWN BY: MJV
CHECKED BY: BTG
SCALE: 1" = 80'
DATE: 3/22/2016

SHEET 1

I:\0_LEI PROJECTS\2016\2016-0001 OAK HOLLOW EM\CAD\DWG\CONCEPT\16-0001 CONCEPT OPTION 1.DWG 3/22/2016 3:31 PM



NORTH

SCALE: 1" = 80'

80 40 0 80

TABULATIONS

OVERALL AREA:	27.11 ACRES
SINGLE FAMILY UNITS:	130
DENSITY:	4.8 U/A
OPEN SPACE REQUIRED:	2.98 ACRES
TOTAL OPEN SPACE:	4.86 ACRES
IMPROVED OPEN SPACE:	0.99 ACRES
UNIMPROVED OPEN SPACE:	3.87 ACRES
OFFSITE IMPROVEMENTS VIA FEE IN LIEU:	
SIDEWALK/TRAIL IMPROVEMENTS:	2300 LFT

LEI
- A Utah Corporation -
ENGINEERS
SURVEYORS
PLANNERS
3302 N. Main Street
Spanish Fork, UT 84660
Phone: 801.798.0555
Fax: 801.798.9393
office@lei-eng.com
www.lei-eng.com

NOT FOR CONSTRUCTION

OAK HOLLOW
EAGLE MOUNTAIN, UTAH
SINGLE FAMILY OPTION #2

REVISIONS
1 -
2 -
3 -
4 -
5 -

LEI PROJECT #: 2016-0001
DRAWN BY: MJV
CHECKED BY: BTG
SCALE: 1" = 80'
DATE: 3/22/2016
SHEET 1

V:\0_LEI PROJECTS\2016\2016-0001 OAK HOLLOW EM\CAD\DWG\CONCEPT\16-0001 CONCEPT OPTION 2.DWG 3/22/2016 3:51 PM

ORDINANCE NO. O- -2016

AN ORDINANCE OF THE CITY COUNCIL 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 5th day of April, 2016.

EAGLE MOUNTAIN CITY, UTAH

_____
Chris Pengra, Mayor

ATTEST:

_____
Fionnuala B. Kofoed, MMC
City Recorder

CERTIFICATION

The above Ordinance was adopted by the City Council of Eagle Mountain City on the 5th day of April, 2016.

Those voting aye:	Those voting nay:
☐ Adam Bradley	☐ Adam Bradley
☐ Colby Curtis	☐ Colby Curtis
☐ Stephanie Gricius	☐ Stephanie Gricius
☐ Benjamin Reaves	☐ Benjamin Reaves
☐ Tom Westmoreland	☐ Tom Westmoreland

_____

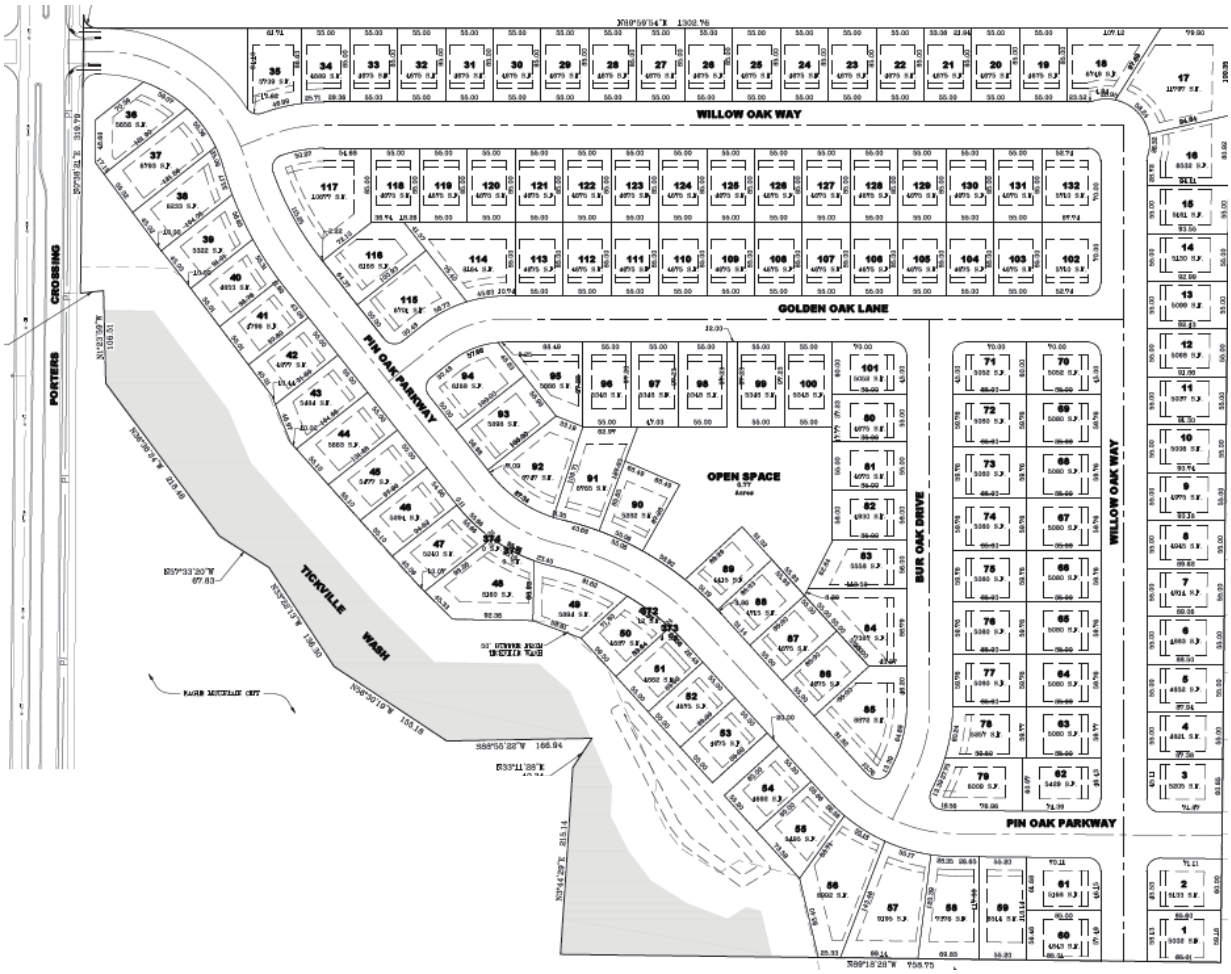
Fionnuala B. Kofoed, MMC
City Recorder

EXHIBIT A

HALES ENGINEERING
innovative transportation solutions

O□□ H□□□□□

Traffic Impact Study



E□□□□ M□□□□□□□□□□□ □□□

□□□r□□r□ 2016

□T16-856

1220 North 500 West, Ste. 202 Lehi, UT 84043 p 801.766.4343
www.□□□□□engineering.com

E□EC□TIVE S□MMARY

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.

TRA□□IC ANALYSIS

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

E□□□□□□ □2016□B□□□□r□□□d C□□d□□□□□ A□□□□□□□

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 queueing was observed at the study intersections.

Pr□□□□C□□d□□□□□ A□□□□□□□

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.

E□□□□□□ □2016□□□□ Pr□□□□C□□d□□□□□ A□□□□□□

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 queuing is anticipated.

□□□□r□ □2020□B□□□□r□□□d C□□d□□□□□ A□□□□□□

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 queuing is anticipated.

□□□□r□ □2020□B□□□□r□□□d C□□d□□□□□ A□□□□□□-M□□□□□□d

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.

□□□□r□ □2020□P□□□ Pr□□□□□C□□d□□□□□ A□□□□□□

As shown in Table ES-1, all intersections are anticipated to operate at acceptable levels of service. The 95th 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□P□□□ H□□r
E□□□□ M□□□□□□□ - O□□ H□□□□ TIS

Intersection	Existing 2014 Background	Existing 2014 Plus Project	Future 2020 Background	Future 2020 Background - Mitigated	Future 2020 Plus Project
Description	LOS (Sec/Veh[1])	LOS (Sec/Veh[1])	LOS (Sec/Veh[1])	LOS (Sec/Veh[1])	LOS (Sec/Veh[1])
Porters Crossing Pkwy / Pony Express Pkwy	**C □20□8□**	**E □41□5□**	**E □5□□□□**	**C □2□□1□**	**C □32□6□**
Silverlake Pkwy / Pony Express Pkwy	**□ □□50□/ NB**	**□ □□50□/ NB**	**D □51□□□**	**D □3□□4□**	**D □46□□□**
Bridle Way Rd / Silver Ranch Rd	**A □4□5□/ NB**	**A □4□5□/ NB**	**A □4□□□/ NB**	**A □4□□□/ NB**	**A □4□6□/ NB**
Pin Oak Pkwy / Porters Crossing Pkwy	**-**	**A □4□5□/ WB**	**-**	**-**	**A □5□6□/ WB**
Retail Access / Pony Express Pkwy	**-**	**-**	**-**	**-**	**D □35□0□/ NB**

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:

E□□□□□□ □2016□B□□□□r□□□d C□□d□□□□□ A□□□□□□

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.

E□□□□□□ □2016□P□□□ Pr□□□□□C□□d□□□□□ A□□□□□□

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.

□□□□r□ □2020□B□□□□r□□□d C□□d□□□□□ A□□□□□□□

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.

□□□□r□ □2020□B□□□□r□□□d C□□d□□□□□ A□□□□□□□-M□□□□□□d

No further mitigation measures recommended.

□□□□r□ □2020□P□□□ Pr□□□□□C□□d□□□□□ A□□□□□□□

No mitigation measures recommended at this time.

S□MMARY O□ KEY □INDINGS/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 Sliverlake 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.