



EAGLE MOUNTAIN CITY COUNCIL MEETING

SEPTEMBER 17, 2024, 4:00 PM

EAGLE MOUNTAIN CITY COUNCIL CHAMBERS

1650 EAST STAGECOACH RUN, EAGLE MOUNTAIN, UTAH 84005

4:00 PM WORK SESSION - CITY COUNCIL CHAMBERS

1. DISCUSSION AND INFORMATION ITEMS

This is an opportunity to provide information to the City Council. These items are for information only and do not require action by the City Council.

1.A. DISCUSSION - Mortgage Assistance Program

1.B. DISCUSSION - Moderate-Income Housing Land Use Ordinance

2. AGENDA REVIEW

The City Council will review items on the Consent Agenda and Policy Session Agenda.

3. ADJOURN TO A CLOSED SESSION

The City Council will adjourn into a Closed Session for the purpose of discussion of pending or reasonably imminent litigation; the character, professional competence, or physical or mental health of an individual; and/or the purchase, lease, or exchange of real property, pursuant to Section 52-4-205(1) of the Utah Code, Annotated.

7:00 PM POLICY SESSION - CITY COUNCIL CHAMBERS

4. CALL TO ORDER

5. PLEDGE OF ALLEGIANCE

6. INFORMATION ITEMS/UPCOMING EVENTS

7. PUBLIC COMMENTS

Time has been set aside for the public to express their ideas, concerns, and comments. (Please limit your comments to three minutes each.)

8. CITY COUNCIL/MAYOR ITEMS

Time has been set aside for the City Council and Mayor to make comments.

CONSENT AGENDA

9. BOND RELEASES

9.A. Eagle Village Plat 1 - Out of Warranty

10. MINUTES

11. PRELIMINARY PLATS & SITE PLANS

11.A. SITE PLAN - Granite Credit Union

11.B. PRELIMINARY PLAT - Eagle Square Commercial

12. RESOLUTIONS

12.A. RESOLUTION - A Resolution of Eagle Mountain City, Utah, Approving an Agreement for Six Wayfinding Signs.

12.B. RESOLUTION - A Resolution of Eagle Mountain City, Utah, Amending the Specific Projects to be Completed with the Community Development Block Grant Funds.

12.C. RESOLUTION - A Resolution of Eagle Mountain City, Utah, Adopting the Eagle Mountain City Affordable Housing Plan.

12.D. RESOLUTION - A Resolution of Eagle Mountain City, Utah, Approving an Interlocal Cooperation Agreement with UDOT for Funding for a Traffic Signal at Old Airport Road and State Route 73.

12.E. RESOLUTION - A Resolution of Eagle Mountain City, Utah, Reconsidering Revoking Approval of the Third Amendment to the Porter's Crossing Town Center Master Development Agreement

SCHEDULED ITEMS

13. THE RANCHES & EAGLE MOUNTAIN PROPERTIES

13.A. ORDINANCE/PUBLIC HEARING - An Ordinance of Eagle Mountain City, Utah, Amending the General Plan Future Land Use Map for Certain Lands within The Ranches and Eagle Mountain Properties Master Development Areas.

BACKGROUND: *(Presented by Planning Director Brandon Larsen and Senior Planner Robert Hobbs)* The proposed ordinance amends the General Plan Future Land Use Map for parcels located in The Ranches and Eagle Mountain Properties Master Development Plan areas of the City. Approximately 216 acres of land are included in this proposal, Utah County Parcel Numbers 58:033:0423, 38:302:0002, 38:685:0002, 38:685:0001, 58:033:0305, 58:034:0440, 58:034:0250, 58:034:0242, 58:040:0259, 58:040:0188, 58:040:0378, 58:040:0326, 58:040:0654, 58:040:0525, 42:050:0002, 59:045:0045, and 59:045:0006.

13.B. ORDINANCE/PUBLIC HEARING - An Ordinance of Eagle Mountain City, Utah, Rezoning Certain Lands Located within The Ranches and Eagle Mountain Properties Master Development Areas.

BACKGROUND: *(Presented by Planning Director Brandon Larsen and Senior Planner Robert Hobbs)* The proposed ordinance rezones parcels which are located in The Ranches and Eagle Mountain Properties Master Development Plan areas of the City. Approximately 216 acres of land are included in this proposal, Utah County Parcel Numbers 58:033:0423, 38:302:0002, 38:685:0002, 38:685:0001, 58:033:0305,

58:034:0440, 58:034:0250, 58:034:0242, 58:040:0259, 58:040:0188, 58:040:0378, 58:040:0326, 58:040:0654, 58:040:0525, 42:050:0002, 59:045:0045, and 59:045:0006.

14. PUBLIC HEARING ONLY

- 14.A. PUBLIC HEARING - Pursuant to Utah Code 10-3-818, a Public Hearing is Being Conducted to Consider Public Comment on Proposed Compensation Increases for Executive Officers in the Fiscal Year 2024-2025 Annual Budget.

BACKGROUND: *(Presented by Administrative Services Director Kimberly Ruesch)* In the 2024 Legislative Session, the Utah Legislature enacted Senate Bill 91. One of the changes resulting from this new law is that cities are now required to hold a public hearing separate from any other public hearing prior to adopting a budget amendment that includes proposed compensation increases for executive municipal officers.

15. ORDINANCES/PUBLIC HEARINGS

- 15.A. ORDINANCE/PUBLIC HEARING - An Ordinance of Eagle Mountain City, Utah, Approving the Second Amendment to the 2024-2025 Fiscal Year Annual Budget.

BACKGROUND: *(Presented by Director of Administrative Services Kimberly Reusch)* State statute requires the City to amend its budget to appropriate funds for increased expenses. The proposed ordinance is the second amendment to the 2024-2025 Fiscal Year Annual Budget.

- 15.B. ORDINANCE/PUBLIC HEARING - An Ordinance of Eagle Mountain City, Utah, Approving the Master Development Plan and Rezoning Certain Lands Known as Rose Ranch.

BACKGROUND: *(Presented by Senior Planner David Stroud)* The proposed ordinance approves the Master Development Plan and rezones 79.85 acres of property from Agriculture to the R2 and R3 zones. The project includes single-family homes and is located south of the Brandon Park subdivision, Utah County Parcel Number 59:043:0016.

- 15.C. ORDINANCE/PUBLIC HEARING - An Ordinance of Eagle Mountain City, Utah, Amending the Eagle Mountain Municipal Code Section 16.35.140 Diagrams, Relating to Rights-of-Way Profiles.

BACKGROUND: *(Presented by Senior Planner Robert Hobbs)* The proposed ordinance reformats, re-illustrates, and clarifies the City's required rights-of-way profiles.

- 15.D. ORDINANCE/PUBLIC HEARING - An Ordinance of Eagle Mountain City, Utah, Amending the Eagle Mountain Municipal Code Chapters 17.10 Definitions and 17.25 Residential Zones.

BACKGROUND: *(Presented by Senior Planner Robert Hobbs)* The proposed changes to Section 17.10.030 amend definitions relating to building envelopes, setbacks, and land uses. The amendment to Section 17.25.040 Residential Development Standards Table clarifies that structures housing livestock are to be kept 50' from neighboring residences and 6' from all other structures in the RA1, RA2, RD1, RD2 and FR Zones, and that structures housing livestock shall be kept 6' away from all structures (including

neighboring residences) in the R1, R2, R3, RC, MF1 and MF2 Zones. Furthermore, footnote number 3 under the Table is proposed to be amended to specify that setbacks for structures not requiring a building permit shall not be required, save for those that house livestock. The amendments to Section 17.25.030 Land Use Table reformat the same and convert uses requiring conditional use permits having to meet special use standards.

16. ORDINANCES

- 16.A. ORDINANCE - An Ordinance of Eagle Mountain City, Utah, Amending the Eagle Mountain Municipal Code Chapters 8.07 Nuisance Abatement and 8.15 Noise.

BACKGROUND: *(Presented by City Attorney Marcus Draper)* The proposed code amendments to EMMC 8.15 Noise make it permissible to exceed 65 dB during certain times of the day to allow for certain ordinary activities. The proposed amendments to EMMC 8.07 Nuisance Abatement requires property owners to remove graffiti within a reasonable timeframe. Currently, a property owner has no obligation to remove graffiti from the property, which can be a nuisance to surrounding property owners. This would require a property owner to remove the graffiti within 7 days after discovery.

- 16.B. ORDINANCE - An Ordinance of Eagle Mountain City, Utah, Amending the Eagle Mountain Municipal Code Chapter 12.35 Public Art.

BACKGROUND: *(Presented by Grants Coordinator/Management Analyst Natalie Winterton)* In response to the City Council's interest to beautify the community through public art, Staff has drafted a percent-for-art policy. The adoption of such a policy would allow the City to incrementally invest in public art as the City grows.

17. LEGISLATIVE ITEMS

- 17.A. UPDATE - Legislative Priorities List

18. CITY COUNCIL/MAYOR'S BUSINESS AND LIAISON REPORTS

This time is set aside for the City Council's and Mayor's comments on City business, and for Councilmembers to report on the boards they are assigned to as liaisons to the City Council.

19. COMMUNICATION ITEMS

- 19.A. Financial Report

- 19.B. Upcoming Agenda Items

20. ADJOURNMENT

THE PUBLIC IS INVITED TO PARTICIPATE IN PUBLIC MEETINGS FOR ALL AGENDAS.

By the Americans with Disabilities Act, Eagle Mountain City will make reasonable accommodations for participation in all Public 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 a member of the public body to participate. This agenda is subject to change with a minimum 24-hour notice.

CERTIFICATE OF POSTING

The undersigned, duly appointed City Recorder, does hereby certify that the above agenda notice was posted

on this 12th day of September, 2024, on the Eagle Mountain City bulletin boards, the Eagle Mountain City website www.emcity.org, posted to the Utah State public notice website <http://www.utah.gov/pmn/index.html>, and was emailed to at least one newspaper of general circulation within the jurisdiction of the public body.

Fionnuala B. Kofoed, MMC, City Recorder



**EAGLE MOUNTAIN CITY
CITY COUNCIL MEETING
SEPTEMBER 17, 2024**

TITLE:	DISCUSSION - Mortgage Assistance Program
ITEM TYPE:	Discussion Item
FISCAL IMPACT:	TBD
APPLICANT:	City Staff

CURRENT GENERAL PLAN DESIGNATION & ZONE	ACREAGE
N/A	N/A

PUBLIC HEARING

No

PREPARED BY

Clifford Strachan, Director of
Legislative Affairs

PRESENTED BY

Clifford Strachan

RECOMMENDATION:

BACKGROUND:

Eagle Mountain City's General Plan includes a Moderate Income Housing Plan strategy to:
"Implement a mortgage assistance program for employees of the municipality, an employer that provides contracted services to the municipality, or any other public employer that operates within the municipality."

Staff have prepared a draft Mortgage Assistance Program Policy to establish processes and guidelines for the awarding of Redevelopment Agency Housing Funds in the form of Mortgage Assistance. The program is intended to improve the quality of life for individuals, couples, and families and the quality of the community by enabling public employees and other qualified persons to own and occupy housing in Eagle Mountain City.

ITEMS FOR CONSIDERATION:

As drafted, the program would provide a forgivable loan to eligible home buyers with a household income up to 120% of AMI (Area Median Income) for Utah County. The maximum eligible household income is \$131,000 for a household of four or more persons.

The proposed loan would be a maximum of \$15,000 or 7% of the purchase price, with a minimum down payment of \$1,000 and a maximum down payment of \$15,000.

The loan would have a term of 15 years, be secured by a lien in second position, recorded on title. The first mortgage will need to have a term of at least 15 years.

Targeted to public employees, especially those who work for participating entities of the RDA (Eagle Mountain City, Alpine School District, Utah County, Unified Fire Authority, and Central Utah Water Conservancy District), but available to non-public employees, the loan would become forgivable upon

meeting certain time of service thresholds of employment for public entities and upon certain length of owner occupancy.

Staff intends to present the draft program for review and feedback. Upon favorable direction, staff would bring forward, at a later date, a resolution to adopt the program and a budget appropriation from the RDA to fund the program.

PLANNING COMMISSION ACTION/RECOMMENDATION:

N/A

ATTACHMENTS:

None



**EAGLE MOUNTAIN CITY
CITY COUNCIL MEETING
SEPTEMBER 17, 2024**

TITLE:	Moderate-Income Housing Land Use Ordinance
ITEM TYPE:	Discussion Item
FISCAL IMPACT:	N/A
APPLICANT:	Staff

CURRENT GENERAL PLAN DESIGNATION & ZONE	ACREAGE
N/A	N/A

PUBLIC HEARING

No

PREPARED BY

Beth Fewkes

PRESENTED BY

Beth Fewkes

RECOMMENDATION:

Staff recommends that the City Council provide additional direction regarding housing unit types, price points, and zoning for moderate-income housing. Additionally, staff requests feedback on the program's administration, integration, and reporting requirements.

BACKGROUND:

In 2023, Eagle Mountain City adopted strategies for Moderate-Income Housing as part of its General Plan, in accordance with Utah State Code (Section 10-9a-403). Strategy 5 directs the adoption of a land use ordinance requiring 10% or more of new residential development in certain residential zones to be dedicated to moderate-income housing. The City Council has set a deadline of December 31, 2024, to adopt this ordinance. Staff has begun preliminary research and engaged with the City Council and stakeholders to explore potential housing types that meet both City and State requirements and now seek further feedback and guidance from the City Council.

ITEMS FOR CONSIDERATION:

PLANNING COMMISSION ACTION/RECOMMENDATION:

N/A

ATTACHMENTS:

None



2565 N PONY EXPRESS PKWY
EAGLE MOUNTAIN, UT 84005
EAGLEMOUNTAINCITY.ORG

ENGINEERING

Tuesday, September 3, 2024

City Recorder's Office
Eagle Mountain City
1650 East Stage Coach Run
Eagle Mountain City, UT 84005

SUBJECT: Eagle Village plat 1 out of warranty Bond Release

City Recorder:

The above referenced subdivision has completed the required one-year maintenance period as required in their development agreement. After performing a walkthrough of this subdivision, I would recommend that the city accepts the subdivision as complete and releases all bonds placed by the developer and held by the city for this development.

Please contact me should you have any comments, questions, or concerns. Thank you.

Sincerely,

Christopher T. Trusty, P.E.
Engineering Director
Eagle Mountain City

Cc: Fionnuala Kofoed, City Recorder



DATE: Monday, September 9, 2024
TO: Chris Trusty
FROM: Robert Ballif - Engineering Tech. 1
SUBJECT: **Eagle Village plat 1 walk through-updated**

A walk-thru was performed on the above Subdivision. The following were present.

Robert Ballif – Engineering Tech. 1

After performing a walk-through on Eagle Village plat 1, we have the following comments:

General Notes:

1. ~~Exit sewer video.~~
2. ~~Remove all SWPPP BMPs from the inlets.~~
3. ~~Multiple gouges in the roadways to receive a surface treatment, you can do the work yourself or pay the seal coat fee.~~
4. ~~Crack seal all phase lines.~~

Pony Express PKWY:

1. ~~North of Bountiful Ln sections of sidewalk to be replaced, marked with red paint.~~
2. ~~Fire hydrant north side of Bountiful repair the landscaping.~~
3. ~~South side of Bountiful finish the landscaping in the park strip. Section of sidewalk to be replaced.~~
4. ~~2 storm drain manholes off the sidewalk on the north side of Bountiful to be cleaned and raised to top of walk.~~
5. ~~South of Bountiful storm drain manhole in the sidewalk clean.~~
6. ~~The south fire hydrant hard to turn needs to be oiled.~~

Bountiful Ln.:

1. ~~Multiple sections of sidewalk to be replaced marked with red paint.~~
2. ~~House #1556 sidewalk to replace.~~
3. ~~Intersection of Sparrow Ln. east in place sewer manhole the cut into the pipe is not large enough for cleaning or camera, make a bigger hole.~~
4. ~~House #1576 water valve for hydrant to be fixed cannot turn. Hydrant hard to turn needs to be oiled.~~
5. ~~House #3587 inlet box across the road to be crack sealed against new concrete.~~
6. ~~The irrigation meter for the park does not have a meter. Purchase meter and have it set. Lid is not correct it will need a lid with a hole in it for the ERT.~~
7. ~~House #'s 3597 to 3607 sag in the gutter at the park parking area to be fixed so the water will flow to the inlet.~~

Sparrow Ln.:

1. ~~Multiple sections of sidewalk to be replaced marked with red paint.~~
2. ~~House #3547 fire hydrant to be turned back towards the road.~~
3. ~~House #3547 across the road clean up the gutter.~~
4. ~~House #3547 sections of sidewalk to replace.~~
5. ~~House #3603 sections of sidewalk to replace.~~

Cardinal Dr.:

1. ~~Multiple section of sidewalk to be replaced marked with red paint.~~
2. ~~House #1567 fire hydrant hard to turn needs to be oiled.~~

Lark Rd.:

1. ~~Multiple section of sidewalk to be replaced marked with red paint.~~
2. ~~House #3584 sewer manhole clean.~~

Finch Ln.:

1. ~~Multiple section of sidewalk to be replaced marked with red paint.~~

- ~~2. House #3576 sidewalk to replace.~~
- ~~3. Intersection of Bountiful sag in the asphalt by the waterway to be fixed.~~

Dove Wy.:

- ~~1. Multiple section of sidewalk to be replaced marked with red paint.~~
- ~~2. Next to trail by the ADA ramps both sides of the road clean up the concrete debris.~~

Shadow Dr.:

- ~~1. Multiple section of sidewalk to be replaced marked with red paint.~~
- ~~2. Crack seal asphalt patches in front of the homes.~~
- ~~3. House #'s 1646 & 1632 section of walk.~~
- ~~4. House #1646 at the ADA ramp sag in the gutter to be fixed.~~

Please provide us with your schedule to correct the above-listed items. Once the punch list items have been verified for completion, the subdivision can be presented to the city for exit warranty.

EAGLE VILLAGE PLAT 1

FIRE NOTE:

SEVEN (7) FIRE HYDRANTS MEET IFC REQUIREMENTS. NO COMBUSTIBLE CONSTRUCTION UNTIL FIRE HYDRANTS ARE IN PLACE.

N 1/4 SEC 13
T6S, R2W, SLB&M

Scale 1" = 50'

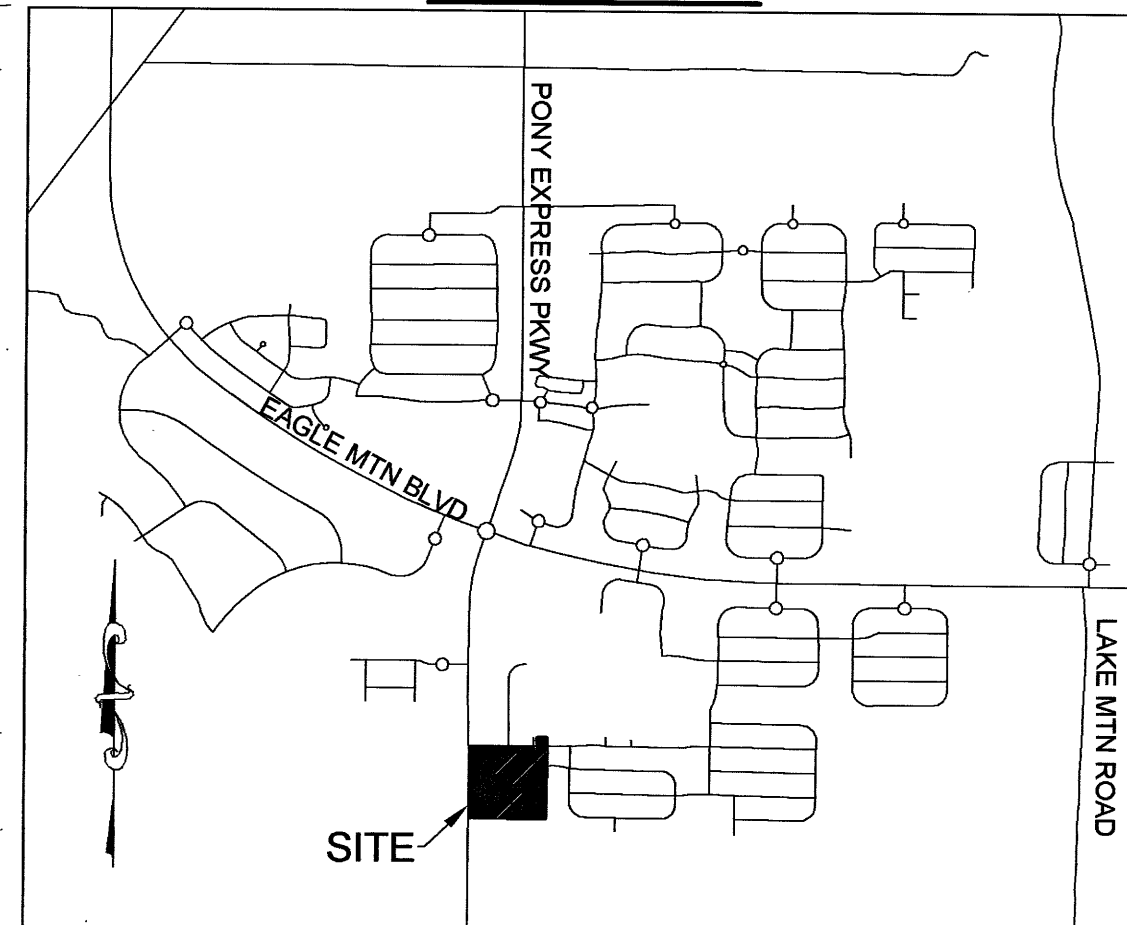
N 89°31'09" W (BASIS OF BEARING)

NE COR SEC 13
T6S, R2W, SLB&M
ELEV = 4867.60

PLAT NOTES:

- ALL PUBLIC OPEN SPACE IS DEDICATED TO EAGLE MOUNTAIN CITY AND MAINTAINED BY THE CITY.
- ALL FRONT-FACING GARAGES MUST BE 22' FROM PROPERTY LINE.
- PUBLIC OPEN SPACE AND CITY PARK SPACE IS A PUBLIC UTILITY EASEMENT.

VICINITY MAP



CURVE TABLE

CURVE	RADIUS	LENGTH	DELTA	CHORD	BEARING
C1	275.00	28.12	5°51'32"	28.11	S 2°51'18" E
C2	21.00	32.19	87°49'32"	29.13	N 45°18'46" W
C3	325.00	66.78	11°46'20"	66.66	N 7°17'10" W
C4	175.00	21.34	6°59'10"	21.32	N 9°40'45" W
C5	15.00	25.22	96°21'8"	22.36	N 41°59'24" E
C6	325.00	35.07	6°10'56"	35.05	S 4°44'47" E
C7	325.00	1.45	0°15'19"	1.45	S 1°31'39" E
C8	21.00	32.10	87°34'26"	29.06	S 45°26'32" E
C9	21.00	32.99	90°0'0"	29.70	S 45°46'15" W
C10	226.50	120.63	30°30'53"	119.21	S 16°14'42" W
C11	15.00	19.44	74°14'33"	18.11	S 5°50'9" E
C12	120.00	12.14	5°47'39"	12.13	S 40°3'36" E
C13	120.00	43.71	20°52'14"	43.47	S 26°43'39" E
C14	120.00	34.12	16°17'28"	34.01	S 8°48'48" E
C15	120.00	89.97	42°57'21"	87.87	S 21°28'45" E
C16	93.50	70.49	43°11'42"	68.83	N 21°35'55" W
C17	67.00	39.37	33°39'50"	38.80	N 16°49'59" W
C18	15.00	24.87	94°59'38"	22.12	N 81°9'43" W
C19	226.50	72.58	18°21'31"	72.27	S 60°31'14" W
C20	226.50	56.63	14°19'27"	56.48	S 76°51'43" W
C21	226.50	23.62	5°58'30"	23.61	S 87°04'11" W
C22	226.50	152.82	38°39'28"	149.94	S 70°40'12" W
C23	200.00	173.94	49°49'53"	168.51	S 65°45'59" W
C24	173.50	36.50	89°13'41"	24.37	N 45°23'6" E
C25	173.50	161.92	53°28'20"	156.11	N 83°58'22" E
C26	173.50	57.01	18°49'39"	56.76	N 15°3'39" E
C27	173.50	14.77	4°52'34"	14.76	N 31°2'32" E
C28	200.00	137.52	39°23'48"	134.83	N 20°28'29" E
C29	15.00	23.73	90°37'54"	21.33	N 44°32'42" W
C30	15.00	23.36	89°13'41"	21.07	S 45°23'5" W
C31	15.00	23.56	90°0'0"	21.21	S 44°59'56" W
C32	15.00	23.69	90°28'24"	21.30	N 44°45'52" W
C33	15.00	23.44	89°31'36"	21.13	S 45°14'8" W
C34	15.00	23.56	90°0'0"	21.21	N 45°04'4" W
C35	25.00	6.89	15°47'13"	6.87	S 82°6'20" W
C36	25.00	7.30	16°44'11"	7.28	N 81°38'4" W
C37	60.00	17.38	16°35'52"	17.32	N 74°36'3" W
C38	60.00	13.91	13°16'56"	13.88	N 9°29'4" W
C39	60.00	32.39	30°55'55"	32.00	N 12°37'21" E
C40	60.00	30.32	28°57'18"	30.00	N 42°33'58" E
C41	60.00	37.28	35°36'10"	36.69	N 74°50'42" E
C42	60.00	14.61	13°57'5" E	14.57	S 80°22'41" E
C43	60.00	128.52	122°43'24"	105.32	N 45°14'10" E
C44	60.00	17.38	16°35'52"	17.32	S 81°42'5" E
C45	60.00	22.64	21°37'10"	22.51	N 79°11'24" E
C46	60.00	7.68	7°20'8"	7.68	N 64°42'45" E
C47	60.00	30.32	28°57'18"	30.00	N 75°31'20" E
C48	60.00	49.69	47°27'3"	48.28	N 84°46'13" E
C49	60.00	30.32	28°57'18"	30.00	S 57°17'37" E
C50	60.00	29.24	27°55'14"	28.95	S 28°35'21" E
C51	60.00	28.26	26°55'12"	28.00	S 18°8' E
C52	60.00	18.19	17°22'5"	18.12	S 21°23'1" W
C53	60.00	155.70	148°40'52"	115.55	S 44°36'53" E
C54	41.50	65.75	90°46'16"	59.08	S 44°36'53" E
C55	15.00	23.76	90°46'16"	21.36	S 44°36'53" E
C56	60.00	30.32	28°57'18"	30.00	S 15°14'54" W
C57	325.00	30.26	5°20'5"	30.25	S 10°30'18" E

PLAT 1 CALCULATIONS

TOTAL ACREAGE:	10.82 ACRES
BUILDABLE ACREAGE:	10.82 ACRES
TOTAL ACREAGE IN LOTS:	7.10 ACRES
TOTAL RIGHT-OF-WAY AREA:	2.97 ACRES
TOTAL OPEN SPACE:	0.75 ACRES
TOTAL DEVELOPED OPEN SPACE:	0.75 ACRES
AVERAGE LOT SIZE:	5,947 SF/0.14 ACRES
LARGEST LOT SIZE:	8,810 SF/0.20 ACRES
SMALLEST LOT SIZE:	4,553 SF/0.11 ACRES
OVERALL DENSITY:	4.8 LOTS/ACRE
TOTAL # OF LOTS:	52 LOTS

DIRECT COMMUNICATIONS

Direct Communications Cedar Valley, LLC certifies that it will provide telecommunications services to this subdivision utilizing the trenches provided by the developer as per the Direct Communications Cedar Valley P.S.C. Utah No.1Tariff.

SURVEYOR:

AZTEC ENGINEERING INC.
491 N. 450 W.
OREM, UT. 84057
(801) 224-7308

SURVEYOR'S CERTIFICATE

I, AARON D. THOMAS, DO HEREBY CERTIFY THAT I AM A REGISTERED LAND SURVEYOR, AND THAT I HOLD CERTIFICATE NO. 6418780 AS PRESCRIBED UNDER THE LAWS OF THE STATE OF UTAH, I FURTHER CERTIFY BY AUTHORITY OF THE OWNERS, I HAVE MADE A SURVEY OF THE TRACT OF LAND SHOWN ON THIS PLAT AND DESCRIBED BELOW, AND HAVE SUBDIVIDED SAID TRACT OF LAND IN LOTS, BLOCKS, STREETS, AND EASEMENTS AND THE SAME HAVE BEEN CORRECTLY SURVEYED AND STAKED ON THE GROUND AS SHOWN ON THIS PLAT AND THAT THIS PLAT IS TRUE AND CORRECT.

JULY 1, 2020
DATE

AARON D. THOMAS (SEE SEAL BELOW)

BOUNDARY DESCRIPTION

BEGINNING AT A POINT LOCATED NORTH 89°31'09" WEST ALONG SECTION LINE 1883.55 FEET AND SOUTH 1752.65 FEET FROM THE NORTHEAST CORNER OF SECTION 13, TOWNSHIP 6 SOUTH, RANGE 2 WEST, SALT LAKE BASE AND MERIDIAN;

THENCE SOUTH 00°46'19" WEST 601.20 FEET; THENCE SOUTH 89°59'56" WEST, A DISTANCE OF 101.42 FEET; THENCE SOUTH 58°00'19" WEST, A DISTANCE OF 62.49 FEET; THENCE SOUTH 89°59'56" WEST, A DISTANCE OF 96.00 FEET; THENCE SOUTH 00°00'04" EAST, A DISTANCE OF 68.04 FEET; THENCE SOUTH 89°59'56" WEST, A DISTANCE OF 390.00 FEET; THENCE SOUTH 87°18'37" WEST, A DISTANCE OF 53.06 FEET; THENCE SOUTH 89°59'56" WEST, A DISTANCE OF 116.91 FEET; THENCE NORTH 00°28'20" EAST 597.16 FEET; THENCE SOUTH 89°50'02" EAST 653.36 FEET; THENCE ALONG THE ARC OF A 275.00 FOOT RADIUS CURVE TO THE RIGHT 28.12 FEET THROUGH A CENTRAL ANGLE OF 05°51'32" (CHORD BEARS SOUTH 02°09'18" EAST 28.11 FEET); THENCE SOUTH 00°46'28" WEST 7.87 FEET; THENCE SOUTH 89°13'32" EAST 70.75 FEET; THENCE ALONG THE ARC OF A 21.00 FOOT RADIUS CURVE TO THE RIGHT 32.19 FEET THROUGH A CENTRAL ANGLE OF 87°49'32" (CHORD BEARS NORTH 45°18'46" WEST 29.13 FEET); THENCE ALONG THE ARC OF A 325.00 FOOT RADIUS CURVE TO THE LEFT 66.78 FEET THROUGH A CENTRAL ANGLE OF 11°46'20" (CHORD BEARS NORTH 07°17'10" WEST 66.66 FEET); THENCE NORTH 13°10'20" WEST 20.41 FEET; THENCE ALONG THE ARC OF A 175.00 FOOT RADIUS CURVE TO THE RIGHT 21.32 FEET THROUGH A CENTRAL ANGLE OF 6°59'10" (CHORD BEARS NORTH 09°40'45" WEST 21.32 FEET); THENCE NORTH 06°11'07" WEST 2.68 FEET; THENCE ALONG THE ARC OF A 15.00 FOOT RADIUS CURVE TO THE RIGHT 25.22 FEET THROUGH A CENTRAL ANGLE OF 96°21'08" (CHORD BEARS NORTH 41°59'24" EAST 22.36 FEET); THENCE SOUTH 89°50'02" EAST 111.20 FEET TO THE POINT OF BEGINNING.

CONTAINING 471,955.50 SQUARE FEET OR 10.8172 ACRES, MORE OR LESS.

BASIS OF BEARING = UTAH STATE PLANE COORDINATE SYSTEM OF 1983, CENTRAL ZONE

EAGLE MOUNTAIN CITY PLAT DEDICATION

We, the undersigned owners of all the real property depicted on this plat and described in the surveyors certificate on this plat, have caused the land described on this plat to be divided into lots, streets, parks, open spaces, easements and other public uses as designated on the plat and now do hereby dedicate under the provisions of 10-9a-607, Utah Code, without condition, restriction or reservation to Eagle Mountain City, Utah, all streets, water, sewer and other utility easements and improvements, open spaces shown as public open spaces, parks and all other places of public use and enjoyment to Eagle Mountain City, Utah, together with all improvements required by the Development Agreement between the undersigned and Eagle Mountain City for the benefit of the City and the inhabitants thereof.

OWNER(S):
PRINTED NAME OF OWNER Andrew Patterson, Manager July 2, 2020
Needlebank Properties Limited Partnership

AUTHORIZED SIGNATURE(S) Andrew Patterson

EAGLE MOUNTAIN DEVELOPER PLAT DEDICATION

We, the undersigned owners of all the real property depicted on this plat and described in the surveyors certificate on this plat, have caused the land described on this plat to be divided into lots, streets, parks, open spaces, easements and other public uses as designated on the plat and now do hereby dedicate under the provisions of 10-9a-607, Utah Code, without condition, restriction or reservation to Eagle Mountain City, Utah, all streets, water, sewer and other utility easements and improvements, open spaces shown as public open spaces, parks and all other places of public use and enjoyment to Eagle Mountain City, Utah, together with all improvements required by the Development Agreement between the undersigned and Eagle Mountain City for the benefit of the City and the inhabitants thereof.

OWNER(S):
PRINTED NAME OF OWNER Andrew Patterson, Manager July 2, 2020
Patterson Development, LLC

AUTHORIZED SIGNATURE(S) Andrew Patterson

ACKNOWLEDGMENT

On the 02 day of July, 2020, I, the undersigned, a Notary Public in and for the State of Utah, personally appeared before me the persons signing the foregoing Owners Dedication known to me to be authorized to execute the foregoing Owners Dedication for and on behalf of the owners who duly acknowledged to me that the Owners Dedication was executed by them on behalf of the Owners.

MY COMMISSION EXPIRES 12-24-2022

703834

COMMISSION NUMBER

Sherry Lynn Custance
NOTARY PUBLIC
Notary Public Commissioned in Utah
Sherry Lynn Custance
PRINTED FULL NAME OF NOTARY

ACCEPTANCE BY LEGISLATIVE BODY

THE CITY COUNCIL OF EAGLE MOUNTAIN CITY, COUNTY OF UTAH, APPROVES THIS SUBDIVISION PLAT AND HEREBY ACCEPTS THE DEDICATION OF ALL STREETS, EASEMENTS AND OTHER PARCELS OF LAND INTENDED FOR PUBLIC PURPOSES FOR THE PERPETUAL USE OF THE PUBLIC THIS DAY OF

APPROVED BY MAYOR
APPROVED BY ENGINEER (SEE SEAL BELOW)
ATTEST BY CITY ATTORNEY
ATTEST BY CITY RECORDER (SEE SEAL BELOW)

FINAL PLAT 1

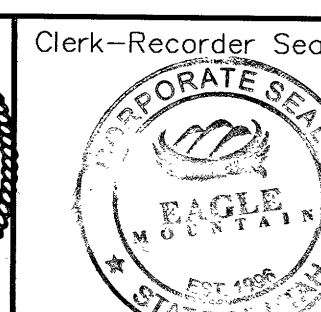
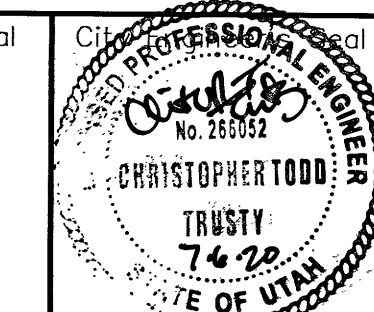
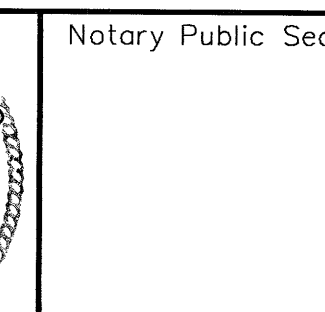
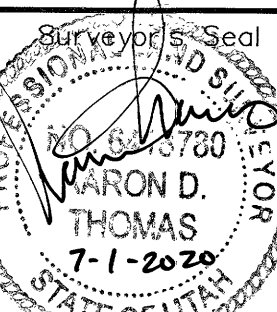
EAGLE VILLAGE SUBDIVISION

LOCATED IN THE NE QUARTER OF SEC 13, TOWNSHIP 6S, RANGE 2W, S.L.B.&M.

EAGLE MOUNTAIN CITY

UTAH COUNTY, UTAH

SCALE: 1" = 50 FEET



ROCKY MOUNTAIN POWER

- Pursuant to Utah Code Ann § 54-3-27 this plat conveys to the owner(s) or operators of utility facilities a public utility easement along with all the rights and duties described therein.
- Pursuant to Utah Code Ann § 17-27a-603(4)(c)(ii) Rocky Mountain Power accepts delivery of the PUE as described in this plat and approves this plat solely for the purpose of confirming that the plat contains public utility easements and approximates the location of the public utility easements, but does not warrant their precise location. Rocky Mountain Power may require other easements in order to serve this development. This approval does not affect any right that Rocky Mountain Power has under

- A recorded easement or right-of-way
- The law applicable to prescriptive rights
- Title 54, Chapter 8a, Damage to Underground Utility Facilities, or
- Any other provision of law

Rocky Mountain Power
07-06-2020
DATE

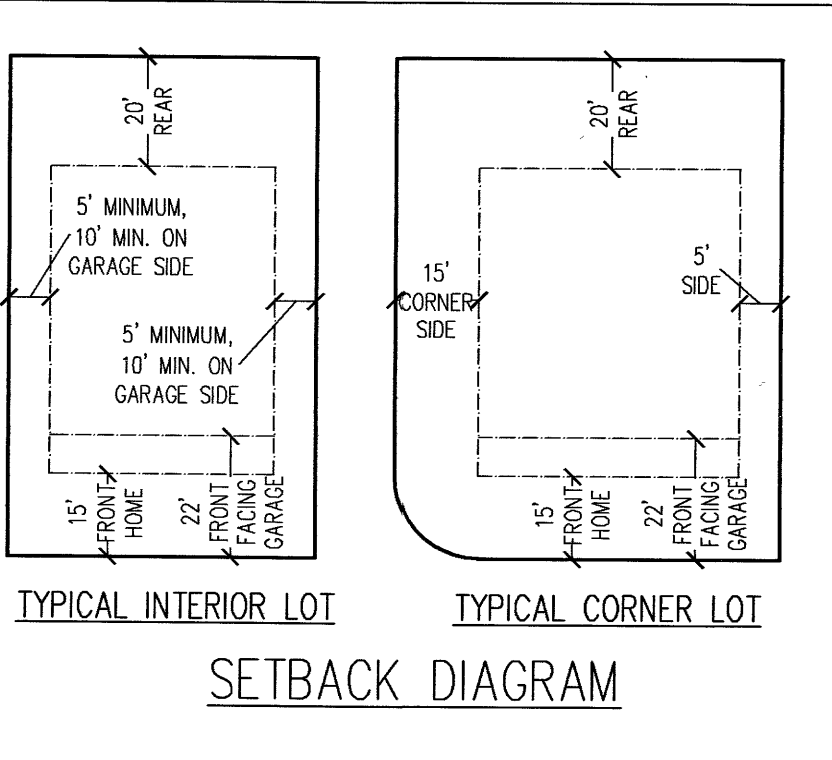
17160

DOMINION ENERGY

Dominion Energy approves this plat solely for the purposes of confirming that the plat contains public utility easements. Dominion Energy may require other easements in order to serve this development. This approval does not constitute abrogation or waiver of any other existing rights, obligations, or liabilities provided by law or equity. This approval does not constitute acceptance, approval, or acknowledgment of any terms contained in the plat, including those set forth in the owners dedication and the notes, and does not constitute a guarantee of particular terms of natural gas service. For further information please contact Dominion Energy's Right-of-way department at 1-800-366-8832.

Approved this 7 day of July, 2020

Dominion Energy
By: [Signature]
Title: [Signature]



TYPICAL INTERIOR LOT
TYPICAL CORNER LOT
SETBACK DIAGRAM



EAGLE MOUNTAIN CITY COUNCIL MEETING MINUTES

SEPTEMBER 3, 2024, 4:00 PM
EAGLE MOUNTAIN CITY COUNCIL CHAMBERS
1650 EAST STAGECOACH RUN, EAGLE MOUNTAIN, UT 84005

ELECTED OFFICIALS PRESENT: Mayor Tom Westmoreland, Councilmembers Donna Burnham, Melissa Clark, Rich Wood, and Brett Wright. Councilmember Jared Gray joined the meeting in person at 5:15 PM.

ELECTED OFFICIALS PRESENT ELECTRONICALLY: Councilmember Jared Gray.

CITY STAFF PRESENT: Steve Mumford, Interim City Manager; Fionnuala Kofoed, Assistant City Manager/City Recorder; Clifford Strachan, Director of Legislative Affairs; Evan Berrett, Economic Development Director; Marcus Draper, City Attorney; Kimberly Ruesch, Director of Legislative Affairs; Tyler Maffitt, Communications Manager; Angela Valenzuela, Human Resources Manager; Natalie Winterton, Grants Coordinator/Management Analyst; Terrence Dela Pena, Finance/Management Analyst; Todd Black, Wildlife Biologist/Environmental Planner; Robert Hobbs, Senior Planner; David Stroud, Senior Planner; Steven Lehmitz, Planner; Mack Straw, Public Utilities Manager; Jeff Weber, Fleet and Facilities/Operations Director; Zac Hilton, Streets and Storm Drain/Parks and Recreation Manager; Brad Hickman, Public Works Director; Bailey Ensign, Digital Communications Specialist; and Eric McDowell, Chief Deputy Sheriff.

CITY STAFF PRESENT ELECTRONICALLY: Michele Graves, Library Director; Lianne Pengra, Chief Deputy Recorder; and Embret Fossum, Unified Fire Authority Battalion Chief;

4:00 PM WORK SESSION – CITY COUNCIL CHAMBERS

Mayor Westmoreland called the meeting to order at 4:08 PM.

1. DISCUSSION AND INFORMATION ITEMS

1.A. DISCUSSION – Transfer of Density Rights Program

City Attorney Marcus Draper presented the item and explained the potential overlay zone.

[The recording of the discussion can be found online here at 00:00:35.](#)

1.B. DISCUSSION – Cedar Corners Phase 5 Concept Plan

Planner Steven Lehmitz presented the item. This property, Utah County Parcel No. 59:007:0092, was originally part of the Cedar Corners residential development. The preliminary plat for the project was approved on January 16, 2007, and showed this section being subdivided into 7 lots. The rest of the project has been completed as originally approved. The applicant is seeking feedback on a proposal to rezone the property to the RC zone, thus allowing 7 lots to be constructed. After meeting with staff, it was determined that the applicant would complete a half-width road across the south end of their property and the adjacent park.

[The recording of the discussion can be found online here at 00:09:51.](#)

1.C. DISCUSSION – Ranches Property and Eagle Mountain Properties Parcels 29, 30, & 31 Rezone

Senior Planner Robert Hobbs presented the item. Staff is seeking feedback from the Council on the proposed rezone and applicable Future Land Use Map amendments of seventeen parcels in The Ranches and Eagle Mountain Properties Master Development Plan areas. All parcels are vacant, and all but three lie in The Ranches area. This is part of a larger effort to consider rezoning vacant parcels in the City to align with a zone found in the current Municipal Code. The Eagle Mountain Properties and Ranches master development agreements are expired.

Brian Haskell and Gabin Wenzel, property owner representatives for Parcel 12, requested the City work with the property owner regarding updating the proposed zoning through a development agreement or through potential residential zoning.

[The recording of the discussion can be found online here at 00:22:25.](#)

2. AGENDA REVIEW

12.B. PRELIMINARY PLAT – Eagle Square Commercial

The Council expressed concerns regarding the item's traffic study, as well as the Third Amendment to the Porters Crossing Town Center Master Development Agreement.

[The recording of the discussion can be found online here at 00:54:56.](#)

13.B. RESOLUTION – A Resolution of Eagle Mountain City, Utah, Approving an Amended Purchase Agreement with Eagle Mountain Airport LLC for the Acquisition of a Right-of-Way along Old Airport Road.

The Council confirmed with City staff that the proposed agreement is amended. Staff clarified that the terms of payment, and cost per acre were amended in the proposed agreement.

[The recording of the discussion can be found online here at 01:02:40.](#)

This item was readdressed later in the meeting. Councilmember Gray requested that the City utilize standard real estate purchase contracts.

[The recording of the discussion can be found online here at 01:35:18.](#)

13.E. RESOLUTION – A Resolution of Eagle Mountain City, Utah, Approving an Amendment to the Commercial Lease Agreement between Star West Eagle Mountain Properties LLC and Eagle Mountain City.

Staff answered questions posed by the Council regarding other office space solutions including mobile offices and purchase options, and how many office spaces the proposed agreement will add.

[The recording of the discussion can be found online here at 01:08:09.](#)

- 14.A. ORDINANCE/PUBLIC HEARING - An Ordinance of Eagle Mountain City, Utah, Approving the First Amendment to the Fiscal Year 2024-2025 Annual Budget.

Director of Administrative Services Kimberly Ruesch presented the proposed first amendment to the Fiscal Year 2024-2025 Annual Budget.

[The recording of the discussion can be found online here at 01:24:30.](#)

- 14.D. ORDINANCE/PUBLIC HEARING - An Ordinance of Eagle Mountain City, Utah, Amending the Eagle Mountain Municipal Code, Repealing and Replacing Chapter 17.40 Industrial Zone, and Amending Chapters 17.20 Agriculture Zone and 17.38 Commercial Storage Zone.

Councilmember Wood requested staff remove the public and private utilities from permitted uses in the Agriculture zone, and create an overlay zone to address those uses. Staff discussed potential issues that could arise if the use was not permitted. Councilmember Wright expressed concerns with permitting windmills in the Agriculture zone.

[The recording of the discussion can be found online here at 01:47:56.](#)

3. ADJOURN TO A CLOSED SESSION

No closed session was held. The meeting went into recess at 6:02 PM.

7:00 PM POLICY SESSION – CITY COUNCIL CHAMBERS

4. CALL TO ORDER

Mayor Westmoreland called the meeting to order at 7:05 PM.

5. PLEDGE OF ALLEGIANCE

Mayor Westmoreland led the Pledge of Allegiance.

6. INFORMATION ITEMS/UPCOMING EVENTS

7. PUBLIC COMMENTS

Mayor Westmoreland opened the public comment period at 7:09 PM.

The following individuals spoke during the public comment period: Bettina Cameron and Nathan Merrill, Shay Pitt submitted a written comment.

Mayor Westmoreland closed the public comment period at 7:13 PM.

[The recording of the public comments can be found online here at 01:58:35.](#)

8. CITY COUNCIL/MAYOR ITEMS

The Mayor and Councilmembers offered comments to the public.

[The recording of the Mayor and Councilmember comments can be found online here at 02:03:20.](#)

9. APPOINTMENTS

9.A. Youth Council Advisors

1. Angeline Washburn – One-year Term through June 2025

MOTION: *Councilmember Gray moved to approve the appointment of Angeline Washburn as a Youth Council Advisory for a one-year term through June 2025. Councilmember Wright seconded the motion.*

Donna Burnham	Yes
Melissa Clark	Yes
Jared Gray	Yes
Rich Wood	Yes
Brett Wright	Yes

The motion passed with a unanimous vote.

[The recording of the motion can be found online here at 02:06:49.](#)

2. Nathan Washburn – One-year Term through June 2025

MOTION: *Councilmember Gray moved to approve the appointment of Nathan Washburn as a Youth Council Advisory for a one-year term through June 2025. Councilmember Burnham seconded the motion.*

Donna Burnham	Yes
Melissa Clark	Yes
Jared Gray	Yes
Rich Wood	Yes
Brett Wright	Yes

The motion passed with a unanimous vote.

[The recording of the motion can be found online here at 02:07:42.](#)

CONSENT AGENDA

10. BOND RELEASES

10.A. Hidden Hollow Phase C, Plat 4 – Into Warranty

10.B. Scarlet Ridge Offsite Sewer Line – Out of Warranty

11. MINUTES

11.A. August 20, 2024 Minutes – Regular City Council Meeting

12. PRELIMINARY PLATS & SITE PLANS

12.A. SITE PLAN – Harmony Eagle Mountain Utah West Stake Center

12.B. PRELIMINARY PLAT – Eagle Square Commercial

13. RESOLUTIONS

13.A. RESOLUTION – A Resolution of Eagle Mountain City, Utah, Appointing Laura LaRue as the Eagle Mountain City Deputy Treasurer.

13.B. RESOLUTION – A Resolution of Eagle Mountain City, Utah, Approving an Amended Purchase Agreement with Eagle Mountain Airport LLC for the Acquisition of a Right-of-Way along Old Airport Road.

13.C. RESOLUTION – A Resolution of Eagle Mountain City, Utah, Approving a Purchase Agreement with Meadowbrook Properties Limited Partnership for the Acquisition of a Right-of-Way along Old Airport Road.

13.D. RESOLUTION – A Resolution of Eagle Mountain City, Utah, Approving an Interlocal Cooperation Agreement for Joint Administration of the 2024 General Election.

13.E. RESOLUTION – A Resolution of Eagle Mountain City, Utah, Approving an Amendment to the Commercial Lease Agreement between Star West Eagle Mountain Properties LLC and Eagle Mountain City.

MOTION: *Councilmember Wood moved to approve the Consent Agenda, moving item 12.B. to the scheduled items for further discussion, and amending the effective date for item 13.B. to the date of closing. Councilmember Wright seconded the motion.*

Donna Burnham	Yes
Melissa Clark	Yes
Jared Gray	Yes
Rich Wood	Yes
Brett Wright	Yes

The motion passed with a unanimous vote.

[The recording of the motion can be found online here at 02:11:23.](#)

SCHEDULED ITEMS

12. PRELIMINARY PLATS & SITE PLANS

12.B. PRELIMINARY PLAT – Eagle Square Commercial

Senior Planner David Stroud presented the item. The plat contains 5 lots and one parcel that will be further developed in the future. The Planning Commission reviewed this request at the June 25, 2024

meeting. Several residents contacted the City to voice concerns regarding a potential hotel at this location. While a hotel is not part of this particular request, a hotel is a conditional use in the Porter's Crossing Master Development Agreement. A preliminary plat was previously reviewed by the City Council on July 2, 2024, but was continued due to concerns about traffic and what measures need to be taken to minimize the impact. The applicant has proposed traffic measures and desires feedback from the Council regarding the proposed measures and combined with the previous preliminary plat, approval of the plat while incorporating the traffic plan.

Property owner Khoscrow Semnani addressed the Council regarding the status of the Third Amendment to the Porter's Crossing Town Center Master Development agreement. The applicant and Council determined to table this item and bring it back to a future Council meeting after the amended Master Development Agreement is fully executed.

[The recording of the discussion can be found online here at 02:13:39.](#)

MOTION: *Councilmember Gray moved to table the Eagle Square Commercial Preliminary Plat*
Councilmember Wright seconded the motion.

Donna Burnham	Yes
Melissa Clark	Yes
Jared Gray	Yes
Rich Wood	Yes
Brett Wright	Yes

The motion passed with a unanimous vote.

[The recording of the motion can be found online here at 02:45:11.](#)

14. ORDINANCES/PUBLIC HEARINGS

14.A. ORDINANCE/PUBLIC HEARING - An Ordinance of Eagle Mountain City, Utah, Approving the First Amendment to the Fiscal Year 2024-2025 Annual Budget.

Director of Administrative Services Kimberly Ruesch presented the item. State statute requires the City to amend its budget to appropriate funds for increased expenses. The proposed ordinance is the first budget amendment for Fiscal Year 2024-2025, and includes a request to appropriate increased spending within the General Fund totaling \$108,903. This amendment would bring the total City budget to \$112,340,147. The primary purpose of this amendment is to address critical needs related to technology infrastructure, increase software user licenses for plan reviews, and address administrative obligations. The proposed funding source for this amendment is \$7,465 from planning revenues and \$101,438 from General Fund reserves. General Fund reserves will remain at 35% of revenue even with this proposed appropriation.

Mayor Westmoreland opened the public hearing at 7:56 PM. As there were no comments, he closed the hearing.

[The recording of the discussion can be found online here at 02:45:38.](#)

MOTION: *Councilmember Wright moved to approve an Ordinance of Eagle Mountain City, Utah, Approving the First Amendment to the Fiscal Year 2024-2025 Annual Budget. Councilmember Wood seconded the motion.*

Donna Burnham	Yes
Melissa Clark	Yes
Jared Gray	Yes
Rich Wood	Yes
Brett Wright	Yes

The motion passed with a unanimous vote.

[The recording of the motion can be found online here at 02:47:21.](#)

- 14.B. ORDINANCE/PUBLIC HEARING - An Ordinance of Eagle Mountain City, Utah, Amending the Eagle Mountain Municipal Code Chapters 17.25 Residential Zones, 17.35 Commercial Zones, and 17.37 Business Park Zones.

Wildlife Biologist/Environmental Planner Todd Black presented the item. The proposed amendments relate to setbacks near a natural wash in the Generally Applicable Provision sections within the Residential, Commercial, and Business Park Zones. The phrase “significant setbacks” occurs in three places in the Eagle Mountain Municipal Code, and staff recommends changing this to a defined fifty-foot (50') setback from the top of the wash to be consistent and measurable. This aligns with a recommendation from JWO Engineering in their 2022 Tickville Wash report.

Mayor Westmoreland opened the public hearing at 8:06 PM.

The following individuals spoke during the hearing: Bettina Cameron and John Kramer.

Mayor Westmoreland closed the public hearing at 8:21 PM.

[The recording of the discussion and public hearing comments can be found online here at 02:47:50.](#)

MOTION: *Councilmember Wood moved to approve an Ordinance of Eagle Mountain City, Utah, Amending the Eagle Mountain Municipal Code Chapters 17.25 Residential Zones, 17.35 Commercial Zones, and 17.37 Business Park Zones with the following change:*

- 1. The amendment in 17.25.050(G), 17.35.050(G), and 17.37.050(G) be amended to read, “No permanent structures near natural washes shall be built in the watercourse plus 75 feet from the center of the flowline, or a 50-foot buffer on either side, as measured out from the top of the wash, whichever is greater, to be determined by the City Engineer or designee. Additionally, no earthwork, excavation, or earth removal shall occur within the watercourse plus 75 feet from the center of the flowline, or a 50-foot buffer on either side of the top-of-bank as determined by determined by the City Engineer or designee.”*
- Councilmember Clark seconded the motion.*

[The recording of the motion can be found online here at 03:12:36.](#)

AMENDED MOTION: *Councilmember Wood moved to approve an Ordinance of Eagle Mountain City, Utah, Amending the Eagle Mountain Municipal Code Chapters 17.25 Residential Zones, 17.35 Commercial Zones, and 17.37 Business Park Zones with the following changes:*

1. *No permanent structures near natural washes shall be built in the watercourse plus 75 feet from the center of the flowline, or a 50-foot buffer on either side, as measured out from the top of the bank, whichever is greater, to be determined by the City Engineer or designee. Additionally, no earthwork, excavation, or earth removal shall occur within the watercourse plus 75 feet from the center of the flowline, or a 50-foot buffer on either side of the top of the bank as determined by determined by the City Engineer or designee*

Councilmember Clark seconded the motion.

Donna Burnham	Yes
Melissa Clark	Yes
Jared Gray	Yes
Rich Wood	Yes
Brett Wright	Yes

The motion passed with a unanimous vote.

[The recording of the motion can be found online here at 03:14:30.](#)

14.C. ORDINANCE/PUBLIC HEARING - An Ordinance of Eagle Mountain City, Utah, Rezoning Certain Lands Known as the Enyo Battery Property.

Senior Planner Robert Hobbs presented the item. The proposed ordinance rezones approximately 160 acres of land from the Airpark Zone to the Agriculture Zone. The property is located in the south/southwest end of the City at the intersection of 500 East and 100 North, Utah County Parcel Number 59:068:0004.

Property owner Christine Mikell with Lake Mountain Land Company addressed the Council regarding the application.

Mayor Westmoreland opened the public hearing at 8:37 PM. As there were no comments, he closed the hearing.

[The recording of the discussion can be found online here at 03:15:19.](#)

MOTION: *Councilmember Burnham moved to approve an Ordinance of Eagle Mountain City, Utah, Rezoning Certain Lands Known as the Enyo Battery Property from the Airpark Zone to the Agriculture Zone. Councilmember Wood seconded the motion.*

Donna Burnham	Yes
Melissa Clark	Yes
Jared Gray	Yes
Rich Wood	Yes
Brett Wright	Yes

The motion passed with a unanimous vote.

[The recording of the motion can be found online here at 03:30:10.](#)

- 14.D. ORDINANCE/PUBLIC HEARING - An Ordinance of Eagle Mountain City, Utah, Amending the Eagle Mountain Municipal Code, Repealing and Replacing Chapter 17.40 Industrial Zone, and Amending Chapters 17.20 Agriculture Zone and 17.38 Commercial Storage Zone.

Senior Planner Robert Hobbs presented the item. The proposed amendment adds an introductory subsection for each chapter; eliminates the conditional uses in each chapter; creates a land use table for permitted, special, and prohibited uses; makes minor revisions to EMMC 17.38 to withdraw a moving vehicle quantity cap and add Caretaker Dwelling standards; and repeals and replaces EMMC 17.40 to remove references to previous zoning district equivalents.

Mayor Westmoreland opened the public hearing at 9:00 PM.

The following individuals spoke during the public hearing: Bettina Cameron and Adrienne Bell.

Mayor Westmoreland closed the public hearing at 9:05 PM.

[The recording of the discussion and public comments can be found online here at 03:50:42.](#)

MOTION: *Councilmember Wood moved to approve an Ordinance of Eagle Mountain City, Utah, Amending the Eagle Mountain Municipal Code, Repealing and Replacing Chapter 17.40 Industrial Zone, and Amending Chapters 17.20 Agriculture Zone and 17.38 Commercial Storage Zone with the following changes:*

1. *17.20.020 Land Use Table:*
 - a. *Equestrian Center be changed from Permitted to Special;*
 - b. *The Windmills line be amended to include language stating "Windmills, if exclusively secondary/accessory to an AG use";*
 - c. *Utility, Public or Private be changed from Permitted to blank;*
2. *17.37.020 Land Use Table Utility, Public or Private be changed from Permitted to blank; and*
3. *17.38.060(E) retain the maximum of six allowed number of moving vehicles, and include "(e.g., vans, box trucks, trailers, etc.)."*

Councilmember Gray seconded the motion.

Donna Burnham	Yes
Melissa Clark	Yes
Jared Gray	Yes
Rich Wood	Yes
Brett Wright	Yes

The motion passed with a unanimous vote.

[The recording of the motion can be found online here at 04:12:51.](#)

- 14.E. ORDINANCE/PUBLIC HEARING - An Ordinance of Eagle Mountain City, Utah, Amending the Eagle Mountain Municipal Code to Enact Section 17.60.155 Lot Size Mixture (R Lots).

Senior Planner Robert Hobbs informed the Council that this item needs further review and suggested the Council table the item.

Mayor Westmoreland opened the public hearing at 9:27 PM. As there were no comments, he closed the hearing.

[The recording of the discussion can be found online here at 04:16:02.](#)

MOTION: *Councilmember Wood moved to table an Ordinance of Eagle Mountain City, Utah, Amending the Eagle Mountain Municipal Code to Enact Section 17.60.155 Lot Size Mixture (R Lots). Councilmember Wright seconded the motion.*

Donna Burnham	No
Melissa Clark	Yes
Jared Gray	Yes
Rich Wood	Yes
Brett Wright	Yes

The motion passed with a vote of 4:1.

[The recording of the motion can be found online here at 04:17:26.](#)

- 14.F. ORDINANCE/PUBLIC HEARING - An Ordinance of Eagle Mountain City, Utah, Amending the Eagle Mountain Municipal Code Chapter 17.10 Definitions, and Sections 16.35.090 Privacy Fencing, 17.60.120 General Fencing Provisions, and 17.60.130 Chain Link Fencing.

Senior Planner Robert Hobbs presented the item. The proposed amendment adds a definition for retaining walls, clarifies allowed amounts of wire fencing, screening, and screening replacement requirements along certain roadways, and clarifies retaining wall construction and allowed locations. This item was tabled at the July 2, 2024 City Council meeting.

Mayor Westmoreland opened the public hearing at 9:32 PM. As there were no comments, he closed the hearing.

[The recording of the discussion can be found online here at 04:18:10.](#)

MOTION: *Councilmember Wood moved to approve an Ordinance of Eagle Mountain City, Utah, Amending the Eagle Mountain Municipal Code Chapter 17.10 Definitions, and Sections 16.35.090 Privacy Fencing, 17.60.120 General Fencing Provisions, and 17.60.130 Chain Link Fencing. Councilmember Gray seconded the motion.*

[The recording of the motion can be found online here at 04:22:39.](#)

AMENDED MOTION: *Councilmember Wood moved to approve an Ordinance of Eagle Mountain City, Utah, Amending the Eagle Mountain Municipal Code Chapter 17.10 Definitions, and Sections 16.35.090 Privacy Fencing, 17.60.120 General Fencing Provisions, and 17.60.130 Chain Link Fencing with the following change:*

1. *EMMC 17.60.130(A)(2) is amended to, "Unreinforced CMU or stacked concrete blocks, gabion walls, railroad ties and large timbers or free stacked tiers of loose materials are not allowed for purposes of establishing a formal retaining wall."*

Councilmember Gray seconded the motion.

Donna Burnham	Yes
Melissa Clark	Yes

Jared Gray	Yes
Rich Wood	Yes
Brett Wright	Yes

The motion passed with a unanimous vote.

[The recording of the motion can be found online here at 04:26:16.](#)

15. BERRY PROPERTY

- 15.A. ORDINANCE/PUBLIC HEARING - An Ordinance of Eagle Mountain City, Utah, Amending the General Plan Land Use Map for Certain Lands Known as the Berry Property.

Items 15.A. and 15.B. were discussed concurrently.

Planner Steven Lehmitz presented the item. The proposed ordinance amends the General Plan Land Use Designation for a 7.3-acre parcel from Agriculture/Rural Density Two to Foothill Residential. The property is located along Pole Canyon Boulevard, between the Triumph and Scarlet Ridge master developments, Utah County Parcel Number 59:019:0015.

Mayor Westmoreland opened the public hearing at 9:38 PM. As there were no comments, he closed the hearing.

Applicant Zane Berry addressed the Council regarding the General Plan amendment and rezone.

[The recording of the discussion can be found online here at 04:23:56.](#)

MOTION: *Councilmember Wright moved to approve an Ordinance of Eagle Mountain City, Utah, Amending the General Plan Land Use Map for Certain Lands Known as the Berry Property. Councilmember Wood seconded the motion.*

[The recording of the motion can be found online here at 04:34:27.](#)

AMENDED MOTION: *Councilmember Wright moved to approve an Ordinance of Eagle Mountain City, Utah, Amending the General Plan Land Use Map from Agriculture/Rural Density Two to Foothill Residential for Certain Lands Known as the Berry Property. Councilmember Wood seconded the motion.*

Donna Burnham	Yes
Melissa Clark	Yes
Jared Gray	No
Rich Wood	Yes
Brett Wright	Yes

The motion passed with a vote of 4:1.

[The recording of the motion can be found online here at 04:35:50.](#)

- 15.B. ORDINANCE/PUBLIC HEARING - An Ordinance of Eagle Mountain City, Utah, Rezoning Certain Lands Known as the Berry Property.

Items 15.A. and 15.B. were discussed concurrently.

Mayor Westmoreland opened the public hearing at 9:46 PM. As there were no comments, he closed the hearing.

[The recording of the discussion can be found online here at 04:36:30.](#)

MOTION: *Councilmember Burnham moved to approve an Ordinance of Eagle Mountain City, Utah, Rezoning Certain Lands Known as the Berry Property from Agriculture to Foothill Residential. Councilmember Wright seconded the motion.*

Donna Burnham	Yes
Melissa Clark	Yes
Jared Gray	No
Rich Wood	Yes
Brett Wright	Yes

The motion passed with a vote of 4:1.

[The recording of the motion can be found online here at 04:36:56.](#)

16. EAGLE MOUNTAIN PROPERTIES

- 16.A. ORDINANCE/PUBLIC HEARING - An Ordinance of Eagle Mountain City, Utah, Amending the General Plan or Future Land Use Map for Certain Lands Located within the Eagle Mountain Properties Master Plan Area.

Items 16.A. and 16.B. were presented and discussed concurrently.

Senior Planner Robert Hobbs presented the item. The proposed ordinance includes multiple Future Land Use Map amendments for properties within and about the Eagle Mountain Properties Master Plan area. Approximately 3,989.60 acres of land are included in the re-entitlement proposal. The proposed changes are part of a City-wide effort, where appropriate, to assign properties land use zones/districts that are currently codified and administered by the City. Amendments to the City's Future Land Use Map are also proposed in an effort to help harmonize the proposed zone map amendments with the Future Land Use & Transportation Map. This application represents the first of such efforts to be done in phases and sectors.

Mayor Westmoreland opened the public hearing at 9:53 PM.

The following individuals spoke during the public hearing: Chad Rollins, owner of Property #21. Bettina Cameron submitted a written comment.

Mayor Westmoreland closed the public hearing at 9:57 PM.

Property owner representatives Tom Romney with Focus Engineering and Bill Gaskill addressed the Council regarding properties they represent.

[The recording of the discussion can be found online here at 04:38:33.](#)

MOTION:

Councilmember Wright moved to approve an Ordinance of Eagle Mountain City, Utah, Amending the General Plan or Future Land Use Map for Certain Lands Located within the Eagle Mountain Properties Master Plan Area with the following designations:

<i>Property</i>	<i>Future Land Use Designation</i>
<i>1</i>	<i>CC</i>
<i>2</i>	<i>AG/RD2</i>
<i>3</i>	<i>Parks and Open Space</i>
<i>4</i>	<i>Parks and Open Space</i>
<i>5</i>	<i>Parks and Open Space</i>
<i>6</i>	<i>Parks and Open Space</i>
<i>7</i>	<i>Foothill Residential</i>
<i>8</i>	<i>Foothill Residential/Parks and Open Space</i>
<i>9</i>	<i>Foothill Residential</i>
<i>10</i>	<i>Foothill Residential/Parks and Open Space</i>
<i>11</i>	<i>CC</i>
<i>12</i>	<i>Business Park/Light Industry, & Parks and Open Space</i>
<i>13</i>	<i>Parks and Open Space</i>
<i>14</i>	<i>AG/RD2</i>
<i>15</i>	<i>AG/RD2</i>
<i>16</i>	<i>Business Park/Light Industry</i>
<i>17</i>	<i>Business Park/Light Industry</i>
<i>19</i>	<i>AG/RD1</i>
<i>20</i>	<i>Business Park/Light Industry</i>
<i>21</i>	<i>CC</i>
<i>22</i>	<i>Business Park/Light Industry & Parks and Open Space</i>
<i>23</i>	<i>CC</i>
<i>24</i>	<i>CC</i>
<i>25</i>	<i>CC</i>
<i>26</i>	<i>CC</i>
<i>27</i>	<i>CC</i>
<i>28</i>	<i>CC</i>

Councilmember Gray seconded the motion.

Donna Burnham	Yes
Melissa Clark	Yes
Jared Gray	Yes
Rich Wood	Yes
Brett Wright	Yes

The motion passed with a unanimous vote.

[The recording of the motion can be found online here at 5:21:43.](#)

16.B. ORDINANCE/PUBLIC HEARING - An Ordinance of Eagle Mountain City, Utah, Rezoning Certain Lands Located within the Eagle Mountain Properties Master Plan Area.

Items 16.A. and 16.B. were presented and discussed concurrently.

Mayor Westmoreland opened the public hearing at 10:33 PM. As there were no comments, he closed the hearing.

[The recording of the discussion can be found online here at 05:23:05.](#)

MOTION: *Councilmember Wright moved to approve an Ordinance of Eagle Mountain City, Utah, Rezoning Certain Lands Located within the Eagle Mountain Properties Master Plan Area.*

<i>Property</i>	<i>Zone</i>
<i>1</i>	<i>CN</i>
<i>2</i>	<i>AG</i>
<i>3</i>	<i>AG</i>
<i>4</i>	<i>AG</i>
<i>5</i>	<i>AG</i>
<i>6</i>	<i>AG</i>
<i>7</i>	<i>AG</i>
<i>8</i>	<i>AG</i>
<i>9</i>	<i>AG</i>
<i>10</i>	<i>AG</i>
<i>11</i>	<i>LMD</i>
<i>12</i>	<i>AG</i>
<i>13</i>	<i>AG</i>
<i>14</i>	<i>AG</i>
<i>15</i>	<i>AG</i>
<i>16</i>	<i>AG</i>
<i>17</i>	<i>AG</i>
<i>19</i>	<i>AG</i>
<i>20</i>	<i>LMD</i>
<i>21</i>	<i>AG</i>
<i>22</i>	<i>AG</i>
<i>23</i>	<i>CN</i>
<i>24</i>	<i>CN</i>
<i>25</i>	<i>CN</i>
<i>26</i>	<i>CN</i>
<i>27</i>	<i>CN</i>
<i>28</i>	<i>CN</i>

Councilmember Wood seconded the motion.

Donna Burnham Yes

Melissa Clark	Yes
Jared Gray	Yes
Rich Wood	Yes
Brett Wright	Yes

The motion passed with a unanimous vote.

[The recording of the motion can be found online here at 05:23:51.](#)

17. LEGISLATIVE ITEMS

17.A. UPDATE – Legislative Priority List

18. CITY COUNCIL/MAYOR'S BUSINESS AND LIAISON REPORTS

19. COMMUNICATION ITEMS

18.A. Upcoming Agenda Items

19. ADJOURNMENT

MOTION: *Councilmember Gray moved to adjourn the meeting at 10:35 PM. Councilmember Wood seconded the motion.*

Donna Burnham	Yes
Melissa Clark	Yes
Jared Gray	Yes
Rich Wood	Yes
Brett Wright	Yes

The motion passed with a unanimous vote.

[The recording of the motion can be found online here at 05:25:31.](#)

The meeting was adjourned at 10:35 PM.

Approved by the City Council on September 17, 2024.

Lianne Pengra, CMC
Chief Deputy Recorder



**EAGLE MOUNTAIN CITY
CITY COUNCIL MEETING
SEPTEMBER 17, 2024**

TITLE:	Granite Credit Union Site Plan
ITEM TYPE:	Site Plan
FISCAL IMPACT:	N/A
APPLICANT:	Matt Anderson

CURRENT GENERAL PLAN DESIGNATION & ZONE	ACREAGE
General Plan Designation: Community Commercial Zone: Commercial Community	1 Acre

PUBLIC HEARING

No

PREPARED BY

Steven Lehmitz, Planner

PRESENTED BY

Steven Lehmitz

RECOMMENDATION:

Staff recommends that the City Council approve the Granite Credit Union site plan with the following conditions:

1. The approval is contingent on the proposed plat amendment application being approved;
2. All mechanical equipment shall be screened and not visible from the street.

BACKGROUND:

The property was rezoned on December 7, 2021 (Ordinance No. O-40-2021), as part of the Tagg-N-Go car wash project along Ranches Parkway. The applicant is now seeking site plan approval on a portion of the property for the purpose of constructing a Granite Credit Union branch location. The City is currently reviewing a plat amendment application that would amend Saddle Junction Plat 1, dividing Lot 102 (Parcel No. 66:403:0103) into four separate lots, one of which would be utilized for the proposed Granite Credit Union.

ITEMS FOR CONSIDERATION:

The proposed site plan complies with all applicable standards in the site plan development (EMMC 17.100) and commercial design (EMMC 17.72) zoning standards.

PLANNING COMMISSION ACTION/RECOMMENDATION:

The Planning Commission forwarded a positive recommendation (5-0) of the site plan application to the City Council with the following conditions:

1. The approval is contingent on the proposed plat amendment application being approved;
2. All mechanical equipment shall be screened and not visible from the street.

ATTACHMENTS:

1. Site Plan - Granite Credit Union
2. Elevations - Granite Credit Union
3. Landscape Plan - Granite Credit Union
4. Vicinity Maps - Granite Credit Union
5. 09.10.2024 Planning Commission Report of Action

NOT FOR
CONSTRUCTION

CONSULTANT INFORMATION

GRANITE CREDIT UNION
- EAGLE MOUNTAIN
BRANCH
ALLGOOD SUBDIVISION - LOT 1
EAGLE MOUNTAIN, UTAH

[illegible]

PROJECT INFORMATION

DATE: 22 JULY 2023
PROJECT #: 24-026
PM / PA: CLT
PIC: GWT

DRAWING SET STATUS

SITE PLAN APPROVAL

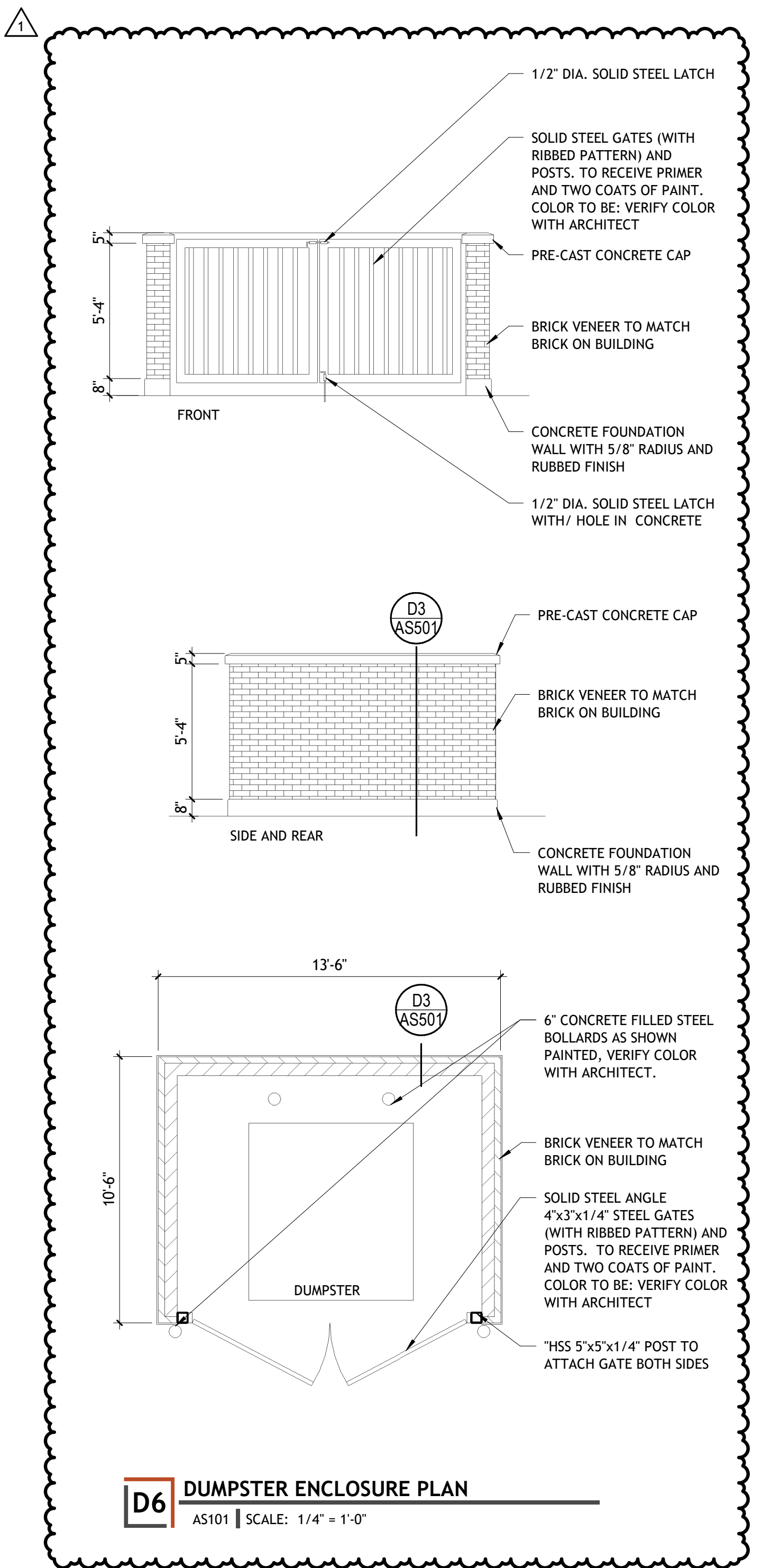
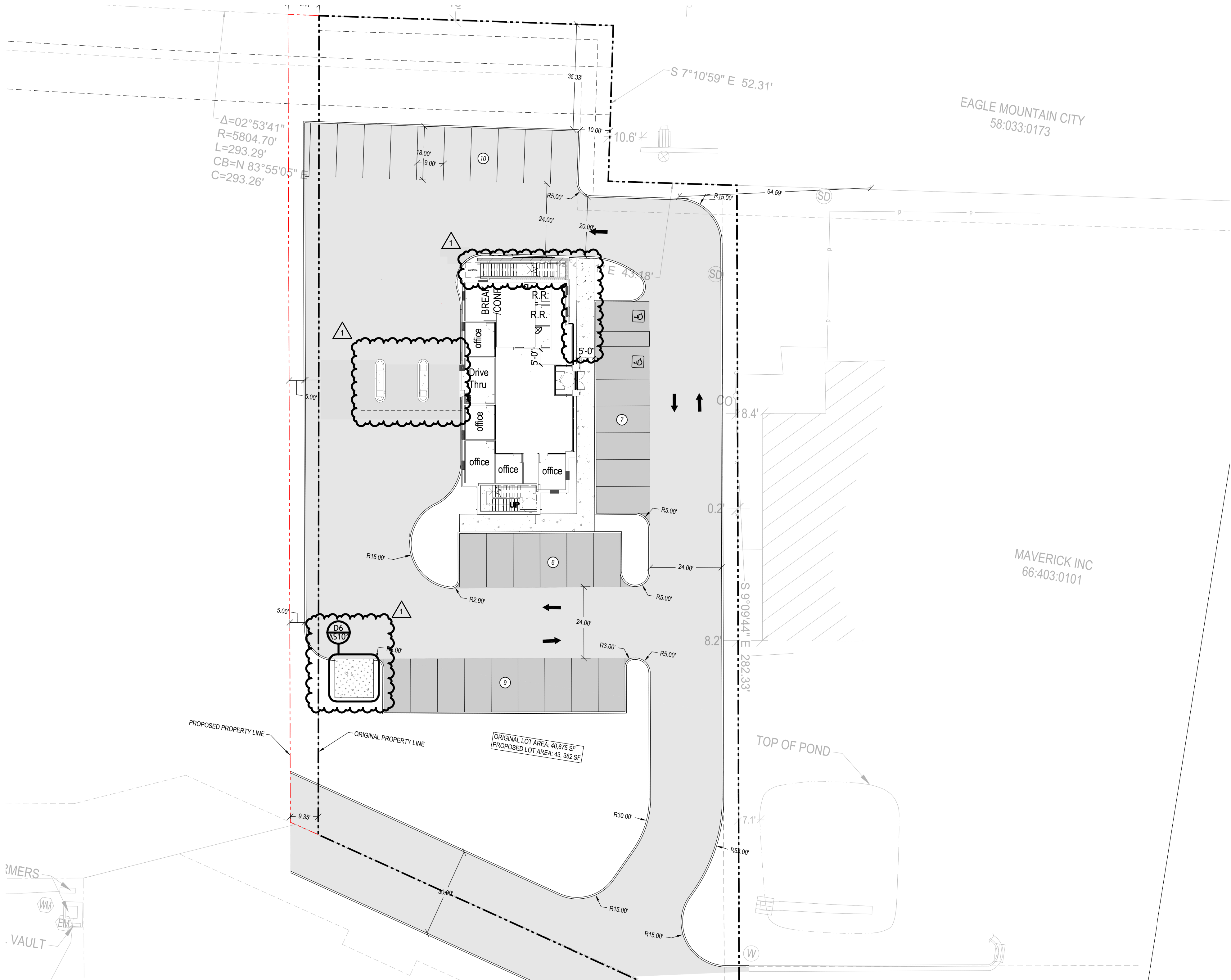
SHEET TITLE

ARCHITECTURAL SITE PLAN

SHEET NUMBER

AS101

KEYNOTES



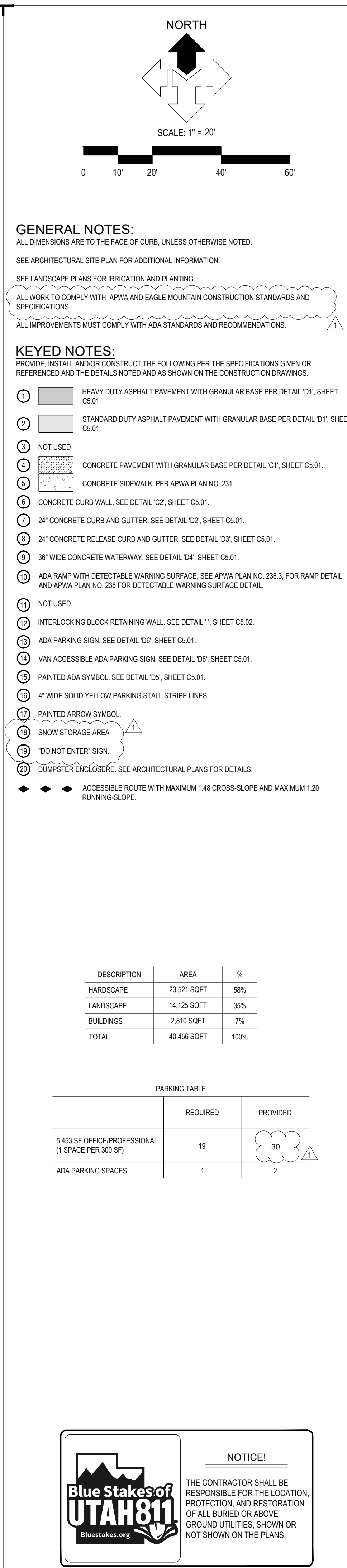
GENERAL NOTES

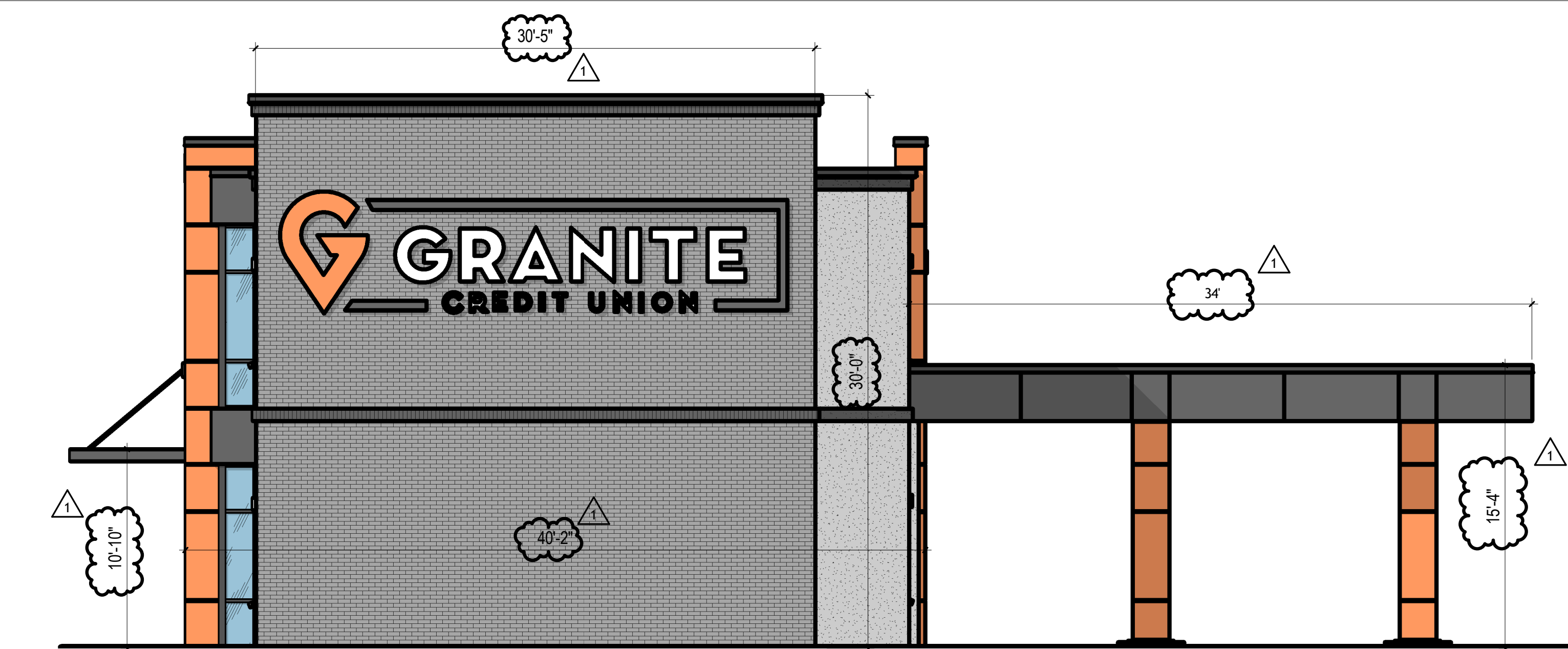
- A. COORDINATE SITE PLAN WITH LANDSCAPE, ARCHITECTURAL, CIVIL, MECHANICAL, AND ELECTRICAL SITE PLAN. REPORT ANY SIGNIFICANT DISCREPANCIES TO THE ARCHITECT.
- B. SEE AS501 FOR SITE DETAILS.

ARCHITECTURAL SITE PLAN

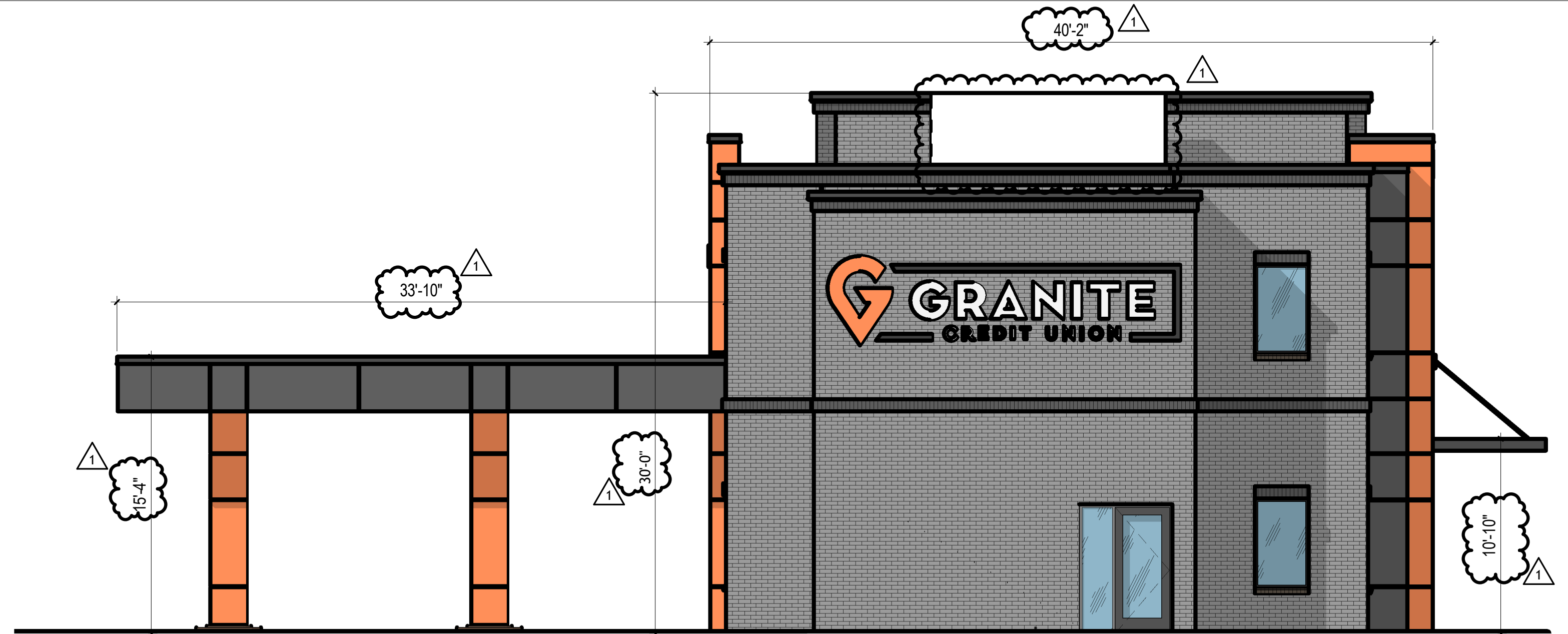
AS101 | SCALE: 1" = 20'-0"



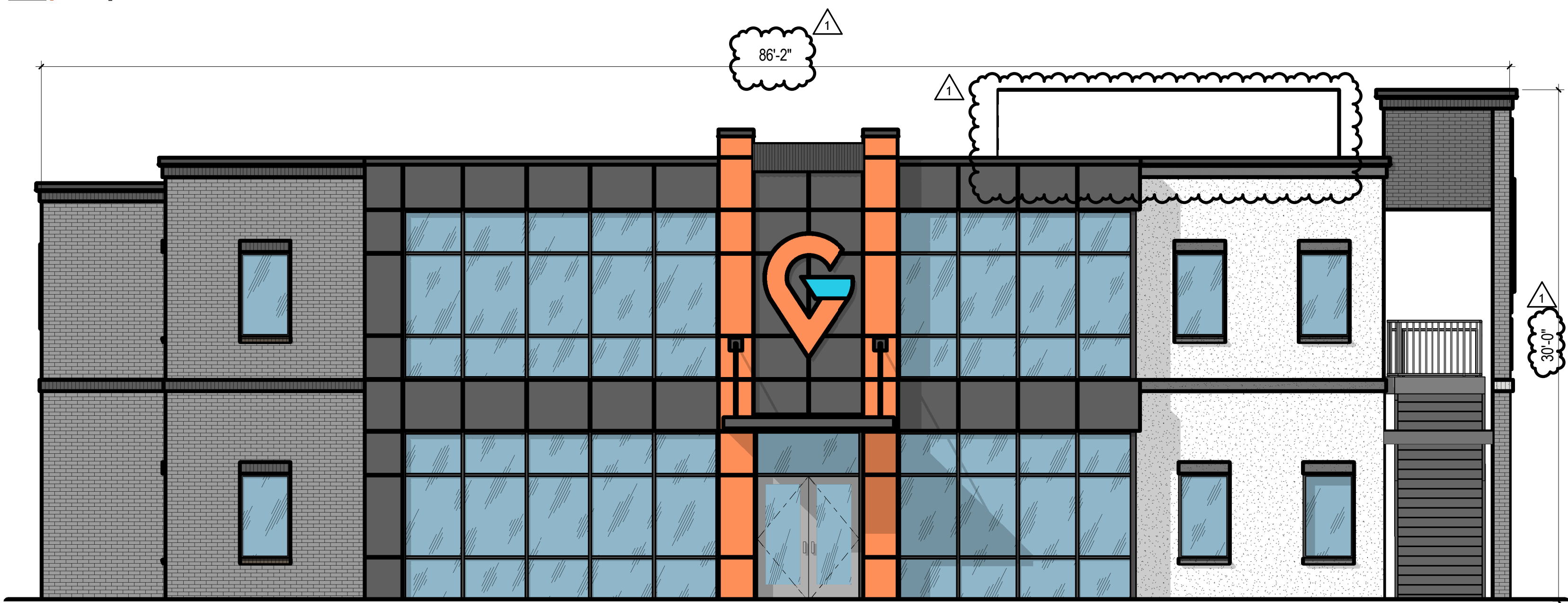




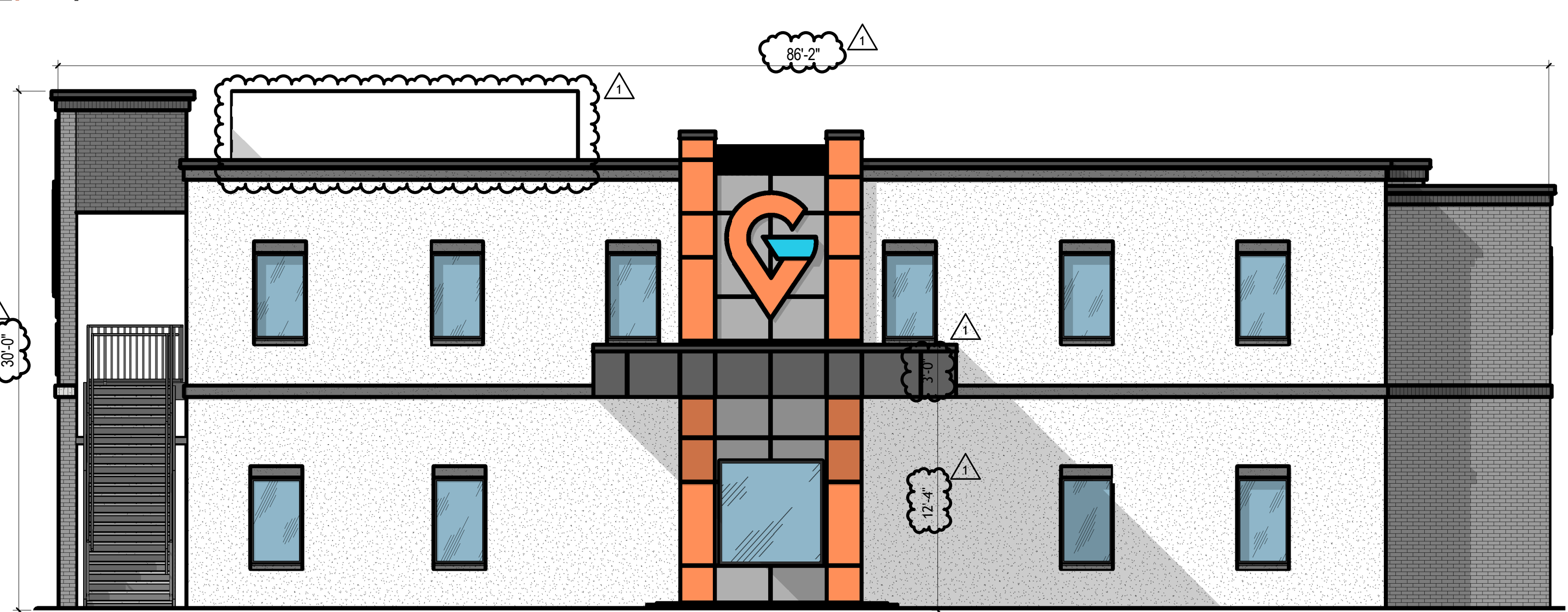
1 NORTH ELEVATION
X102 | SCALE: 3/16" = 1'-0"



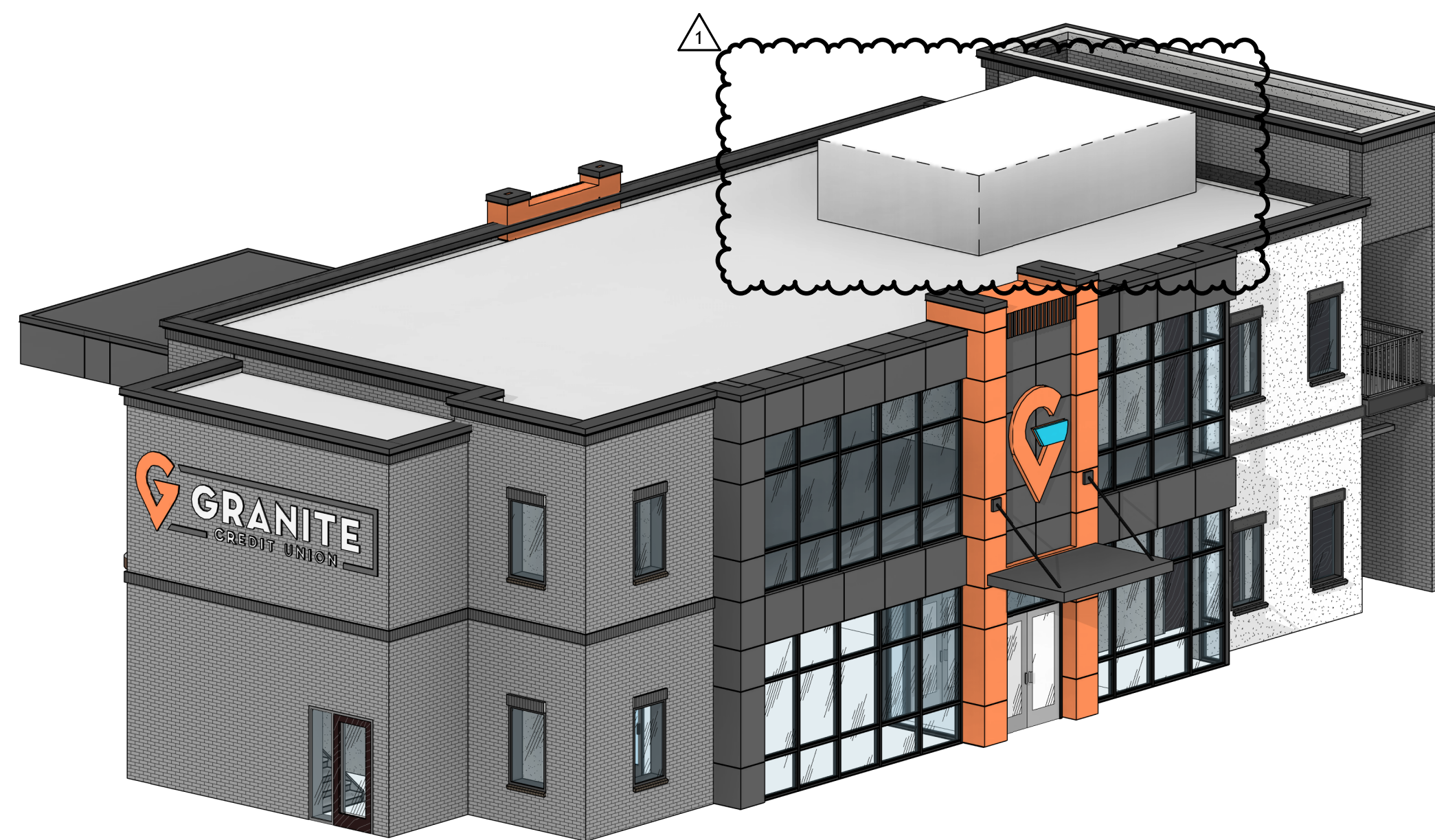
2 SOUTH ELEVATION
X102 | SCALE: 3/16" = 1'-0"



3 EAST ELEVATION
X102 | SCALE: 3/16" = 1'-0"



4 WEST ELEVATION
X102 | SCALE: 3/16" = 1'-0"



REVISIONS		
△	DESCRIPTION	DATE
1	DRC COMMENTS	8/27/2024

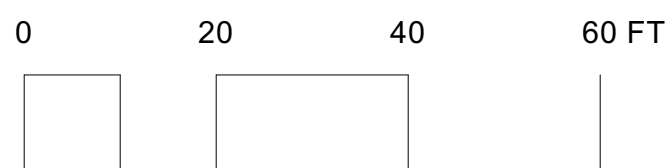
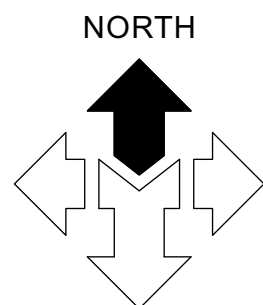
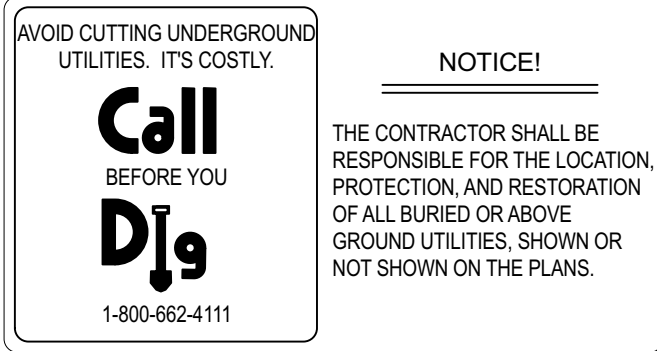
GRANITE CREDIT
UNION - EAGLE
MOUNTAIN BRANCH

ALLGOOD SUBDIVISION - LOT 1
EAGLE MOUNTAIN, UTAH

22 JULY 2023

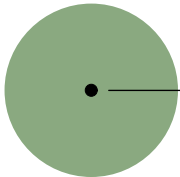


233 SOUTH PLEASANT GROVE BLVD.
SUITE #105
PLEASANT GROVE, UTAH 84062
PHONE: (801) 769-3000
core@coreutah.com



SYMBOL	QTY.	COMMON NAME	BOTANICAL NAME	SIZE	SIZE AT MATURITY (WIDTH)	DETAIL
DECIDUOUS TREES						
	5	GREEN VASE ZELKOVA	ZELKOVA SERRATA 'GREEN VASE'	1-1/2" CAL.	30'-40'	D/L5.01
EVERGREEN TREES						
	3	UPRIGHT CHINESE JUNIPER	JUNIPERUS CHINENSIS 'BLUE POINT'	6' HT.	8'	E/L5.01
	5	ROCKY MOUNTAIN JUNIPER	JUNIPERUS SCOPULORUM	6' HT.	10'-15'	E/L5.01
	3	PINYON PINE	PINUS EDULIS	6' HT.	12'	E/L5.01
SHRUBS						
	22	STANDING OVATION SERVICEBERRY	AMELANCHIER ALNIFOLIA 'OBELISK'	5 GAL.	3'-4'	B/L5.01
	19	PANCHITO MANZANITA	ARCTOSTAPHYLOS X COLORADOENSIS 'PANCHITO'	5 GAL.	36-60"	B/L5.01
	22	BIG SAGEBRUSH	ARTEMISIA TRIDENTATA 'TRIDENTATA'	5 GAL.	3'-10'	B/L5.01
	22	MOUNTAIN MAHOGANY	CERCOCARPUS MONTANUS	5 GAL.	5'-15'	B/L5.01
	33	BABY BLUE DWARF RUBBER RABBITBRUSH	ERICAMERIA NAUSEOSA 'BABY BLUE'	5 GAL.	3'	B/L5.01
	5	NEW MEXICO PRIVET	FORESTIERA NEOMEXICANA	5 GAL.	12'	B/L5.01
	43	ALPINE CARPET JUNIPER	JUNIPERUS COMMUNIS 'MONDAP'	3 GAL.	3'-4'	B/L5.01
	32	PAWNEE BUTTES WESTERN SAND CHERRY	PRUNUS BESSEYI 'PAWNEE BUTTES'	5 GAL.	4'-6'	B/L5.01
ORNAMENTAL GRASSES						
	51	BLONDE AMBITION BLUE GRAMA GRASS	BOUTELOUA GRACILIS 'BLONDE AMBITION'	1 GAL.	3'	A/L5.01
	134	FOERSTER'S FEATHER REED GRASS	CALAMAGROSTIS X ACUTIFLORA 'KARL FOERSTER'	1 GAL.	12"-24"	A/L5.01
	18	STANDING OVATION LITTLE BLUESTEM	SCHIZACHYRIUM SCOPARIUM 'STANDING OVATION'	1 GAL.	15"-18"	A/L5.01
	64	PRAIRIE DROPSEED GRASS	SPOROBOLUS HETEROLEPIS	1 GAL.	2'-3'	A/L5.01
SYMBOL	QTY.	DESCRIPTION	INSTRUCTIONS	SIZE	SOURCE	DETAIL
	51	"BROWNS CANYON" BOULDERS	BURY 1/3 THE DEPTH OF THE BOULDER INTO FINISH GRADE. DO NOT USE BOULDERS THAT ARE LESS THAN 24" DIAMETER. BOULDER SHALL BE WASHED AND FREE OF DIRT AND OTHER FOREIGN DEBRIS	2'-4" DIAMETER IN ALL DIRECTIONS	BOULDERS FROM BROWN'S CANYON QUARRY. CONTACT ONE SOURCE MATERIALS. ONESOURCEMATERIALS.COM, (385) 447-9374.	G/L5.01
CRUSHED ROCK						
	11,941 S.F.	"BROWNS CANYON" CRUSHED ROCK	INSTALL A MINIMUM 3" DEEP. INSTALL OVER DEWITTS 4.1 WEED BARRIER FABRIC. CRUSHED ROCK SHALL BE FREE OF DIRT & OTHER FOREIGN DEBRIS.	 1" DIAMETER	CRUSHED ROCK FROM BROWN'S CANYON QUARRY. CONTACT ONE SOURCE MATERIALS. ONESOURCEMATERIALS.COM, (385) 447-9374.	F/L5.01
LAWN						
	1,586 S.F.	BIONATIVE SOD	INSTALL OVER MINIMUM 5" TOPSOIL LAYER. THIS TURF REQUIRES MINIMAL MAINTENANCE AND SHOULD BE LEFT IN ITS NATURAL STATE, WHICH CAN RANGE FROM 12- TO 36-INCHES IN HEIGHT. IF DESIRED, THE SOD CAN BE MOVED TWICE YEARLY.		BIOGRASS SOD FARMS (801)562-9090 OR APPROVED EQUAL	I/L5.01

SYMBOL	QTY.	TYPE	COMMON NAMES	BOTANICAL NAMES	LBS. PER ACRE	% OF MIX
S	2,347 S.F.	SHRUBS, GRASSES & FORBS	INDIAN RICEGRASS	ACHNATHERUM HYMENOIDES	3.00	42.9
			SASKATOON SERVICEBERRY	AMELANCHIER ALNIFOLIA	0.50	7.10
			BIG BASIN SAGEBRUSH	ARTEMISIA TRIDENTATA SSP. TRIDENTATA	0.10	1.40
			BLUE GRAMA GRASS	BOULELOUA GRACILIS	0.75	10.7
			SHOWY GOLDENEYE	HELIOMERIS MULTIFLORA	0.25	3.60
			PRAIRIE JUNEGRASS	KOELERIA MACRANTHA	0.15	2.10
			MUTTONGRASS	POA FEDLERIANA	0.40	5.70
			CLIFFROSE	PURSHIA MEXICANA	0.50	7.10
			ANTELOPE BITTERBRUSH	PURSHIA TRIDENTATA	0.50	7.10
			OAKBRUSH SUMAC	RHUS TRILOBATA	0.50	7.10
			COMMON SNOWBERRY	SYMPHORICARPOS ALBUS	0.35	5.00



ALWAYS PLANT ACCORDING TO
CENTER POINT OF THE SYMBOL

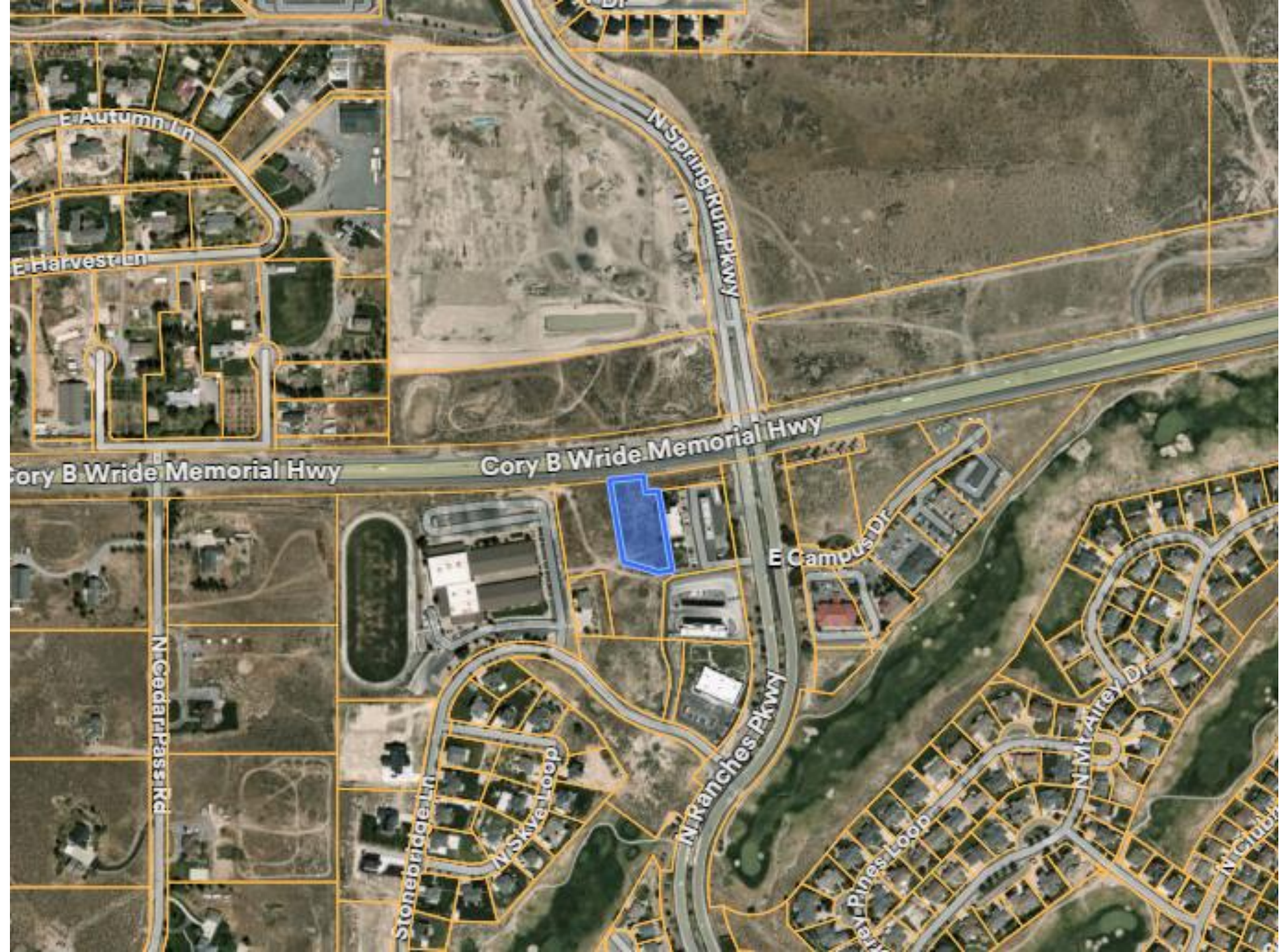
- 1. 1/4" x 6" METAL EDGING
DETAIL H/L5.01
- 2. LANDSCAPE BERM - 3:1 SLOPE

1. REFER TO COMMON EARTHWORK, TOPSOIL & GRADING,
NATIVE SEEDING, AND PLANTING NOTES ON SHEET
L0.01

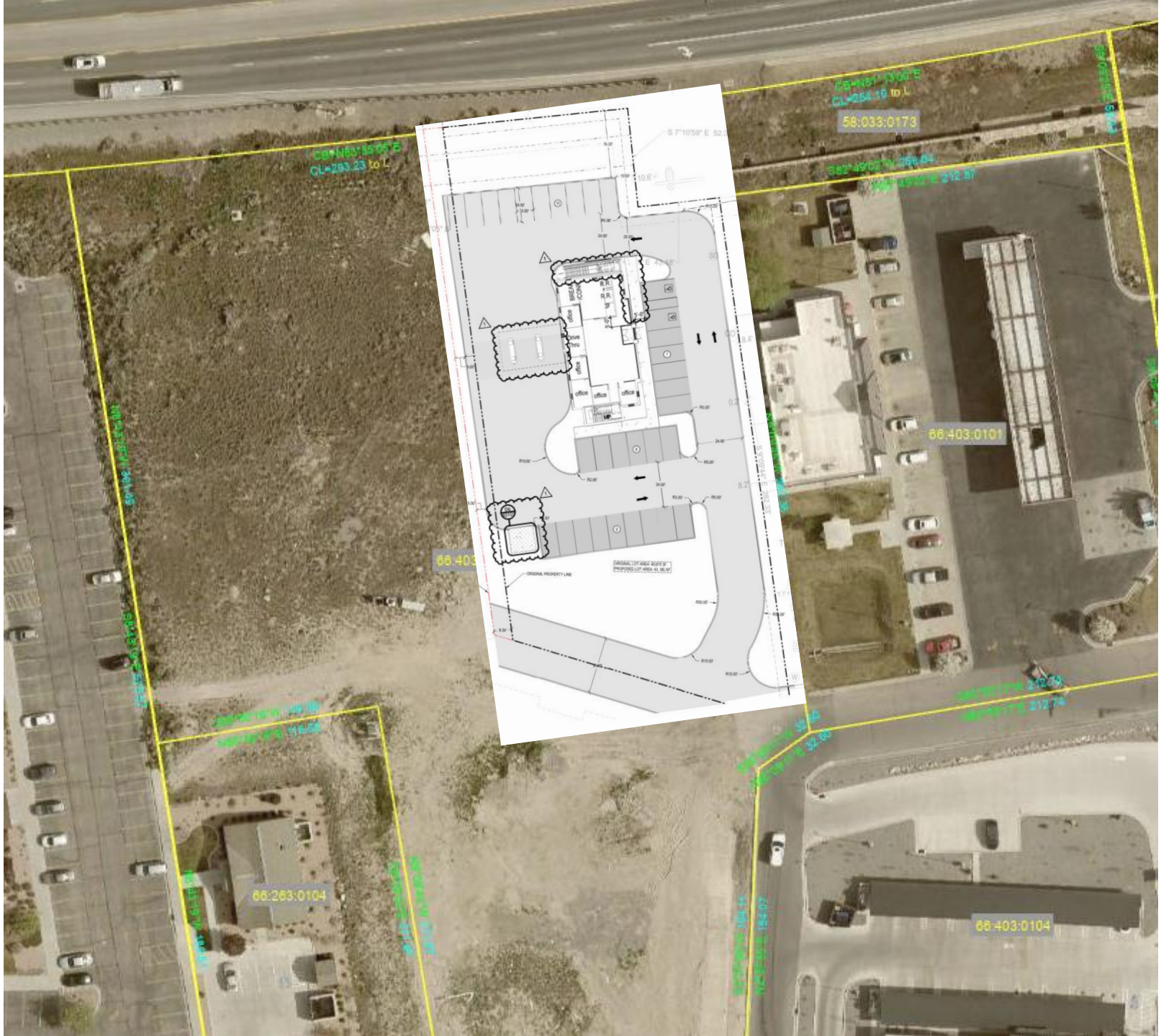
CH: 17.60 - LANDSCAPING, BUFFERING, FENCING AND TRANSITIONING

ZONED AS	COMMERCIAL COMMUNITY	
TOTAL SITE AREA	43,403 S.F.	
ON-SITE LANDSCAPE AREA	14,269 S.F. = 33%	
	REQUIRED	PROVIDED
GENERAL:		
PLANT COVERAGE - 50% MIN.		54%
REQUIRED TREES - 1 PER 1,000 S.F. OF LANDSCAPE AREA	14,269 S.F. / 1,000 = 14	16
DROUGHT TOLERANT PLANT SPECIES - 50% MIN.		100%
MIN. DECIDUOUS TREE SIZE	1-1/2" CAL.	YES
MIN. EVERGREEN TREE SIZE	6' HT.	YES
SETBACKS:		
FRONT SETBACK	10' MIN.	YES
REAR SETBACK	20' MIN.	YES

McNEIL ENGINEERING Economic and Sustainable Designs, Professionals You Know and Trust 8610 South Sandy Parkway, Suite 200 Sandy, Utah 84070 801.235.7700 mceengineering.com		Civil Engineering • Consulting & Landscape Architecture Structural Engineering • Land Surveying & HDS																									
LANDSCAPE ARCHITECT SCOTT A. SCHOONOVER 349757 08/27/2024																											
GRANITE CREDIT UNION - EAGLE MOUNTAIN																											
NEAR RANCHES PKWY & CORY B. WADE WRIE MEMORIAL HWY. EAGLE MOUNTAIN, UTAH																											
<table><thead><tr><th colspan="2">REVISIONS</th></tr><tr><th>REV</th><th>DATE</th></tr></thead><tbody><tr><td>A</td><td>8/27/24</td></tr><tr><td></td><td></td></tr><tr><td></td><td></td></tr><tr><td></td><td></td></tr><tr><td></td><td></td></tr><tr><td></td><td></td></tr><tr><td></td><td></td></tr><tr><td></td><td></td></tr><tr><td></td><td></td></tr><tr><td></td><td></td></tr></tbody></table>				REVISIONS		REV	DATE	A	8/27/24																		
REVISIONS																											
REV	DATE																										
A	8/27/24																										
PROJECT NO: 23627.B																											
DRAWN BY: TG																											
CHECKED BY: SS																											
DATE: JULY 2024																											
PROPERTY NO:																											
LANDSCAPE PLANTING PLAN																											
L2.01																											







C8*W83:19.05'E
CL=283.23 to L

C5*W81:13.00'E
CL=254.10 to L
58:033:0173

S82:49:02" N 266.64'
W15:02" E 212.57'

66:403:0101

66:403

S82:49:02" N 266.64'
W15:02" E 212.57'

66:263:0104

S82:49:02" N 212.57'
W15:02" E 212.74'

66:403:0104

S82:49:02" N 212.57'
W15:02" E 212.74'

S82:49:02" N 212.57'
W15:02" E 212.74'

Eagle Mountain City

Planning Commission

Report of Action

September 10, 2024

ITEM #7.E. Matt Anderson requests site plan review and recommendation of a Granite Credit Union, located on Parcel 66:403:0103, which is behind the Maverick at Ranches Parkway and SR-73. Steven Lehmitz (801) 789-6617 slehmitz@emcity.org SITE-24-6

The following action was taken by the Planning Commission on the above-described item at its regular meeting of September 10, 2024:

RECOMMENDED APPROVAL

On a vote of 5:0, the Planning Commission recommended that the City Council approve the above-noted request with the following conditions:

1. The approval is contingent on the proposed plat amendment application being approved;
2. All mechanical equipment shall be screened and not visible from the street.

Motion By: Rod Hess (**to Recommend Approval**)

Second By: Brent Strong

Votes in Favor of Motion: Brent Strong, Rod Hess, Craig Whiting, Robert Fox, and Jason Allen

Jason Allen was present as Chair.

Includes facts of the case, analysis, conclusions and recommendations outlined in the Staff Report, with any changes noted; Planning Commission determination is generally consistent with the Staff analysis and determination.

RELATED ACTIONS

Staff is currently reviewing a recorded plat amendment application that relates to the site.

PROPOSED OCCUPANCY

5,453 square feet of office space

PROPOSED PARKING

Required: 19 (1 space per 300 square feet)

Provided: 32, 2 of which are ADA spaces

DEVELOPMENT AGREEMENT

N/A

STAFF PRESENTATION

The Staff Report to the Planning Commission provides details of the facts of the case and the Staff's analysis, conclusions, and recommendations.

CITY DEPARTMENTAL ISSUES

Only those items that are included as conditions of approval.

CONCERNS RAISED BY PUBLIC

- Robert Black, a nearby resident, wanted to know if the road the site would use was a public or private road. Staff shared the road was currently a private road and that there were internal discussions on whether that road may become a public road in the future.

APPLICANT RESPONSE

- Chris Thompson, representing the application, verified that there would be staircases at either end of the building for access to the second floor.
- Granite Credit Union will occupy the building, but haven't been decided if they will occupy both floors of the building or lease the top floor to another party.
- Mr. Thompson stated that it wouldn't be too challenging to have the mechanical equipment screened.

PLANNING COMMISSION DISCUSSION

- Commissioner Hess verified that an irrigation plan had been submitted and mentioned that the native grass the applicant is proposing is meant to grow and stay long, not needing as much water or mowing. He wanted to ensure that Neighborhood Improvement would understand what to do with that.
- Commissioner Fox confirmed the number of staircases being proposed to access the second level of the building. He also wanted to make sure that mechanical equipment would be properly screened. He asked if the parking was sufficient for both floors to be occupied, which staff verified that it would be.
- Commissioner Allen asked the applicant if they would have a difficult time with screening the mechanical equipment on the roof.

FINDINGS / BASIS OF PLANNING COMMISSION DETERMINATION

None

Planning Director

See Key Land Use Policies of the Eagle Mountain General Plan, applicable Titles of the Eagle Mountain City Code, and the Staff Report to the Planning Commission for further detailed information.

Administrative decisions of the Planning Commission **may be appealed** by submitting an application/notice of appeal, with the required application and noticing fees to the Planning Division, **within fourteen (14) calendar days of the Planning Commission's decision** (Eagle Mountain City office hours are Monday through Friday, 7:30 a.m. to 5:30 p.m.).

BUILDING PERMITS MUST BE OBTAINED BEFORE CONSTRUCTION BEGINS



**EAGLE MOUNTAIN CITY
CITY COUNCIL MEETING
SEPTEMBER 17, 2024**

TITLE:	Eagle Square Commercial Preliminary Plat
ITEM TYPE:	Preliminary Plat
FISCAL IMPACT:	
APPLICANT:	Brett Simpson

CURRENT GENERAL PLAN DESIGNATION & ZONE	ACREAGE
Commercial Community/Community Commercial	17.37

PUBLIC HEARING

No

PREPARED BY

David Stroud, Senior Planner

PRESENTED BY

David Stroud

RECOMMENDATION:

Staff recommends the City Council approve the Eagle Square Commercial preliminary plat.

BACKGROUND:

Preliminary plat approval of Eagle Square Commercial in the Porter's Crossing development. The plat contains 5 lots, and one parcel that will be further developed in the future. The Planning Commission reviewed this request at the June 25, 2024 meeting. Several residents contacted the City to voice concern of a potential hotel at this location. While a hotel is not part of this particular request, a hotel is a conditional use in the Porter's Crossing MDA. Comments are included as an exhibit to this report.

A preliminary plat was previously reviewed by the City Council on July 2, 2024, but was continued due to concerns about traffic and what measures need to be taken to minimize the impact. The applicant has proposed traffic measures as attached. The applicant desires feedback from the City Council regarding the proposed measures and, combined with the previous preliminary plat, approval of the plat while incorporating the traffic plan.

If approved, the applicant will combine the two documents and amend the previous preliminary plat with recommendations and changes proposed via the traffic plan.

ITEMS FOR CONSIDERATION:

The proposed preliminary plat complies with the standards of the Porter's Crossing MDA in regard to the subdivision of the property. There is not a minimum square footage requirement of commercial lots within Porter's Crossing. There will be a road dedication with recordation of the final plat, which is approved by staff. No users of the property have been identified at this time.

PLANNING COMMISSION ACTION/RECOMMENDATION:

The Planning Commission recommends the City Council approve the proposed preliminary plat.

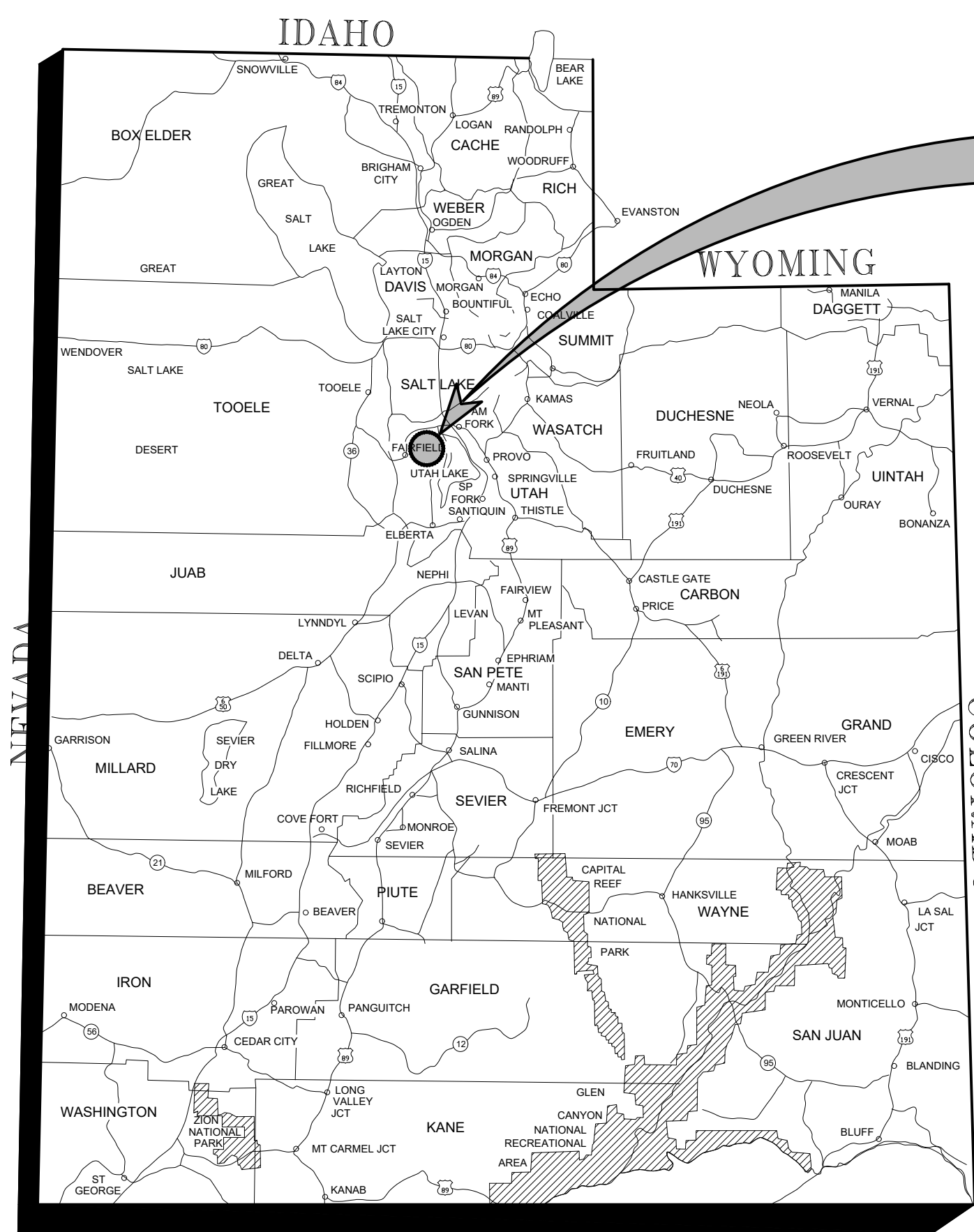
ATTACHMENTS:

1. Preliminary Plat
2. Traffic Plan
3. City Engineer Comments re: Traffic Impact Study
4. Neighborhood Comments
5. Traffic Impact Study - 02.02.2024
6. Traffic Impact Study Addendum - 09.13.2024

Eagle Square Commercial Subdivision Phase 1

4280 East Pony Express Parkway
Eagle Mountain, UT 84005

LOCATED WITHIN THE SOUTHWEST QUARTER OF SECTION 21,
TOWNSHIP 5 SOUTH, RANGE 1 WEST, SALT LAKE BASE AND MERIDIAN
PONY EXPRESS PARKWAY, EAGLE MOUNTAIN, UTAH COUNTY, UTAH



PROJECT
LOCATION

Sheet List Table	
Sheet Number	Sheet Title
CV-01	COVER SHEET
NT-01	GENERAL NOTES
NT-02	SYMBOLS & ABBRIVATIONS
-	ALTA
1 of 2	PRELIMINARY PLAT
PH-01	PHASING PLAN
EC-01	EROSION CONTROL PLAN
EC-02	EROSION CONTROL DETAILS
DM-01	DEMOLITION PLAN
SP-01	SITE PLAN
SP-02	TURNING TEMPLATE
TS-01	TYPICAL ROAD SECTIONS
UT-01	UTILITY PLAN
DP-01	DRAINAGE PLAN
DP-02	DRAINAGE CALCULATIONS
GP-01	GRADING PLAN
GP-02	OFFSITE GRADING
GP-03	OFFSITE GRADING
PP-01	PLAN & PROFILE
PP-02	PLAN & PROFILE
PP-03	PLAN & PROFILE
PP-04	PLAN & PROFILE
PP-05	PLAN & PROFILE
PP-06	PLAN & PROFILE
DT-01	SITE DETAILS
DT-02	WATER DETAILS
DT-03	SEWER DETAILS
DT-04	STORMWATER DETAILS
LANDSCAPE AND IRRIGATION PLANS & DETAILS	
LA-01	LANDSCAPE & IRRIGATION SPECS
LA-02	PLANTING PLAN
LA-03	PLANTING PLAN
IRR-01	IRRIGATION PLAN
IRR-02	IRRIGATION PLAN
IRR-03	DEEP ROOT IRRIGATION PLAN
IRR-04	DEEP ROOT IRRIGATION PLAN
DT-01	PLANTING AND IRRIGATION DETAILS
DT-02	IRRIGATION DETAILS

Preliminary Plans



N.T.S.
LOCATION MAP

PROJECT SITE

OWNED/DEVELOPED BY:
DEVELOPER: Pony Express Land Development Inc.
NAME: Brett E. Simpson
ADDRESS: 630 East South Temple
Salt Lake City, UT 84102
PHONE: 801-321-7725

PLANS PREPARED BY:
WARD ENGINEERING GROUP
231 WEST 800 SOUTH SUITE A
SALT LAKE CITY, UTAH 84101
(801) 487-8040 PHONE
(801) 487-8668 FAX

EAGLE SQUARE COMMERCIAL
SUBDIVISION MASTER PLANS

COVER SHEET

231 West 800 South Salt Lake City, Utah 84101

Ward Engineering Group
Planning Engineering Surveying

PH: 801 . 487 . 8040

CLIENT: SK HART

DWG: _____

JOB No: _____

FOR NOT BEING THIS DRAWING DRAWING IS REDUCED IF LESS THAN 22"x34" - DIMENSIONS AND NOTES TAKE PRECEDENCE

DRAWN BY: AM

DESIGN BY: BHT

CHECKED BY: BHT

DATE: 06/19/2024

REVISIONS

DATE

PROFESSIONAL ENGINEER
362348
BRENDAN H
THORPE
FOR REVIEW
STATE OF UTAH

SHEET

CV-01

FILENAME: O:\\$K Hart\Eagle Square Concept\engineering\Design\Cover Sheet.dwg
TAB: NT-01 GENERAL NOTES-PHASE 1
PLOT DATE AND TIME: 6/19/2024 11:12 AM

CONTRACTOR SHALL PERFORM ALL WORK TO THE STANDARD PLANS, SPECIFICATIONS, AND REQUIREMENTS OF:
WATER: EAGLE MOUNTAIN CITY
SEWER: EAGLE MOUNTAIN CITY
STORM WATER: EAGLE MOUNTAIN CITY
POWER: ROCKY MOUNTAIN POWER
GAS: DOMINION ENERGY
FIBER: FIRST DIGITAL
COUNTY: UTAH COUNTY

GENERAL NOTES

- ALL MATERIALS AND CONSTRUCTION SHALL BE PERFORMED IN ACCORDANCE WITH ALL AND CURRENT APPLICABLE LAWS, RULES, REGULATIONS, ORDINANCES, OSHA REQUIREMENTS, STANDARDS AND SPECIFICATIONS WHETHER OR NOT ANY SPECIFIC REFERENCE IS MADE TO SUCH IN THESE PLANS AND SPECIFICATIONS. THE CONTRACTOR SHALL BE PROPERLY LICENSED IN THE STATE OF UTAH TO PERFORM ALL OF THE WORK DESCRIBED IN THE CONTRACT DOCUMENTS, SUCH LICENSING SHALL REMAIN IN EFFECT CONTINUOUSLY THROUGHOUT THE ENTIRETY OF THIS PROJECT INCLUDING FROM TIME OF BID SUBMISSION THROUGH PROJECT COMPLETION AND WARRANTY PERIOD. THE CONTRACTOR SHALL CARRY APPROPRIATE INSURANCE, PERFORMANCE AND PAYMENT BONDS AS REQUIRED.
- ALL WORK SHALL CONFORM TO THESE PLANS AND TO THE REQUIREMENTS OF THE PROJECT SPECIFICATIONS. IN THE EVENT THAT ANY CONFLICTS ARE DISCOVERED, THE CONTRACTOR SHALL NOTIFY THE ENGINEER IN WRITING, AND THE ENGINEER, AT HIS SOLE DISCRETION, SHALL DETERMINE WHICH REQUIREMENTS GOVERN. THE CONTRACTOR SHALL KEEP ONE RECORD COPY OF ALL SPECIFICATIONS, DRAWINGS, ADDENDA, MODIFICATIONS, AND SHOP DRAWINGS AT THE SITE IN GOOD ORDER AND ANNOTATED TO SHOW ALL CHANGES MADE DURING THE CONSTRUCTION PROCESS. THESE SHALL BE AVAILABLE TO THE ENGINEER AND SHALL BE DELIVERED TO HIM FOR THE OWNER UPON COMPLETION OF THE PROJECT.
- THE CONTRACTOR SHALL THOROUGHLY FAMILIARIZE HIMSELF WITH ALL ASPECTS OF THE PLANS AND DOCUMENTS, PERFORM A SITE VISIT TO SATISFY HIMSELF AS TO THE SITE CONDITIONS, ATTEND ALL PRECONSTRUCTION AND CONSTRUCTION MEETINGS, AND THOROUGHLY SATISFY HIMSELF AS TO THE TRUE MEANING AND INTENTION OF THIS CONTRACT. THE CONTRACTOR SHALL BE COMPETENT AND EXPERIENCED TO PERFORM ALL WORK REQUIRED. ALL WORK SHALL BE SUBJECT TO THE APPROVAL OF THE ENGINEER.
- THE CONTRACTOR SHALL INDEMNIFY AND HOLD HARMLESS THE OWNER AND THE ENGINEER AND THEIR AGENTS AND EMPLOYEES FROM AND AGAINST ALL CLAIMS, DAMAGES, LOSSES AND EXPENSES INCLUDING ATTORNEY'S FEES ARISING OUT OF OR RESULTING FROM THE PERFORMANCE OF THE WORK, PROVIDED THAT ANY SUCH CLAIM, DAMAGE, LOSS OR EXPENSES IS ATTRIBUTABLE TO BODILY INJURY, SICKNESS, DISEASE OR DEATH, OR TO INJURY TO OR DESTRUCTION OF TANGIBLE PROPERTY (OTHER THAN THE WORK ITSELF) INCLUDING THE LOSS OF USE RESULTING THERE FROM, AND IS CAUSED IN WHOLE OR IN PART BY ANY NEGLIGENT ACT OR OMISSION OF THE CONTRACTOR, ANY SUBCONTRACTOR, ANYONE DIRECTLY OR INDIRECTLY EMPLOYED BY ANY OF THEM OR ANYONE FOR WHOSE ACTS ANY OF THEM MAY BE LIABLE, REGARDLESS OF WHETHER OR NOT IT IS CAUSED IN PART BY A PARTY INDEMNIFIED HEREUNDER. IN ANY AND ALL CLAIMS AGAINST THE OWNER OR THE ENGINEER OR ANY OF THEIR AGENTS OR EMPLOYEES BY ANY EMPLOYEE OF THE CONTRACTOR, AND SUBCONTRACTOR, ANYONE DIRECTLY OR INDIRECTLY EMPLOYED BY ANY OF THEM OR ANYONE FOR WHOSE ACTS ANY OF THEM MAY BE LIABLE, SAID INDEMNIFICATION OBLIGATION SHALL NOT BE LIMITED IN ANY WAY BY ANY LIMITATION ON THE AMOUNT OR TYPE OF DAMAGES, COMPENSATION OR BENEFITS PAYABLE BY OR FOR THE CONTRACTOR OR ANY SUBCONTRACTOR UNDER WORKMEN'S COMPENSATION ACTS, DISABILITY BENEFIT ACTS OR OTHER EMPLOYEE BENEFIT ACTS.
- THE CONTRACTOR WARRANTS AND GUARANTEES TO THE OWNER AND ENGINEER THAT ALL MATERIAL AND EQUIPMENT USED IN THE PERFORMANCE OF THIS WORK SHALL BE NEW UNLESS OTHERWISE SPECIFIED AND THAT ALL WORK SHALL BE OF GOOD QUALITY AND FREE FROM FAULTS OR DEFECTS FOR A PERIOD OF ONE YEAR FROM THE DATE OF SUBSTANTIAL COMPLETION. IF REQUIRED BY THE ENGINEER, THE CONTRACTOR SHALL FURNISH SATISFACTORY EVIDENCE AS TO THE KIND AND QUALITY OF MATERIALS AND EQUIPMENT. ALL MATERIALS AND EQUIPMENT SHALL BE APPLIED, INSTALLED, CONNECTED, ERECTED, USED, CLEANED AND CONDITIONED IN ACCORDANCE WITH THE INSTRUCTIONS OF THE APPLICABLE MANUFACTURER, FABRICATOR OR PROCESSOR, EXCEPT AS OTHERWISE PROVIDED IN THE PLANS AND DOCUMENTS.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL PERMITS, LICENSES AND FEES REQUIRED FOR THE PERFORMANCE AND COMPLETION OF THE WORK AND SHALL ENSURE THAT ALL WORK IS PERFORMED IN ACCORDANCE WITH THE REQUIREMENTS OF SAID PERMITS AND LICENSES. THE CONTRACTOR SHALL PROVIDE ALL CONSTRUCTION SIGNAGE, BARRICADING AND TRAFFIC CONTROL IN CONFORMANCE TO THE MOST RECENT EDITION OF THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES. THE CONTRACTOR SHALL FURNISH ALL MATERIALS, EQUIPMENT, LABOR, TRANSPORTATION, CONSTRUCTION EQUIPMENT AND MACHINERY, TOOLS, APPLIANCES, FUEL, POWER, LIGHT, HEAT, TELEPHONE, WATER, SANITARY FACILITIES, AND ALL OTHER FACILITIES AND INCIDENTALS NECESSARY FOR THE EXECUTION, TESTING, INITIAL OPERATION AND COMPLETION OF THE WORK.
- THE CONTRACTOR SHALL AT ALL TIMES BE RESPONSIBLE FOR PROVIDING DUST, MUD, AND EROSION CONTROL, AND PROPER DRAINAGE. THE CONTRACTOR SHALL BE RESPONSIBLE TO PROPERLY HANDLE AND DISPOSE OF ALL CONSTRUCTION WATER. THE CONTRACTOR SHALL LIMIT TRAVEL ON THE PROJECT SITE TO ROADWAYS ONLY, EXCEPT WHERE CONSTRUCTION SPECIFICALLY REQUIRES TRAVEL ELSEWHERE. ANY DAMAGE CAUSED BY SUCH UNAUTHORIZED TRAVEL SHALL BE CORRECTED AT THE CONTRACTOR'S EXPENSE AND TO THE SATISFACTION OF THE OWNER OF THE PROPERTY PARCEL. THE CONTRACTOR SHALL AT ALL TIMES KEEP THE PREMISES FREE FROM ACCUMULATIONS OF WASTE MATERIAL, RUBBISH AND OTHER DEBRIS RESULTING FROM THE WORK. EQUIPMENT AND CONSTRUCTION MATERIALS, ETC., SHALL BE STORED ONSITE ONLY AT THE SATISFACTION OF THE OWNER OF THE PROPERTY PARCEL. WHEREON THEY ARE STORED, AT THE COMPLETION OF THE WORK, ALL WASTE MATERIALS, RUBBISH AND DEBRIS SHALL BE REMOVED FROM THE PREMISES AS WELL AS ALL TOOLS, CONSTRUCTION EQUIPMENT AND MACHINERY, AND SURPLUS MATERIALS. THE CONTRACTOR SHALL RESTORE TO THEIR ORIGINAL CONDITION THOSE PORTIONS OF THE SITE NOT DESIGNATED FOR ALTERATION BY THE PLANS AND DOCUMENT.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR ADEQUATELY SCHEDULING ALL REQUIRED TESTING AND INSPECTIONS A MINIMUM OF 48 HOURS IN ADVANCE. NEITHER OBSERVATIONS BY THE ENGINEER NOR INSPECTIONS, TESTS OR APPROVALS BY PERSONS OTHER THAN THE CONTRACTOR SHALL RELIEVE THE CONTRACTOR FROM HIS OBLIGATIONS TO PERFORM THE WORK IN ACCORDANCE WITH THE REQUIREMENTS OF THE PLANS AND DOCUMENTS.
- THE CONTRACTOR IS SOLELY RESPONSIBLE FOR JOBSITE CONDITIONS THROUGHOUT THE PROJECT, INCLUDING SUBSURFACE CONDITIONS AND UTILITY LOCATION. WARD ENGINEERING GROUP ASSUMES NO RESPONSIBILITY FOR EXISTING UTILITY LOCATIONS. ANY EXISTING UTILITIES OR OTHER IMPROVEMENTS SHOWN ON THE PLANS HAVE BEEN DERIVED FROM FIELD INVESTIGATIONS AND/OR AVAILABLE RECORD INFORMATION. THE CONTRACTOR SHALL FIELD VERIFY EXISTING UTILITY LOCATIONS AND INVERT ELEVATIONS OF EXISTING MANHOLES PRIOR TO CONSTRUCTING ANY NEW UTILITY. THE CONTRACTOR SHALL TAKE ALL PRECAUTIONARY MEASURES NECESSARY TO PROTECT EXISTING IMPROVEMENTS WHICH ARE TO REMAIN IN PLACE. THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR ANY DAMAGE TO EXISTING FACILITIES RESULTING DIRECTLY OR INDIRECTLY FROM HIS OPERATIONS, WHETHER OR NOT SUCH FACILITIES ARE SHOWN IN THESE PLANS. ALL IMPROVEMENTS DAMAGED BY THE CONTRACTOR'S OPERATION SHALL BE EXPEDITIOUSLY REPAIRED OR RECONSTRUCTED TO THE ENGINEER'S SATISFACTION AT THE CONTRACTOR'S EXPENSE WITHOUT ADDITIONAL COMPENSATION. NO EXCAVATION OF ANY NATURE SHALL BE PERFORMED WITHOUT FIRST CONTACTING "BLUE STAKES" AT LEAST 48 HOURS PRIOR TO SUCH EXCAVATION.
- THE CONTRACTOR SHALL TAKE ALL NECESSARY PRECAUTIONS TO ASSURE SOUND EXCAVATION AND GRADING PRACTICES. FOR ALL EXCAVATIONS EXCEEDING A DEPTH OF 4 FEET, THE CONTRACTOR SHALL PROVIDE APPROPRIATE SHORING, BRACING, SLOPING OR OTHER APPROPRIATE PROVISIONS AS SPECIFIED BY OSHA THAT ARE NECESSARY TO PROTECT THE SAFETY OF THOSE AT THE SITE. ALL OPEN TRENCHES MUST BE PROPERLY COVERED AT THE END OF WORK EACH DAY. HARD HATS SHALL BE WORN BY ALL PERSONS AT THE SITE. ALL SPECIFICATIONS, DRAWINGS AND COPIES THEREOF FURNISHED BY THE ENGINEER SHALL REMAIN HIS PROPERTY. THEY SHALL NOT BE USED ON ANOTHER PROJECT AND, WITH EXCEPTION OF THOSE SETS WHICH HAVE BEEN SIGNED IN CONNECTION WITH THE EXECUTION OF THE AGREEMENT, SHALL BE RETURNED TO THE ENGINEER UPON REQUEST AT COMPLETION OF THE PROJECT.
- CONTRACTOR SHALL UTILIZE "BEST MANAGEMENT" PRACTICES FOR STORM WATER POLLUTION PREVENTION. CONTRACTOR SHALL BE RESPONSIBLE FOR THE DEVELOPMENT AND COMPLIANCE TO AN APPROVED STORM WATER POLLUTION PREVENTION PLAN (SWPPP).

CIVIL PROJECT NOTES

EAGLE MOUNTAIN CITY GENERAL NOTES:

- SEWER:
- PIPE BEDDING: ¾" 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 BACKFILLING.
 - MANHOLES: MANHOLES TO BE WITHIN 1' OF FINISHED GRADE. 12" OF WHIRLY GIG FORM (MAX) AND NO FLAT RINGS ALLOWED. 12" OF ¾" GRAVEL REQUIRED UNDER MANHOLES/BOXES.
- WATER:
- VALVES: 1. VALVES MUST BE FLANGED TO TEE'S (FITTINGS). 2. 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. MAX DEPTH 72" FROM FINISHED GRADE.
 - SERVICES & 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 ¾" 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 THEM RECESSED WITH A HOLE FOR THE ERT AND TO BE SET AT LEVEL TO 1" ABOVE THE PLANE OF THE CURB & SIDEWALK.
 - WATER CAN: THE WATER CAN FOR ¾" & 1" SERVICES WILL NEED TO BE A 36" TALL MINIMUM AND 21" INSIDE DIAMETER. WATER CAN FOR 1-1/2" TO 2" SERVICE WILL NEED TO FOLLOW APWA SPECIFICATION.
 - 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 BACKFILLING. WATER LATERALS EXTEND 15' INTO PROPERTY AND BE MARKED WITH A 2X4 PAINTED BLUE. ALL POLY LINES 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 BACKFILLING.
 - VERTICAL SEPARATION: WATER MAIN TO MAINTAIN 18" MINIMUM SEPARATION FROM STORM DRAIN OR OTHER OBSTACLES/UTILITIES.
 - WATER LINE FITTINGS: ALL FITTINGS TO HAVE MEGA LUG FOLLOWERS.
 - WATER MAIN LINE: NO DEFLECTION OR BENDING OF PIPE WILL BE ALLOWED IN THE WATER LINES AND BEND FITTINGS WILL BE REQUIRED. ALL FITTINGS TO BE MEGA-LUG FITTINGS.
- STORM DRAIN-
- BEDDING: ¾" 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 WHIRLY GIG FORM (MAX) AND NO FLAT RINGS ALLOWED. 12" OF ¾" GRAVEL REQUIRED UNDER MANHOLES/BOXES.
- ROAD SECTION-
- PROOF ROLLS: PROOF ROLL REQUIRED ON ALL SECTIONS 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 ROADS; 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 ¾" DOWN FROM ASPHALT EDGE AND CONCRETE TO BE ¾" TO 3/8" DOWN FROM ASPHALT EDGE.

CONSTRUCTION NOTES

- GENERAL REQUIREMENTS
- CONTRACTOR SHALL STERILIZE THE SUBGRADE BENEATH PROPOSED NEW PAVING AND WALKWAYS. CONTRACTOR SHALL SUBMIT MEANS AND METHODS FOR APPROVAL PRIOR TO IMPLEMENTATION.
 - ALL UTILITY PIPING SHALL HAVE WARNING TAPE INSTALLED 12" MIN. ABOVE AND ALONG THE ENTIRE LENGTH, INCLUDING SERVICE LATERAL. TAPE SHALL BE LABELED ACCORDING TO UTILITY.
 - THE OPEN ENDS OF ALL PIPELINES UNDER CONSTRUCTION SHALL BE COVERED AND EFFECTIVELY SEALED AT THE END OF EACH DAY'S WORK.
 - THE LOCATION OF THE STUB ENDS OF ALL LATERALS SHALL BE MARKED IN THE FIELD USING A 2" X 4" POST EXTENDING FROM THE END OF THE LATERAL TO A MINIMUM OF THREE FEET ABOVE THE GROUND SURFACE. THE 2" X 4" POST SHALL BE PAINTED USING GREEN PAINT FOR SEWER, BLUE PAINT FOR WATER, RED FOR POWER, YELLOW FOR GAS, AND ORANGE FOR COMMUNICATIONS. RECORD DRAWINGS SHALL BE MAINTAINED AT THE PROJECT SITE SHOWING ACCURATE LOCATIONS OF ALL LATERAL CONNECTIONS MEASURED FROM THE NEAREST MANHOLE AND ALL LATERAL STUBS MEASURED FROM THE NEAREST PROPERTY LINE.
 - THE LOCATIONS OF EXISTING UNDERGROUND UTILITIES SHOWN ON THIS PLAN ARE DIAGRAMMATIC ONLY, AND ALL UTILITIES MAY NOT BE SHOWN. THE CONTRACTOR SHALL CONTACT THE PROPER LOCAL AUTHORITIES OR UTILITY COMPANY TO CONFIRM THE LOCATION OF ALL EXISTING UTILITIES BEFORE BEGINNING WORK. ANY DAMAGE DUE TO FAILURE OF THE CONTRACTOR TO CONTACT THE PROPER AUTHORITIES SHALL BE BORNE BY THE CONTRACTOR.
 - CAUTION & CARE SHOULD BE TAKEN DURING ALL EXCAVATIONS DUE TO POSSIBLE EXISTENCE OF UNRECORDED UTILITY LINES.
 - EXCAVATION REQUIRED WITHIN CLOSE PROXIMITY OF EXISTING UTILITY LINES SHALL BE DONE ONLY BY HAND. CONTRACTOR SHALL REPAIR AND REPLACE ANY DAMAGE TO EXISTING UTILITY LINES OR STRUCTURES INCURRED DURING CONSTRUCTION OPERATIONS AT NO COST TO OWNER.

- CLEARING AND GRUBBING
- REMOVE AND DISPOSE OF TREES, STUMPS, LOGS, LIMBS, STICKS, VEGETATION, DEBRIS, AND OTHER MATERIAL ON THE NATURAL GROUND SURFACE.
 - DISPOSE OF ALL MATERIAL OFF THE PROPERTY TO A FACILITY LICENSED TO ACCEPT THE MATERIAL TYPE.
 - CONTRACTOR SHALL REMOVE ALL TOP SOIL WITHIN THE AREA OF CONSTRUCTION. STOCKPILE OR REMOVE FROM SITE PER OWNER INSTRUCTIONS.
 - CONFORM TO PROJECT GEOTECHNICAL REPORT.

WATER IMPROVEMENT REQUIREMENTS
SEE EAGLE MOUNTAIN CITY GENERAL NOTES

SEWER IMPROVEMENT REQUIREMENTS
SEE EAGLE MOUNTAIN CITY GENERAL NOTES

STORM DRAINAGE IMPROVEMENTS
SEE EAGLE MOUNTAIN CITY GENERAL NOTES

- GRADING NOTES
- THE CONTRACTOR SHALL BECOME FAMILIARIZED WITH THE RECOMMENDATIONS LISTED IN THE SOILS REPORT FOR THIS PROJECT. PREPARED BY WESTERN TECHNOLOGIES INC., SURFACE DRAINAGE TO BE ONE (1%) PERCENT MINIMUM TO APPROVED DRAINAGE FACILITIES, EXCEPT AS WAIVED BY THE BUILDING OFFICIAL, OR DIRECTED BY THE ENGINEER.
 - ALL FILL EXCEPT THAT UNDERNEATH PAVED SURFACES, WITHIN ROAD RIGHT OF WAY OR UNDERNEATH BUILDING SLABS, SIDEWALKS & FOOTINGS, SHALL BE COMPACTED TO A MINIMUM OF EIGHTY-FIVE (85%) PERCENT MAXIMUM DENSITY AND ± 2% OPTIMUM MOISTURE CONTENT AS DETERMINED BY ASTM D 1557 AND CERTIFIED BY TESTS AND REPORTS FROM SOILS ENGINEER.
 - ALL FILL UNDERNEATH PATHWAYS AND CONCRETE SHALL BE CLASSIFICATION A/1-A THROUGH A/4 AS DEFINED BY ASHTO M 145 AND COMPACTED TO A MINIMUM OF NINETY-FIVE (95%) PERCENT MAXIMUM DRY DENSITY AND ± 2% OPTIMUM MOISTURE CONTENT AS SPECIFIED BY ASTM D 1557. FOR ALL FILL UNDERNEATH BUILDING SLABS AND FOOTINGS, REFER TO STRUCTURAL PLANS AND GEOTECHNICAL REPORT.
 - FILL MATERIAL SHALL BE PLACED IN LAYERS NOT EXCEEDING SIX (6) INCHES IN COMPACTED THICKNESS AND COMPACTED AT OPTIMUM MOISTURE CONTENT TO THE REQUIRED MAXIMUM DRY DENSITY.
 - ALL FILL AREAS TO BE CLEARED OF ALL VEGETATION AND OTHER UNSUITABLE MATERIALS AND THE AREA SCARIFIED TO A DEPTH OF SIX (6) INCHES, OR TO A DEPTH TO REMOVE TOP SOIL, REFER TO GEOTECHNICAL REPORT.
 - CONTRACTOR SHALL REMOVE ALL TOPSOIL AND ORGANIC MATERIALS FROM STRUCTURALLY LOADED EMBANKMENTS AND BUILD FOOTPRINT LOCATION ACCORDING TO THE RECOMMENDATIONS OF THE GEOTECHNICAL REPORT.

- CONCRETE NOTES
- ALL CONCRETE WORK SHALL BE NORMAL WEIGHT CONCRETE WITH A COMPRESSIVE STRENGTH EQUAL TO AT LEAST 4,000 PSI WITHIN 28 DAYS AFTER POURING. THE WATER CEMENT RATIO SHALL BE NO GREATER THAN 0.45 AND SLUMP SHALL BE 3.5" OR LESS. MINIMUM CEMENT CONTENT SHALL BE 6.5 SACKS PER CUBIC YARD. PROVIDE 5.5%-7.5% AIR ENTRAINMENT FOR CONCRETE OF THIS CLASS USED IN SLABS AND WALLS. PER REQUIREMENT LISTED IN THE LOCAL GOVERNMENT ENTITY STANDARDS AND SPECIFICATIONS.
 - UNLESS OTHERWISE NOTED, ALL CONSTRUCTION JOINTS SHALL BE KEVED WITH A KEY 1-1/2 IN. DEEP, A LENGTH 2 IN. LESS THAN THE MEMBER, AND A WIDTH 1/2 OF THE MEMBER. REINFORCING SHALL BE CONTINUOUS THROUGH THE JOINT.
 - ALL CONCRETE WORK SHALL BE PLACED, CURED, STRIPPED, AND PROTECTED AS DIRECTED BY THE PROJECT AND APWA SPECIFICATIONS (03 30 10)
 - BEFORE CONCRETE IS POURED CHECK WITH ALL TRADES TO INSURE PROPER PLACEMENT OF ALL OPENINGS, SLEEVES, CURBS, CONDUITS, BOLTS, INSERTS, ETC. RELATIVE TO WORK.
 - CONTRACTOR IS RESPONSIBLE FOR ALL SHORING AND FORMWORK.
 - REFER TO ARCHITECTURAL DRAWINGS FOR MOLDS, GROOVES, ORNAMENT, CLIPS AND GROUNDS REQUIRED TO BE ENCASED IN CONCRETE SLAB AND SLAB FINISHES, COLOR, PATTERNS, AND DEPRESSIONS
 - REFER TO SLAB JOINT LAYOUT PLAN FOR CONTROL AND CONSTRUCTION JOINT LOCATIONS.
 - CONCRETE TESTING SHALL BE PER PROJECT SPECIFICATIONS AND APWA 03 30 05. TESTING SHALL COMPRISE OF TEMPERATURE, AIR, SLUMP AND STRENGTH TESTING. THE FOLLOWING TABLE SUMMARIZES REQUIRED TESTING FREQUENCY:

- CONCRETE REINFORCEMENT NOTES
- ALL METAL REINFORCEMENT SHALL BE DEFORMED TYPE BARS (EXCEPT #2 BARS) AND SHALL CONFORM TO THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS ASTM A615 GRADE 60.
 - ALL SPLICES IN CONTINUOUS CONCRETE REINFORCING BARS SHALL LAP 36 BAR DIAMETER OR PER THE LATEST EDITION OF ACI 318. ALL SUCH SPLICES SHALL BE MADE IN A REGION OF COMPRESSION UNLESS OTHERWISE SHOWN. ALL CONTINUOUS REINFORCEMENT SHALL TERMINATE WITH A 90° TURN OR A SEPARATE CORNER BAR.
 - ALL REINFORCEMENT BARS SHALL BE SECURELY ANCHORED AND HELD IN PLACE AND SHALL BE SPACED FROM ADJACENT SURFACES (UNLESS SHOWN OTHERWISE) AS FOLLOWS:
 - FORMED SURFACES IN CONTACT WITH THE GROUND OR EXPOSED TO WEATHER, AND SLABS ON GRADE - 2 IN.
 - UNFORMED SURFACES CAST AGAINST AND PERMANENTLY EXPOSED TO EARTH (BOTTOM AND SIDES OF FOOTINGS) -3 IN.
 - WELDED WIRE FABRIC SHALL CONFORM TO ASTM A 185 AND SHALL HAVE A MINIMUM SIDE LAP OF 8 IN.
 - ALL REINFORCEMENT SHALL BE DETAILED AND PLACED IN ACCORDANCE WITH THE LATEST EDITION OF ACI DETAILING MANUAL 315-77 AND ACI STANDARD 318.

- ASPHALT NOTES
- ALL ASPHALT SHALL BE PLACED AS DIRECTED BY THE LOCAL GOVERNMENT ENTITY STANDARDS AND SPECIFICATION.
 - BASE COURSE SHALL BE COMPACTED TO NOTHING LESS THAN 95% MAXIMUM DRY DENSITY AS DETERMINED BY AASHTO T-180.
 - SURFACES SHALL BE TRUE TO THE ESTABLISHED GRADE WITH A THICKNESS BEING NO LESS THAN ONE-FOURTH INCH FROM THE REQUIRED LAYER THICKNESS AND WITH THE SURFACE ELEVATION VARYING NO MORE THAN THREE-EIGHTHS INCH IN TEN FEET FROM THE TRUE PROFILE AND CROSS-SECTION.
 - THE SURFACE COURSE SHALL CONSIST OF A MINERAL AGGREGATE AND BINDER AS DIRECTED BY THE LOCAL GOVERNMENT ENTITY STANDARDS AND SPECIFICATIONS.
 - THE CONTRACTOR SHALL ESTABLISH A MIX GRADATION AND THE AMOUNT OF BITUMINOUS MATERIAL SHALL BE SUBJECT TO THE APPROVAL OF THE CITY ENGINEER AND SHALL MEET THE REQUIREMENTS OF THE GRADATION SELECTED.
 - THE BITUMINOUS MATERIAL FOR THE SURFACE COURSE REFER TO LOCAL GOVERNMENT ENTITY CONFORMING TO THE REQUIREMENTS OF AASHTO M-226.
 - REGARDLESS OF BITUMINOUS CONTENT AND THERE SHALL NOT BE MORE THAN THREE PERCENT VOIDS IN THE AGGREGATE.
 - THE CONTRACTOR SHALL NOT INSTALL BITUMINOUS SEAL COAT UNLESS THE AIR TEMPERATURE IS 70 DEGREES FAHRENHEIT OR HIGHER. SEAL COAT IS NOT TO BE PLACED WITHIN TEN CALENDAR DAYS OF THE PLACEMENT OF NEW SURFACE COURSE. ALL MATERIALS AND WORKMANSHIP SHALL CONFORM TO THE LOCAL GOVERNMENT ENTITY STANDARD SPECIFICATIONS.
 - THE CONTRACTOR SHALL ENSURE THAT ALL MATERIALS AND WORKMANSHIP SHALL CONFORM TO THE LOCAL GOVERNMENT ENTITY STANDARD SPECIFICATIONS.
 - NO BITUMINOUS SURFACE COURSE SHALL BE PLACED WHEN THE TEMPERATURE OF THE AIR OR ROAD BED IS 50 DEGREES FAHRENHEIT OR BELOW, DURING RAINY WEATHER, WHEN THE BASE IS WET OR DURING OTHER UNFAVORABLE WEATHER CONDITIONS AS APPROVED BY THE CITY ENGINEER. AIR TEMPERATURE IS TO BE MEASURED IN THE SHADE.
 - SEAL COATS SHALL BE APPLIED ONLY BETWEEN JUNE 01 AND SEPTEMBER 15.

APPLICABLE CODES AS ADOPTED BY THE LOCAL GOVERNMENT ENTITY

IBC (INTERNATIONAL BUILDING CODE)
IRC (INTERNATIONAL RESIDENTIAL CODE)
IWUIC (INTERNATIONAL WILDLAND-URBAN INTERFACE CODE)
NFPA (NATIONAL FIRE PROTECTION ASSOCIATION)
AWWA (AMERICAN WATER WORKS ASSOCIATION)
ANSI (AMERICAN NATIONAL STANDARDS INTITUTE)
MUTCD (MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES)
APWA (AMERICAN PUBLIC WORKS ASSOCIATION)
ADA STANDARDS FOR ACCESSIBLE DESIGN
ADAAG (A GUIDE TO THE AMERICANS WITH DISABILITIES ACT ACCESSIBILITY GUIDELINES)

EAGLE SQUARE COMMERCIAL
SUBDIVISION MASTER PLANS

GENERAL NOTES

231 West 800 South Salt Lake City, Utah 84101
Ward Engineering Group
Planning Engineering Surveying

CLIENT: SK HART
DWG:
JOB NO:
DO NOT SCALE THIS DRAWING. DRAWING IS REDUCED IF LESS THAN 25% SCALE. DIMENSIONS AND NOTES TAKE PRECEDENCE.

DRAWN BY: AM
DESIGN BY: BHT
CHECKED BY: BHT
DATE: 06/19/2024

REVISIONS	CITY COMMENTS
1	DATE



SHEET
NT-01

CIVIL PROJECT NOTES

LINE TYPES

	BOUNDARY LINE
	PROPERTY LINE
	SECTION LINE
	RIGHT OF WAY
	CENTER LINE
	PROPOSED WATER MAIN (SIZED AS INDICATED)
	PROPOSED STORM DRAIN (SIZED AS INDICATED)
	PROPOSED SANITARY SEWER (SIZED AS INDICATED)
	PROPOSED IRRIGATION (SIZED AS INDICATED)
	PROPOSED COMMUNICATION/TELEPHONE LINE
	PROPOSED GAS LINE
	PROPOSED BURIED ELECTRICAL
	PROPOSED WIRE/BARBED FENCE
	EASEMENT
	OVERHEAD POWER LINE
	OPEN DITCH, CANAL FLOW LINE
	PROPERTY SET BACKS
	EXISTING RAILROAD TRACKS
	EXISTING EDGE OF PAVEMENT
	EXISTING WATER MAIN (SIZED AS INDICATED)
	EXISTING STORM DRAIN (SIZED AS INDICATED)
	EXISTING SANITARY SEWER (SIZED AS INDICATED)
	EXISTING IRRIGATION (SIZED AS INDICATED)
	EXISTING FENCE CHAIN LINK

NOTE: ALL SYMBOLS, LINETYPES AND/OR ABBREVIATIONS MAY NOT BE SHOWN.

EXISTING SYMBOLS

	SECTION MONUMENT NOT FOUND
	EXISTING TREE/VEGETATION
	EXISTING MONUMENT FOUND - NOTED
	EXISTING TRAFFIC SIGNAL BOX
	EXISTING MONUMENT FOUND - NOTED
	EXISTING BOLLARD
	EXISTING POWER POLE
	EXISTING GAS METER
	EXISTING SIGN
	EXISTING TELE J-BOX
	EXISTING STREET LIGHT
	EXISTING ELECTRIC TRANSFORMER
	EXISTING FIRE HYDRANT ASSEMBLY
	EXISTING WATER VALVE
	EXISTING WATER METER
	EXISTING WATER VALVE - BUTTERFLY
	EXISTING MANHOLES BY TYPE
	EXISTING CATCH BASIN
	EXISTING COMBINATION BOX

PROPOSED SYMBOLS

	SECTION MONUMENT FOUND
	SEWER FLOW ARROW
	MONUMENT - NOTED
	SEWER MANHOLE NUMBER
	PROPERTY CORNERS
	SEWER SERVICE LATERAL
	UTILITY POLE
	CATCH BASIN
	SIGN
	COMBINATION BOX
	STREET LIGHT
	STORM DRAIN MANHOLE NUMBER
	FIRE HYDRANT ASSEMBLY
	ROAD DRAINAGE ARROW
	WATER VALVE
	WATER METER
	IRRIGATION SERVICE LATERAL
	WATER VALVE BUTTERFLY
	AIR VAC
	WATER SERVICE LATERAL
	PROPOSED MANHOLE

ABBREVIATIONS

ABUT.	= ABUTMENT	MH	= MANHOLE
AGG.	= AGGREGATE	MIN.	= MINIMUM
APPROX.	= APPROXIMATE	N/NO.	= NORTH
A.S.	= AS SHOWN	NO./#	= NUMBER
AUX.	= AUXILIARY	N.T.S.	= NOT TO SCALE
AVG.	= AVERAGE	O.C.	= ON CENTER
BCR	= BEGIN OF CURB RETURN	O.D.	= OUTER DIAMETER
BOW	= BACK OF WALK	OHP	= OVER HEAD POWER
BRG.	= BEARING	PC	= POINT OF CURVATURE
@/C.L.	= CONTROL LINE/CENTER LINE	PED	= PEDESTRIAN
CATV	= CABLE TELEVISION	P/I.P.I.	= POINT OF INTERSECTION
CI	= CAST IRON	PIP	= PLASTIC IRRIGATION PIPE
CLR.	= CLEAR/CLEARANCE	PL	= PROPERTY LINE
CMP	= CORRUGATED METAL PIPE	POC	= POINT ON CURVE
COL	= COLUMN	PP	= POWER POLE
CONC.	= CONCRETE	PT	= POINT
CONN	= CONNECTION	PT	= POINT OF TANGENCY
CONST.	= CONSTRUCTION	PVC	= POLYVINYL CHLORIDE PLASTIC
CONT.	= CONTINUOUS	PVC	= POINT OF VERTICAL CURVATURE
COR.	= CORNER	PVT	= POINT OF VERTICAL TANGENCY
CP	= CONTROL POINT	PVI	= POINT OF VERTICAL INTERSECTION
C.F.	= CUBIC FEET	PVMNT	= PAVEMENT
DI	= DUCTILE IRON	PVRC	= POINT OF VERTICAL REVERSE CURVE
DIA./Ø	= DIAMETER	R/RAD.	= RADIUS
DIP	= DUCTILE IRON PIPE	R/C	= REBAR AND CAP
DIM.	= DIMENSION	Rd.	= ROAD
DR	= DIMENSION RATIO	RCP	= REINFORCED CONCRETE PIPE
DWG.	= DRAWING	R/W	= RIGHT OF WAY
E	= EAST	REINF.	= REINFORCING
EA	= EACH	REQ'D	= REQUIRED
ECR	= END OF CURB RETURN	RET.	= RETAINING
EG	= EXISTING GRADE	R.P.	= REFERENCE POST
EL./ELEV.	= ELEVATION	RT	= RIGHT
ELEC	= ELECTRIC	S	= SLOPE
EO	= EDGE OF OIL	S/SO.	= SOUTH
EST.	= ESTIMATED	SCH	= SCHEDULE
EXIST	= EXISTING	SD	= STORM DRAIN
F.F.	= FINISHED FLOOR	SDMH	= STORM DRAIN MANHOLE
F.G.	= FINISHED GRADE	SDR	= STANDARD DIMENSION RATIO
FL/FL	= FLOW LINE	SDWLK	= SIDEWALK
FT.	= FEET	SECT./SEC	= SECTION
FLG.	= FLANGE	SHLD	= SHOULDER
GA.	= GAUGE	SHT	= SHEET
G	= GALLON	SPA.	= SPACING/SPACES
GALV.	= GALVANIZED	SQ.	= SQUARE
GMH	= GAS MANHOLE	STA.	= STATION
GV	= GAS VALVE	STD.	= STANDARD
HA	= HECTARE	STD.	= STANDARD DRAWING
HDPE	= HIGH DENSITY POLYETHYLENE	STR.	= STRUCTURE
HGL	= HYDRAULIC GRADE LINE	SS	= SANITARY SEWER
HMA	= HOT MIX ASPHALT	SSMH	= SANITARY SEWER MANHOLE
HORIZ.	= HORIZONTAL	T	= TANGENT DISTANCE
HP	= HIGH PRESSURE/HIGH POINT	T.B.	= THRUST BLOCK
HWY	= HIGHWAY	TBC	= TOP BACK OF CURB
I.D.	= INSIDE DIAMETER	TBW	= TOP BACK OF WALK
INCL.	= INCLUDES	TEL	= TELEPHONE
INT	= INTERSECTION	TEMP	= TEMPORARY
INV	= INVERT	TMH	= TELEPHONE MANHOLE
IRRIG	= IRRIGATION	TOW	= TOP OF WALL
L	= LENGTH	TYP.	= TYPICAL
LIN. FT.	= LINEAR FEET	UG	= UNDERGROUND
LOC	= LIP OF CURB	UTIL.	= UTILITY
LOC.	= LOCATION	VC	= VERTICAL CURVE
LP	= LIGHT POLE/LOW POINT	VERT.	= VERTICAL
LT	= LEFT	W	= WEST
M.J.	= MECHANICAL JOINT FITTING	W/	= WITH
MISC.	= MISCELLANEOUS	WC	= WITNESS CORNER
MPa	= MEGAPASCAL	WMH	= WATER MANHOLE
MAX.	= MAXIMUM	WV	= WATER VALVE
MG	= MEGAGRAM	YD ² /YD2	= SQUARE YARD
		YD ³ /YD3	= CUBIC YARD
		YD.	= YARD
		YR	= YEAR

NOTE: ALL SYMBOLS, LINETYPES AND/OR ABBREVIATIONS MAY NOT BE SHOWN.

EAGLE SQUARE COMMERCIAL
SUBDIVISION MASTER PLANS
SYMBOLS & ABBRIVATIONS

231 West 800 South Salt Lake City, Utah 84101
Ward Engineering Group
Planning Engineering Surveying
PH: 801 . 487 . 8040

CLIENT: SK HART
DWG: _____
JOB NO: _____
DO NOT SCALE THIS DRAWING. DRAWING IS PREPARED IF LESS THAN 25% DIMENSIONS AND NOTES HAVE PRECEDENCE

DRAWN BY: AM
DESIGN BY: BHT
CHECKED BY: BHT
DATE: 06/19/2024

REVISIONS	CITY COMMENTS
1	DATE

PROFESSIONAL ENGINEER
362348
BRENDAN H THORPE
FOR REVIEW
STATE OF UTAH

SHEET

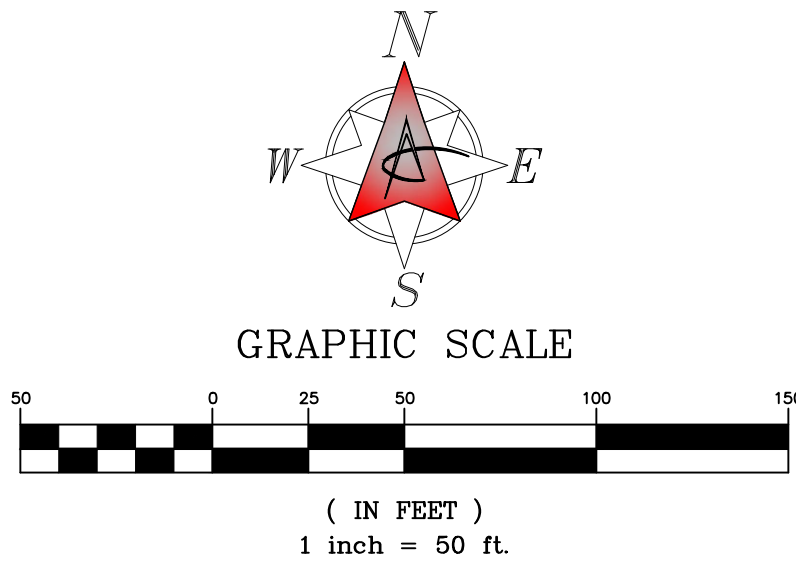
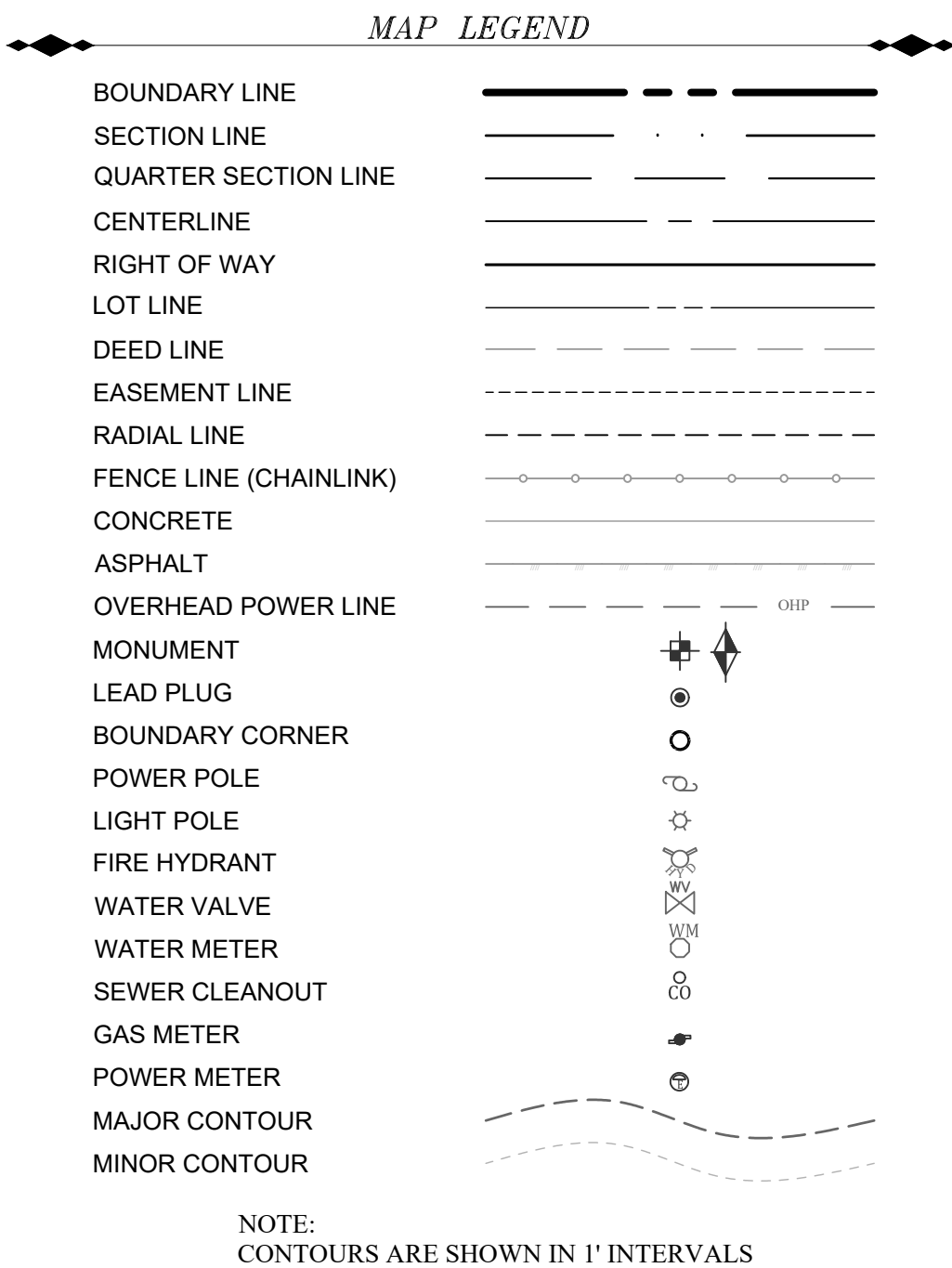
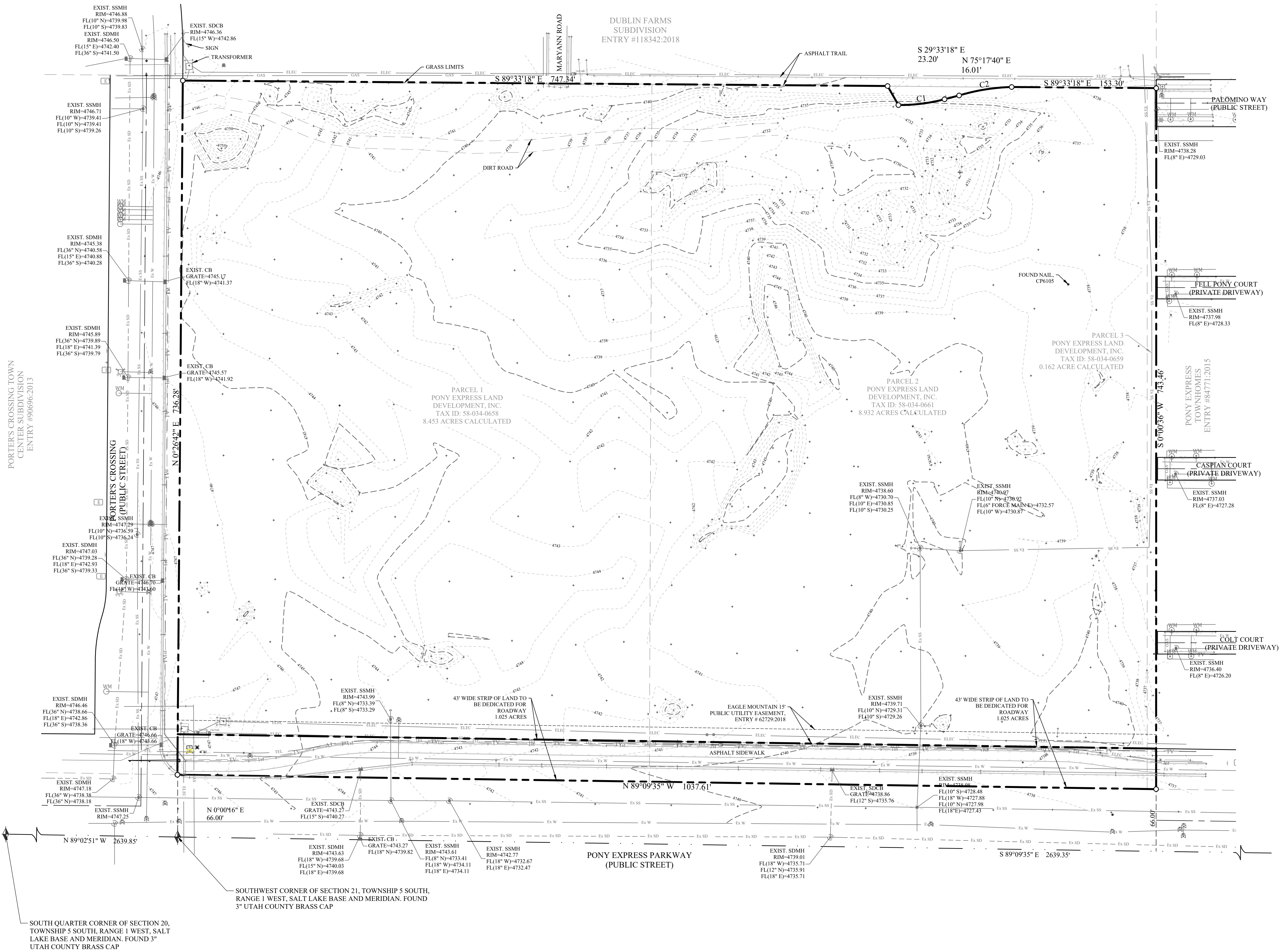
NT-02

SK HART - EAGLE MOUNTAIN COMMERCIAL SITE

ALTA/NSPS LAND TITLE SURVEY

LOCATED WITHIN THE SOUTHWEST QUARTER OF SECTION 21,
TOWNSHIP 5 SOUTH, RANGE 1 WEST, SALT LAKE BASE AND MERIDIAN
PONY EXPRESS PARKWAY, EAGLE MOUNTAIN, UTAH COUNTY, UTAH

Curve Table					
Curve #	Length	Radius	Delta	Bearing	Chord
C1	49.45	187.00	15°09'04"	N82°52'12"E	49.31
C2	56.62	213.87	15°10'07"	S80°51'28"W	56.45



DRAWN BY: FWH
FIELD CREW: FWH
CHECKED BY: SNT
DATE: 10/28/22

CLIENT: SK HART
DWG: SURVEY BASE.DWG
JOB NO: 6814-SKIM21-22
DRAWING IS REDUCED IF LESS THAN 22"x34".
DIMENSIONS AND NOTES TAKE PRECEDENCE OVER SCALE.

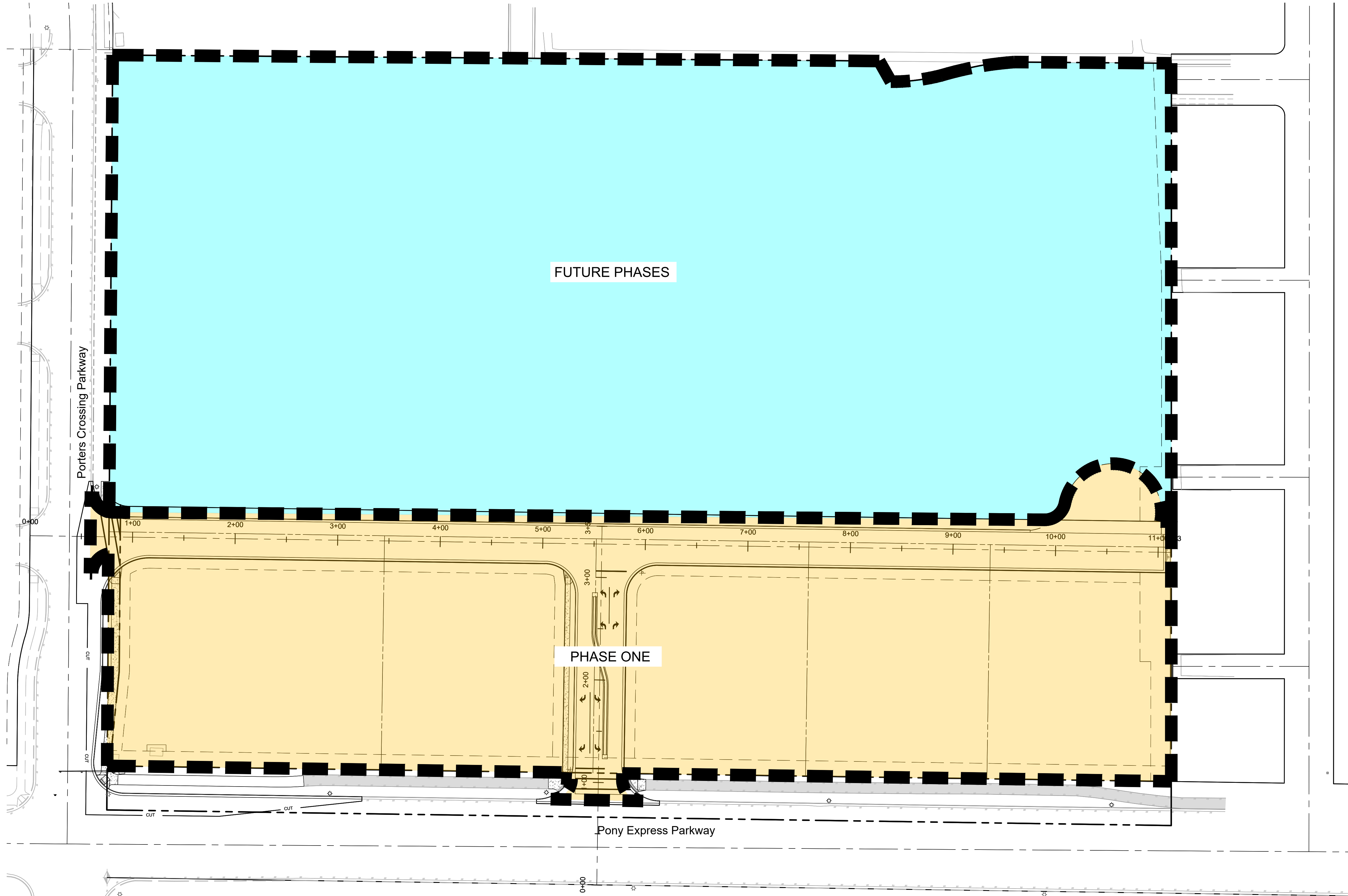
SK HART EAGLE MOUNTAIN COMMERCIAL SITE
ALTA/NSPS LAND TITLE SURVEY
PONY EXPRESS PARKWAY, EAGLE MOUNTAIN, UTAH COUNTY, UTAH
LOCATED IN THE SOUTHWEST QUARTER OF SECTION 21,
TOWNSHIP 5 SOUTH, RANGE 1 WEST, SALT LAKE BASE & MERIDIAN.

REVISIONS	
No.	DATE BY REVISION

tel (801) 487-8040 231 West 800 South
fax (801) 487-8668 Salt Lake City, UT 84119
www.wardg.com

Ward Engineering Group
Planning • Engineering • Surveying
Since 1961

FILENAME: O:\SK Hart\Eagle Square Concept\Engineering\Design\Phasing Plan.dwg TAB: PH-01- PHASE 1 PLOT DATE AND TIME: 6/19/2024 11:12 AM



EAGLE SQUARE COMMERCIAL
SUBDIVISION MASTER PLANS

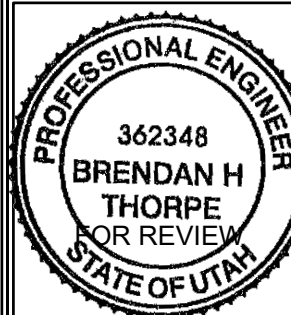
PHASING PLAN

231 West 800 South Salt Lake City, Utah 84101
Ward Engineering Group
Planning Engineering Surveying
PH: 801.487.8040

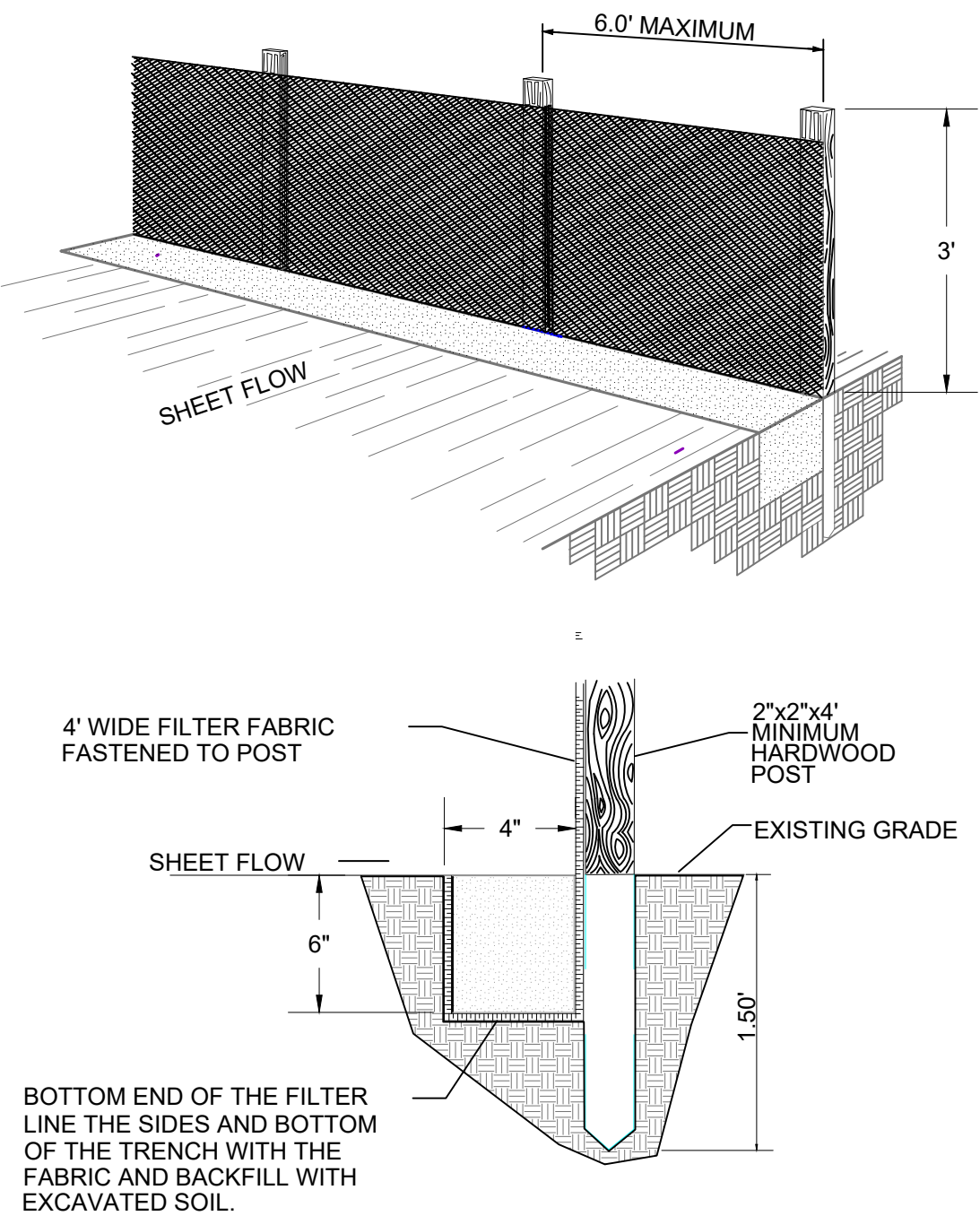
CLIENT: SK HART
DWG: _____
JOB No: _____
DESIGNED BY: BHT
CHECKED BY: BHT
DATE: 06/19/2024

DRAWN BY: AM
DESIGNED BY: BHT
CHECKED BY: BHT
DATE: 06/19/2024

REVISIONS	CITY COMMENTS
1	



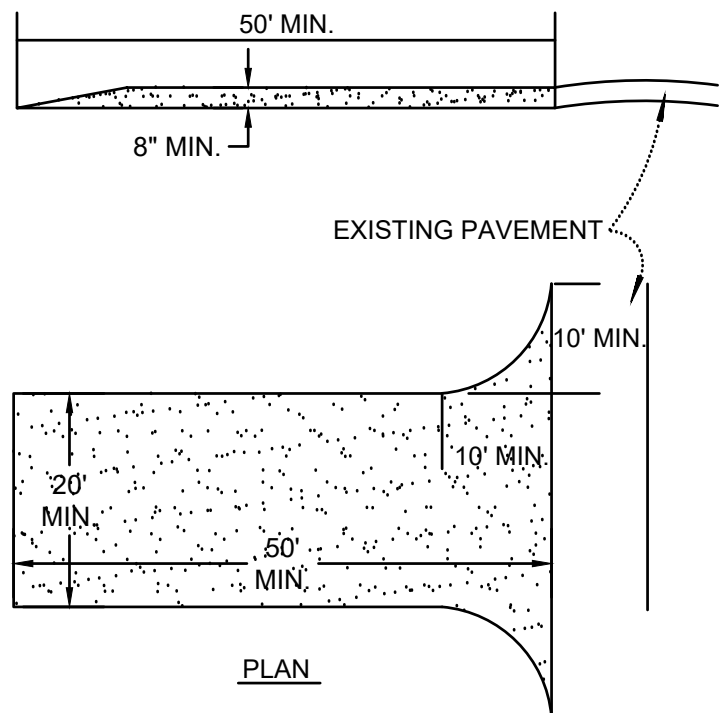
SHEET
PH-01



- WHERE POSSIBLE, LAYOUT THE SILT FENCE 5.0' TO 10.0' BEYOND THE TOE OF SLOPE.
- ALIGN THE FENCE ALONG THE CONTOUR AS CLOSE AS POSSIBLE.
- WHEN EXCAVATING THE TRENCH, USE MACHINERY THAT WILL PRODUCE NO MORE THAN THE DESIRED DIMENSIONS.
- EXTEND THE BOTTOM 3' OF FILTER FABRIC TO LINE ALL THREE SIDES OF THE TRENCH.
- TO AVOID EXCESSIVE PONDING OF WATER AT LOW POINTS ALONG THE FENCE, PROVIDE AN OPENING IN THE SILT FENCE AND INSTALL A CHECK DAM.
- AVOID USING JOINTS ALONG THE FENCE AS MUCH AS POSSIBLE. IF A JOINT IS NECESSARY, SPLICE THE FILTER FABRIC AT A POST WITH A 0.50' OVERLAPS AND SECURELY FASTEN BOTH ENDS TO THE POST.
- MAINTAIN A PROPERLY FUNCTIONING SILT FENCE THROUGHOUT THE DURATION OF THE PROJECT OR UNTIL DISTURBED AREAS HAVE BEEN VEGETATED.

1 Silt Fence

NTS

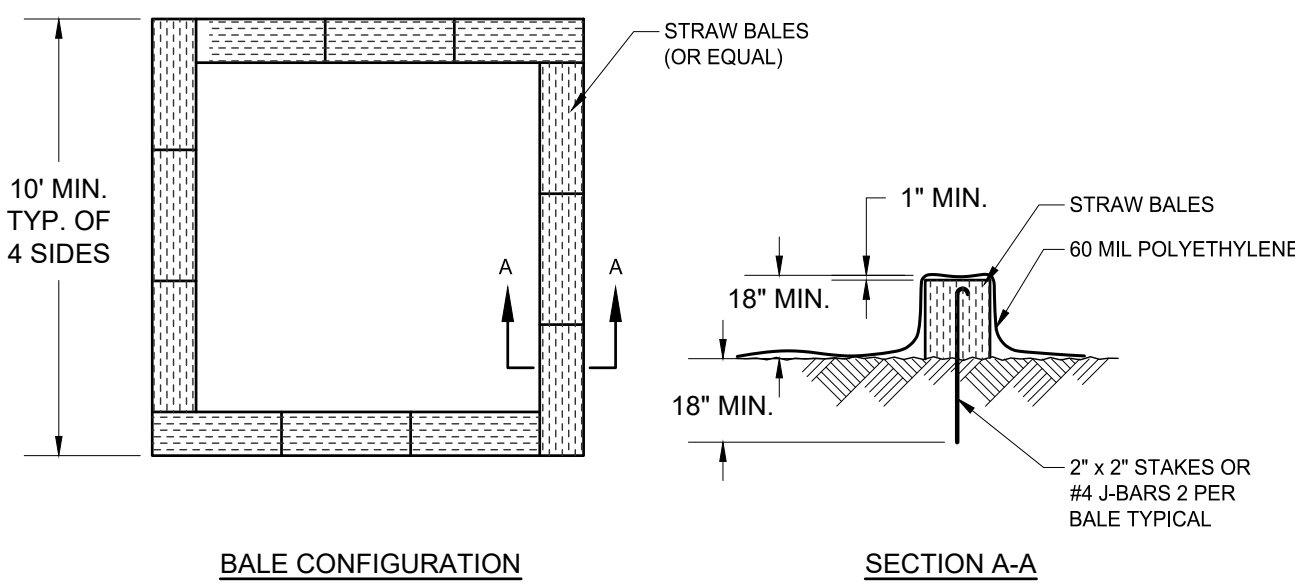


STABILIZED CONSTRUCTION ENTRANCE NOTES:

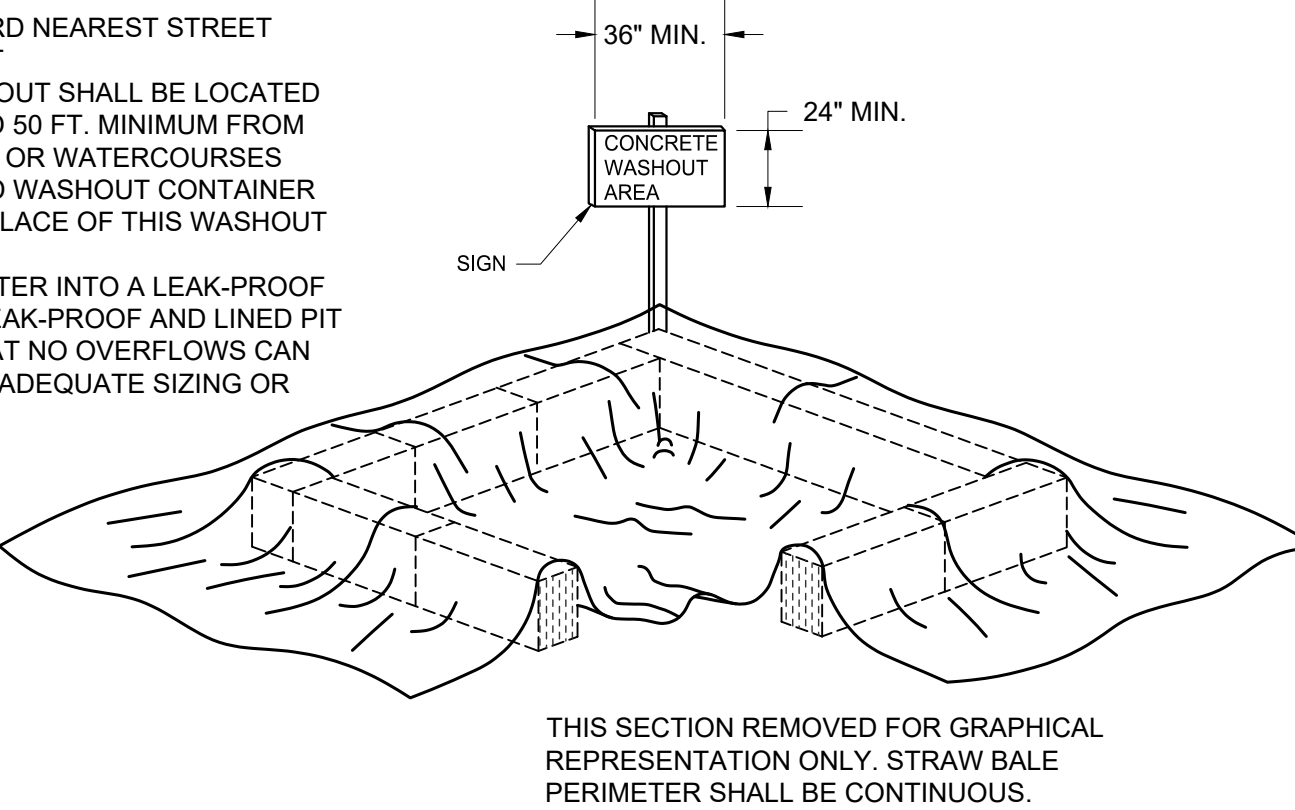
- STONE SIZE - USE 3"-6" COBBLE STONE, OR RECLAIMED CONCRETE EQUIVALENT.
- LENGTH - AS REQUIRED, BUT NOT LESS THAN FIFTY (50) FEET.
- THICKNESS - NOT LESS THAN EIGHT (8) INCHES.
- WIDTH - TWENTY (20) FOOT MINIMUM, BUT NOT LESS THAN THE FULL WIDTH AT POINTS WHERE INGRESS OF EGRESS OCCURS.
- SURFACE WATER - ALL SURFACE WATER FLOWING OR DIVERTED TOWARD CONSTRUCTION ENTRANCES SHALL BE PIPED ACROSS THE ENTRANCE. IF PIPING IS IMPRACTICAL, A MOUNTABLE BERM WITH 5:1 SIDE SLOPES WILL BE PERMITTED.
- MAINTENANCE - THE ENTRANCE SHALL BE MAINTAINED IN A CONDITION WHICH WILL PREVENT TRACKING OR FLOWING OF SEDIMENT ONTO PUBLIC RIGHT-OF-WAYS. THIS MAY REQUIRE PERIODIC TOP DRESSING WITH ADDITIONAL STONE AS CONDITIONS DEMAND AND REPAIR AND/OR CLEANOUT OF ANY MEASURES USED TO TRAP SEDIMENT. ALL SEDIMENT SPILLED, DROPPED, WASHED OR TRACKED ONTO PUBLIC RIGHT-OF-WAYS MUST BE REMOVED IMMEDIATELY.
- PERIODIC INSPECTION AND NEEDED MAINTENANCE SHALL BE PROVIDED AFTER EACH RAINFALL.

2 Stabilized Construction Entrance

NTS

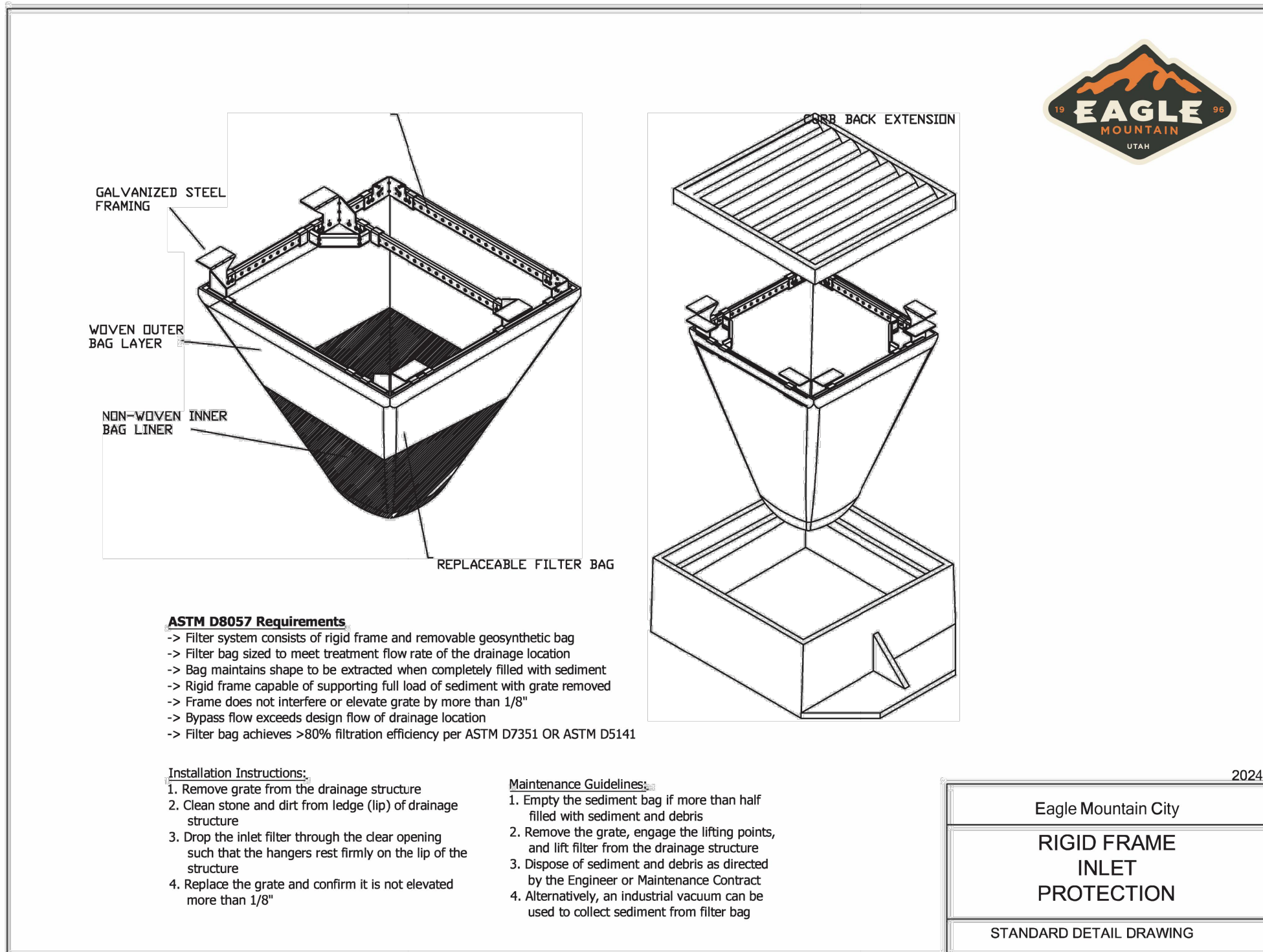


- NOTES:
- FACE SIGN TOWARD NEAREST STREET OR ACCESS POINT
 - CONCRETE WASHOUT SHALL BE LOCATED BEHIND CURB AND 50 FT. MINIMUM FROM DRAINAGE INLETS OR WATERCOURSES
 - A PREFABRICATED WASHOUT CONTAINER MAY BE USED IN PLACE OF THIS WASHOUT DESIGN
 - DIRECT WASH WATER INTO A LEAK-PROOF CONTAINER OR LEAK-PROOF AND LINED PIT DESIGNED SO THAT NO OVERFLOWS CAN OCCUR DUE TO INADEQUATE SIZING OR PRECIPITATION



3 Concrete Washout Detail

NTS



- ASTM D8057 Requirements**
- Filter system consists of rigid frame and removable geosynthetic bag
 - Filter bag sized to meet treatment flow rate of the drainage location
 - Bag maintains shape to be extracted when completely filled with sediment
 - Rigid frame capable of supporting full load of sediment with grate removed
 - Frame does not interfere or elevate grate by more than 1/8"
 - Bypass flow exceeds design flow of drainage location
 - Filter bag achieves >80% filtration efficiency per ASTM D7351 OR ASTM D5141

- Installation Instructions:**
- Remove grate from the drainage structure
 - Clean stone and dirt from ledge (lip) of drainage structure
 - Drop the inlet filter through the clear opening such that the hangers rest firmly on the lip of the structure
 - Replace the grate and confirm it is not elevated more than 1/8"

- Maintenance Guidelines:**
- Empty the sediment bag if more than half filled with sediment and debris
 - Remove the grate, engage the lifting points, and lift filter from the drainage structure
 - Dispose of sediment and debris as directed by the Engineer or Maintenance Contract
 - Alternatively, an industrial vacuum can be used to collect sediment from filter bag

Eagle Mountain City

RIGID FRAME

INLET

PROTECTION

STANDARD DETAIL DRAWING

4 ASTM D8057 Inlet Protection

NTS

EAGLE SQUARE COMMERCIAL SUBDIVISION MASTER PLANS EROSION CONTROL DETAILS

231 West 800 South Salt Lake City, Utah 84101
Ward Engineering Group
Planning Engineering Surveying

PH: 801.487.8040

CLIENT: SK HART
DWG: _____
JOB NO: _____
DATE: 06/19/2024

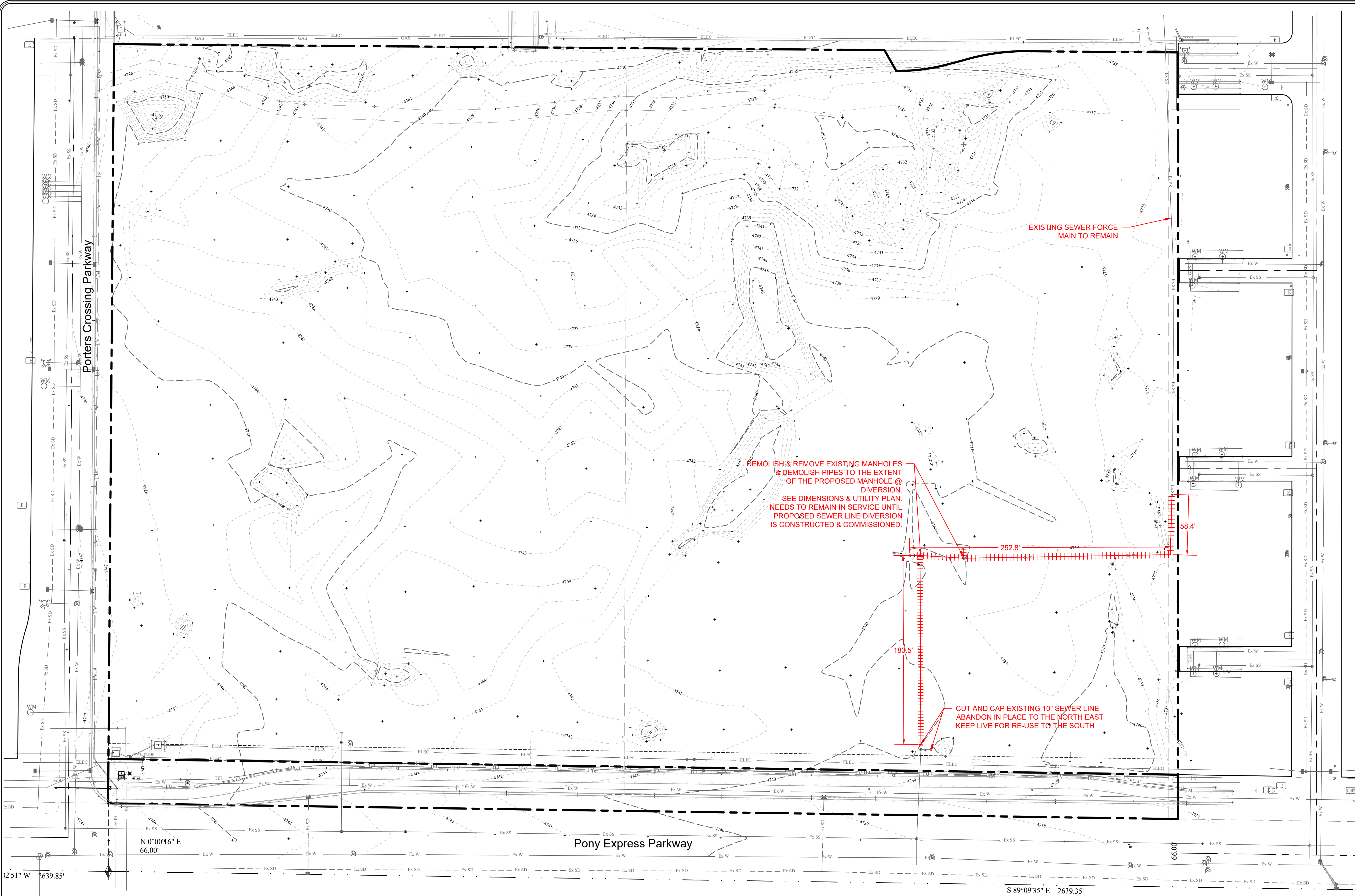
DRAWN BY: AM
DESIGN BY: BHT
CHECKED BY: BHT
DATE: 06/19/2024

REVISIONS	CITY COMMENTS
1	DATE

PROFESSIONAL ENGINEER
362348
BRENDAN H THORPE
OR REVIEW
STATE OF UTAH

SHEET

EC-02



EROSION CONTROL LEGEND

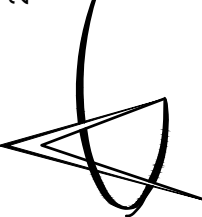
- BOUNDARY LINE
- PIPE TO BE DEMOLISHED & REMOVED

NOTE:
EXISTING UTILITIES MUST BE USED
OR ABANDONED.

EAGLE SQUARE COMMERCIAL SUBDIVISION MASTER PLANS

DEMOLITION PLAN

231 West 800 South Salt Lake City, Utah 84101
Ward Engineering Group
Planning Engineering Surveying



PH: 801.487.8040

CLIENT: SK HART
DWG:
JOB No:
DATE: 06/19/2024

DRAWN BY: AM
DESIGN BY: BHT
CHECKED BY: BHT

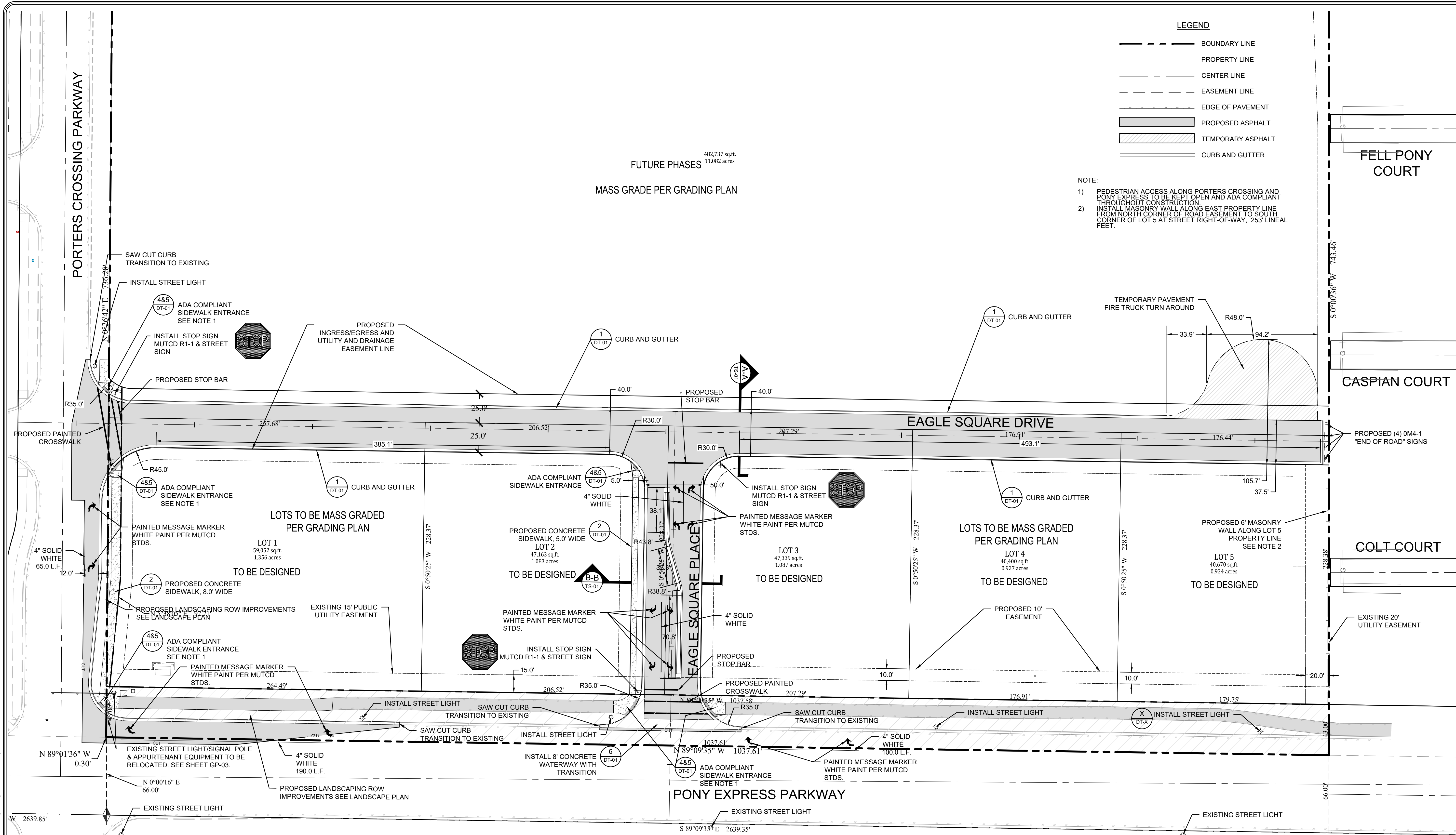
REVISIONS	CITY COMMENTS
1	DATE



SHEET

DM-01

FILENAME: O:\S\K Hart\Eagle Square Concept\Engineering\Design\Site Plan.dwg
TAB: SP-01- PHASE 1
PLOT DATE AND TIME: 6/19/2024 11:13 AM



LEGEND

- BOUNDARY LINE
- PROPERTY LINE
- CENTER LINE
- EASEMENT LINE
- EDGE OF PAVEMENT
- PROPOSED ASPHALT
- TEMPORARY ASPHALT
- CURB AND GUTTER

NOTE:

- PEDESTRIAN ACCESS ALONG PORTERS CROSSING AND PONY EXPRESS TO BE KEPT OPEN AND ADA COMPLIANT THROUGHOUT CONSTRUCTION.
- INSTALL MASONRY WALL ALONG EAST PROPERTY LINE FROM NORTH CORNER OF ROAD EASEMENT TO SOUTH CORNER OF LOT 5 AT STREET RIGHT-OF-WAY, 253' LINEAL FEET.

EAGLE SQUARE COMMERCIAL
SUBDIVISION MASTER PLANS

SITE PLAN

CLIENT: SK HART
DWG: 362348
JOB NO: 362348
DATE: 06/19/2024

231 West 800 South Salt Lake City, Utah 84101
Ward Engineering Group
Planning Engineering Surveying

PH: 801-487-8040

DRAWN BY: AM
DESIGN BY: BHT
CHECKED BY: BHT
DATE: 06/19/2024

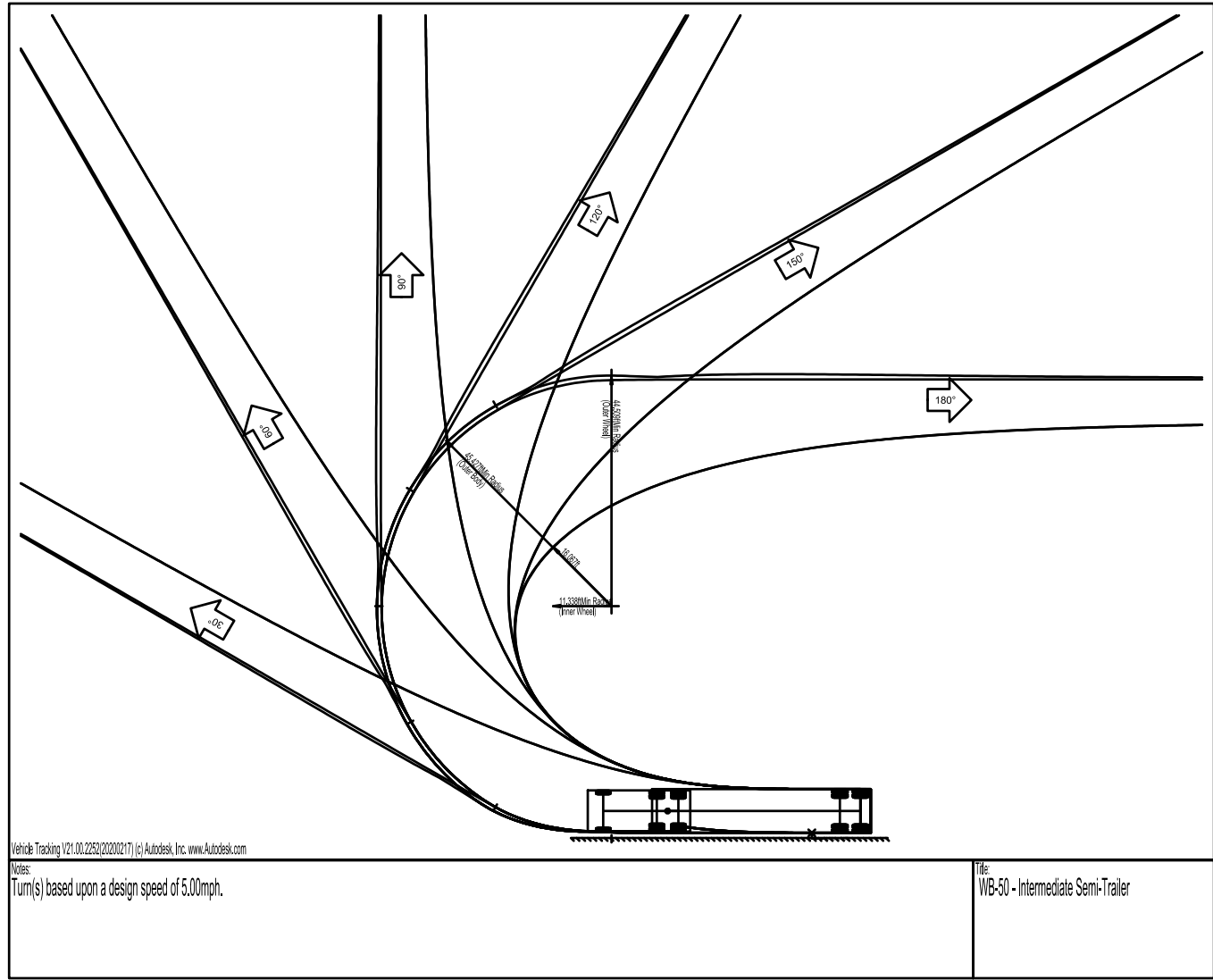
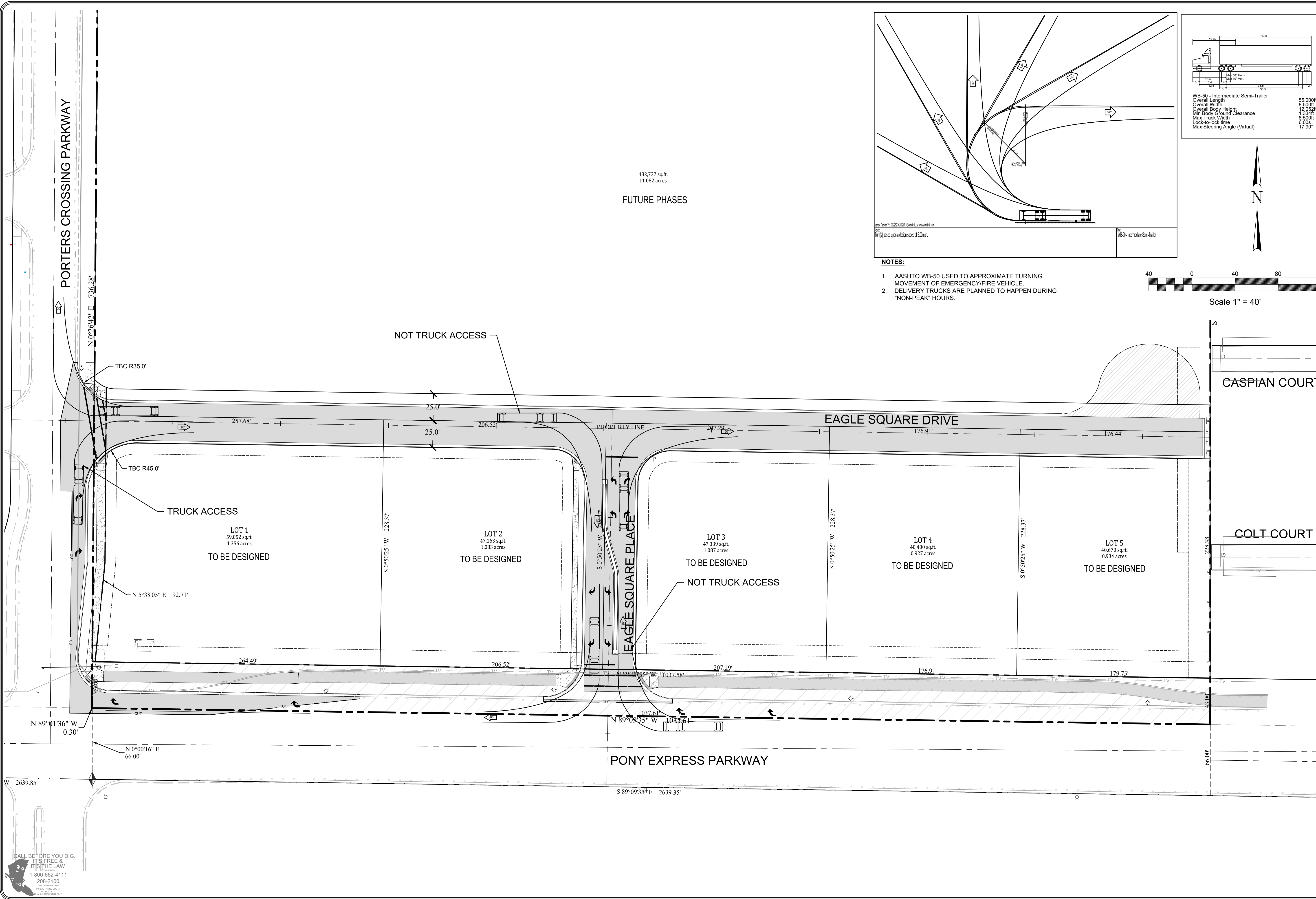
REVISIONS	CITY COMMENTS
1	DATE



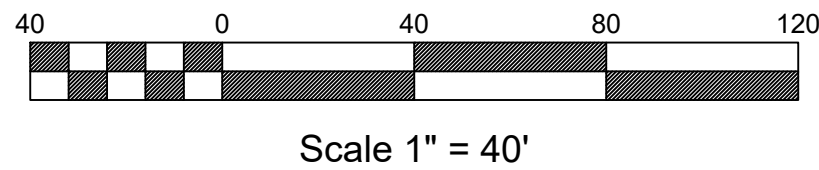
SHEET

SP-01

FILENAME: O:\SK\Hart\Eagle Square Concept\Engineering\Design\Site Plan.dwg TAB: SP-02: PHASE 1 PLOT DATE AND TIME: 6/19/2024 11:13 AM



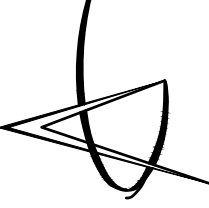
- NOTES:
- AASHTO WB-50 USED TO APPROXIMATE TURNING MOVEMENT OF EMERGENCY/FIRE VEHICLE.
 - DELIVERY TRUCKS ARE PLANNED TO HAPPEN DURING "NON-PEAK" HOURS.



EAGLE SQUARE COMMERCIAL
SUBDIVISION MASTER PLANS

TURNING TEMPLATE

231 West 800 South Salt Lake City, Utah 84101
Ward Engineering Group
Planning Engineering Surveying



CLIENT: SK HART
DWG:
JOB NO: 2024-06-19-001
DESIGNED BY: BHT
CHECKED BY: BHT
DATE: 06/19/2024

DRAWN BY: AM
DESIGN BY: BHT
CHECKED BY: BHT
DATE: 06/19/2024

REVISIONS	CITY COMMENTS
1	DATE



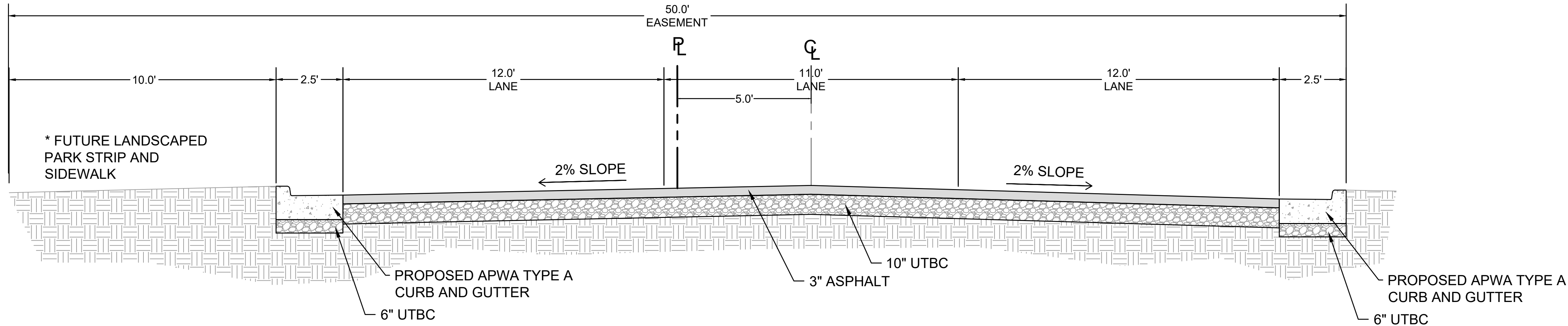
SHEET

SP-02

FILENAME: O:\SK\Hart\Eagle Square Concept\Engineering\Design\Typical Road Section.dwg TAB: TS-01- PHASE 1 PLOT DATE AND TIME: 6/19/2024 11:13 AM

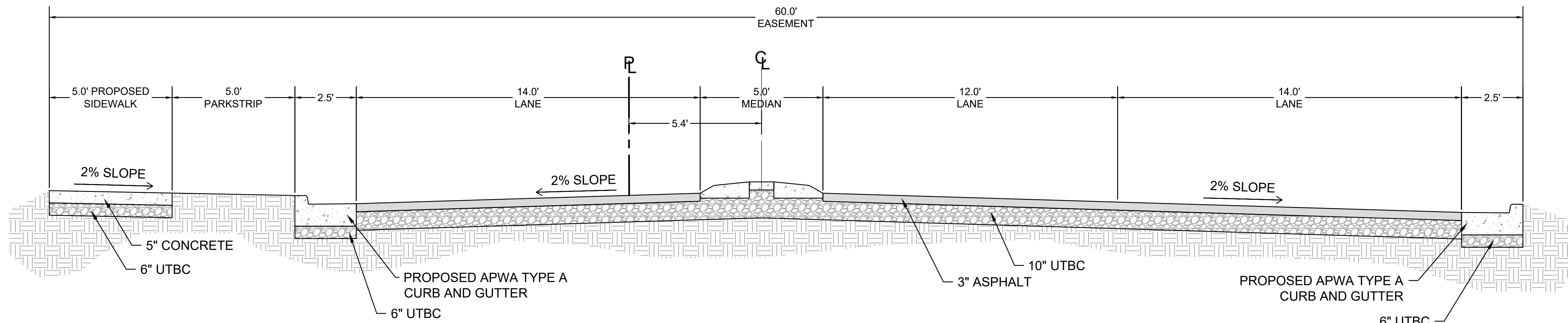


TYPICAL SECTION PRIVATE ROAD A-A
FROM STATION: 0+61.03' TO STATION: 11+12.88'
NTS



* TO BE CONSTRUCTED WITH THE FUTURE SITE PLAN APPLICATIONS FOR EACH LOT

TYPICAL SECTION PRIVATE ROAD B-B
FROM STATION: 0+72.05' TO STATION: 3+27.50'
NTS



EAGLE SQUARE COMMERCIAL
SUBDIVISION MASTER PLANS
TYPICAL ROAD SECTIONS

231 West 800 South Salt Lake City, Utah 84101
Ward Engineering Group
Planning Engineering Surveying

PH: 801.487.8040

CLIENT: SK HART
DWG: _____
JOB No: _____
DESIGNED BY: BHT
CHECKED BY: BHT
DATE: 06/19/2024

DRAWN BY: AM
DESIGN BY: BHT
CHECKED BY: BHT
DATE: 06/19/2024

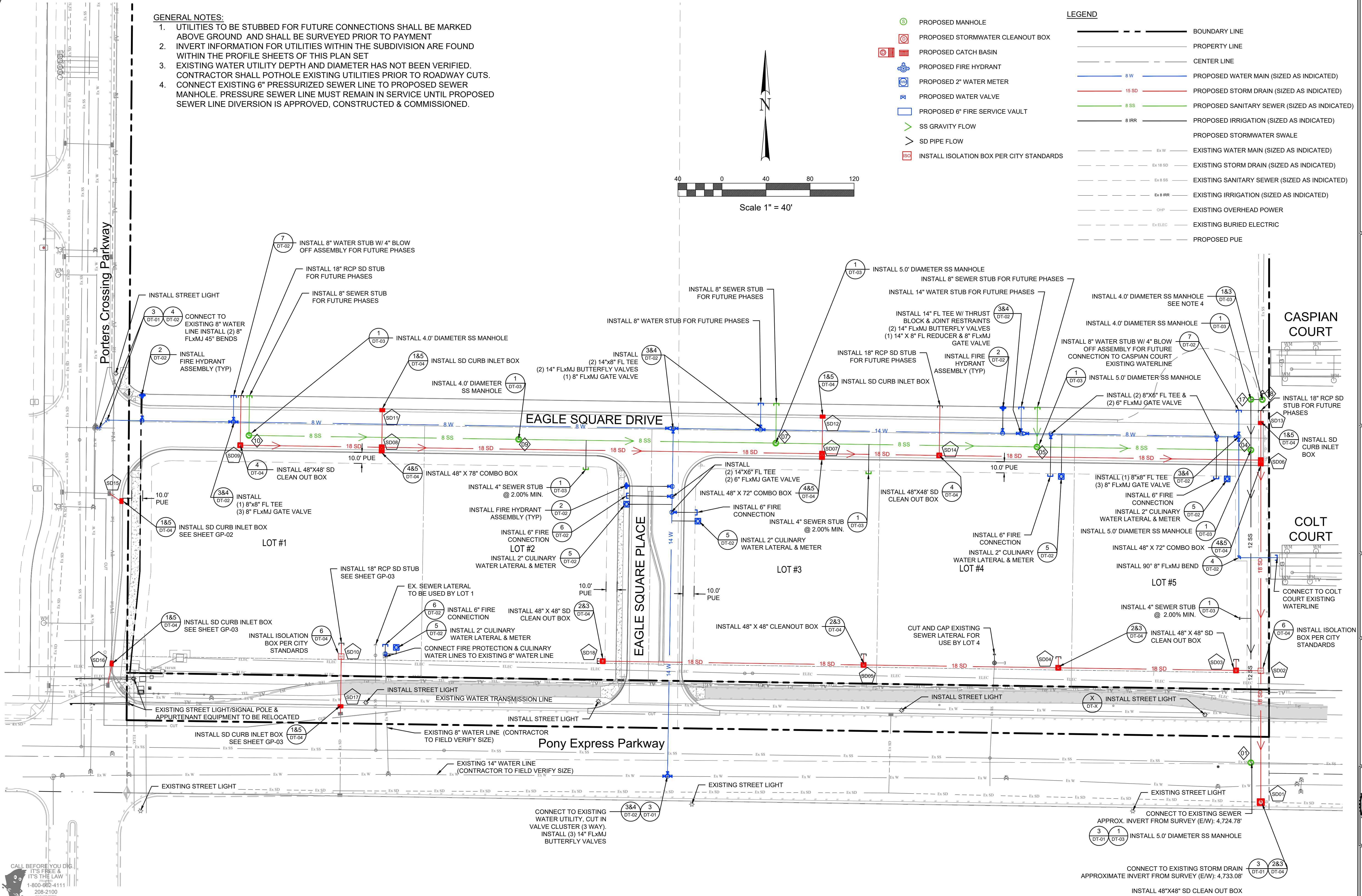
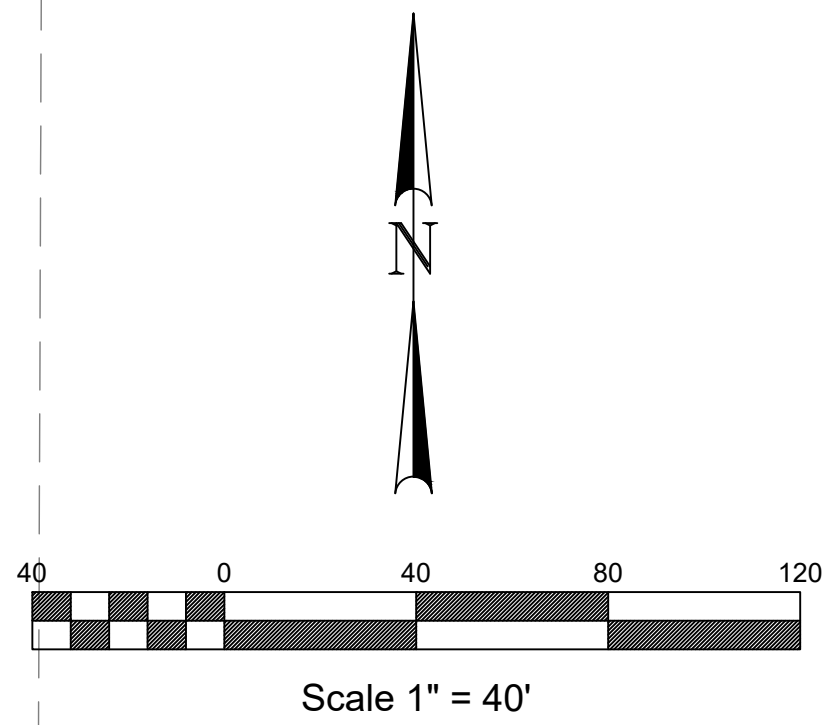
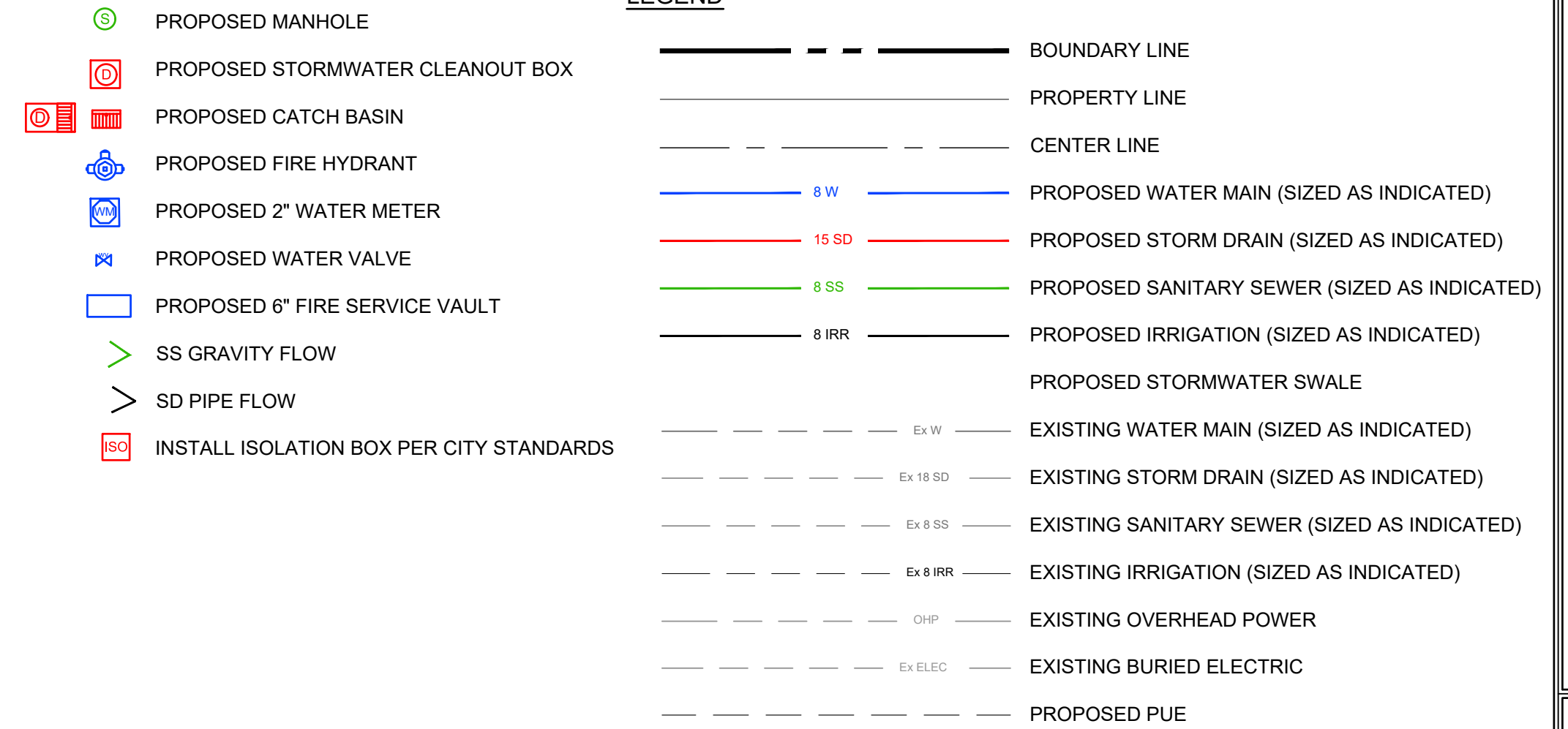
REVISIONS	CITY COMMENTS
1	DATE



SHEET
TS-01

GENERAL NOTES:

- UTILITIES TO BE STUBBED FOR FUTURE CONNECTIONS SHALL BE MARKED ABOVE GROUND AND SHALL BE SURVEYED PRIOR TO PAYMENT
- INVERT INFORMATION FOR UTILITIES WITHIN THE SUBDIVISION ARE FOUND WITHIN THE PROFILE SHEETS OF THIS PLAN SET
- EXISTING WATER UTILITY DEPTH AND DIAMETER HAS NOT BEEN VERIFIED. CONTRACTOR SHALL POTHOLE EXISTING UTILITIES PRIOR TO ROADWAY CUTS. CONNECT EXISTING 6" PRESSURIZED SEWER LINE TO PROPOSED SEWER MANHOLE. PRESSURE SEWER LINE MUST REMAIN IN SERVICE UNTIL PROPOSED SEWER LINE DIVERSION IS APPROVED, CONSTRUCTED & COMMISSIONED.



EAGLE SQUARE COMMERCIAL
SUBDIVISION MASTER PLANS

UTILITY PLAN

231 West 800 South Salt Lake City, Utah 84101
Ward Engineering Group
Planning Engineering Surveying

PH: 801-487-8040

CLIENT: SK HART
DWG:
JOB NO:
DATE: 06/19/2024

DRAWN BY: AM
DESIGN BY: BHT
CHECKED BY: BHT

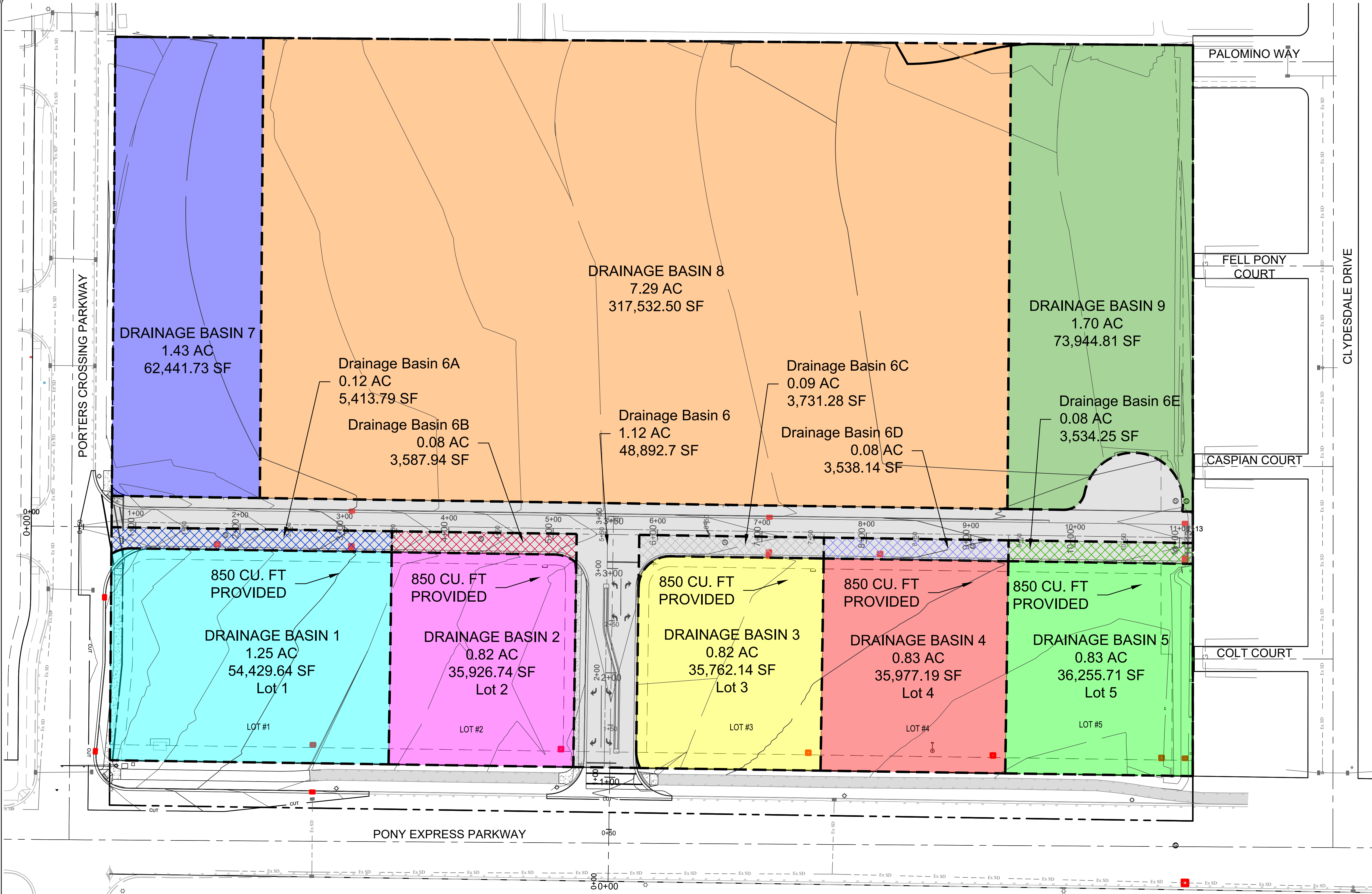
REVISIONS	CITY COMMENTS
1	DATE



SHEET

UT-01

FILENAME: O:\SK Hart\Eagle Square Concept\Engineering\Design\Grading Plan.dwg TAB: DP-01 - DRAINAGE PLAN PLOT DATE AND TIME: 6/19/2024 11:14 AM



- LEGEND
- BASIN 1
 - BASIN 2
 - BASIN 3
 - BASIN 4
 - BASIN 5
 - BASIN 6
 - BASIN 7
 - BASIN 8
 - BASIN 9
 - BASIN 6A
 - BASIN 6B
 - BASIN 6C
 - BASIN 6D
 - BASIN 6E

GENERAL NOTES:
1. SEE SHEET DP-02 FOR BASIN CHARACTERISTICS AND SUMMARY OF FLOWS

EAGLE SQUARE COMMERCIAL
SUBDIVISION MASTER PLANS
DRAINAGE PLAN

231 West 800 South Salt Lake City, Utah 84101
Ward Engineering Group
Planning Engineering Surveying
PH: 801.487.8040

CLIENT: SK HART
DWG:
JOB NO:
DATE: 06/19/2024

DRAWN BY: AM
DESIGN BY: BHT
CHECKED BY: BHT
DATE: 06/19/2024

REVISIONS	CITY COMMENTS
1	DATE



SHEET
DP-01

FILENAME: O:\SK Hart\Eagle Square Concept\Engineering\Design\Grading Plan.dwg TAB: DP-02 - DRAINAGE CALCULATIONS PLOT DATE AND TIME: 6/19/2024 11:14 AM



Existing Conditions					
Basin	Area (AC's)	CN	**100 Year, 24 Hour Peak Flow (cfs)	**10 Year, 24 Hour Peak Flow (cfs)	Hydrograph Volume, 100 Year, 24 Hour (C.F.)
Drainage Basin 1	1.25	63	0.027	0.002	517
Drainage Basin 2	0.82	63	0.018	0.001	339
Drainage Basin 3	0.82	88	0.479	0.260	3,004
Drainage Basin 4	0.83	88	0.485	0.263	3,041
Drainage Basin 5	0.83	88	0.485	0.263	3,041
Drainage Basin 6	1.48	63	0.028	0.002	610
Drainage Basin 7	1.43	63	0.028	0.002	588
Drainage Basin 8	7.29	63	0.139	0.012	3,012
Drainage Basin 9	1.80	63	0.035	0.003	744
*ESTIMATED CN VALUE OF DEVELOPED CONDITIONS (URBAN HYDROGOLY FOR SMALL WATERSHEDS)					
**SCS METHOD USING A TYPE II DISTRIBUTION					
*** BASED ON 0.2 CFS/AC					

Phase 1 Conditions									
Basin	Area (AC's)	CN	**100 Year, 24 Hour Peak Flow (cfs)	**10 Year, 24 Hour Peak Flow (cfs)	***Allowed Release Rate (cfs)	100 Year Storm Volume (C.F.)	Is Surfce Condition Different From Existing?	Net Storage Required at Phase 1 (C.F.)	Storage Provided (C.F.)
Drainage Basin 1	1.25	63	0.027	0.002	1.969	517	NO	0	0
Drainage Basin 2	0.82	63	0.018	0.001		339	NO	0	0
Drainage Basin 3	0.82	88	0.479	0.260		3,004	NO	0	0
Drainage Basin 4	0.83	88	0.485	0.263		3,041	NO	0	0
Drainage Basin 5	0.83	88	0.485	0.263		3,041	NO	0	0
Drainage Basin 6	1.12	87	1.969	1.085		3,962	YES	****0	0
Drainage Basin 6A	0.12	98	0.300	0.210		809	YES	809	850
Drainage Basin 6B	0.08	98	0.225	0.159		607	YES	607	850
Drainage Basin 6C	0.09	98	0.267	0.189		614	YES	614	850
Drainage Basin 6D	0.06	98	0.237	0.168		546	YES	546	850
Drainage Basin 6E	0.06	98	0.237	0.168		546	YES	546	850
Drainage Basin 7	1.43	63	0.028	0.002		588	NO	0	0
Drainage Basin 8	7.29	63	0.139	0.012		3,012	NO	0	0
Drainage Basin 9	1.70	63	0.033	0.003		703	NO	0	0
*ESTIMATED CN VALUE OF DEVELOPED CONDITIONS (URBAN HYDROGOLY FOR SMALL WATERSHEDS)							TOTAL	3,122	4250
**SCS METHOD USING A TYPE II DISTRIBUTION									
*** BASED ON 0.2 CFS/AC									
**** THE RELEASE RATE FOR THE WHOLE SITE IS 1.969 CFS. THE MAJORITY OF THE DISCHARGE IS USED BY BASIN 6. SUBSEQUENT RELEASES BY DEVELOPMENT WILL UTILIZE A REDUCED RELEASE RATE OF 0.04 CFS/AC									

- NOTES:
1. THE ADJUSTED ALLOWED RELEASE RATE FOR THE FUTURE DEVELOPED LOTS IS 0.04 CFS/ACRE. THIS IS ADJUSTED TO OFFSET THE FULL RELEASE OF THE FULLY DEVELOPED PHASE 1 ROADS. THIS WAS DONE TO MAINTAIN AN EQUIVALENT DISCHARGE OF 0.2 CFS/ACRE AT THE POINT OF CONNECTION TO THE CITY'S STORM DRAIN SYSTEM IN PONY EXPRESS PARKWAY.
 2. FOR DRAINAGE CALCULATIONS & REPORT SEE: "EAGLE SQUARE MASTER PLANNED COMMERCIAL DEVELOPMENT" DRAINAGE REPORT, JANUARY 2024.

EAGLE SQUARE COMMERCIAL
SUBDIVISION MASTER PLANS
DRAINAGE CALCULATIONS

231 West 800 South Salt Lake City, Utah 84101
Ward Engineering Group
Planning Engineering Surveying

PH: 801-487-8040

CLIENT: SK HART
DWG: _____
JOB No: _____
DESIGNED BY: _____
CHECKED BY: _____
DATE: 06/19/2024

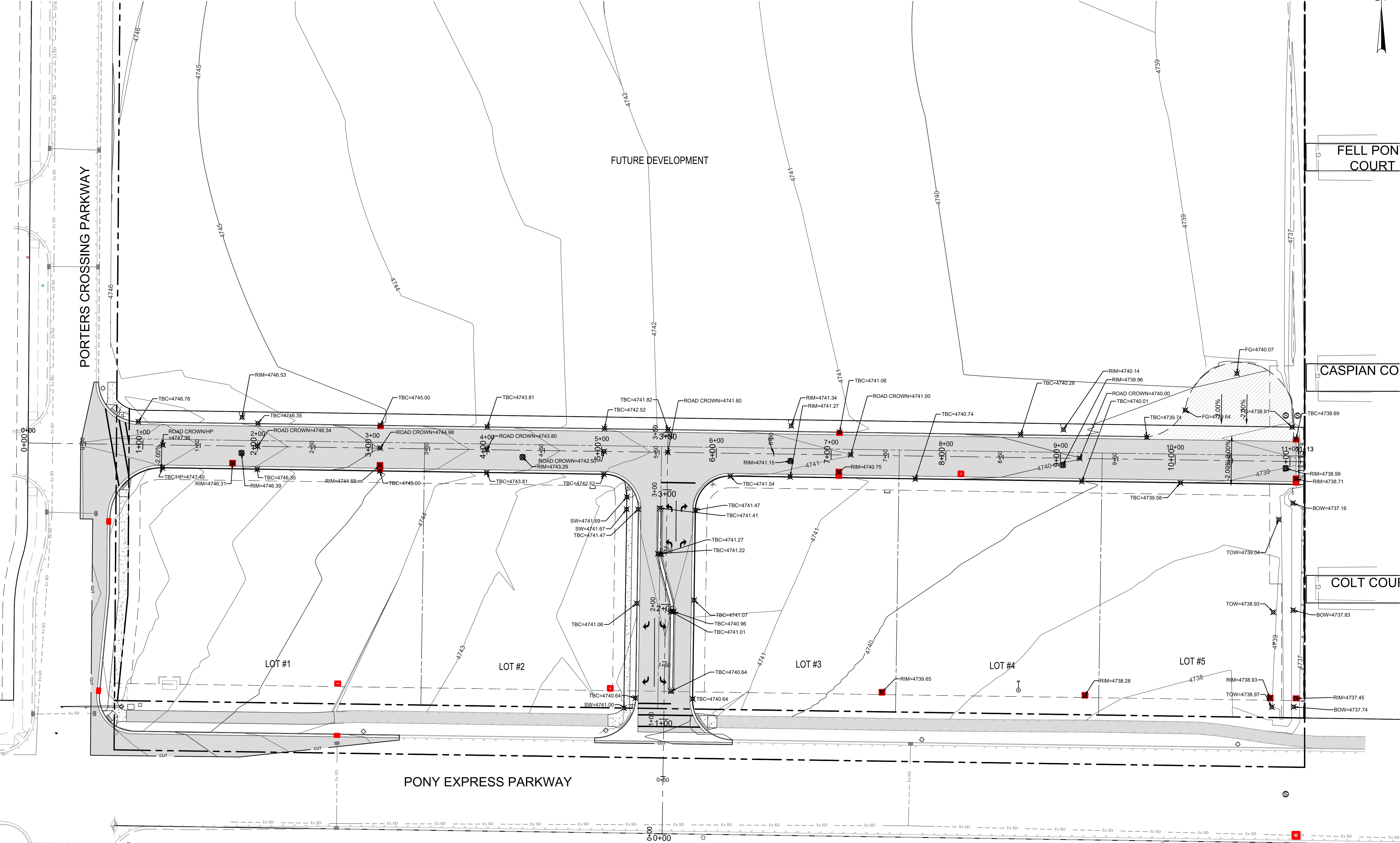
DRAWN BY: AM
DESIGN BY: BHT
CHECKED BY: BHT
DATE: 06/19/2024

REVISIONS	CITY COMMENTS
1	DATE



SHEET
DP-02

FILENAME: O:\S\Hart\Eagle Square Concept\Engineering\Design\Grading Plan.dwg TAB: GP-01- PHASE 1 PLOT DATE AND TIME: 6/19/2024 11:14 AM



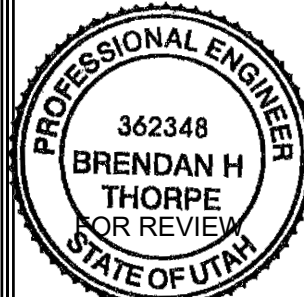
REVISIONS	CITY COMMENTS
1	DATE

DRAWN BY: AM
DESIGN BY: BHT
CHECKED BY: BHT
DATE: 06/19/2024

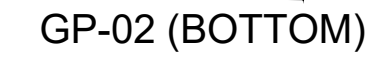
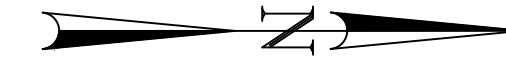
CLIENT: SK HART
DWG:
JOB NO:
DESIGNED BY: BRENDAN H. THORPE, P.E.
REVIEWED BY: BRENDAN H. THORPE, P.E.
DATE: 06/19/2024

231 West 800 South Salt Lake City, Utah 84101
Ward Engineering Group
Planning Engineering Surveying

EAGLE SQUARE COMMERCIAL
SUBDIVISION MASTER PLANS
GRADING PLAN



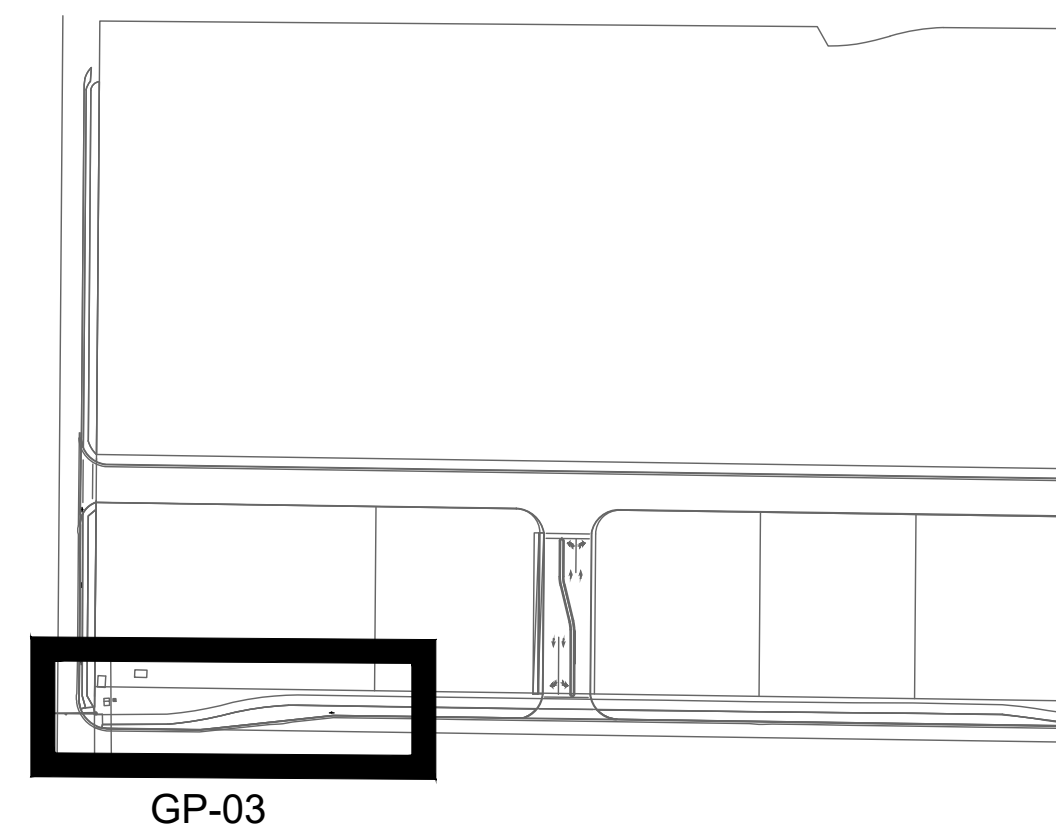
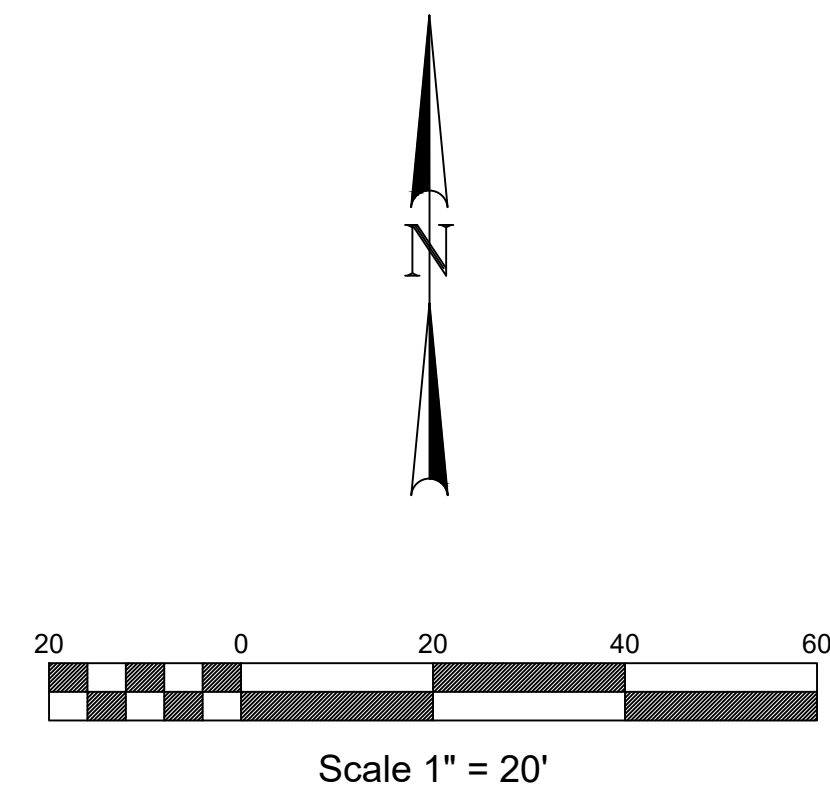
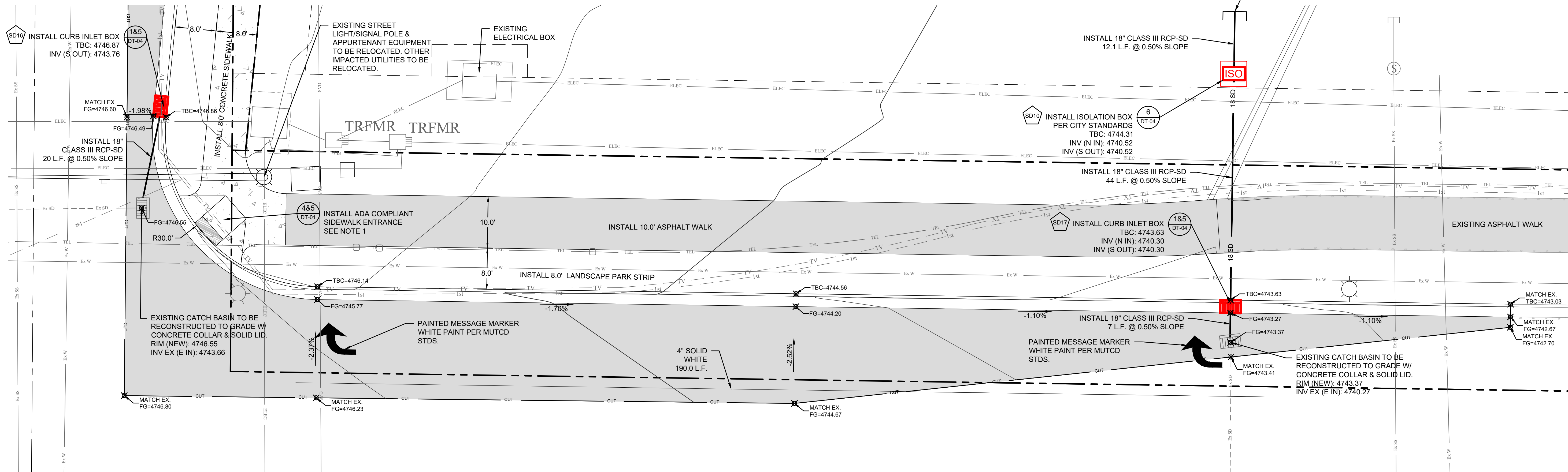
SHEET
GP-01



SHEET

GP-02

CALL BEFORE YOU DIG.
**IT'S FREE &
 IT'S THE LAW**
 (TOLL-FREE)
1-800-662-4111
208-2100
 (SALT LAKE METRO)
 148 EAST 13200 SOUTH
 PO BOX 1517



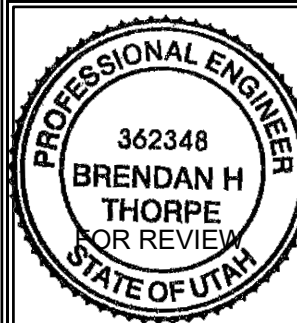
**EAGLE SQUARE COMMERCIAL
SUBDIVISION MASTER PLANS
OFFSITE GRADING**

231 West 800 South Salt Lake City, Utah 84101
Ward Engineering Group
Planning Engineering Surveying

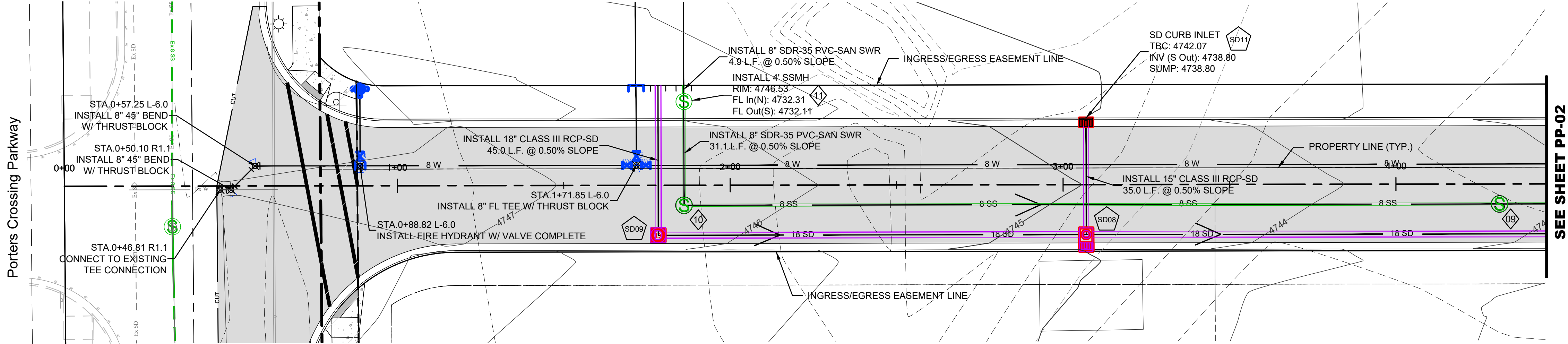
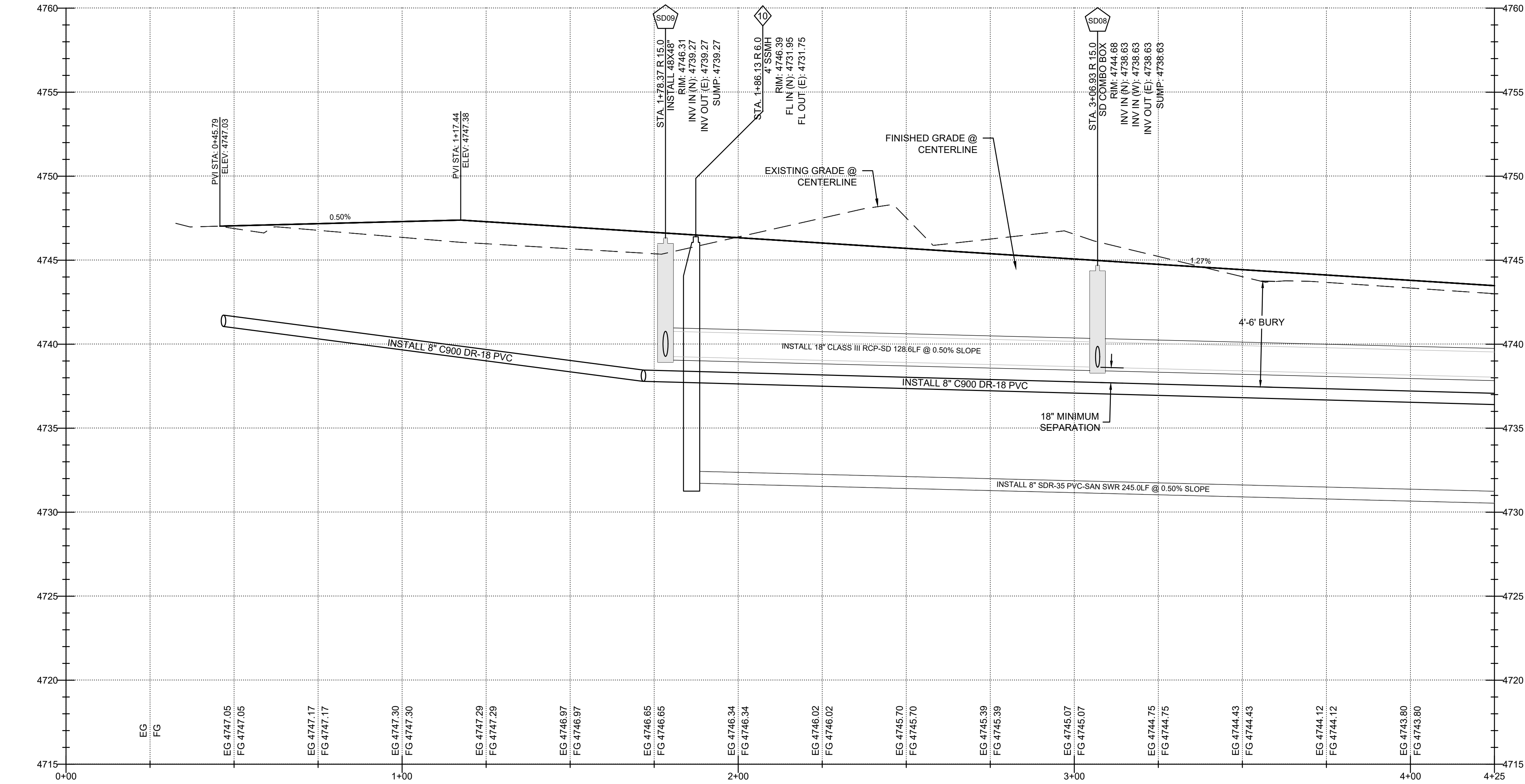
CLIENT: SK HART
DWG:
JOB NO: 231 WEST 800 SOUTH
REVISIONS FOR GRADING AND WATER PACE PREPARED

DRAWN BY: AM
DESIGN BY: BHT
CHECKED BY: BHT
DATE: 06/19/2024

REVISIONS	CITY COMMENTS
1	DATE

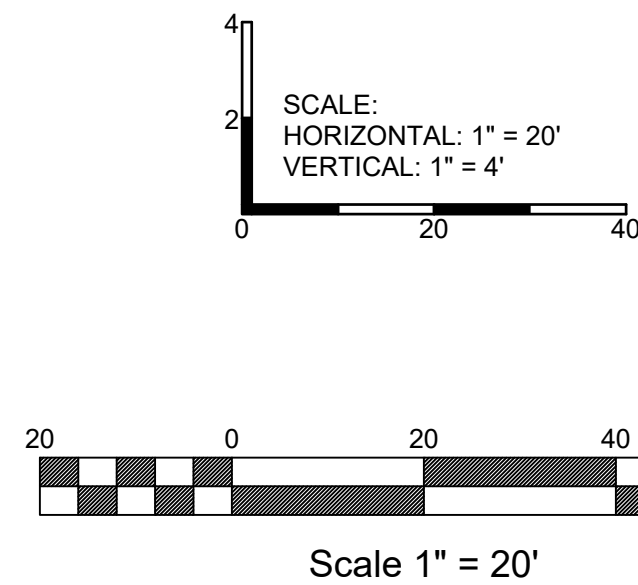


SHEET
GP-03



SEE SHEET PP-02

SHEET PP-01



EAGLE SQUARE COMMERCIAL
SUBDIVISION MASTER PLANS

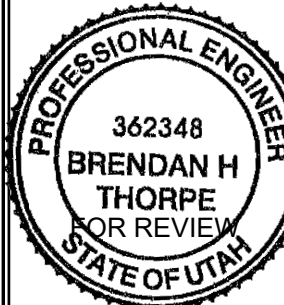
PLAN & PROFILE

231 West 800 South Salt Lake City, Utah 84101
Ward Engineering Group
Planning Engineering Surveying

CLIENT: SK HART
DWG: _____
JOB NO: _____
DATE: 06/19/2024

DRAWN BY: AM
DESIGN BY: BHT
CHECKED BY: BHT

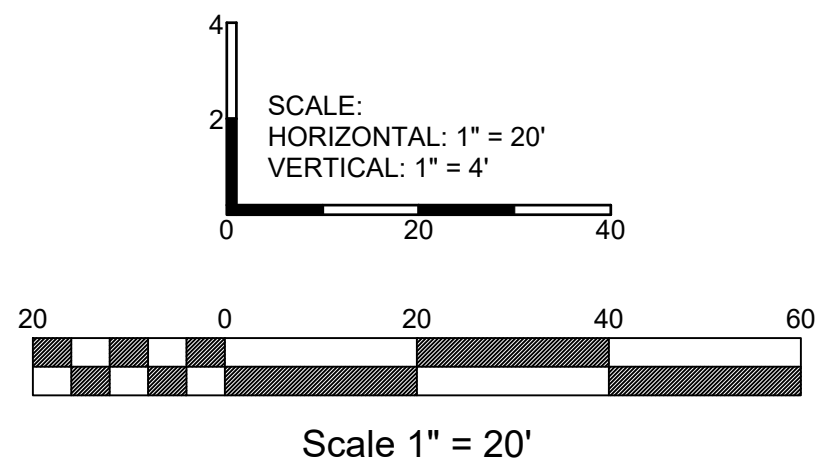
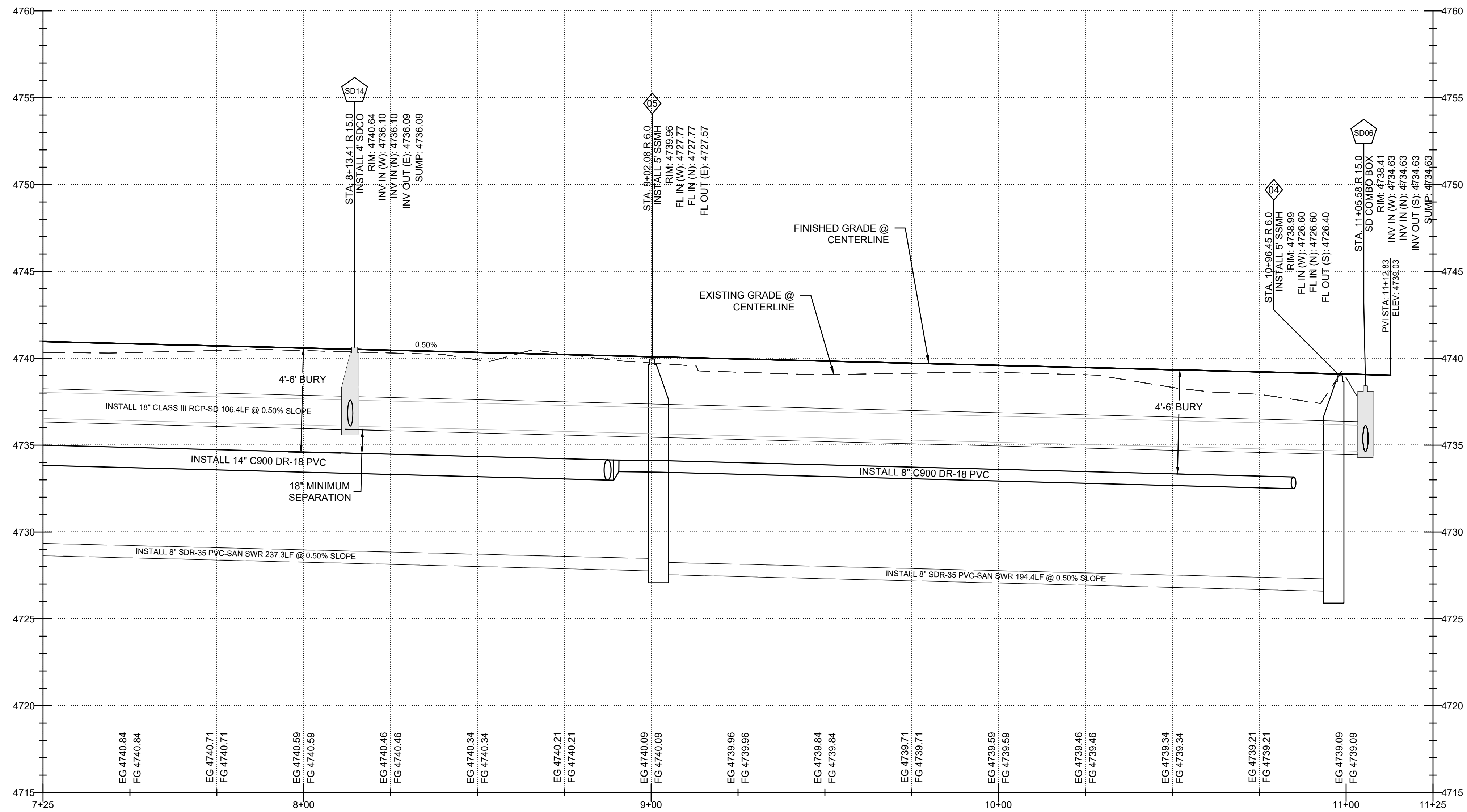
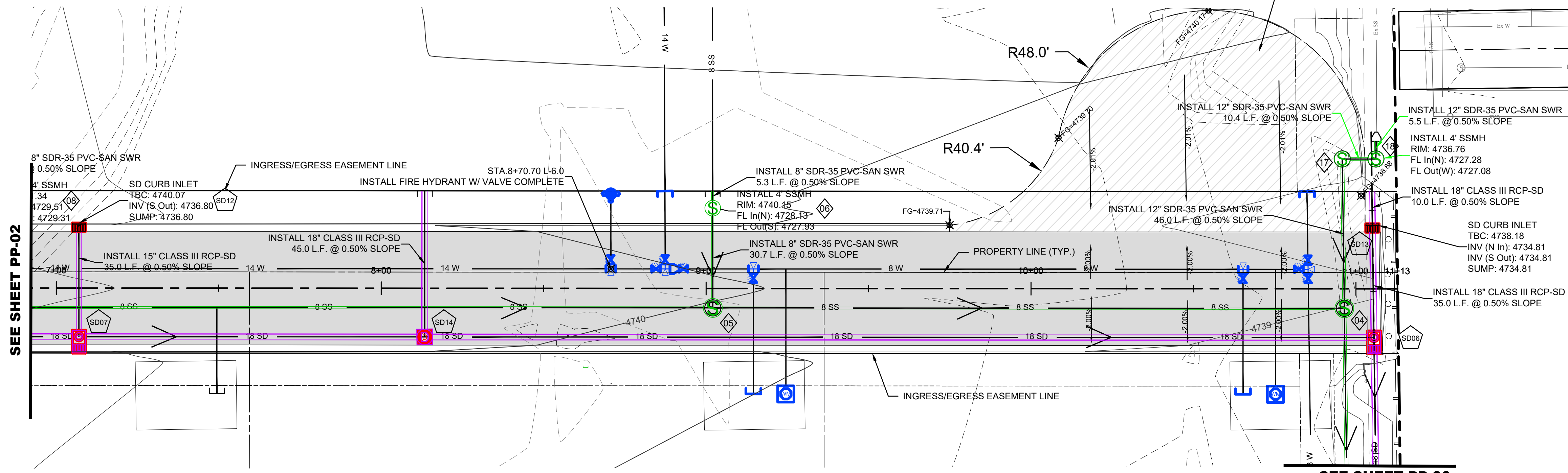
REVISIONS	DATE	CITY COMMENTS
1		



SHEET

PP-01

FILENAME: O:\SK Hart\Eagle Square Concept\Engineering\Design\Plan & Profile.dwg TAB: PP-03- PHASE 1 PLOT DATE AND TIME: 6/19/2024 11:15 AM



SHEET PP-03

EAGLE SQUARE COMMERCIAL SUBDIVISION MASTER PLANS

PLAN & PROFILE

231 West 800 South Salt Lake City, Utah 84101
Ward Engineering Group
Planning Engineering Surveying

PH: 801-487-8040

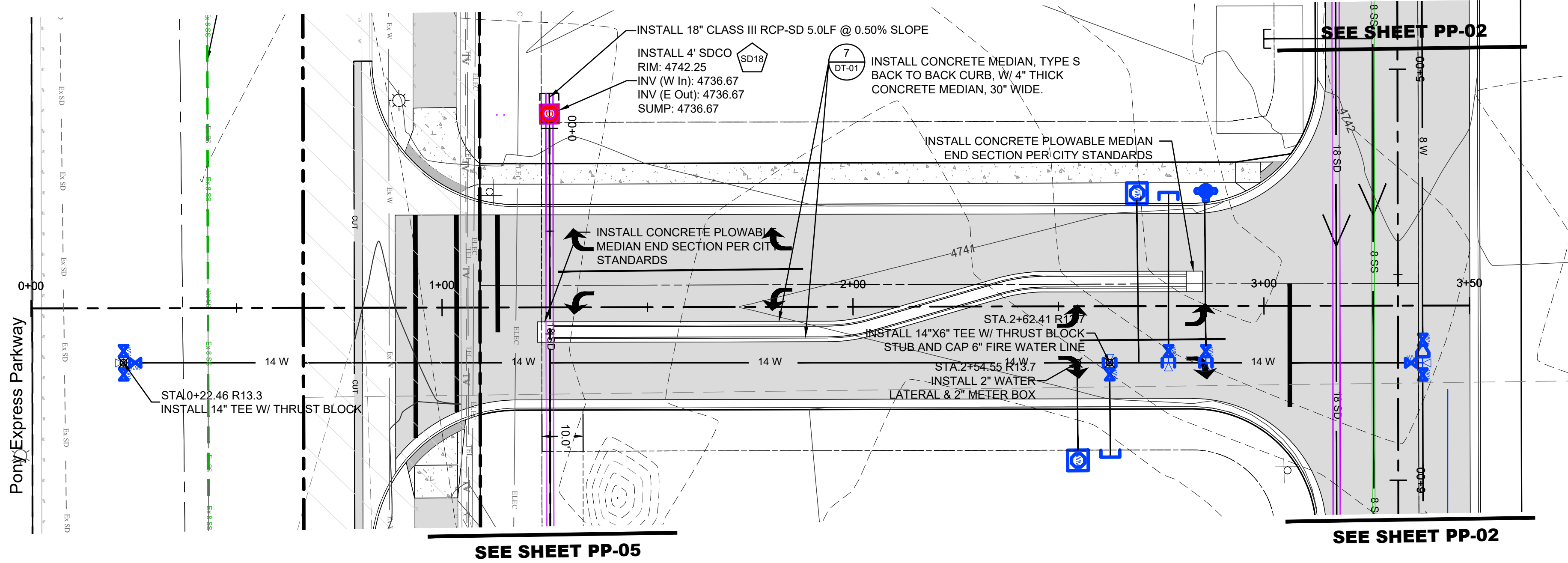
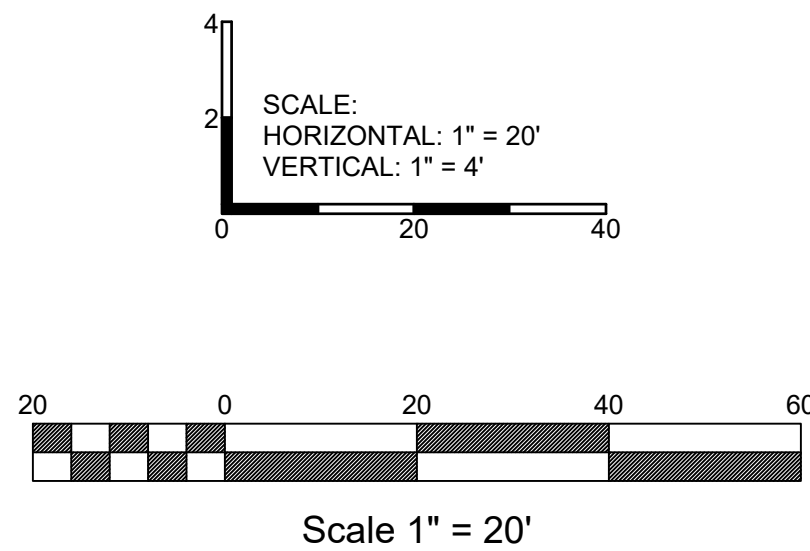
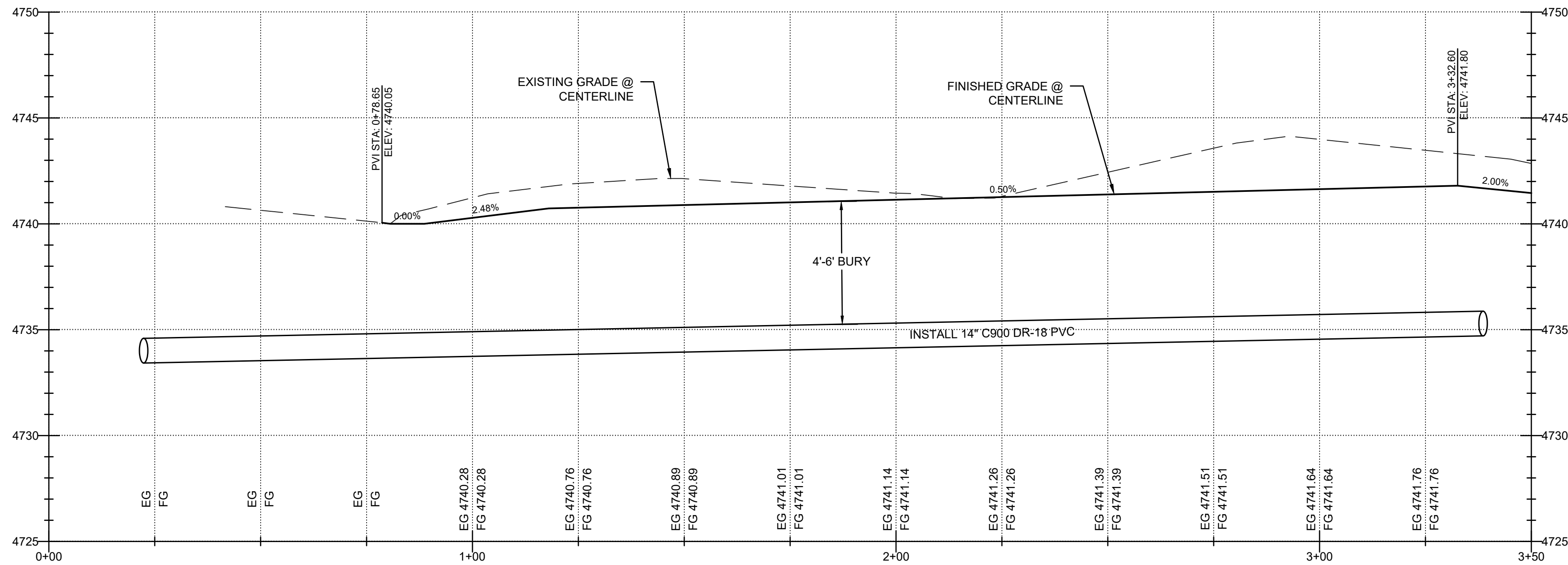
CLIENT: SK HART
DWG: _____
JOB NO: _____
DATE: 06/19/2024

DRAWN BY: AM
DESIGN BY: BHT
CHECKED BY: BHT

REVISIONS	CITY COMMENTS
1	DATE



SHEET
PP-03



EAGLE SQUARE COMMERCIAL
SUBDIVISION MASTER PLANS

PLAN & PROFILE

231 West 800 South Salt Lake City, Utah 84101
Ward Engineering Group
Planning Engineering Surveying

CLIENT: SK HART
DWG: _____
JOB NO: _____
PLEASE SCALE THE DRAWING. DIMENSIONS SHOWN ON THIS DRAWING TAKE PRECEDENCE OVER ANY DIMENSIONS SHOWN ON ANY OTHER DRAWING.

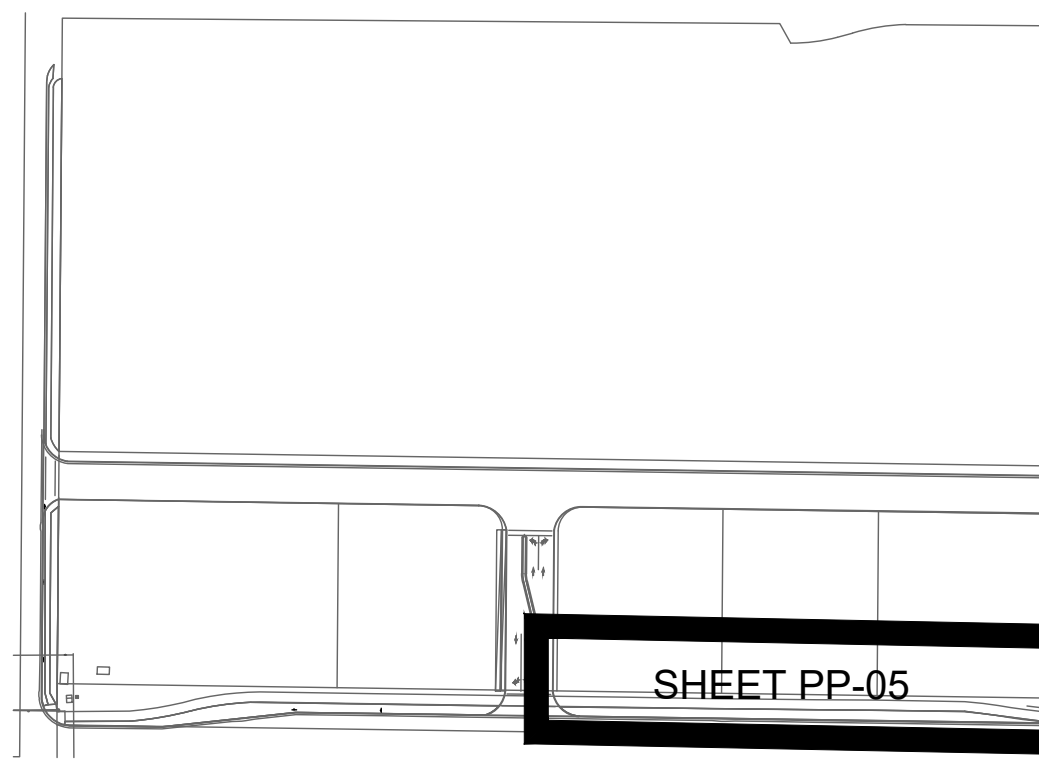
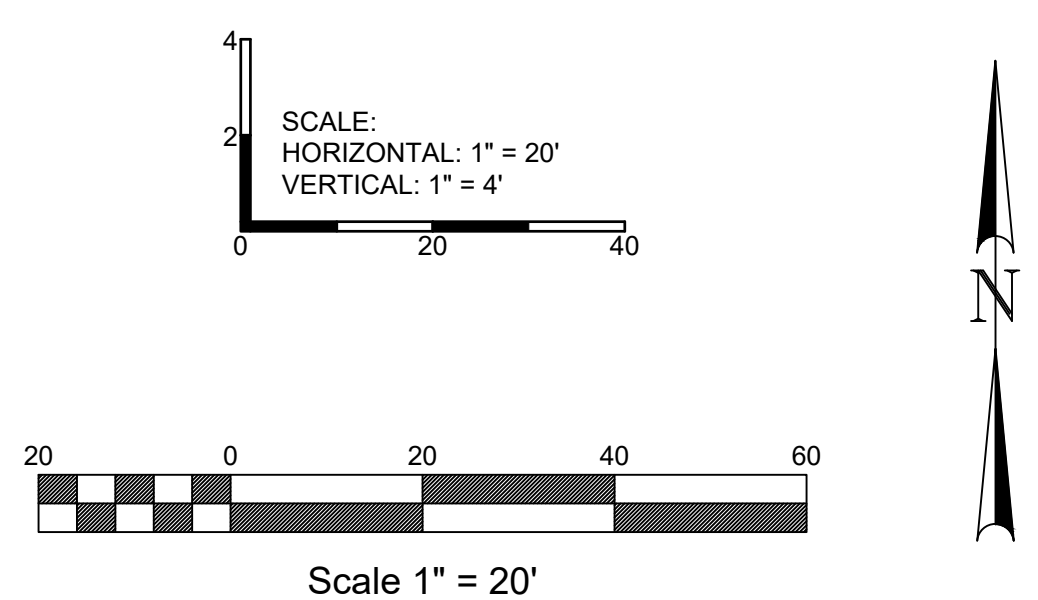
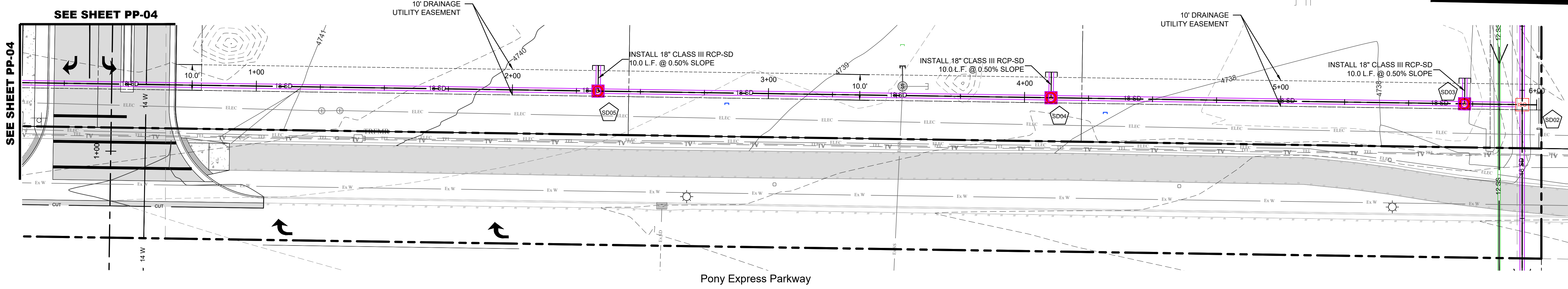
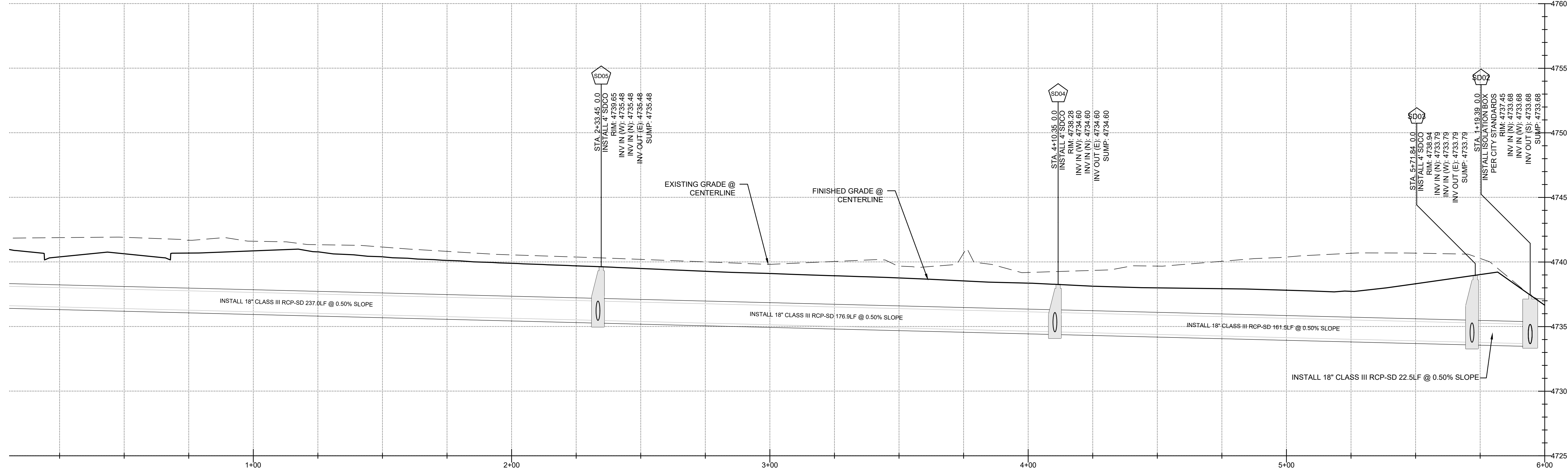
DRAWN BY: AM
DESIGN BY: BHT
CHECKED BY: BHT
DATE: 06/19/2024

REVISIONS	DATE	CITY COMMENTS
1		



SHEET
PP-04

FILENAME: O:\SK Hart\Eagle Square Concept\Engineering\Design\Plan & Profile.dwg TAB: PP-05 PHASE 1 PLOT DATE AND TIME: 6/19/2024 11:15 AM



EAGLE SQUARE COMMERCIAL
SUBDIVISION MASTER PLANS
PLAN & PROFILE

231 West 800 South Salt Lake City, Utah 84101
Ward Engineering Group
Planning Engineering Surveying
PH: 801-487-8040

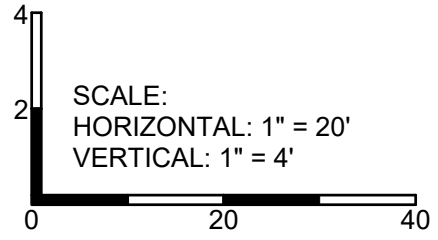
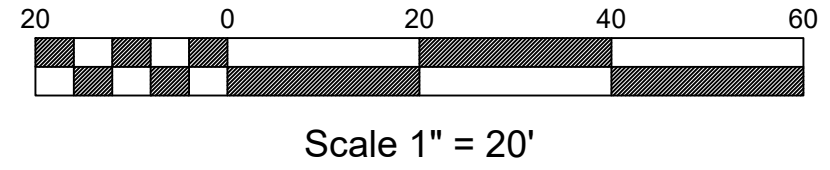
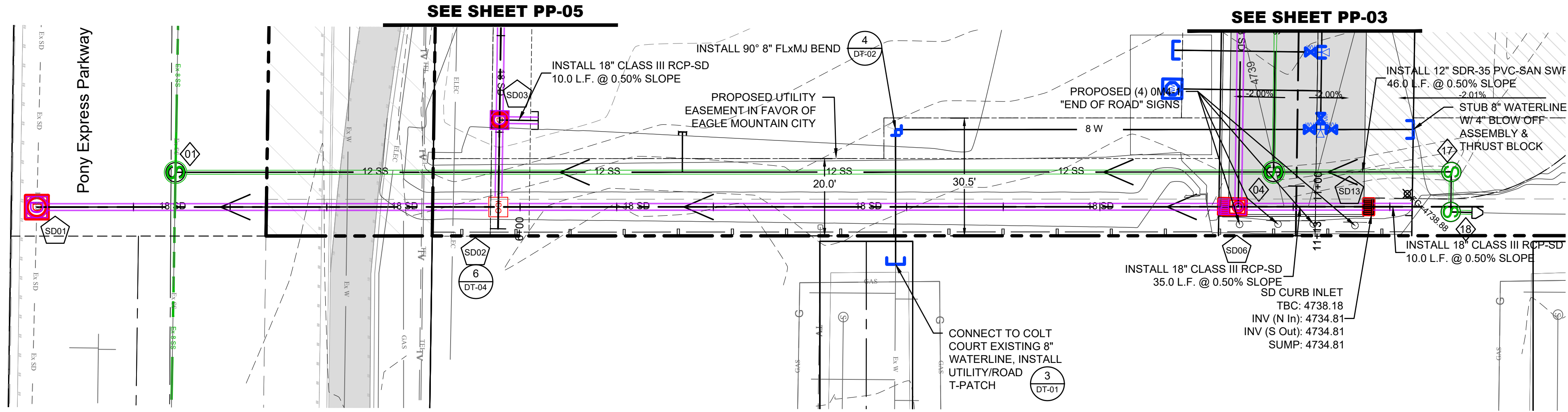
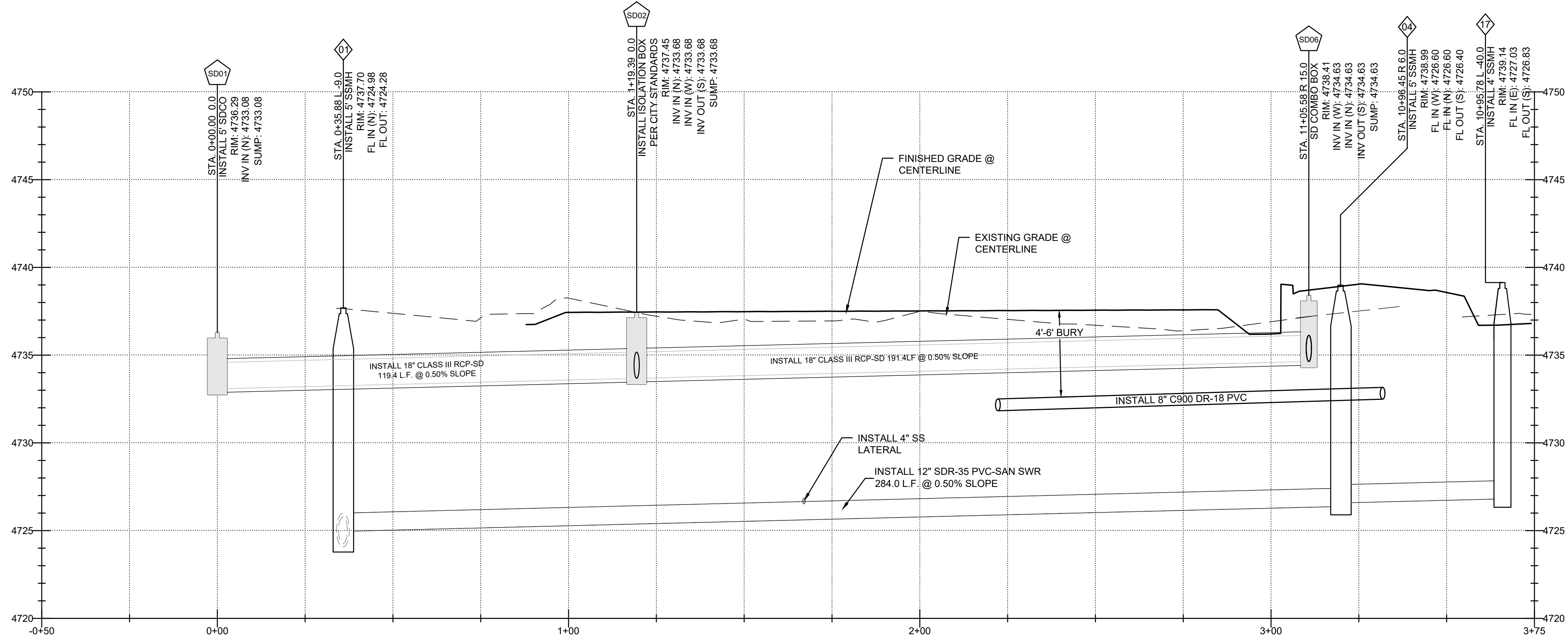
CLIENT: SK HART
DWG: _____
JOB NO: _____
DATE: 06/19/2024

DRAWN BY: AM
DESIGNED BY: BHT
CHECKED BY: BHT

REVISIONS	DATE	COMMENTS
1		



SHEET
PP-05



REVISIONS		CITY COMMENTS	
1	DATE		

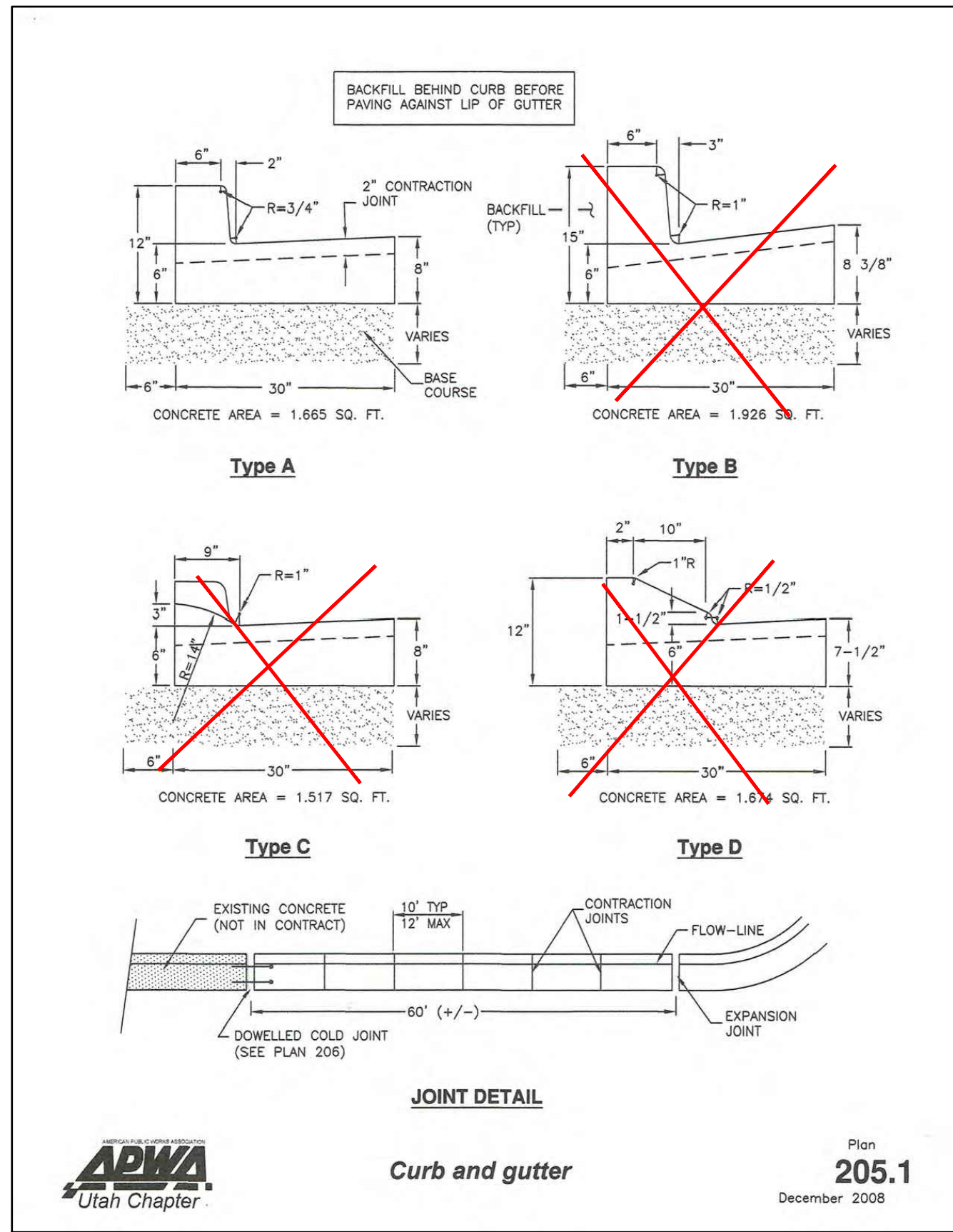
DRAWN BY: **AM**
DESIGN BY: **BHT**
CHECKED BY: **BHT**
DATE: **06/19/2024**

CLIENT: **SK HART**
DWG: **PP-06**
JOB NO: **231 West 800 South Salt Lake City, Utah 84101**
DATE SCALE THE DRAWING IS PROVIDED & USED FOR THE PROJECT. DIMENSIONS AND NOTES TAKE PRECEDENCE.

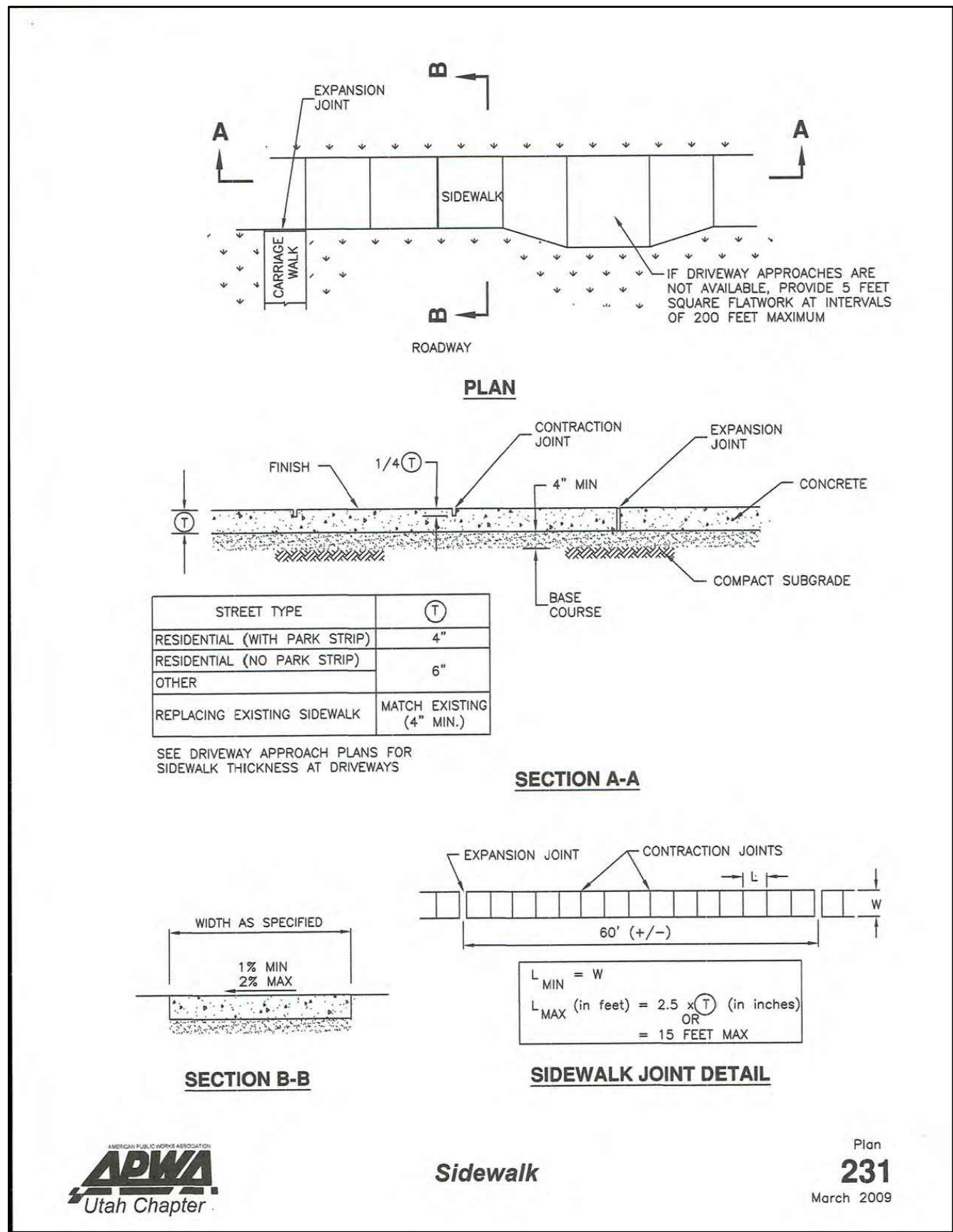


SHEET
PP-06

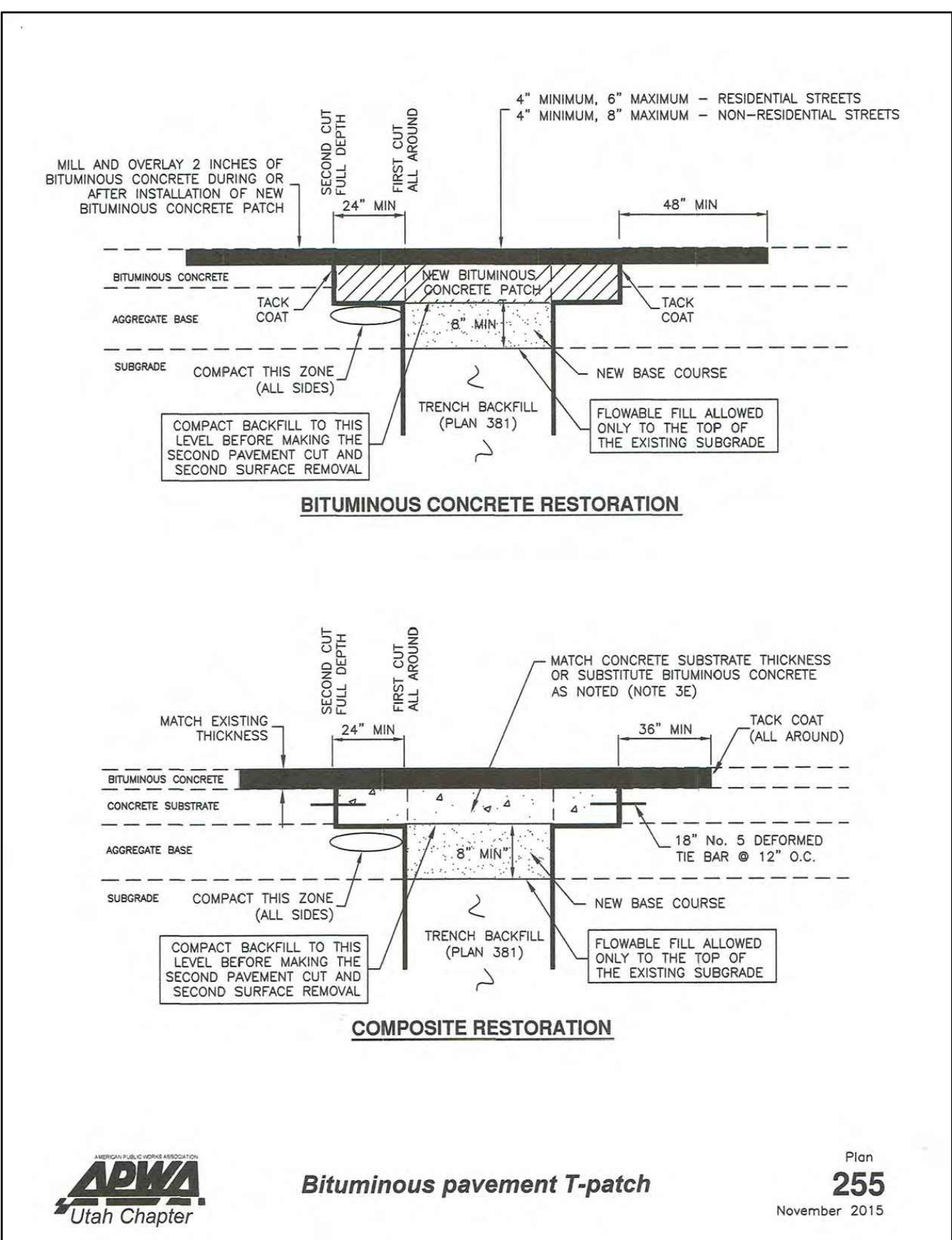
**EAGLE SQUARE COMMERCIAL
SUBDIVISION MASTER PLANS**
PLAN & PROFILE
Ward Engineering Group
Planning Engineering Surveying
231 West 800 South Salt Lake City, Utah 84101
PH: 801-487-8040



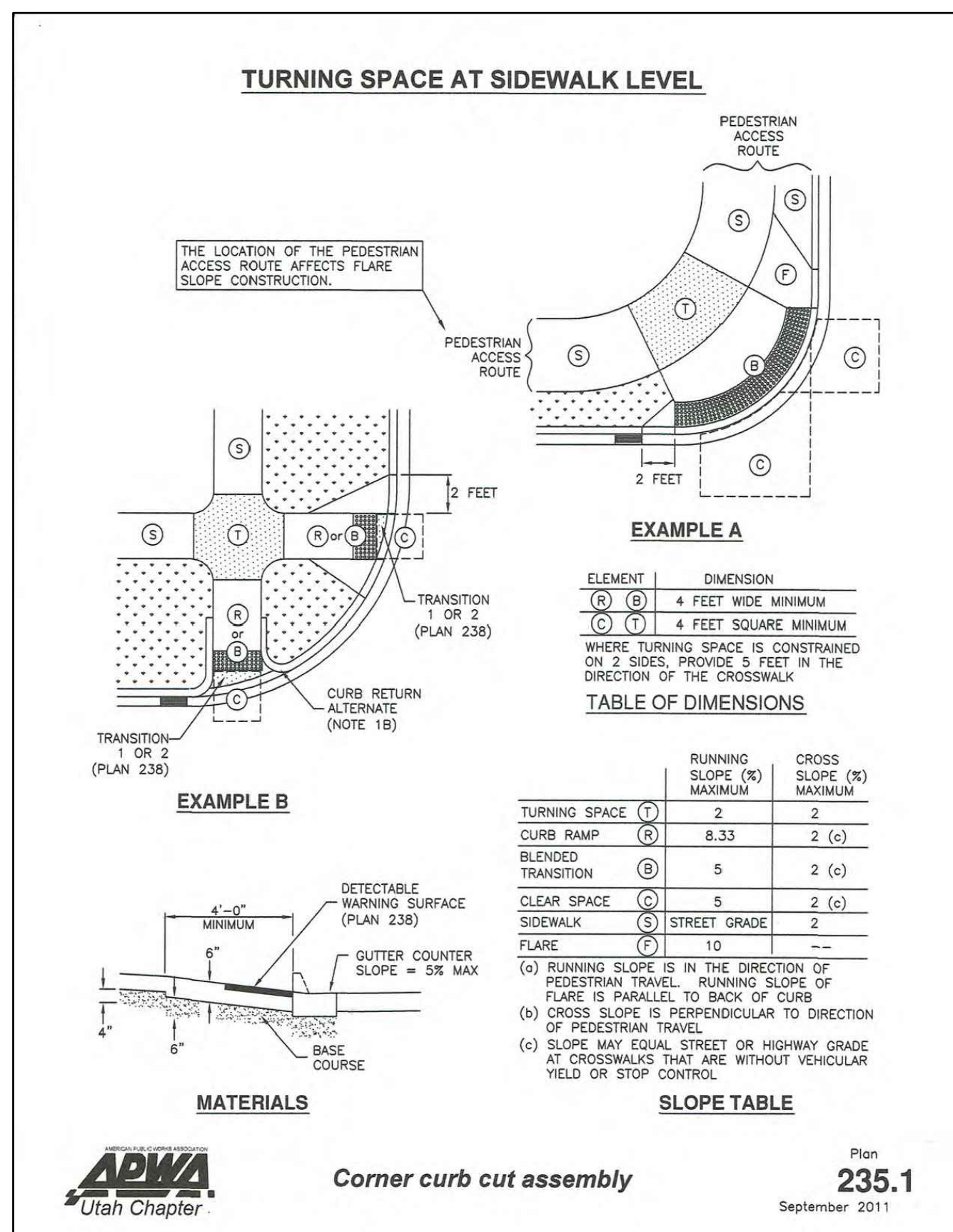
1 TYPE A CURBING
NTS



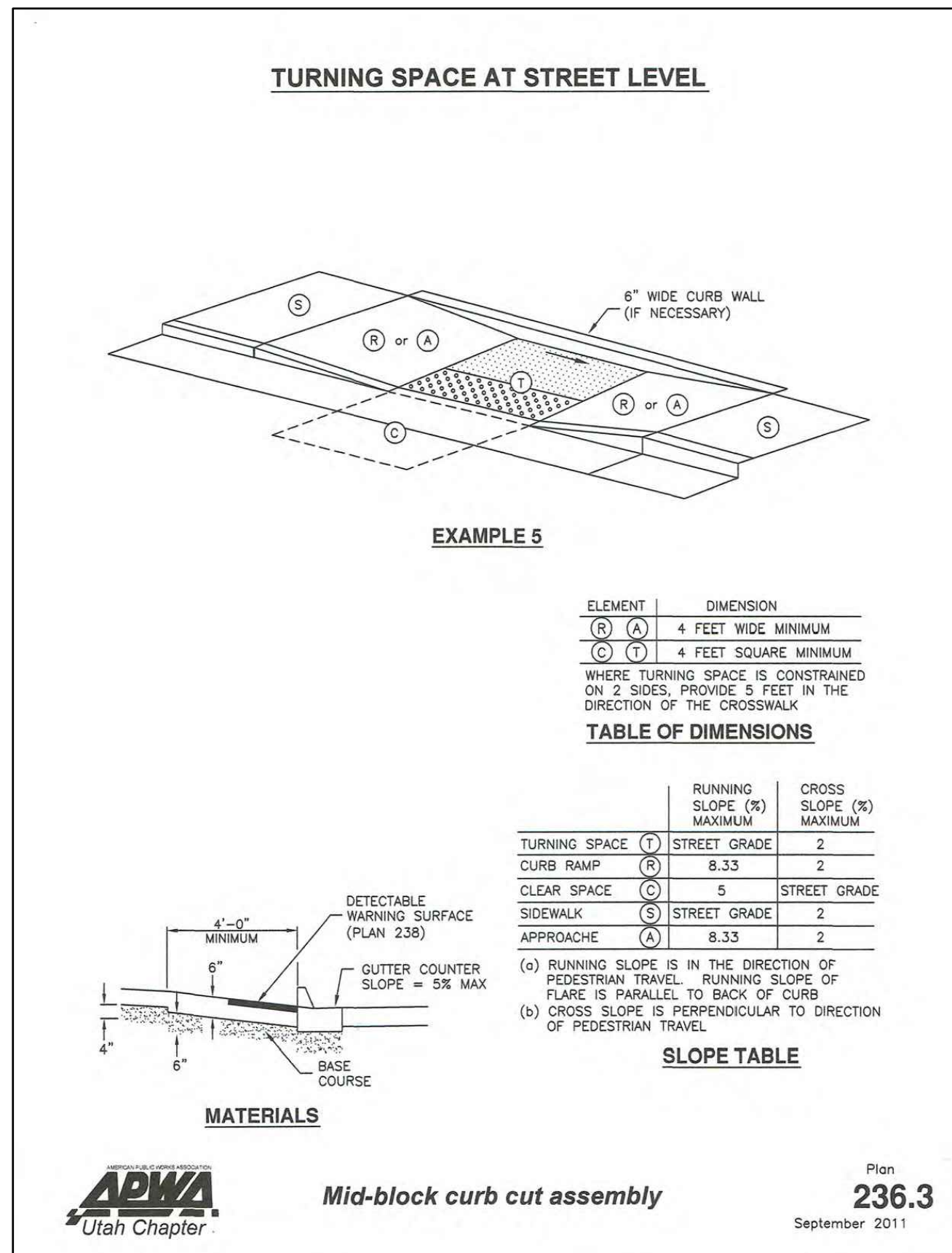
2 SIDEWALK DETAIL
NTS



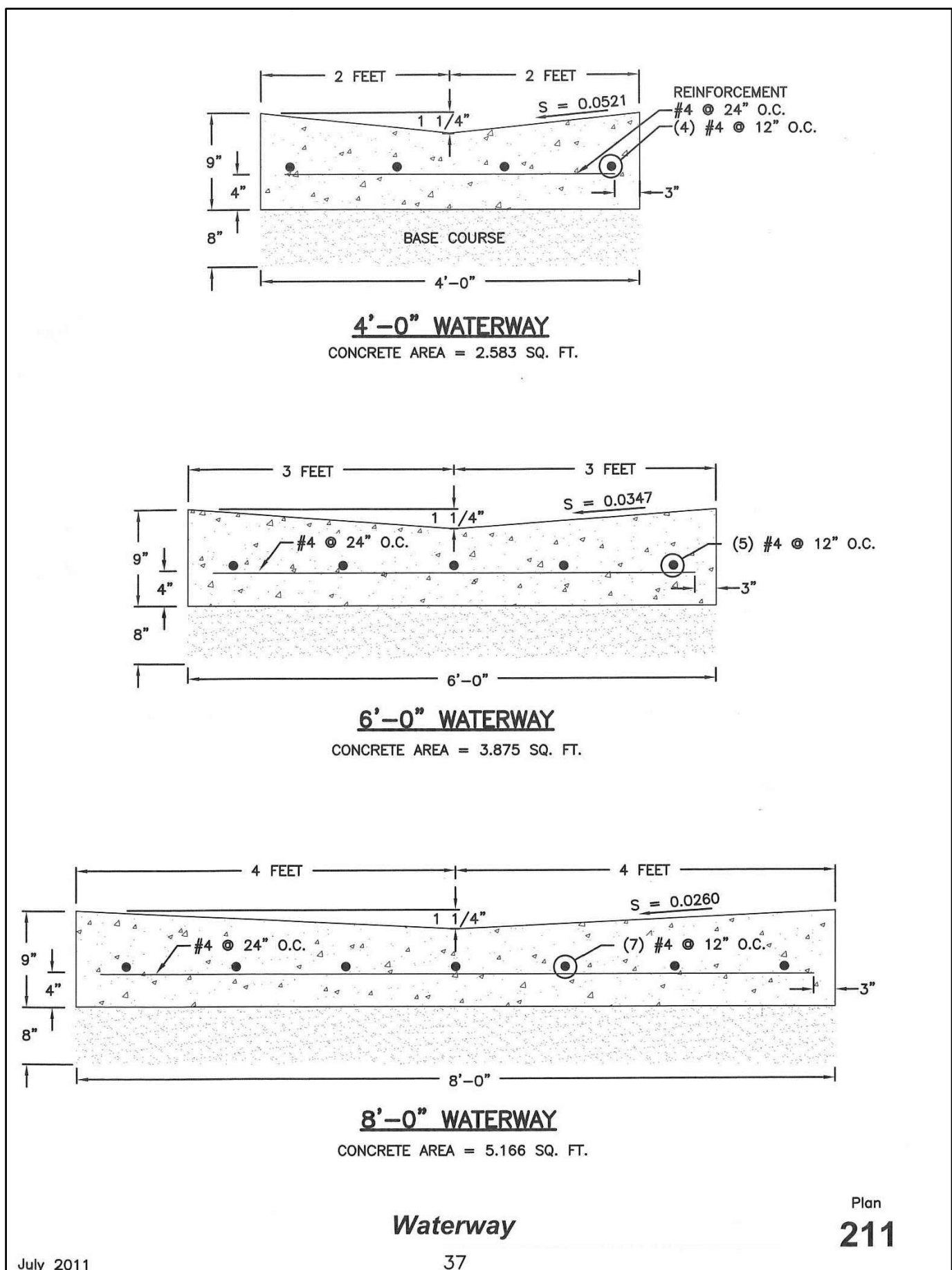
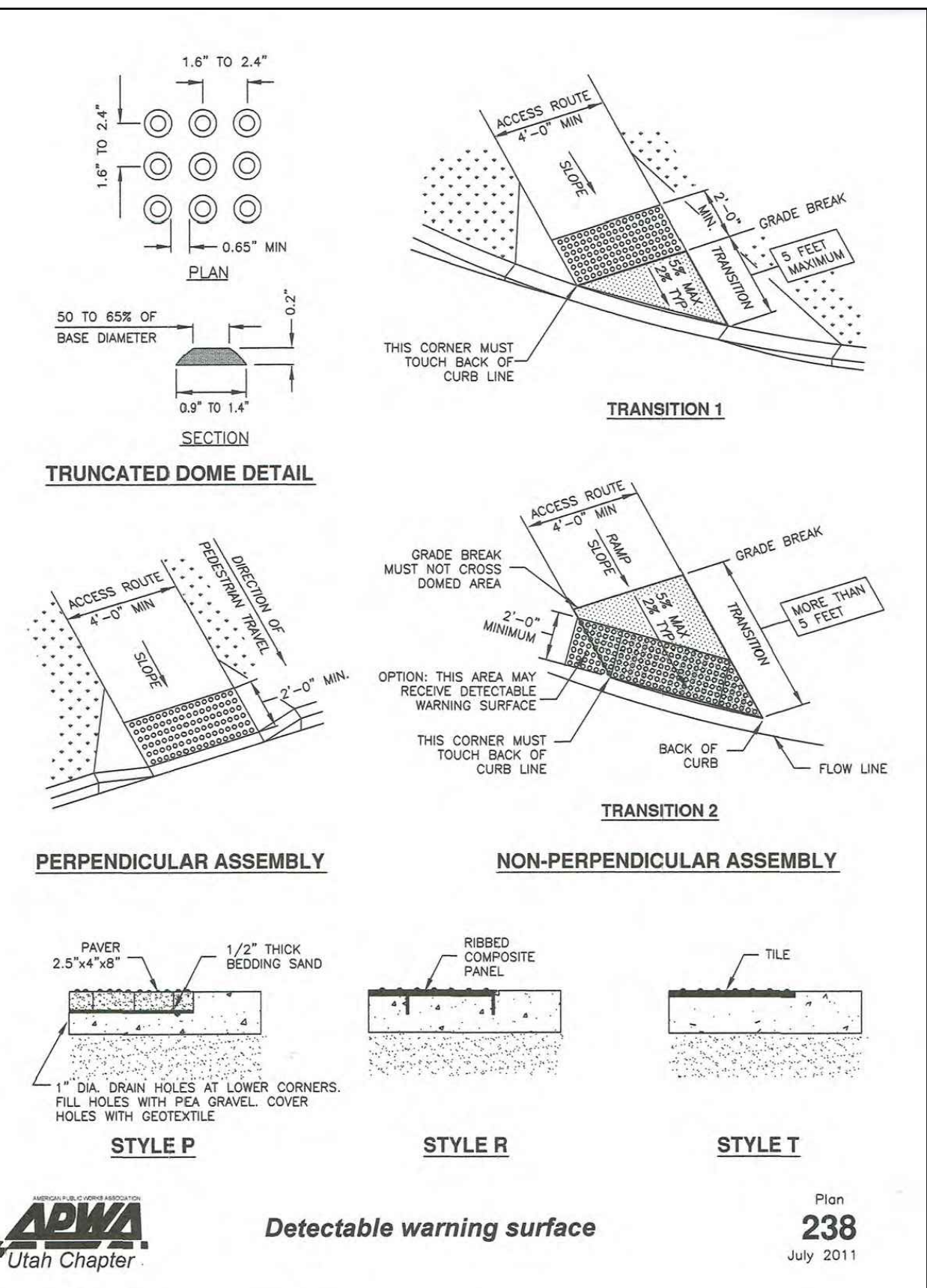
3 BITUMINOUS T-PATCH
NTS



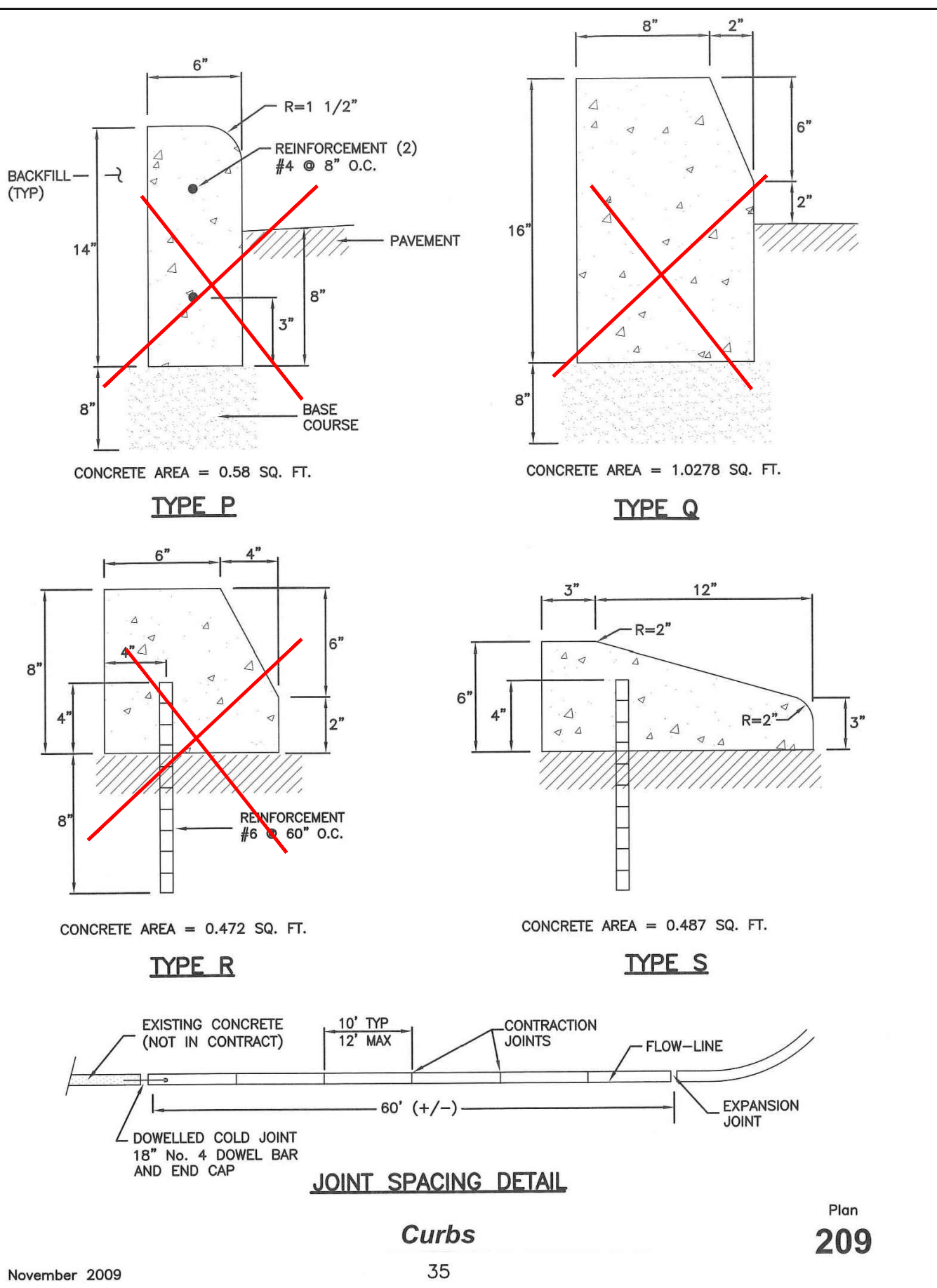
4 CURB CORNER CUT - ADA COMPLIANCE
NTS



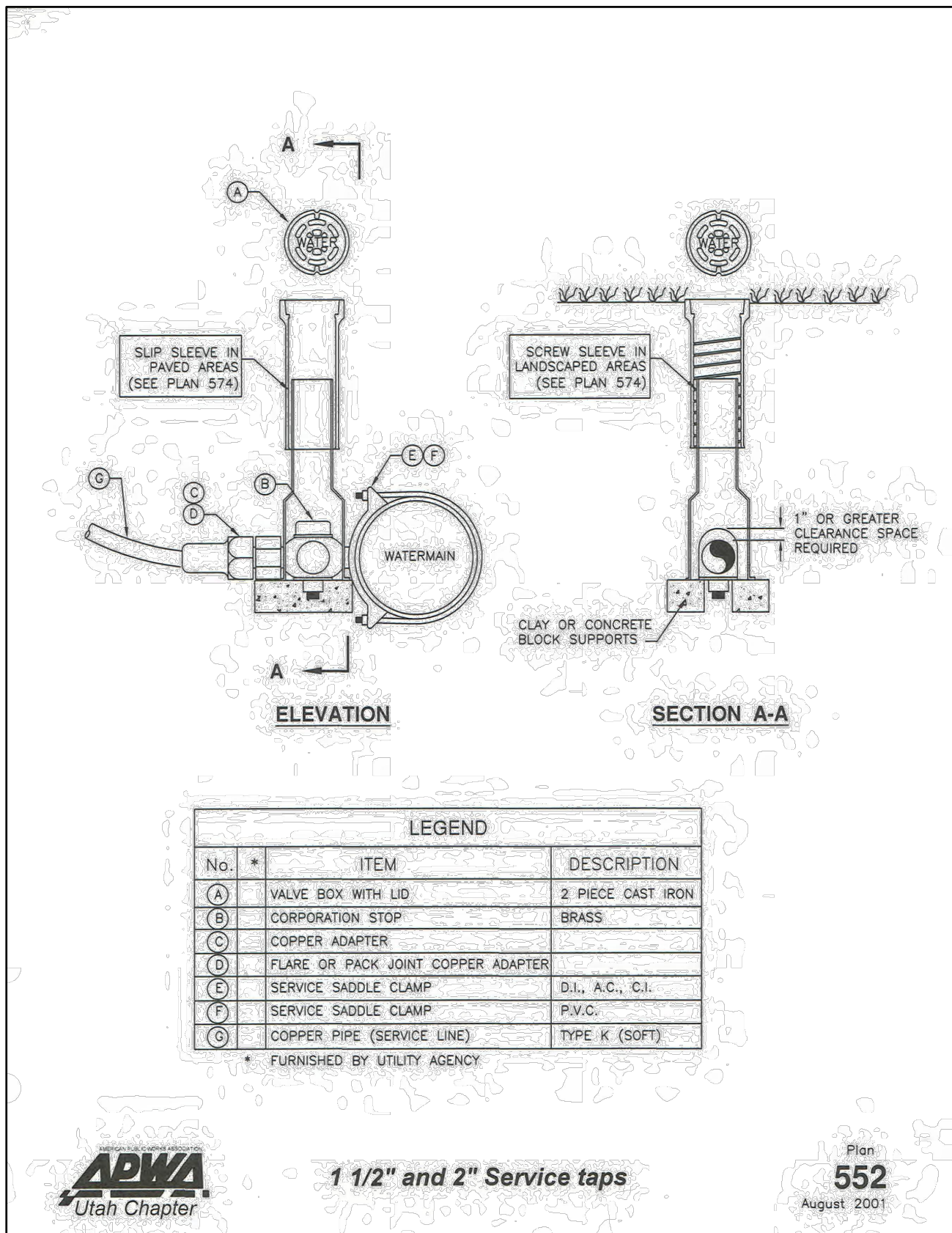
5 CURB CORNER CUT TRANSITION
NTS



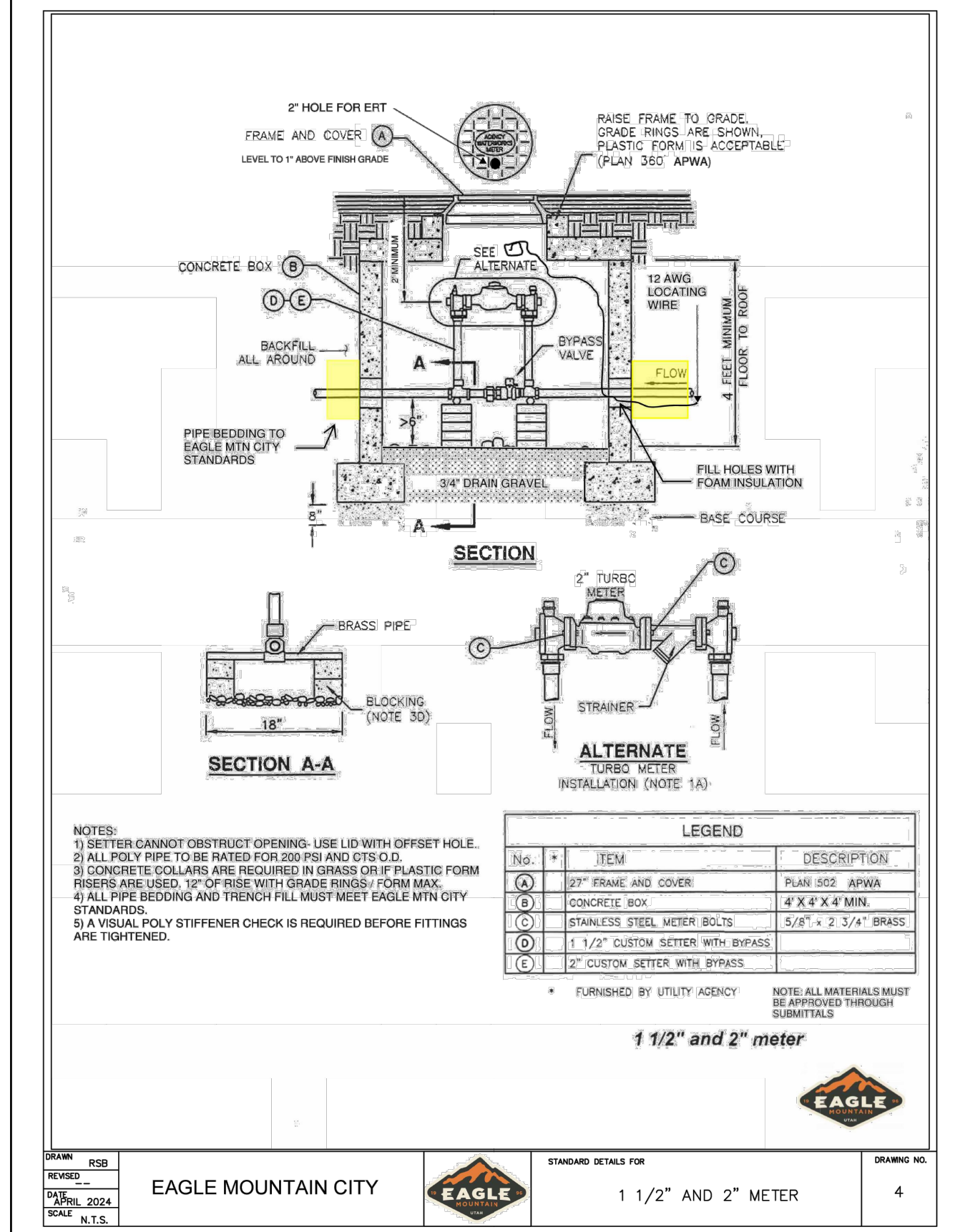
6 CONCRETE WATERWAY
NTS



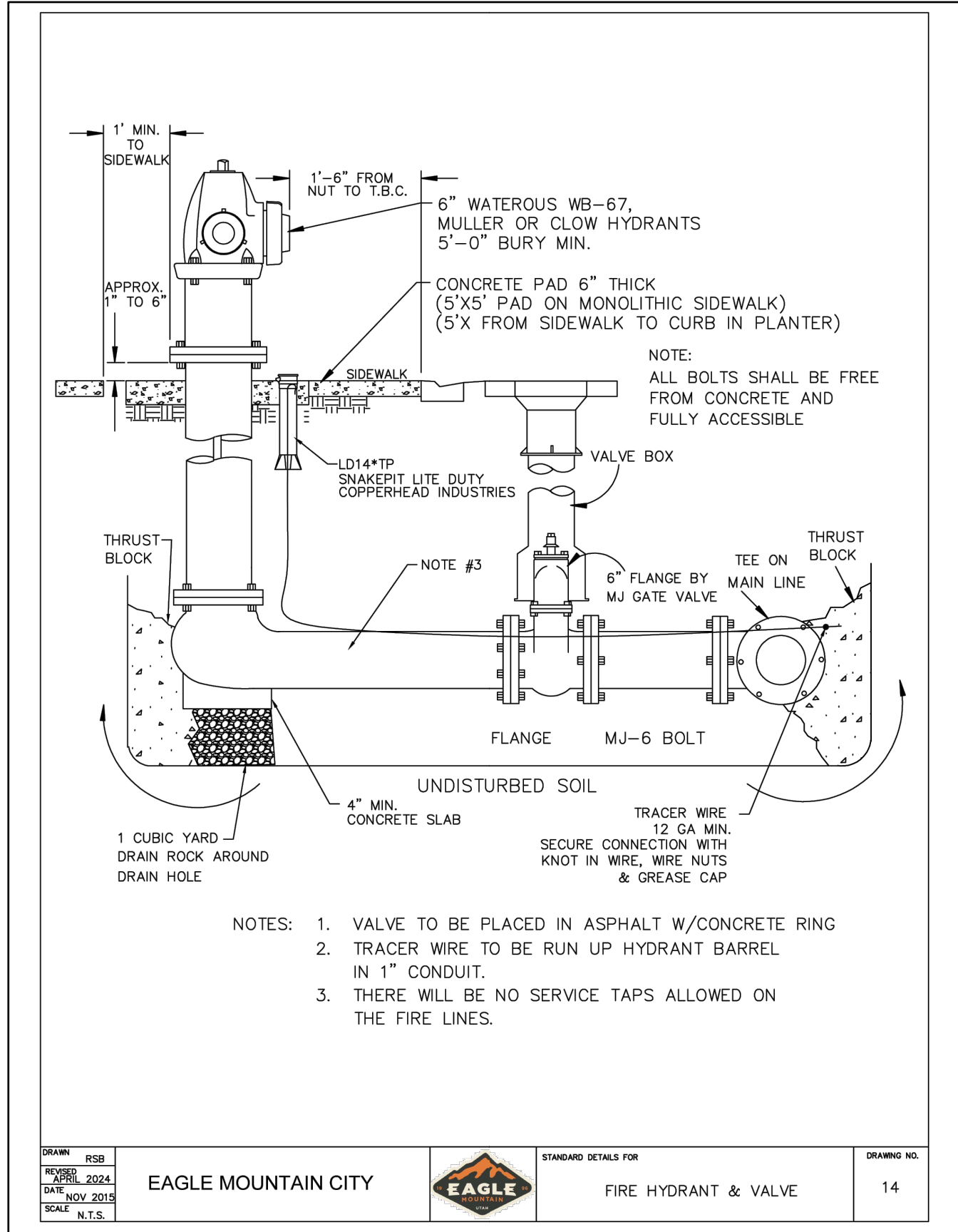
7 TYPE S MOUNTABLE CURB
NTS



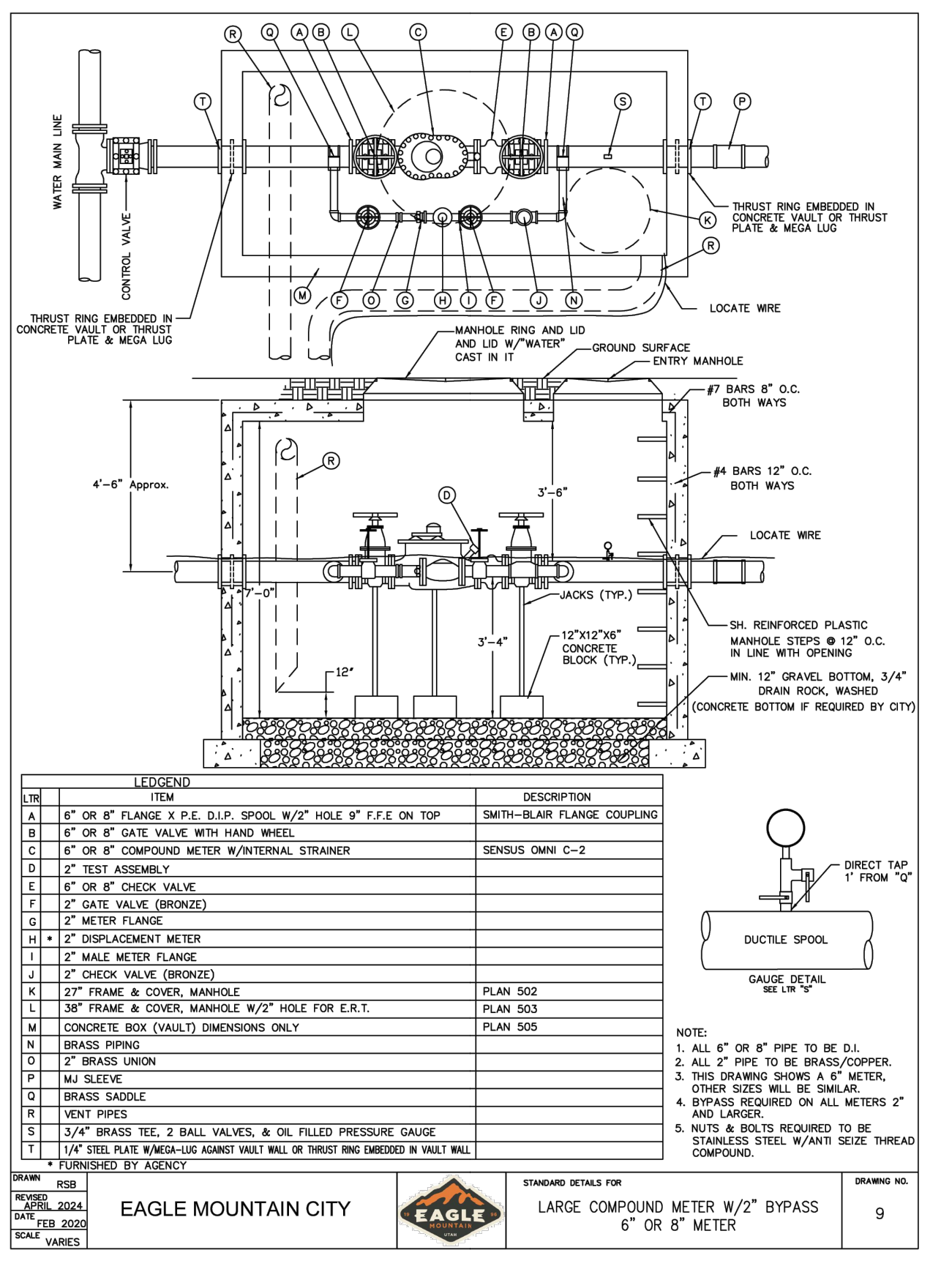
1 2" CULINARY SERVICE CONNECTION
NTS



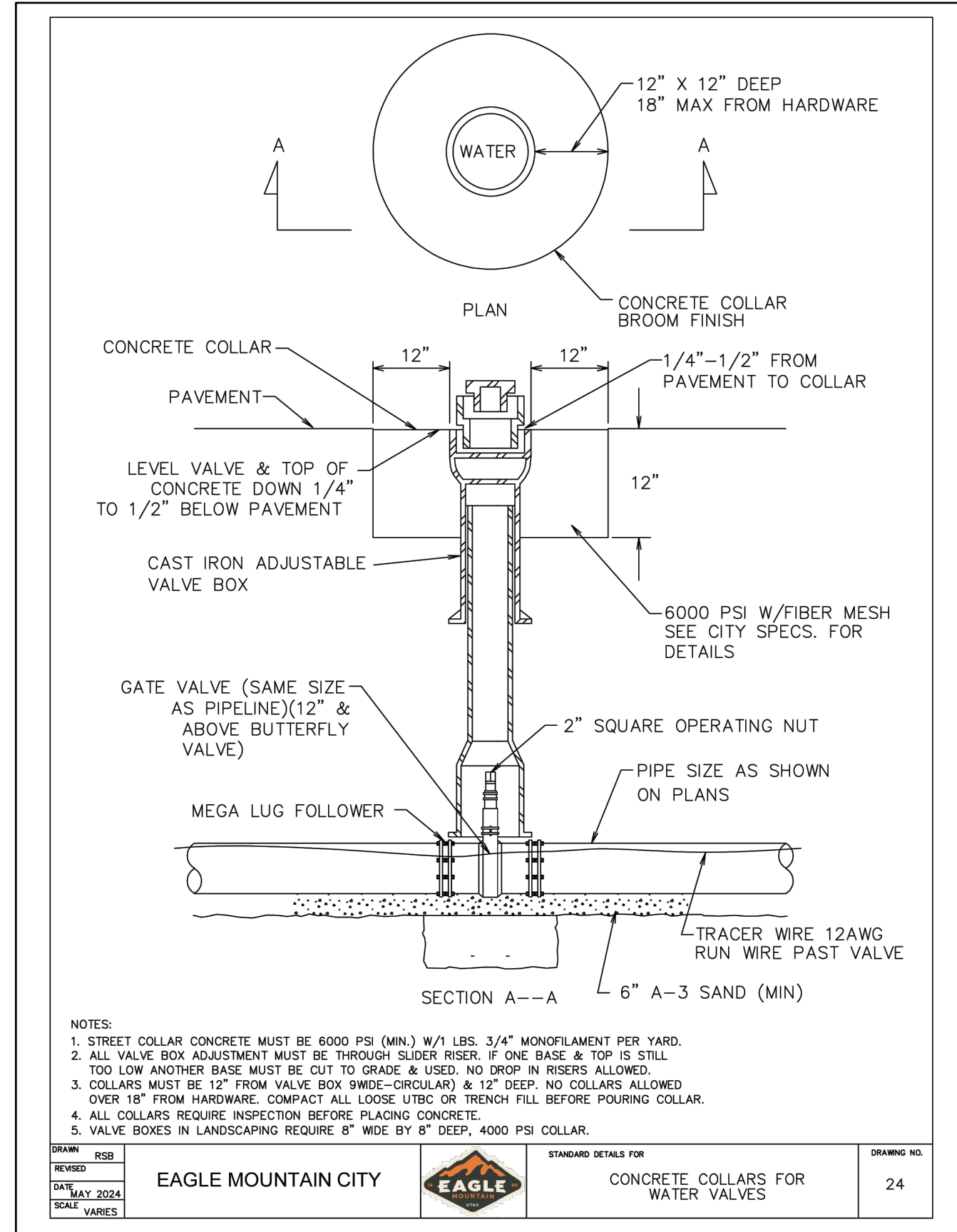
5 2" CULINARY METER
NTS



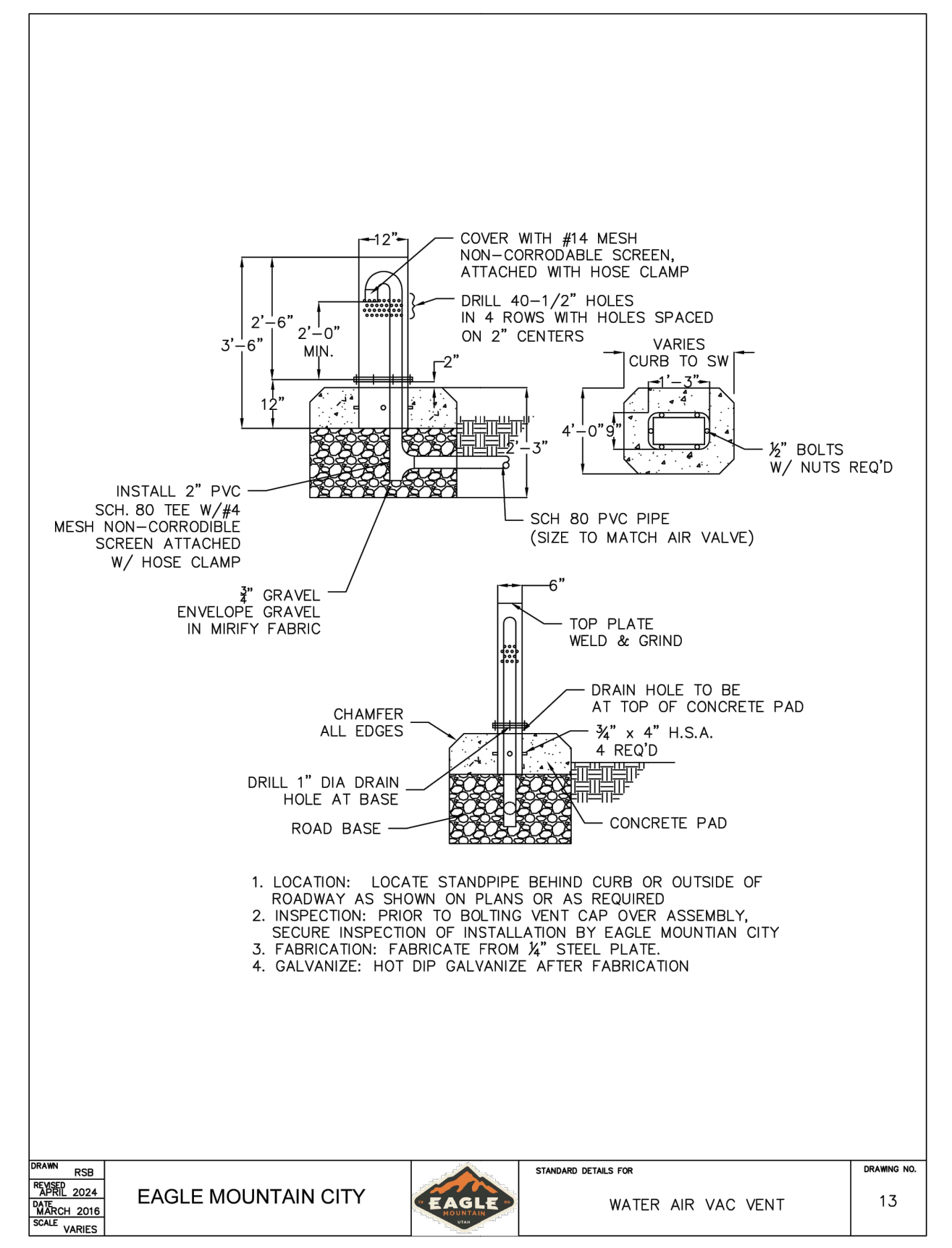
2 FIRE HYDRANT & VALVE
NTS



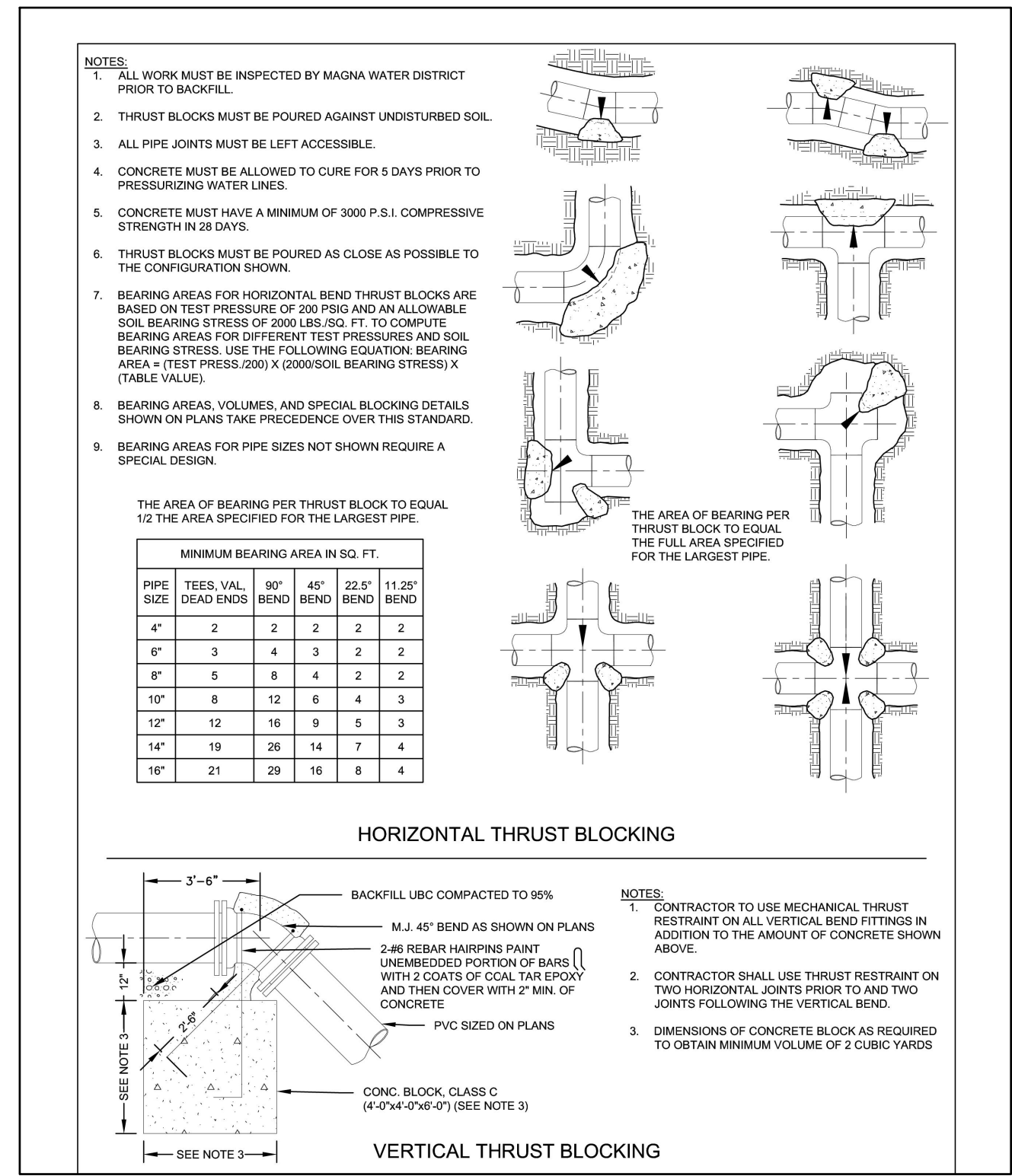
6 6" CULINARY METER VAULT
NTS



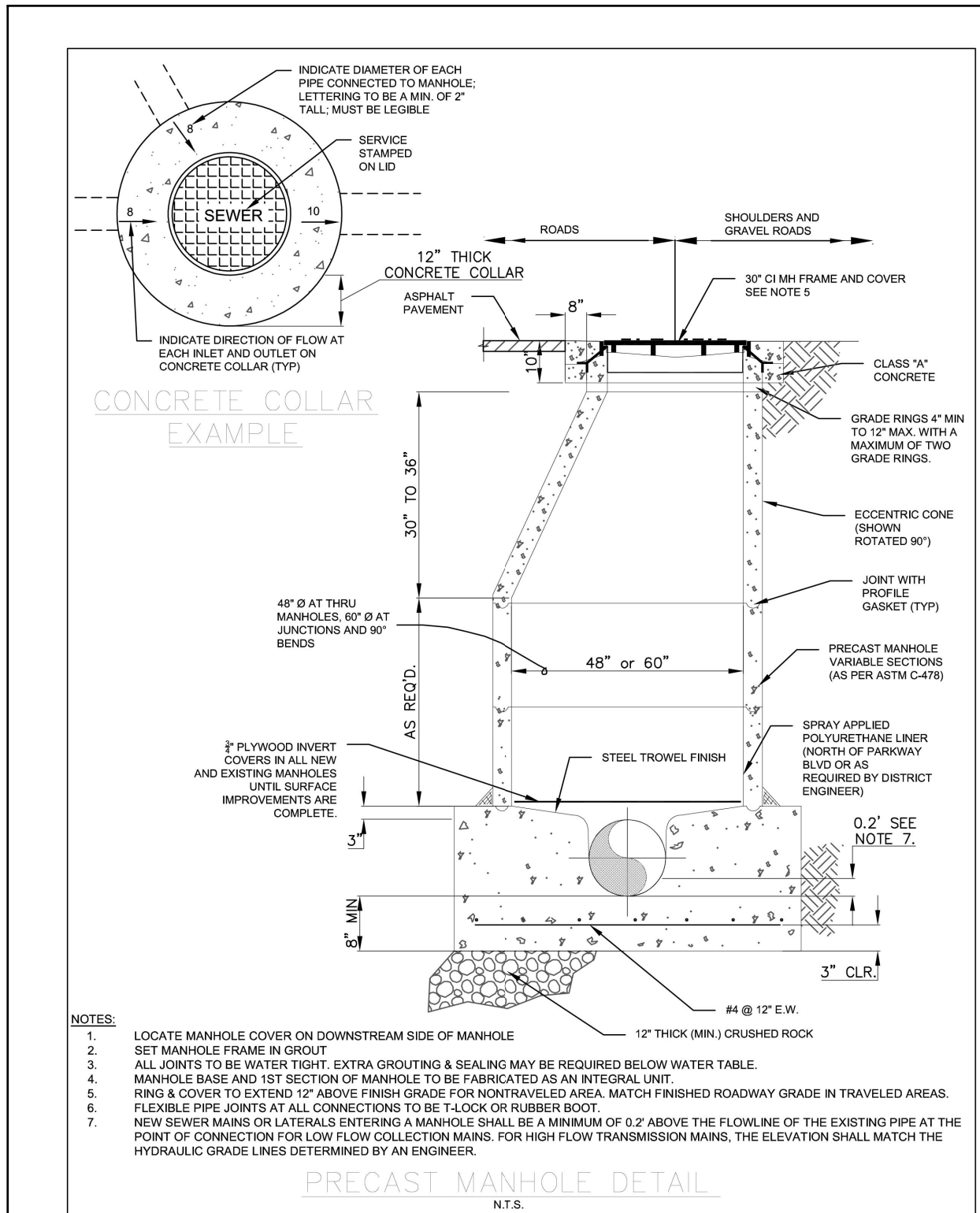
3 GATE VALVE DETAIL
NTS



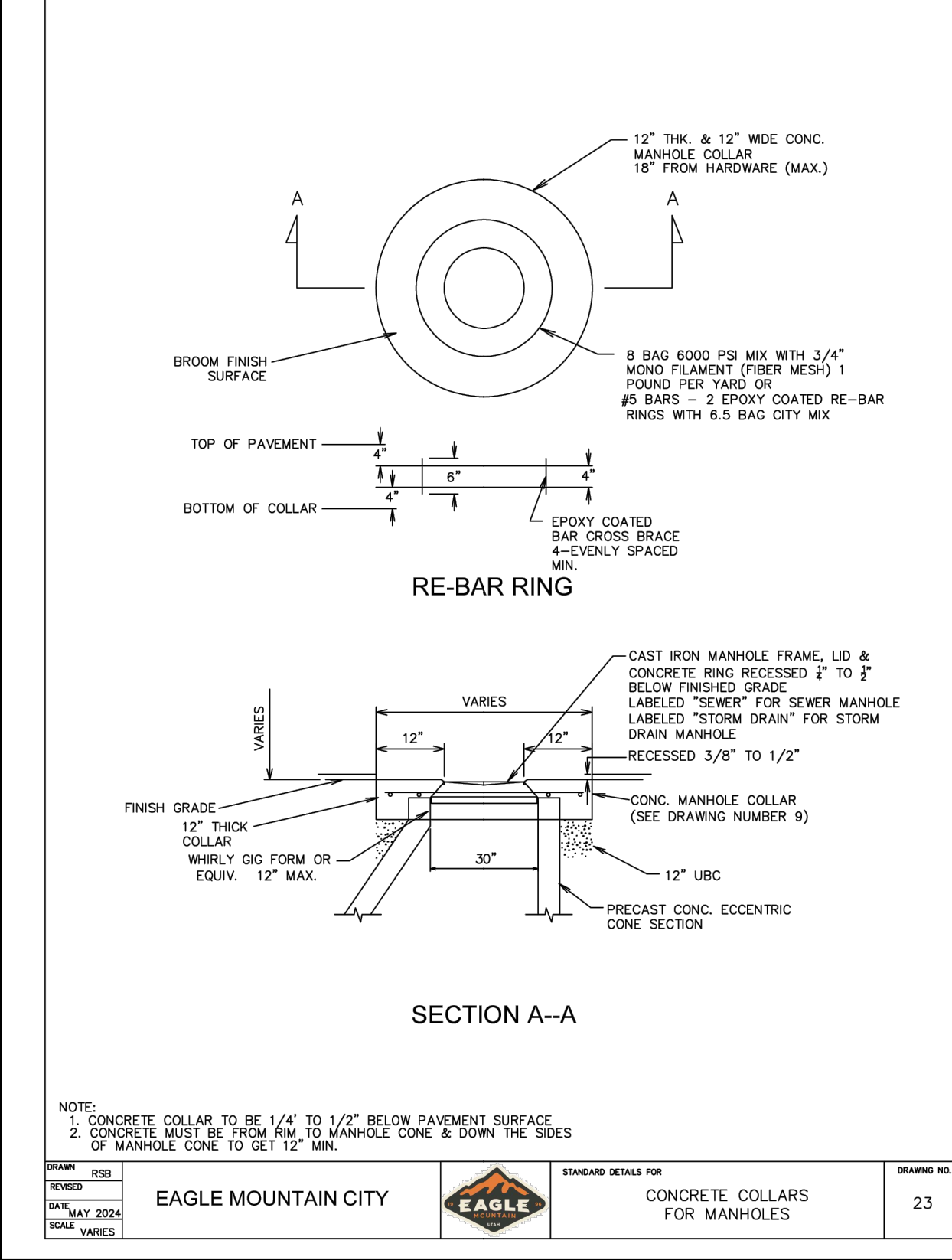
7 WATER AIR VAC VENT
NTS



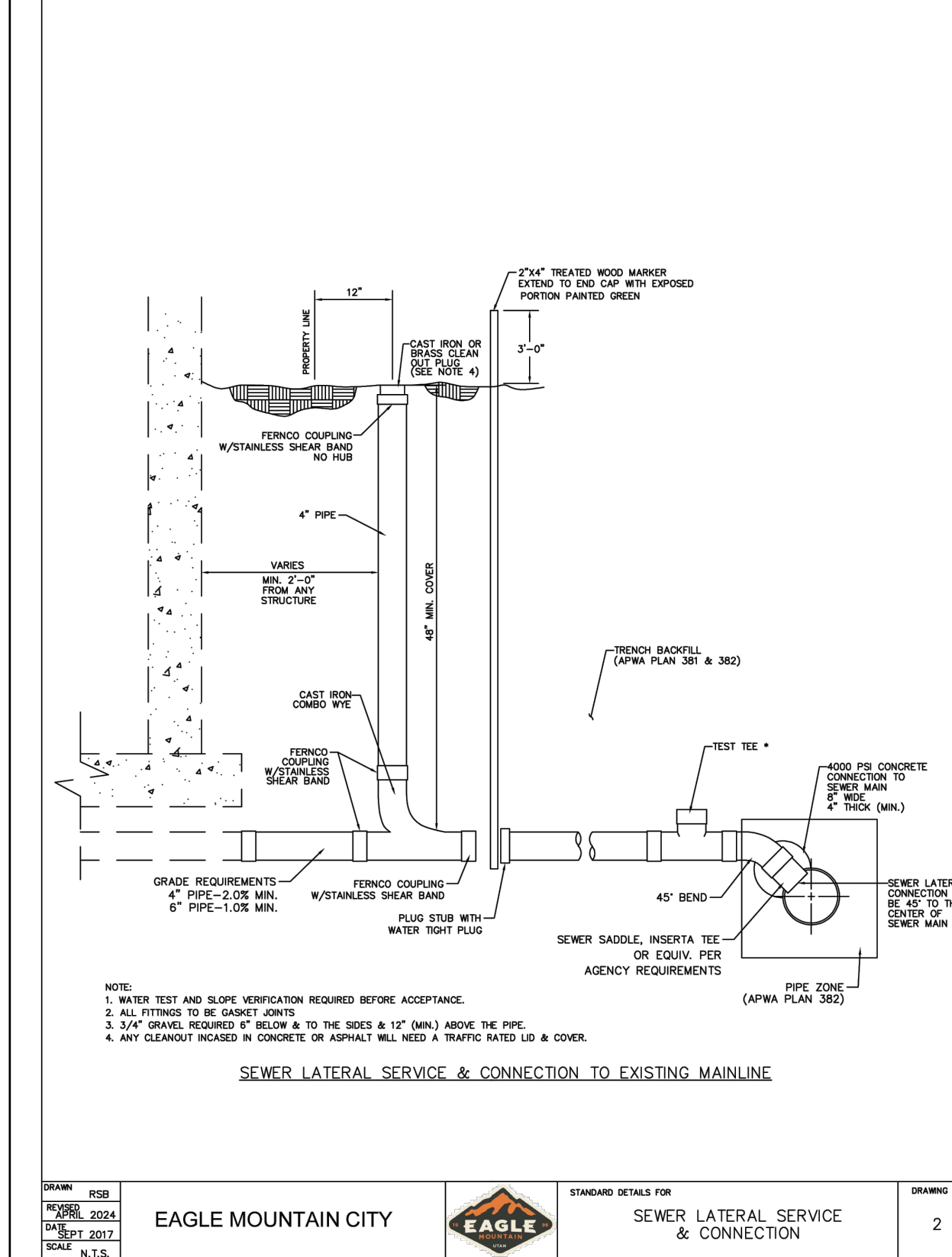
4 THRUST BLOCK
NTS



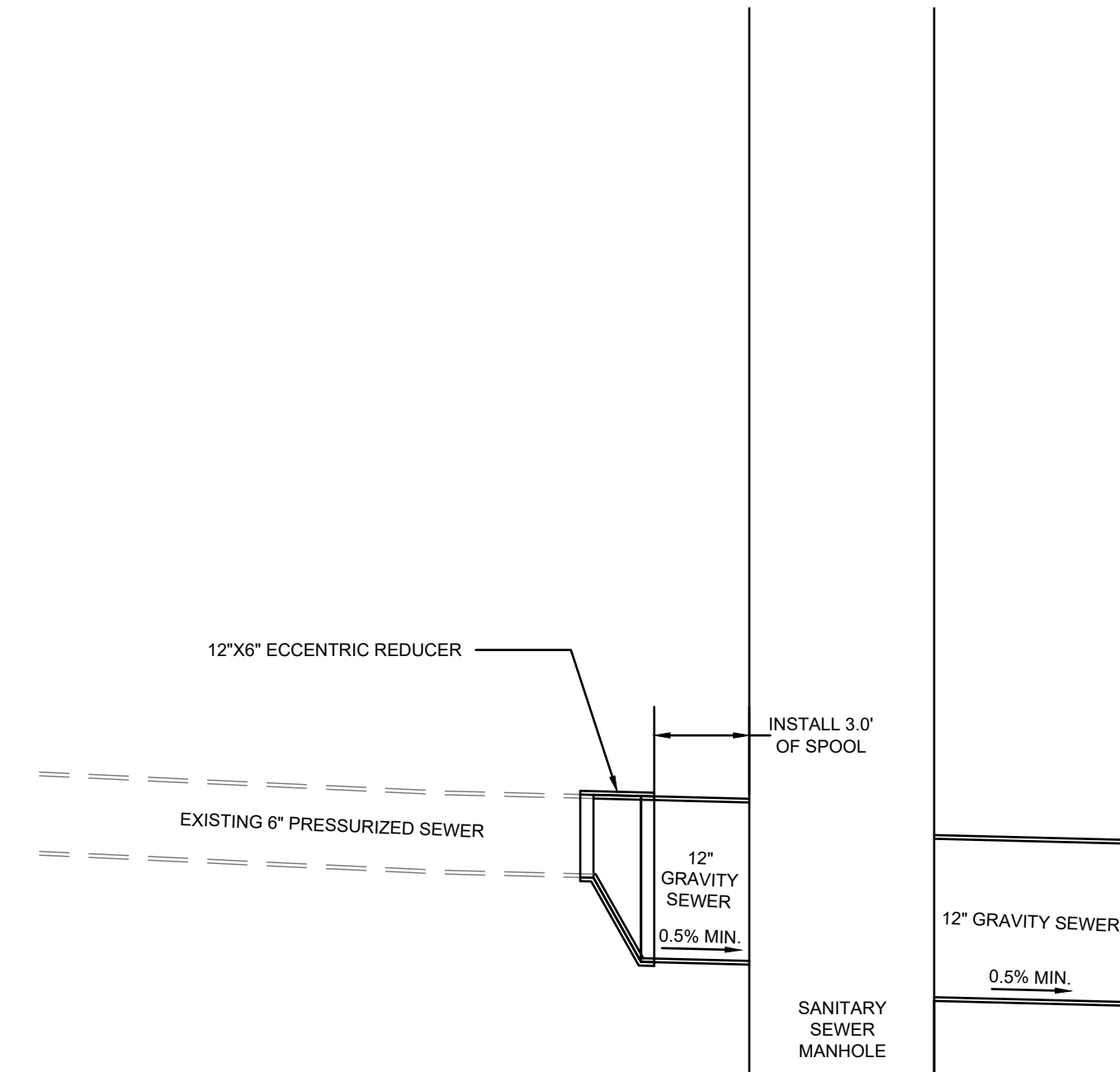
1 SANITARY SEWER MANHOLE
NTS



2 SEWER LATERAL
NTS



3 PRESSURIZED SEWER TO GRAVITY SEWER TRANSITION
NTS - VERTICAL SCALE EXAGGERATED



EAGLE SQUARE COMMERCIAL
SUBDIVISION MASTER PLANS
SEWER DETAILS

231 West 800 South Salt Lake City, Utah 84101
Ward Engineering Group
Planning Engineering Surveying

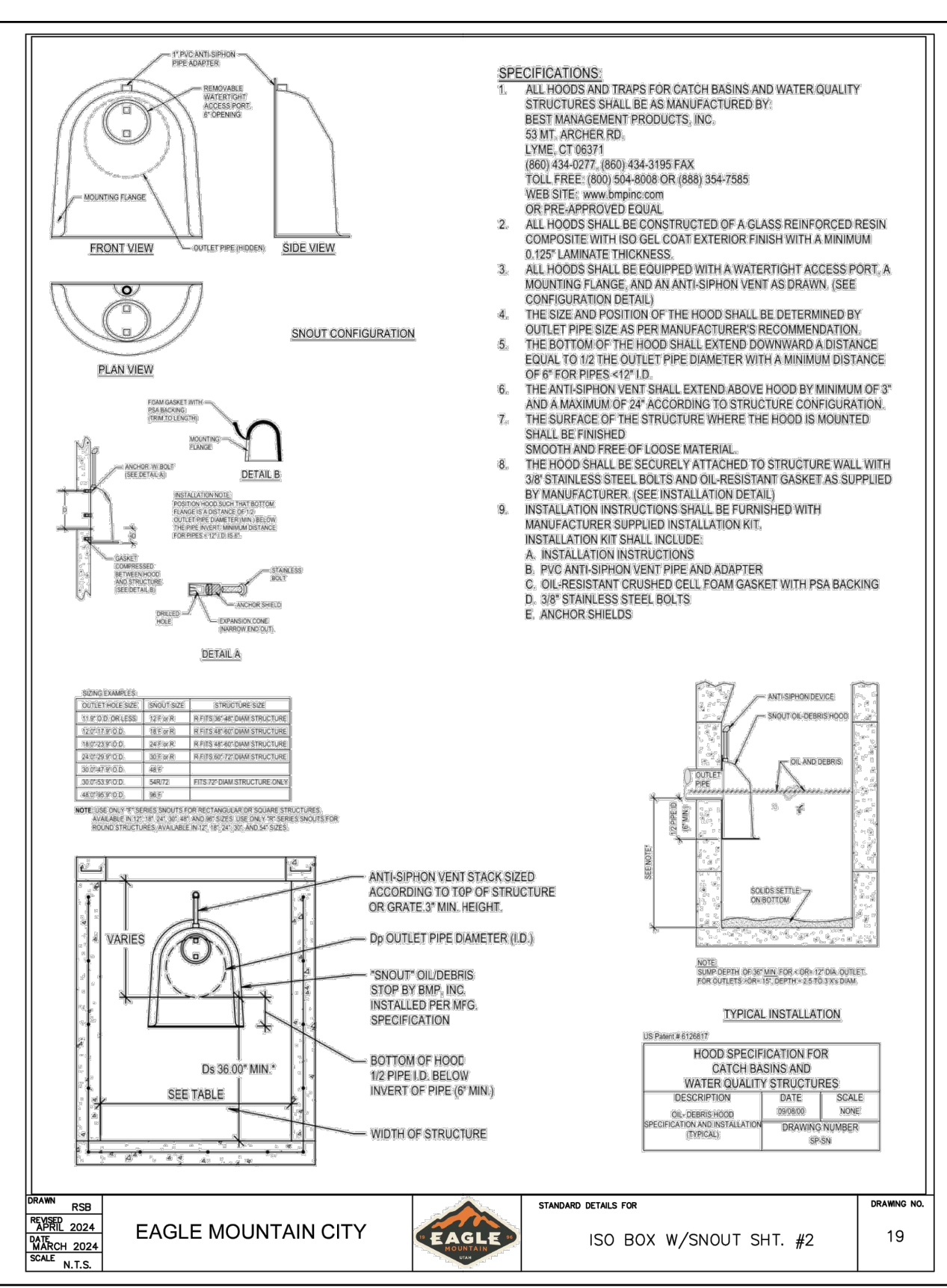
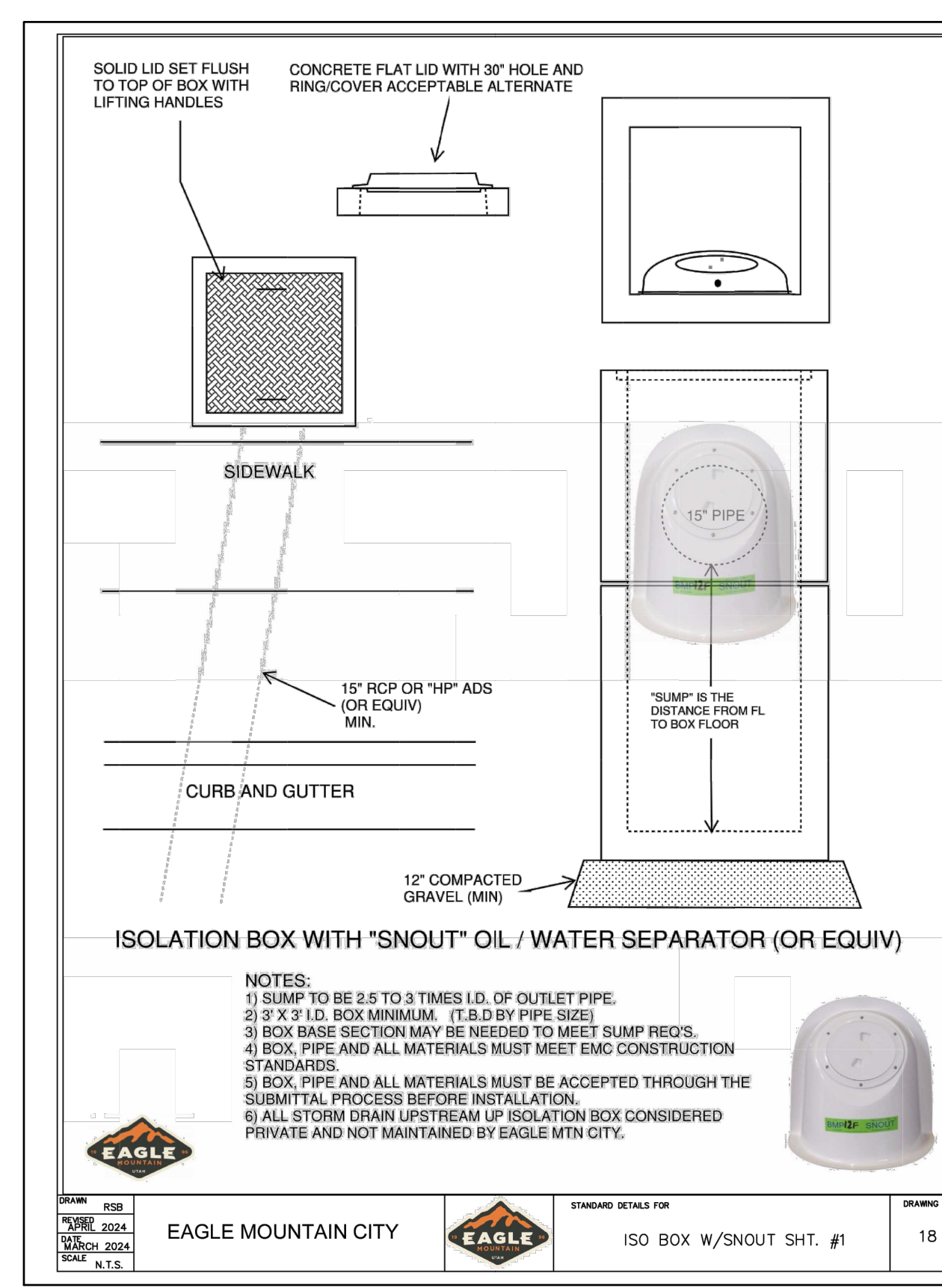
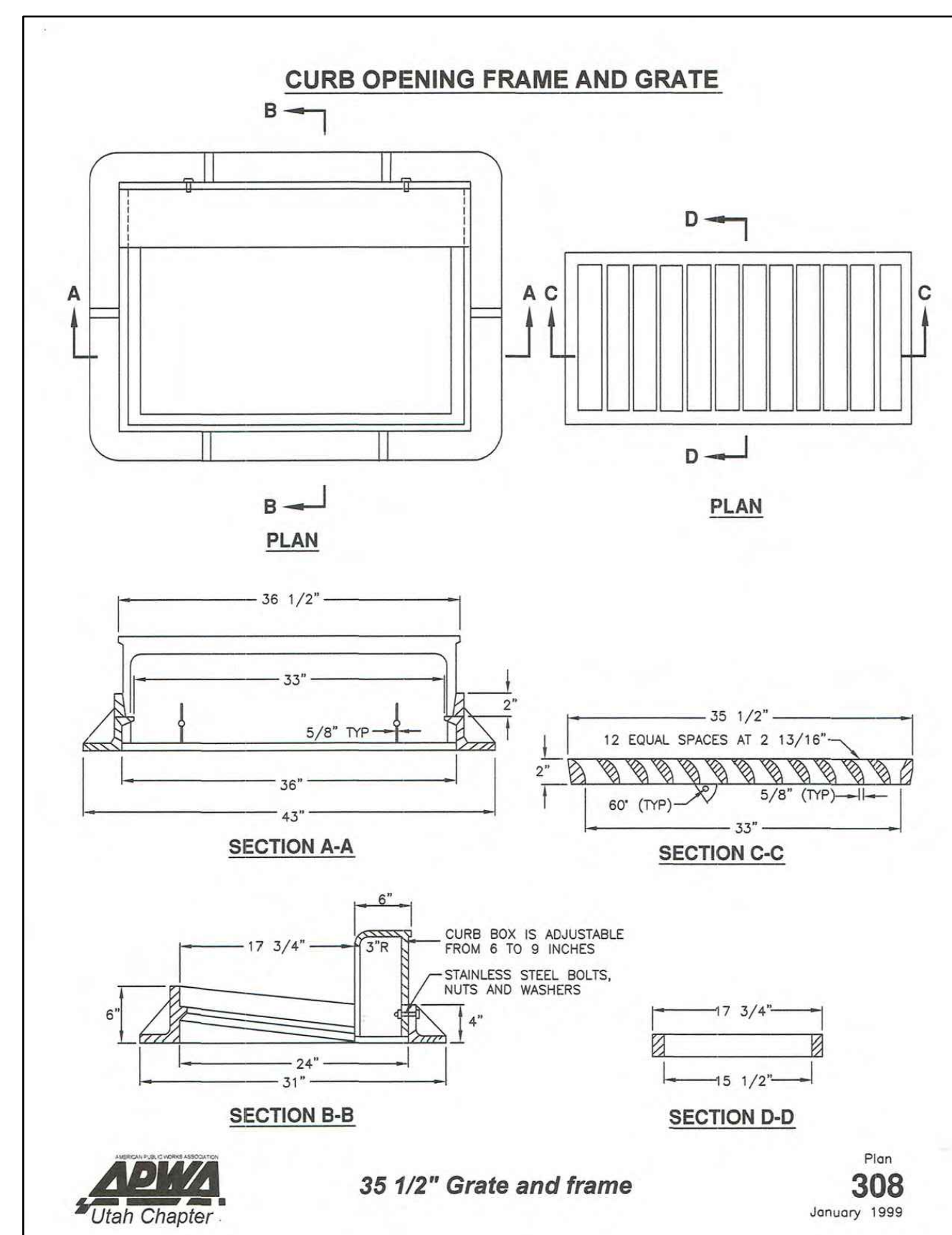
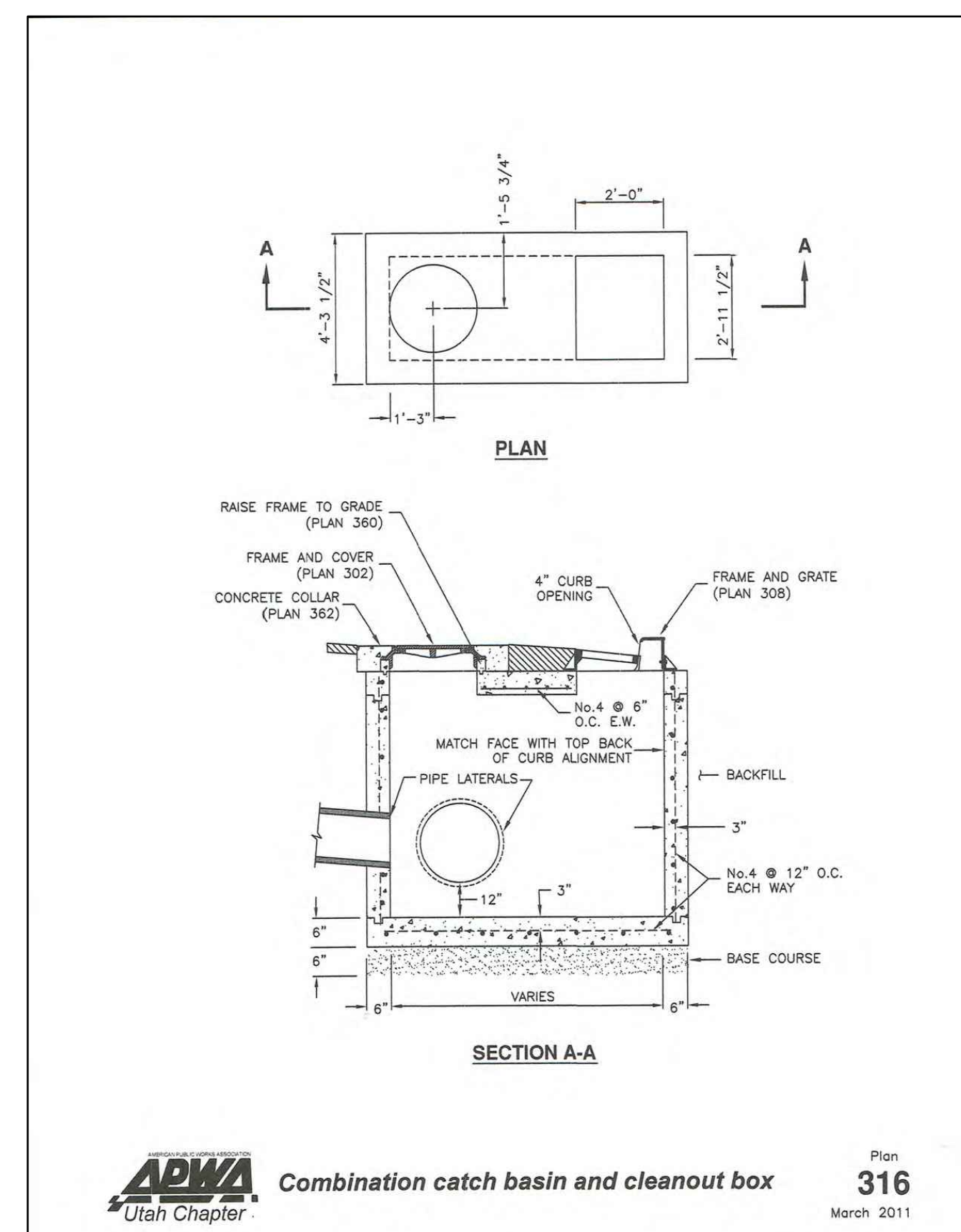
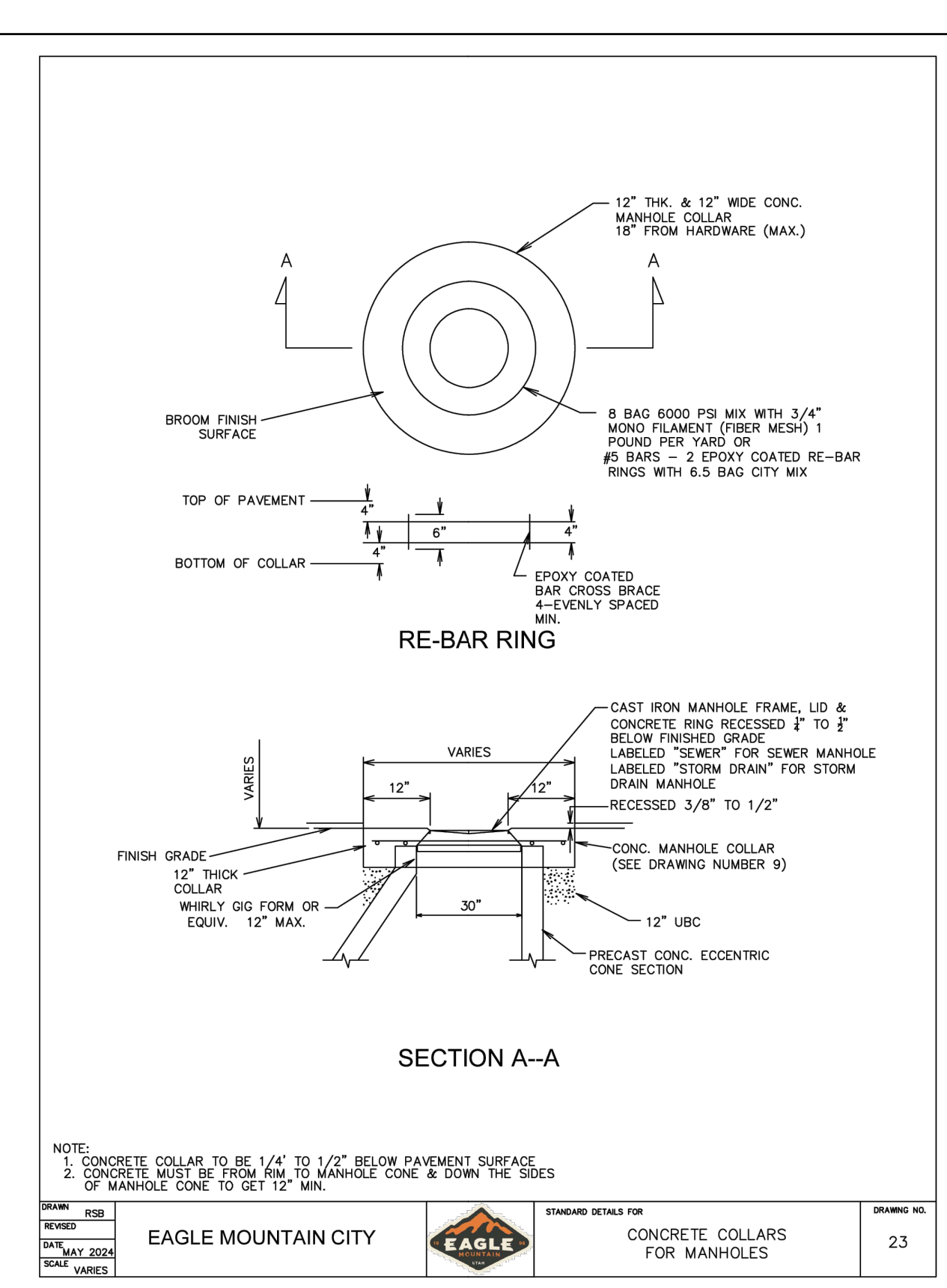
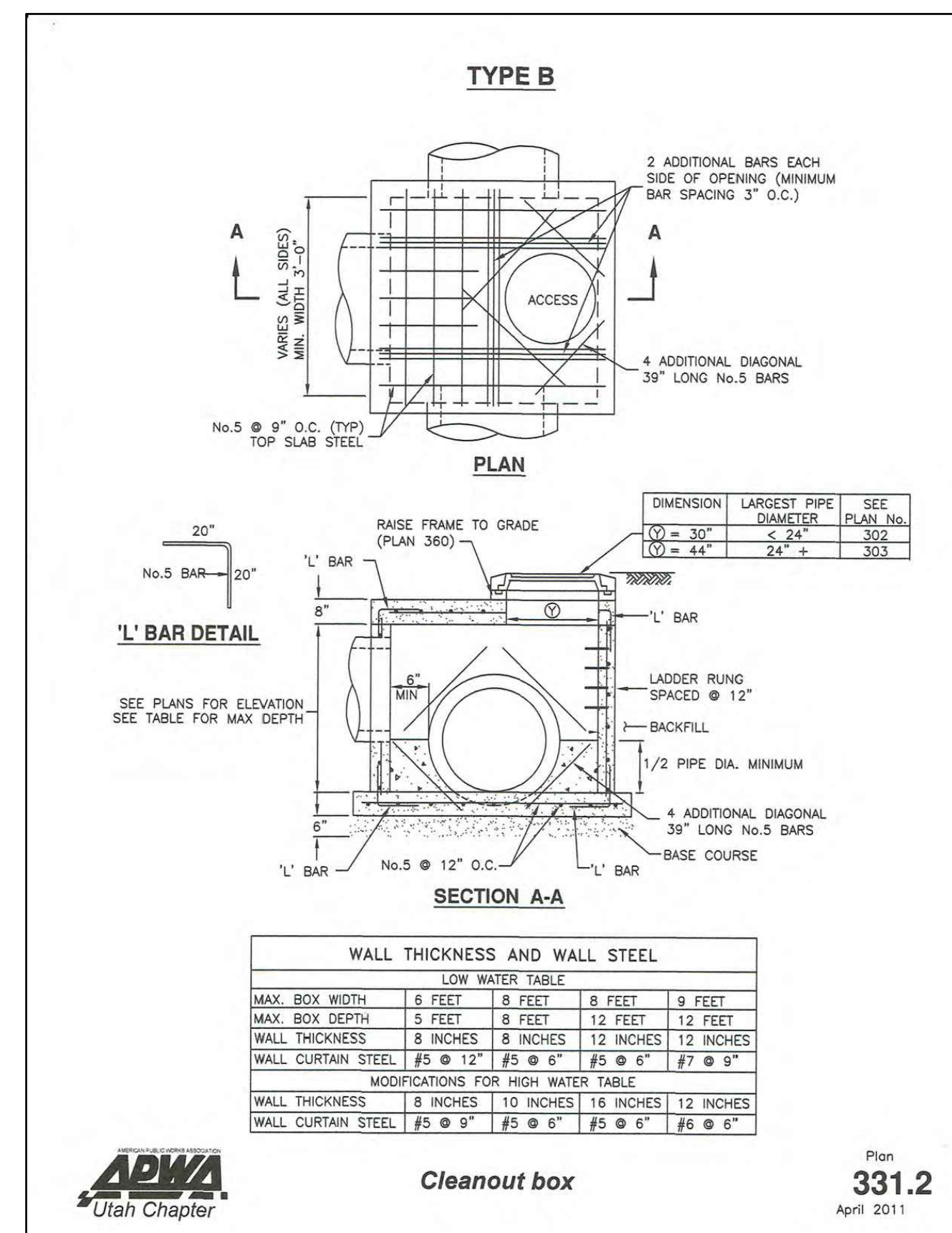
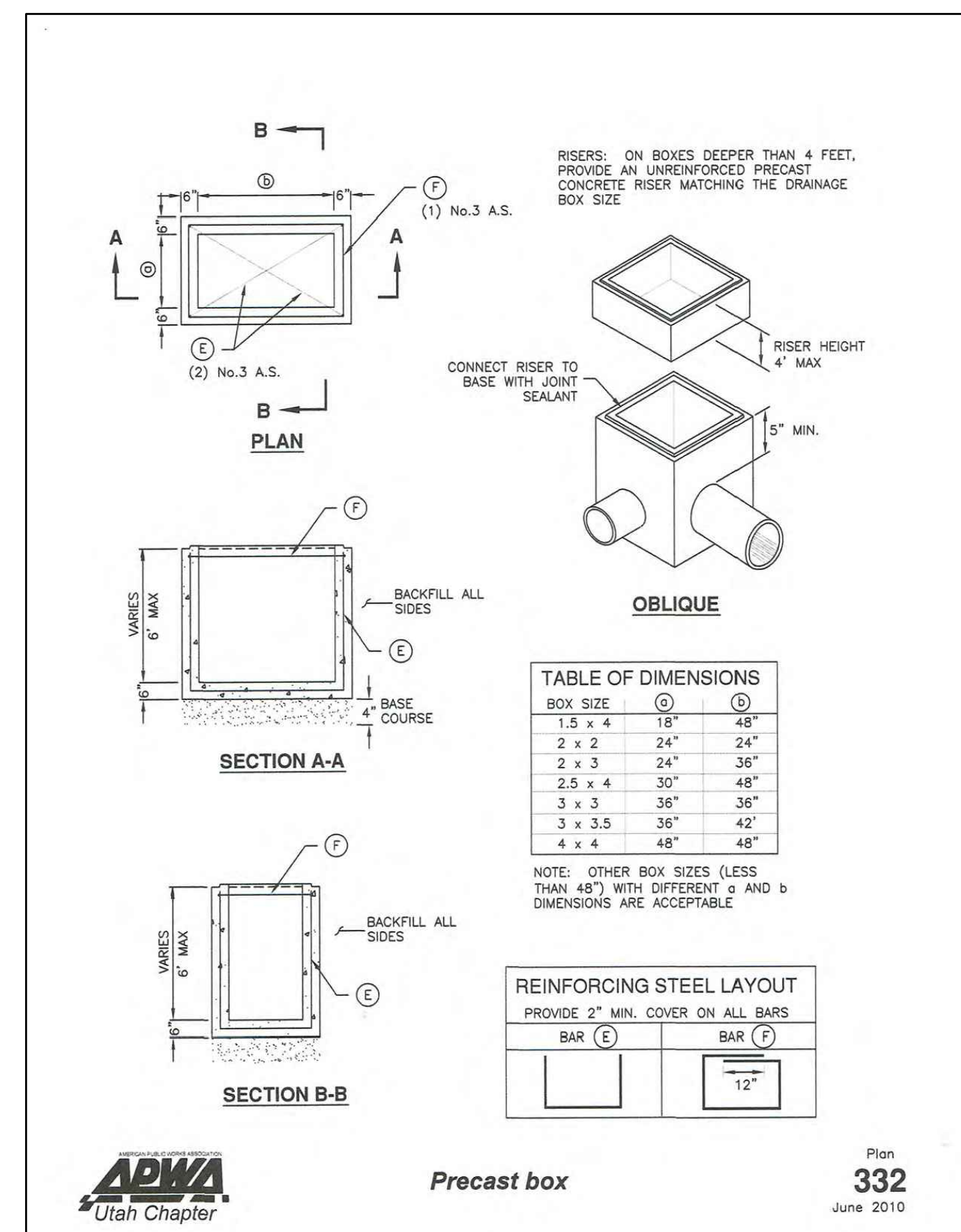
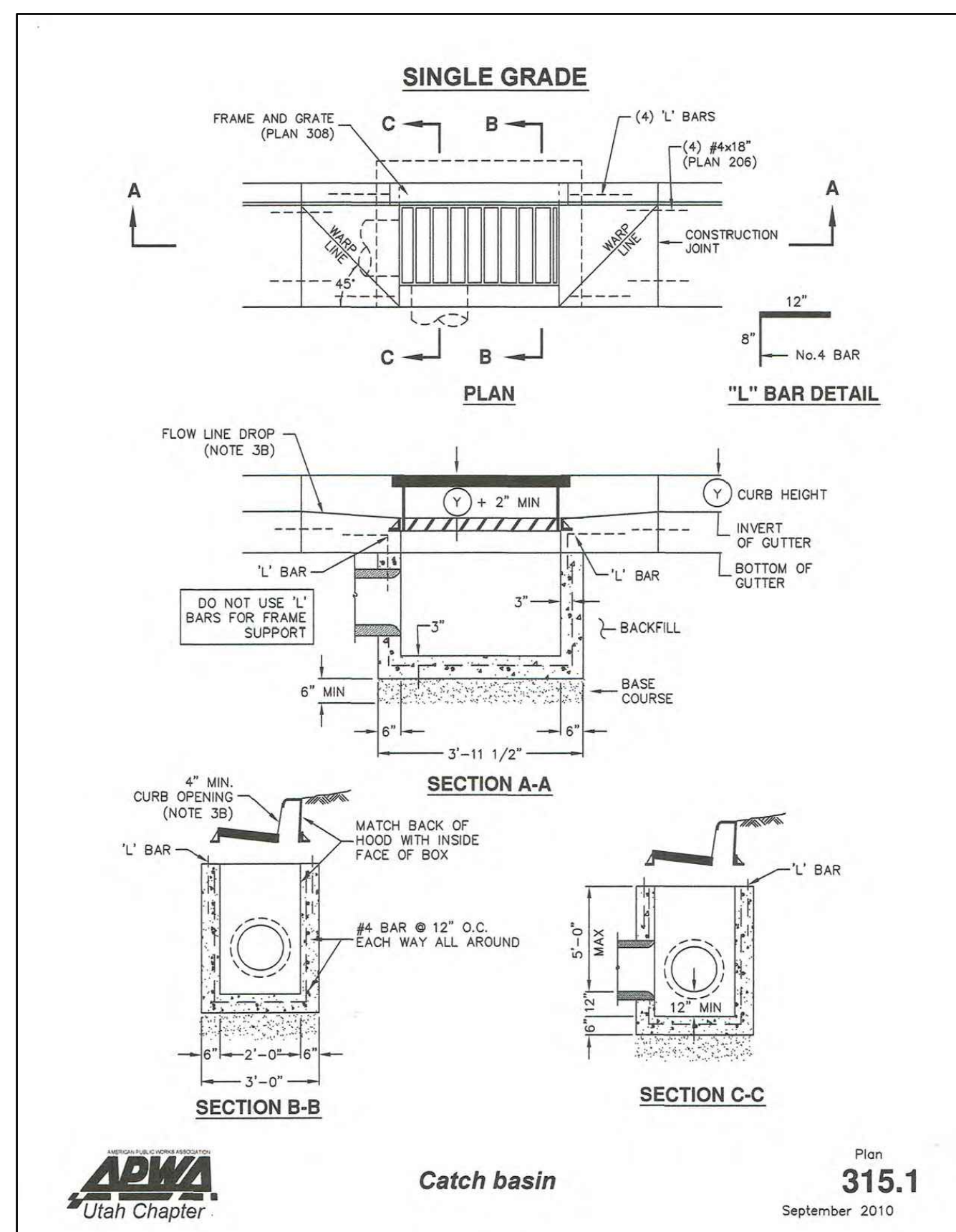
CLIENT: SK HART
DWG: _____
JOB No: _____
DATE: 06/19/2024

DRAWN BY: AM
DESIGN BY: BHT
CHECKED BY: BHT

REVISIONS
1 DATE CITY COMMENTS

PROFESSIONAL ENGINEER
362348
BRENDAN H THORPE
OR REVIEW
STATE OF UTAH

SHEET
DT-03



PLOT DATE AND TIME: 6/18/2024 1:21 PM

TAB: specs

FILENAME: C:\Projects\ward\Eagle Square - Eagle MmDesign\submittal\Spec&Details.dwg



GENERAL CONSTRUCTION NOTES:

- PRIOR TO BIDDING THE WORK, THE CONTRACTOR SHALL THOROUGHLY SATISFY HIMSELF AS TO THE ACTUAL CONDITIONS, REQUIREMENTS OF THE WORK AND EXCESS OR DEFICIENCY IN QUANTITIES, IF ANY. NO CLAIM SHALL BE MADE AGAINST THE OWNER/DEVELOPER OR LANDSCAPE DESIGNER FOR EXCESS OR DEFICIENCY THEREIN, ACTUAL OR RELATIVE.
- THE LANDSCAPE DESIGNER WILL NOT BE RESPONSIBLE FOR CONSTRUCTION MEANS, METHODS, SEQUENCES OF PROCEDURES OR FOR SAFETY PRECAUTIONS OR PROGRAMS UTILIZED IN CONNECTION WITH THE WORK, AND WILL NOT BE RESPONSIBLE FOR THE CONTRACTOR'S FAILURE TO CARRY OUT THE WORK IN ACCORDANCE WITH THE CONTRACT DOCUMENTS.
- QUANTITIES SHOWN ARE THE BEST ESTIMATE OF THE LANDSCAPE DESIGNER. THE CONTRACTOR SHALL MAKE HIS OWN INDEPENDENT ESTIMATE OF QUANTITIES AND BASE HIS BID THEREON.
- THE CONTRACTOR SHALL MAKE NO CLAIM AGAINST THE OWNER OR THE LANDSCAPE DESIGNER REGARDING ALLEGED INACCURACY OF CONSTRUCTION STAKES. REMEDIAL WORK REQUIRED TO CORRECT ANY ITEMS OR IMPROPER CONSTRUCTION WORK SHALL BE PERFORMED AT THE SOLE EXPENSE OF THE RESPONSIBLE CONTRACTOR OR SUBCONTRACTOR.
- NOTHING CONTAINED IN THE CONTRACT DOCUMENTS SHALL CREATE, NOR SHALL BE CONSTRUED TO CREATE A CONTRACTUAL RELATIONSHIP BETWEEN THE LANDSCAPE DESIGNER AND THE CONTRACTOR OR SUBCONTRACTOR.
- IT SHALL BE THE RESPONSIBILITY OF THE BIDDER TO VERIFY QUANTITIES INCLUDING EXCAVATION, BORROW, EMBANKMENT, SHRINK, OR SWELL, GROUND COMPACTION, HAUL AND OTHER ITEMS AFFECTING HIS BID TO COMPLETE THE GRADING TO THE ELEVATIONS SHOWN ON THE PLANS AND TO BASE HIS BID SOLELY UPON HIS OWN VERIFIED QUANTITIES. IT SHALL BE THE BIDDER'S RESPONSIBILITY TO NOTIFY THE LANDSCAPE DESIGNER OF MAJOR DISCREPANCIES PRIOR TO CONSTRUCTION.

PLANTING NOTES:

- IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY QUANTITIES INCLUDING TREES, GROUNDCOVERS, MULCH AND OTHER ITEMS SHOWN ON THE PLANS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO NOTIFY THE OWNER'S REPRESENTATIVE OF MAJOR DISCREPANCIES PRIOR TO CONSTRUCTION. SOME ADJUSTMENT IN THE FIELD MAY BE REQUIRED PER OWNER DISCRETION.
- THE CONTRACTOR SHALL STAKE THE LOCATION OF PLANT MATERIAL AND SHALL HAVE LOCATIONS APPROVED BY THE OWNER'S REPRESENTATIVE PRIOR TO INSTALLATION.
- GROUNDCOVERS SHALL BE PLANTED A MINIMUM OF 3' FROM EDGE OF WALKS, WALLS, BUILDINGS, AND CURBS UNLESS OTHERWISE DIRECTED BY THE OWNER'S REPRESENTATIVE.
- BARK MULCH - AREAS NOT OTHERWISE COVERED BY TURF, PAVING, GROUNDCOVER OR BUILDINGS SHALL RECEIVE A MINIMUM OF 3" THICKNESS OF BARK MULCH AND SHALL BE COVERED WITH DEWITTS PRO-5 WEED BARRIER FABRIC OR APPROVED EQUAL. OVERLAP SEAMS 6 INCHES AND STAPLE AT 5 FEET ON CENTER EACH WAY WITH 2 AT EACH CORNER. A MULCH SAMPLE SHALL BE SUBMITTED TO LANDSCAPE DESIGNER OR OWNER FOR APPROVAL PRIOR TO INSTALLATION.
- STONE MULCH - AREAS NOTED ON PLANS FOR STONE MULCH SHALL RECEIVE A MINIMUM OF 4" THICKNESS OF MULCH. A STONE MULCH SAMPLE SHALL BE SUBMITTED TO OWNER FOR APPROVAL PRIOR TO INSTALLATION.
- AREAS TO RECEIVE STONE MULCH TO BE SPRAYED WITH A CONTACT HERBICIDE AND SHALL BE COVERED WITH DEWITTS PRO-5 WEED BARRIER FABRIC OR APPROVED EQUAL. OVERLAP SEAMS 6 INCHES AND STAPLE AT 5 FEET ON CENTER EACH WAY WITH 2 AT EACH CORNER. CONTRACTOR SHALL ALSO APPLY A PRE-EMERGENT HERBICIDE PER MANUFACTURERS RECOMMENDATIONS.
- ALL PLANT MATERIALS SHALL MEET ANLA & ANSI STANDARD SPECIFICATIONS. PLANT MATERIALS SHALL BE ORDERED BY BOTANICAL NAME. SUBSTITUTIONS SHALL NOT BE ALLOWED UNLESS AUTHORIZED IN WRITING AND IN ADVANCE, BY THE OWNER'S REPRESENTATIVE.
- OWNER'S REPRESENTATIVE RESERVES THE RIGHT TO REJECT ANY PLANT MATERIAL DEEMED UNACCEPTABLE. PLANT MATERIAL SHALL BE WARRANTIED BY THE CONTRACTOR FOR 1 YEAR AFTER INSTALLATION HAS BEEN ACCEPTED AS COMPLETE.
- PRIOR TO COMMENCENT OF WORK, THE CONTRACTOR SHALL VERIFY LOCATIONS AND DEPTHS OF UNDERGROUND UTILITY INSTALLATIONS THAT MAY BE AFFECTED BY HIS WORK AND SHALL BE RESPONSIBLE FOR DAMAGES TO SUCH INSTALLATIONS CAUSED AS A RESULT OF LANDSCAPE INSTALLATIONS.
- CONTRACTOR SHALL BE RESPONSIBLE TO MAINTAIN SODDED AREAS AND ALL PLANT MATERIALS FOR A PERIOD OF 90 DAYS AND 120 DAYS FOR SEEDED AREAS. UPON COMPLETION OF THE MAINTENANCE PERIOD, THE OWNER WILL ASSUME MAINTENANCE RESPONSIBILITIES.
- ACCEPTABLE TOPSOIL, WHETHER IMPORTED OR FROM SITE, SHALL BE FERTILE, LOOSE, FRIABLE SOIL MEETING THE FOLLOWING REQUIREMENTS:
CHEMICAL CHARACTERISTICS
1) pH: 5.5-8.0
2) EC (ELECTRICAL CONDUCTIVITY): < 3.0 MMHOS/CM
3) SAR (SODIUM ADSORPTION RATIO): < 6.0

PHYSICAL CHARACTERISTICS

- SAND: 15 TO 60%
- SILT: 10 TO 60%
- CLAY: 5 TO 30%
- ORGANIC MATTER: > 1%
- CLEAN AND FREE FROM TOXIC MINERALS AND CHEMICALS, NOXIOUS WEEDS, ROCKS LARGER THAN 1 1/2 INCH 38 MM IN ANY DIMENSION, AND OTHER OBJECTIONABLE MATERIALS.
- SOIL SHALL NOT CONTAIN MORE THAN 2% BY VOLUME OF ROCKS MEASURING OVER 3/32 INCH 2 MM IN LARGEST SIZE.

TOPSOIL SHOULD BE NATURAL, FERTILE, FRIABLE LOAM, CAPABLE OF SUSTAINING VIGOROUS PLANT GROWTH, FREE OF SUBSOIL, ROOTS, GRASS, AN EXCESSIVE AMOUNT OF WEEDS, STONE AND FOREIGN MATTER. OBTAIN ADDITIONAL TOPSOIL FROM LOCAL SOURCES OR FROM AREAS HAVING SIMILAR SOIL CHARACTERISTICS TO THAT FOUND AT THE PROJECT SITE. IF EXISTING TOPSOIL IS TO BE USED OBTAIN TOPSOIL ONLY FROM NATURALLY WELL-DRAINED SITES WHERE TOPSOIL OCCURS IN A DEPTH OF NOT LESS THAN FOUR (4) INCHES. TOPSOIL SHALL CONFORM TO QUALITY CONTROL STANDARDS STATED ABOVE.

IRRIGATION NOTES:

- THE IRRIGATION SYSTEM SHOWN IS SCHEMATIC AND APPROXIMATE. ACTUAL PLACEMENT MAY VARY SLIGHTLY AS REQUIRED TO ACHIEVE FULL, EVEN COVERAGE WITHOUT EXCESSIVE SPRAYING ONTO SIDEWALKS, FENCES, ETC. LOCATE LINES IN NON-PAVED AREAS WHERE POSSIBLE. NO TEES, ELS, OR OTHER CONNECTIONS SHALL BE PLACED UNDER A PAVED AREA IF POSSIBLE. SPECIFIC EMITTERS AND LOCATIONS ARE NOT SHOWN ON THE PLAN AND ARE SUBJECT TO FIELD ADJUSTMENT. THE ENDS OF ALL LATERALS SHALL HAVE AN AUTOMATIC DRAIN.
- IRRIGATION CONTRACTOR SHALL VERIFY WATER PRESSURE ON-SITE PRIOR TO BEGINNING WORK. IF DISCREPANCY EXISTS BETWEEN WATER PRESSURE TESTED ON-SITE AND THAT NOTED ON PLAN, CONTRACTOR SHALL IMMEDIATELY NOTIFY LANDSCAPE ARCHITECT. SYSTEM IS DESIGNED BASED UPON 40PSI STATIC PRESSURE AT ALL P.O.C. (POINT OF CONNECTION) LOCATIONS. THE DESIGN OPERATING PRESSURE FOR EACH VALVE IS 35 PSI.
- CONTRACTOR SHALL FURNISH AND INSTALL MATERIAL AND EQUIPMENT PERTAINING TO THE IRRIGATION SYSTEM HEREIN SPECIFIED OR SHOWN ON THE DRAWINGS. THIS SHALL INCLUDE ALL ITEMS OF A MINOR NATURE NECESSARY TO COMPLETE INSTALLATION.
- THE CONTRACTOR SHALL MAKE NECESSARY IN-FIELD ADJUSTMENTS TO AVOID OBSTRUCTIONS OR COMPENSATE FOR DIFFERENCES BETWEEN THE SITE AND PLAN. THE CONTRACTOR SHALL BE FULLY RESPONSIBLE FOR REVISION OF MAJOR DEPARTURES FROM THE PLAN WITHOUT WRITTEN APPROVAL FROM THE OWNER. CONTRACTOR TO PROVIDE THE APPROPRIATE DEGREE OF ARC IN EACH HEAD THAT PROVIDES HEAD-TO-HEAD COVERAGE WITHOUT EXCESSIVE OVERSPRAY ONTO WALKS, BUILDINGS, ROADS, ETC.
- IRRIGATION CONTRACTOR SHALL OBTAIN APPROVAL FROM THE OWNER'S AUTHORIZED REPRESENTATIVE PRIOR TO RELOCATING OR ALTERING SPRINKLER HEADS, VALVES, PIPING, ETC. DUE TO A CHANGE IN OR UNKNOWN SITE CONDITIONS.
- IRRIGATION CONTRACTOR TO CAP ALL FLUSH CAP ENDS HAND TIGHT BEFORE BACKFILL.
- ALL VALVE AND FLUSH BOX COVERS SHALL MATCH GROUND COVER. GREEN COVERS TO BE IN TURF AND TAN COVERS IN PLANTING BEDS.
- EACH REMOTE CONTROL VALVE SHALL BE CONNECTED TO AN AUTOMATIC CONTROLLER WITH #14 PILOT WIRE AND #14 COMMON WIRE - TYPE U.F., COPPER, U.L. APPROVED, SOLID STRAND.
- ALL AUTOMATIC CONTROLLERS, RISERS, BACKFLOW PREVENTERS AND HOSE BIBS SHALL BE SET PLUMB. SPRINKLER HEAD RISERS, QUICK COUPLER VALVES AND ALL VALVES WITH STEMS SHALL BE SET PERPENDICULAR TO FINISH GRADE.
- IRRIGATION CONTRACTOR SHALL COORDINATE WORK W/ PLANTING PLANS TO AVOID CONFLICTING LOCATIONS BETWEEN PIPING AND PLANT PITS.
- ALL MATERIALS SHALL BE INSTALLED AS DETAILED IN THE PLANS. IF THE CONTRACT DRAWINGS AND/OR SPECIFICATIONS DO NOT THOROUGHLY DESCRIBE THE METHOD OR TECHNIQUES TO BE USED, THEN THE CONTRACTOR SHALL INSTALL PER MANUFACTURERS SPECIFICATIONS. IF A CONTRADICTION OCCURS, NOTIFY THE OWNER IMMEDIATELY.
- ADJUST HEADS AND BUBBLERS (IF APPLICABLE) FOR PROPER HEAD TO HEAD COVERAGE.
- USE SCH 40 PVC PIPE FROM WATER OR SHUT OFF VALVE TO BACKFLOW PREVENTER.
- IRRIGATION CONTRACTOR TO USE TEFLON TAPE ON ALL THREADED JOINTS.
- EACH DRIPLINE ZONE IS REQUIRED TO HAVE AN AIR RELIEF VALVE AND FLUSH VALVE. THE FLUSH VALVE IS TO BE INSTALLED AT THE LOWEST POINT OF THE ZONE.
- BRAND EACH VALVE BOX W/ 2" LETTERING SHOWING ZONE NUMBER (EX. Z1) THIS STAMP IS TO MATCH THE ZONE AND CONTROLLER ASSOCIATED WITH THE VALVE'S OPERATION.
- EXTEND ALL SLEEVES 1'-0" INTO EACH PLANTING AREA.
- NO PIPES SHALL BE INSTALLED PARALLEL AND DIRECTLY OVER ANOTHER LINE. MINIMUM HORIZONTAL CLEARANCE FOR SLEEVES FOR THIS PROJECT SHALL BE 3 INCHES. CLEARANCE FROM LINE OF OTHER TRADES SHALL BE 6 INCHES.
- CONTROL WIRING SHALL HAVE A 1" MINIMUM CONDUIT WITHIN THE SLEEVE.
- SLEEVE LOCATIONS SHALL BE SHOWN ON THE RECORD DRAWINGS.
- ALL SLEEVES SHALL BE CAPPED AND KEPT CLEAR OF DIRT AND DEBRIS.

- INSTALL A 36" LENGTH OF #4 REBAR ADJACENT TO EACH END OF THE SLEEVE. TOP OF ROD SHALL BE THREE INCHES BELOW FINISH GRADE. A SECTION OF SURVEYOR'S VINYL TAPE SHALL BE TIED TO THE END OF THE ROD AND BROUGHT TO THE SURFACE. THE TAPE SHALL BE VISIBLE UNTIL ALL WORK IS COMPLETED.
- ALL SLEEVES TO BE SCHEDULE 40 PVC. USE FULL LENGTHS WHERE POSSIBLE. SOLVENT WELD ALL FITTINGS WITH APPROPRIATE PRIMER AND SOLVENT. ANY REQUIRED ADDITIONAL FITTINGS TO BE SCHEDULE 40.
- VALVES W/ LESS THAN 3 GPM SHALL RECEIVE A RAINBIRD RBY SERIES Y-STRAINER OR EQUAL UPSTREAM.
- LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL IRRIGATION SLEEVING. COORDINATE INSTALLATION WITH GENERAL CONTRACTOR. VERIFY ANY EXISTING SLEEVES INSTALLED BY OTHER CONTRACTORS.
- PRIOR TO OWNERS APPROVAL, AN IRRIGATION "TUNE-UP" SHALL BE PERFORMED AS FOLLOWS:
 - ALL IRRIGATION EQUIPMENT (INCLUDING ALL PIPELINES AND SLEEVES) TO BE DOCUMENTED FROM TWO STATIONARY POINTS.
 - ALL DRIP SYSTEMS TO BE FLUSHED BEGINNING WITH THE Y-STRAINER, AND WORKING AWAY FROM PRESSURE REGULATOR.
 - IRRIGATION VALVES STATION NUMBER, CONTROLLER DESIGNATION, AND LOCATION ARE TO BE DOCUMENTED ON A SHEET OF PAPER. THIS SHEET TO BE PLACED IN A PLASTIC POUCH AND ATTACHED TO THE INSIDE OF CONTROLLER, AN ADDITIONAL COPY SHALL BE PROVIDED TO OWNER.
- CONTRACTOR SHALL PERFORM THE FOLLOWING:
 - VISIT SITE AND VERIFY EXISTING GRADES, CONSTRUCTION AND CONDITIONS.
 - VERIFY UTILITY LOCATIONS PRIOR TO CONSTRUCTION AND MAKE ANY NOTIFICATIONS REQUIRED.
 - NOTIFY OWNER OF DISCREPANCIES BETWEEN PLAN AND FIELD.
 - RESTORE DAMAGED AREAS CAUSED BY CONTRACTOR TO THE SATISFACTION OF THE OWNER.
 - BE SATISFIED THAT THE PLAN CAN BE CONSTRUCTED, FUNCTIONAL AND COMPLETE.
- CONTRACTOR SHALL DETERMINE BIDDING QUANTITIES. ALL QUANTITIES SHOWN IN THESE PLANS ARE TO GIVE THE CONTRACTOR A COMPARISON COUNT ONLY.
- ALL MATERIALS AND WORKMANSHIP SHALL BE TRUE TO TYPE, FORM, FINISH AND OF THE HIGHEST STANDARDS OF THE TRADE. DAMAGED OR INFERIOR MATERIALS SHALL BE REMOVED FROM THE SITE WITHOUT DELAY.
- THE IRRIGATION CONTRACTOR SHALL COORDINATE ALL IRRIGATION WORK WITH OTHER CONTRACTORS AND OR SUBCONTRACTORS.
- ALL EQUIPMENT SHALL BE MAINTAINED WHILE UNDER CONSTRUCTION. MAINTENANCE INCLUDES: WATER SCHEDULING, REPLACEMENT OF DEFECTIVE OR DAMAGED EQUIPMENT, ADJUSTMENT AND READJUSTMENT OF HEADS AND OTHER EQUIPMENT.
- CONTRACTOR TO INSURE THE FOLLOWING:
 - LINES AND VALVES ARE TO BE PLACED WITHIN PLANTING BEDS & PROJECT LIMITS. THESE PLANS ARE SCHEMATIC. CONTRACTOR SHALL SIZE PIPE, PLAN SIZES ARE MINIMUMS.
 - 100% COVERAGE OF IRRIGATION SYSTEM (HEAD TO HEAD COVERAGE FOR TURF) TO ALL PLANTS REGARDLESS OF SIZE OR TYPE.
- CONTRACTOR TO PROVIDE IRRIGATION MAINTENANCE AS DESCRIBED IN ITEM 31 AFTER ACCEPTANCE FOR THE PERIOD INDICATED IN THE LANDSCAPE SPECIFICATIONS OR 90 DAYS WHICHEVER IS GREATER.
- CONTROLLER SHALL BE GROUNDED AND PROTECTED FROM LIGHTNING AND SURGE PROTECTION PER MANUFACTURER'S RECOMMENDATION.
- IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY QUANTITIES INCLUDING VALVES, HEADS, SLEEVES, GATE VALVES AND OTHER ITEMS SHOWN ON THE PLANS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO NOTIFY THE OWNER PRIOR TO CONSTRUCTION OF MAJOR DISCREPANCIES. IN CASE OF A DISCREPANCY BETWEEN THE NUMBER OF IRRIGATION PARTS INDICATED ON THE DRAWINGS AND THE TOTAL NUMBER INDICATED ON THE IRRIGATION LEGEND, THE DRAWINGS SHALL BE ACCEPTED AS CORRECT. SOME ADJUSTMENTS IN THE FIELD MAY BE REQUIRED PER OWNER DIRECTION.

EAGLE SQUARE COMMERCIAL
SUBDIVISION MASTER PLANS
LANDSCAPE & IRRIGATION
SPECIFICATIONS

231 West 800 South Salt Lake City, Utah 84101
Ward Engineering Group
Planning Engineering Surveying
PH: 801.487.8040

CLIENT: SK HART
DWG: SPEC&DETAIL S.DWG
JOB No:
DO NOT SCALE THIS DRAWING. DRAWING IS PREPARED BY ERS
PROJECT SET BY: J. HARRISON AND NOTES BY: ERS

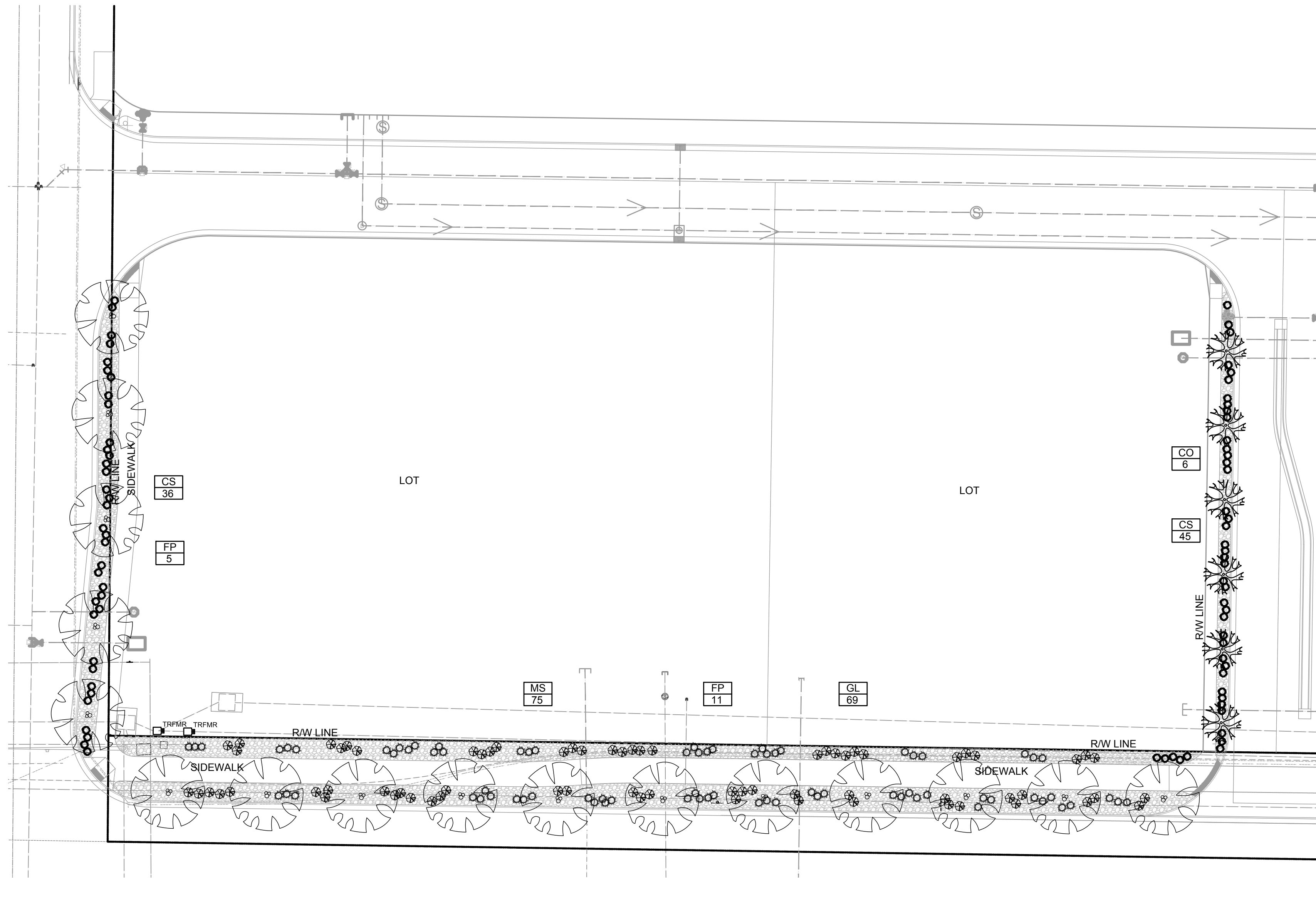
DRAWN BY: VE
DESIGN BY: BHT
CHECKED BY: BHT
DATE: 01/31/2024

REVISIONS		CITY COMMENTS
1	DATE	



SHEET
LA-01

CALL BEFORE YOU DIG.
IT'S FREE &
IT'S THE LAW
(U.S.A. ONLY)
1-800-662-4111
208-2100
(ONLY U.S. RESIDENTS)
FOR MORE INFORMATION
VISIT: www.800dig.com

**NOTE:**

- ALL PLANTING AREAS TO RECEIVE PERMEABLE WEED FABRIC (NO PLASTIC) AND STONE MULCH 4" DEEP, UNLESS NOTED ON PLAN. SEE PLANTING NOTE 6 SHEET LA-01
- ALL PLANTS TO BE INSTALLED IN CLUMPS AS SHOWN. DO NOT PLANT EVENLY SPACED.
- ALL PLANTING AREAS TO RECEIVE TOP SOIL PER SPEC. SEE PLANTING NOTE 11 SHEET LA-01

ATTENTION:

ALL SITE AND RECREATIONAL AMENITIES, FACILITIES, AND STRUCTURES, AND LOCATIONS ARE SUBJECT TO CHANGE AND ARE TO BE SELECTED BY THE OWNER AND APPROVED BY THE COUNTY.

ALL QUANTITIES ARE PROVIDED AS AN AID, FINAL QUANTITIES ARE TO BE VERIFIED AND ARE THE RESPONSIBILITY OF THE CONTRACTOR

PLANT LEGEND

TREES

CODE	QUANTITY	BOTANICAL NAME	COMMON NAME	SIZE (mature)	NOTES
UP	29	Ulmus parvifolia	Lacebark Elm	2" CAL (40Hx40W)	D/R
CO	6	Malus 'Spring Snow'	Fruitless Flowering Apple	2" CAL (20Hx20W)	D/R

SHRUBS/GRASSES

GL	148	Guara lindheimeri	Whirling Butterflies	5 GAL (4Hx5W)	D/R
MS	170	Miscanthus sinensis 'Gold Bar'	Gold Bar Maiden Grass	5 GAL (4Hx3W)	D/R

GROUND COVER

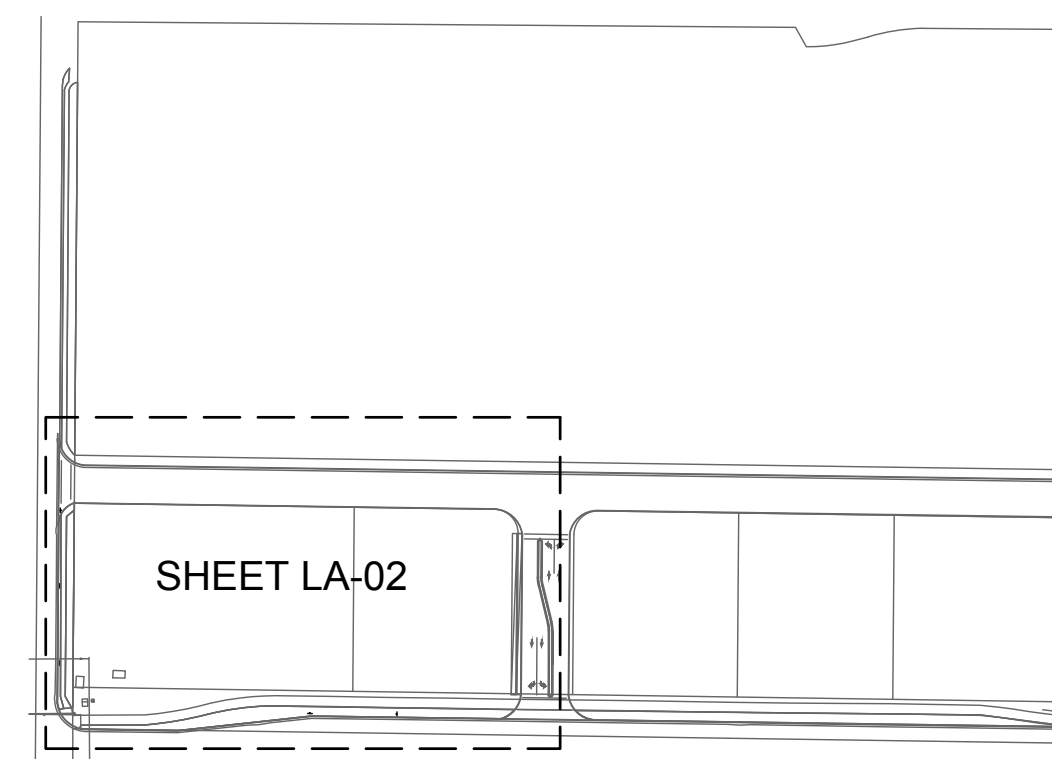
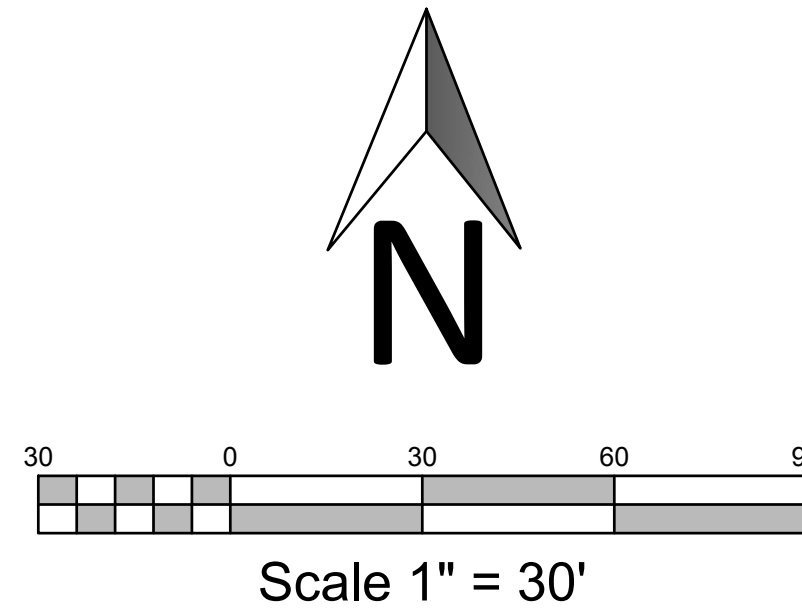
CS	81	Coreopsis spc.	Coreopsis varieties	1 GAL (2Hx3W)	D/R
----	----	----------------	---------------------	---------------	-----

17,423 SF
2"-4" Decorative Cobble
Stone Mulch - color selected by owner (color may not be gray)

D/R: Drought Tolerant

GENERAL NOTES

- ALL QUANTITIES ARE SHOWN AS AN AID ONLY - PLANS TAKE PRECEDENCE. IT SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR FOR ALL ACTUAL QUANTITY CALCULATIONS.
- PLANT COMMON NAMES ARE SHOWN AS AN AID ONLY. USE BOTANICAL NAME WHEN PURCHASING ALL PLANT MATERIAL.
- ALL PLANTING TO BE INSTALLED PER DETAILS SHEET LA-200, AND COMMON INDUSTRY BEST PRACTICES



EAGLE SQUARE COMMERCIAL
SUBDIVISION MASTER PLANS

PLANTING PLAN

231 West 800 South Salt Lake City, Utah 84101

Ward Engineering Group
Planning Engineering Surveying

PH: 801.487.8040

CLIENT: SK HART
DWG: LANDSCAPE PLAN DWG
JOB No:

DRAWN BY: VE
DESIGN BY: BHT
CHECKED BY: BHT
DATE: 01/31/2024

REVISIONS

CITY COMMENTS

1 DATE

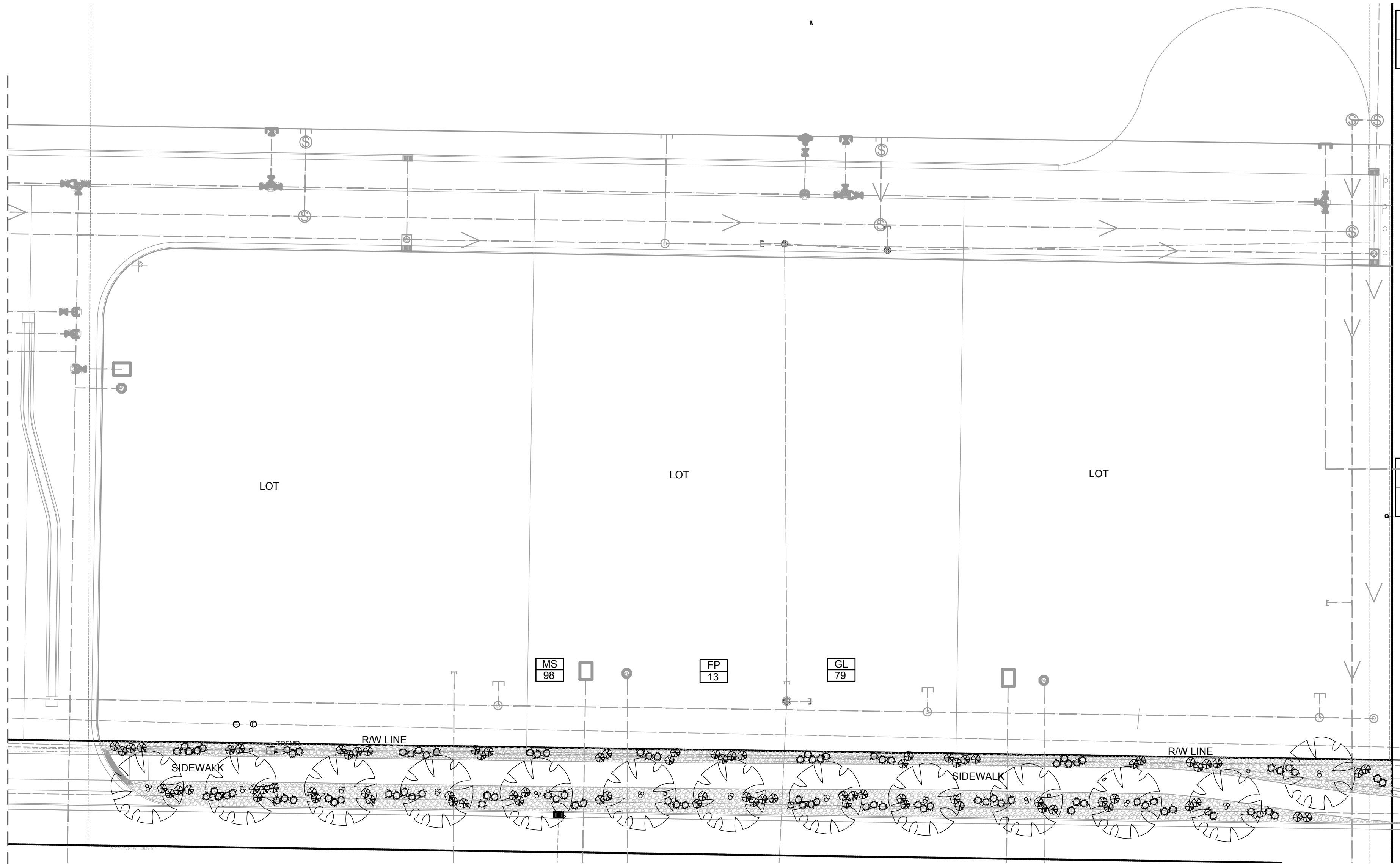
PROFESSIONAL ENGINEER
362348
BRENDAN H THORPE
FOR REVIEW
STATE OF UTAH

SHEET

LA-02



SEE SHEET LA-02



- NOTE:**
- ALL PLANTING AREAS TO RECEIVE PERMEABLE WEED FABRIC (NO PLASTIC) AND BARK / STONE MULCH 3" / 4" DEEP, UNLESS NOTED ON PLAN. SEE PLANTING NOTE 6 SHEET LA-001
 - ALL PLANTS TO BE INSTALLED IN CLUMPS AS SHOWN. DO NOT PLANT EVENLY SPACED.
 - ALL PLANTING AREAS TO RECEIVE TOP SOIL PER SPEC. SEE PLANTING NOTE 11 SHEET LA-001

ATTENTION:

ALL SITE AND RECREATIONAL AMENITIES, FACILITIES, AND STRUCTURES, AND LOCATIONS ARE SUBJECT TO CHANGE AND ARE TO BE SELECTED BY THE OWNER AND APPROVED BY THE COUNTY.

ALL QUANTITIES ARE PROVIDED AS AN AID, FINAL QUANTITIES ARE TO BE VERIFIED AND ARE THE RESPONSIBILITY OF THE CONTRACTOR

DEVELOPMENT NOTE:
DEVELOPER PROPOSES TO HAVE THE CITY OWN AND MAINTAIN THE LANDSCAPING WITH IN THE PUBLIC RIGHT OF WAY AS DEPICTED ON SHEETS LA-02 AND LA-03. DEVELOPER WILL FURNISH AN IMPROVEMENT COMPLETION ASSURANCE IN ACCORDANCE WITH UCA 10 -9a-604.5

PLANT LEGEND

TREES

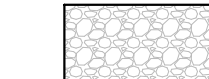
CODE	QUANTITY	BOTANICAL NAME	COMMON NAME	SIZE (mature)	NOTES
UP	29	Ulmus parvifolia	Lacebark Elm	2"-CAL (40Hx40W)	D/R
CO	6	Malus 'Spring Snow'	Fruitless Flowering Apple	2"-CAL (20Hx20W)	D/R

SHRUBS/GRASSES

GL	148	Guara lindheimeri	Whirling Butterflies	5 GAL (4Hx5W)	D/R
MS	170	Miscanthus sinensis 'Gold Bar'	Gold Bar Maiden Grass	5 GAL (4Hx3W)	D/R

GROUND COVER

CS	81	Coreopsis spc.	Coreopsis varieties	1 GAL (2Hx3W)	D/R
----	----	----------------	---------------------	---------------	-----

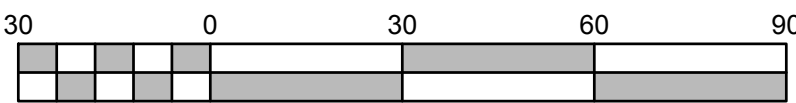
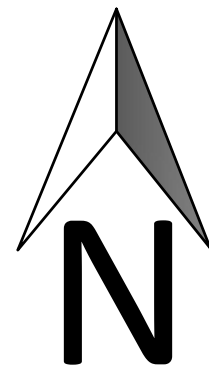


17,423 SF
2"-4" Decorative Cobble Stone Mulch - color selected by owner (color may not be gray)

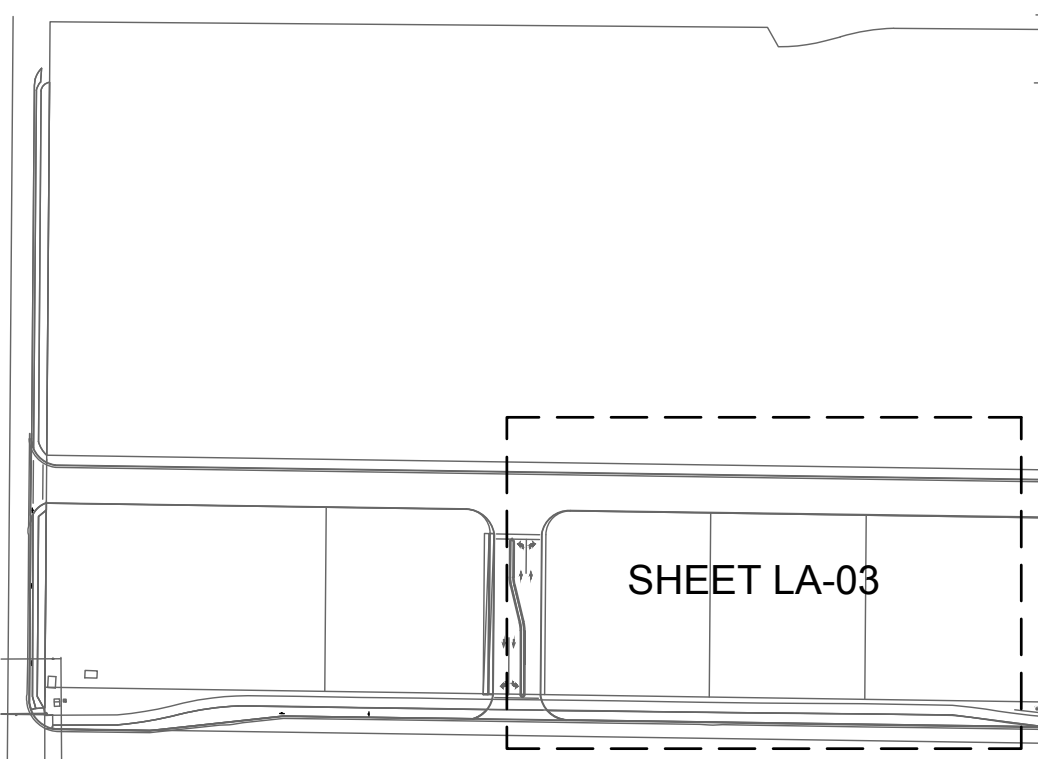
D/R: Drought Tolerant

GENERAL NOTES

- ALL QUANTITIES ARE SHOWN AS AN AID ONLY - PLANS TAKE PRECEDENCE. IT SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR FOR ALL ACTUAL QUANTITY CALCULATIONS.
- PLANT COMMON NAMES ARE SHOWN AS AN AID ONLY. USE BOTANICAL NAME WHEN PURCHASING ALL PLANT MATERIAL.
- ALL PLANTING TO BE INSTALLED PER DETAILS SHEET LA-200, AND COMMON INDUSTRY BEST PRACTICES



Scale 1" = 30'



**EAGLE SQUARE COMMERCIAL
SUBDIVISION MASTER PLANS**

PLANTING PLAN

231 West 800 South Salt Lake City, Utah 84101
Ward Engineering Group
Planning Engineering Surveying



CLIENT: SK HART
DWG: LANDSCAPE PLAN DWG
JOB No:
DO NOT SCALE THIS DRAWING. DRAWINGS IS REDUCED IF LESS THAN 1/4" = 1' DIMENSIONS AND NOTES HAVE PRECEDENCE

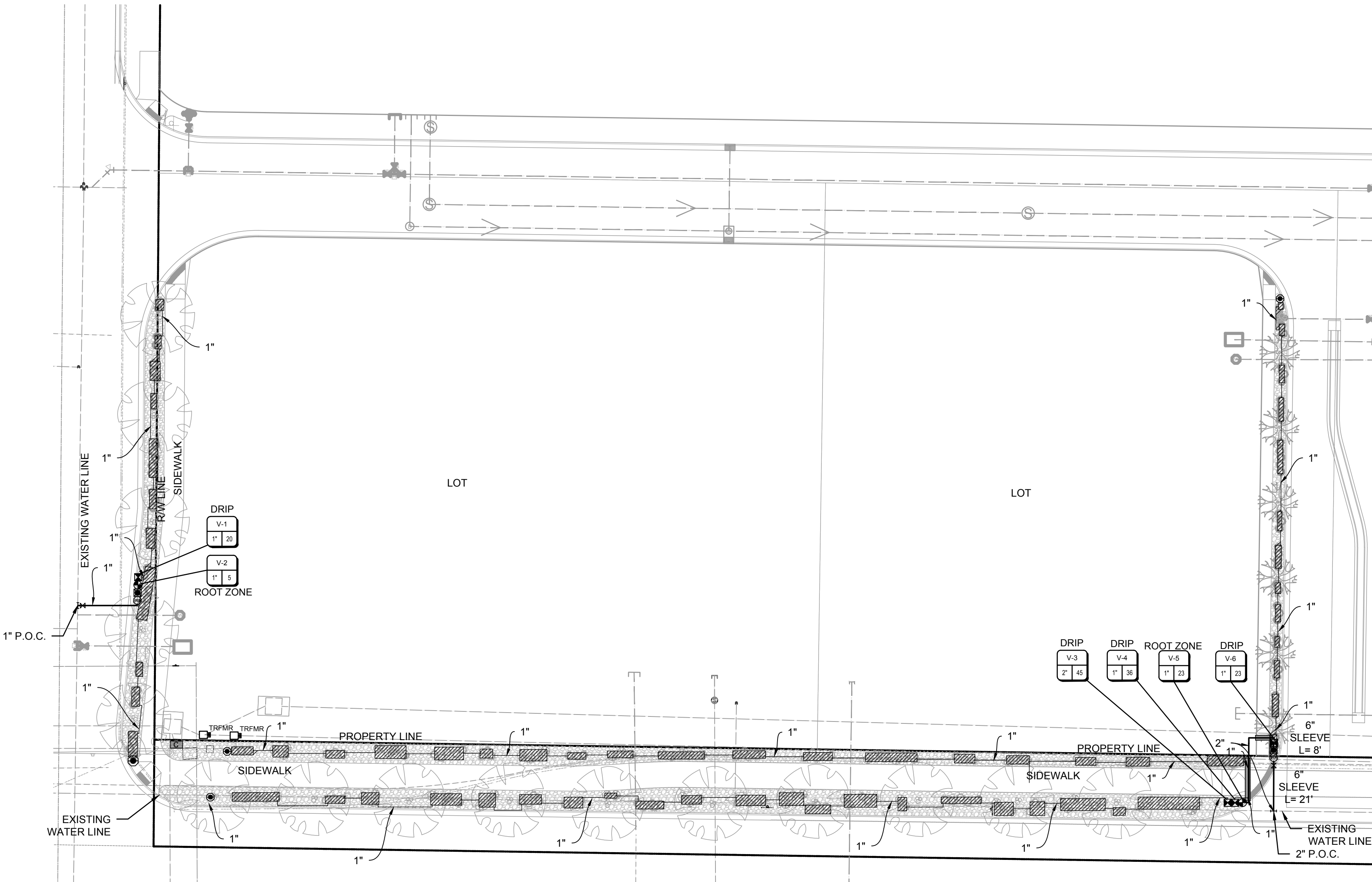
DRAWN BY: VE
DESIGN BY: BHT
CHECKED BY: BHT
DATE: 01/13/2024

REVISIONS	CITY COMMENTS
1	DATE



SHEET

LA-03

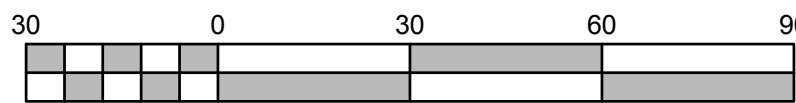


NOTE:
INSTALL DRIP IRRIGATION IN PATCHES AROUND PLANTINGS AS SHOWN - DO NOT
INSTALL DRIP IRRIGATION OVER ENTIRE LANDSCAPE AREA

- NOTE:
1. ALL SLEEVING IS SCH. 40 PVC SIZED PER PLAN. INSTALL PER DETAILS SHEET IR-300. SLEEVING IS FOR PIPE AND WIRE RUNS.
 2. ALL LENGTHS AND LOCATIONS ARE APPROXIMATE. SLEEVING IS SIZED IN ANTICIPATION OF POTENTIAL FUTURE EXPANSIONS.
 3. IRRIGATION CONTRACTOR SHALL COORDINATE WITH ALL UTILITY CONTRACTORS FOR INSTALLATION AND LOCATION OF IRRIGATION SLEEVING

NOTE:
IRRIGATION PIPING AND SYMBOLS ARE SHOWN FOR GRAPHIC CLARITY ONLY. LOCATE ALL PIPES AND FIXTURES IN LANDSCAPE AREAS WHEN POSSIBLE. PIPES SHALL RUN BACK OF WALK, BACK OF CURB, BACK OR FRONT OF WALL WITHIN TWO (2) FEET UNLESS CONFLICTED WITH POWER OR GAS LINES. IF CONFLICT OCCURS, RUN PIPING 18" CLEAR OF UTILITIES TO THE OUTSIDE. ALL PIPING SHALL MAINTAIN 3.0' COVER. PIPING UNDER PAVEMENT SHALL BE SLEEVED - USE TRENCH SHARING BETWEEN SPRAY LATERALS, DRIP LATERALS, AND DEEP ROOT ZONE LATERALS WHEN POSSIBLE.

ATTENTION:
ALL IRRIGATION PIPING UNDER PAVEMENT, SIDEWALKS, OR TRAILS SHALL BE SLEEVED W/ SCH. 40 PVC - SEE DETAILS SHEET IRR-300 AND SPECIFICATIONS SHEET LA-001. IRRIGATION CONTRACTOR SHALL COORDINATE WITH ALL UTILITY CONTRACTORS FOR INSTALLATION OF SLEEVING. SIZE SLEEVING FOR ALL LATERALS AND WIRING TO PASS UNDER PAVEMENT TOGETHER

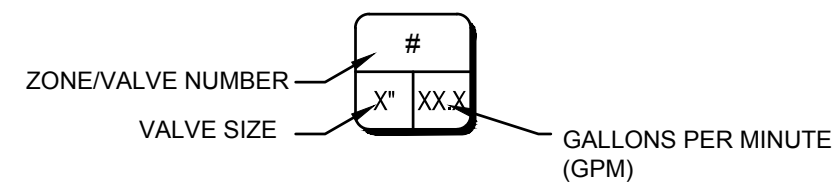


Scale 1" = 30'

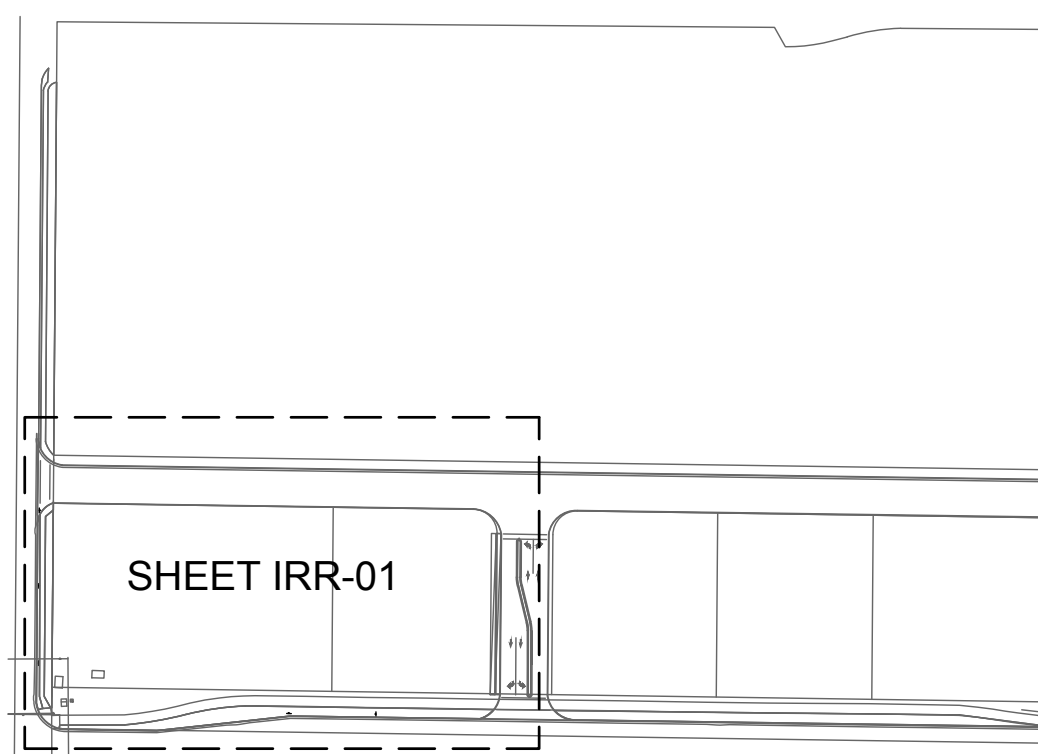
IRRIGATION LEGEND

SYMBOL	MANUFACTURER/MODEL/DESCRIPTION
	HUNTER ICORE-1T048D-M 2-WIRE DECODER CONTROLLER W/ RAIN SENSOR AND PEDESTAL MOUNT
	P.O.C. POINT OF CONNECTION TO WATER SOURCE
	BALL VALVE - SIZE PER PLAN
	1" METER PER APWA PLAN No.215
	WILKINS 375A 2" REDUCED PRESSURE BACKFLOW PREVENTER SET TO 40 PSI W/ V.I.T. PRODUCTS SBBC-75ALHP HIGH PROFILE TWO PIECE BACKFLOW ENCLOSURE MADE W/ MARINE GRADE ALUMINUM
	HUNTER ICV-G PLASTIC REMOTE CONTROL VALVE GLOBE CONFIGURATION, W/ NPT THREADED INLET/OUTLET, FOR COMMERCIAL USE
	HUNTER ICZ-101-25 DRIP CONTROL ZONE KIT. ICV GLOBE VALVE W/ HY100 FILTER SYSTEM. PRESSURE REGULATION - 25 PSI. 150 MESH STAINLESS STEEL SCREEN
	HUNTER RZWS-SLEEVE-18-50 18" LONG ROOT ZONE WATERING SYSTEM W/ FILTER FABRIC SLEEVE, 0.50 GPM BUBBLER, 1/2" SWING JOINT FOR CONNECTION TO LATERAL
	2" BLOW OFF / DRAINAGE VALVE
	DRIP ZONE HUNTER PLD-04-18 INLINE PRESSURE COMPENSATING LANDSCAPE DRIP LINE W/ BUILT IN CHECK VALVE. 0.4 GPH EMITTERS AT 18" O.C. DRIP LINES SPACED AT 18" APART W/ EMITTERS OFFSET FOR TRIANGULAR PATTERN INCLUDE BLOW OFF/SYSTEM DRAIN (NO 1/2" 'SPAGHETTI TUBING). UV RESISTANT PER HUNTER INDUSTRIES STDS. AND DETAILS PDF
	SCH. 40 PVC SLEEVE

VALVE CALLOUT



TREES BY ROOTZONE IRRIGATION SEE DETAILS
SHEET IR-310



EAGLE SQUARE COMMERCIAL SUBDIVISION MASTER PLANS

IRRIGATION PLAN

231 West 800 South Salt Lake City, Utah 84101

Ward Engineering Group
Planning Engineering Surveying

PH: 801.487.8040

CLIENT: SK HART

DWG: IRRIGATION PLAN.DWG

JOB No: 2024-001

DO NOT SCALE THIS DRAWING. DRAWING IS REDUCED IF LESS THAN 1/4" SCALE. DIMENSIONS AND NOTES TAKE PRECEDENCE.

DRAWN BY: VE

DESIGN BY: BHT

CHECKED BY: BHT

DATE: 01/31/2024

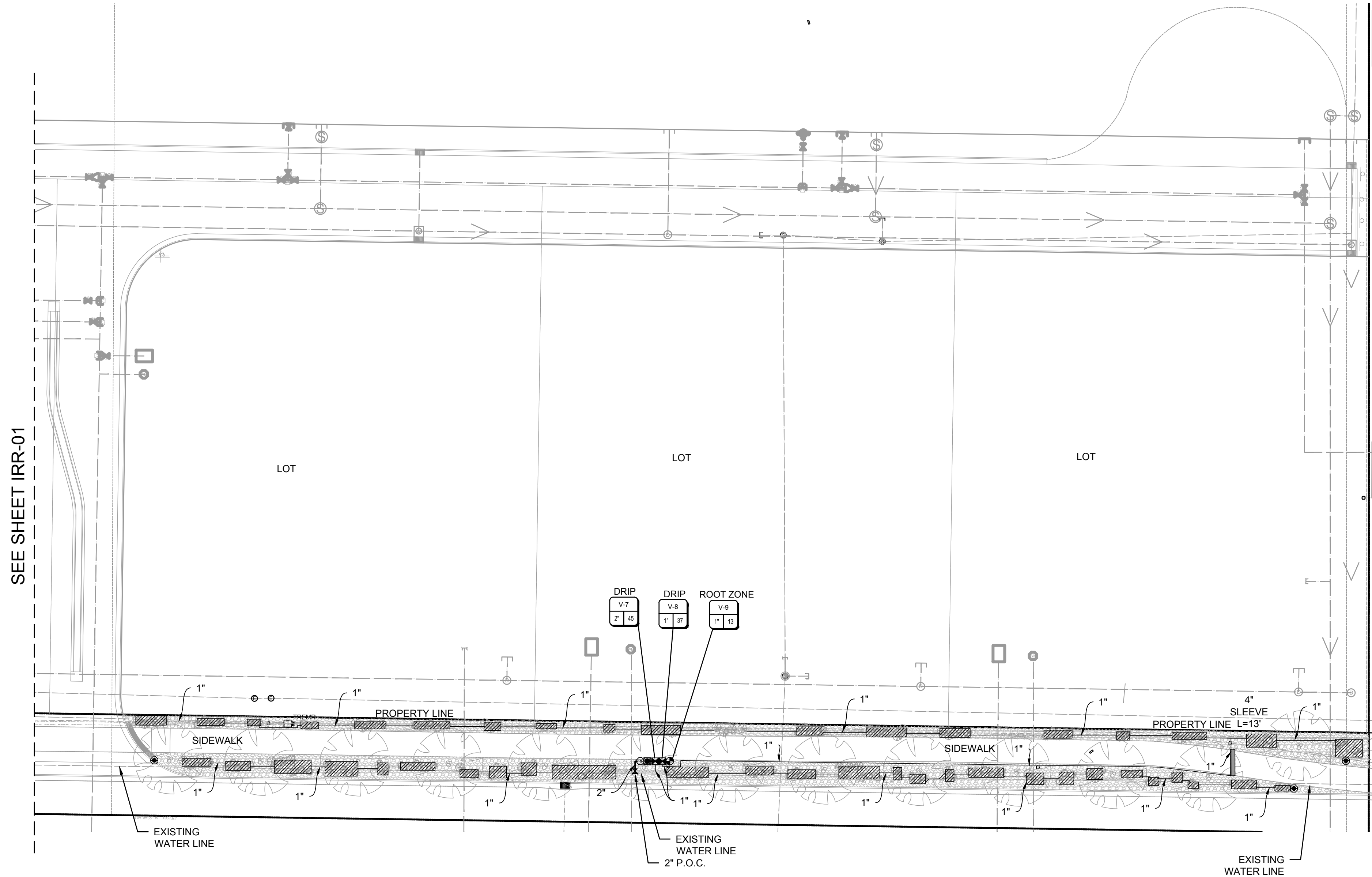
REVISIONS
CITY COMMENTS

DATE	REVISION



SHEET

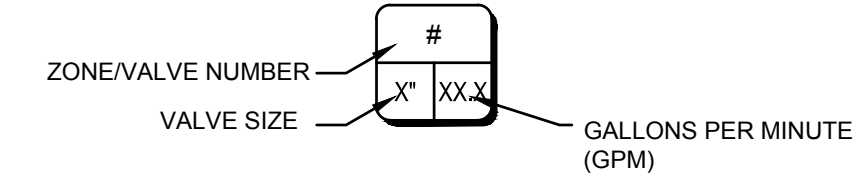
IRR-01



IRRIGATION LEGEND

SYMBOL	MANUFACTURER/MODEL/DESCRIPTION
	HUNTER ICORE-1T048D-M 2-WIRE DECODER CONTROLLER W/ RAIN SENSOR AND PEDESTAL MOUNT
	P.O.C. POINT OF CONNECTION TO WATER SOURCE
	BALL VALVE - SIZE PER PLAN
	1" METER PER APWA PLAN No.215
	WILKINS 375A 2" REDUCED PRESSURE BACKFLOW PREVENTER SET TO 40 PSI W/ V.I.T. PRODUCTS SBBC-75ALHP HIGH PROFILE TWO PIECE BACKFLOW ENCLOSURE MADE W/ MARINE GRADE ALUMINUM
	HUNTER ICV-G PLASTIC REMOTE CONTROL VALVE GLOBE CONFIGURATION, W/ NPT THREADED INLET/OUTLET, FOR COMMERCIAL USE
	HUNTER ICZ-101-25 DRIP CONTROL ZONE KIT. ICV GLOBE VALVE W/ HY100 FILTER SYSTEM. PRESSURE REGULATION - 25 PSI. 150 MESH STAINLESS STEEL SCREEN
	HUNTER RZWS-SLEEVE-18-50 18" LONG ROOT ZONE WATERING SYSTEM W/ FILTER FABRIC SLEEVE, 0.50 GPM BUBBLER, 1/2" SWING JOINT FOR CONNECTION TO LATERAL
	2" BLOW OFF / DRAINAGE VALVE
	DRIP ZONE HUNTER PLD-04-18 INLINE PRESSURE COMPENSATING LANDSCAPE DRIP LINE W/ BUILT IN CHECK VALVE, 0.4 GPH EMITTERS AT 18" O.C. DRIP LINES SPACED AT 18" APART W/ EMITTERS OFFSET FOR TRIANGULAR PATTERN INCLUDE BLOW OFF/SYSTEM DRAIN (NO 1/2" 'SPAGHETTI TUBING). UV RESISTANT PER HUNTER INDUSTRIES STDS. AND DETAILS PDF
	SCH. 40 PVC SLEEVE

VALVE CALLOUT

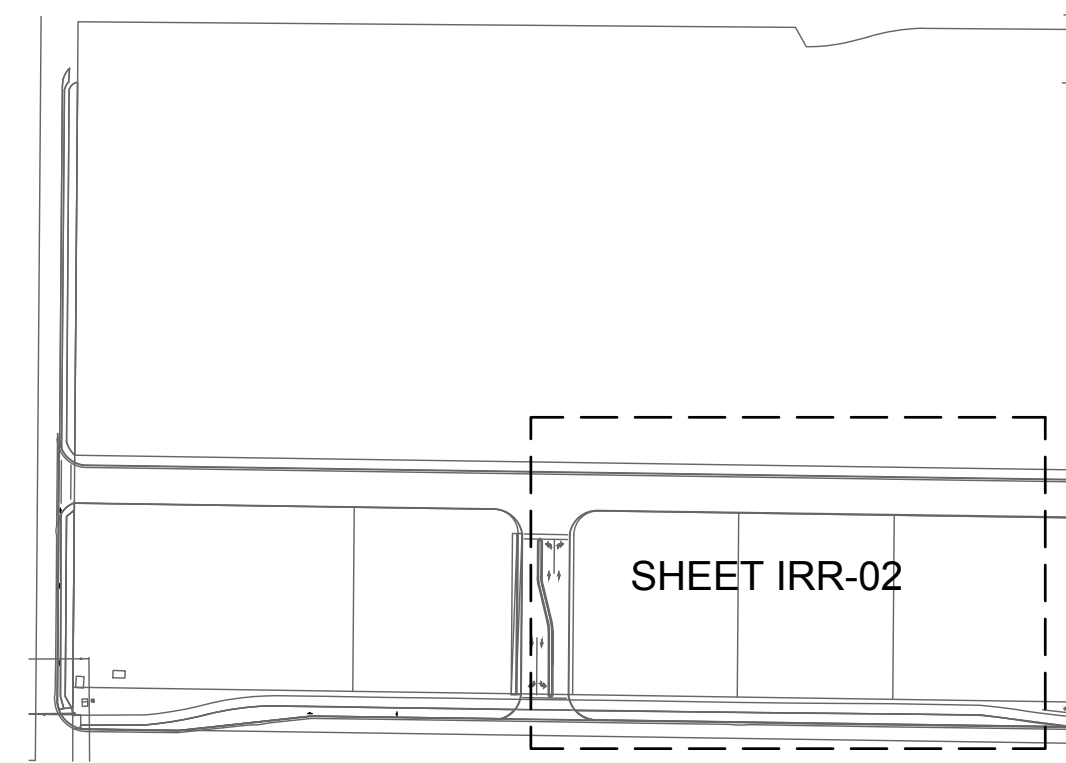
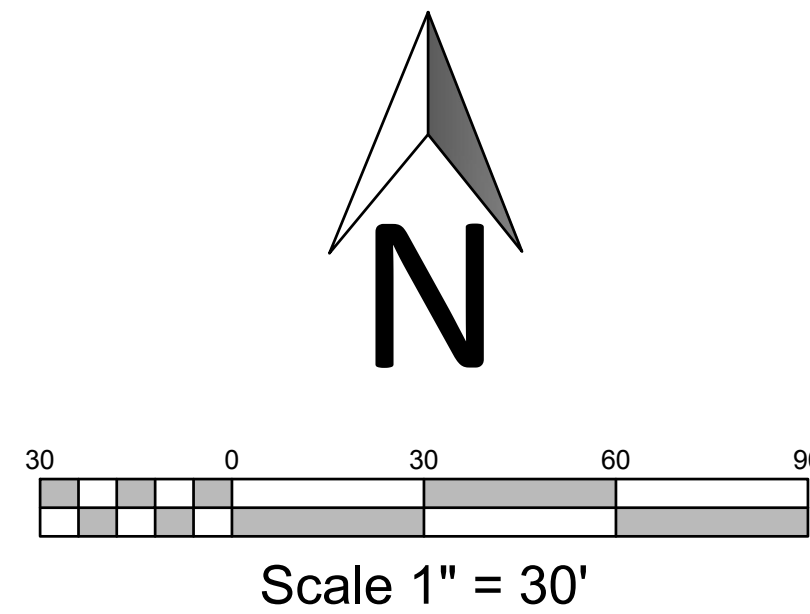


TREES BY ROOTZONE IRRIGATION SEE DETAILS
SHEET IR-310

- NOTE:**
- ALL SLEEVING IS SCH. 40 PVC SIZED PER PLAN. INSTALL PER DETAILS SHEET IR-300. SLEEVING IS FOR PIPE AND WIRE RUNS.
 - ALL LENGTHS AND LOCATIONS ARE APPROXIMATE. SLEEVING IS SIZED IN ANTICIPATION OF POTENTIAL FUTURE EXPANSIONS.
 - IRRIGATION CONTRACTOR SHALL COORDINATE WITH ALL UTILITY CONTRACTORS FOR INSTALLATION AND LOCATION OF IRRIGATION SLEEVING

NOTE:
IRRIGATION PIPING AND SYMBOLS ARE SHOWN FOR GRAPHIC CLARITY ONLY. LOCATE ALL PIPES AND FIXTURES IN LANDSCAPE AREAS WHEN POSSIBLE. PIPES SHALL RUN BACK OF WALK, BACK OF CURB, BACK OR FRONT OF WALL WITHIN TWO (2) FEET UNLESS CONFLICTED WITH POWER OR GAS LINES. IF CONFLICT OCCURS, RUN PIPING 18" CLEAR OF UTILITIES TO THE OUTSIDE. ALL PIPING SHALL MAINTAIN 3.0' COVER. PIPING UNDER PAVEMENT SHALL BE SLEEVED - USE TRENCH SHARING BETWEEN SPRAY LATERALS, DRIP LATERALS, AND DEEP ROOT ZONE LATERALS WHEN POSSIBLE.

ATTENTION:
ALL IRRIGATION PIPING UNDER PAVEMENT, SIDEWALKS, OR TRAILS SHALL BE SLEEVED W/ SCH. 40 PVC - SEE DETAILS SHEET IRR-300 AND SPECIFICATIONS SHEET LA-001. IRRIGATION CONTRACTOR SHALL COORDINATE WITH ALL UTILITY CONTRACTORS FOR INSTALLATION OF SLEEVING. SIZE SLEEVING FOR ALL LATERALS AND WIRING TO PASS UNDER PAVEMENT TOGETHER



EAGLE SQUARE COMMERCIAL SUBDIVISION MASTER PLANS

IRRIGATION PLAN

231 West 800 South Salt Lake City, Utah 84101
Ward Engineering Group
Planning Engineering Surveying
PH: 801.487.8040

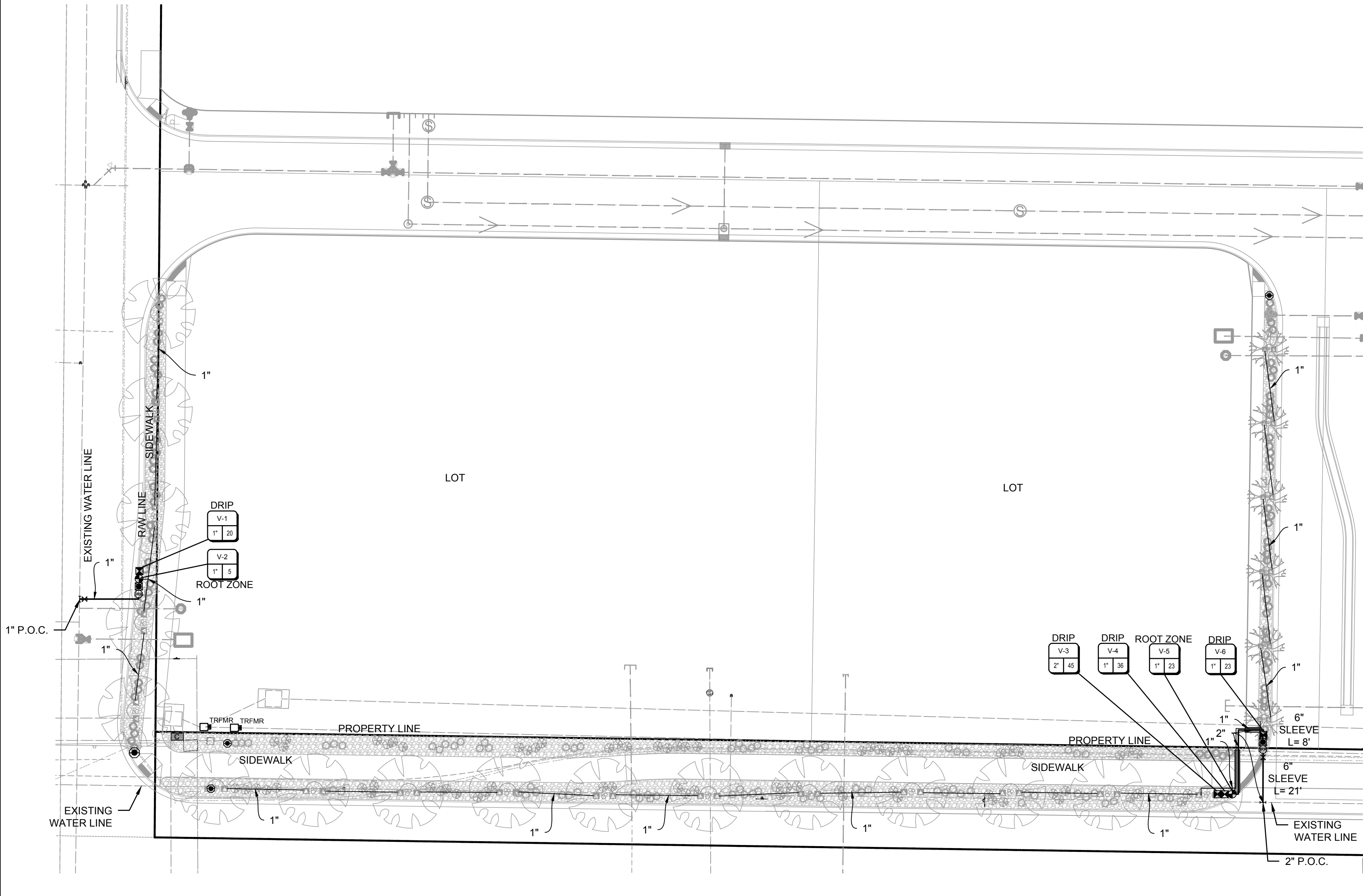
CLIENT: SK HART
DWG: IRRIGATION PLAN.DWG
JOB No:
DO NOT SCALE THIS DRAWING. DRAWING IS REDUCED IF LESS THAN 1/4\"/>

DRAWN BY: VE
DESIGN BY: BHT
CHECKED BY: BHT
DATE: 01/31/2024

REVISIONS	CITY COMMENTS
1	DATE



SHEET
IRR-02



NOTE:

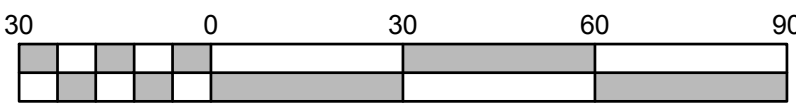
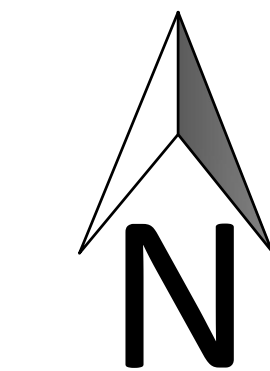
1. ALL SLEEVING IS SCH. 40 PVC SIZED PER PLAN. INSTALL PER DETAILS SHEET IR-300. SLEEVING IS FOR PIPE AND WIRE RUNS.
2. ALL LENGTHS AND LOCATIONS ARE APPROXIMATE. SLEEVING IS SIZED IN ANTICIPATION OF POTENTIAL FUTURE EXPANSIONS.
3. IRRIGATION CONTRACTOR SHALL COORDINATE WITH ALL UTILITY CONTRACTORS FOR INSTALLATION AND LOCATION OF IRRIGATION SLEEVING

NOTE:

IRRIGATION PIPING AND SYMBOLS ARE SHOWN FOR GRAPHIC CLARITY ONLY. LOCATE ALL PIPES AND FIXTURES IN LANDSCAPE AREAS WHEN POSSIBLE. PIPES SHALL RUN BACK OF WALK, BACK OF CURB, BACK OR FRONT OF WALL WITHIN TWO (2) FEET UNLESS CONFLICTED WITH POWER OR GAS LINES. IF CONFLICT OCCURS, RUN PIPING 18" CLEAR OF UTILITIES TO THE OUTSIDE. ALL PIPING SHALL MAINTAIN 3.0' COVER. PIPING UNDER PAVEMENT SHALL BE SLEEVED - USE TRENCH SHARING BETWEEN SPRAY LATERALS, DRIP LATERALS, AND DEEP ROOT ZONE LATERALS WHEN POSSIBLE.

ATTENTION:

ALL IRRIGATION PIPING UNDER PAVEMENT, SIDEWALKS, OR TRAILS SHALL BE SLEEVED W/ SCH. 40 PVC - SEE DETAILS SHEET IRR-300 AND SPECIFICATIONS SHEET LA-001. IRRIGATION CONTRACTOR SHALL COORDINATE WITH ALL UTILITY CONTRACTORS FOR INSTALLATION OF SLEEVING. SIZE SLEEVING FOR ALL LATERALS AND WIRING TO PASS UNDER PAVEMENT TOGETHER

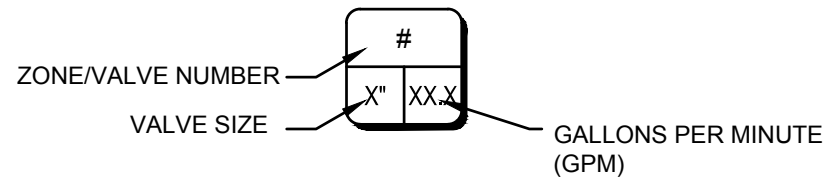


Scale 1" = 30'

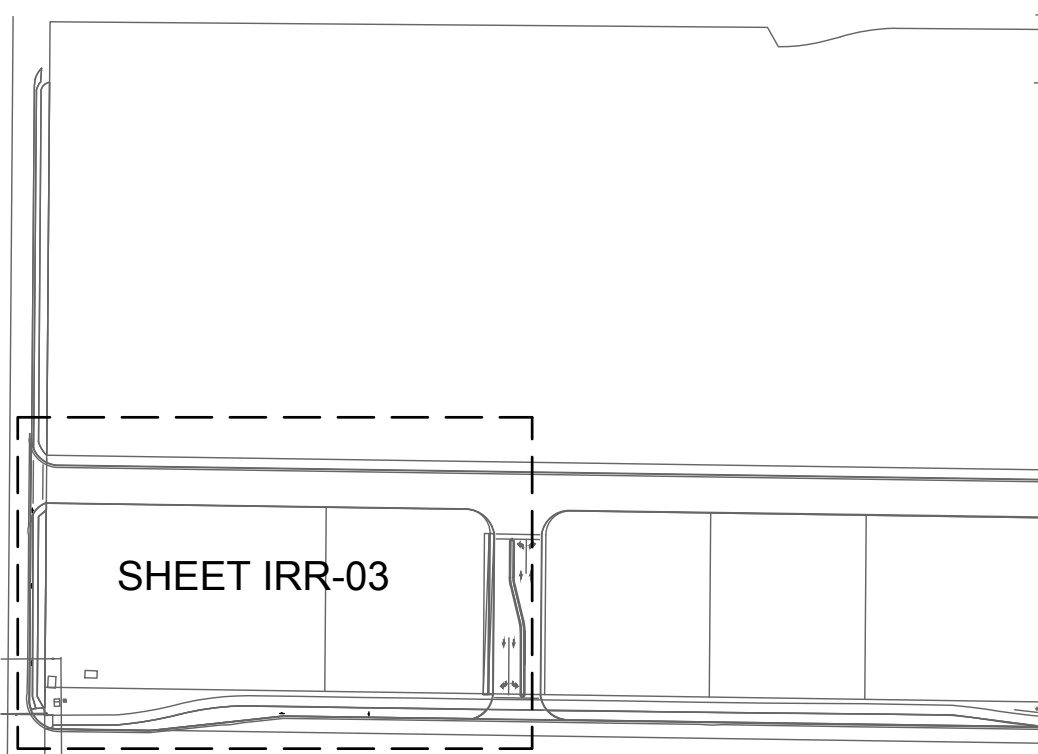
IRRIGATION LEGEND

SYMBOL	MANUFACTURER/MODEL/DESCRIPTION
	HUNTER ICORE-1T048D-M 2-WIRE DECODER CONTROLLER W/ RAIN SENSOR AND PEDESTAL MOUNT
	P.O.C. POINT OF CONNECTION TO WATER SOURCE
	BALL VALVE - SIZE PER PLAN
	1" METER PER APWA PLAN No.215
	WILKINS 375A 2" REDUCED PRESSURE BACKFLOW PREVENTER SET TO 40 PSI W/ V.I.T. PRODUCTS SBBC-75ALHP HIGH PROFILE TWO PIECE BACKFLOW ENCLOSURE MADE W/ MARINE GRADE ALUMINUM
	HUNTER ICV-G PLASTIC REMOTE CONTROL VALVE GLOBE CONFIGURATION, W/ NPT THREADED INLET/OUTLET, FOR COMMERCIAL USE
	HUNTER ICZ-101-25 DRIP CONTROL ZONE KIT. ICV GLOBE VALVE W/ HY100 FILTER SYSTEM. PRESSURE REGULATION - 25 PSI. 150 MESH STAINLESS STEEL SCREEN
	HUNTER RZWS-SLEEVE-18-50 18" LONG ROOT ZONE WATERING SYSTEM W/ FILTER FABRIC SLEEVE, 0.50 GPM BUBBLER, 1/2" SWING JOINT FOR CONNECTION TO LATERAL
	2" BLOW OFF / DRAINAGE VALVE
	DRIP ZONE HUNTER PLD-04-18 INLINE PRESSURE COMPENSATING LANDSCAPE DRIP LINE W/ BUILT IN CHECK VALVE. 0.4 GPH EMITTERS AT 18" O.C. DRIP LINES SPACED AT 18" APART W/ EMITTERS OFFSET FOR TRIANGULAR PATTERN INCLUDE BLOW OFF/SYSTEM DRAIN (NO 1/2" 'SPAGHETTI TUBING). UV RESISTANT PER HUNTER INDUSTRIES STDS. AND DETAILS PDF
	SCH. 40 PVC SLEEVE

VALVE CALLOUT



TREES BY ROOTZONE IRRIGATION SEE DETAILS
SHEET IR-310



EAGLE SQUARE COMMERCIAL
SUBDIVISION MASTER PLANS
DEEP ROOT IRRIGATION PLAN

231 West 800 South Salt Lake City, Utah 84101
Ward Engineering Group
Planning Engineering Surveying
PH: 801.487.8040

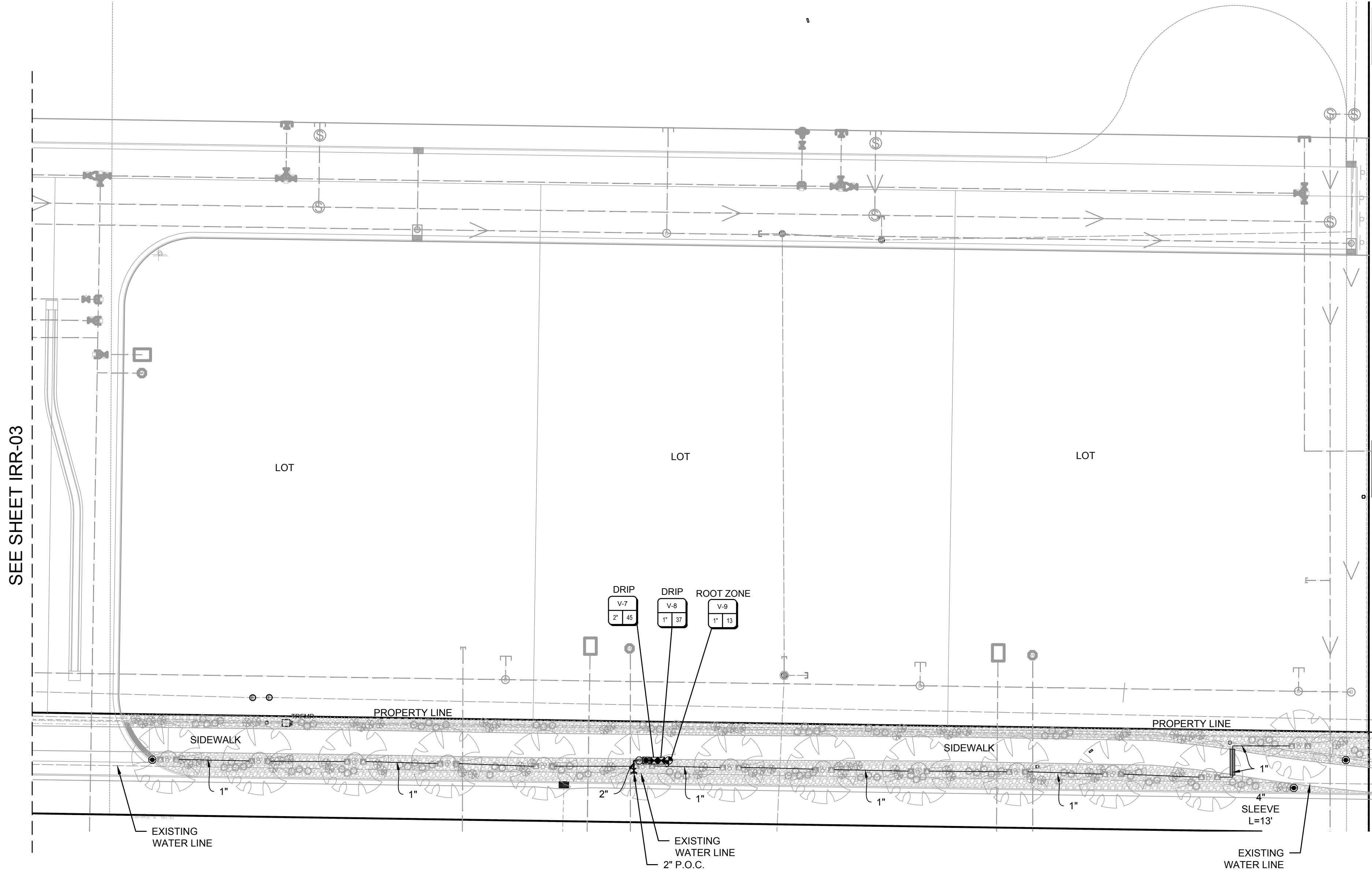
CLIENT: SK HART
DWG: IRRIGATION PLAN.DWG
JOB No:
DO NOT SCALE THIS DRAWING. DRAWING IS REDUCED IF LESS THAN 1/4" SCALE. DIMENSIONS AND NOTES TAKE PRECEDENCE.

DRAWN BY: VE
DESIGN BY: BHT
CHECKED BY: BHT
DATE: 01/31/2024

REVISIONS	CITY COMMENTS
1	DATE



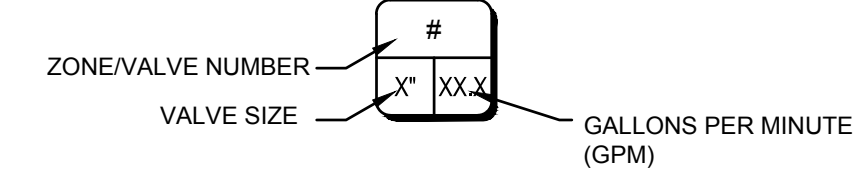
SHEET
IRR-03



IRRIGATION LEGEND

SYMBOL	MANUFACTURER/MODEL/DESCRIPTION
	HUNTER ICORE-1T048D-M 2-WIRE DECODER CONTROLLER W/ RAIN SENSOR AND PEDESTAL MOUNT
	P.O.C. POINT OF CONNECTION TO WATER SOURCE
	BALL VALVE - SIZE PER PLAN
	1" METER PER APWA PLAN No.215
	WILKINS 375A 2" REDUCED PRESSURE BACKFLOW PREVENTER SET TO 40 PSI W/ V.I.T. PRODUCTS SBBC-75ALHP HIGH PROFILE TWO PIECE BACKFLOW ENCLOSURE MADE W/ MARINE GRADE ALUMINUM
	HUNTER ICV-G PLASTIC REMOTE CONTROL VALVE GLOBE CONFIGURATION, W/ NPT THREADED INLET/OUTLET, FOR COMMERCIAL USE
	HUNTER ICZ-101-25 DRIP CONTROL ZONE KIT. ICV GLOBE VALVE W/ HY100 FILTER SYSTEM. PRESSURE REGULATION - 25 PSI. 150 MESH STAINLESS STEEL SCREEN
	HUNTER RZWS-SLEEVE-18-50 18" LONG ROOT ZONE WATERING SYSTEM W/ FILTER FABRIC SLEEVE, 0.50 GPM BUBBLER, 1/2" SWING JOINT FOR CONNECTION TO LATERAL
	2" BLOW OFF / DRAINAGE VALVE
	DRIP ZONE HUNTER PLD-04-18 INLINE PRESSURE COMPENSATING LANDSCAPE DRIP LINE W/ BUILT IN CHECK VALVE. 0.4 GPH EMITTERS AT 18" O.C. DRIP LINES SPACED AT 18" APART W/ EMITTERS OFFSET FOR TRIANGULAR PATTERN INCLUDE BLOW OFF/SYSTEM DRAIN (NO 1/2" SPAGHETTI TUBING). UV RESISTANT PER HUNTER INDUSTRIES STDs. AND DETAILS PDF
	SCH. 40 PVC SLEEVE

VALVE CALLOUT

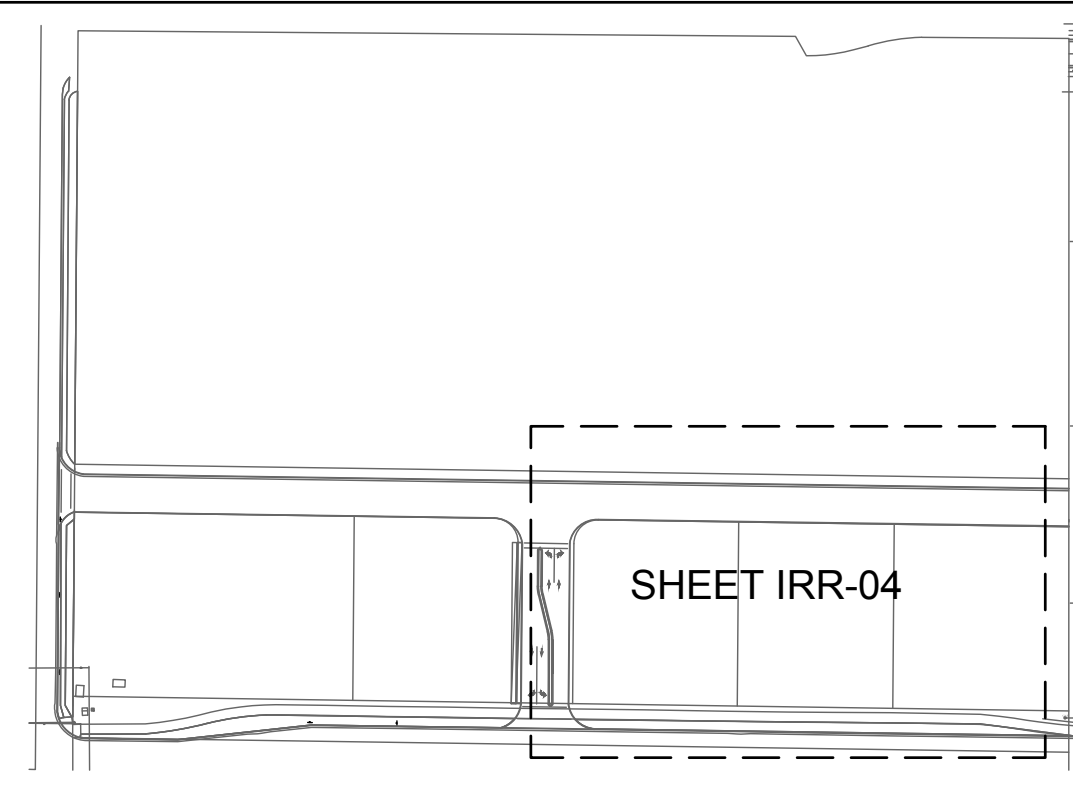
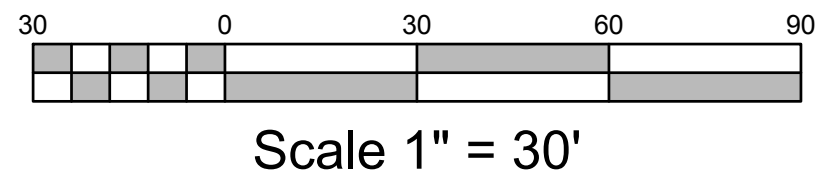
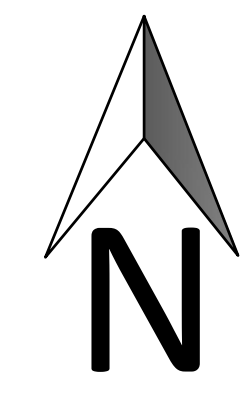


TREES BY ROOTZONE IRRIGATION SEE DETAILS
SHEET IR-310

NOTE:
1. ALL SLEEVING IS SCH. 40 PVC SIZED PER PLAN. INSTALL PER
DETAILS SHEET IR-300. SLEEVING IS FOR PIPE AND WIRE RUNS.
2. ALL LENGTHS AND LOCATIONS ARE APPROXIMATE. SLEEVING IS
SIZED IN ANTICIPATION OF POTENTIAL FUTURE EXPANSIONS.
3. IRRIGATION CONTRACTOR SHALL COORDINATE WITH ALL
UTILITY CONTRACTORS FOR INSTALLATION AND LOCATION OF
IRRIGATION SLEEVING

NOTE:
IRRIGATION PIPING AND SYMBOLS ARE SHOWN FOR
GRAPHIC CLARITY ONLY. LOCATE ALL PIPES AND FIXTURES
IN LANDSCAPE AREAS WHEN POSSIBLE. PIPES SHALL RUN
BACK OF WALK, BACK OF CURB, BACK OR FRONT OF WALL
WITHIN TWO (2) FEET UNLESS CONFLICTED WITH POWER
OR GAS LINES. IF CONFLICT OCCURS, RUN PIPING 18"
CLEAR OF UTILITIES TO THE OUTSIDE. ALL PIPING SHALL
MAINTAIN 3.0' COVER. PIPING UNDER PAVEMENT SHALL BE
SLEEVED -
USE TRENCH SHARING BETWEEN SPRAY LATERALS, DRIP
LATERALS, AND DEEP ROOT ZONE LATERALS WHEN
POSSIBLE.

ATTENTION:
ALL IRRIGATION PIPING UNDER PAVEMENT, SIDEWALKS,
OR TRAILS SHALL BE SLEEVED W/ SCH. 40 PVC - SEE
DETAILS SHEET IRR-300 AND SPECIFICATIONS SHEET
LA-001. IRRIGATION CONTRACTOR SHALL COORDINATE
WITH ALL UTILITY CONTRACTORS FOR INSTALLATION OF
SLEEVING. SIZE SLEEVING FOR ALL LATERALS AND
WIRING TO PASS UNDER PAVEMENT TOGETHER



**EAGLE SQUARE COMMERCIAL
SUBDIVISION MASTER PLANS
DEEP ROOT IRRIGATION PLAN**

231 West 800 South Salt Lake City, Utah 84101
Ward Engineering Group
Planning Engineering Surveying
PH: 801.487.8040

CLIENT: SK HART
DWG: IRRIGATION PLAN.DWG
JOB No:
DO NOT SCALE THIS DRAWING. DRAWING IS REDUCED IF LESS
THAN 1/4" PER FOOT. DIMENSIONS AND NOTES TAKE PRECEDENCE.

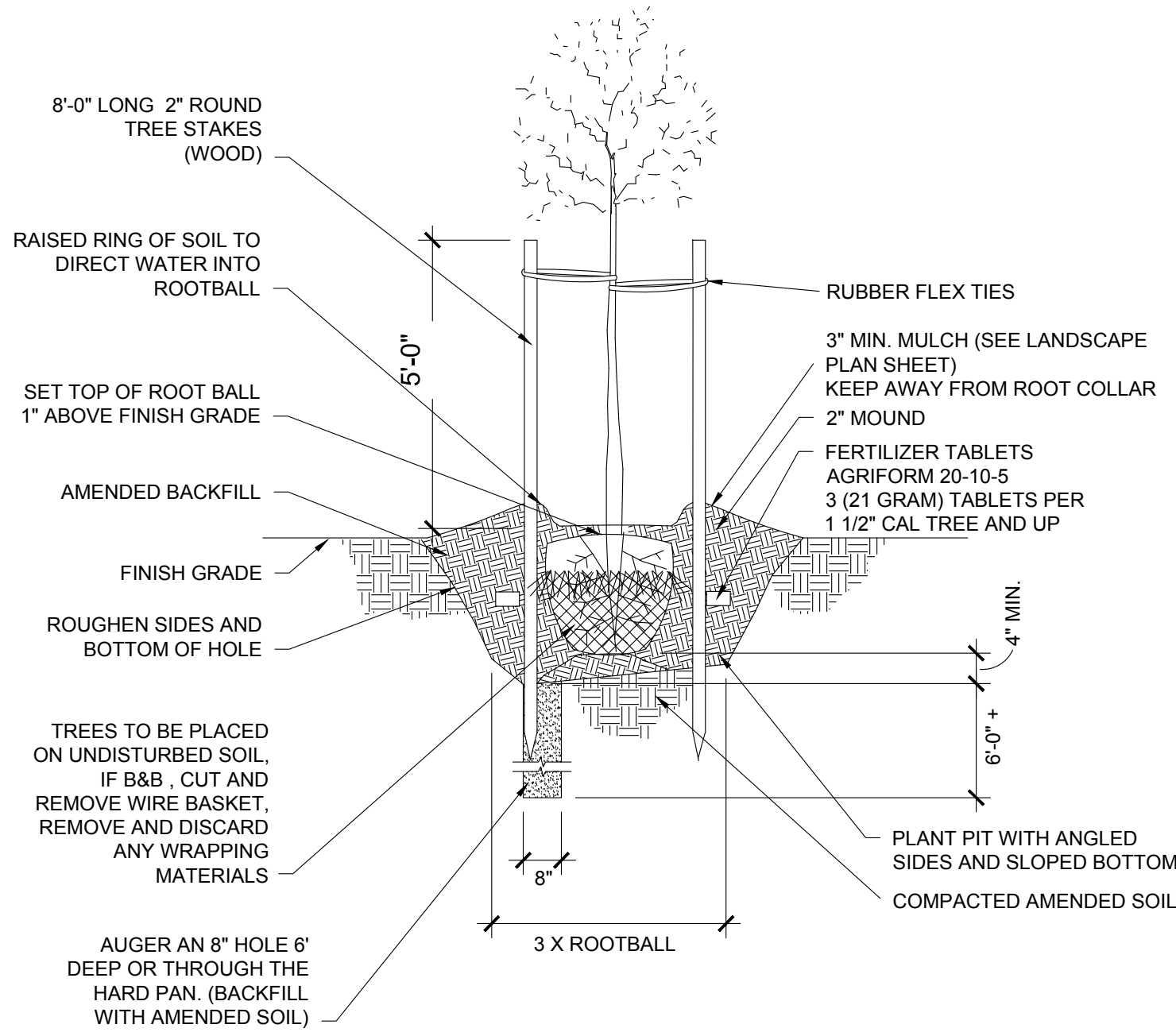
DRAWN BY: VE
DESIGN BY: BHT
CHECKED BY: BHT
DATE: 01/13/2024

REVISIONS	CITY COMMENTS
1	DATE

PROFESSIONAL ENGINEER
362348
BRENDAN H THORPE
FOR REVIEW
STATE OF UTAH

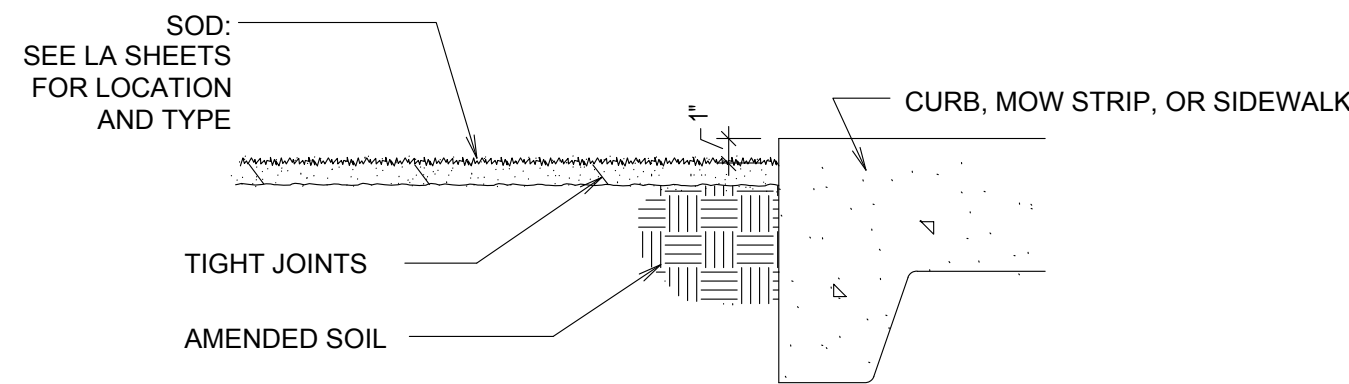
SHEET
IRR-04

FILENAME: C:\Projects\ward\Eagle Square - Eagle MmDesign\submittal\Spec&Details.dwg TAB: la det PLOT DATE AND TIME: 6/19/2024 1:25 PM



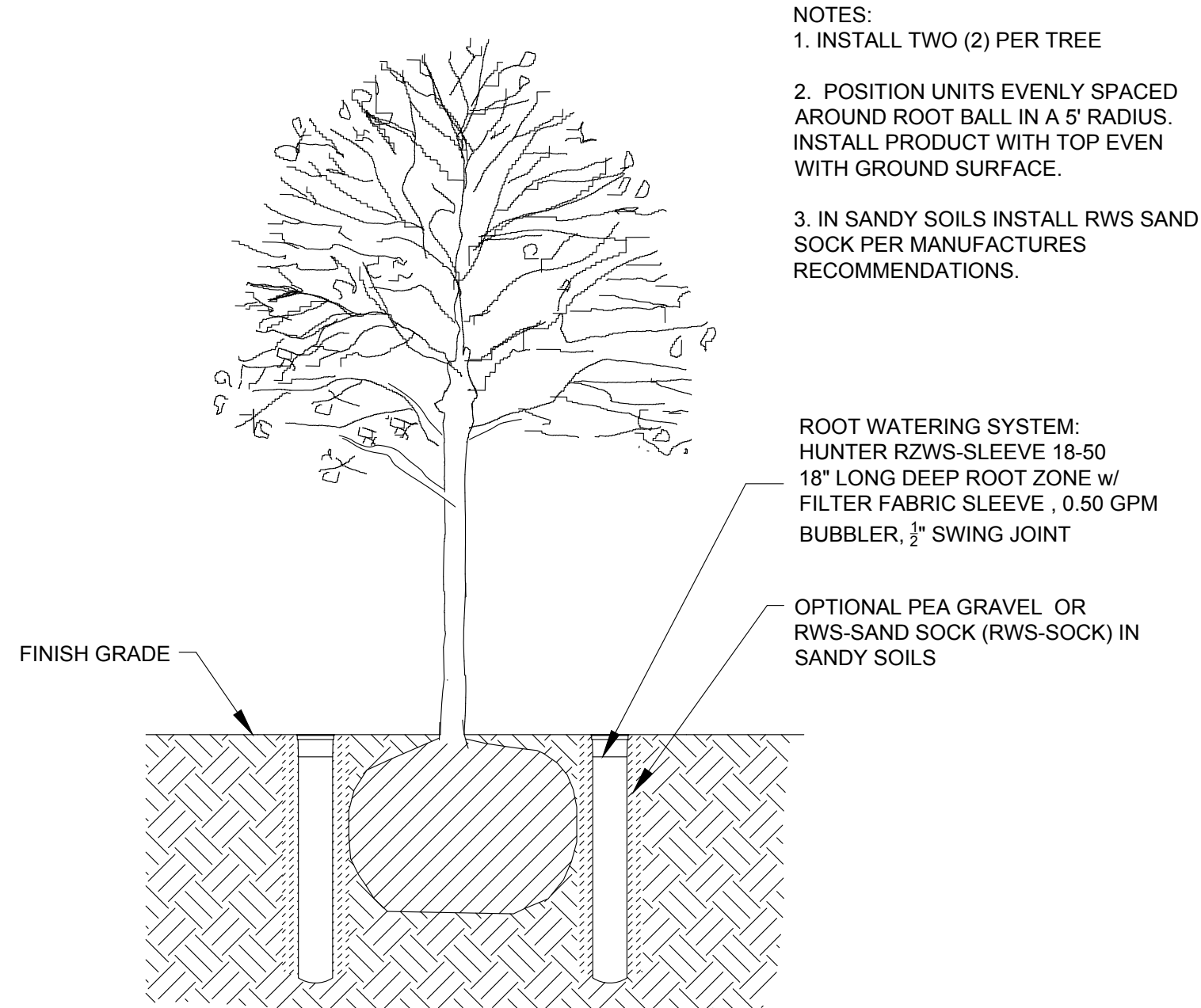
1 SINGLE TRUNK TREE PLANTING

N.T.S.



2 SOD INSTALLATION

N.T.S.



3 TREE ROOT ZONE SYSTEM

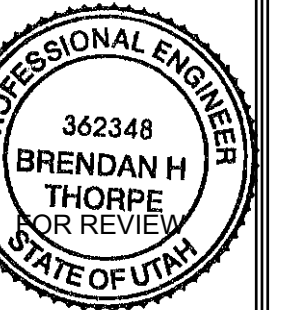
N.T.S.

EAGLE SQUARE COMMERCIAL
SUBDIVISION MASTER PLANS
PLANTING & DEEP ROOT IRRIGATION
DETAILS

231 West 800 South Salt Lake City, Utah 84101
Ward Engineering Group
Planning Engineering Surveying
PH: 801.487.8040

CLIENT: SK HART
DRAWN BY: VE
DESIGN BY: BHT
CHECKED BY: BHT
DATE: 01/31/2024
DWG: SPEC&DETAILS.DWG
JOB No:
DO NOT SCALE THIS DRAWING. DRAWING IS REDUCED IF LESS THAN 1/4" = 1'-0". DIMENSIONS AND NOTES TAKE PRECEDENCE.

REVISIONS	CITY COMMENTS
1	DATE



SHEET
DT-01





August 28, 2024

RE: Eagle Square Traffic Impact Study

Dear Council,

After reviewing the updated roadway plans for the Eagle Square project, several observations were made by engineering staff. The original plan included a southbound dual left from Porters Crossing to Pony Express Parkway and a dedicated right turn to westbound Pony Express. These mitigations were recommended in the Hales Engineering TIS and help to reduce the stacking that occurs at that intersection. The original plan also had a right turn lane to accommodate Pony Express westbound traffic turning north on Porters Crossing. City engineering agrees these mitigations would greatly improve the existing deficiencies as well as the increased traffic from the Eagle Square project. These mitigation efforts are still included in the proposed plan and are supported by engineering.

Immediately south of the project in the area east of Porter's Crossing, the applicant had previously proposed installing medians to accommodate left turn movements in and out of the development. The updated proposal moves the access point farther east to align with access on the south side of Pony Express and removes the median curbing, allowing full turn movements for properties on both the north and south side of Pony Express. The increased distance from the Porter's Crossing intersection removes the concern that engineering staff had regarding conflicts with cars in the left turn que and is a preferable configuration.

The updated proposal also restricts the southern access onto Porters Crossing to right in/ right only by placing a median along Porter's Crossing. This is felt to be an acceptable solution to concerns with traffic stacking through that intersection.

New to this proposal was a left turn into Ridley's parking lot in order to reduce traffic turning north at Porter's crossing. Engineering's main concern with this proposal was that it could cause conflicts with left turn movements out of the parking lot as well as possible west bound left turn movements from vehicles trying to enter the parking area on the south side of Pony Express. These concerns can be mitigated with a serpentine median that would only allow for the eastbound left turn movement similar to the one currently on Redwood Road near the Smith's shopping center. Engineering agreed that this would be a preferred option. Another concern from staff about the stacking for the left turn movement could also be solved by lengthening the left turn pocket as part of this overall design modification.

Staff also still feel that a roundabout on the north end of Porter's Crossing would help reduce U-turns that cars restricted to right out will make. The traffic study supported that a roundabout wasn't needed, but was still something that may want to be considered.

In short Engineering staff would recommend that the proposals made by the applicant are sufficient to accommodate the increased traffic resulting from the proposed development.

Christopher T Trusty, PE

City Engineer

This email is in regard to the development of the lot on the north east corner of Pony Express Parkway and Porters Crossing. I've heard that a motel may possibly be being built there. This is a concern, as it would bring people in and out of our community that we are not familiar with. As a parent this raises a major safety concern.

I'm also concerned about the development of high density housing being built on the north end of Porters Crossing. Not only is more high density housing a concern, but as far as I've been told there is only going to be entrances and exits on the south side of those developments bringing more traffic into an already traffic dense area.

Please take our communities concerns about these developments into account and help us to create an area we all want to live in.

Thank you for your time,

Kelsey Haney

Hello I am a resident who lives in the area behind porters crossing and pony express.

I understand there is a want for a hotel in the empty land avalibale. I do not understand this want. The area behind the hotel is loaded with children. Not to mention that the hotel would be close to 2 elementary schools. The development of that area is necessary and encouraged. But not for a hotel. There is no need for it. It will bring in safety concerns and traffic to an already very congested area. I would not like this to happen and I think the majority of residents agree.

Thanks.

Emily Layton

Good day!

I live in New Park near Ridley's and we are all very concerned about a couple things being proposed. We heard there might be a hotel going in the plot across from McDonald's along with a road entrance there. Hotels that are not five stars are known to bring in more crime, plus a lot more traffic for an intersection that is already crazy. That intersection is already dangerous so add another road for people to turn out of and into across McDonald's would make it even worse.

Also, on top of all the high density housing that we already have surrounding our neighborhood, the city apparently has already approved MORE high density housing right behind New Park. Our neighbors were informed that there will not even be a road going out a different way for that group of high density housing (like toward the Ranches and ultimately toward Corey Wride Highway). So again all the new people will all be driving in and out of Porter Crossing or going through the neighborhood to Gazelle Run. We have tons of children in our neighborhood that enjoy playing outside and riding bikes. Having even more high density housing that only can go through our neighborhoods and get out at Porter Crossing is going to make it so much more dangerous, plus horrible traffic. Please reconsider the plans for

more high density housing, and at least providing a north exit road for them to not further congest this area.

Our neighborhood seemed great when we moved in, but if the city continues to approve high density housing, plus maybe a hotel, without a solution for traffic and roads, this area will suffer greatly.

As a side note, my cousin is a city planner for SLC and the very first thing she said when she came to our house, was it's crazy how much housing is going up compared to the lack of infrastructure. I know EM can do better!

Because Pony Elementary School is so close by (about 1 mile away) and most of our kids go there, a LOT of kids walk and ride their bike on Porter's Crossing and surrounding areas. We do not feel that it is safe at all to have transient people at the hotel that close to so many children. Not sure if there is a city ordinance or not about how close a hotel can be to an elementary school, but there definitely should be for the children's safety.

Thanks,

Sarah Villamizar

Hello!

I hope this message finds you well. I am writing to express my concerns regarding the proposed development of a hotel in close proximity to our residential neighborhood. As a resident of New Park Neighborhood, I believe this project could have significant negative impacts on our community, particularly on the safety and well-being of our children and the already challenging traffic conditions in the area.

Here are several key points outlining why I believe this development is not suitable for our neighborhood:

1. **Safety of Children:** Our neighborhood is home to many families with young children who frequently play and walk around the area. Introducing a hotel nearby could increase traffic volume and pose risks such as speeding vehicles or unfamiliar drivers navigating our residential streets.
2. **Traffic Congestion:** The current traffic flow in our neighborhood is already strained during peak hours. Adding a hotel will likely attract more vehicles, including delivery trucks, service vehicles, and guest cars, exacerbating congestion and potentially leading to safety hazards for pedestrians and cyclists.
3. **Noise and Disturbance:** Hotels typically generate increased activity, including guest arrivals and departures, deliveries, and potentially late-night activities. This could disrupt the peace and quiet of our residential area, affecting the quality of life for residents, especially those with young children who require a peaceful environment for sleep.
4. **Environmental Concerns:** Any increase in traffic due to the hotel could contribute to environmental degradation, including air pollution and noise pollution, which would impact the health and well-being of all residents, particularly children and vulnerable populations.

5. Property Values: There is also a concern about the potential impact on property values in our neighborhood. If the development leads to increased noise, traffic, and safety concerns, it could potentially decrease the attractiveness of our area for current and future homeowners.

Given these considerations, I respectfully urge you to reconsider the approval of the hotel development next to our residential neighborhood. It is crucial to prioritize the safety and well-being of our community, particularly our children, and to ensure that any developments are compatible with the existing residential character of our area.

Thank you for considering my concerns.

Best regards,

Calli Wilson

[REDACTED]

[REDACTED]

Hello,

I'm a resident of the New Park development off Porter's Crossing in Eagle Mountain and am concerned about the Eagle Square commercial development. I've reviewed tonight's agenda packet, including the preliminary plat map. My concern is twofold.

First, the effect the proposed lot development will have on traffic in the area. The Porter's Crossing and Pony Express Blvd intersection is already busy and dangerous. A traffic study is planned for this Summer to see if a protected turning lane is warranted, turning East on Pony Express because vehicle congestion makes it difficult to exit our neighborhood at times. The intersection is incredibly dangerous, demonstrated by numerous minor and life threatening vehicle/pedestrian collisions. I walk through that intersection most mornings and am almost hit by a car on a regular basis. Putting a busy commercial development on that corner, given the existing traffic flow, would only make the situation worse.

While reviewing the preliminary plat map, I noticed two entrances/exits will be constructed for this lot. One facing Pony Express and the other facing Porter's Crossing. It appears as though the developer would like cars to be able to turn left out of the driveway, driving East on Pony Express. There is a similar driveway on the opposite side of the street, near the Dollar Tree, and, from experience, it's difficult to do a cross traffic turn there. Having one on the Eagle Square side will be even more dangerous given the vehicles that back up at the light. Also, this will cross a heavily used long-existing pedestrian path, which only compounds the issue.

My biggest concern is the proposed driveway on Porter's Crossing. It appears as though the driveway will be across the street from the current driveway by McDonald's. This part of Porter's Crossing is a joke. Except it's too dangerous to be funny. Going North on Porter's Crossing is only one lane and people who try to turn into the McDonald's driveway either block traffic going North (backing up into the intersection) or move over so cars can pass on the right and take up the left turn lane, going East on Pony Express. This causes more traffic and I've almost been hit head on by cars coming into the turning

lane. From what I can tell, Porter's Crossing will not be widened, except for a right turn lane to enter Eagle Square. We need a dedicated left turn lane going into both driveways (McDonalds and past the bank) for safety. To add an additional driveway in this area would be madness. Please make the developer pay for the street to be widened there or at least take the land via eminent domain and have the city do it. To compound this, a high density housing development is planned for the dirt area behind New Park that Porter's Crossing will feed into. Neighborhood residents are terrified for the safety of their kids with the extra vehicle traffic this will mean.

My second concern involves what will be built on the large plot during phase two. A motel in that spot has been floated around and our neighborhood strongly opposes that. The results of the recent hotel feasibility study the city paid for clearly show that a 3 star, business oriented property would serve Eagle Mountain best, not a one or two star property. Any hotel in this location would only compound the traffic situation and bring an undesired element of transience to our kid friendly neighborhood.

I appreciate your desire to grow Eagle Mountain and the amenities this lot development could bring (please no more auto parts businesses!). An empty lot is not desirable. However, we are begging you to see the macro picture of that area and keep residents in mind when approving plans that developers bring to the city.

Thank you!

Aimee Gough

To whom it may concern:

I have seen plans and it has been reiterated by the City that a hotel is planning to occupy a portion of Eagle Square.

Since I can't be there in person for the meeting, I want my voice to be heard concerning this issue.

I do not want a hotel within walking distance to my house. Not only because crime will become more prevalent, but also because the roads cannot handle it. It is already a huge headache to leave Ridley's on Porter's Crossings to head east on Pony Express Parkway.

Houses are too close to the road, so expansion is not an option. Especially since apartments and townhomes are already planned to go in behind the New Park neighborhood.

If a hotel is built in that spot, that will take away the possibility of letting my kids walk or bike to school. There is no way I will let my kids walk past a hotel to get to school. And with us living within a mile of Pony Express Elementary, a bus is not provided for us. What option will that give parents who work full time?

The amount of car break ins have already increased in our neighborhood since the Dollar Tree was put in.

There are so many better locations for a hotel, such as off of SR-73. Please reconsider putting a hotel at Eagle Square.

A concerned citizen,

Allie Henrich

To whom it may concern,

I am writing to express my thoughts and concerns regarding the current proposal to create five plats for commercial development near our residential neighborhood, including a large plat marked as "Future Development." While I am supportive of commercial development that brings additional restaurants, shops, and professional services to our community, I have significant concerns regarding the potential inclusion of a hotel in this plan.

Increased Traffic and Noise

One of the most immediate concerns with a hotel development is the potential for increased traffic congestion in an already desperately congested area. Hotels typically generate substantial vehicular movement due to guest arrivals and departures, deliveries, and staff commuting. This increase in traffic can lead to congestion on local roads, making it more difficult for residents to navigate the area and potentially posing safety risks, particularly for children and elderly residents. Additionally, the operation of a hotel can introduce significant noise pollution, with guests coming and going at all hours, events hosted on-site, and general operational noise. This disruption could severely impact the peaceful, quiet environment that is characteristic of our neighborhood.

Strain on Local Resources

The introduction of a hotel could place undue strain on our local resources and public services. The increased demand for utilities such as water, electricity, and waste management services could overwhelm the existing infrastructure, leading to potential service interruptions or increased costs for residents. Furthermore, parking availability, which is already limited in our area, would likely become a more pressing issue, exacerbating frustrations and inconvenience for local homeowners.

Potential for Increased Crime and Transients

A hotel in a residential neighborhood could potentially invite crime and increase the transient population. Hotels often attract a wide range of guests, and while many are law-abiding, the transient nature of hotel occupancy can lead to security concerns. This is particularly worrisome given that Eagle Mountain relies on the county sheriff for police support, which can result in longer response times compared to having a dedicated local police force. This could undermine the sense of safety and stability that is a hallmark of our community.

Changes in Neighborhood Character

The presence of a hotel could fundamentally alter the character and charm of our residential neighborhood. The influx of transient guests and the commercial activities associated with hotel operations might disrupt the sense of community and stability that we currently enjoy. The shift from a residential to a more commercial atmosphere could erode the neighborhood's appeal, affecting property values and community cohesion.

Preferred Alternative Location for Hotel

There are more suitable locations for hotel developments within Eagle Mountain, such as the proposed "downtown area" near Corey Wride Park. This area is better equipped to handle the increased traffic and resource demands associated with a hotel and would not disrupt a residential neighborhood.

I hope that the city takes this into consideration as they evaluate the current and future proposals for this development.

Robert Williams

[REDACTED]

[REDACTED]

Please don't pass this! We don't want hotels and trashy commercial right near our neighborhood.

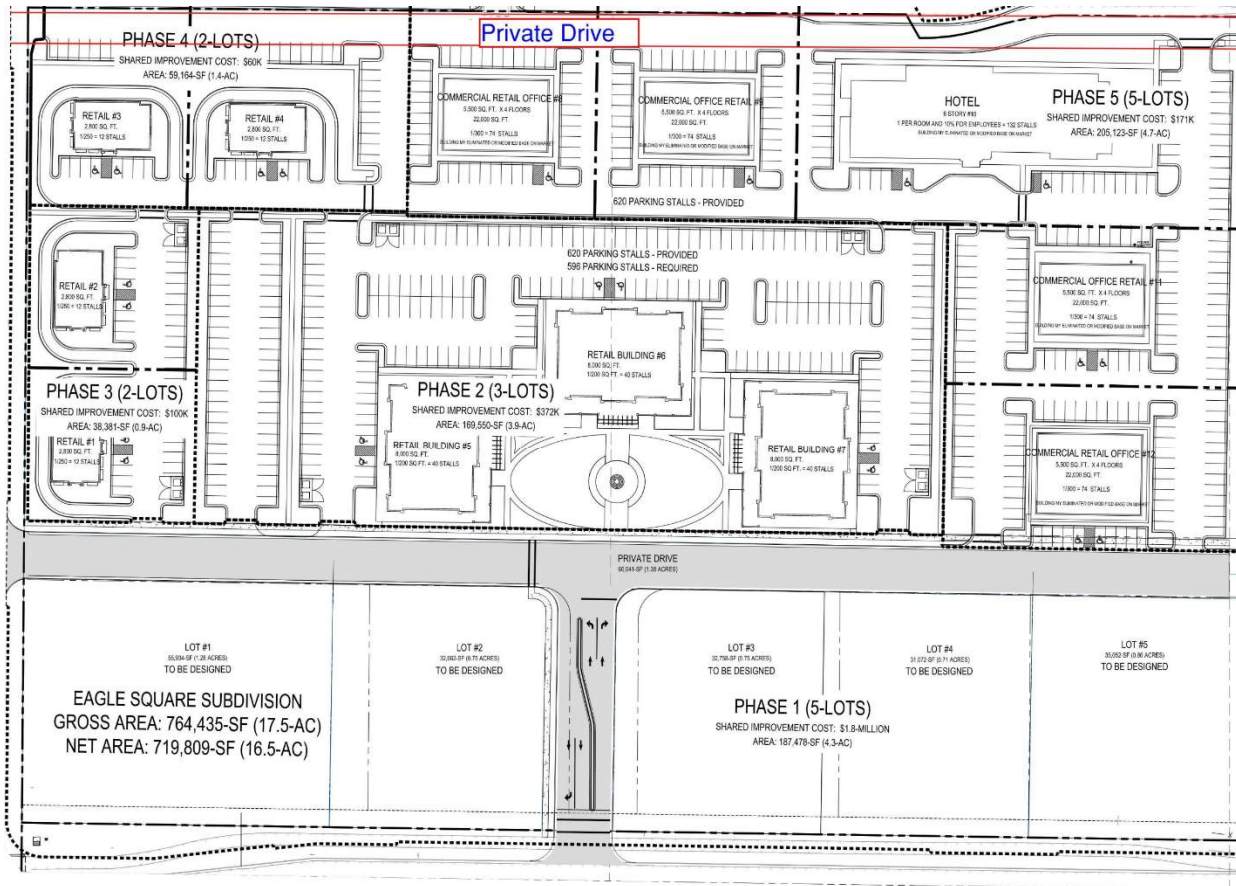
Parker

I have heard that comfort inn what's to build here. I am strongly against this! A large hotel will bring crime, traffic, and trash to our beautiful family neighborhood. It's already really hard to keep our kids safe on these popular streets. I do not want this to happen!

Kalleen Pratt

[REDACTED]

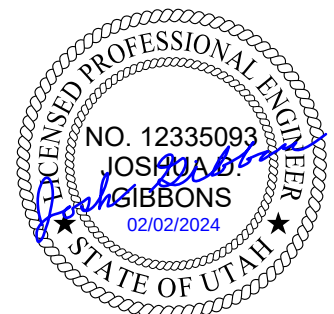
Porter's Crossing Commercial Traffic Impact Study



Eagle Mountain, Utah

February 2, 2024

UT22-2248



EXECUTIVE SUMMARY

This study addresses the traffic impacts associated with the proposed Porter's Crossing Commercial development located in Eagle Mountain, Utah. The development is located northeast of the Porters Crossing / Pony Express Parkway intersection.

The purpose of this traffic impact study is to analyze traffic operations at key intersections for existing (2024) and future (2029) conditions with and without the proposed project and to recommend mitigation measures as needed. The evening peak hour level of service (LOS) results are shown in Table ES-1. Recommended storage lengths are shown in Table ES-2. An exhibit of the proposed mitigated roadway network is shown in Figure ES-1. A site plan of the project is provided in Appendix A.

Table ES-1: Evening Peak Hour Level of Service Results

Intersection	Level of Service					
	Existing (2024)		Future (2029)			
	BG	PP	BG	BG MIT	PP	PP MIT
1 Gazelle Run / Pony Express Parkway	A	A	B	B	B	B
2 Porters Crossing / Pony Express Parkway	B	C	C	C	D	C
3 Ridley's Southeast Access / Porters Crossing	b	c	c	b	f	f
4 Ridley's Middle Access / Porters Crossing	a	a	a	a	f	c
5 Ridley's Northeast Access / Porters Crossing	a	a	a	a	c	a
6 St. Andrews Drive / Porters Crossing	a	a	a	a	a	a
7 Prestwick Lane / St. Andrews Drive	a	a	a	a	a	a
8 S Project Access / Pony Express Parkway	-	c	-	-	f	f
1. Intersection LOS values represent the overall intersection average for roundabout, signalized, and all-way stop-controlled (AWSC) intersections (uppercase letter) and the worst movement for all other unsignalized intersections (lowercase letter)						
2. BG = Background (without project traffic), PP = Plus Project (with project traffic), MIT = Mitigated Scenario						
Source: Hales Engineering, February 2024						

Table ES-2: Recommended Storage Length

Intersection	Recommended Storage Lengths (feet)															
	Northbound				Southbound				Eastbound				Westbound			
	LT		RT		LT		RT		LT		RT		LT		RT	
	E	P	E	P	E	P	E	P	E	P	E	P	E	P	E	P
2 Porters Crossing / Pony Express Parkway	100	175	100	200	100	200	-	150	200	325	-	-	100	275	-	275
3 Ridley's Southeast Access / Porters Crossing	-	75	-	75	-	-	-	-	-	-	-	-	-	-	-	-
5 Ridley's Northeast Access / Porters Crossing	-	-	-	75	-	-	-	-	-	-	-	-	-	-	-	-
8 S Project Access / Pony Express Parkway	-	-	-	-	-	100	-	-	-	100	-	-	-	-	-	100
1. Storage lengths are based on 2029 95th percentile queue lengths and do not include required deceleration / taper distances																
2. E = Existing storage length (approximate), if applicable; P = proposed storage length for new turn lanes or changes to existing turn lanes, if applicable																
Source: Hales Engineering, February 2024																

SUMMARY OF KEY FINDINGS & RECOMMENDATIONS

Project Conditions

- The development will consist of a mix of retail/restaurant/office space and a hotel
- The project is anticipated to generate approximately 7,690 (+1,188 pass-by) weekday daily trips, including 250 (+34 pass-by) trips in the morning peak hour, and 742 (+120 pass-by) trips in the evening peak hour
- Auxiliary right-turn and left-turn deceleration lanes are recommended on Pony Express Parkway for the south project access at full buildout of the project as well as right-turn lanes at both project accesses on Porters Crossing Parkway
 - No auxiliary lanes are recommended with Phase 1 of the development

2024	Background	Plus Project
Assumptions	• Porters Crossing wide enough to allow for left-turn queuing without impeding through-traffic at most accesses	• Phase 1 of project completed • Full access at all project access points
Findings	• Acceptable LOS • SB queues at Porters Crossing / Pony Express Parkway intersection back up past SE Ridley's access	• Acceptable LOS
Mitigations	• None	• None
2029	Background	Plus Project
Findings	• Acceptable LOS • SB queues at Porters Crossing / Pony Express Parkway intersection back up past SE Ridley's access	• Poor LOS at: ◦ SE Ridley's & south project access / Porters Crossing ◦ SE project access / Pony Express Parkway ◦ SW project access / Pony Express Parkway • WB queues at Porters Crossing / Pony Express Parkway intersection back up past SW project access
Mitigations	• Porters Crossing Pkwy / Pony Express Pkwy: ◦ Add SB RT lane ◦ Implement permissive / protected phasing on SB approach	• Porters Crossing / Pony Express Parkway: ◦ Add WB right-turn lane ◦ Add dual SB left-turn lanes • SE Ridley's Access / Porters Crossing: ◦ Stripe NB left-turn pocket • The City could consider restricting Ridleys SE Access and SW Project Access to RIRO at later date if needed, if another full project access is installed across from Ridley's Middle Access



TABLE OF CONTENTS

EXECUTIVE SUMMARY	i
SUMMARY OF KEY FINDINGS & RECOMMENDATIONS.....	ii
TABLE OF CONTENTS	iv
LIST OF TABLES	v
LIST OF FIGURES	v
I. INTRODUCTION	1
A. Purpose.....	1
B. Scope.....	2
C. Analysis Methodology	2
D. Level of Service Standards	2
II. EXISTING (2024) BACKGROUND CONDITIONS.....	4
A. Purpose.....	4
B. Roadway System	4
C. Traffic Volumes	4
D. Level of Service Analysis	5
E. Queuing Analysis	5
F. Mitigation Measures	5
III. PROJECT CONDITIONS	8
A. Purpose.....	8
B. Project Description	8
C. Trip Generation	8
D. Trip Distribution and Assignment	9
E. Access	12
F. Auxiliary Lanes.....	12
IV. EXISTING (2024) PLUS PROJECT CONDITIONS	13
A. Purpose.....	13
B. Traffic Volumes	13
C. Level of Service Analysis	13
D. Queuing Analysis	13
E. Mitigation Measures	13
V. FUTURE (2029) BACKGROUND CONDITIONS.....	16
A. Purpose.....	16
B. Roadway Network.....	16
C. Traffic Volumes	16
D. Level of Service Analysis	16
E. Queuing Analysis	16
F. Mitigation Measures	18
VI. FUTURE (2029) PLUS PROJECT CONDITIONS.....	20
A. Purpose.....	20
B. Traffic Volumes	20
C. Level of Service Analysis	20
D. Queuing Analysis	20
E. Mitigation Measures	22
F. Recommended Storage Lengths	23

Appendix A: Project Site Plan
Appendix B: Turning Movement Counts
Appendix C: LOS Results
Appendix D: Queuing Results

LIST OF TABLES

Table 1: Level of Service Description	3
Table 2: Existing (2024) Background Evening Peak Hour LOS	7
Table 3: Project Land Uses.....	8
Table 4: Trip Generation	9
Table 5: Trip Distribution	9
Table 6: Existing (2024) Plus Project Evening Peak Hour LOS	15
Table 7: Future (2029) Background Evening Peak Hour LOS	18
Table 8: Future (2029) Background Evening Peak Hour LOS (Mitigated).....	19
Table 9: Future (2029) Plus Project Evening Peak Hour LOS	22
Table 10: Future (2029) Plus Project Evening Peak Hour LOS (Mitigated).....	23
Table 11: Recommended Storage Lengths.....	23

LIST OF FIGURES

Figure 1: Vicinity map showing the project location in Eagle Mountain, Utah	1
Figure 2: Existing (2024) background evening peak hour traffic volumes	6
Figure 3: Trip assignment for the evening peak hour	10
Figure 4: Existing (2024) plus project evening peak hour traffic volumes.....	14
Figure 5: Future (2029) background evening peak hour traffic volumes	17
Figure 6: Future (2029) plus project evening peak hour traffic volumes.....	21

I. INTRODUCTION

A. Purpose

This study addresses the traffic impacts associated with the proposed Porter's Crossing Commercial development located in Eagle Mountain, Utah. The proposed project is located northeast of the Porters Crossing / Pony Express Parkway intersection. Figure 1 shows a vicinity map of the proposed development.

The purpose of this traffic impact study is to analyze traffic operations at key intersections for existing (2024) and future (2029) conditions with and without the proposed project and to recommend mitigation measures as needed.



Figure 1: Vicinity map showing the project location in Eagle Mountain, Utah

B. Scope

The study area was defined based on conversations with the development team. This study was scoped to evaluate the traffic operational performance impacts of the project on the following intersections:

- Gazelle Run & Smith Ranch Road / Pony Express Parkway
- Porters Crossing / Pony Express Parkway
- Ridley's Southeast Access & Southwest Project Access / Porters Crossing
- Ridley's Middle Access / Porters Crossing
- Ridley's Northeast Access & Northwest Project Access / Porters Crossing
- St. Andrews Drive / Porters Crossing
- Prestwick Lane / St. Andrews Drive
- South Project Access / Pony Express Parkway
- Southeast Project Access / South Project Access

C. Analysis Methodology

Level of service (LOS) is a term that describes the operating performance of an intersection or roadway. LOS is measured quantitatively and reported on a scale from A to F, with A representing the best performance and F the worst. Table 1 provides a brief description of each LOS letter designation and an accompanying average delay per vehicle for both signalized and unsignalized intersections.

The *Highway Capacity Manual* (HCM), 7th Edition, 2022 methodology was used in this study to remain consistent with "state-of-the-practice" professional standards. This methodology has different quantitative evaluations for signalized and unsignalized intersections. For signalized, roundabout, and all-way stop-controlled (AWSC) intersections, the LOS is provided for the overall intersection (weighted average of all approach delays). For all other unsignalized intersections, LOS is reported based on the worst movement.

Using Synchro/SimTraffic software, which follow the HCM methodology, the peak hour LOS was computed for each study intersection. Multiple runs of SimTraffic were used to provide a statistical evaluation of the interaction between the intersections. The detailed LOS reports are provided in Appendix C. Hales Engineering also calculated the 95th percentile queue lengths for the study intersections using SimTraffic. The detailed queue length reports are provided in Appendix D.

D. Level of Service Standards

For the purposes of this study, a minimum acceptable intersection performance for each of the study intersections was set at LOS D. If levels of service E or F conditions exist, an explanation and/or mitigation measures will be presented. A LOS D threshold is consistent with "state-of-the-practice" traffic engineering principles for urbanized areas.

Table 1: Level of Service Description

LOS		Description of Traffic Conditions	Average Delay (seconds/vehicle)	
			Signalized Intersections	Unsignalized Intersections
A		Free Flow / Insignificant Delay	≤ 10	≤ 10
B		Stable Operations / Minimum Delays	> 10 to 20	> 10 to 15
C		Stable Operations / Acceptable Delays	> 20 to 35	> 15 to 25
D		Approaching Unstable Flows / Tolerable Delays	> 35 to 55	> 25 to 35
E		Unstable Operations / Significant Delays	> 55 to 80	> 35 to 50
F		Forced Flows / Unpredictable Flows / Excessive Delays	> 80	> 50

Source: Hales Engineering Descriptions, based on the *Highway Capacity Manual* (HCM), 7th Edition, 2022 Methodology (Transportation Research Board)

II. EXISTING (2024) BACKGROUND CONDITIONS

A. Purpose

The purpose of the background analysis is to study the intersections and roadways during the peak travel periods of the day with background traffic and geometric conditions. Through this analysis, background traffic operational deficiencies can be identified, and potential mitigation measures recommended. This analysis provides a baseline condition that may be compared to the build conditions to identify the impacts of the development.

B. Roadway System

The primary roadways that will provide access to the project site are described below:

Pony Express Parkway – is a city-maintained roadway which is classified by the Eagle Mountain Transportation Master Plan map (2020) as a major arterial. The roadway has two travel lanes in each direction. The posted speed limit is 35 mph in the study area.

Porters Crossing Parkway – is a city-maintained roadway which is classified by the Eagle Mountain Transportation Master Plan map (2020) as a collector. The roadway has one travel lane in each direction. There is no posted speed limit so a speed limit of 25 mph was assumed for the study area.

C. Traffic Volumes

Weekday morning (7:00 to 9:00 a.m.) and evening (4:00 to 6:00 p.m.) peak period traffic counts were performed at the following intersections:

- Gazelle Run & Smith Ranch Road / Pony Express Parkway
- Porters Crossing / Pony Express Parkway
- Ridley's Southeast Access / Porters Crossing
- Ridley's Middle Access / Porters Crossing
- Ridley's Northeast Access / Porters Crossing
- St. Andrews Drive / Porters Crossing
- Prestwick Lane / St. Andrews Drive

The counts were performed on Thursday, June 16, 2022 for the initial traffic impact study. To bring the previous counts up to 2024 traffic volumes, an additional count was collected at the Porter's Crossing Parkway / Pony Express Parkway intersection on Thursday, January 25, 2024. The traffic volumes were then balanced through the rest of the study intersections.

Based on the updated counts, the morning peak hour was determined to be between 7:15 and 8:15 a.m., and the evening peak hour was determined to be between 4:30 and 5:30 p.m. The evening peak hour volumes were approximately 33% higher than the morning peak hour volumes.

Therefore, the evening peak hour volumes were used in the analysis to represent the worst-case conditions. Detailed count data are included in Appendix B.

Hales Engineering checked for seasonal adjustments to the observed traffic volumes. Monthly traffic volume data were obtained from a nearby UDOT automatic traffic recorder (ATR) on S.R. 73 (ATR #626) and using UDOT Automated Traffic Signal Performance Measures (ATSPM) traffic volumes at traffic signals along Pony Express Parkway. In recent years, traffic volumes in late-January have been greater than average traffic volumes along Pony Express Parkway. Therefore, the observed traffic volumes were left unadjusted.

Figure 2 shows the existing evening peak hour volumes as well as intersection geometry at the study intersections.

D. Level of Service Analysis

Hales Engineering determined that all study intersections are currently operating at acceptable levels of service during the evening peak hour, as shown in Table 2. These results serve as a baseline condition for the impact analysis of the proposed development during existing (2024) conditions.

E. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections.

Queuing from the Porters Crossing / Pony Express Parkway intersection was observed to block the southeast Ridley's access, which also causes backup on the access as well. Significant 95th percentile queue lengths during the evening peak hour are summarized as follows:

- Porters Crossing / Pony Express Parkway:
 - Southbound: 300 feet

F. Mitigation Measures

No mitigation measures are recommended. The queues that block the southeast Ridley's access only occur on occasion during the evening peak hour and the access is not significantly impacted by the blockages.

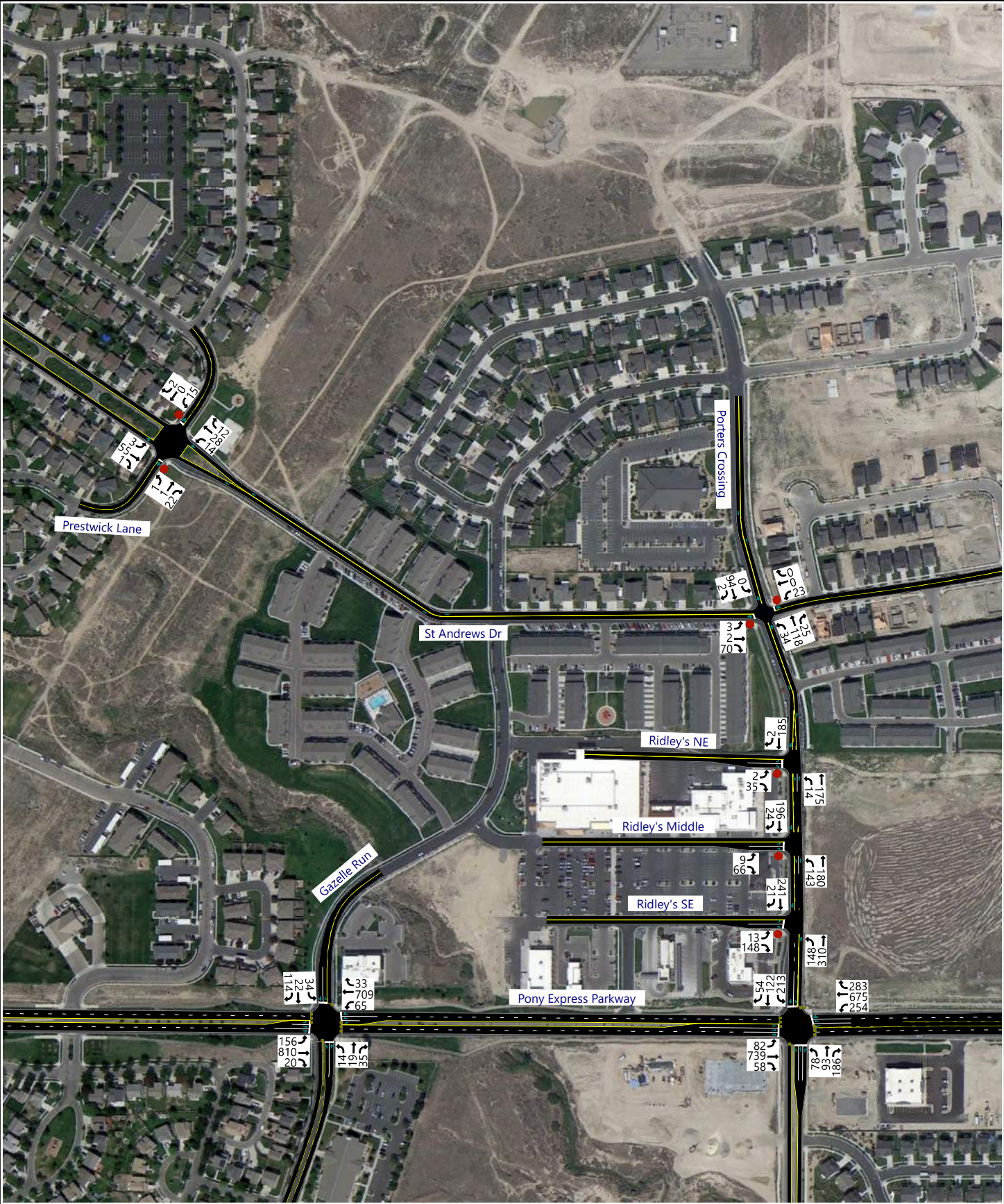


Table 2: Existing (2024) Background Evening Peak Hour LOS

Intersection		Level of Service		
Description	Control	Movement ¹	Aver. Delay (Sec. / Veh.)	LOS ²
Gazelle Run / Pony Express Parkway	Signal	-	9.3	A
Porters Crossing / Pony Express Parkway	Signal	-	19.9	B
Ridley's Southeast Access / Porters Crossing	EB Stop	EBL	11.0	b
Ridley's Middle Access / Porters Crossing	EB Stop	EBL	8.4	a
Ridley's Northeast Access / Porters Crossing	EB Stop	EBL	6.1	a
St. Andrews Drive / Porters Crossing	EB/WB Stop	EBL	6.9	a
Prestwick Lane / St. Andrews Drive	NE/SW Stop	SWL	4.9	a

1. Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc.

2. Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for all other unsignalized intersections.

Source: Hales Engineering, February 2024

III. PROJECT CONDITIONS

A. Purpose

The project conditions discussion explains the type and intensity of development. This provides the basis for trip generation, distribution, and assignment of project trips to the surrounding study intersections defined in Chapter I.

B. Project Description

The proposed Porter's Crossing Commercial development is located northeast of the Porters Crossing / Pony Express Parkway intersection. The development will consist of various restaurants, commercial/retail, office space, and a hotel. Due to the mixed-use retail environment of the development, the Shopping Plaza and Shopping Center land uses have been used to best represent the retail, restaurant, and office portions of the development. The hotel has been designated as a separate land use. A concept plan for the proposed development is provided in Appendix A.

The development has been planned to be built in phases. The initial phase is anticipated to include all of the retail/restaurant space along the frontage of Pony Express Parkway. The initial phase was assumed to be completed for the 2024 analysis while the rest of the development was included in a full build scenario for the 2029 analysis. The proposed land use for the development has been identified in Table 3.

Table 3: Project Land Uses

Land Use	Intensity	
	Phase 1	Full Build
Hotel	-	120 rooms
Commercial / Retail	38,500 sq. ft.	162,200 sq. ft.

C. Trip Generation

Trip generation for the development was calculated using trip generation rates published in the Institute of Transportation Engineers (ITE), *Trip Generation*, 11th Edition, 2021. Due to the mixed-use nature of the commercial development, an internal capture was calculated and applied to the trip generation for trips to the site that will stop at multiple businesses within the development.

Included with these calculations is a pass-by percentage, which are trips to the development while travelling along Pony Express Parkway on the way to another destination. Restaurants and retail generate a large number of pass-by trips. Trip generation for the proposed project is included in Table 4.

The total trip generation for the development is as follows:

- Daily Trips: 7,690 (+1,188 pass-by)
- Morning Peak Hour Trips: 250 (+34 pass-by)
- Evening Peak Hour Trips: 742 (+120 pass-by)

Table 4: Trip Generation

Trip Generation Eagle Mountain - Porter's Crossing Commercial											
Land Use ¹	# of Units	Unit Type	Trip Generation					Reductions	New Trips		
			Total	% In	% Out	In	Out	Pass-by	In	Out	Total
Weekday Daily											
Shopping Center, >150k (820)	162	KSF	7,918	50%	50%	3,959	3,959	15%	3,365	3,365	6,730
Hotel (310)	120	Rooms	960	50%	50%	480	480	0%	480	480	960
TOTAL			8,878			4,439	4,439		3,845	3,845	7,690
AM Peak Hour											
Shopping Center, >150k (820)	162	KSF	230	62%	38%	143	87	15%	122	74	196
Hotel (310)	120	Rooms	54	56%	44%	30	24	0%	30	24	54
TOTAL			284			173	111		152	98	250
PM Peak Hour											
Shopping Center, >150k (820)	162	KSF	800	48%	52%	384	416	15%	326	354	680
Hotel (310)	120	Rooms	62	51%	49%	32	30	0%	32	30	62
TOTAL			862			416	446		358	384	742
1. Land Use Code from the Institute of Transportation Engineers (ITE) <u>Trip Generation</u> , 11th Edition, 2021. SOURCE: Hales Engineering, February 2024											

D. Trip Distribution and Assignment

Project traffic is assigned to the roadway network based on the type of trip and the proximity of project access points to major streets, high population densities, and regional trip attractions. Existing travel patterns observed during data collection also provide helpful guidance to establishing these distribution percentages, especially near the site. The resulting distribution of project generated trips during the evening peak hour is shown in Table 5.

Table 5: Trip Distribution

Direction	% To/From Project
South	15%
North	5%
East	35%
West	45%

Additionally, pass-by trips were assigned to Pony Express Parkway on a 60% westbound / 40% eastbound split. These trip distribution assumptions were used to assign the evening peak hour trip generation at the study intersections to create trip assignment for the proposed development. Trip assignment for the development by phase is shown in Figure 3.





E. Access

The proposed access for the site will be gained at the following locations:

Pony Express Parkway:

- The south access will be located approximately 450 feet east of the Porters Crossing / Pony Express Parkway intersection. It will access the project on the north side of Pony Express Parkway and is anticipated to be stop-controlled.

Porters Crossing:

- The northwest access will be located across from the northeast Ridley's access, which is approximately 675 feet north of the Porters Crossing / Pony Express Parkway intersection. It is also approximately 100 feet north of the west access. It will access the project on the east side of Porters Crossing and is anticipated to be stop-controlled.
- The southwest access will be located across from the southeast Ridley's access, which is approximately 250 feet north of the Porters Crossing / Pony Express Parkway intersection. It will access the project on the east side of Porters Crossing and is anticipated to be stop-controlled.

F. Auxiliary Lanes

Auxiliary lanes are deceleration (ingress) or acceleration (egress) turn lanes that provide for safe turning movements that have less impact on through traffic. These lanes are sometimes needed at accesses or roadway intersections if right- or left-turn volumes are high enough.

Deceleration (ingress) lanes are generally needed when there are at least 50 right-turn vehicles or 25 left-turn vehicles in an hour. These guidelines were used for the City roadways in the study area.

Based on these guidelines and the anticipated project traffic, it is recommended that the following deceleration (ingress) lanes be installed at full-build of the development:

- South Project Access / Pony Express Parkway: Westbound right-turn and eastbound left-turn
- Southwest Project Access / Porters Crossing: Northbound right-turn
- Northwest Project Access / Porters Crossing: Northbound right-turn

No deceleration lanes are recommended for phase 1 of the development.

IV. EXISTING (2024) PLUS PROJECT CONDITIONS

A. Purpose

The purpose of the existing (2024) plus project analysis is to study the intersections and roadways during the peak travel periods of the day for existing background traffic and geometric conditions plus the net trips generated by the proposed development. This scenario provides valuable insight into the potential impacts of the proposed project on background traffic conditions.

B. Traffic Volumes

Hales Engineering added the project trips discussed in Chapter III to the existing (2024) background traffic volumes to predict turning movement volumes for existing (2024) plus project conditions. With the large amount of traffic estimated to be generated by the development, it was assumed that the Porters Crossing / Pony Express Parkway signal timing was optimized. Existing (2024) plus project evening peak hour turning movement volumes are shown in Figure 4.

C. Level of Service Analysis

Hales Engineering determined that all study intersections are anticipated to operate at acceptable levels of service during the evening peak hour with project traffic added, as shown in Table 6.

D. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. Queuing from the Porters Crossing / Pony Express Parkway intersection is anticipated to block the southeast Ridley's access. Significant 95th percentile queue lengths during the evening peak hour are summarized as follows:

- Porters Crossing / Pony Express Parkway:
 - Southbound: 325 feet

E. Mitigation Measures

No mitigations measures are recommended. The queues that block the southeast Ridley's access only occur on occasion during the evening peak hour and the access is not significantly impacted by the blockages.



Table 6: Existing (2024) Plus Project Evening Peak Hour LOS

Intersection		Level of Service		
Description	Control	Movement ¹	Aver. Delay (Sec. / Veh.)	LOS ²
Gazelle Run / Pony Express Parkway	Signal	-	9.8	A
Porters Crossing / Pony Express Parkway	Signal	-	21.6	C
Ridley's Southeast Access / Porters Crossing	EB Stop	WBL	15.4	c
Ridley's Middle Access / Porters Crossing	EB Stop	EBL	9.9	a
Ridley's Northeast Access / Porters Crossing	EB/WB Stop	EBR	4.8	a
St. Andrews Drive / Porters Crossing	EB/WB Stop	WBL	6.2	a
Prestwick Lane / St. Andrews Drive	NE/SW Stop	SWL	5.3	a
S Project Access / Pony Express Parkway	SB Stop	SBL	19.5	c

1. Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc.
 2. Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for all other unsignalized intersections.

Source: Hales Engineering, February 2024

V. FUTURE (2029) BACKGROUND CONDITIONS

A. Purpose

The purpose of the future (2029) background analysis is to study the intersections and roadways during the peak travel periods of the day for future background traffic and geometric conditions. Through this analysis, future background traffic operational deficiencies can be identified, and potential mitigation measures recommended.

B. Roadway Network

According to the Mountainland Association of Governments (MAG) Regional Transportation Plan, there are no projects planned before 2029 in the study area. Therefore, no changes were made to the roadway network for the future (2029) analysis.

C. Traffic Volumes

Hales Engineering obtained future (2029) forecasted volumes from the Wasatch Front Regional Council (WFRC) / MAG travel demand model. Peak period turning movement counts were estimated using National Cooperative Highway Research Program (NCHRP) 255 methodologies which utilize existing peak period turn volumes and future average weekday daily traffic (AWDT) volumes to project the future turn volumes at the major intersections. Future (2029) evening peak hour turning movement volumes are shown in Figure 5.

D. Level of Service Analysis

Hales Engineering determined that all intersections are anticipated to operate at acceptable levels of service during the evening peak hour in future (2029) background conditions, as shown in Table 7.

E. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. Southbound queues at the Porters Crossing / Pony Express Parkway intersection are anticipated to block the southeast Ridley's access for extended lengths of time during the evening peak hour, causing queuing at the access as well for northbound and eastbound left turns. 95th percentile queue lengths during the evening peak hour are summarized as follows:

- Porters Crossing / Pony Express Parkway:
 - Southbound: 325 feet
- Southeast Ridley's Access / Porters Crossing:
 - Northbound: 125 feet



Table 7: Future (2029) Background Evening Peak Hour LOS

Intersection		Level of Service		
Description	Control	Movement ¹	Aver. Delay (Sec. / Veh.)	LOS ²
Gazelle Run / Pony Express Parkway	Signal	-	11.1	B
Porters Crossing / Pony Express Parkway	Signal	-	23.7	C
Ridley's Southeast Access / Porters Crossing	EB Stop	EBL	15.5	c
Ridley's Middle Access / Porters Crossing	EB Stop	EBL	9.0	a
Ridley's Northeast Access / Porters Crossing	EB Stop	EBL	6.4	a
St. Andrews Drive / Porters Crossing	EB/WB Stop	WBL	6.3	a
Prestwick Lane / St. Andrews Drive	NE/SW Stop	SWT	8.7	a

1. Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc.

2. Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for all other unsignalized intersections.

Source: Hales Engineering, February 2024

F. Mitigation Measures

To reduce queueing at the Porters Crossing Parkway / Pony Express Parkway, the following mitigation measures are recommended at the signal:

- Implement permissive / protected signal phasing on the southbound approach due to significant queueing
- Add right-turn lane to the southbound approach
- Add right-turn lane to the westbound approach

A mitigated scenario was analyzed with these recommendations and the LOS results are shown in Table 8. Queueing is reduced for the left-turn lane on the southbound approach of the signal, but it is still anticipated to block the Ridley's Southeast Access / Porters Crossing Parkway intersection on occasion. These results serve as a baseline condition for the impact analysis of the proposed development for future (2029) conditions.

Table 8: Future (2029) Background Evening Peak Hour LOS (Mitigated)

Intersection		Level of Service		
Description	Control	Movement ¹	Aver. Delay (Sec. / Veh.)	LOS ²
Gazelle Run / Pony Express Parkway	Signal	-	12.4	B
Porters Crossing / Pony Express Parkway	Signal	-	27.8	C
Ridley's Southeast Access / Porters Crossing	EB Stop	EBL	15.0	b
Ridley's Middle Access / Porters Crossing	EB Stop	EBL	7.0	a
Ridley's Northeast Access / Porters Crossing	EB Stop	EBL	6.6	a
St. Andrews Drive / Porters Crossing	EB/WB Stop	EBL	7.0	a
Prestwick Lane / St. Andrews Drive	NE/SW Stop	SWT	5.8	a

1. Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc.

2. Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for all other unsignalized intersections.

Source: Hales Engineering, February 2024

VI. FUTURE (2029) PLUS PROJECT CONDITIONS

A. Purpose

The purpose of the future (2029) plus project analysis is to study the intersections and roadways during the peak travel periods of the day for future background traffic and geometric conditions plus the net trips generated by the proposed development. This scenario provides valuable insight into the potential impacts of the proposed project on future background traffic conditions.

B. Traffic Volumes

Hales Engineering added the project trips discussed in Chapter III to the future (2029) background traffic volumes to predict turning movement volumes for future (2029) plus project conditions. Future (2029) plus project evening peak hour turning movement volumes are shown in Figure 6.

C. Level of Service Analysis

Hales Engineering determined that the Porters Crossing Parkway / Pony Express Parkway intersection is anticipated to operate at an acceptable level of service, but due to queuing from the signal, the south project access, the southeast project access & southeast Ridley's access, and the middle Ridley's access are anticipated to operate at poor levels of service during the evening peak hour in future (2029) plus project conditions, as shown in Table 9.

D. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. Southbound and eastbound queues at the Porters Crossing / Pony Express Parkway intersection are anticipated to extend past the south and southwest project access points, which cause delays and queuing at those access points as well. Significant 95th percentile queue lengths during the evening peak hour are summarized as follows:

- Porters Crossing / Pony Express Parkway:
 - Southbound: 725 feet
 - Westbound: 875 feet
 - Eastbound: 650 feet
- Southeast Ridley's Access / Porters Crossing:
 - Northbound: 200 feet
 - Westbound: 525 feet
 - Eastbound: 900 feet
- S Project Access / Pony Express Parkway:
 - Southbound: 175 feet
- NW Project Access / Porters Crossing:
 - Westbound: 175 feet

Evening Peak Hour Figure 6



Table 9: Future (2029) Plus Project Evening Peak Hour LOS

Intersection		Level of Service		
Description	Control	Movement ¹	Aver. Delay (Sec. / Veh.)	LOS ²
Gazelle Run / Pony Express Parkway	Signal	-	13.2	B
Porters Crossing / Pony Express Parkway	Signal	-	52.8	D
Ridley's Southeast Access / Porters Crossing	EB Stop	WBL	>50	f
Ridley's Middle Access / Porters Crossing	EB Stop	EBL	>50	f
Ridley's Northeast Access / Porters Crossing	EB/WB Stop	WBL	23.8	c
St. Andrews Drive / Porters Crossing	EB/WB Stop	WBL	7.3	a
Prestwick Lane / St. Andrews Drive	NE/SW Stop	NET	6.2	a
S Project Access / Pony Express Parkway	SB Stop	SBL	>50	f

1. Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc.
 2. Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for all other unsignalized intersections.

Source: Hales Engineering, February 2024

E. Mitigation Measures

Based on anticipated turning movement volumes at the Porters Crossing / Pony Express Parkway intersection, it is recommended that dual southbound left-turn lanes and a westbound right-turn lane be installed. These improvements would require roadway widening on both approaches, which would require relocation of the multi-use trails.

To reduce northbound queueing at the southeast Ridley's access that may back up into the signal, it is recommended that a small northbound left-turn lane be installed that reduces the centermost southbound left-turn lane at the Porters Crossing / Pony Express Parkway intersection.

A mitigation scenario with these changes was analyzed and the LOS results are shown in Table 10. Eastbound and westbound queueing at the southeast Ridley's access and southbound queueing at the project access along Pony Express Parkway are anticipated to reduce, but still remain significant. The average delay at all intersections is anticipated to improve, but the Ridley's Southeast Access / Porters Crossing Parkway and South Project Access / Pony Express Parkway intersections are still anticipated to operate at a poor LOS.

Due to the proximity of the Ridleys Southeast Access and Southwest Project Access to the signal at the Porters Crossing Parkway / Pony Express Parkway intersection, the City could consider restricting the accesses to right-in right-out only as a further alternative mitigation measure. This would improve queue storage at the signal and operation of the accesses. A full movement access could be considered further north from the signal if that mitigation is pursued.

Table 10: Future (2029) Plus Project Evening Peak Hour LOS (Mitigated)

Intersection		Level of Service		
Description	Control	Movement ¹	Aver. Delay (Sec. / Veh.)	LOS ²
Gazelle Run / Pony Express Parkway	Signal	-	13.7	B
Porters Crossing / Pony Express Parkway	Signal	-	33.8	C
Ridley's Southeast Access / Porters Crossing	EB Stop	WBL	>50	f
Ridley's Middle Access / Porters Crossing	EB Stop	EBL	18.4	c
Ridley's Northeast Access / Porters Crossing	EB/WB Stop	WBL	10.0	a
St. Andrews Drive / Porters Crossing	EB/WB Stop	EBL	7.4	a
Prestwick Lane / St. Andrews Drive	NE/SW Stop	SWT	6.6	a
S Project Access / Pony Express Parkway	SB Stop	SBL	>50	f

1. Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc.
 2. Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for all other unsignalized intersections.

Source: Hales Engineering, February 2024

F. Recommended Storage Lengths

Hales Engineering determined recommended storage lengths based on the 95th percentile queue lengths given in the future (2029) plus project scenario. These storage lengths do not include the taper length. Recommended storage lengths for the study intersections are shown in Table 11. Intersections shown in Table 11 include new intersections and existing intersections that have recommended storage length changes.

Table 11: Recommended Storage Lengths

Intersection		Recommended Storage Lengths (feet)															
		Northbound				Southbound				Eastbound				Westbound			
		LT		RT		LT		RT		LT		RT		LT		RT	
		E	P	E	P	E	P	E	P	E	P	E	P	E	P	E	P
2	Porters Crossing / Pony Express Parkway	100	175	100	200	100	200	-	150	200	325	-	-	100	275	-	275
3	Ridley's Southeast Access / Porters Crossing	-	75	-	75	-	-	-	-	-	-	-	-	-	-	-	-
5	Ridley's Northeast Access / Porters Crossing	-	-	-	75	-	-	-	-	-	-	-	-	-	-	-	-
8	S Project Access / Pony Express Parkway	-	-	-	-	-	100	-	-	-	100	-	-	-	-	-	100

1. Storage lengths are based on 2029 95th percentile queue lengths and do not include required deceleration / taper distances
 2. E = Existing storage length (approximate), if applicable; P = proposed storage length for new turn lanes or changes to existing turn lanes, if applicable

Source: Hales Engineering, February 2024

APPENDIX A

Site Plan

FILENAME: O:\SK Hart\Eagle Square Concept\engineering\Design\Archive\Exhibit for traffic control\Traffic Study exhibit.dwg
TAB: site utility
PLOT DATE AND TIME: 1/5/2024 12:33 PM

Porters Crossing Parkway

PHASE 4 (2-LOTS)

SHARED IMPROVEMENT COST: \$60K
AREA: 59,164-SF (1.4-AC)

RETAIL #3
2,800 SQ. FT.
1/250 = 12 STALLS

RETAIL #4
2,800 SQ. FT.
1/250 = 12 STALLS

Private Drive

COMMERCIAL RETAIL OFFICE #8
5,500 SQ. FT. X 4 FLOORS
22,000 SQ. FT.
1/300 = 74 STALLS
BUILDING MY ELIMINATED OR MODIFIED BASE ON MARKET

COMMERCIAL OFFICE RETAIL #9
5,500 SQ. FT. X 4 FLOORS
22,000 SQ. FT.
1/300 = 74 STALLS
BUILDING MY ELIMINATED OR MODIFIED BASE ON MARKET

HOTEL
6 STORY #10

1 PER ROOM AND 10% FOR EMPLOYEES = 132 STALLS
BUILDING MY ELIMINATED OR MODIFIED BASE ON MARKET

PHASE 5 (5-LOTS)

SHARED IMPROVEMENT COST: \$171K
AREA: 205,123-SF (4.7-AC)

PHASE 3 (2-LOTS)

SHARED IMPROVEMENT COST: \$100K
AREA: 38,381-SF (0.9-AC)

RETAIL #1
2,800 SQ. FT.
1/250 = 12 STALLS

PHASE 2 (3-LOTS)

SHARED IMPROVEMENT COST: \$372K
AREA: 169,550-SF (3.9-AC)

RETAIL BUILDING #5
8,000 SQ. FT.
1/200 SQ. FT. = 40 STALLS

RETAIL BUILDING #6
8,000 SQ. FT.
1/200 SQ. FT. = 40 STALLS

RETAIL BUILDING #7
8,000 SQ. FT.
1/200 SQ. FT. = 40 STALLS

COMMERCIAL OFFICE RETAIL #11
5,500 SQ. FT. X 4 FLOORS
22,000 SQ. FT.
1/300 = 74 STALLS
BUILDING MY ELIMINATED OR MODIFIED BASE ON MARKET

COMMERCIAL RETAIL OFFICE #12
5,500 SQ. FT. X 4 FLOORS
22,000 SQ. FT.
1/300 = 74 STALLS
BUILDING MY ELIMINATED OR MODIFIED BASE ON MARKET

PRIVATE DRIVE
60,041-SF (1.38 ACRES)

LOT #1
55,934-SF (1.28 ACRES)
TO BE DESIGNED

LOT #2
32,662-SF (0.75 ACRES)
TO BE DESIGNED

LOT #3
32,758-SF (0.75 ACRES)
TO BE DESIGNED

LOT #4
31,072-SF (0.71 ACRES)
TO BE DESIGNED

LOT #5
35,052-SF (0.80 ACRES)
TO BE DESIGNED

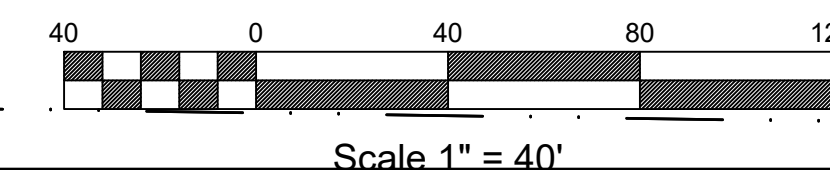
EAGLE SQUARE SUBDIVISION
GROSS AREA: 764,435-SF (17.5-AC)
NET AREA: 719,809-SF (16.5-AC)

PHASE 1 (5-LOTS)

SHARED IMPROVEMENT COST: \$1.8-MILLION
AREA: 187,478-SF (4.3-AC)

Pony Express Parkway

CALL BEFORE YOU DIG.
IT'S FREE &
IT'S THE LAW.
1-800-662-4111
208-2100
PORTERS CROSSING PARKWAY
PONY EXPRESS PARKWAY
SHEET 3 OF 6



EAGLE SQUARE COMMERCIAL
SUBDIVISION PHASE 1

SITE UTILITY PLAN

231 West 800 South Salt Lake City, Utah 84101
Ward Engineering Group

Planning Engineering Surveying

PH: 801.487.8040

CLIENT: SK HART
DWG: _____
JOB NO: _____

DO NOT SCALE THIS DRAWING. DRAWING IS REVISED IF LESS THAN 24 HOURS. DIMENSIONS AND NOTES TAKE PRECEDENCE.

DRAWN BY: VE
DESIGN BY: BHT
CHECKED BY: BHT

DATE: 12/06/2023

REVISIONS	CITY COMMENTS
1	DATE

SHEET

UT-03

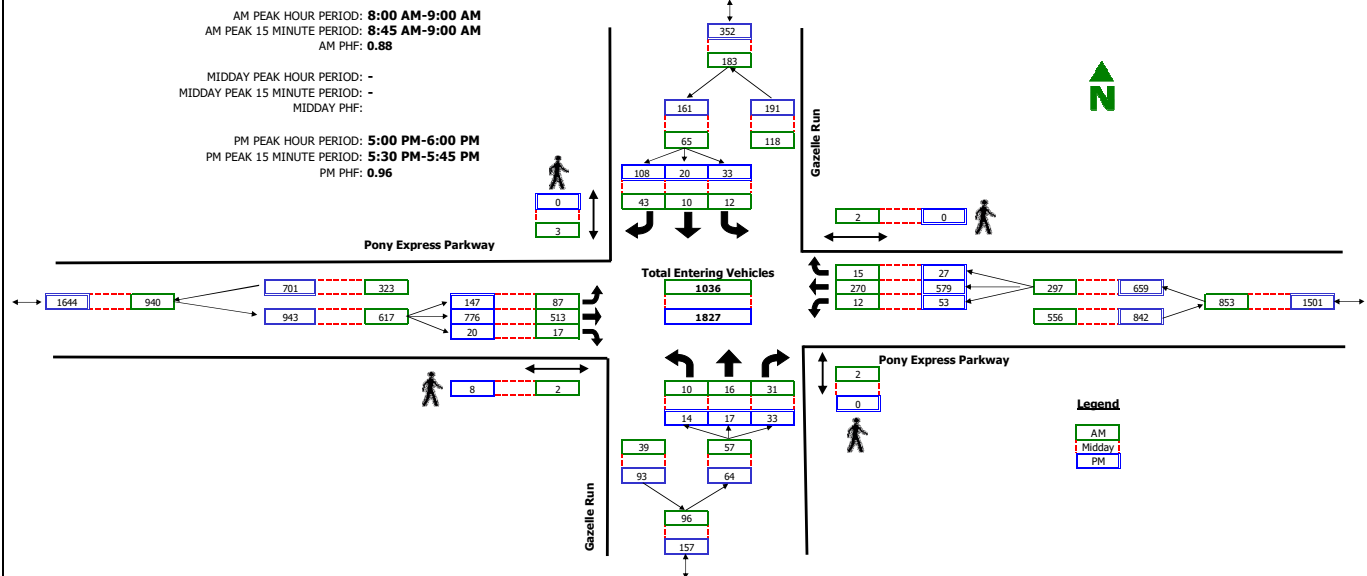
APPENDIX B

Turning Movement Counts

Intersection Turning Movement Summary

Intersection: Gazelle Run / Pony Express Parkway
 North/South: Gazelle Run
 East/West: Pony Express Parkway
 Jurisdiction: Eagle Mountain
 Project Title: Porters Crossing TIS Update
 Project No: 2248
 Weather: Clear

Date: 6-16-22, Thu
 Day of Week Adjustment: 100.0%
 Month of Year Adjustment: 100.0%
 Adjustment Station #: 0
 Growth Rate: 0.0%
 Number of Years: 0



RAW COUNT SUMMARIES	Gazelle Run Northbound				Gazelle Run Southbound				Pony Express Parkway Eastbound				Pony Express Parkway Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00 - 7:15	1	0	4	0	4	0	3	0	14	113	1	1	3	68	4	0	215
7:15 - 7:30	1	1	5	1	5	0	4	1	12	129	0	3	1	67	3	1	228
7:30 - 7:45	1	1	9	0	2	2	16	0	17	129	3	0	0	66	3	0	249
7:45 - 8:00	5	4	3	0	5	2	11	0	26	121	2	0	2	88	1	0	270
8:00 - 8:15	0	0	8	2	3	0	12	0	17	110	3	0	2	54	2	0	211
8:15 - 8:30	0	3	7	0	3	4	8	0	22	132	2	0	3	58	5	0	247
8:30 - 8:45	8	12	12	0	2	6	9	3	14	136	10	2	2	67	5	2	283
8:45 - 9:00	2	1	4	0	4	0	14	0	34	135	2	0	5	91	3	0	295
MIDDAY PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
9:00 - 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 - 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
16:00 - 16:15	2	1	4	0	2	1	16	0	36	167	3	0	8	136	5	0	381
16:15 - 16:30	5	1	5	0	11	3	28	0	29	121	6	0	7	151	9	0	376
16:30 - 16:45	1	0	4	0	7	3	32	0	45	157	2	4	11	150	13	0	425
16:45 - 17:00	1	3	7	0	14	4	25	0	45	159	4	9	10	171	2	0	445
17:00 - 17:15	5	6	12	0	5	1	29	0	34	186	2	3	10	131	5	0	426
17:15 - 17:30	2	3	7	0	13	12	23	0	38	199	6	4	12	137	4	0	456
17:30 - 17:45	3	2	6	0	6	4	28	0	33	220	5	1	13	146	9	0	475
17:45 - 18:00	4	6	8	0	9	3	28	0	42	171	7	0	18	165	9	0	470

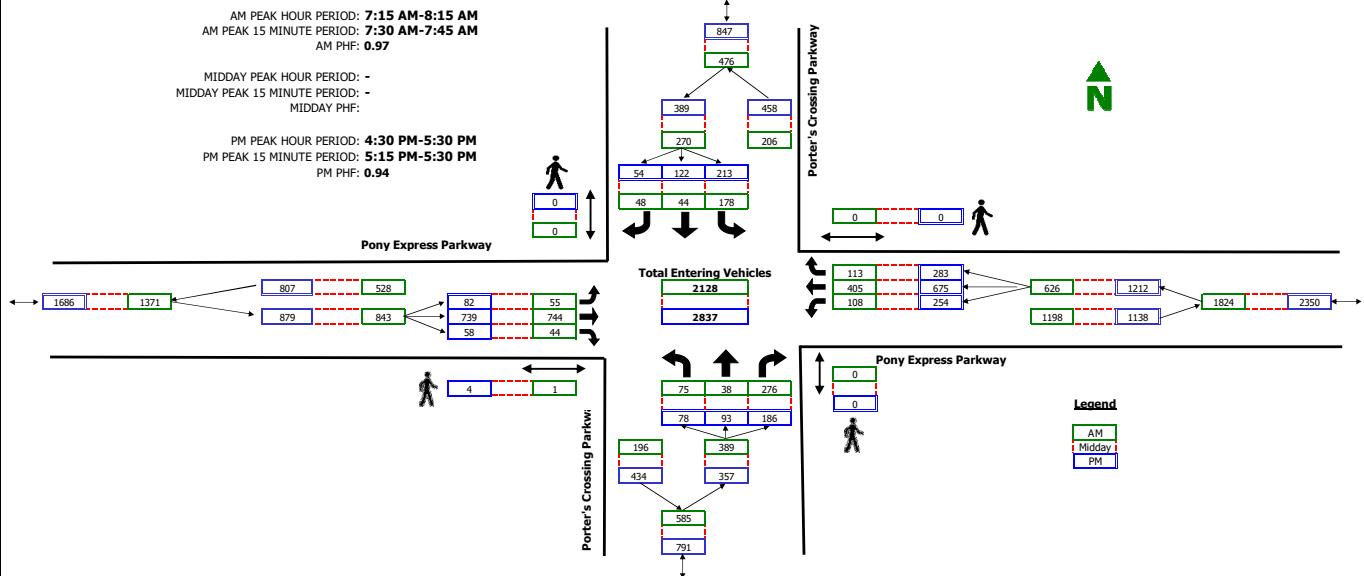
TrafficCounts

2364 North 1450 East
Lehi, UT 84043
801.636.0891

Intersection Turning Movement Summary

Intersection: Porter's Crossing Parkway / Pony Express Parkway
North/South: Porter's Crossing Parkway
East/West: Pony Express Parkway
Jurisdiction: Eagle Mountain
Project Title: Eagle Mountain Porter's Crossing TIS Update
Project No: UT22-2248
Weather: Clear

Date: 1-25-24, Thu
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 100.0%
Adjustment Station #: 0
Growth Rate: 0.0%
Number of Years: 0

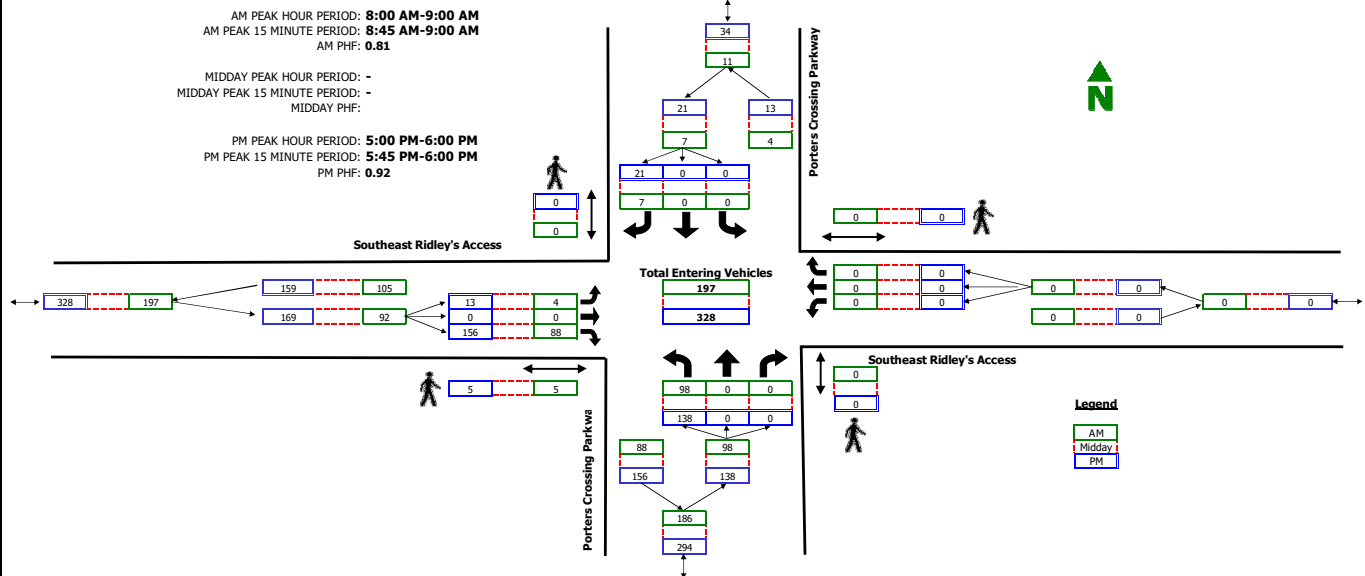


RAW COUNT SUMMARIES	Porter's Crossing Parkway Northbound				Porter's Crossing Parkway Southbound				Pony Express Parkway Eastbound				Pony Express Parkway Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:05 - 7:15	16	16	75	0	47	13	9	0	9	149	5	1	15	74	16	0	444
7:15 - 7:30	23	8	74	0	42	6	10	0	7	229	11	0	15	85	20	0	530
7:30 - 7:45	18	7	81	0	61	9	7	0	10	204	7	1	30	90	25	0	549
7:45 - 8:00	23	9	62	0	33	13	14	0	20	173	13	0	28	107	29	0	524
8:00 - 8:15	11	14	59	0	42	16	17	0	18	138	13	0	35	123	39	0	525
8:15 - 8:30	14	5	45	0	43	15	12	0	17	168	18	0	23	83	27	0	470
8:30 - 8:45	14	7	43	0	52	12	6	0	10	138	6	1	26	75	27	0	416
8:45 - 9:00	8	23	48	0	34	44	11	1	18	145	17	0	21	73	32	0	474
MIDDAY PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
9:00 - 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 - 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
16:00 - 16:15	18	24	48	0	74	35	15	0	20	190	26	4	58	168	66	1	742
16:15 - 16:30	13	16	42	0	51	30	22	0	16	158	18	2	65	145	65	0	641
16:30 - 16:45	27	19	45	0	46	25	10	0	19	206	14	1	57	170	58	0	696
16:45 - 17:00	25	30	47	0	38	28	13	0	21	148	16	0	55	166	69	0	656
17:00 - 17:15	9	18	48	0	71	21	10	0	20	209	15	0	66	164	78	0	729
17:15 - 17:30	17	26	46	0	58	48	22	0	22	176	13	3	76	175	78	0	756
17:30 - 17:45	27	22	50	0	53	22	15	0	19	151	15	2	75	179	61	0	689
17:45 - 18:00	17	33	24	0	59	21	13	0	21	165	17	0	82	146	55	0	653

Intersection Turning Movement Summary

Intersection: Porters Crossing Parkway / Southeast Ridley's Access
North/South: Porters Crossing Parkway
East/West: Southeast Ridley's Access
Jurisdiction: Eagle Mountain
Project Title: Porters Crossing TIS Update
Project No: 2248
Weather: Clear

Date: 6-16-22, Thu
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 100.0%
Adjustment Station #: 0
Growth Rate: 0.0%
Number of Years: 0

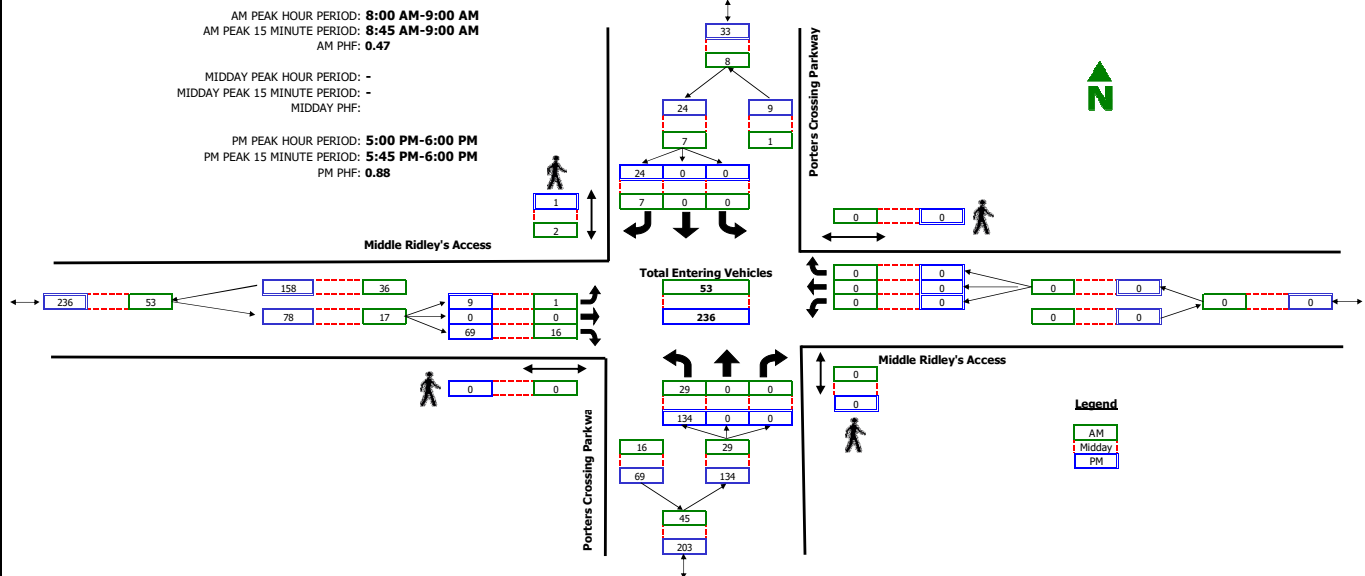


RAW COUNT SUMMARIES	Porters Crossing Parkway Northbound				Porters Crossing Parkway Southbound				Southeast Ridley's Access Eastbound				Southeast Ridley's Access Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00 - 7:15	15	0	0	0	0	0	1	0	0	0	13	0	0	0	0	0	29
7:15 - 7:30	24	0	0	0	0	0	4	0	0	0	20	0	0	0	0	0	48
7:30 - 7:45	21	0	0	0	0	0	5	0	0	0	23	0	0	0	0	0	49
7:45 - 8:00	18	0	0	0	0	0	2	0	0	0	14	0	0	0	0	0	34
8:00 - 8:15	20	0	0	0	0	0	0	0	0	0	13	1	0	0	0	0	33
8:15 - 8:30	18	0	0	0	0	0	0	0	0	0	27	1	0	0	0	0	45
8:30 - 8:45	30	0	0	0	0	0	1	0	3	0	24	1	0	0	0	0	58
8:45 - 9:00	30	0	0	0	0	0	6	0	1	0	24	2	0	0	0	0	61
MIDDAY PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
9:00 - 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 - 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
16:00 - 16:15	28	0	0	0	0	0	4	0	3	0	35	0	0	0	0	0	68
16:15 - 16:30	25	0	0	0	0	0	0	0	3	0	36	1	0	0	0	0	64
16:30 - 16:45	28	0	0	0	0	0	0	0	0	0	37	0	0	0	0	0	65
16:45 - 17:00	30	0	0	0	0	0	2	0	3	0	38	1	0	0	0	0	73
17:00 - 17:15	28	0	0	0	0	0	7	0	2	0	34	0	0	0	0	0	71
17:15 - 17:30	32	0	0	0	0	0	4	0	4	0	41	1	0	0	0	0	81
17:30 - 17:45	38	0	0	0	0	0	5	0	4	0	40	4	0	0	0	0	87
17:45 - 18:00	40	0	0	0	0	0	5	0	3	0	41	0	0	0	0	0	89

Intersection Turning Movement Summary

Intersection: Porters Crossing Parkway / Middle Ridley's Access
North/South: Porters Crossing Parkway
East/West: Middle Ridley's Access
Jurisdiction: Eagle Mountain
Project Title: Porters Crossing TIS Update
Project No: 2248
Weather: Clear

Date: 6-16-22, Thu
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 100.0%
Adjustment Station #: 0
Growth Rate: 0.0%
Number of Years: 0

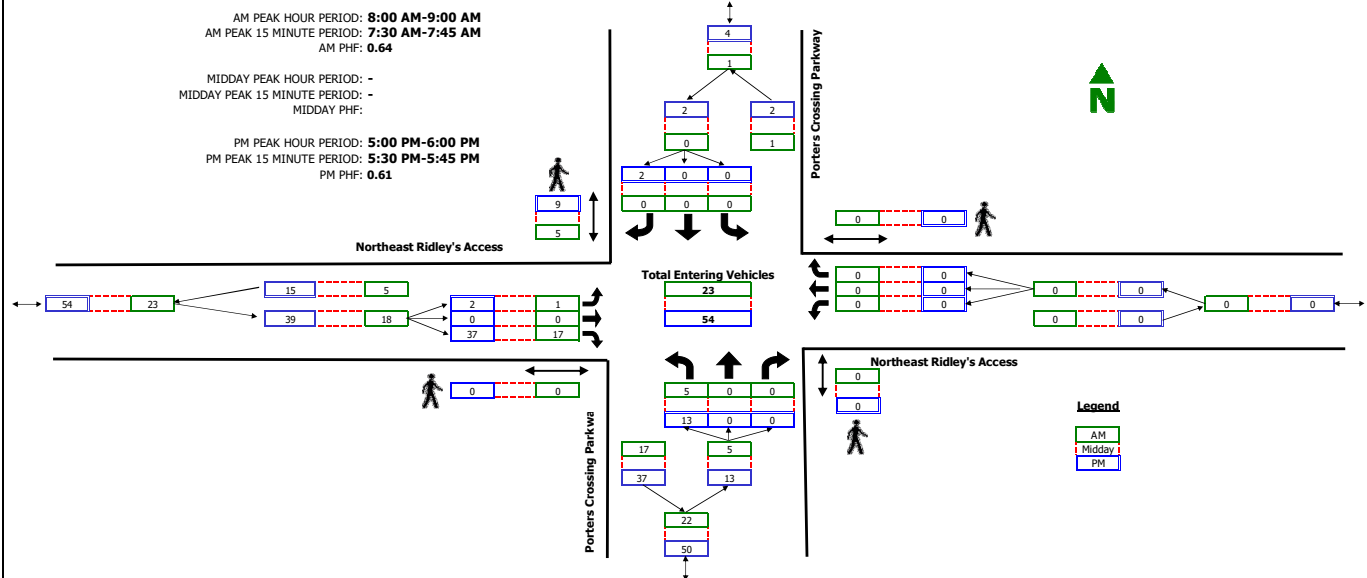


RAW COUNT SUMMARIES	Porters Crossing Parkway				Porters Crossing Parkway				Middle Ridley's Access				Middle Ridley's Access				TOTAL
	Northbound				Southbound				Eastbound				Westbound				
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00 - 7:15	5	0	0	0	0	0	1	0	0	0	6	0	0	0	0	0	12
7:15 - 7:30	5	0	0	0	0	0	2	0	0	0	4	0	0	0	0	0	11
7:30 - 7:45	3	0	0	0	0	0	2	0	2	0	3	0	0	0	0	0	10
7:45 - 8:00	10	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	13
8:00 - 8:15	8	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	9
8:15 - 8:30	3	0	0	0	0	0	3	1	0	0	2	0	0	0	0	0	8
8:30 - 8:45	4	0	0	0	0	0	1	0	0	0	3	0	0	0	0	0	8
8:45 - 9:00	14	0	0	0	0	0	3	0	1	0	10	0	0	0	0	0	28
MIDDAY PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
9:00 - 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 - 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
16:00 - 16:15	23	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	44
16:15 - 16:30	22	0	0	1	0	0	1	0	0	0	9	1	0	0	2	0	34
16:30 - 16:45	18	0	0	0	0	0	4	0	0	0	11	0	0	0	0	0	33
16:45 - 17:00	33	0	0	0	0	0	6	0	4	0	11	0	0	0	0	0	54
17:00 - 17:15	43	0	0	0	0	0	3	0	1	0	14	0	0	0	0	0	61
17:15 - 17:30	38	0	0	0	0	0	7	0	1	0	14	0	0	0	0	0	60
17:30 - 17:45	26	0	0	0	0	0	6	0	2	0	14	0	0	0	0	0	48
17:45 - 18:00	27	0	0	0	0	0	8	1	5	0	27	0	0	0	0	0	67

Intersection Turning Movement Summary

Intersection: Porters Crossing Parkway / Northeast Ridley's Access
 North/South: Porters Crossing Parkway
 East/West: Northeast Ridley's Access
 Jurisdiction: Eagle Mountain
 Project Title: Porters Crossing TIS Update
 Project No: 2248
 Weather: Clear

Date: 6-16-22, Thu
 Day of Week Adjustment: 100.0%
 Month of Year Adjustment: 100.0%
 Adjustment Station #: 0
 Growth Rate: 0.0%
 Number of Years: 0

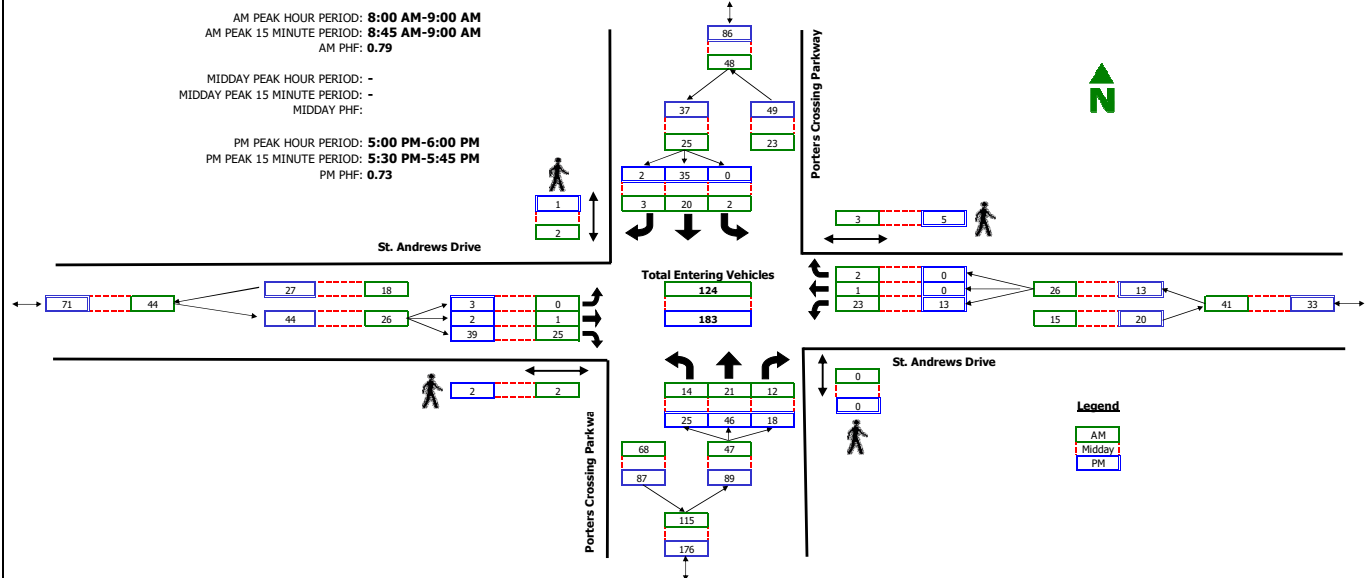


RAW COUNT SUMMARIES	Porters Crossing Parkway Northbound				Porters Crossing Parkway Southbound				Northeast Ridley's Access Eastbound				Northeast Ridley's Access Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00 - 7:15	0	0	0	0	0	0	0	1	0	0	2	1	0	0	0	0	2
7:15 - 7:30	2	0	0	0	0	0	0	2	3	0	0	3	0	0	0	0	7
7:30 - 7:45	1	0	0	0	0	0	0	0	0	2	0	6	0	0	0	0	9
7:45 - 8:00	2	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	5
8:00 - 8:15	2	0	0	0	0	0	0	1	0	0	7	0	0	0	0	0	9
8:15 - 8:30	1	0	0	0	0	0	0	2	0	0	5	0	0	0	0	0	6
8:30 - 8:45	2	0	0	0	0	0	0	1	0	0	4	0	0	0	0	0	6
8:45 - 9:00	0	0	0	0	0	0	0	1	1	0	1	0	0	0	0	0	2
MIDDAY PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
9:00 - 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 - 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
16:00 - 16:15	4	0	0	0	0	0	0	3	0	0	8	1	0	0	0	0	13
16:15 - 16:30	2	0	0	0	0	0	0	5	0	0	10	0	0	0	0	0	12
16:30 - 16:45	0	0	0	0	0	0	0	1	2	0	4	0	0	0	0	0	6
16:45 - 17:00	1	0	0	0	0	0	0	2	2	0	7	0	0	0	0	0	10
17:00 - 17:15	3	0	0	0	0	0	0	1	0	0	6	0	0	0	0	0	9
17:15 - 17:30	2	0	0	0	0	0	0	2	0	0	8	0	0	0	0	0	12
17:30 - 17:45	5	0	0	0	0	0	0	1	2	0	15	0	0	0	0	0	22
17:45 - 18:00	3	0	0	0	0	0	0	6	0	0	8	0	0	0	0	0	11

Intersection Turning Movement Summary

Intersection: Porters Crossing Parkway / St. Andrews Drive
North/South: Porters Crossing Parkway
East/West: St. Andrews Drive
Jurisdiction: Eagle Mountain
Project Title: Porters Crossing TIS Update
Project No: 2248
Weather: Clear

Date: 6-16-22, Thu
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 100.0%
Adjustment Station #: 0
Growth Rate: 0.0%
Number of Years: 0

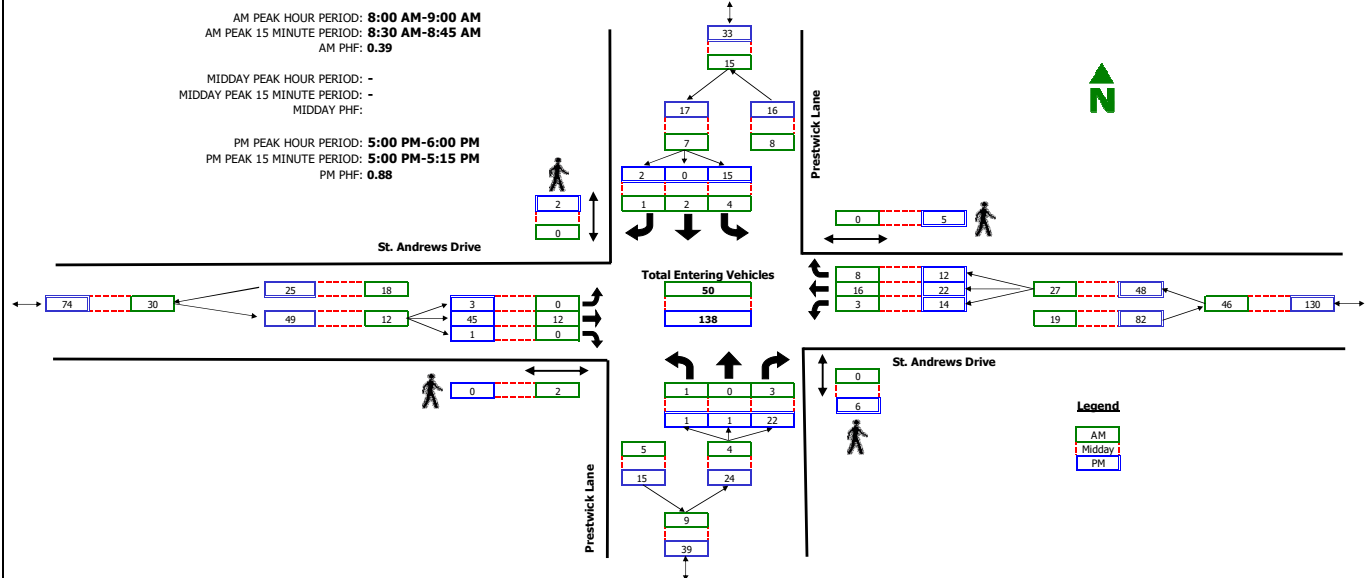


RAW COUNT SUMMARIES	Porters Crossing Parkway				Porters Crossing Parkway				St. Andrews Drive				St. Andrews Drive				TOTAL
	Northbound				Southbound				Eastbound				Westbound				
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00 - 7:15	1	3	1	0	0	7	1	0	0	1	9	0	3	0	0	0	26
7:15 - 7:30	2	4	1	0	0	9	0	0	0	1	12	3	3	0	0	0	32
7:30 - 7:45	1	9	1	0	0	8	0	0	0	0	3	0	3	0	1	0	26
7:45 - 8:00	0	5	3	0	0	4	1	0	0	1	3	0	3	0	1	0	21
8:00 - 8:15	0	5	4	0	0	5	0	2	0	0	6	1	8	1	1	2	30
8:15 - 8:30	4	3	2	0	0	4	0	0	0	0	7	1	2	0	1	0	23
8:30 - 8:45	5	7	4	0	1	4	1	0	0	0	6	0	4	0	0	0	32
8:45 - 9:00	5	6	2	0	1	7	2	0	0	1	6	0	9	0	0	1	39
MIDDAY PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
9:00 - 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 - 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
16:00 - 16:15	10	7	3	0	0	4	1	0	0	1	4	0	3	0	1	0	34
16:15 - 16:30	6	5	1	0	0	6	1	0	0	0	3	0	4	0	1	0	27
16:30 - 16:45	3	13	4	0	0	8	1	0	0	1	3	0	2	0	0	0	35
16:45 - 17:00	5	9	3	0	0	10	0	0	0	0	4	0	4	0	0	0	35
17:00 - 17:15	8	14	3	0	0	8	1	0	2	0	8	0	3	0	0	0	47
17:15 - 17:30	4	10	4	0	0	5	1	0	0	0	6	0	4	0	0	0	34
17:30 - 17:45	9	15	7	0	0	17	0	1	0	1	13	0	1	0	0	1	63
17:45 - 18:00	4	7	4	0	0	5	0	0	1	1	12	2	5	0	0	4	39

Intersection Turning Movement Summary

Intersection: Prestwick Lane / St. Andrews Drive
North/South: Prestwick Lane
East/West: St. Andrews Drive
Jurisdiction: Eagle Mountain
Project Title: Porters Crossing TIS Update
Project No: 2248
Weather: Clear

Date: 6-16-22, Thu
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 100.0%
Adjustment Station #: 0
Growth Rate: 0.0%
Number of Years: 0



RAW COUNT SUMMARIES	Prestwick Lane				Prestwick Lane				St. Andrews Drive				St. Andrews Drive				TOTAL
	Northbound				Southbound				Eastbound				Westbound				
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00 - 7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 - 7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 - 7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 - 8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 - 8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 - 8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 - 8:45	1	0	0	0	3	2	1	0	0	8	0	2	3	8	6	0	32
8:45 - 9:00	0	0	3	0	1	0	0	0	0	4	0	0	0	8	2	0	18
MIDDAY PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
9:00 - 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 - 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
16:00 - 16:15	0	1	0	0	1	0	0	0	0	6	0	0	4	3	4	1	19
16:15 - 16:30	1	1	7	0	2	0	1	0	1	4	1	0	2	2	3	1	25
16:30 - 16:45	0	0	5	0	4	0	0	0	2	7	0	2	4	11	2	0	35
16:45 - 17:00	1	0	5	0	1	1	2	0	0	6	0	1	5	2	7	0	30
17:00 - 17:15	1	0	9	2	3	0	1	0	1	8	0	0	7	7	2	0	39
17:15 - 17:30	0	1	2	0	6	0	0	0	1	10	0	0	1	7	2	5	30
17:30 - 17:45	0	0	5	3	3	0	0	0	2	11	1	0	3	5	7	0	36
17:45 - 18:00	0	0	6	1	3	0	1	0	0	16	0	0	3	3	1	0	33

APPENDIX C

LOS Results

SimTraffic LOS Report

Project: Eagle Mountain Porters Crossing TIS
Analysis Period: Existing (2024) Background
Time Period: Evening Peak Hour

Project #: UT22-2248

Intersection: Pony Express Parkway & Gazelle Run
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	14	16	112	58.8	E
	T	19	20	104	50.6	D
	R	35	38	109	14.2	B
	Subtotal	68	74	109	33.7	C
SB	L	34	39	116	49.0	D
	T	22	22	99	51.1	D
	R	114	117	103	16.7	B
	Subtotal	170	178	105	28.0	C
EB	L	156	154	99	13.4	B
	T	810	812	100	5.0	A
	R	20	18	89	3.7	A
	Subtotal	986	984	100	6.3	A
WB	L	65	64	98	14.3	B
	T	710	714	101	5.9	A
	R	33	34	104	4.3	A
	Subtotal	808	812	100	6.5	A
Total		2,032	2,048	101	9.3	A

Intersection: Porters Crossing & Pony Express Parkway
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	78	79	101	49.0	D
	T	93	96	104	38.6	D
	R	186	180	97	11.7	B
	Subtotal	357	355	99	27.3	C
SB	L	213	200	94	48.7	D
	T	123	121	98	36.7	D
	R	54	51	94	25.6	C
	Subtotal	390	372	95	41.6	D
EB	L	82	79	96	23.8	C
	T	742	758	102	15.1	B
	R	58	55	95	13.0	B
	Subtotal	882	892	101	15.7	B
WB	L	254	253	100	23.7	C
	T	675	680	101	12.1	B
	R	283	285	101	10.1	B
	Subtotal	1,212	1,218	100	14.0	B
Total		2,842	2,837	100	19.9	B

SimTraffic LOS Report

Project: Eagle Mountain Porters Crossing TIS
Analysis Period: Existing (2024) Background
Time Period: Evening Peak Hour

Project #: UT22-2248

Intersection: Porters Crossing & Ridley's SE
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	148	145	98	4.0	A
	T	311	316	102	1.7	A
	Subtotal	459	461	100	2.4	A
SB	T	241	228	95	1.0	A
	R	21	24	113	0.6	A
	Subtotal	262	252	96	1.0	A
EB	L	13	13	98	11.0	B
	R	148	144	97	5.5	A
	Subtotal	161	157	98	6.0	A
Total		882	870	99	2.6	A

Intersection: Porters Crossing & Ridley's Middle
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	143	147	103	3.0	A
	T	182	181	100	0.3	A
	Subtotal	325	328	101	1.5	A
SB	T	197	194	98	0.3	A
	R	24	25	103	0.2	A
	Subtotal	221	219	99	0.3	A
EB	L	9	8	89	8.4	A
	R	66	59	89	4.7	A
	Subtotal	75	67	89	5.1	A
Total		621	614	99	1.5	A

SimTraffic LOS Report

Project: Eagle Mountain Porters Crossing TIS
Analysis Period: Existing (2024) Background
Time Period: Evening Peak Hour

Project #: UT22-2248

Intersection: Porters Crossing & Ridley's NE
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	14	14	98	2.5	A
	T	176	175	100	0.1	A
	Subtotal	190	189	99	0.3	A
SB	T	186	184	99	0.1	A
	R	2	2	100	0.0	A
	Subtotal	188	186	99	0.1	A
EB	L	2	1	50	6.1	A
	R	35	36	104	4.7	A
	Subtotal	37	37	100	4.7	A
Total		415	412	99	0.6	A

Intersection: Porters Crossing & St Andrews Dr
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	34	30	89	2.3	A
	T	119	119	100	0.3	A
	R	25	26	103	0.2	A
	Subtotal	178	175	98	0.6	A
SB	T	94	96	102	0.1	A
	R	2	2	100	0.1	A
	Subtotal	96	98	102	0.1	A
EB	L	3	2	67	6.9	A
	T	19	19	99	0.9	A
	R	70	69	98	4.5	A
	Subtotal	92	90	98	3.8	A
WB	L	23	20	86	5.8	A
	Subtotal	23	20	87	5.8	A
Total		389	383	98	1.5	A

SimTraffic LOS Report

Project: Eagle Mountain Porters Crossing TIS
Analysis Period: Existing (2024) Background
Time Period: Evening Peak Hour

Project #: UT22-2248

Intersection: Prestwick Lane & St Andrews Dr
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
EB	L	3	4	133	1.7	A
	T	55	51	93	0.1	A
	R	1	2	200	0.0	A
	Subtotal	59	57	97	0.2	A
WB	L	14	12	84	2.0	A
	T	28	25	88	0.3	A
	R	12	12	98	0.3	A
	Subtotal	54	49	91	0.7	A
NE	L	1	0	0		
	T	1	0	0		
	R	22	22	99	4.2	A
	Subtotal	24	22	92	4.2	A
SW	L	15	16	105	4.9	A
	R	2	3	150	3.8	A
	Subtotal	17	19	112	4.7	A
Total		155	147	95	1.6	A

SimTraffic LOS Report

Project: Eagle Mountain Porters Crossing TIS
Analysis Period: Existing (2024) Plus Project
Time Period: Evening Peak Hour

Project #: UT22-2248

Intersection: Pony Express Parkway & Gazelle Run
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	14	14	98	50.7	D
	T	19	19	99	47.5	D
	R	39	41	106	15.1	B
	Subtotal	72	74	103	30.2	C
SB	L	34	30	89	56.9	E
	T	22	21	94	49.0	D
	R	114	108	95	16.0	B
	Subtotal	170	159	94	28.1	C
EB	L	156	159	102	14.6	B
	T	845	846	100	5.4	A
	R	20	22	109	4.2	A
	Subtotal	1,021	1,027	101	6.8	A
WB	L	69	71	103	15.1	B
	T	744	748	101	7.3	A
	R	33	33	101	7.0	A
	Subtotal	846	852	101	7.9	A
Total		2,109	2,112	100	9.8	A

Intersection: Porters Crossing & Pony Express Parkway
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	78	74	95	46.9	D
	T	99	98	99	37.7	D
	R	189	194	103	11.4	B
	Subtotal	366	366	100	25.6	C
SB	L	229	224	98	53.2	D
	T	126	124	98	38.2	D
	R	76	78	102	26.2	C
	Subtotal	431	426	99	43.9	D
EB	L	109	112	103	27.2	C
	T	752	747	99	17.5	B
	R	58	60	103	15.4	B
	Subtotal	919	919	100	18.5	B
WB	L	259	261	101	24.4	C
	T	691	699	101	13.1	B
	R	291	299	103	10.9	B
	Subtotal	1,241	1,259	101	14.9	B
Total		2,958	2,970	100	21.6	C

SimTraffic LOS Report

Project: Eagle Mountain Porters Crossing TIS
Analysis Period: Existing (2024) Plus Project
Time Period: Evening Peak Hour

Project #: UT22-2248

Intersection: Porters Crossing & Ridley's SE/Southwest Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	148	152	103	4.2	A
	T	310	311	100	2.0	A
	R	41	46	113	1.6	A
	Subtotal	499	509	102	2.6	A
SB	L	8	6	75	4.4	A
	T	241	238	99	2.6	A
	R	21	23	108	1.7	A
	Subtotal	270	267	99	2.6	A
EB	L	13	12	91	13.4	B
	R	148	148	100	8.2	A
	Subtotal	161	160	99	8.6	A
WB	L	42	40	96	15.4	C
	R	8	9	112	8.6	A
	Subtotal	50	49	98	14.2	B
Total		980	985	101	4.1	A

Intersection: Porters Crossing & Ridley's Middle
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	143	145	102	3.2	A
	T	189	188	99	0.3	A
	Subtotal	332	333	100	1.6	A
SB	T	204	206	101	0.3	A
	R	24	24	99	0.2	A
	Subtotal	228	230	101	0.3	A
EB	L	9	7	78	9.9	A
	R	66	64	97	4.9	A
	Subtotal	75	71	95	5.4	A
Total		636	634	100	1.5	A

SimTraffic LOS Report

Project: Eagle Mountain Porters Crossing TIS
Analysis Period: Existing (2024) Plus Project
Time Period: Evening Peak Hour

Project #: UT22-2248

Intersection: Porters Crossing & Ridley's NE
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	14	11	77	2.8	A
	T	184	183	99	0.1	A
	Subtotal	198	194	98	0.3	A
SB	T	193	194	100	0.1	A
	R	2	3	150	0.0	A
	Subtotal	195	197	101	0.1	A
EB	L	2	2	100	4.7	A
	R	35	35	101	4.8	A
	Subtotal	37	37	100	4.8	A
Total		430	428	99	0.6	A

Intersection: Porters Crossing & St Andrews Dr
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	38	38	101	2.3	A
	T	120	118	98	0.3	A
	R	27	27	99	0.2	A
	Subtotal	185	183	99	0.7	A
SB	T	96	99	103	0.1	A
	R	2	2	100	0.0	A
	Subtotal	98	101	103	0.1	A
EB	L	3	3	100	5.3	A
	T	19	22	114	0.8	A
	R	74	74	100	4.7	A
	Subtotal	96	99	103	3.9	A
WB	L	25	24	95	6.2	A
	Subtotal	25	24	96	6.2	A
Total		405	407	101	1.6	A

SimTraffic LOS Report

Project: Eagle Mountain Porters Crossing TIS
Analysis Period: Existing (2024) Plus Project
Time Period: Evening Peak Hour

Project #: UT22-2248

Intersection: Prestwick Lane & St Andrews Dr
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
EB	L	3	4	133	1.9	A
	T	57	60	105	0.1	A
	R	1	2	200	0.0	A
	Subtotal	61	66	108	0.2	A
WB	L	15	11	72	1.9	A
	T	30	30	101	0.2	A
	R	13	15	113	0.1	A
	Subtotal	58	56	97	0.5	A
NE	L	1	1	100	2.8	A
	T	1	1	100	4.9	A
	R	23	23	99	4.1	A
	Subtotal	25	25	100	4.1	A
SW	L	16	15	92	5.3	A
	R	2	2	100	4.6	A
	Subtotal	18	17	94	5.2	A
Total		163	164	101	1.4	A

Intersection: Pony Express Parkway & South Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	21	21	99	19.5	C
	T	1	1	133	0.7	A
	R	31	30	98	9.6	A
	Subtotal	53	52	98	13.4	B
EB	L	21	21	99	12.4	B
	T	1,148	1,144	100	2.1	A
	Subtotal	1,169	1,165	100	2.3	A
WB	T	1,210	1,227	101	0.5	A
	R	32	33	104	0.1	A
	Subtotal	1,242	1,260	101	0.5	A
Total		2,464	2,477	101	1.6	A

SimTraffic LOS Report

Project: Eagle Mountain Porters Crossing TIS
Analysis Period: Existing (2024) Plus Project
Time Period: Evening Peak Hour **Project #:** UT22-2248

Intersection: South Access & Southwest Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	22	19	85	0.5	A
	R	31	35	114	0.5	A
	Subtotal	53	54	102	0.5	A
EB	T	26	28	106	3.9	A
	R	22	24	108	4.2	A
	Subtotal	48	52	108	4.0	A
WB	L	30	27	91	4.7	A
	T	20	22	109	4.9	A
	Subtotal	50	49	98	4.8	A
Total		152	155	102	3.0	A

SimTraffic LOS Report

Project: Eagle Mountain Porters Crossing TIS
Analysis Period: Future (2029) Background
Time Period: Evening Peak Hour

Project #: UT22-2248

Intersection: Pony Express Parkway & Gazelle Run
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	20	21	104	54.8	D
	T	25	23	91	45.2	D
	R	45	47	105	16.5	B
	Subtotal	90	91	101	32.6	C
SB	L	40	34	86	51.0	D
	T	25	25	99	45.2	D
	R	135	138	102	17.6	B
	Subtotal	200	197	99	26.9	C
EB	L	185	178	96	16.6	B
	T	980	976	100	6.6	A
	R	25	26	103	4.2	A
	Subtotal	1,190	1,180	99	8.1	A
WB	L	80	81	101	19.4	B
	T	873	865	99	8.6	A
	R	40	41	103	8.0	A
	Subtotal	993	987	99	9.5	A
Total		2,474	2,455	99	11.1	B

Intersection: Porters Crossing & Pony Express Parkway
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	105	106	101	46.0	D
	T	110	115	105	36.8	D
	R	200	204	102	12.7	B
	Subtotal	415	425	102	27.5	C
SB	L	220	219	100	50.9	D
	T	131	132	101	34.4	C
	R	90	90	100	25.0	C
	Subtotal	441	441	100	40.7	D
EB	L	135	131	97	31.0	C
	T	864	861	100	19.8	B
	R	70	70	100	17.5	B
	Subtotal	1,069	1,062	99	21.0	C
WB	L	275	268	98	31.4	C
	T	795	793	100	16.3	B
	R	285	279	98	14.4	B
	Subtotal	1,355	1,340	99	18.9	B
Total		3,280	3,268	100	23.7	C

SimTraffic LOS Report

Project: Eagle Mountain Porters Crossing TIS
Analysis Period: Future (2029) Background
Time Period: Evening Peak Hour

Project #: UT22-2248

Intersection: Porters Crossing & Ridley's SE
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	170	162	95	4.8	A
	T	361	364	101	2.3	A
	Subtotal	531	526	99	3.1	A
SB	T	276	276	100	0.6	A
	R	25	26	103	0.5	A
	Subtotal	301	302	100	0.6	A
EB	L	15	14	92	15.5	C
	R	165	166	101	6.6	A
	Subtotal	180	180	100	7.3	A
Total		1,012	1,008	100	3.1	A

Intersection: Porters Crossing & Ridley's Middle
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	165	164	99	3.4	A
	T	211	212	101	0.3	A
	Subtotal	376	376	100	1.7	A
SB	T	225	226	100	0.3	A
	R	25	28	111	0.2	A
	Subtotal	250	254	102	0.3	A
EB	L	10	10	98	9.0	A
	R	75	75	100	5.1	A
	Subtotal	85	85	100	5.6	A
Total		712	715	100	1.6	A

SimTraffic LOS Report

Project: Eagle Mountain Porters Crossing TIS
Analysis Period: Future (2029) Background
Time Period: Evening Peak Hour

Project #: UT22-2248

Intersection: Porters Crossing & Ridley's NE
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	15	14	92	2.6	A
	T	205	206	101	0.2	A
	Subtotal	220	220	100	0.4	A
SB	T	211	217	103	0.1	A
	R	5	6	120	0.0	A
	Subtotal	216	223	103	0.1	A
EB	L	5	5	100	6.4	A
	R	40	38	96	4.8	A
	Subtotal	45	43	96	5.0	A
Total		480	486	101	0.6	A

Intersection: Porters Crossing & St Andrews Dr
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	40	41	103	2.3	A
	T	141	142	101	0.3	A
	R	30	30	101	0.2	A
	Subtotal	211	213	101	0.7	A
SB	L	5	5	100	2.2	A
	T	110	112	102	0.1	A
	R	5	6	120	0.1	A
	Subtotal	120	123	103	0.2	A
EB	L	5	5	100	6.2	A
	T	18	19	104	2.6	A
	R	80	87	108	4.8	A
	Subtotal	103	111	108	4.5	A
WB	L	25	24	95	6.3	A
	T	5	5	100	5.8	A
	R	5	5	100	4.4	A
	Subtotal	35	34	97	5.9	A
Total		470	481	102	1.8	A

SimTraffic LOS Report

Project: Eagle Mountain Porters Crossing TIS
Analysis Period: Future (2029) Background
Time Period: Evening Peak Hour

Project #: UT22-2248

Intersection: Prestwick Lane & St Andrews Dr
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
EB	L	5	4	80	2.0	A
	T	65	71	109	0.1	A
	R	2	3	150	0.1	A
	Subtotal	72	78	108	0.2	A
WB	L	15	16	105	2.2	A
	T	35	35	101	0.3	A
	R	15	16	105	0.1	A
	Subtotal	65	67	103	0.7	A
NE	L	2	1	50	6.5	A
	T	2	2	100	7.2	A
	R	22	24	108	4.4	A
	Subtotal	26	27	104	4.7	A
SW	L	15	15	98	5.6	A
	T	2	1	50	8.7	A
	R	5	6	120	3.8	A
	Subtotal	22	22	100	5.3	A
Total		186	194	104	1.6	A

SimTraffic LOS Report

Project: Eagle Mountain Porters Crossing TIS
Analysis Period: Future (2029) Background (Mitigated)
Time Period: Evening Peak Hour **Project #:** UT22-2248

Intersection: Pony Express Parkway & Gazelle Run
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	20	19	94	55.0	D
	T	25	25	99	48.3	D
	R	45	43	96	17.5	B
	Subtotal	90	87	97	34.5	C
SB	L	40	42	106	50.0	D
	T	25	27	107	47.9	D
	R	135	133	98	20.7	C
	Subtotal	200	202	101	30.4	C
EB	L	185	184	99	19.2	B
	T	980	976	100	6.1	A
	R	25	24	95	4.4	A
	Subtotal	1,190	1,184	99	8.1	A
WB	L	80	84	105	21.2	C
	T	873	886	102	11.2	B
	R	40	42	106	11.1	B
	Subtotal	993	1,012	102	12.0	B
Total		2,474	2,485	100	12.4	B

Intersection: Porters Crossing & Pony Express Parkway
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	105	106	101	53.2	D
	T	110	107	97	49.4	D
	R	200	200	100	15.6	B
	Subtotal	415	413	100	34.0	C
SB	L	220	214	97	41.1	D
	T	131	135	103	33.0	C
	R	90	90	100	7.0	A
	Subtotal	441	439	100	31.6	C
EB	L	135	138	102	36.4	D
	T	864	857	99	30.1	C
	R	70	70	100	27.0	C
	Subtotal	1,069	1,065	100	30.7	C
WB	L	275	274	100	33.1	C
	T	795	814	102	20.8	C
	R	285	284	100	17.4	B
	Subtotal	1,355	1,372	101	22.6	C
Total		3,280	3,289	100	27.8	C

SimTraffic LOS Report

Project: Eagle Mountain Porters Crossing TIS
Analysis Period: Future (2029) Background (Mitigated)
Time Period: Evening Peak Hour Project #: UT22-2248

Intersection: Porters Crossing & Ridley's SE
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	170	170	100	4.6	A
	T	361	359	99	2.1	A
	Subtotal	531	529	100	2.9	A
SB	T	276	271	98	0.8	A
	R	25	24	95	0.6	A
	Subtotal	301	295	98	0.8	A
EB	L	15	16	105	15.0	B
	R	165	168	102	6.9	A
	Subtotal	180	184	102	7.6	A
Total		1,012	1,008	100	3.1	A

Intersection: Porters Crossing & Ridley's Middle
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	165	163	99	3.3	A
	T	211	210	100	0.3	A
	Subtotal	376	373	99	1.6	A
SB	T	225	221	98	0.3	A
	R	25	26	103	0.3	A
	Subtotal	250	247	99	0.3	A
EB	L	10	10	98	7.0	A
	R	75	75	100	4.8	A
	Subtotal	85	85	100	5.1	A
Total		712	705	99	1.6	A

SimTraffic LOS Report

Project: **Eagle Mountain Porters Crossing TIS**
 Analysis Period: *Future (2029) Background (Mitigated)*
 Time Period: *Evening Peak Hour* Project #: **UT22-2248**

Intersection: **Porters Crossing & Ridley's NE**
 Type: **Unsignalized**

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	15	15	98	2.8	A
	T	205	202	99	0.2	A
	Subtotal	220	217	99	0.4	A
SB	T	211	208	99	0.1	A
	R	5	6	120	0.1	A
	Subtotal	216	214	99	0.1	A
EB	L	5	5	100	6.6	A
	R	40	39	98	4.5	A
	Subtotal	45	44	98	4.7	A
Total		480	475	99	0.6	A

Intersection: **Porters Crossing & St Andrews Dr**
 Type: **Unsignalized**

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	40	37	93	2.4	A
	T	141	142	101	0.3	A
	R	30	28	94	0.3	A
	Subtotal	211	207	98	0.7	A
SB	L	5	4	80	3.0	A
	T	110	113	103	0.1	A
	R	5	6	120	0.1	A
	Subtotal	120	123	103	0.2	A
EB	L	5	4	80	7.0	A
	T	18	22	121	2.0	A
	R	80	74	92	4.7	A
	Subtotal	103	100	97	4.2	A
WB	L	25	26	103	6.6	A
	T	5	6	120	6.0	A
	R	5	5	100	4.3	A
	Subtotal	35	37	106	6.2	A
Total		470	467	99	1.8	A

SimTraffic LOS Report

Project: Eagle Mountain Porters Crossing TIS
 Analysis Period: Future (2029) Background (Mitigated)
 Time Period: Evening Peak Hour Project #: UT22-2248

Intersection: Prestwick Lane & St Andrews Dr
 Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
EB	L	5	5	100	2.2	A
	T	65	63	97	0.2	A
	R	2	2	100	0.1	A
	Subtotal	72	70	97	0.3	A
WB	L	15	14	92	2.1	A
	T	35	35	101	0.3	A
	R	15	15	98	0.2	A
	Subtotal	65	64	98	0.7	A
NE	L	2	2	100	4.8	A
	T	2	3	150	5.0	A
	R	22	22	99	4.3	A
	Subtotal	26	27	104	4.4	A
SW	L	15	15	98	5.3	A
	T	2	2	100	5.8	A
	R	5	5	100	4.1	A
	Subtotal	22	22	100	5.1	A
Total		186	183	99	1.6	A

SimTraffic LOS Report

Project: Eagle Mountain Porters Crossing TIS
Analysis Period: Future (2029) Plus Project
Time Period: Evening Peak Hour
Project #: UT22-2248

Intersection: Pony Express Parkway & Gazelle Run
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	21	21	101	49.6	D
	T	26	25	97	46.9	D
	R	63	59	93	19.2	B
	Subtotal	110	105	95	31.9	C
SB	L	42	42	101	52.1	D
	T	26	26	101	47.5	D
	R	140	136	97	22.0	C
	Subtotal	208	204	98	31.4	C
EB	L	192	195	101	25.7	C
	T	1,169	1,159	99	7.8	A
	R	26	24	93	5.7	A
	Subtotal	1,387	1,378	99	10.3	B
WB	L	101	104	103	24.3	C
	T	1,068	1,047	98	10.4	B
	R	42	42	101	10.7	B
	Subtotal	1,211	1,193	99	11.6	B
Total		2,916	2,880	99	13.2	B

Intersection: Porters Crossing & Pony Express Parkway
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	110	109	100	59.4	E
	T	142	142	100	53.7	D
	R	219	226	103	19.4	B
	Subtotal	471	477	101	38.8	D
SB	L	345	302	88	78.2	E
	T	167	140	84	37.1	D
	R	246	206	84	10.5	B
	Subtotal	758	648	85	47.8	D
EB	L	274	268	98	107.0	F
	T	928	920	99	38.4	D
	R	73	69	95	35.8	D
	Subtotal	1,275	1,257	99	52.9	D
WB	L	298	300	101	52.4	D
	T	856	880	103	44.9	D
	R	380	387	102	42.6	D
	Subtotal	1,534	1,567	102	45.8	D
Total		4,038	3,949	98	52.8	D

SimTraffic LOS Report

Project: Eagle Mountain Porters Crossing TIS
Analysis Period: Future (2029) Plus Project
Time Period: Evening Peak Hour

Project #: UT22-2248

Intersection: Porters Crossing & Ridley's SE/Southwest Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	177	177	100	7.8	A
	T	497	496	100	4.8	A
	R	124	124	100	4.1	A
	Subtotal	798	797	100	5.4	A
SB	L	18	21	118	21.9	C
	T	436	439	101	19.6	C
	R	26	27	105	16.3	C
	Subtotal	480	487	101	19.5	C
EB	L	16	12	76	265.8	F
	R	172	136	79	402.8	F
	Subtotal	188	148	79	391.7	F
WB	L	150	75	50	591.3	F
	R	19	12	64	528.5	F
	Subtotal	169	87	51	582.6	F
Total		1,632	1,519	93	90.6	F

Intersection: Porters Crossing & Ridley's Middle
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	172	169	98	12.5	B
	T	360	349	97	0.8	A
	Subtotal	532	518	97	4.6	A
SB	T	402	406	101	9.7	A
	R	26	24	93	7.5	A
	Subtotal	428	430	100	9.6	A
EB	L	11	10	93	53.9	F
	R	78	83	106	16.3	C
	Subtotal	89	93	104	20.3	C
Total		1,048	1,041	99	8.0	A

SimTraffic LOS Report

Project: Eagle Mountain Porters Crossing TIS
Analysis Period: Future (2029) Plus Project
Time Period: Evening Peak Hour

Project #: UT22-2248

Intersection: Porters Crossing & Ridley's NE
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	16	14	89	3.3	A
	T	232	221	95	0.4	A
	R	122	123	100	0.2	A
	Subtotal	370	358	97	0.4	A
SB	L	18	16	90	3.0	A
	T	236	235	99	1.8	A
	R	5	6	120	0.2	A
	Subtotal	259	257	99	1.8	A
EB	L	5	5	100	8.7	A
	R	42	45	108	7.8	A
	Subtotal	47	50	106	7.9	A
WB	L	150	150	100	23.8	C
	R	19	18	96	17.5	C
	Subtotal	169	168	99	23.1	C
Total		844	833	99	5.9	A

Intersection: Porters Crossing & St Andrews Dr
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	59	56	95	2.5	A
	T	156	152	97	0.4	A
	R	40	38	94	0.3	A
	Subtotal	255	246	96	0.9	A
SB	L	5	4	80	2.3	A
	T	124	128	104	0.1	A
	R	5	5	100	0.1	A
	Subtotal	134	137	102	0.2	A
EB	L	5	4	80	6.3	A
	T	18	20	113	2.2	A
	R	100	96	96	5.2	A
	Subtotal	123	120	98	4.7	A
WB	L	36	34	96	7.3	A
	T	5	6	120	6.3	A
	R	5	5	100	5.1	A
	Subtotal	46	45	98	6.9	A
Total		558	548	98	2.0	A

SimTraffic LOS Report

Project: Eagle Mountain Porters Crossing TIS
Analysis Period: Future (2029) Plus Project
Time Period: Evening Peak Hour

Project #: UT22-2248

Intersection: Prestwick Lane & St Andrews Dr
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
EB	L	5	5	100	2.2	A
	T	78	76	97	0.2	A
	R	2	2	100	0.1	A
	Subtotal	85	83	98	0.3	A
WB	L	18	18	101	2.3	A
	T	48	47	99	0.3	A
	R	20	19	96	0.1	A
	Subtotal	86	84	98	0.7	A
NE	L	2	2	100	3.9	A
	T	2	2	100	6.2	A
	R	25	25	101	4.6	A
	Subtotal	29	29	100	4.7	A
SW	L	20	19	96	5.8	A
	T	2	2	100	5.3	A
	R	5	5	100	4.1	A
	Subtotal	27	26	96	5.4	A
Total		226	222	98	1.6	A

Intersection: Pony Express Parkway & South Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	48	47	97	108.7	F
	R	78	84	108	78.4	F
	Subtotal	126	131	104	89.3	F
EB	L	68	64	94	28.1	D
	T	1,424	1,385	97	2.8	A
	Subtotal	1,492	1,449	97	3.9	A
WB	T	1,456	1,486	102	5.3	A
	R	82	84	102	0.6	A
	Subtotal	1,538	1,570	102	5.0	A
Total		3,157	3,150	100	8.2	A

SimTraffic LOS Report

Project: Eagle Mountain Porters Crossing TIS
Analysis Period: Future (2029) Plus Project
Time Period: Evening Peak Hour **Project #:** UT22-2248

Intersection: South Access & Southwest Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	76	74	97	1.0	A
	T	0	0	0		
	R	75	75	100	0.9	A
	Subtotal	151	149	99	0.9	A
EB	T	82	82	100	14.5	B
	R	63	65	103	14.8	B
	Subtotal	145	147	101	14.6	B
WB	L	63	68	108	22.7	C
	T	84	80	95	22.0	C
	Subtotal	147	148	101	22.3	C
Total		444	444	100	12.6	B

SimTraffic LOS Report

Project: Eagle Mountain Porters Crossing TIS
Analysis Period: Future (2029) Plus Project (Mitigated)
Time Period: Evening Peak Hour **Project #:** UT22-2248

Intersection: Pony Express Parkway & Gazelle Run
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	20	20	99	48.7	D
	T	25	25	99	47.4	D
	R	61	63	103	16.8	B
	Subtotal	106	108	102	29.8	C
SB	L	40	41	103	52.9	D
	T	25	23	91	51.9	D
	R	135	140	104	22.5	C
	Subtotal	200	204	102	31.9	C
EB	L	185	193	104	24.1	C
	T	1,125	1,120	100	7.4	A
	R	25	25	99	5.1	A
	Subtotal	1,335	1,338	100	9.8	A
WB	L	97	91	94	25.6	C
	T	1,030	1,039	101	12.4	B
	R	40	43	108	11.9	B
	Subtotal	1,167	1,173	101	13.4	B
Total		2,808	2,823	101	13.7	B

Intersection: Porters Crossing & Pony Express Parkway
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	105	113	108	56.4	E
	T	137	142	103	52.2	D
	R	211	211	100	23.1	C
	Subtotal	453	466	103	40.0	D
SB	L	332	328	99	51.2	D
	T	159	152	95	29.0	C
	R	237	237	100	12.2	B
	Subtotal	728	717	98	33.6	C
EB	L	264	263	100	43.5	D
	T	892	890	100	38.0	D
	R	70	69	98	32.9	C
	Subtotal	1,226	1,222	100	38.9	D
WB	L	287	284	99	38.8	D
	T	824	822	100	30.7	C
	R	366	378	103	12.8	B
	Subtotal	1,477	1,484	100	27.7	C
Total		3,884	3,889	100	33.8	C

SimTraffic LOS Report

Project: Eagle Mountain Porters Crossing TIS
Analysis Period: Future (2029) Plus Project (Mitigated)
Time Period: Evening Peak Hour **Project #:** UT22-2248

Intersection: Porters Crossing & Ridley's SE/Southwest Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	170	176	104	5.7	A
	T	478	484	101	1.5	A
	R	119	123	103	1.3	A
	Subtotal	767	783	102	2.4	A
SB	L	17	16	93	5.5	A
	T	419	414	99	1.1	A
	R	25	27	107	0.7	A
	Subtotal	461	457	99	1.2	A
EB	L	15	14	92	24.2	C
	R	165	163	99	15.5	C
	Subtotal	180	177	98	16.2	C
WB	L	144	140	97	78.8	F
	R	18	20	110	67.1	F
	Subtotal	162	160	99	77.3	F
Total		1,571	1,577	100	11.3	B

Intersection: Porters Crossing & Ridley's Middle
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	165	166	101	4.4	A
	T	347	352	102	0.4	A
	Subtotal	512	518	101	1.7	A
SB	T	386	381	99	1.1	A
	R	25	27	107	0.9	A
	Subtotal	411	408	99	1.1	A
EB	L	10	11	107	18.4	C
	R	75	76	101	6.1	A
	Subtotal	85	87	102	7.7	A
Total		1,008	1,013	100	2.0	A

SimTraffic LOS Report

Project: Eagle Mountain Porters Crossing TIS
Analysis Period: Future (2029) Plus Project (Mitigated)
Time Period: Evening Peak Hour **Project #:** UT22-2248

Intersection: Porters Crossing & Ridley's NE
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	15	15	98	3.0	A
	T	223	224	100	0.2	A
	R	118	123	104	0.2	A
	Subtotal	356	362	102	0.3	A
SB	L	17	17	99	3.7	A
	T	228	230	101	0.1	A
	R	5	5	100	0.0	A
	Subtotal	250	252	101	0.3	A
EB	L	5	4	80	7.6	A
	R	40	39	98	6.0	A
	Subtotal	45	43	96	6.1	A
WB	L	144	139	97	10.0	A
	R	18	18	99	6.5	A
	Subtotal	162	157	97	9.6	A
Total		813	814	100	2.4	A

Intersection: Porters Crossing & St Andrews Dr
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	57	56	98	2.4	A
	T	150	153	102	0.4	A
	R	39	37	95	0.3	A
	Subtotal	246	246	100	0.8	A
SB	L	5	4	80	2.4	A
	T	119	122	103	0.1	A
	R	5	4	80	0.1	A
	Subtotal	129	130	101	0.2	A
EB	L	5	5	100	7.4	A
	T	18	18	100	1.6	A
	R	96	98	102	5.1	A
	Subtotal	119	121	102	4.7	A
WB	L	34	31	92	7.4	A
	T	5	5	100	6.7	A
	R	5	5	100	4.6	A
	Subtotal	44	41	93	7.0	A
Total		538	538	100	2.0	A

SimTraffic LOS Report

Project: Eagle Mountain Porters Crossing TIS
Analysis Period: Future (2029) Plus Project (Mitigated)
Time Period: Evening Peak Hour Project #: UT22-2248

Intersection: Prestwick Lane & St Andrews Dr
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
EB	L	5	4	80	2.3	A
	T	75	76	101	0.2	A
	R	2	3	150	0.0	A
	Subtotal	82	83	101	0.3	A
WB	L	17	15	87	2.2	A
	T	46	48	105	0.2	A
	R	19	16	83	0.1	A
	Subtotal	82	79	96	0.6	A
NE	L	2	2	100	5.0	A
	T	2	3	150	5.3	A
	R	24	25	103	4.2	A
	Subtotal	28	30	107	4.4	A
SW	L	19	19	99	5.5	A
	T	2	2	100	6.6	A
	R	5	5	100	4.4	A
	Subtotal	26	26	100	5.4	A
Total		219	218	100	1.6	A

Intersection: Pony Express Parkway & South Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	47	48	103	53.6	F
	R	75	79	105	13.6	B
	Subtotal	122	127	104	28.7	D
EB	L	66	69	105	17.2	C
	T	1,369	1,364	100	2.9	A
	Subtotal	1,435	1,433	100	3.6	A
WB	T	1,401	1,405	100	0.7	A
	R	79	86	109	0.2	A
	Subtotal	1,480	1,491	101	0.7	A
Total		3,037	3,051	100	3.2	A

SimTraffic LOS Report

Project: Eagle Mountain Porters Crossing TIS
Analysis Period: Future (2029) Plus Project (Mitigated)
Time Period: Evening Peak Hour Project #: UT22-2248

Intersection: South Access & Southwest Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	73	80	109	0.9	A
	T	1	2	267	1.0	A
	R	72	74	102	1.0	A
	Subtotal	146	156	107	0.9	A
EB	T	79	79	100	6.1	A
	R	61	63	103	4.5	A
	Subtotal	140	142	101	5.4	A
WB	L	61	64	105	6.0	A
	T	81	81	100	5.8	A
	Subtotal	142	145	102	5.9	A
Total		429	443	103	4.0	A

APPENDIX D

95th Percentile Queue Length Reports

	NB	NE	SB	S W	EB	WB
Intersection	L LT LTR R T TR	LTR	L LTR TR	LTR	L LTR R T TR	L LTR T TR
01: Pony Express Parkway & Gazelle Run	50 100		125 150		100 125 150	75 125 125
02: Porters Crossing & Pony Express Parkway	125 150		300 200		100 250 250	175 200 225
03: Porters Crossing & Ridley's SE	100		50		50 75	
04: Porters Crossing & Ridley's Middle	75				50 50	
05: Porters Crossing & Ridley's NE					50	
06: Porters Crossing & St Andrews Dr					50	50
07: Prestwick Lane & St Andrews Dr		50		50		

Intersection	NB					NE	SB				S W	EB							WB				
	L	LTR	R	T	TR	LTR	L	LTR	R	TR	LTR	L	LR	LT	LTR	R	T	TR	L	LT	LTR	T	TR
01: Pony Express Parkway & Gazelle Run	50				100		100			125		125					150	150	100			175	175
02: Porters Crossing & Pony Express Parkway	125		125	150			325			200		125					250	275	200			250	275
03: Porters Crossing & Ridley's SE/Southwest Access		75						100						50		100					75		
04: Porters Crossing & Ridley's Middle	75											50				75							
05: Porters Crossing & Ridley's NE													75										
06: Porters Crossing & St Andrews Dr															75						50		
07: Prestwick Lane & St Andrews Dr						50					50												
08: Pony Express Parkway & South Access							50		75			50											
09: South Access & Southwest Access																		75		75			

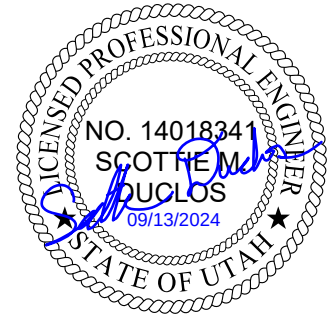
	NB	NE	SB	S W	EB	WB
Intersection	L LT LTR R T TR	LTR	L LTR TR	LTR	L LTR R T TR	L LTR T TR
01: Pony Express Parkway & Gazelle Run	75 100		125 150		125 175 200	100 225 225
02: Porters Crossing & Pony Express Parkway	150 125 150		325 225		175 300 325	225 275 300
03: Porters Crossing & Ridley's SE	125				50 75	
04: Porters Crossing & Ridley's Middle	75				50 75	
05: Porters Crossing & Ridley's NE					50	
06: Porters Crossing & St Andrews Dr					75	50
07: Prestwick Lane & St Andrews Dr		50		50		

Intersection	NB						NE	SB					S W	EB						WB					
	L	LR	LTR	R	T	TR	LTR	L	LTR	R	T	TR	LTR	L	LT	LTR	R	T	TR	L	LT	LTR	R	T	TR
01: Pony Express Parkway & Gazelle Run	75					100		100				175		150				250	200	125				250	275
02: Porters Crossing & Pony Express Parkway	175				175	275		725		150	175			400				650	600	425				875	875
03: Porters Crossing & Ridley's SE/Southwest Access			200						275						900		275					525			
04: Porters Crossing & Ridley's Middle	100					75						225		75		100									
05: Porters Crossing & Ridley's NE												75					50					175			
06: Porters Crossing & St Andrews Dr			50													75						75			
07: Prestwick Lane & St Andrews Dr							50						50												
08: Pony Express Parkway & South Access								150		175				100										225	
09: South Access & Southwest Access																			125		200				

Intersection	NB						NE	SB					S W	EB						WB						
	L	LR	LTR	R	T	TR	LTR	L	LTR	R	T	TR	LTR	L	LT	LTR	R	T	TR	L	LT	LTR	R	T	TR	
01: Pony Express Parkway & Gazelle Run	75					125		100				150		150				225	225	125				300	325	
02: Porters Crossing & Pony Express Parkway	175			200	275			300		150	175				325				450	450	275			275	350	
03: Porters Crossing & Ridley's SE/Southwest Access	75							50				75			75		125					300				
04: Porters Crossing & Ridley's Middle	75							50							50				75							
05: Porters Crossing & Ridley's NE							50						50				50					75				
06: Porters Crossing & St Andrews Dr			50														75						75			
07: Prestwick Lane & St Andrews Dr																										
08: Pony Express Parkway & South Access								100		75				75												
09: South Access & Southwest Access																				75		75				

MEMORANDUM

Date: September 13, 2024
To: Eagle Mountain City
From: Hales Engineering



Subject: Porter's Crossing Commercial Traffic Impact Study Addendum

UT22-2248

Introduction

The purpose of this memorandum is to discuss additional mitigation measures that were analyzed as part of the Porter's Crossing Commercial project. All prior traffic volumes, analysis, and mitigations were assumed throughout the further analysis done in this memorandum.

Incorporated into the memorandum was a change to the access names. Access locations formerly identified as "Ridley's" were changed to "Porter's Crossing Town Center (PCTC)" and access locations to the proposed development were changed to "Eagle Square".

Traffic Volumes

In addition to the previously collected traffic counts in the traffic impact study, weekday evening (4:00 to 6:00 p.m.) peak period traffic counts were performed at the Ridley's South Access / Pony Express Parkway intersection on Wednesday, August 14, 2024. Only the ins/outs at the access were counted and the rest of the traffic volumes on Pony Express Parkway were balanced through.

Future (2029) Plus Project Mitigated Scenario

With the recommended mitigations from the traffic impact study, there were still anticipated to be poor levels of service at the Ridley's Southeast Access (PCTC Southeast) / Porters Crossing and South Project Access (Eagle Square South) / Pony Express Parkway intersections. A consideration for restricting lefts at these accesses was made, but not analyzed within the original traffic impact study.

After discussions with the city, it was determined that both accesses would be required to be restricted to right-in / right-out only in their initially proposed locations due to queueing and/or offsets with accesses across the street. Because of this, the project moved the proposed south access east on Pony Express Parkway to align with the access across the street. The PCTC

Southeast was restricted to right-in / right-out only. These changes were made and analyzed. However, with the additional traffic pushed north to the PCTC Middle Access, that access is anticipated to operate at a poor level of service.

To alleviate these issues and concerns, the following additional mitigation measures are recommended:

PCTC South Access / Pony Express Parkway:

To alleviate some of the traffic volumes on Porters Crossing and at the Porters Crossing / Pony Express Parkway traffic signal, it is recommended that the landscaped median be opened and allow for eastbound (ingress) left turns at the PCTC South Access. This is anticipated to reduce the potential need for dual left-turn lanes on the Porters Crossing / Pony Express Parkway intersection. The median would be rebuilt in a way that would restrict southbound (egress) left turns.

Eagle Square South Access / Pony Express Parkway:

The project has planned to move the proposed south access further east to align with the access across the street and allow for full turning movements. This will reduce the need for vehicles to circulate through the parking lot to the northernmost access to make a left turn.

A mitigated scenario with these changes was analyzed and the LOS results are shown in Table 1. The recommended mitigations are summarized in Figure 1. Detailed reports are provided in Appendix A.

Table 1: Future (2029) Plus Project Evening Peak Hour LOS (Mitigated)

Intersection		Level of Service		
Description	Control	Movement ¹	Aver. Delay (Sec. / Veh.)	LOS ²
Gazelle Run / Pony Express Parkway	Signal	-	12.1	B
Porters Crossing / Pony Express Parkway	Signal	-	30.7	C
PCTC Southeast Access / Porters Crossing	EB/WB Stop	EBR	6.3	a
PCTC Middle Access / Porters Crossing	EB Stop	EBL	21.6	c
PCTC Northeast Access / Porters Crossing	EB/WB Stop	WBL	15.2	c
St. Andrews Drive / Porters Crossing	EB/WB Stop	EBL	8.3	a
St. Andrews Drive / Prestwick Lane	NE/SW Stop	NET	8.1	a
Eagle Square South / Pony Express Parkway	SB Stop	SBL	35.6	e
PCTC South / Pony Express Parkway	SB Stop	EBL	14.8	b

1. Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc.
2. Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for all other unsignalized intersections.

Source: Hales Engineering, September 2024

These changes are anticipated to significantly improve all study intersections. However, the Eagle Square South / Pony Express Parkway intersection is anticipated to be on the border between acceptable and poor levels of service, which occurs at 35 seconds of average delay per vehicle. This is due to the heavy anticipated traffic volumes on Pony Express Parkway during the peak hours. A two-way left-turn lane is provided at the access and may assist vehicles in making left-turn egress movements. Additionally, the signal at Porter's Crossing allows for traffic to reroute in times of undue delay and queuing at the access.

Additional Notes

The developer's proposed residential development to the north on Porter's Crossing, which includes 250 residential units in Pods 9, 10, and 15, was considered when performing the original future (2029) background analysis. Most of the traffic volumes from that development are anticipated to utilize direct connections to St Andrews and Gazelle Run. The traffic volume increase utilizing Porter's Crossing was accounted for within the projected growth of the travel demand model. A vicinity map of the northern residential area is provided in Appendix B.

If you have any questions regarding this memorandum, please contact us at 801.766.4343.



APPENDIX A

LOS and Queuing Results

SimTraffic LOS Report

Project: Eagle Mountain Porters Crossing TIS
Analysis Period: Future (2029) Plus Project (Mitigated)
Time Period: Evening Peak Hour **Project #:** UT22-2248

Intersection: Pony Express Parkway & Gazelle Run
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	20	20	99	49.6	D
	T	25	26	103	45.2	D
	R	61	64	105	18.9	B
	Subtotal	106	110	104	30.7	C
SB	L	40	38	96	56.7	E
	T	25	23	91	47.8	D
	R	135	134	99	20.5	C
	Subtotal	200	195	98	30.8	C
EB	L	185	180	97	22.8	C
	T	1,125	1,128	100	7.5	A
	R	25	24	95	4.7	A
	Subtotal	1,335	1,332	100	9.5	A
WB	L	97	95	98	21.1	C
	T	989	986	100	9.0	A
	R	40	43	108	7.7	A
	Subtotal	1,126	1,124	100	10.0	A
Total		2,768	2,761	100	12.1	B

Intersection: Porters Crossing & Pony Express Parkway
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	105	100	95	55.3	E
	T	137	134	98	48.4	D
	R	211	213	101	20.8	C
	Subtotal	453	447	99	36.8	D
SB	L	300	299	100	56.6	E
	T	160	164	103	33.1	C
	R	237	240	101	14.4	B
	Subtotal	697	703	101	36.7	D
EB	L	194	188	97	27.8	C
	T	892	899	101	29.4	C
	R	70	70	100	25.6	C
	Subtotal	1,156	1,157	100	28.9	C
WB	L	287	290	101	34.8	C
	T	908	909	100	26.9	C
	R	281	285	101	11.4	B
	Subtotal	1,476	1,484	101	25.5	C
Total		3,782	3,791	100	30.7	C

SimTraffic LOS Report

Project: Eagle Mountain Porters Crossing TIS
Analysis Period: Future (2029) Plus Project (Mitigated)
Time Period: Evening Peak Hour **Project #:** UT22-2248

Intersection: Porters Crossing & PCTC Southeast/Eagle Square SW
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	494	493	100	1.3	A
	R	119	115	97	1.2	A
	Subtotal	613	608	99	1.3	A
SB	T	532	546	103	0.6	A
	R	25	24	95	0.4	A
	Subtotal	557	570	102	0.6	A
EB	R	165	159	96	6.3	A
	Subtotal	165	159	96	6.3	A
WB	R	18	20	110	5.2	A
	Subtotal	18	20	111	5.2	A
Total		1,353	1,357	100	1.6	A

Intersection: Porters Crossing & PCTC Middle
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	180	179	99	5.7	A
	T	331	332	100	0.2	A
	Subtotal	511	511	100	2.1	A
SB	T	481	491	102	1.0	A
	R	25	25	99	1.0	A
	Subtotal	506	516	102	1.0	A
EB	L	25	24	95	21.6	C
	R	75	78	104	7.0	A
	Subtotal	100	102	102	10.4	B
Total		1,118	1,129	101	2.4	A

SimTraffic LOS Report

Project: Eagle Mountain Porters Crossing TIS
Analysis Period: Future (2029) Plus Project (Mitigated)
Time Period: Evening Peak Hour **Project #:** UT22-2248

Intersection: Porters Crossing & PCTC North/Eagle Square North
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	15	13	85	2.9	A
	T	224	224	100	0.3	A
	R	118	120	102	0.2	A
	Subtotal	357	357	100	0.4	A
SB	L	34	34	101	3.3	A
	T	210	218	104	0.2	A
	R	5	5	100	0.0	A
	Subtotal	249	257	103	0.6	A
EB	L	5	4	80	8.5	A
	R	40	43	108	6.2	A
	Subtotal	45	47	104	6.4	A
WB	L	256	256	100	15.2	C
	R	18	22	121	10.6	B
	Subtotal	274	278	101	14.8	B
Total		926	939	101	5.0	A

Intersection: Porters Crossing & St Andrews Dr
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	57	61	107	2.4	A
	T	150	151	100	0.4	A
	R	39	36	93	0.3	A
	Subtotal	246	248	101	0.9	A
SB	L	5	5	100	2.6	A
	T	119	122	103	0.1	A
	R	5	4	80	0.1	A
	Subtotal	129	131	102	0.2	A
EB	L	5	4	80	8.3	A
	T	18	18	100	2.3	A
	R	96	100	104	5.2	A
	Subtotal	119	122	103	4.9	A
WB	L	34	34	101	6.8	A
	T	5	5	100	6.6	A
	R	5	5	100	4.6	A
	Subtotal	44	44	100	6.5	A
Total		538	545	101	2.1	A

SimTraffic LOS Report

Project: Eagle Mountain Porters Crossing TIS
Analysis Period: Future (2029) Plus Project (Mitigated)
Time Period: Evening Peak Hour Project #: UT22-2248

Intersection: Prestwick Lane & St Andrews Dr
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
EB	L	5	3	60	2.2	A
	T	75	75	100	0.2	A
	R	2	2	100	0.5	A
	Subtotal	82	80	98	0.3	A
WB	L	17	17	99	2.2	A
	T	46	46	101	0.3	A
	R	19	22	114	0.1	A
	Subtotal	82	85	104	0.6	A
NE	L	2	1	50	5.9	A
	T	2	2	100	8.1	A
	R	24	26	107	4.6	A
	Subtotal	28	29	104	4.9	A
SW	L	19	20	104	5.8	A
	T	2	2	100	7.8	A
	R	5	7	140	4.5	A
	Subtotal	26	29	112	5.6	A
Total		219	223	102	1.7	A

Intersection: Pony Express Parkway & Eagle Square South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	79	73	92	35.6	E
	R	75	79	105	14.1	B
	Subtotal	154	152	99	24.4	C
EB	L	66	64	97	21.6	C
	T	1,338	1,350	101	3.5	A
	Subtotal	1,404	1,414	101	4.3	A
WB	T	1,402	1,402	100	0.8	A
	R	79	72	91	0.5	A
	Subtotal	1,481	1,474	100	0.8	A
Total		3,039	3,040	100	3.6	A

SimTraffic LOS Report

Project: **Eagle Mountain Porters Crossing TIS**
 Analysis Period: *Future (2029) Plus Project (Mitigated)*
 Time Period: *Evening Peak Hour* Project #: **UT22-2248**

Intersection: **Eagle Square South & Eagle Square SW**
 Type: **Unsignalized**

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	116	108	93	0.7	A
	T	1	2	267	0.5	A
	R	29	27	94	0.7	A
	Subtotal	146	137	94	0.7	A
EB	T	24	23	95	5.9	A
	R	123	123	100	4.7	A
	Subtotal	147	146	99	4.9	A
WB	L	31	28	91	5.4	A
	T	27	28	103	5.3	A
	Subtotal	58	56	97	5.4	A
Total		351	339	97	3.3	A

Intersection: **Pony Express Parkway & PCTC South**
 Type: **Unsignalized**

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	R	60	62	103	6.8	A
	Subtotal	60	62	103	6.8	A
EB	L	70	69	98	14.8	B
	T	1,156	1,161	100	2.3	A
	Subtotal	1,226	1,230	100	3.0	A
WB	T	1,066	1,065	100	3.4	A
	R	185	184	99	3.5	A
	Subtotal	1,251	1,249	100	3.4	A
Total		2,537	2,541	100	3.3	A

SimTraffic Queueing Report

Project: Eagle Mountain Porters Crossing TIS

Analysis: Future (2029) Plus Project (Mitigated)

Time Period: Evening Peak Hour

95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft

HALES  **ENGINEERING**
innovative transportation solutions

Project #: UT22-2248

	NB	NE	SB	S W	EB	WB
Intersection	L LR LTR R T TR	LTR	L LTR R T TR	LTR	L LT LTR R T TR	L LT LTR R T TR
01: Pony Express Parkway & Gazelle Run	75 125		100 175		150 250 200	125 275 275
02: Porters Crossing & Pony Express Parkway	175 175 225		200 175 250		250 375 375	275 275 400
03: Porters Crossing & PCTC Southeast/Eagle Square SW			50		100	50
04: Porters Crossing & PCTC Middle	100		50		50 75	
05: Porters Crossing & PCTC North/Eagle Square North			50		50	150
06: Porters Crossing & St Andrews Dr	50				75	75
07: Prestwick Lane & St Andrews Dr		50		50		
08: Pony Express Parkway & Eagle Square South			100 75		100	
09: Eagle Square South & Eagle Square SW					75	75
10: Pony Express Parkway & PCTC South			75		75	

APPENDIX B

Development Pod Exhibit



**EAGLE MOUNTAIN CITY
CITY COUNCIL MEETING
SEPTEMBER 17, 2024**

TITLE:	Wayfinding Signs Price Estimates and Survey Response
ITEM TYPE:	Agreement
FISCAL IMPACT:	This is a budgeted item from the Utility Sale Proceeds.
APPLICANT:	City Staff

CURRENT GENERAL PLAN DESIGNATION & ZONE	ACREAGE

PUBLIC HEARING

No

PREPARED BY

Terrence Dela Peña, Finance
Analyst

PRESENTED BY

Terrence Dela Peña

RECOMMENDATION:

Staff recommends the City Council approve the agreement to provide the City with six new wayfinding signs. This aims to add value by putting up new signs that will enhance the overall look and feel of the community. The signs will help residents, drivers, tourists, and others be aware of the location of our city facilities, parks, and amenities.

BACKGROUND:

Last July 2, 2024, Staff made a presentation about the design, specs, and location of six wayfinding signs. The Council directed staff to find a durable alternative material (aside from a wood post) that would require less maintenance. Staff received a total of 14 price estimates from 10 different vendors. The Council will decide which one of the final four vendors the City can make an agreement with to build six new wayfinding signs.

Eagle Mountain City has wayfinding signs throughout the city that are deteriorating due to exposure to weather conditions and experiencing the usual wear and tear for their allowable functionality and appearance. Other signs become problematic for visibility issues. For example, a sign near the roundabout at Eagle Mountain Boulevard is hard to see due to the trees around it. It does not serve its purpose of being visible to oncoming drivers and pedestrians. Some signs needed to reflect directions for new parks like the Smith Ranch Park and other existing city parks. The new wayfinding signs will adopt the new branding logo and colors, which will support the overall look and feel the Council, residents, and Staff want for our community. The timeline is generally between 8–10 weeks.

ITEMS FOR CONSIDERATION:

There was a need to replace the existing wayfinding signs even before the City rebranded. Still, in order to implement the new logo and colors, this project waited until the rebranding was done. Now that we have a new logo and colors and this project is already allocated with budget from Utility Sale Proceeds, Staff recommends its approval so residents, business stakeholders, and other visitors will appreciate the look and feel that Council, Staff, and residents want in our community.

PLANNING COMMISSION ACTION/RECOMMENDATION:

N/A

ATTACHMENTS:

1. RES--Wayfinding Signs Agreement
2. Survey Response Summary
3. Impact Signs - Faux Wood Proposal
4. Impact Signs - Survey Response
5. Star Sign - Faux Wood Proposal
6. Star Sign - Survey Response
7. Ryze - Faux Wood Proposal
8. Ryze - Survey Response
9. Signarama - Faux Wood Proposal
10. Signarama - Survey Response

RESOLUTION NO. R-____-2024

A RESOLUTION OF EAGLE MOUNTAIN CITY, UTAH, APPROVING AN AGREEMENT FOR SIX WAYFINDING SIGNS

PREAMBLE

The City Council of Eagle Mountain City, Utah, finds that it is in the public interest to approve an agreement with _____ for six wayfinding signs, as set forth in Exhibit A.

NOW THEREFORE, BE IT RESOLVED by the City Council of Eagle Mountain City, Utah for and in consideration of the mutual promises, covenants and agreements hereinafter set forth, the parties hereto agree as follows:

1. The Agreement with _____ is approved, as set forth in Exhibit A.
2. This Resolution shall become effective immediately upon its passing.

ADOPTED by the City Council of Eagle Mountain City, Utah, this 17th day of September, 2024.

EAGLE MOUNTAIN CITY, UTAH

Tom Westmoreland, Mayor

ATTEST:

Fionnuala B. Kofoed, MMC
City Recorder

CERTIFICATION

The above Resolution was adopted by the City Council of Eagle Mountain City, Utah on the 17th day of September, 2024.

Those voting yes:

☐ Donna Burnham

☐ Melissa Clark

☐ Jared Gray

☐ Rich Wood

☐ Brett Wright

Those voting no:

☐ Donna Burnham

☐ Melissa Clark

☐ Jared Gray

☐ Rich Wood

☐ Brett Wright

Those excused:

☐ Donna Burnham

☐ Melissa Clark

☐ Jared Gray

☐ Rich Wood

☐ Brett Wright

Those abstaining:

☐ Donna Burnham

☐ Melissa Clark

☐ Jared Gray

☐ Rich Wood

☐ Brett Wright

Fionnuala B. Kofoed, MMC
City Recorder

EXHIBIT A

Company Name	Product/Material	Price w/ Installation	Location	Quote/Estimate Number	Company Background: Provide a brief overview of your company's history and experience in manufacturing wayfinding signs?	Past Projects: Can you share examples of previous projects similar to ours that you have completed? List some locations, if you want to send some pictures please email it to tdelapena@emcity.org	How do these materials perform in extreme weather conditions (e.g., heat, cold, moisture, UV exposure)?	What is the expected lifespan of the signs under normal conditions?	Are the materials used resistant to fading, corrosion, or other forms of degradation?	Do you offer any warranties or guarantees on the materials used? If so, what do they cover and for how long?	How do you handle quality issues or defects if they arise?	What maintenance is required to keep the signs in optimal condition?	How often should routine maintenance be performed?	What are the recommended cleaning products and procedures for the signs?	Do you offer maintenance services, and if so, what is the cost and scope of these services?	What is the typical lead time for production and delivery once an order is placed?	Do you provide installation services, and what is the process for that? If yes, please make sure that it is included in your price estimate.
Impact Signs	Faux Wood	\$80,160.00	Salt Lake City	proposal # 24404	Impact signs has been in business since 1977	See our website www.impact-signs.com	Very well designed for outdoor exposure.	20 plus years	yes	5 years craftsmanship and materials	we stand behind them repair or replace	Quarterley cleaning and wax coating	Quarterly	Mild soap and water and a protective spray on wax	quarterly	8 to 10 weeks	yes install is included in the quote
Ryze Sign Company	Aluminum Post painted faux wood	\$71,707.23	Ogden UT	240235-01	We have been in business since 2022. Our team has over 100 year of combined signage experience. Most of our team has either worked at Allied or Yesco. We manufacture and install all different kinds of signage across the wasatch front.	We don't have any specific wayfinding jobs that are similar to the one that you are looking for but as mentioned our team has had numerous wayfinding jobs at other companies during their careers	As anything aluminum will expand and contract in different weather conditions. That being said it is an excellent medium to use to get a long lasting wayfinding sign	10-15 years	Yes	5 Years on Materials and 1 Year on Labor	All of our quality issues are handled through our service team that is set up to resolve any quality issues that arise after the signage has been installed.	No maintenance require	N/A	Soap and Water if anything	We offer service on our signage if necessary to bring it to working order.	8-10 weeks	Yes our price estimate includes installation of the signs. Typically we submit permits to the city and work with engineers to make sure signs are installed properly and safely
Star Sign	Faux Wood Skin with Steel Lube frame	\$83,930.08	St. George	Quote#33886 Total Price - \$83,930.08	We have helped many and created many wayfinding signs over the years for universities, city buildings and private business all over the state of Utah. Please see our website for pictures - Starsignonline.com	Pictures and locations have been sent to tdelapena@emcity.org	They preform very well. Our quotes reflect durable and wether resistant options that also maintain the look you are going for.	The structure of the sign will last 15-30 years	Yes	Update from last survey - We do offer a 1 year warranty on the entire sign.	We will take full responsibility and will make sure the sign matches its intended design.	None	Never	Window cleaner	None	2 weeks for design and 6 weeks production after we receive a fully approved submittal	We do offer installation and it is reflected in our estimate.
Karick Enterprises LLC DBA Signarama	Aluminum with 4 posts will be an aluminum cabinet with a single upright 8" square aluminum tube post that would run vertically up the center of the cabinet and inot the ground 42"	\$48,189.03	Salt Lake City	20424	SAR SLC has been providing monument style directional signs for 13 years. Prior to that, Scribe Sign which I owned and sold to Karick Ent. LLC, had provided clients these same type signs for 15 years. SAR SLC provides full fabrication without the necessity of subcontractors. We are a supplier to many sign companies who rely on us for their clients wayfinding signs.	Utah Transit Authority, Salt Lake Community College, The University of Utah, Deer Valley & many apartment and condominium complexes throughout Utah, New Mexico, & Arizona.	The sign industry over 25 years ago started moving away from steel and gravitated to aluminum as the #1 metal to produce signs. Aluminum does not rust. We go to great lengths to prep our aluminum signs for finishing. When powder coating signs, they are prepped and baked at a minimum of 420 degrees, creating a long lasting bond with the aluminum. Once the finish is on the signs, 3M 220 High Performance vinyl is applied. 3M provides a 7 to 10 year warranty. For the money that can not be beat. On the printed areas (wood), this material is outdoor durable and will be good for 5 years or more.	Other than the printed portions, I see these signs lasting anywhere from 10 to fifteen years. We have signs that have been up at UTA for 25 to 30 years.	As specified above, the only portion of the signs that would fade to a replacement point would be the printed portions. All the other materials are very resistan to fading, especially given the colors that these signs call out for.	As said previously, 3M provides a 7 to 10 year warranty on their 22 H.P. product. The printed product has a 24 month warranty, but always lasts longer. Aluminum simply doesn't deteriorate under the circumstances these signs will be under. All our signage carries a minimum 1 year warranty on workmanship.	To be honest, we have seldom had this arise. If it has or does, we respond by making it right.	Really there is not a lot of maintenance to be done to these type signs. A 1/2 yearly wipe down with widow cleaner and fresh wiping terry cloth rags will keep them shining.	Every 6 months. Before summer in April or May and right before winter in October or November	See # 11. Window cleaner such as windox or the Costco brand window cleaner and clean terry cloth towels.	We do not.	6 to 8 weeks unless you need them sooner and we can maybe work out a quicker delivery date.	Yes we do. The process is listed in the quotation. We provide hydro-vac dirt removal and concrete footing and pole setting. Also, our team is well versed in the installation of signs like Eagle Mountain's signs with a lift truck and 2 to 3 men.

PROPOSAL

Proposal #: 24404

Proposal Date: 08/23/24
Customer #: CRM009944
Page: 1 of 5

SOLD TO:	JOB LOCATION:
Eagle Mountain City 1650 Stagecoach Run Eagle Mountain UT 84005	Eagle Mountain City 1650 Stagecoach Run Eagle Mountain UT 84005 REQUESTED BY: Terrance Dela Pena

IMPACT SIGNS (HEREINAFTER CALLED THE "COMPANY") proposes and upon the acceptance by the Customer evidenced by signing this Proposal, agrees to furnish all the materials and perform all the labor necessary for the completion of the following:

QTY	DESCRIPTION	UNIT PRICE	TOTAL PRICE
6	* QUOTE #26885 Manufacture and install 6 each faux wood non-illuminated direction signs with Aluminum panels and vinyl copy. Impact to excavate 12" wide x 3'6" deep x 3' long concrete footing with 2" x 2" x 1/4" wall square tube steel post. Sign to slide over steel post and sealed with expanding spray foam as sign slides over post.	\$13,360.00	\$80,160.00
SUB TOTAL:			\$80,160.00
ESTIMATED SALES TAXES:			\$0.00

The price quoted herein does not include primary electrical power supply to the Sign (s), \$300.00 permit acquisition fee, municipal fees, engineering fees, or applicable taxes unless specifically stated hereinabove. Customer shall obtain all permits and permission from the building owner, and/or others whose permission is required for the installation of the sign and said shall be liable for any obstruction of delivery due to delay in obtaining such permission, and if customer executes this contract of sales without ever obtaining permission from party or parties necessary for the installation of said sign, then he purchases same and is bound to the terms and conditions of this contract as though he had obtained said permission and he agrees to relieve the company from any liability for its failure within 10 days of delivery to erect or install said sign and shall indemnify Impact from all liability and loss in the event the necessary permits or permission has not been secured.

TOTAL PROPOSAL AMOUNT: \$80,160.00

TERMS: 50% down, balance due upon completion. A service fee of three percent (3%) will be added to the total amount paid with a credit card. VISA, MasterCard & Discover accepted. American Express rate is variable, please call for details.

This proposal may be withdrawn if not accepted within 30 days.

Terms & Conditions

These Terms and Conditions with the executed Proposal by the Customer (including any documents referenced therein) are collectively referred to as the "Agreement." The display(s), product(s), equipment, hardware, software and other items, as described in this Agreement, are collectively referred to as the "Sign."

COMPANY INITIALS _____

CUSTOMER INITIALS _____

PROPOSAL
Proposal #: 24404

Proposal Date: 08/23/24
Customer #: CRM009944
Page: 2 of 5

1. **LIMITED WARRANTY:** Impact warrants that the solid-state components of the Sign from the manufacturer shall be free from material defects in materials and workmanship for the period warranted by the manufacturer. Components of the Sign provided by Impact shall be warranted for a period of one year unless specifically stated herein. Fluorescent and incandescent lamps have no warranty.

THE ABOVE WARRANTIES CANCEL AND SUPERSEDE ANY AND ALL OTHER WARRANTIES, EXPRESS OR IMPLIED, INCLUDING, WITHOUT LIMITATION, IMPLIED WARRANTIES OF NON-INFRINGEMENT, MERCHANTABILITY, AND FITNESS FOR PURPOSE.

2. **INSPECTION:** Customer shall carefully inspect the Sign within two (2) business days of installation. If the Sign does not meet the requirements as set forth in the Agreement, Customer shall promptly, and in no event more than five (5) calendar days thereafter, give Impact written notice of the nonconformance claimed. ABSENCE OF TIMELY, WRITTEN NOTICE SHALL BE CONCLUSIVE EVIDENCE THAT THE SIGN IS ACCEPTABLE TO CUSTOMER AS DELIVERED AND INSTALLED.

3. **MAINTENANCE:** Customer agrees to maintain the Sign in good repair and condition during the warranty period, and free and clear of all liens and encumbrances, until the Total Price, plus all and costs, fees, taxes, and assessments chargeable to Customer (collectively hereinafter "Total Sale Price") have been paid in full.

4. **INSTALLATION:** (a) Customer agrees to provide **PRIMARY POWER/ELECTRICAL SERVICE TO SIGN** of suitable capacity and within 10 feet of each Sign location prior to the time of installation. If primary power/electrical service is not provided at time of installation, Customer shall be responsible to make the final connection from the primary electrical wire to the Sign(s). Furthermore, customer agrees to provide dedicated branch circuits for all Signs. All branch circuits shall be dedicated to Signs (including ground and neutral) and shall not be shared with other loads. Photocells and/or time clock for all ILLUMINATED SIGNAGE provided by others unless specifically stated herein.

(b) In the event Impact encounters subsurface or concealed conditions which are extraordinary or unexpected such as subsurface water, rock, or pipelines, Customer shall compensate Impact for such additional work on a time and materials basis. Impact shall not be responsible for damage to underground pipes, sewer lines, sprinkling systems or any other underground obstructions unless notified of their location in writing prior to commencement of the installation. Absent such written notification, Customer shall pay for any resulting damage. Impact will exercise reasonable care while installing the Sign but shall not otherwise be responsible for damage to above ground improvements. In the event Impact installs a Sign for Customer on a finished surface that requires penetration, Impact will seal such penetrations with products and procedures otherwise common in the sign industry, which may not meet warranty requirements. Impact shall thereafter have no responsibility for damage that may result from the installation.

5. **BILLING AND PAYMENT:** Customer shall pay fifty percent (50%) down upon acceptance of the Proposal and the remaining fifty percent (50%) upon the completion. Time is of the essence. In the event of non-payment, customer agrees to pay interest in the amount of 1.5% per month, (18% per annum) as well as reasonable collection or attorney fees associated with recovering past due amounts. Customer acknowledges that governmental permission to install and maintain the Sign may be revoked or terminated. Customer shall not be released from its obligations to pay the Total Sale Price if at Customer's direction the Sign is installed at a location deemed to be illegal, or if government permission is revoked or terminated. Impact's acceptance of a late payment, or waiver of any other of Customer's obligations in the Agreement, shall not be construed as a waiver of Impact's rights.

PROPOSAL
Proposal #: 24404

Proposal Date: 08/23/24
Customer #: CRM009944
Page: 3 of 5

6. SECURITY INTEREST: Impact shall retain Title to the Sign until the Total Sale Price has been paid in full, at which time title shall pass to Customer. To secure performance of Customer's obligations, including without limitation Customer's obligation to pay the Total Sale Price upon the terms of the Agreement, Customer grants to Impact a first priority, purchase-money security interest in the Sign (and any proceeds therefrom) and permission to perfect, assign, amend, continue, and/or terminate that security interest in any way allowed by applicable law.

7. DEFAULT: In the event of a default by Customer in the payment of any installment when due, or fails to perform any other obligation herein, or bankruptcy, receivership, or other insolvency proceedings are commenced by or against it ("Default"), Customer shall, without notice, immediately be indebted to and hereby agrees to pay Impact an amount equal to the Total Sale Price.

8. REPOSSESSION: Impact may terminate this Agreement and may (but has no obligation to) repossess the Sign or any component(s) of it if Customer fails to pay any installment when due, or otherwise Defaults in any of its obligations herein, without resort to judicial process and without liability for trespass. Impact's right of repossession includes the right to render the Sign ineffective. Repossession by Impact shall not be construed as an acceptance of Customer's surrender of the Sign. Termination of the Agreement or repossession of the Sign shall not deprive Impact of its remedies for Default as set forth herein or any and all other damages suffered by reason of Customer's Default.

9. DISPUTES: The parties agree to employ good faith efforts to amicably resolve any claims or disputes that may arise. If unsuccessful for any reason, at Impact's sole option and upon Impact's written notice to Customer, such claims or disputes may be submitted to formal mediation, with each party to pay one-half of the costs. In case of litigation, venue of any action shall be brought only in the state or federal courts located in Salt Lake County, State of Utah. The Agreement shall be construed in accordance with the laws of the State of Utah, without regard to its conflict of law's provisions. If Impact places the Agreement with a collection agency or an attorney after Default for enforcement or collection, Customer shall pay all costs thereof including reasonable attorneys' fees. Impact shall not be liable for special, incidental, or consequential damages, including lost profits, irrespective of cause or theory.

10. INDEMNIFICATION: Except to the extent of Impact's negligence or willful misconduct, Customer shall indemnify, defend, and hold harmless Impact and its officers, directors, employees, agents, and subcontractors of and from any and all claims, costs (including reasonable attorney's fees), damages, and liabilities, at law or in equity, arising out of or related to the Agreement or Customer's use of the Sign, including, without limitation, any media displayed on the Sign or any resale of the Sign.

11. LIMITED LICENSE TO USE SOFTWARE: If the Sign includes software, ownership of the software remains with Impact, and Customer is granted a limited license to use it strictly in accordance with the terms and conditions of the Limited License Agreement that is available for review on request. Customer hereby agrees to use the software only in accordance with such terms and conditions.

12. ENTIRE AGREEMENT: This Agreement reflects the entire agreement between the parties and supersedes any prior agreements and understandings.

13. FORCE MAJEURE: Performance by Impact shall be subject to delay by strikes, breakage, fires, unforeseen commercial delays, insurrection, wars, acts of terror, acts of God, and governmental regulations.



PROPOSAL

Proposal #: 24404

Proposal Date: 08/23/24
Customer #: CRM009944
Page: 4 of 5

This Proposal will become effective and represent an agreement for the work to begin upon the execution by the Customer. The work will begin after Customer makes the first payment of fifty percent (50%) of the Total Price.

SALESPERSON: _____

DATE: _____

ACCEPTED BY: _____

TITLE: _____

SIGNATURE: _____

DATE: _____

COMPANY INITIALS _____

CUSTOMER INITIALS _____



2236 S. 3270 W. Salt Lake City, UT 84119 Office: 801-972-5101 Fax: 801-972-2530
www.impact-signs.com

DEPOSIT INVOICE

Invoice #: DP24404

Inv Date: 08/23/24
Customer #: CRM009944
Page: 5 of 5

SOLD TO:	JOB LOCATION:
Eagle Mountain City 1650 Stagecoach Run Eagle Mountain UT 84005	Eagle Mountain City 1650 Stagecoach Run Eagle Mountain UT 84005 REQUESTED BY: Terrance Dela Pena

ORDERED BY	PO NUMBER	SALESPERSON	ORDER DATE	PAYMENT TERMS	DUE DATE
Terrance Dela Pena		BILLY BAKER	08/20/24	50.0% Due Upon Receipt	05/25/25

QTY	DESCRIPTION	UNIT PRICE	TOTAL PRICE
6	* QUOTE #26885 Manufacture and install 6 each faux wood non-illuminated direction signs with Aluminum panels and vinyl copy. Impact to excavate 12" wide x 3'6" deep x 3' long concrete footing with 2" x 2" x 1/4" wall square tube steel post. Sign to slide over steel post and sealed with expanding spray foam as sign slides over post.	\$13,360.00	\$80,160.00
		SUB TOTAL	----- \$80,160.00
	* INDICATES TAXABLE ITEM	ESTIMATED SALES TAXES	\$0.00
		TOTAL PROPOSAL AMOUNT	\$80,160.00
	*** FINAL INVOICE AMOUNT MAY VARY UPON COMPLETION ***		
		PLEASE PAY THIS DEPOSIT AMOUNT:	\$40,080.00

[View results](#)

Respondent

4

Anonymous

65:08

Time to complete

Company Information

1. Company Name

Impact Signs

2. Location

Salt Lake City

3. Quote/Estimate Number

proposal # 24404

4. Company Background: Provide a brief overview of your company's history and experience in manufacturing wayfinding signs?

Impact signs has been in business since 1977

5. Past Projects: Can you share examples of previous projects similar to ours that you have completed? List some locations, if you want to send some pictures please email it to tdelapena@emcity.org

See our website www.impact-signs.com

Material Durability

6. How do these materials perform in extreme weather conditions (e.g., heat, cold, moisture, UV exposure)?

Very well designed for outdoor exposure.

7. What is the expected lifespan of the signs under normal conditions?

20 plus years

8. Are the materials used resistant to fading, corrosion, or other forms of degradation?

yes

9. Do you offer any warranties or guarantees on the materials used? If so, what do they cover and for how long?

5 years craftsmanship and materials

10. How do you handle quality issues or defects if they arise?

we stand behind them repair or replace

Maintenance Practices

11. What maintenance is required to keep the signs in optimal condition?

Quarterley cleaning and wax coating

12. How often should routine maintenance be performed?

Quarterly

13. What are the recommended cleaning products and procedures for the signs?

Mild soap and water and a protective spray on wax

14. Do you offer maintenance services, and if so, what is the cost and scope of these services?

quarterly

Project Management and Support

15. What is the typical lead time for production and delivery once an order is placed?

8 to 10 weeks

16. Do you provide installation services, and what is the process for that? If yes, please make sure that it is included in your price estimate.

yes install is included in the quote

Star Sign Inc
1060 E. Tabernacle St St. George, UT 84770
sales@starsignonline.com
(435) 628-7806

www.starsignonline.com



Quote 33886

Eagle Mountain - Wayfinding Signs/Faux Wood Skin

SALES REP INFO
Tanner Taysom
tanner@starsignonline.com

QUOTE DATE
08/28/2024
QUOTE DUE DATE
08/28/2024
QUOTE EXPIRY DATE
09/27/2024
TERMS
COD

REQUESTED BY
Eagle Mountain City

CONTACT INFO
Terrence Dela Pena
tdelapena@emcity.org

#	ITEM	QTY	UOM	U.PRICE	TOTAL (EXCL. TAX)	TAXABLE
1	Wayfinding Sign 6" x 13'6" steel tube frame Faux Wood panels 8.25"x54" painted aluminum panels x4 12"x36" painted, bent aluminum	6	Each	\$10,815.00	\$64,890.00	Y
2	Install *Price is subject to change*	1	Each	\$14,160.00	\$14,160.00	N
3	Shop Drawings, Submittals, & Project Management	1	Each	\$500.00	\$500.00	N

This handcrafted quote is based on the specific information you've given us and is valid for 30 days.

When you sign this quote, you agree to pay 10% of the job's total cost and our "Wayfinding Fee" if the job is canceled before production, or if the job has already entered production, the cancellation fees will include the time, labor, and material ordered and/or used before cancellation. Legal action can and will be pursued if the cancellation fees are not paid within 3 months of cancellation.

Need to make that changes?

Awesome! But, please note: You will be required to cover any cost(s) associated with a change to your job. We will provide an updated quote upon a change in service, but production will not ensue until the new quote has been approved. You will still be required to procure the aforementioned cancellation fees if service is refused upon receiving the updated quote.

Subtotal:	\$79,550.00
Sales Tax (6.75%):	\$4,380.08
Total:	\$83,930.08

SIGNATURE:

DATE:

View results

Respondent

9 Anonymous

65:06

Time to complete

Company Information

1. Company Name

Star Sign

2. Location

St. George

3. Quote/Estimate Number

Quote#33886 Total Price - \$83,930.08

4. Company Background: Provide a brief overview of your company's history and experience in manufacturing wayfinding signs?

We have helped many and created many wayfinding signs over the years for universities, city buildings and private business all over the state of Utah. Please see our website for pictures - Starsignonline.com

5. Past Projects: Can you share examples of previous projects similar to ours that you have completed? List some locations, if you want to send some pictures please email it to tdelapena@emcity.org

Pictures and locations have been sent to tdelapena@emcity.org

Material Durability

6. How do these materials perform in extreme weather conditions (e.g., heat, cold, moisture, UV exposure)?

They preform very well. Our quotes reflect durable and wether resistant options that also maintain the look you are going for.

7. What is the expected lifespan of the signs under normal conditions?

The structure of the sign will last 15-30 years

8. Are the materials used resistant to fading, corrosion, or other forms of degradation?

Yes

9. Do you offer any warranties or guarantees on the materials used? If so, what do they cover and for how long?

Update from last survey - We do offer a 1 year warranty on the entire sign.

10. How do you handle quality issues or defects if they arise?

We will take full responsibility and will make sure the sign matches its intended design.

Maintenance Practices

11. What maintenance is required to keep the signs in optimal condition?

None

12. How often should routine maintenance be performed?

Never

13. What are the recommended cleaning products and procedures for the signs?

Window cleaner

14. Do you offer maintenance services, and if so, what is the cost and scope of these services?

None

Project Management and Support

15. What is the typical lead time for production and delivery once an order is placed?

2 weeks for design and 6 weeks production after we receive a fully approved submittal

16. Do you provide installation services, and what is the process for that? If yes, please make sure that it is included in your price estimate.

We do offer installation and it is reflected in our estimate.



PROPOSAL

240235-01

Date: 08/20/2024

Expires: 09/19/2024

Drawing Numbers:

Project: Eagle Mountain City - Way Finding Monuments

Client: Eagle Mountain City - Way Finding Monuments

Eagle Mountain ,

Eagle Mountain

Contact: Terrence Dela Pena 801-789-6618 tdelapena@emcity.org

Thank you for the opportunity to bid your project!

Project Description:	Item Total:
I am looking for price quotes for six wayfinding/directional signs. Please see the attached specs, design, and label information.	\$71,707.23

The specs ask for a wood post, but our City Council wants to use durable, long-lasting, less maintenance materials. We would like wood-like material to keep the design, but we are open to suggestions on cost-effective materials that require less maintenance.

****See Documents for Specs and Info****

Red line the notes:

Using aluminum post painted faux wood grain

aluminum panels painted - painted letters - clear coated - including City logo panel

Direct bury post in compacted soil

Deposit Rate: 50%

Deposit: \$35,853.62

Subtotal: \$71,707.23

Total: \$71,707.23

50% Deposit due at signing of this proposal. Remaining 50% due on installation. Please make checks payable to Ryze Industries.

After production begins on your order your order cannot be cancelled.

Payments made via credit/debit card will have an additional 3% processing fee added to the balance of the proposal.

Unpaid balances after 10 days from installation will be subject to a weekly 0.5% late fee until paid.

Salesperson: Chad Fowers

Buyer's Acceptance _____ Title _____ Date _____

Seller's Acceptance _____ Title _____ Date _____

View results

Respondent

5 Anonymous

07:39

Time to complete

Company Information

1. Company Name

Ryze Sign Company

2. Location

Ogden UT

3. Quote/Estimate Number

240235-01

4. Company Background: Provide a brief overview of your company's history and experience in manufacturing wayfinding signs?

We have been in business since 2022. Our team has over 100 year of combined signage experience. Most of our team has either worked at Allied or Yesco. We manufacture and install all different kinds of signage across the wasatch front.

5. Past Projects: Can you share examples of previous projects similar to ours that you have completed? List some locations, if you want to send some pictures please email it to tdelapena@emcity.org

We don't have any specific wayfinding jobs that are similar to the one that you are looking for but as mentioned our team has had numerous wayfinding jobs at other companies during their careers

Material Durability

6. How do these materials perform in extreme weather conditions (e.g., heat, cold, moisture, UV exposure)?

As anything aluminum will expand and contract in different weather conditions. That being said it is an excellent medium to use to get a long lasting wayfinding sign

7. What is the expected lifespan of the signs under normal conditions?

10-15 years

8. Are the materials used resistant to fading, corrosion, or other forms of degradation?

Yes

9. Do you offer any warranties or guarantees on the materials used? If so, what do they cover and for how long?

5 Years on Materials and 1 Year on Labor

10. How do you handle quality issues or defects if they arise?

All of our quality issues are handled through our service team that is set up to resolve any quality issues that arise after the signage has been installed.

Maintenance Practices

11. What maintenance is required to keep the signs in optimal condition?

No maintenance require

12. How often should routine maintenance be performed?

N/A

13. What are the recommended cleaning products and procedures for the signs?

Soap and Water if anything

14. Do you offer maintenance services, and if so, what is the cost and scope of these services?

We offer service on our signage if necessary to bring it to working order.

Project Management and Support

15. What is the typical lead time for production and delivery once an order is placed?

8-10 weeks

16. Do you provide installation services, and what is the process for that? If yes, please make sure that it is included in your price estimate.

Yes our price estimate includes installation of the signs. Typically we submit permits to the city and work with engineers to make sure signs are installed properly and safely



Signarama - Salt Lake City
3480 South Main
Salt Lake City, UT 84115

(801) 484-5576

ESTIMATE EST-20424

Estimate Date: 09/04/24

Follow Up Date : 11/01/24

Payment Terms: Cash

Description: Monument Style Directional Signs

Bill To: Eagle Mountain City
1650 E Stagecoach Run
Lehi UT 84005

Pickup :

Ordered By: Terrance Dela Pena
tdelapena@emcity.org
(801) 789-6618

Salesperson: James LaSalle

Entered By: James LaSalle

ITEMS		QTY	UNIT PRICE	DISCOUNT	LINE TOTAL
1	Monument Directionals 120" x 54" x 8.75" (6 total)	6	\$5,490.00	\$0.00	\$32,940.00

Alternative Option Monument Directional Signage (6 total)

As per our conversation, I have chosen to provide you an alternative to what the architect has drawn up.

An all aluminum option where the 4 posts will actually be an aluminum cabinet with a single upright 8" square aluminum tube post that would run vertically up the center of the cabinet and into the ground 42"

The cabinet would be powder coated white and then be suited with printed 2810 Outdoor vinyl that looks like wood, as shown in the photos I sent. This will have a protective clear overlaminate that will be of Matte or Satin finish. Samples of the print will be supplied to you for approval.

The Individual directional panels will be 1/4" aluminum, powder coated your color of choice and have 3M High Performance 220 Vinyl applied to the faces. (2-3 colors).

The directional panels will have studs welded to the backside of them that will protrude through the aluminum cabinet, so there is no visible attachment.

Invoice Document Layout: 6 Print(s), 54in x 8.5in, on Vinyl - Cut Premium
on Aluminum .25 Mill Finish 4' x 8'

2	Installation of the Signs After Footing / Concrete Have Cured (6 total)	6	\$425.00	\$0.00	\$2,550.00
---	---	---	----------	--------	------------

As requested, I have given you the option of providing the service of digging the footings and setting the 8" square

ITEMS		QTY	UNIT PRICE	DISCOUNT	LINE TOTAL
-------	--	-----	------------	----------	------------

tube posts in concrete.

This line item is the actual installation of the signs after the posts and concrete have been set and cured.

3	Optional Footing / Concrete and Pole Setting (6 total)	6	\$1,680.00	\$0.00	\$10,080.00
---	---	---	------------	--------	-------------

Footings and Setting of the upright posts into concrete

** Hydo-Vac the holes so there is no mess or clean up. It's also very fast.*

** Set the 8" square aluminum posts into concrete as per your detail.*

NOTE: The actual footing will be smaller due to us not using 4 posts as the drawings called out.

NOTE 2: As requested, you can chose to have your Maintenance Team provide this portion of the agreement and I will delete this line item.

4	Design Services	1	\$165.00	\$0.00	\$165.00
---	-----------------	---	----------	--------	----------

Subtotal	\$45,735.00
Pre-Tax Total	\$45,735.00
Tax	\$2,454.03
Total	\$48,189.03

Signature: _____ Date: _____

DUE TO THE CURRENT VOLATILE NATURE OF RAW MATERIALS, THIS ESTIMATE IS GOOD FOR 7 DAYS

TERMS OF PAYMENT: Upon ordering, you must provide Vendor a 50% deposit. Your balance will be due upon delivery and/or installation. Vendor may, at its sole discretion, extend credit terms to you upon approval. **COLLECTION PROCEDURES:** Invoices are considered delinquent thirty (30) days from the date that your order is completed. After the thirtieth day, a late charge of \$45.00, together with interest accruing at the rate of 18% per annum, or the maximum rate allowable by law is assessed. You shall be liable for all costs related to collection of delinquent invoices, including court costs and attorney's fees. **CUSTOMER'S ACCEPTANCE OF WORK:** Customer's acceptance, either personal or through his/her agent(s) and/or employee(s) of the work ordered shall be deemed as full acceptance. This means that by accepting delivery of the work, customer affirms that the work substantially conforms to all expectations. **LOST or SUBSTANTIALLY FORGOTTEN WORK:** If customer does not take possession of completed work within thirty (30) days from notification of completion, then the work will be considered lost or forgotten, and vendor will not be responsible for further loss. Customer will be billed and responsible for payment for work that has been completed.

[View results](#)

Respondent

13

Anonymous

48:00

Time to complete

Company Information

1. Company Name

Karick Enterprises LLC DBA Signarama

2. Location

Salt Lake City

3. Quote/Estimate Number

20424

4. Company Background: Provide a brief overview of your company's history and experience in manufacturing wayfinding signs?

SAR SLC has been providing monument style directional signs for 13 years. Prior to that, Scribe Sign which I owned and sold to Karick Ent. LLC, had provided clients these same type signs for 15 years. SAR SLC provides full fabrication without the necessity of subcontractors. We are a supplier to many sign companies who rely on us for their clients wayfinding signs.

5. Past Projects: Can you share examples of previous projects similar to ours that you have completed? List some locations, if you want to send some pictures please email it to tdelapena@emcity.org

Utah Transit Authority, Salt Lake Community College, The University of Utah, Deer Valley & many apartment and condominium complexes throughout Utah, New Mexico, & Arizona.

Material Durability

6. How do these materials perform in extreme weather conditions (e.g., heat, cold, moisture, UV exposure)?

The sign industry over 25 years ago started moving away from steel and gravitated to aluminum as the #1 metal to produce signs. Aluminum does not rust. We go to great lengths to prep our aluminum signs for finishing. When powder coating signs, they are prepped and baked at a minimum of 420 degrees, creating a long lasting bond with the aluminum. Once the finish is on the signs, 3M 220 High Performance vinyl is applied. 3M provides a 7 to 10 year warranty. For the money that can not be beat. On the printed areas (wood), this material is outdoor durable and will be good for 5 years or more.

7. What is the expected lifespan of the signs under normal conditions?

Other than the printed portions, I see these signs lasting anywhere from 10 to fifteen years. We have signs that have been up at UTA for 25 to 30 years.

8. Are the materials used resistant to fading, corrosion, or other forms of degradation?

As specified above, the only portion of the signs that would fade to a replacement point would be the printed portions. All the other materials are very resistant to fading, especially given the colors that these signs call out for.

9. Do you offer any warranties or guarantees on the materials used? If so, what do they cover and for how long?

As said previously, 3M provides a 7 to 10 year warranty on their 22 H.P. product. The printed product has a 24 month warranty, but always lasts longer. Aluminum simply doesn't deteriorate under the circumstances these signs will be under. All our signage carries a minimum 1 year warranty on workmanship.

10. How do you handle quality issues or defects if they arise?

To be honest, we have seldom had this arise. If it has or does, we respond by making it right.

Maintenance Practices

11. What maintenance is required to keep the signs in optimal condition?

Really there is not a lot of maintenance to be done to these type signs. A 1/2 yearly wipe down with window cleaner and fresh wiping terry cloth rags will keep them shining.

12. How often should routine maintenance be performed?

Every 6 months. Before summer in April or May and right before winter in October or November

13. What are the recommended cleaning products and procedures for the signs?

See # 11. Window cleaner such as Windex or the Costco brand window cleaner and clean terry cloth towels.

14. Do you offer maintenance services, and if so, what is the cost and scope of these services?

We do not.

Project Management and Support

15. What is the typical lead time for production and delivery once an order is placed?

6 to 8 weeks unless you need them sooner and we can maybe work out a quicker delivery date.

16. Do you provide installation services, and what is the process for that? If yes, please make sure that it is included in your price estimate.

Yes we do. The process is listed in the quotation. We provide hydro-vac dirt removal and concrete footing and pole setting. Also, our team is well versed in the installation of signs like Eagle Mountain's signs with a lift truck and 2 to 3 men.



**EAGLE MOUNTAIN CITY
CITY COUNCIL MEETING
SEPTEMBER 17, 2024**

TITLE:	CDBG FY25 Budget Amendment
ITEM TYPE:	Resolution
FISCAL IMPACT:	
APPLICANT:	City Staff

CURRENT GENERAL PLAN DESIGNATION & ZONE	ACREAGE
N/A	N/A

PUBLIC HEARING

No

PREPARED BY

Natalie Winterton, Grants
Coordinator/Management
Analyst

PRESENTED BY

Natalie Winterton

RECOMMENDATION:

Staff recommends the City Council adopt a Resolution of Eagle Mountain City, Utah, Amending the Specific Projects to be Completed with the Community Development Block Grant Funds.

BACKGROUND:

HUD has requested that Eagle Mountain City amend its budget for its FY2025 CDBG funds. No more than 15% of the funds can be allocated toward the category "public services." HUD determined that too much of Eagle Mountain's planned budget fell in that category.

Staff recommends the following amendments:

1. Increase the administration budget from \$32,000 to \$47,056 to help cover the administration costs of CDBG FY 2024.
2. Decrease the amount allocated to the Senior Bus from \$120,000 to \$30,000. (the maximum allowed under the public services category).
3. Decrease the amount allocated to the Utility Assistance Program to \$5,000. (the maximum feasible while also under the public services category).
4. Increase the amount allocated to the Senior Center Addition to \$100,000.
5. Allocate the remaining \$53,227.20 to projects in CDBG FY2026, specifically the public service category.

ITEMS FOR CONSIDERATION:

In order to roll over CDBG dollars to the following year, the City needs to select a category in which to allocate the dollars. Since many projects considered this past year were part of the public service category, it is likely the City will want to contribute to that category in the future.

PLANNING COMMISSION ACTION/RECOMMENDATION:

N/A

ATTACHMENTS:

1. RES--CDBG Project Budget Amendment

RESOLUTION NO. R-_____-2024

A RESOLUTION OF EAGLE MOUNTAIN CITY, UTAH, AMENDING THE BUDGETS FOR THE SPECIFIC PROJECTS TO BE DONE WITH THE COMMUNITY DEVELOPMENT BLOCK GRANT FUNDS

PREAMBLE

WHEREAS, on March 19, 2024, the City Council of Eagle Mountain City, Utah, approved a Resolution approving the decision-making process and specific projects to be done with the Community Development Block Grant (CDBG) funds; and

WHEREAS, the City Council of Eagle Mountain City, Utah, finds that it is in the public interest to amend the budgets for the specific projects to be done with the CDBG funds.

NOW THEREFORE, BE IT RESOLVED by the City Council of Eagle Mountain City, Utah:

1. The CDBG funds shall be allocated as approved in the FY 2025 Budget.
2. This Resolution shall become effective immediately upon its passing.

ADOPTED by the City Council of Eagle Mountain City, Utah, this 17th day of September, 2024.

EAGLE MOUNTAIN CITY, UTAH

Tom Westmoreland, Mayor

ATTEST:

Fionnuala B. Kofoed, MMC
City Recorder

CERTIFICATION

The above Resolution was adopted by the City Council of Eagle Mountain City, Utah on the 17th day of September, 2024.

Those voting yes:

☐ Donna Burnham

☐ Melissa Clark

☐ Jared Gray

☐ Rich Wood

☐ Brett Wright

Those voting no:

☐ Donna Burnham

☐ Melissa Clark

☐ Jared Gray

☐ Rich Wood

☐ Brett Wright

Those excused:

☐ Donna Burnham

☐ Melissa Clark

☐ Jared Gray

☐ Rich Wood

☐ Brett Wright

Those abstaining:

☐ Donna Burnham

☐ Melissa Clark

☐ Jared Gray

☐ Rich Wood

☐ Brett Wright

Fionnuala B. Kofoed, MMC
City Recorder



**EAGLE MOUNTAIN CITY
CITY COUNCIL MEETING
SEPTEMBER 17, 2024**

TITLE:	RESOLUTION - A Resolution of Eagle Mountain City, Utah, Adopting the Eagle Mountain City Affordable Housing Plan.
ITEM TYPE:	Resolution
FISCAL IMPACT:	
APPLICANT:	City Staff

CURRENT GENERAL PLAN DESIGNATION & ZONE	ACREAGE
N/A	N/A

PUBLIC HEARING

No

PREPARED BY

Natalie Winterton, Grants
Coordinator/Management
Analyst

PRESENTED BY

Natalie Winterton

RECOMMENDATION:

Staff recommends the City Council adopt a Resolution of Eagle Mountain City, Utah, Adopting the Eagle Mountain City Affordable Housing Plan.

BACKGROUND:

In 2021, Eagle Mountain City began receiving RDA funds from economic development tax benefits. With 10% of these funds earmarked for affordable housing, the city recognized the need for a strategic plan. To ensure effective use of these resources, the City hired LRB in 2022 to identify the best affordable housing strategies for the community. The LRB report has been completed and Staff has included its own evaluation as an addendum, also for Council consideration.

ITEMS FOR CONSIDERATION:

Staff recognizes that not all the recommended strategies will align with the Council's preferences. The recommendations can be adopted or excluded at Council's will.

PLANNING COMMISSION ACTION/RECOMMENDATION:

N/A

ATTACHMENTS:

1. RES--Affordable Housing Plan
2. Affordable Housing Plan

RESOLUTION NO. R-____-2024

A RESOLUTION OF EAGLE MOUNTAIN CITY, UTAH, ADOPTING THE EAGLE MOUNTAIN CITY AFFORDABLE HOUSING PLAN

PREAMBLE

WHEREAS, the City Council of Eagle Mountain City, Utah, finds that it is in the public interest to adopt the Eagle Mountain City Affordable Housing Plan, as set forth in Exhibit A.

NOW THEREFORE, BE IT RESOLVED by the City Council of Eagle Mountain City, Utah:

1. The Eagle Mountain City Affordable Housing Plan is hereby adopted, as set forth in Exhibit A.
2. This Resolution shall become effective immediately upon its passing.

ADOPTED by the City Council of Eagle Mountain City, Utah, this 17th day of September, 2024.

EAGLE MOUNTAIN CITY, UTAH

Tom Westmoreland, Mayor

ATTEST:

Fionnuala B. Kofoed, MMC
City Recorder

CERTIFICATION

The above Resolution was adopted by the City Council of Eagle Mountain City, Utah on the 17th day of September, 2024.

Those voting yes:

☐ Donna Burnham

☐ Melissa Clark

☐ Jared Gray

☐ Rich Wood

☐ Brett Wright

Those voting no:

☐ Donna Burnham

☐ Melissa Clark

☐ Jared Gray

☐ Rich Wood

☐ Brett Wright

Those excused:

☐ Donna Burnham

☐ Melissa Clark

☐ Jared Gray

☐ Rich Wood

☐ Brett Wright

Those abstaining:

☐ Donna Burnham

☐ Melissa Clark

☐ Jared Gray

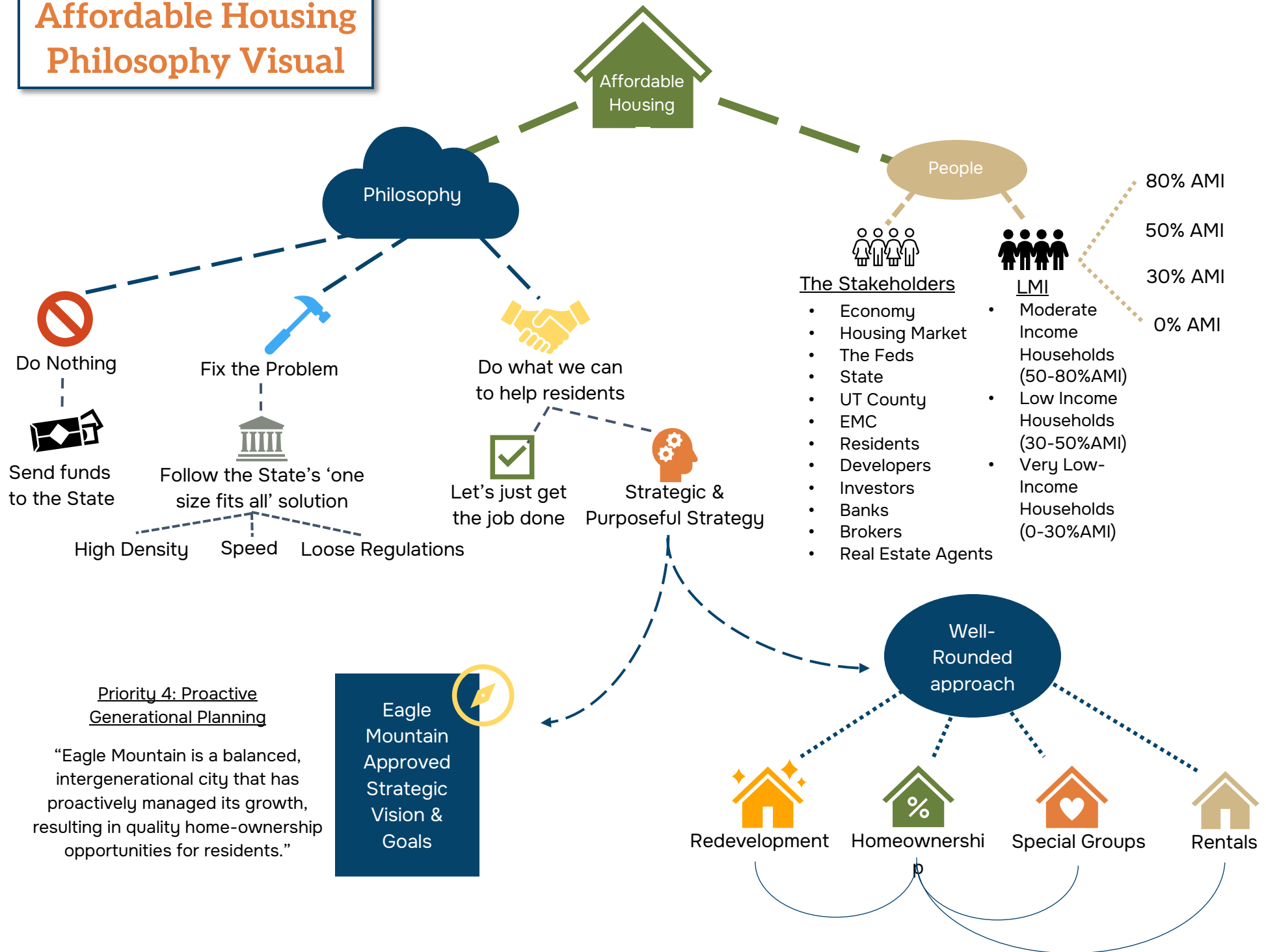
☐ Rich Wood

☐ Brett Wright

Fionnuala B. Kofoed, MMC
City Recorder

EXHIBIT A

Affordable Housing Philosophy Visual



Affordable Housing Philosophy

This document is intended to prepare staff and Council to receive and understand an Affordable Housing Plan. It frames the conversation and defines terms to ensure that staff and Council are speaking the same 'language' regarding affordable housing.

Please refer to the corresponding 'Affordable Housing Visual' document while reading.

Affordable Housing



There are many ways to discuss the topic of “affordable housing.” The issue is hotly debated in politics which creates an environment where misconceptions and misinterpretations occur often. Even the phrases “affordable housing” and “housing affordability” mean different things.¹² With such a broad issue, it is sometimes intimidating to approach the subject altogether, let alone decide what action should be taken, if at all.

This document is intended to frame the conversation of affordable housing for Eagle Mountain City – staff and Council alike, according to academic research, current state policies, and staff’s interpretation of Council’s priorities.

People

The first thing to consider when studying affordable housing is the people. The people can be divided up into “Stakeholders” and “LMI” households. The Stakeholders are the people who affect or play a part in the housing market.



That list includes, but is not limited to, the following:

- Economy
- Housing Market
- The Federal Reserve
- State of Utah
- Utah County
- Eagle Mountain City
- Housing Agencies (Utah County Housing Authority, etc.)
- Non-profit Organizations (Habitat for Humanity, etc.)
- Developers
- Banks
- Brokers
- Real Estate Agents

These are all the people or groups of people who make decisions that affect the free housing market. Eagle Mountain City plays a role here because it approves and controls (to some extent) what the supply of housing looks like in Eagle Mountain City. The City also affects the speed at which the development of new housing occurs in Eagle Mountain.



LMI stands for Low-Moderate Income households.³ These are households whose yearly income is 80% or less of the Area Median Income.⁴ For the purpose of Eagle Mountain's affordable housing plan, its "Area" is Eagle Mountain City. Here are Eagle Mountain's income thresholds based on the City's household median income.⁵

- 100% AMI: \$91,993
- 80% AMI: \$73,595
- 50% AMI: \$45,997
- 30% AMI: \$27,598

When considering low-moderate income households, it is important to understand the demographics of people who typically fit in this category. There is often a lot of misconceptions surrounding "low-moderate income." Stereotypically, there is a lot of resistance to the idea of "affordable housing," however, the Envision Utah Study in 2020 showed that 87% of Utahns support housing that allows for teachers, firefighters, and police officers.⁶ It turns out that, once again, the term "affordable housing" is often misinterpreted. For example, the following three groups of public servants fit in or near the LMI range:

1. **Police officers.** The median salary for officers stationed at Eagle Mountain through the Utah County Sherriff's Office is \$81,032. This median is barely out of the range for LMI, meaning that there are a good number of officers who fall in that category.⁷
2. **Schoolteachers.** The median salary for contracted full-time employees in Alpine School District is \$72,847, falling just below the 80% threshold in Eagle Mountain.⁸
3. **Local government workers.** The median salary for full-time employees of Eagle Mountain City is \$49,920. This falls just above the 50% AMI mark for Eagle Mountain.⁹

Philosophy

When discussing resolutions to affordable housing, it is often the philosophy behind the approach that creates the most dissonance. In researching various sources and articles, one can divide the conversation of affordable housing solutions in Utah into three categories: 1.) Do Nothing approach; 2.) Fix the Problem approach; 3.) Do What We Can to Help Residents approach. Each of these will be addressed below.



Do Nothing Approach



This approach is very popular. It relies on the free market to run its course. The market has its own way of balancing supply and demand and adjusting to the needs and wants of society.¹⁰ Unfortunately, as a City, Eagle Mountain falls under the "Stakeholders" category. As a stakeholder, the City is one of the gatekeepers to the free housing market is Eagle Mountain City.¹¹ The City Council determines which

products from the supply of houses should be allowed to be built in the City. It is not the only factor that affects the product supply of housing in the city, but one that should not be overlooked.

The City is also bound by the state to spend a portion of its TIF dollars toward affordable housing.¹² That means that Eagle Mountain City will have a significant amount of money to spend on affordable housing each year for the next 30 years or more.¹³ Even if the City wanted to stay out of affordable housing, it is required by state law to get involved. The City still has the option to allocate all of its funds back to the state, but in order to receive full transportation funding, the City must take more proactive steps.

Since it is impossible for the City to completely “get out of the way” the City must consider other approaches to the affordable housing problem.

Fix the Problem Approach



This approach is also very popular, especially among Utah State politics. The concept of “fix the problem” is to get to the root of the problem and fix it from there. The State of Utah is currently facing a housing shortage, which is one of the factors driving up the price of homes. In order to reverse the problem, the State wants to focus on increasing the supply of housing. That is why the State is pushing for policies that facilitate an increase in housing supply.¹⁴ However, this should still be carefully considered, because the State’s “one size fits all” approach, may or may not be the highest and best use for the unique situation of Eagle Mountain Citizens.¹⁵

Do What We Can to Help Residents Approach



This seems to be a less popular approach, though it is more achievable and customizable. This looks like creating increased opportunities for people to bridge the affordability gap, while not taking on the responsibility of completely solving the affordable housing crisis with the resources and influence of a single city.

There are two schools of thought within this approach. The first is the “Let’s Just Get It Done” school of thought and the second is the “Strategic & Purposeful Planning” school of thought.

Let’s Just Get It Done



This approach takes on the attitude of checking a box. It is almost a crossover between “Do Nothing” and “Do What We Can to Help.” Its focus is doing the minimum work necessary to spend required affordable housing dollars. While this still positively impacts the community, the funds are not targeted towards best use.

Strategic & Purposeful Planning



This strategy, as the name suggests, requires strategic and purposeful planning for the use of the City’s affordable housing dollars. This allows the City to fulfil state requirements while specifically targeting the needs of the citizens of Eagle

Mountain City. It also aids the Council in future planning, as this strategy takes into consideration housing quality and the under- and over-supply of various housing types.¹⁶ From what staff understands, this is the approach that Council would like to take. This will be discussed in more detail in the following section.

Strategic & Purposeful Affordable Housing Planning

Eagle Mountain Approved Strategic Vision & Goals

Focusing Eagle Mountain City's Approved Strategic Vision & Goals is a great way to make sure that affordable housing projects align with city vision and stays on track with city priorities. Priority four, Proactive Generational Planning, states, "Eagle Mountain is a balanced, intergenerational city that has proactively managed its growth, resulting in quality home-ownership opportunities for residents."¹⁷ Affordable Housing helps the City reach its goals of having a city for all stages of life with rich home-ownership opportunities.

A Well-Rounded Affordable Housing Program

Strategic and purposeful planning also means implementing a well-rounded affordable housing program. A well-rounded program addresses a variety of housing needs to help people all along the housing lifecycle. Since there are so many affordable housing programs out there, examining them in different categories is helpful. The four categories are as follows:

- Homeownership
- Rentals
- Special Groups
- Rehabilitation/Redevelopment

Each of these categories will be explained in the subsequent sections.

A city will not experience needs in all these categories equally. However, it is still important to keep all four of these in mind when planning for affordable housing projects. For example, Eagle Mountain City is a relatively new city and does not have much need for redevelopment, though the need does exist in some small ways. It is something to keep in the affordable housing conversation because it may become a bigger part of Eagle Mountain's future as the city ages.

Homeownership



Homeownership is the largest focus of Eagle Mountain's affordable housing plan. Council has expressed a strong interest in facilitating or reducing barriers to homeownership. The potential programs that fall under this category include, but are not limited to, the following:

- First-time homebuyer down-payment assistance
- Mortgage assistance to public employees

- Financial education courses targeted to first-time homebuyers
- Community Land Trusts
- Density bonuses
- Exploring code maximums
- Flexibility for developers who wish to propose a master development agreement
- First time-homebuyer loan forgiveness programs
- Modular housing programs/policies
- Foreclosure prevention programs¹⁸

Rentals

Affordable housing programs targeted to rentals could either focus on helping landlords or helping the renters themselves. Renters are struggling in the housing market as rent prices have steadily increased. Housing prices have also dramatically increased, making it even harder to make the jump from renting to owning.¹⁹



The purpose of providing help within the realm of rentals is to help keep people move up from renting to owning. The potential projects that fall under this category include, but are not limited to, the following:

- Rental Assistance
- Reducing ADU regulations
- Reducing/supplementing ADU permitting costs
- (any programs targeted toward first-time homebuyers)
- Security deposit assistance
- Mediation for landlord-tenant disputes

Special Groups



When considering affordable housing, there are several groups that can be singled out because their housing needs may be different. These special groups can include the disabled, the elderly, veterans, etc. Eagle Mountain City does not need to focus on *all* these special groups, but it is helpful to remain mindful of these groups' needs throughout the community. This category is important to achieving a multigenerational city. The projects that fall under this category include, but are not limited to, the following:

- Providing monetary assistance to the construction of a senior living facility
- Providing monetary assistance to the construction of a disabled adults living facility
- Reducing/supplementing permitting costs for senior living facilities
- Reducing/supplementing permitting costs for disabled adult living facilities
- Home repair programs for seniors
- Providing incentives for senior living facilities to move into the city
- Providing incentives for disabled adults living facilities to move into the city
- Requiring a percentage of homes to be ADA compliant in various price ranges
- Senior overlay zone

Rehabilitation/Redevelopment

Redevelopment is an often-overlooked part of the affordable housing conversation. However, as stated above, Eagle Mountain City does not have much need for it at this time. Rehabilitation efforts at this time might look like avoiding blight and maintaining the quality of the housing stock in the City.



Similar to streets, the housing stock is easier to maintain than it is to fix. Rehabilitation also ensures that *quality* homeownership opportunities will continue to be available as the city ages. The projects that fall under this category include, but are not limited to, the following:

- Roof replacement programs
- Utility home repairs
- Demolition of blighted/unsafe buildings
- Neighborhood revitalization
- Blight prevention
- Increased code enforcement

Achieving Balance

While planning for affordable housing in Eagle Mountain City, it is important to keep all these categories in mind. Each of these categories play into the big picture of establishing a “multigenerational city” and “homeownership opportunities.”

The goal for the City is to stay in tune with the needs of the community and adjust the balance of its affordable housing programs in response. Good policies are those that can be changed. As the City implements policies, it will learn more about the community and its needs as well as the true effects of each policy. The City isn’t going to get it ‘right’ the first time, but it can adjust as time goes on to get closer to the highest and best use of its affordable housing dollars as well as adapt to new circumstances.

Affordable Housing Glossary:

Affordable housing – affordable housing is housing that is appropriate for the needs of a range of very low to moderate income households and priced so that these households are also able to meet other basic living costs such as food, clothing, transport, medical care and education. As a rule of thumb, housing is usually considered affordable if it costs less than 30% of gross household income.^{20 21}

Affordable housing in EMC – housing for every stage of life. We want EMC to be a place where you can be raised, raise your own family, and then retire.³² See lifecycle of housing in FAQ.

Affordable housing programs – Intervention by the government or other nonprofit or for-profit organizations to aid in the obtention of affordable housing for groups of people considered to be of “low” or “moderate” income.

Area Median Income

Very Low Income – income that is 30% or less than the Area Median Income (AMI).²³

Low income – income that is 50% or less than the Area Median Income (AMI).²³

Moderate income – income that is between 51% - 80% of the Area Median Income (AMI).²³

Attainable housing – what Council would prefer to call ‘affordable housing’ in Eagle Mountain City to avoid political misinterpretations.

Blighted areas – areas that, by reason or by deterioration, faulty planning, inadequate or improper facilities, deleterious land use or the existence of unsafe structures or any combination of these factors, are detrimental to the safety, health or welfare of the community.²⁸

Blighted structure – A structure is blighted when it exhibits objectively determinable signs of deterioration sufficient to constitute a threat to human health, safety, and public welfare.²⁴

Housing affordability – a broad term that refers to the general level of housing prices relative to the general level of household income. This does not refer to a specific type of housing.²²

Manufactured Housing – Housing that may or may not have a permanent attached location²⁹ built entirely in a factory, then transported in one piece. (a.k.a. mobile homes).

A structure, transportable in one or more sections, which in the traveling mode is 8 body feet or more in width, or 40 body feet or more in length, or which when erected onsite is 320 or more square feet, and which is built on a permanent chassis and designed to be used as a dwelling with or without a permanent foundation when connected to the

required utilities, and includes the plumbing, heating, air conditioning, and electrical systems contained in the structure.³³

Modular Housing – some (or all) of the home was built in a factory. A home is made up of large, three-dimensional pieces known as modules. These are built indoors, then shipped to your building site.³¹ see prefabricated housing³¹

Prefabricated Housing – some (or all) of the home was built in a factory. A home is made up of large, three-dimensional pieces known as modules. These are built indoors, then shipped to your building site.³¹ see modular housing³¹

Redevelopment – the act or process of changing an area of a town by replacing old buildings, roads, etc. with new ones.²⁶

Rehabilitation – The labor, materials, tools, and other costs of improving buildings, other than minor or routine repairs. The term includes there the use of a building is changed to an emergency shelter and the cost of this change and any rehabilitation costs does not exceed 75 percent of the value of the building before the change in use.²⁵

Revitalization – The process of making something grow, develop, or become successful again²⁷

References:

- 1 [Hud.gov](#)
- 2 [Hud.gov](#)
- 3 [U.S. Dept. of Housing and Urban Development](#)
- 4 [Kiani, et al, 2020.](#)
- 5 Lewis, Robertson, and Burningham, 2023
- 6 Envision Utah Study, 2020
- 7 Utah County Sherriff's Office – Eagle Mountain City, 2024
- 8 Alpine School District, 2024
- 9 Eagle Mountain City, 2023
- 10 [Principles of Economics, 2016](#)
- 11 [Eagle Mountain Municipal Code, Title 15](#)
- 12 [Utah Code 17C-5-307\(3\)](#)
- 13 Lewis, Robertson, and Burningham, 2023
- 14 [Utah Code 10-9a-4](#)
- 15 [Proposed H.B. 306 Residential Housing Amendments](#)
- 16 Lewis, Robertson, and Burningham, 2023
- 17 Eagle Mountain City – Approved Strategic Vision & Goals, 2022
- 18 [Hud.gov](#)
- 19 [Planet Money, 2021](#)
- 20 [NSW Government](#)
- 21 [HUD User](#)
- 22 [Wood, Becker, 2023](#)
- 23 [LearnCRA](#)
- 24 [HUD User](#)
- 25 [HUD User](#)
- 26 [Cambridge English Dictionary](#)

- 27 Cambridge English Dictionary
- 28 MAG, 2024
- 29 Realtor.com
- 30 HUD User
- 31 NerdWallet
- 32 Eagle Mountain City – Approved Strategic Vision & Goals, 2022
- 33 HUD User



PUBLIC
FINANCE
ADVISORS



EAGLE
MOUNTAIN
CITY, UTAH

JULY 2024

HOUSING SUSTAINABILITY PLAN

PREPARED BY:

LRB PUBLIC FINANCE ADVISORS
FORMERLY LEWIS YOUNG ROBERTSON & BURNINGHAM INC.

TABLE OF CONTENTS

SECTION I: EXECUTIVE SUMMARY3

SECTION 2: DEMOGRAPHIC ANALYSIS 4

POPULATION CHARACTERISTICS 4

HOUSEHOLDS.....5

AGE.....6

INCOME7

SECTION 3: COMMUNITY ASSESSMENT & HOUSING ANALYSIS 9

OCCUPANCY STATUS..... 9

HOME VALUES..... 9

HOUSING STOCK VARIETY10

SINGLE-FAMILY HOME CHARACTERISTICS11

RESIDENTIAL LAND USE ANALYSIS12

VACANT LAND USE ANALYSIS.....14

ZONING/RESIDENTIAL DENSITY ANALYSIS14

SECTION 4: HOUSING AFFORDABILITY17

AFFORDABILITY ANALYSIS – RENTAL.....17

AFFORDABILITY ANALYSIS – HOME OWNERSHIP18

SECTION 5: FUTURE HOUSING NEEDS 22

HOUSING NEEDS ANALYSIS AND PROJECTION.....22

SECTION 6: SWOT ANALYSIS24

STAKEHOLDER OUTREACH FINDINGS24

STRATEGY VISIONING EXERCISE FINDINGS.....25

SECTION 7: CRA HOUSING FUND ANALYSIS..... 26

FUNDING FORECAST27

BENCHMARK ANALYSIS.....28

APPLICABILITY IN EAGLE MOUNTAIN.....31

SECTION 8: HOUSING AFFORDABILITY STRATEGIES 33

EXISTING HOUSING AFFORDABILITY STRATEGIES33

PROPOSED HOUSING AFFORDABILITY STRATEGIES.....34

ECONOMIC DEVELOPMENT STRATEGIZING34

GENERAL RECOMMENDATIONS.....35



SECTION I: EXECUTIVE SUMMARY

As is the case for many municipalities in Utah, Eagle Mountain (the “City”) is grappling with the challenge of housing sustainability. For much of its history, Eagle Mountain has served as an affordable option for prospective homeowners. A tremendous amount of new residential growth, among the very highest in the state, coupled with steadily rising home values and near-record mortgage interest rates, has resulted in a shift toward a level of inaccessibility for many prospective homeowners. Bolstered by a young and rapidly growing population, both from internal growth and new residents, there is abundant opportunity for the City to continue toward regional and statewide significance and provide a high quality of life for residents. The barrier to housing accessibility may pose one of the greatest challenges to the prosperity envisioned for the City. This stated, one of the City’s primary objectives is to promote paths to homeownership, and this report is purposed to provide guidance toward strategizing methods to promote access to homeownership and assessing affordability targets.

Though affordability metrics are not the only method to assess need in this sphere, they can aid toward guiding the development of programs for particular groups. The principal existing issue with respect to affordability is the mismatch between the number of affordable single-family homes (defined at the high end as 30 percent of monthly gross income) and population groups by household income range. As modeled in **Section 5**, 48.5 percent of existing Eagle Mountain households could not afford to purchase a single-family home in the City. At present, 6,646 affordable units would be necessary to close this gap, increasing to 10,872 units by 2030.

A present barrier to affordability is a lack of diversity in the housing stock. 83.3 percent of parcels and 92.5 percent of residential land area is comprised of single-family residences. This concentration of single-family residential development has the potential to exclude both residents that do not need and cannot afford larger, detached homes. However, the City has some of the largest proportions of vacant land among its peers and other Wasatch Front municipalities, providing greater opportunity to combat the affordability crisis by implementing tools that promote home ownership.

In line with this objective to promote homeownership, recommended strategies in this report are focused in two directions: creating programs to assist prospective homebuyers and developing initiatives to broaden the available housing stock. In **Section 7**, an analysis of the uses of dedicated affordable housing funds from community reinvestment project areas toward homeownership programs is provided. In **Section 8**, LRB has reviewed existing City objectives and strategies, city council feedback, and local stakeholder engagement to provide five strategy recommendations toward improving housing affordability.



SECTION 2: DEMOGRAPHIC ANALYSIS

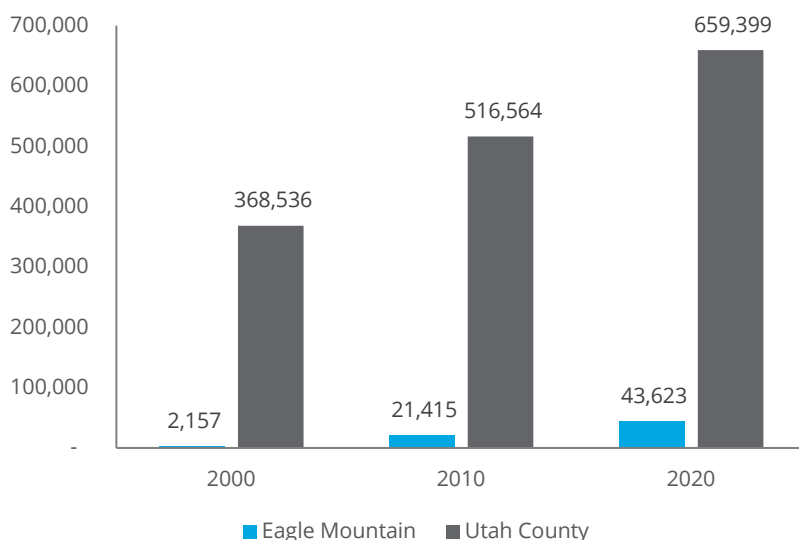
POPULATION CHARACTERISTICS

The US Census Bureau's Decennial Redistricting data ("DEC") show an annual average growth rate ("AAGR") for the City of 25.8 percent between 2000 and 2010 and 7.4 percent between 2010 and 2020. In terms of population, these percentages represent increases of 19,258 and 22,208 persons respectively. Among peer cities in Utah County (the "County"), the City experienced the second largest percent changes and absolute changes in population in both datasets. Peer cities were chosen principally on the basis of population, population growth, and proportions of undeveloped land. Most peer cities are similar to Eagle Mountain in terms of existing population, while some are more developed and have populations similar to those projected for the City in coming years. Additionally, cities exclusively in Utah County were chosen for comparison for their similar growth patterns and consistent availability of data. Between 2010 and 2020, the increase in population in the City comprised 15.55 percent of the overall increase in population for Utah County.

TABLE 2.1: COMPARISON CITY, COUNTY, AND STATE POPULATION & AAGR

	2000	2010	2000-2010 AAGR	2020	2010-2020 AAGR
American Fork	21,941	26,263	1.8%	33,337	2.4%
Eagle Mountain	2,157	21,415	25.8%	43,623	7.4%
Lehi	19,028	47,407	9.6%	75,907	4.8%
Orem	84,324	88,328	0.5%	98,129	1.1%
Provo	105,166	112,488	0.7%	115,162	0.2%
Saratoga Springs	1,003	17,781	33.3%	37,696	7.8%
Spanish Fork	20,246	34,691	5.5%	42,602	2.1%
Springville	20,424	29,466	3.7%	35,268	1.8%
Utah County	368,536	516,564	3.4%	659,399	2.5%
Utah	2,233,169	2,763,885	2.2%	3,271,616	1.7%

FIGURE 2.1: HISTORIC POPULATION



POPULATION STATISTICS 2010-2020

EAGLE MOUNTAIN

AVERAGE ANNUAL GROWTH = 7.37%
TOTAL INCREASE = 22,208
% OF COUNTY INCREASE = 15.55%

UTAH COUNTY

AVERAGE ANNUAL GROWTH = 2.47%
TOTAL INCREASE = 142,835
% OF STATE INCREASE = 28.13%

STATE OF UTAH

AVERAGE ANNUAL GROWTH = 1.70%
TOTAL INCREASE = 507,731

Based on a population projection derived from the Census Bureau's AAGR for the City between 2010 and 2020, the estimated



population for 2024 is 57,985. Extending the projection to 2030, the City's estimated population in that year is 88,861, representing an increase of 45,238 persons and placing it among the largest cities by population in Utah County and giving it narrowly the second largest absolute increase in population between Census years in the county.

TABLE 2.2: POPULATION PROJECTIONS – CENSUS DATA

	2020	2021	2022	2023	2024	2025
American Fork	33,337	34,142	34,966	35,810	36,674	37,559
Eagle Mountain	43,623	46,840	50,294	54,003	57,985	62,261
Lehi	75,907	79,566	83,401	87,421	91,634	96,051
Orem	98,129	99,167	100,216	101,276	102,347	103,430
Provo	115,162	115,433	115,704	115,977	116,249	116,523
Saratoga Springs	37,696	40,638	43,809	47,228	50,913	54,886
Spanish Fork	42,602	43,486	44,389	45,310	46,250	47,210
Springville	35,268	35,908	36,559	37,222	37,897	38,584
Utah County	659,399	675,695	692,394	709,505	727,039	745,007
Utah	3,271,616	3,327,259	3,383,848	3,441,399	3,499,929	3,559,455

TABLE 2.2: POPULATION PROJECTIONS – CENSUS DATA (CONT.)

	2026	2027	2028	2029	2030	AAGR
American Fork	38,466	39,394	40,345	41,319	42,316	2.4%
Eagle Mountain	66,852	71,782	77,075	82,759	88,861	7.4%
Lehi	100,681	105,533	110,620	115,952	121,541	4.8%
Orem	104,524	105,630	106,747	107,876	109,018	1.1%
Provo	116,797	117,072	117,347	117,623	117,900	0.2%
Saratoga Springs	59,170	63,787	68,765	74,131	79,916	7.8%
Spanish Fork	48,190	49,190	50,211	51,253	52,317	2.1%
Springville	39,284	39,997	40,722	41,460	42,212	1.8%
Utah County	763,419	782,285	801,618	821,429	841,729	2.5%
Utah	3,619,993	3,681,561	3,744,176	3,807,855	3,872,618	1.7%

Table 2.3 displays population projections for the City from the Eagle Mountain City Economic Development Master Plan, showing an AAGR of 6.3 percent and a population increase of 5,200 persons per year. These projections were based on the 2020 Census population estimate for the City and a review of building permits issued in recent years.

TABLE 2.3: POPULATION PROJECTIONS – ECONOMIC REPORT

2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030
43,623	48,823	54,023	59,223	64,423	69,623	74,823	80,023	85,223	90,423	95,623

TABLE 2.3: POPULATION PROJECTIONS – ECONOMIC REPORT (CONT.)

2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	AAGR
100,823	106,023	111,223	116,423	121,623	126,823	132,023	137,223	142,423	147,623	6.3%

HOUSEHOLDS

The total number of households as of the most recent American Community Survey ("ACS"), an estimate covering the period between January 2018 and December 2022, is 10,896. This figure represents 5.8 percent of all households in Utah County. The average household size in the City is 4.23 persons, which is considerably higher than the value of 3.46 persons for the County.

TABLE 2.4: HOUSEHOLD CHARACTERISTICS

	TOTAL	MARRIED-COUPLE FAMILY HOUSEHOLD	MALE HOUSEHOLDER, NO SPOUSE PRESENT, FAMILY HOUSEHOLD	FEMALE HOUSEHOLDER, NO SPOUSE PRESENT, FAMILY HOUSEHOLD	NONFAMILY HOUSEHOLD
EAGLE MOUNTAIN					
Total households	10,896	9,119	470	594	713
Average household size	4.23	4.53	3.50	3.70	1.40
UTAH COUNTY					
Total households	187,171	130,297	7,638	13,567	35,669
Average household size	3.46	3.93	3.45	3.67	1.70

AGE

The distribution of population by age, irrespective of gender, varies heavily within some ranges between the City and the County. The median age in the city, at 21.9 years, is considerably lower than that of the County, at 25.2 years, and further the State of Utah at 31.4 years. Among particular age ranges, the City has proportions of nearly double that of the County for persons under 5 years of age and between 5 and 9 years. The opposite relationship is observed for people between 20 and 24 years of age, where the County's proportion of the population in that range is nearly double that for the City.

Though population projections in this report are not adjusted for distribution of persons by age, the comparatively great proportion of younger persons comprising the population of the City with respect to Utah County, paired with the relatively high typical household size in the City, suggests significant internal growth of future population and prospective homeowners. Additionally, a study by realtor.com^[1] suggests that persons of the Generation Z demographic cohort both greatly desire homeownership and seek to live in suburban locales, indicated respectively by 72 percent and 49 percent of survey respondents.

FIGURE 2.2: AGE DISTRIBUTION AS % OF TOTAL

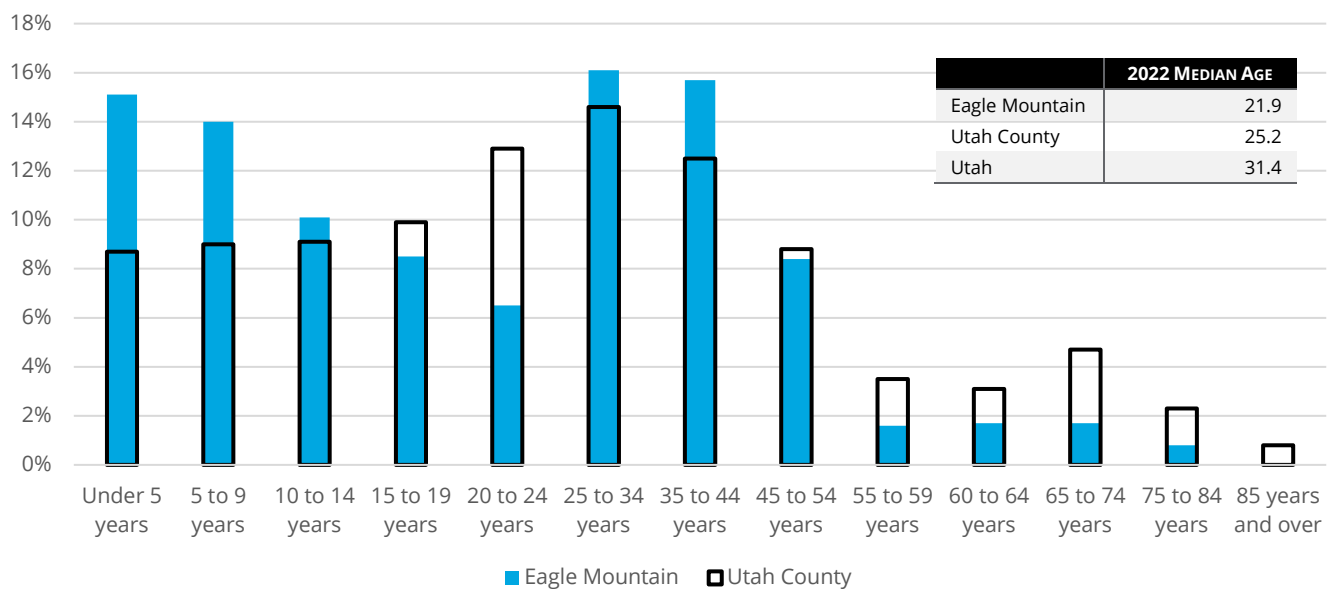


FIGURE 2.3: AGE DISTRIBUTION BY GENDER, EAGLE MOUNTAIN

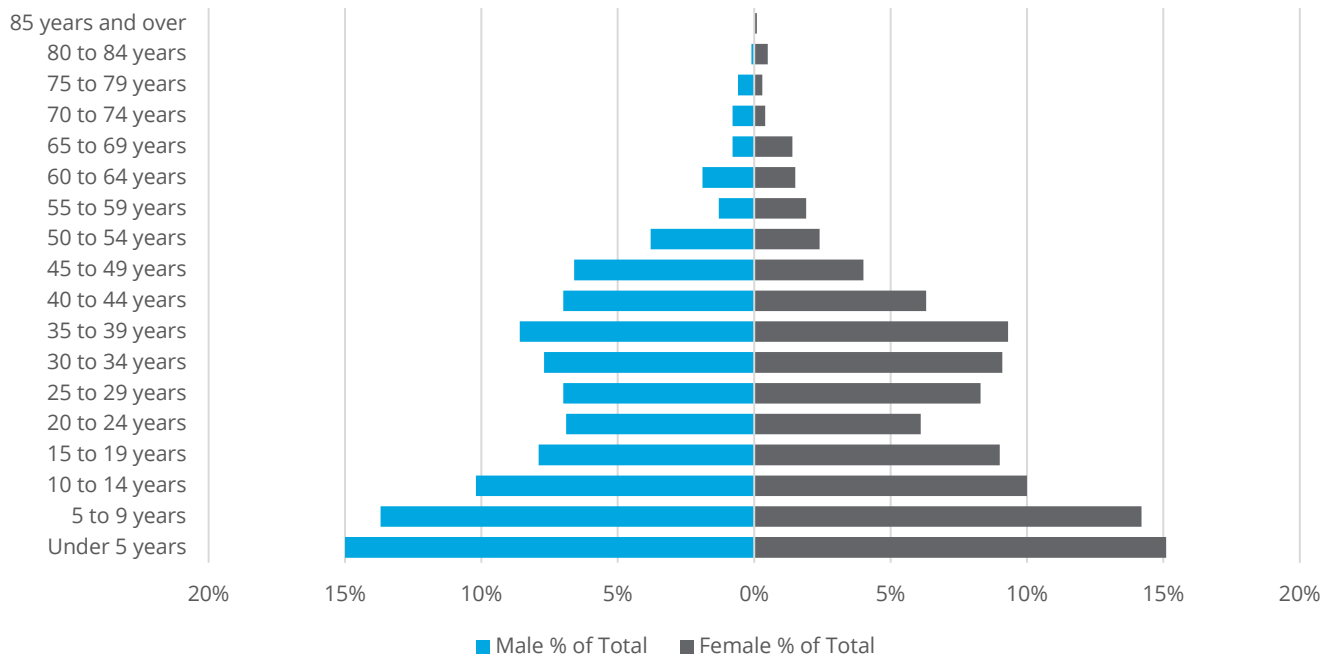
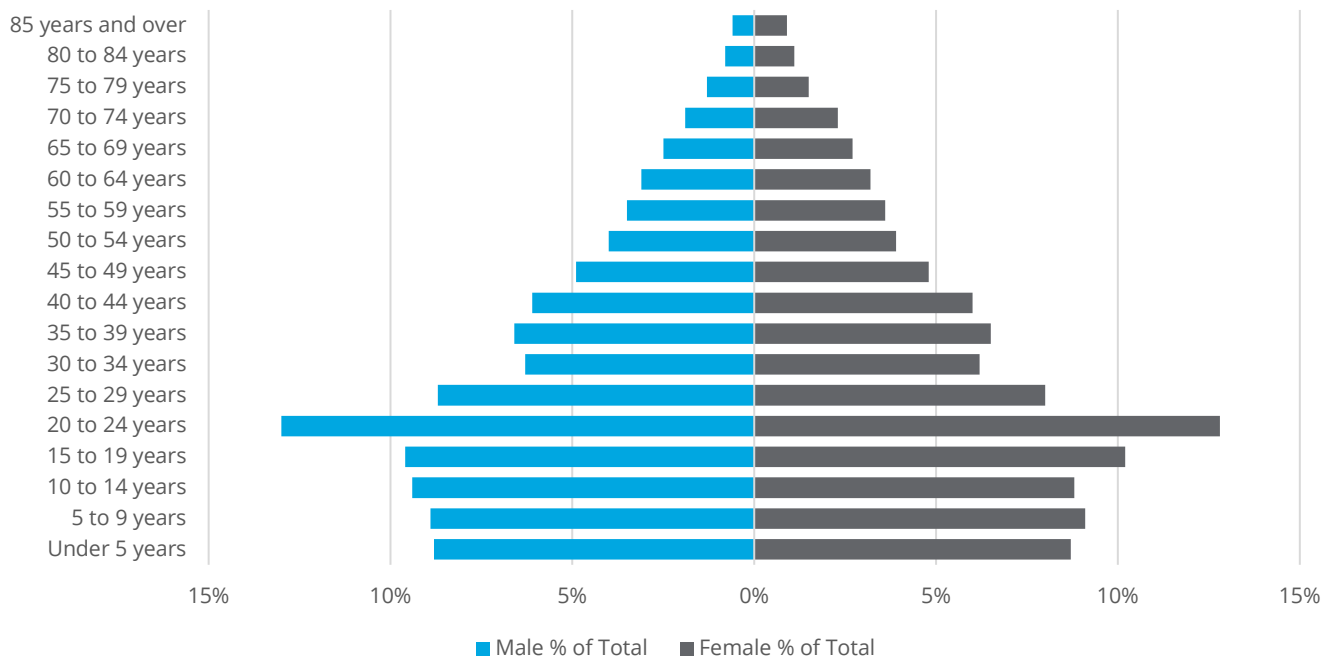


FIGURE 2.4: AGE DISTRIBUTION BY GENDER, UTAH COUNTY



INCOME

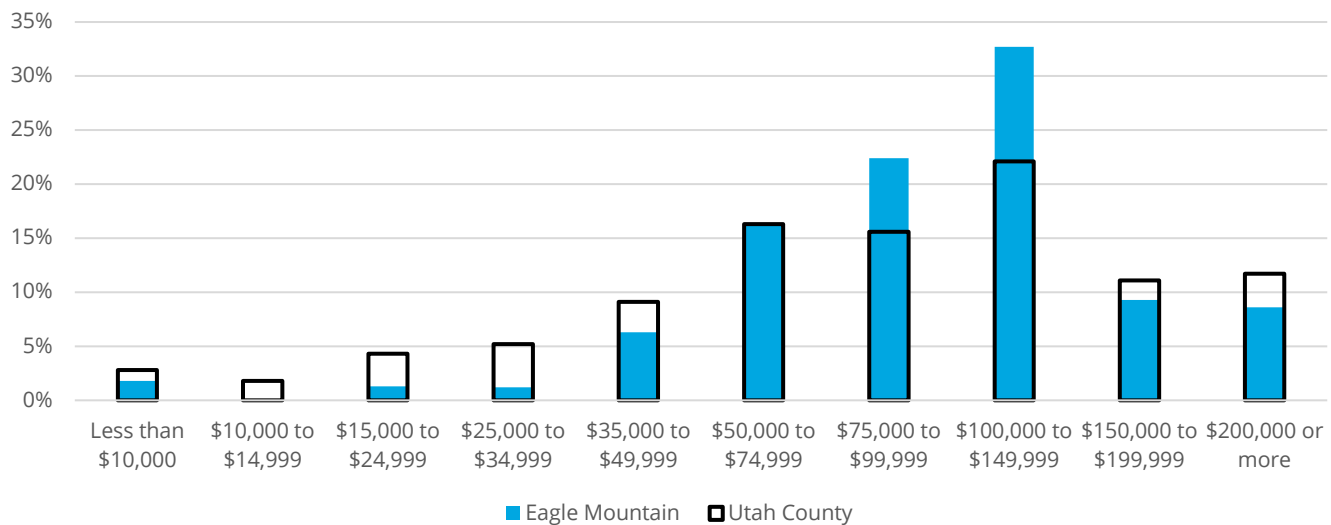
Distributions of population between income groups in the City are somewhat balanced, where 71.3 percent of households fall within the yearly income range of \$50,000 to \$149,000. The proportional variety of households by yearly income is less extreme in the City than in the County, as the proportion of households in the City with incomes under \$50,000 and above \$149,999 is less in each individual group than in the County. Additionally, median household income among all households in the City is greater than within the County, at respective values of \$100,837 and \$91,263. These

income figures represent pretax cash income of the householder and all other people 15 years and older in the household.

TABLE 2.3: INCOME CHARACTERISTICS

	EAGLE MOUNTAIN CITY, UTAH				UTAH COUNTY, UTAH			
	HOUSEHOLDS	FAMILIES	MARRIED- COUPLE FAMILIES	NONFAMILY HOUSEHOLDS	HOUSEHOLDS	FAMILIES	MARRIED- COUPLE FAMILIES	NONFAMILY HOUSEHOLDS
Total	10,896	10,183	9,119	713	187,171	151,502	130,297	35,669
Less than \$10,000	1.8%	0.5%	0.0%	19.5%	2.8%	1.9%	1.2%	7.6%
\$10,000 to \$14,999	0.1%	0.1%	0.1%	0.0%	1.8%	1.2%	0.9%	5.0%
\$15,000 to \$24,999	1.3%	1.2%	1.3%	2.5%	4.3%	3.2%	2.5%	10.3%
\$25,000 to \$34,999	1.2%	1.3%	0.9%	5.2%	5.2%	3.9%	3.3%	11.0%
\$35,000 to \$49,999	6.3%	6.2%	5.8%	8.1%	9.1%	7.9%	6.7%	15.9%
\$50,000 to \$74,999	16.2%	17.9%	17.0%	11.2%	16.3%	15.8%	14.7%	19.7%
\$75,000 to \$99,999	22.4%	22.4%	21.6%	29.2%	15.6%	16.2%	16.6%	12.8%
\$100,000 to \$149,999	32.7%	33.0%	35.0%	10.8%	22.1%	24.4%	25.8%	10.8%
\$150,000 to \$199,999	9.3%	8.9%	9.3%	9.5%	11.1%	12.7%	13.8%	3.2%
\$200,000 or more	8.6%	8.4%	9.0%	3.9%	11.7%	13.0%	14.5%	3.7%
Median income (dollars)	100,837	100,378	103,274	\$81,225	91,263	100,128	106,498	50,182

FIGURE 2.5: HOUSEHOLD INCOME DISTRIBUTION



SECTION 3: COMMUNITY ASSESSMENT & HOUSING ANALYSIS

OCCUPANCY STATUS

Changes in occupancy distributions for the City over the decade are illustrated in **Table 3.1**. Between 2012 and 2022, the rate of owner occupancy increased by 0.7 percent. Among owner-occupant households, there was a notable shift from multifamily to single-family units. Where renter-occupied housing is typically concentrated more heavily among multifamily units, in the City these renter-occupied units are generally single-family homes, with a proportion of 66 percent, though this proportion has decreased from the 2012 figure of 72.2 percent.

TABLE 3.1: OCCUPANCY CHARACTERISTICS FOR EAGLE MOUNTAIN, 2012 AND 2022

	EAGLE MOUNTAIN, 2012						EAGLE MOUNTAIN, 2022					
	OWNER OCCUPIED		RENTER OCCUPIED		TOTAL	% OF TOTAL	OWNER OCCUPIED		RENTER OCCUPIED		TOTAL	% OF TOTAL
Single Family	3,970	89.3%	454	72.2%	4,420	87.1%	9,152	95.2%	841	66.0%	9,993	91.7%
2 to 4 Units	138	3.1%	-	0.0%	137	2.7%	59	0.6%	68	5.4%	127	1.2%
5 to 9 Units	4	0.1%	-	0.0%	5	0.1%	31	0.3%	148	11.6%	179	1.6%
10 or more Units	333	7.5%	175	27.8%	508	10.0%	376	3.9%	216	17.0%	592	5.4%
Mobile Home & Other	-	0.0%	-	0.0%	-	0.0%	5	0.1%	-	0.0%	5	0.0%
Total Units	4,446	87.6%	629	12.4%	5,075	100.0%	9,623	88.3%	1,273	11.7%	10,896	100.0%

Changes in occupancy distributions for the County over the decade are illustrated in **Table 3.2**. Between 2012 and 2022, the rate of owner occupancy increased by 0.1 percent. Among owner-occupant households, there was a slight shift from multifamily structures with more than 5 units, as well as mobile homes, toward single-family homes. Among renter-occupant households, the shift in distribution was inverted, as households shifted notably toward multifamily structures with 5 or more units.

TABLE 3.2: OCCUPANCY CHARACTERISTICS FOR UTAH COUNTY, 2012 AND 2022

	UTAH COUNTY, 2012						UTAH COUNTY, 2022					
	OWNER OCCUPIED		RENTER OCCUPIED		TOTAL	% OF TOTAL	OWNER OCCUPIED		RENTER OCCUPIED		TOTAL	% OF TOTAL
Single Family	90,462	93.5%	17,311	38.9%	107,775	76.3%	121,205	94.4%	21,529	36.7%	142,734	76.3%
2 to 4 Units	1,838	1.9%	10,591	23.8%	12,289	8.7%	2,369	1.9%	11,396	19.4%	13,765	7.3%
5 to 9 Units	871	0.9%	4,005	9.0%	4,803	3.4%	865	0.7%	5,794	9.9%	6,659	3.6%
10 or more Units	1,742	1.8%	11,971	26.9%	13,701	9.7%	2,115	1.6%	19,432	33.0%	21,547	11.5%
Mobile Home & Other	1,935	2.0%	668	1.5%	2,543	1.8%	1,814	1.4%	652	1.1%	2,466	1.3%
Total Units	96,751	68.5%	44,501	31.5%	141,252	100.0%	128,368	68.6%	58,803	31.4%	187,171	100.0%

HOME VALUES

Among comparison municipalities, the median market value for single-family homes in the City, as gathered from 2024 data from the Utah County Assessor's Office, lies within a typical range. For its location, market values in the City are considerably lower than those in Lehi and Saratoga Springs,



making for a more affordable option for those that wish to reside in the northern portion of the County.

TABLE 3.3: SINGLE-FAMILY HOME VALUES

CITY	UNITS	MEDIAN SFH MARKET VALUE	MEDIAN SFH TAXABLE VALUE
American Fork	7,908	\$492,400	\$271,645
Eagle Mountain	12,762	\$466,100	\$256,933
Lehi	17,961	\$564,400	\$311,355
Orem	16,869	\$475,400	\$262,185
Provo	14,828	\$476,150	\$263,505
Saratoga Springs	10,344	\$551,150	\$303,903
Spanish Fork	10,094	\$461,550	\$253,935
Springville	7,553	\$464,400	\$256,135
Utah County	142,703	\$516,900	\$284,790

Single-family home permitting data from the Ivory-Boyer Construction Database reveals an annual average growth rate for permit values of 5.5 percent from 2010 through 2023 (the last year of complete data at the time of this analysis). 2023 permit values in the City were among the lowest of the comparison cities. However, the annual average growth rate was the second highest among comparison cities and over a percent and a half higher than the average for Utah County. This trend suggests that permit values and home values will increase disproportionately to the County and most of the comparison municipalities and decrease existing levels of affordability relative to the County.

TABLE 3.4: BUILDING PERMIT VALUES

	2010	2011	2012	2013	2014	2015	2016
American Fork	\$263,369	\$237,652	\$267,200	\$261,268	\$250,419	\$281,463	\$247,256
Eagle Mountain	\$161,528	\$171,676	\$173,418	\$175,802	\$198,098	\$574,120	\$196,918
Lehi	\$252,828	\$254,090	\$246,810	\$269,653	\$271,584	\$282,386	\$300,124
Orem	\$267,238	\$303,404	\$295,311	\$320,900	\$328,216	\$319,882	\$391,841
Provo	\$223,871	\$230,576	\$228,048	\$184,324	\$238,090	\$246,492	\$233,803
Saratoga Springs	\$136,874	\$141,411	\$153,939	\$180,778	\$229,287	\$238,482	\$237,056
Spanish Fork	\$237,655	\$234,873	\$236,265	\$274,589	\$302,056	\$300,928	\$287,672
Springville	\$178,761	\$187,939	\$201,061	\$187,659	\$206,782	\$275,426	\$282,336
Utah County	\$224,741	\$249,790	\$240,425	\$253,833	\$272,550	\$403,982	\$281,887

TABLE 3.4: BUILDING PERMIT VALUES (CONT.)

	2017	2018	2019	2020	2021	2022	2023	AAGR
American Fork	\$260,276	\$326,102	\$369,495	\$350,790	\$356,169	\$481,801	\$526,121	5.47%
Eagle Mountain	\$221,163	\$312,951	\$280,161	\$283,319	\$280,145	\$308,118	\$324,000	5.50%
Lehi	\$324,636	\$304,469	\$328,333	\$333,164	\$354,659	\$395,152	\$345,307	2.43%
Orem	\$400,921	\$362,303	\$347,694	\$418,798	\$466,548	\$492,771	\$572,766	6.04%
Provo	\$236,223	\$255,110	\$236,729	\$256,664	\$277,381	\$289,785	\$245,971	0.73%
Saratoga Springs	\$240,414	\$234,442	\$254,968	\$256,266	\$262,665	\$277,597	\$263,319	5.16%
Spanish Fork	\$286,916	\$295,778	\$292,250	\$296,032	\$329,897	\$377,004	\$359,983	3.25%
Springville	\$310,384	\$325,100	\$313,595	\$291,275	\$351,660	\$385,664	\$351,559	5.34%
Utah County	\$294,806	\$310,510	\$314,512	\$313,280	\$329,771	\$387,459	\$370,039	3.91%

HOUSING STOCK VARIETY

Table 3.5 examines the distribution of all residential units by comparison municipality, as gathered from 2024 data from the Utah County Assessor's Office, to determine the variety of existing housing stock. Among the selected municipalities, the City has a relatively low amount of stock of multifamily

structures with more than 5 units, condos, and 2-plexes when adjusted for total unit count. Additionally, there are no multifamily structures comprising more than 49 units in the City and only one multifamily structure with between 5 and 49 units.

TABLE 3.5: HOUSING UNITS BY TYPE

	1 2- PLEX ON LOT	2 2- PLEX ON LOT	1 3- PLEX ON LOT	1 4- PLEX ON LOT	1 5- PLEX ON LOT	1 6- PLEX ON LOT	1 7- PLEX ON LOT	1 8- PLEX ON LOT	5-8 UNITS	9-19 UNITS	20-49 UNITS
American Fork	158	1	71	54	-	-	-	-	10	33	13
Eagle Mountain	83	-	3	51	-	-	-	-	-	-	1
Lehi	111	2	3	20	-	-	-	-	10	2	1
Orem	402	3	39	458	-	-	-	-	21	24	79
Provo	1,043	10	113	300	9	2	1	1	158	151	66
Saratoga Springs	-	-	-	-	-	-	-	-	-	-	-
Spanish Fork	142	6	4	58	-	-	-	-	12	5	4
Springville	188	2	14	71	-	-	-	-	13	19	2

TABLE 3.5: HOUSING UNITS BY TYPE (CONT.)

	50-99 UNITS	100+ UNITS	CONDO	DETACHED TWIN HOME	MANU FAC. HOME	MODULAR HOME	MULTIP LE RES	MULTIPLE UNIT MIX	SINGLE FAMILY RES	TOWN- HOME	TWIN HOME
American Fork	11	10	429	-	9	2	6	4	7,908	2,238	424
Eagle Mountain	-	-	515	8	14	11	3	1	12,762	1,708	150
Lehi	1	7	1,999	-	34	7	13	2	17,961	4,279	310
Orem	6	20	2,839	66	19	1	6	7	16,869	2,335	592
Provo	19	37	3,948	23	75	8	19	21	14,828	2,780	617
Saratoga Springs	-	2	1,176	4	-	2	2	-	10,344	3,027	422
Spanish Fork	4	-	198	1	34	3	17	4	10,094	2,172	542
Springville	1	4	842	3	18	1	21	9	7,553	457	706

SINGLE-FAMILY HOME CHARACTERISTICS

Table 3.6 displays values for the median year built and median floor area for all single-family units among the comparison municipalities. With respect to typical home age, the City matches closely with its nearby peers in Saratoga Springs and Lehi with a relatively recent median age of home, the most recent among all comparison municipalities. In terms of typical unit floor area, the City trends slightly smaller than its closest peers and matches consistently with the average for Utah County as a whole.

TABLE 3.6: SFH PHYSICAL CHARACTERISTICS

	UNITS	MEDIAN YEAR BUILT	MEDIAN FLOOR AREA (SQFT)
American Fork	7,908	1993	1,642
Eagle Mountain	12,762	2016	1,898
Lehi	17,961	2006	1,969
Orem	16,869	1978	1,426
Provo	14,828	1976	1,590
Saratoga Springs	10,344	2015	2,156
Spanish Fork	10,094	2001	1,670
Springville	7,553	1996	1,651
Utah County	142,703	2001	1,822

RESIDENTIAL LAND USE ANALYSIS

A critical element of community analysis with respect to housing affordability is an examination of the distribution of housing land uses. Using Utah County Assessor data from 2024, **Table 3.7** examines the land area in acres of each residential land use type among the comparison municipalities. Of these municipalities, the City has a relatively typical amount of land dedicated to single-family housing, as well as the lowest amount of land dedicated to multifamily housing.

TABLE 3.7: RESIDENTIAL LAND USE AREA (ACRES)

PROPERTY CLASS	AMERICAN FORK	EAGLE MOUNTAIN	LEHI	OREM	PROVO	SARATOGA SPRINGS	SPANISH FORK	SPRINGVILLE
SINGLE FAMILY								
Single Family Residential	2,186.1	3,916.7	5,310.3	4,347.0	4,209.3	2,480.4	3,896.7	2,734.2
Modular Home	1.0	7.8	2.4	0.2	2.1	6.5	5.9	0.2
Manufactured Home	7.2	185.1	17.9	4.6	25.1	-	265.8	13.8
Multiple Res	6.7	3.9	28.4	25.5	30.6	151.6	96.2	104.5
Single Family Subtotal	2,201.0	4,113.5	5,359.1	4,377.2	4,267.1	2,638.4	4,264.6	2,852.8
MULTIFAMILY								
1 2-plex on Lot	37.9	29.7	25.9	85.7	181.5	-	29.9	54.9
2 2-plex on Lot	0.4	-	0.8	1.9	2.2	-	2.7	0.7
1 3-plex on Lot	4.3	0.2	0.7	9.5	21.5	-	1.3	3.2
1 4-plex on Lot	11.5	4.0	5.1	111.7	48.2	-	15.2	21.1
1 5-plex on Lot	-	-	-	-	1.8	-	-	-
1 6-plex on Lot	-	-	-	-	0.5	-	-	-
1 7-plex on Lot	-	-	-	-	0.2	-	-	-
1 8-plex on Lot	-	-	-	-	0.2	-	-	-
Townhome	59.6	55.1	135.4	71.9	67.9	90.9	55.5	22.5
Condo	8.9	15.8	46.7	64.9	100.8	29.0	3.9	24.7
Twin Home	44.3	5.5	14.1	37.4	38.2	25.2	55.5	82.3
5-8 Units	3.8	-	4.9	7.0	38.3	-	4.6	5.1
9-19 Units	11.1	-	0.8	15.2	54.1	-	0.9	5.8
20-49 Units	27.1	11.4	2.9	34.4	56.0	-	6.5	0.6
50-99 Units	22.5	-	14.4	13.5	43.6	-	16.6	4.3
100+ Units	77.1	-	96.4	122.5	92.0	20.9	-	12.6
Multiple Unit Mix	3.8	1.0	2.5	2.9	4.3	-	1.4	3.2
Trailer Park	18.6	-	8.8	67.6	77.0	-	3.9	53.5
Detached Twin Home	-	0.3	-	3.7	1.0	0.2	0.2	0.3
Multifamily Subtotal	331.0	122.9	359.5	649.7	829.4	166.1	198.1	294.8
Total	2,532.0	4,236.4	5,718.6	5,026.9	5,096.5	2,804.5	4,462.7	3,147.6

Table 3.8 examines the same individual residential land uses as proportions of total residential land use. Of all comparison municipalities, the City, respectively, has the highest and lowest proportions of residential land use dedicated to single-family and multifamily parcels. Notably, within the single-family land use classification, parcels designated as *Single Family Residential* do not constitute the largest distribution of land among all comparison municipalities. Rather, the total single-family proportion is bolstered by a relatively very high level of single-family land being used for the *Manufactured Home* designation, describing a home fully assembled remotely and transported to a lot, at 4.4 percent. This is the second largest among all comparison municipalities, with the greatest proportion being 6 percent in Spanish Fork. The City also ranks highly among its peers in land dedicated to *Modular Homes*, a designation describing homes whose components are assembled remotely then transported to a lot for assembly.

As was examined earlier in this section, the City has no land dedicated to select multifamily parcel designations, namely structures with 5-19 units, structures with 50+ units, and trailer parks, that are more prolific in other comparison municipalities. Beyond the low proportion of land area utilized for multifamily parcel designations, the diversity of multifamily options is relatively low in the City. As an example, there are only 6 multifamily parcel types present in the City. This is comparable to nearby Saratoga Springs, where there are only four multifamily parcel types present, but disparate from municipalities like Orem, Provo, and Springville, where in each municipality there are 12 or more multifamily parcel types present.

TABLE 3.8: RESIDENTIAL LAND USE AREA (PERCENT)

PROPERTY CLASS	AMERICAN FORK	EAGLE MOUNTAIN	LEHI	OREM	PROVO	SARATOGA SPRINGS	SPANISH FORK	SPRINGVILLE
SINGLE FAMILY								
Single Family Residential	86.3%	92.5%	92.9%	86.5%	82.6%	88.4%	87.3%	86.9%
Modular Home	-	0.2%	-	-	-	0.2%	0.1%	-
Manufactured Home	0.3%	4.4%	0.3%	0.1%	0.5%	0.0%	6.0%	0.4%
Multiple Res	0.3%	0.1%	0.5%	0.5%	0.6%	5.4%	2.2%	3.3%
Single Family Total	86.9%	97.1%	93.7%	87.1%	83.7%	94.1%	95.6%	90.6%
MULTIFAMILY								
1 2-plex on Lot	1.5%	0.7%	0.5%	1.7%	3.6%	-	0.7%	1.7%
2 2-plex on Lot	-	-	-	-	-	-	0.1%	-
1 3-plex on Lot	0.2%	-	-	0.2%	0.4%	-	-	0.1%
1 4-plex on Lot	0.5%	0.1%	0.1%	2.2%	0.9%	-	0.3%	0.7%
1 5-plex on Lot	-	-	-	-	-	-	-	-
1 6-plex on Lot	-	-	-	-	-	-	-	-
1 7-plex on Lot	-	-	-	-	-	-	-	-
1 8-plex on Lot	-	-	-	-	-	-	-	-
Townhome	2.4%	1.3%	2.4%	1.4%	1.3%	3.2%	1.2%	0.7%
Condo	0.4%	0.4%	0.8%	1.3%	2.0%	1.0%	0.1%	0.8%
Twin Home	1.7%	0.1%	0.2%	0.7%	0.7%	0.9%	1.2%	2.6%
5-8 Units	0.2%	-	0.1%	0.1%	0.8%	-	0.1%	0.2%
9-19 Units	0.4%	-	-	0.3%	1.1%	-	-	0.2%
20-49 Units	1.1%	0.3%	0.1%	0.7%	1.1%	-	0.1%	-
50-99 Units	0.9%	-	0.3%	0.3%	0.9%	-	0.4%	0.1%
100+ Units	3.0%	-	1.7%	2.4%	1.8%	0.7%	-	0.4%
Multiple Unit Mix	0.2%	-	-	0.1%	0.1%	-	-	0.1%
Trailer Park	0.7%	-	0.2%	1.3%	1.5%	-	0.1%	1.7%
Detached Twin Home	-	-	-	0.1%	-	-	-	-
Multifamily Total	13.1%	2.9%	6.3%	12.9%	16.3%	5.9%	4.4%	9.4%
Total Acres	2,532.0	4,236.4	5,718.6	5,026.9	5,096.5	2,804.5	4,462.7	3,147.6

As will be examined further in the analysis of vacant land, the City utilizes a relatively very low proportion of its overall area for active land uses, specifically residential land use. Though a relatively typical total amount of area is used for residential uses among comparison municipalities, the City's overall land area is considerably greater than comparison cities and thus has a much lower residential proportion. Looking forward, however, a significant portion of land that is presently vacant, especially toward the western extremities of the City, has been designated in the Future Land Use & Transportation Map from the 2018 Eagle Mountain General Plan as future residential land.

TABLE 3.9: RESIDENTIAL LAND USE AREA COMPARISON (ACRES)

LAND USE TYPE	AMERICAN FORK	EAGLE MOUNTAIN	LEHI	OREM	PROVO	SARATOGA SPRINGS	SPANISH FORK	SPRINGVILLE
Single Family Residential	2,201.0	4,113.5	5,359.1	4,377.2	42,67.1	2,638.4	4,264.6	2,852.8
Multifamily Residential	331.0	122.9	359.5	649.7	829.4	166.1	198.1	294.8
Residential Total	2,532.0	4,236.4	5,718.6	5,026.9	5,096.5	2,804.5	4,462.7	3,147.6
All Land	7,267	32,609	19,673	11,932	28,283	14,994	10,855	9,295
Residential % of Total	34.8%	13.0%	29.1%	42.1%	18.0%	18.7%	41.1%	33.9%

VACANT LAND USE ANALYSIS

TABLE 3.10: VACANT LAND USE

VACANT LAND USES	AREA (ACRE)
Vacant Residential	12,401.3
Vacant Residential w/ Detached Structure	444.7
Vacant Commercial	2,554.1
Vacant Commercial w/ Detached Structure	8.5
Vacant Subdivided Lot	445.6
Vacant Subdivided Lot w/ Detached Structure	7.3
Vacant Subdivided Lot – Not Developed	0.3
Vacant Townhome Lot	7.9
Vacant Twin Lot	2.8
Vacant Apartment Lot	16.8
Vacant Land Total	15,889.2
All Land	32,609
Vacant % of Total	48.7%

An attribute that is particularly unique to the City, both among the comparison municipalities and all municipalities along the Wasatch Front, is the proportion of total municipal land presently designated as vacant. Where typical proportions of vacant land among Utah County municipalities range from between three and 30 percent, the City's value of 48.7 percent is considerably greater than typical.

By far the largest proportion of total vacant land is planned for residential use. The next largest dedication of vacant land, though by a large

proportional distance, is purposed for commercial use.

This high proportion of vacant land presents a rather unique opportunity for the City among its peers, many of which are near capacity in terms of developable land. While there are some areas within the City's limits that are less well-positioned for development due to geographic constraints or ownership by other government entities, more highly developable vacant land near the City Center and South Town is available in large quantities for the prospect of affordable residential development.

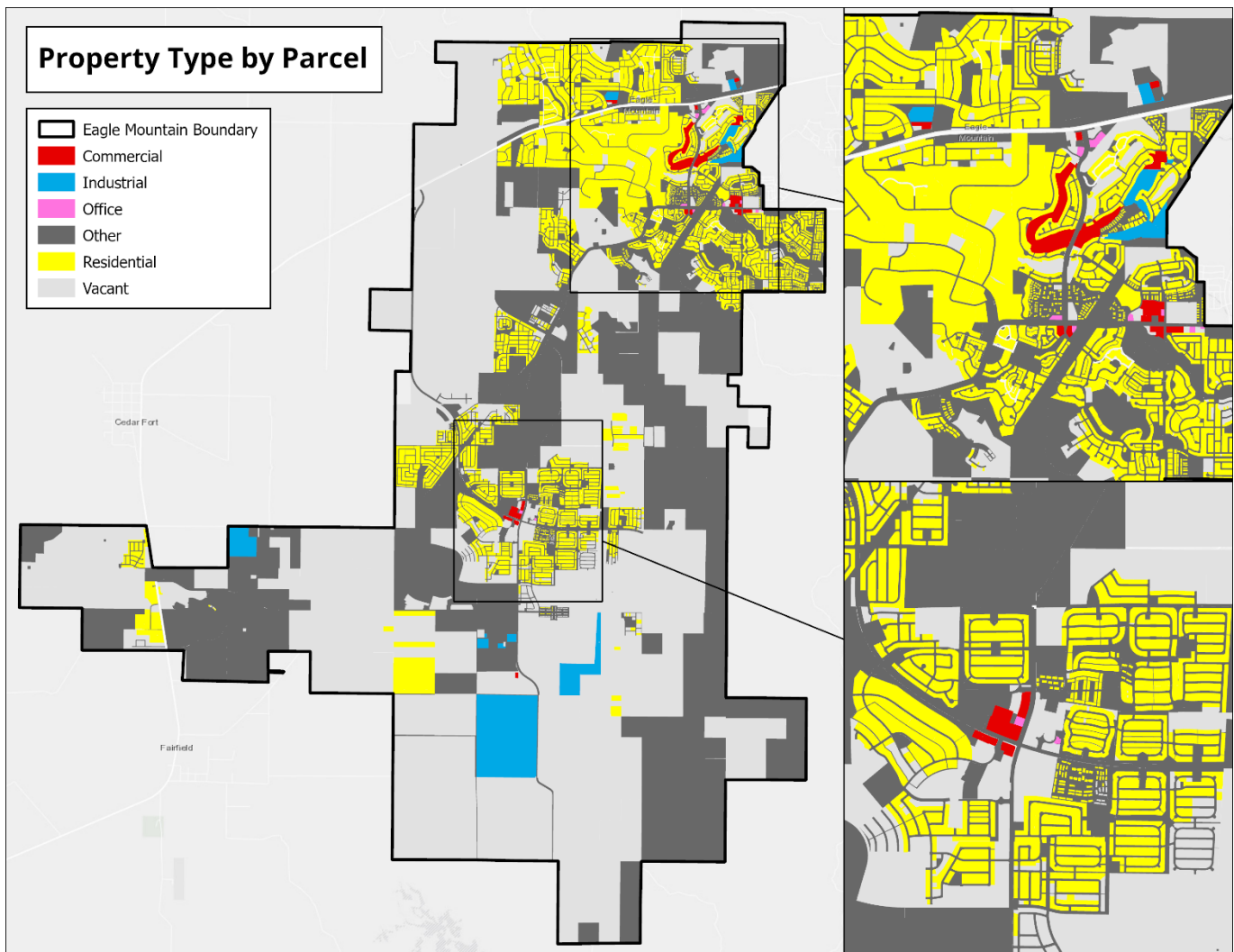
ZONING/RESIDENTIAL DENSITY ANALYSIS

An analysis of the geographic placement of residential areas with respect to parcel market value and nearby vacant land may provide some guidance in the determination of factors contributing to unaffordability and the path forward in terms of rezoning for greater residential densities and strategizing for the placement of future affordable housing.

Below, **Figures 3.1 and 3.2** display the distribution of parcels by property type and provide insight into the disparity of housing affordability by geographic location. Of note, parcels that do not fit into the mentioned property type categories and those without any property type information are included within the "other" category.

FIGURE 3.1: PROPERTY TYPE BY PARCEL

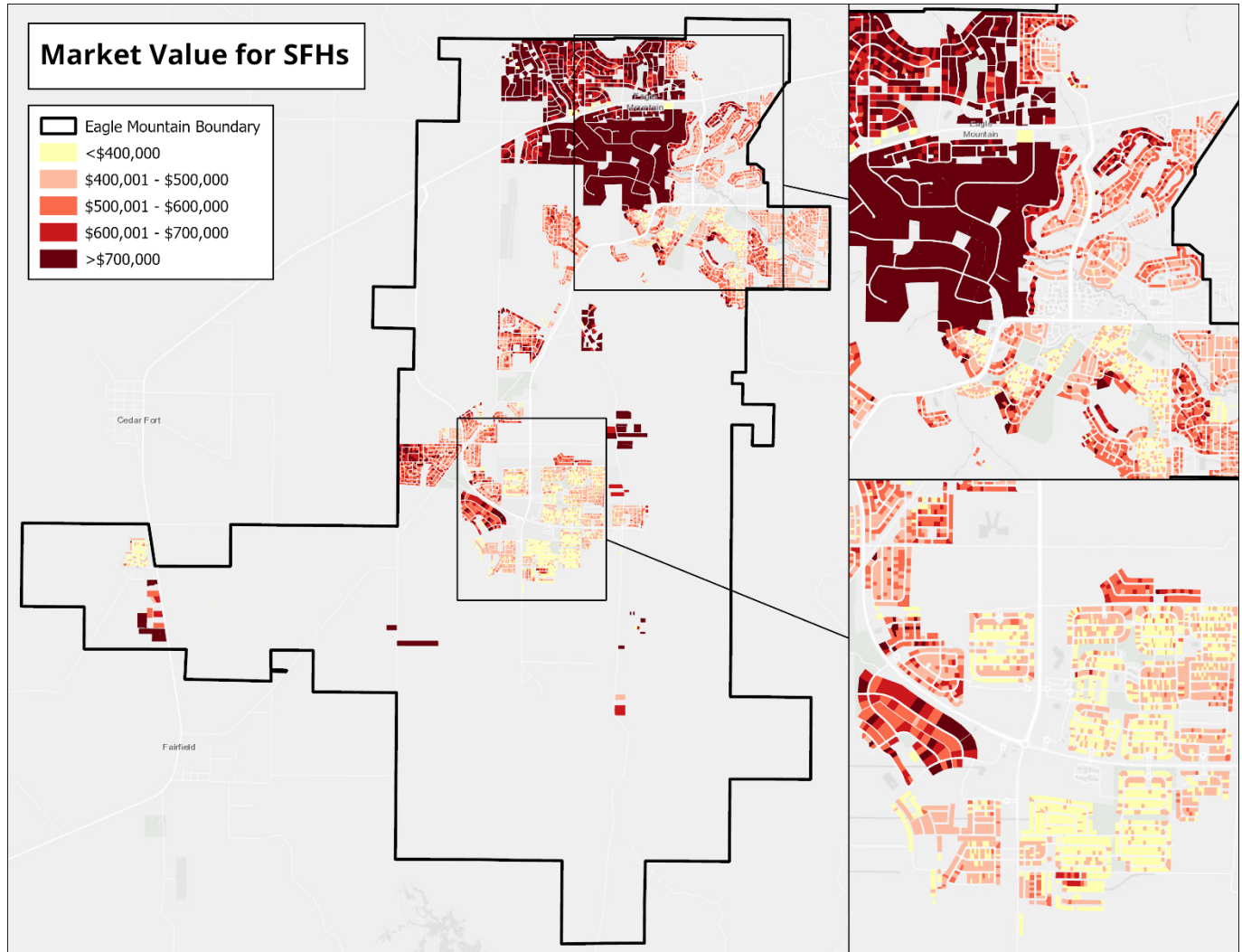




The principal geographic groupings for the vast majority of developed parcels in the City are between the northernmost areas, notated in the Future Land Use & Transportation Map as the North Benches and Ranches Gateway, and the central part of the City, notated as South Town. Distributions of single-family and multifamily parcels are approximately similar between these two areas. However, proportions of presently undeveloped or vacant land exist in far greater amounts in South Town than near the northern municipal boundary.

In the northern part of the City, north of the intersection of Pony Express Pkwy and Lake Mountain Rd, single-family parcels have a median market value of \$486,300, while single-family parcels in the South Town area have a median value of \$429,100. This disparity is likely to be explained by several factors. The elevated geography in the north of the City, located principally within a mountain pass, leads to generally more desirable scenic views on a parcel-by-parcel basis. Being positioned around the Cory B. Wride Memorial Hwy, residents in this area also have the added convenience of proximity to surrounding cities and Interstate 15. Additionally, certain neighborhoods are located near the Ranches Golf Club, likely contributing directly to elevated market values. In contrast, the South Town area is less intensely developed and lacks certain amenities afforded to residents to the north.

FIGURE 3.2: SINGLE FAMILY HOME MARKET VALUE BY PARCEL



If pursuing the development of affordable housing via rezoning or targeted incentives, it may be more effective for the City to focus efforts toward the South Town area, where affordability is naturally greater and vacant land is more plentiful. Though the Future Land Use & Transportation map notes the inclusion of high-density residential in South Town, a notable portion of these future zoned areas have already been developed for multifamily housing, and a considerable majority of land area in South Town remains planned for low residential densities.

SECTION 4: HOUSING AFFORDABILITY

For the determination of what constitutes affordability, the benchmark value of 30 percent of monthly gross income is set standard for the expected proportion of income set aside for housing, both for renter and owner households. As defined by the U.S. Department of Housing and Urban Development, a household is cost-burdened by housing costs when those costs exceed 30 percent of gross income. It should be noted that City staff are keenly aware of the issue of affordability, and the purpose of this section is to guide the development of future affordability benchmarks.

An analysis of affordability for renter households is of great importance, as obstacles to obtaining rental housing are generally considerably fewer and levels of affordability are generally higher compared to homeownership. For many, renting is a preliminary step to homeownership, and rental affordability is thus tied to the ability of prospective homeowners to work toward positioning themselves for the purchase of a home. Though cost breakdowns for rental housing are not available to the same extent as they are for owner-occupied homes, the relationship between typical household income and typical rent is presently sustainable in the City.

In line with the stated goal of the City to encourage homeownership for residents, examining present barriers to homeownership in terms of affordability is also critical, with a large majority of households in the City presently owning their home and most new residential construction being purpose-built for homeownership. Present conditions for home affordability in the City are troublesome, where well over half of the City's households would not be able to afford homeownership as new buyers.

AFFORDABILITY ANALYSIS – RENTAL

For renter households, who comprise over 11 percent of the City's total households, affordability issues are becoming more pronounced as construction material prices, inflation, and interest rates continue to transform housing prices. The analysis in **Table 4.1** examines affordability for renter households based on the relationship between typical rents and a representation of typical income for a family of 4 persons, modeled as 80 percent of median household income by municipality.

In Eagle Mountain, the relationship between median gross rent and the 80 percent value of median household income is relatively similar to those for other comparison municipalities. Though median gross rent in the City is the second highest among these municipalities, the City also has the third highest median household income.

American Community Survey data from 2022 reflects proportions of renter households that respectively spend less than and greater than 30 percent of their monthly incomes on rent costs. Somewhat distinct from the relationship between median gross rent and median household income in the City, the ACS reports that the proportion of renter households spending greater than 30 percent of monthly income on rent costs is the second lowest of all comparison municipalities.

TABLE 4.1: RENTAL AFFORDABILITY CHARACTERISTICS

	MEDIAN GROSS RENT	80% MEDIAN HOUSEHOLD INCOME	RENT TO MONTHLY INCOME	% RENTERS SPENDING <30% ON HOUSING	% RENTERS SPENDING >30% ON HOUSING
American Fork	\$1,583	\$72,392	26.2%	56.6%	43.4%
Eagle Mountain	\$1,740	\$80,670	25.9%	58.6%	41.5%
Lehi	\$1,681	\$93,794	21.5%	65.1%	34.9%
Orem	\$1,290	\$62,054	24.9%	53.8%	46.3%
Provo	\$1,089	\$46,354	28.2%	47.5%	52.5%
Saratoga Springs	\$2,061	\$93,604	26.4%	48.2%	51.8%
Spanish Fork	\$1,308	\$75,191	20.9%	54.4%	45.6%
Springville	\$1,367	\$67,759	24.2%	55.0%	45.1%
Utah County	\$1,330	\$73,010	21.9%	53.1%	46.8%

AFFORDABILITY ANALYSIS – HOME OWNERSHIP

By far the greatest proportion of households in Eagle Mountain are owner-occupants of single-family homes. From the last update of the Moderate-Income Housing element for the City's 2018 General Plan, characteristics of affordability have changed drastically for those looking to obtain homeownership. In addition to swelling home values both in the City and the County, interest rates for mortgages are reaching 20-year highs, resulting in a sustained lack of affordability for prospective first-time homeowners.

In **Table 4.2**, affordable home value ranges have been established for 10 income levels. These values have been generated through a mortgage payment calculation that reflects a 10 percent down payment, a loan length of 30 years (360 months), current property tax and home insurance rates, \$300 for utility payments, and varying values for loan interest, as displayed further in the table.

TABLE 4.2: AFFORDABLE HOME PRICE RANGES BY INCOME CATEGORY

HOUSEHOLD INCOME RANGE	HOME PRICE RANGE							
	4% INTEREST		5% INTEREST		6% INTEREST		7% INTEREST	
	LOW	HIGH	LOW	HIGH	LOW	HIGH	LOW	HIGH
Less than \$15,000	\$0	\$14,253	\$0	\$12,938	\$0	\$11,790	\$0	\$10,786
\$15,000 to \$24,999	\$14,258	\$61,781	\$12,943	\$56,080	\$11,794	\$51,102	\$10,790	\$46,751
\$25,000 to \$34,999	\$61,785	\$109,308	\$56,085	\$99,222	\$51,106	\$90,414	\$46,755	\$82,717
\$35,000 to \$49,999	\$109,312	\$180,598	\$99,227	\$163,935	\$90,418	\$149,382	\$82,720	\$136,665
\$50,000 to \$74,999	\$180,603	\$299,416	\$163,940	\$271,791	\$149,386	\$247,662	\$136,668	\$226,578
\$75,000 to \$99,999	\$299,421	\$418,234	\$271,795	\$379,646	\$247,666	\$345,942	\$226,582	\$316,491
\$100,000 to \$149,999	\$418,239	\$655,870	\$379,650	\$595,356	\$345,946	\$542,503	\$316,495	\$496,318
\$150,000 to \$199,999	\$655,874	\$893,505	\$595,360	\$811,066	\$542,506	\$739,063	\$496,322	\$676,145
\$200,000 or more	\$893,510		\$811,070		\$739,067		\$676,148	

In **Table 4.3**, the same process as above is repeated for proportional categories of 2024 Area Median Income. As opposed to in **Table 4.1**, where median household income was derived from ACS data on the municipal level for the rental affordability analysis, median family income here is defined by HUD for the Provo-Orem metropolitan statistical area for a family of 4 persons, a value of \$109,500 per year. This table represents a broader vision of affordability, especially with respect to in-migration within Utah County.

TABLE 4.3: AFFORDABLE HOME PRICE RANGE BY AMI CATEGORY

MEDIAN FAMILY INCOME RANGE	HOME PRICE RANGE									
			4% INTEREST		5% INTEREST		6% INTEREST		7% INTEREST	
	LOW	HIGH	LOW	HIGH	LOW	HIGH	LOW	HIGH	LOW	HIGH
<30% AMI	\$0	\$821	\$0	\$99,094	\$0	\$89,951	\$0	\$81,966	\$0	\$74,988
30% to 50% AMI	\$821	\$1,369	\$99,094	\$203,178	\$89,951	\$184,432	\$81,966	\$168,059	\$74,988	\$153,752
50% to 80% AMI	\$1,369	\$2,190	\$203,178	\$359,305	\$184,432	\$326,154	\$168,059	\$297,199	\$153,752	\$271,898

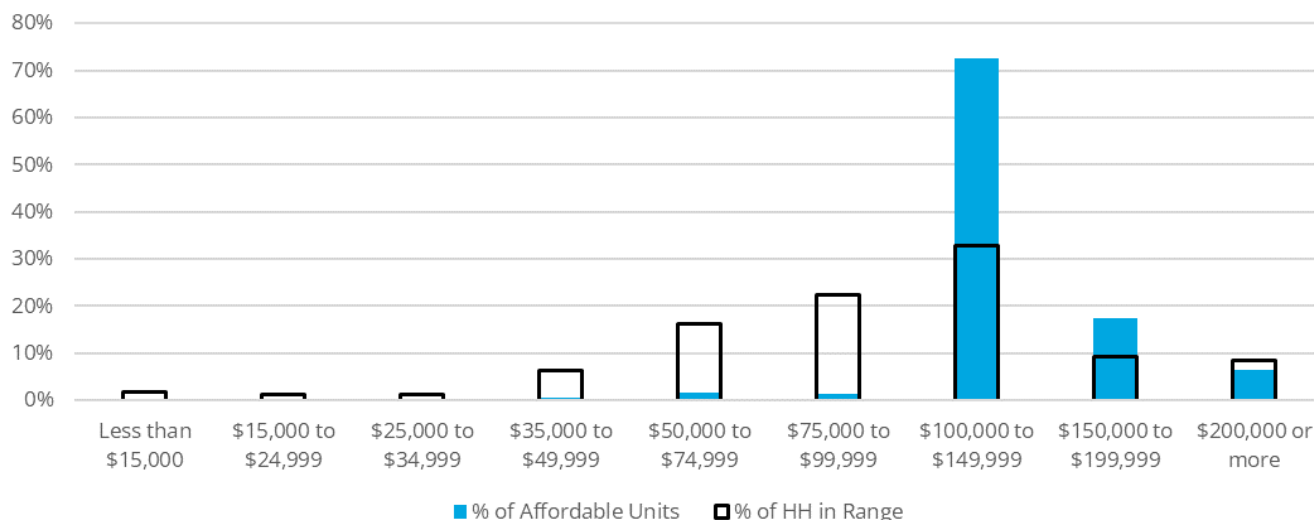
In **Table 4.4**, an analysis of affordability for homeowners was conducted that compares the affordable home price ranges for income distributions of Eagle Mountain households to the proportion of single-family units that lie within those affordability ranges, as determined by Utah County Assessor market value from 2024. Affordable home price ranges for this analysis were based on a 6 percent rate of interest on a mortgage.

This analysis reveals a considerable lack of affordability for households in the City with annual incomes of under \$100,000. At present, a total of 453 units, comprising 3.5 percent of the City's total of 12,796 units, are affordable for any of the household income ranges under the value of \$100,000. There is a heavy surplus of single-family units that are affordable to households in the \$100,000 to \$149,000, \$150,000 to \$199,000, and \$200,000 or more income ranges, as these ranges represent 96.5 percent of single-family units but only 50.6 percent of households.

TABLE 4.4: AFFORDABLE UNIT ANALYSIS

HOUSEHOLD INCOME RANGE	% OF HH IN RANGE	AFFORDABLE HOME PRICE RANGE	% OF AFFORDABLE UNITS	GAP
Less than \$15,000	1.9%	\$0 to \$11,790	0.1%	1.8%
\$15,000 to \$24,999	1.3%	\$11,794 to \$51,102	0.0%	1.3%
\$25,000 to \$34,999	1.2%	\$51,106 to \$90,414	0.0%	1.2%
\$35,000 to \$49,999	6.3%	\$90,418 to \$149,382	0.5%	5.8%
\$50,000 to \$74,999	16.2%	\$149,386 to \$247,662	1.5%	14.7%
\$75,000 to \$99,999	22.4%	\$247,666 to \$345,942	1.5%	20.9%
\$100,000 to \$149,999	32.7%	\$345,946 to \$542,503	72.5%	-39.8%
\$150,000 to \$199,999	9.3%	\$542,506 to \$739,063	17.4%	-8.1%
\$200,000 or more	8.6%	>\$739,067	6.5%	2.1%

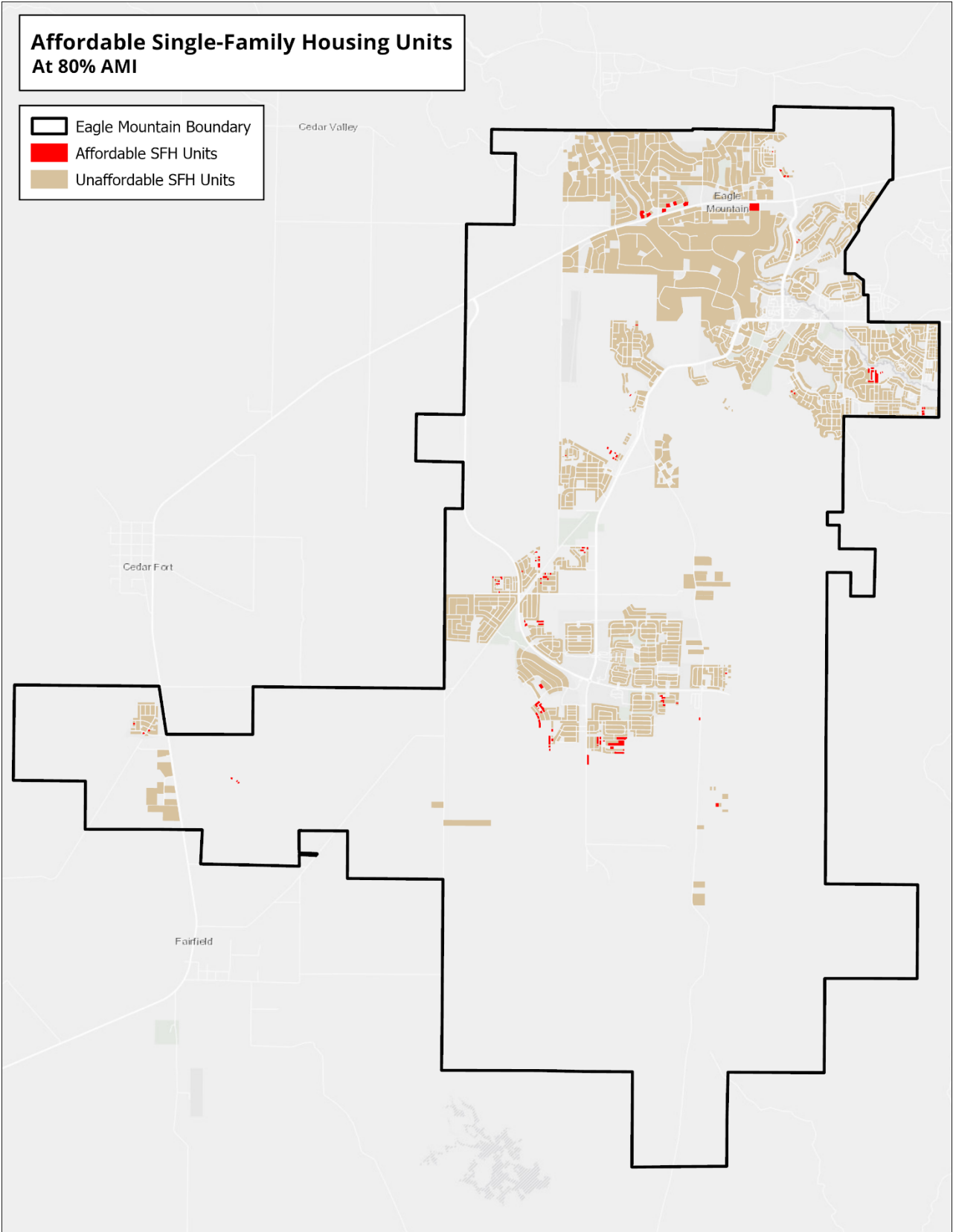
FIGURE 4.1: AFFORDABLE UNIT ANALYSIS CHART



On the following page, **Figure 4.2** provides an illustration of all single-family units in the City that delineates those that, respectively, are affordable and unaffordable for a family of 4 whose income is 80 percent of the metropolitan area's AMI. Of the 12,796 parcels visualized, 292 are affordable.



FIGURE 4.2: AFFORDABLE SFR UNITS AT 80% AMI



SECTION 5: FUTURE HOUSING NEEDS

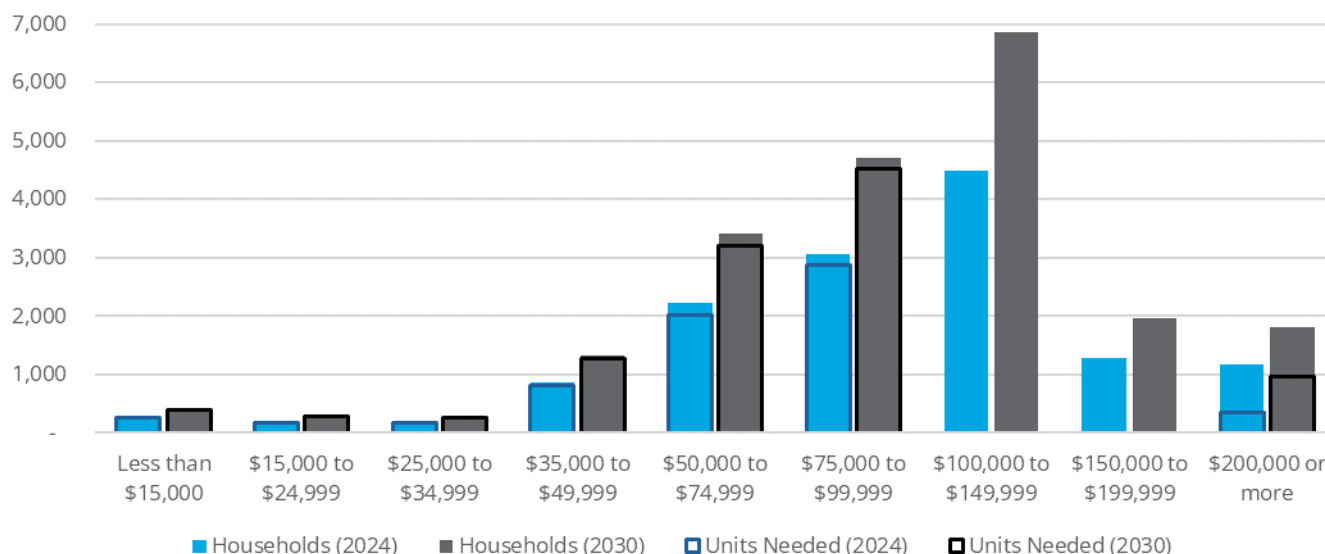
HOUSING NEEDS ANALYSIS AND PROJECTION

Based largely on the methodology utilized in **Section 4** to determine the proportion of existing units that are affordable to specific ranges of household income, this analysis uses that existing data in conjunction with projected population for 2030 to determine a combined count of affordable units needed by income category.

TABLE 5.1: FUTURE HOUSING NEEDS ANALYSIS

HOUSEHOLD INCOME RANGE	AFFORDABLE HOME PRICE RANGE	AFFORDABLE UNITS	HOUSEHOLDS (2024)	UNITS NEEDED (2024)	HOUSEHOLDS (2030)	UNITS NEEDED (2030)
Less than \$15,000	\$0 to \$11,790	9	260	251	399	390
\$15,000 to \$24,999	\$11,794 to \$51,102	-	178	178	273	273
\$25,000 to \$34,999	\$51,106 to \$90,414	-	164	164	252	252
\$35,000 to \$49,999	\$90,418 to \$149,382	59	864	805	1,323	1,264
\$50,000 to \$74,999	\$149,386 to \$247,662	197	2,221	2,024	3,403	3,206
\$75,000 to \$99,999	\$247,666 to \$345,942	188	3,071	2,883	4,706	4,518
\$100,000 to \$149,999	\$345,946 to \$542,503	9,283	4,483	-	6,869	-
\$150,000 to \$199,999	\$542,506 to \$739,063	2,222	1,275	-	1,954	-
\$200,000 or more	>\$739,067	838	1,179	341	1,807	969
Total		12,796	13,694	6,646	20,986	10,872

FIGURE 5.1: FUTURE HOUSING NEEDS CHART



Projecting 2022 household income data to 2024, it was determined that 6,646 of 13,694 households, or 48.5 percent, in the City would not be able to afford a home with housing costs comprising less than 30 percent of monthly gross income. Based on the 2022 figure of 4.23 persons per household and an estimated 2030 population of 88,861 persons from the 2010 to 2020 Census AAGR, there will be an additional 7,292 households in the City by 2030. Distributing these additional households into current proportions of household income range and combining these with existing households that

lack affordable options provides a summary figure of 10,872 households with need for affordable housing by 2030.

A notable finding from this analysis is that the existing level of affordable housing stock for households in the income ranges of \$100,000 to \$149,999 and \$150,000 to \$199,999 is sufficient even for the projected number of households in those income ranges for 2030. By that year, there will remain a surplus of 2,682 affordable units among those ranges.

It should be noted that this future analysis is contingent upon the present ratio of single-family home market values to median household income. Data from the Federal Reserve Bank of St. Louis suggests that this ratio will continue to expand, as from 2010 to 2022 the AAGR for the S&P/Case-Shiller U.S. National Home Price Index was 5.7 percent, while the AAGR for national median household income during that period was only 1.2 percent. If these AAGRs were extended to this analysis, it is likely that the number of affordable units would shift to higher income ranges and necessitate the development of more affordable units than suggested here. In other words, home market values greatly outpacing the growth in household incomes will result in fewer affordable units for those households in the \$100,000 to \$149,999 income range and a greater overall demand for affordable housing.

SECTION 6: SWOT ANALYSIS

STAKEHOLDER OUTREACH FINDINGS

The stakeholder outreach portion of the process for developing this housing sustainability plan was principally comprised of phone call interviews with a variety of stakeholders invested in the managed growth of the City. 11 separate interviews were conducted, one via conference call, where 12 stakeholders responded to 11 questions. Comprising the group of stakeholders were seven community partners and five home developers. The first four of these questions were more generalized, inquiring about the City's strengths, weaknesses, opportunities, and threats ("SWOT") with respect to housing. The most frequent responses to those questions are outlined in **Table 6.5**, where responses are ordered from top to bottom in order of response frequency. The following seven questions were more pointed and, as such, were unable to be grouped where response detail was too great. Responses from stakeholders toward these questions were utilized to develop housing affordability strategies later in this document.

TABLE 6.5: STAKEHOLDER SWOT MATRIX

STRENGTHS	WEAKNESSES
▪ Land availability ▪ Affordability ▪ Transportation accessibility to Utah/Salt Lake Counties ▪ Opportunity for families ▪ Diversity ▪ Housing type variety	▪ Council pushback ▪ Lack of affordability ▪ Resident pushback ▪ Stringent development code ▪ Limited housing types
OPPORTUNITIES	THREATS
▪ Land availability ▪ Changing development code ▪ Increasing affordability ▪ Continuing current diversity ▪ Educating public on planning issues and mechanisms ▪ Commercial growth	▪ Resident pushback ▪ Development code ▪ Council pushback ▪ Interest rates ▪ Inflation

Responses to the SWOT line of questioning were generally consistent, with some responses being consistent among as many as five stakeholders. Responses to the inquiry on strengths were often found in kind in the inquiry on opportunities, and this relationship was similarly found between weaknesses and threats.

In terms of actionable measures, themes emerged from the SWOT inquiry that often made use of a combination of elements from all four segments. Stakeholders frequently referred to the great level of opportunity afforded to the City to make use of the large proportion of currently vacant land, a proportion that stakeholders noted as uncommon for a municipality in Utah County. It was frequently suggested that this vacant land, leveraged via principles of smart growth, was the single greatest strength for the City in attaining sustainable levels of housing affordability.

Responses by stakeholders with respect to weaknesses and threats found a nexus in a reoccurring concern toward the present development code, which stakeholders view as prohibitive in generating affordable, high-density housing through greatly restricting areas in which multifamily housing can



be built, and pushback from the council, who stakeholders view as uncooperative in the process of developing affordable housing and too influenced by the stake of community members that oppose high-density housing development.

STRATEGY VISIONING EXERCISE FINDINGS

In June 2023, LRB conducted a presentation of preliminary findings as detailed earlier in this report and solicited feedback from the Eagle Mountain City Council via a seven-question survey. Three council members completed this survey, and the results are summarized below. As with the stakeholder SWOT analysis, strengths, weaknesses, opportunities, and threats will be charted, with more detailed questions summarized after.

TABLE 6.6: CITY COUNCIL SWOT MATRIX

STRENGTHS	WEAKNESSES
- Significant undeveloped land - Historically greater housing affordability - Affordable housing funding from the RDA - Large amount of vested unbuilt units	- Much of new housing stock is unaffordable - Concern for increases in crime with affordable housing - Commuting times - Distance from retail and employment centers - Lack of sufficient transportation options - Council reluctance to approve multifamily housing
OPPORTUNITIES	THREATS
- First-time homeownership programs - Renovation assistance for homeowners - Attractive and positive implementation of affordable housing - Utilizing TIF affordable housing funds - Vested housing can be built without additional approvals	- Interest rates driving affordability gaps - Developers uninterested in producing affordability - Conflating unaffordability with low-income - Unaffordability leading residents to rent

Responding council members reflected a lack of unity in council vision and rising interest rates as barriers to housing affordability in the City. With respect to implementing strategies or programs to combat housing unaffordability, respondents made note of existing barriers to first-time homeownership, which some viewed as addressable through down payment assistance or interest buy down programs for homebuyers or mechanisms such as density transfers to enable the construction of smaller, more affordable homes.

In terms of actional support from local government, respondents felt that current methods have so far been ineffective, with one council member reflecting that existing City code acts as a barrier to affordable housing. Another council member suggested a more active level of involvement from the City in promoting assistive measures for homebuyers and partnering with developers to provide incentives to those dedicated to improving affordability.

SECTION 7: CRA HOUSING FUND ANALYSIS

By state statute (Utah Code 17C-5-307(3)), community reinvestment project areas subject to an interlocal agreement shall allocate at least 10 percent of project area funds for housing if the project area budget provides for more than \$100,000 of funds distributed to the agency. In Eagle Mountain, four project areas are currently or will be classified under this designation and will produce affordable housing funds that may be able to be utilized in line with recommendations provided in this report. Utilizing these funds toward an effective end for prospective homebuyers is of key importance to the City. Under Utah Code 17C-1-412(1), affordable housing allocation in these areas is permitted for use in a variety of contexts. The full list of permitted uses follows.

(a) An agency shall use the agency's housing allocation to:

- (i) pay part or all of the cost of land or construction of income targeted housing within the boundary of the agency, if practicable in a mixed income development or area;
- (ii) pay part or all of the cost of rehabilitation of income targeted housing within the boundary of the agency;
- (iii) lend, grant, or contribute money to a person, public entity, housing authority, private entity or business, or nonprofit corporation for income targeted housing within the boundary of the agency;
- (iv) plan or otherwise promote income targeted housing within the boundary of the agency;
- (v) pay part or all of the cost of land or installation, construction, or rehabilitation of any building, facility, structure, or other housing improvement, including infrastructure improvements, related to housing located in a project area where a board has determined that a development impediment exists;
- (vi) replace housing units lost as a result of the project area development;
- (vii) make payments on or establish a reserve fund for bonds issued by the agency, the community, or the housing authority that provides income targeted housing within the community; and all or part of the proceeds of which are used within the community for the purposes stated in Subsection (1)(a)(i), (ii), (iii), (iv), (v), or (vi);
- (viii) if the community's fair share ratio at the time of the first adoption of the project area budget is at least 1.1 to 1.0, make payments on bonds that were previously issued by the agency, the community, or the housing authority that provides income targeted housing within the community; and all or part of the proceeds of which were used within the community for the purposes stated in Subsection (1)(a)(i), (ii), (iii), (iv), (v), or (vi);
- (ix) relocate mobile home park residents displaced by project area development;
- (x) subject to Subsection (7), transfer funds to a community that created the agency; or
- (xi) pay for or make a contribution toward the acquisition, construction, or rehabilitation of housing that is located in the same county as the agency; is owned in whole or in part by, or is dedicated to supporting, a public nonprofit college or university; and only students of the relevant college or university, including the students' immediate families, occupy.



(b) As an alternative to the requirements of section (1)(a), an agency may pay all or any portion of the agency's housing allocation to:

- (ii) a housing authority that provides income targeted housing within the community for use in providing income targeted housing within the community;
- (iii) a housing authority established by the county in which the agency is located for providing income targeted housing within the county; permanent housing, permanent supportive housing, or a transitional facility, as defined in Section 35A-5-302, within the county; or homeless assistance within the county;
- (iv) the Olene Walker Housing Loan Fund, established under Title 35A, Chapter 8, Part 5, Olene Walker Housing Loan Fund, for use in providing income targeted housing within the community;
- (v) pay for or make a contribution toward the acquisition, construction, or rehabilitation of income targeted housing that is outside of the community if the housing is located along or near a major transit investment corridor that services the community and the related project has been approved by the community in which the housing is or will be located; or
- (vi) pay for or make a contribution toward the expansion of child care facilities within the boundary of the agency, provided that any recipient of funds from the agency's housing allocation reports annually to the agency on how the funds were used.

FUNDING FORECAST

Forecasting for funds generated by CRA areas is done on a 20-year basis, where in each year the housing allocation is set at 10 percent of the *total property tax increment for budget* as notated in each CRA area's budget. The two active CRA areas managed by the Eagle Mountain Redevelopment Agency ("RDA") are the Sweet Water #1 CRA and the Pole Canyon CRA. Both areas were triggered in tax year 2021. An additional two planned CRA areas are utilized in this analysis, the Sweet Water #2 and #3 CRAs. As neither of these areas has yet begun to generate increment, an assumption of a trigger in tax year 2025 is included.

TABLE 7.1: CRA FUNDING FORECAST

AREA NAME	PAYMENT YEAR	2022	2023	2024	2025	2026	2027	2028	2029
	TAX YEAR	2021	2022	2023	2024	2025	2026	2027	2028
Sweet Water #1		\$275,765	\$725,343	\$576,293	\$534,053	\$482,426	\$430,799	\$574,434	\$528,691
Sweet Water #2		-	-	-	-	\$445,365	\$429,277	\$397,102	\$358,492
Sweet Water #3		-	-	-	-	\$69,180	\$123,564	\$113,327	\$102,450
Pole Canyon		\$22,652	\$32,123	\$84,833	\$82,458	\$87,023	\$84,430	\$81,067	\$76,980
Total		\$298,417	\$757,466	\$661,126	\$616,511	\$1,083,994	\$1,068,070	\$1,165,930	\$1,066,613

2030	2031	2032	2033	2034	2035	2036	2037	2038
2029	2030	2031	2032	2033	2034	2035	2036	2037
\$574,434	\$491,264	\$445,521	\$399,777	\$574,434	\$528,691	\$491,264	\$445,521	\$574,434
\$397,102	\$319,882	\$445,365	\$429,277	\$397,102	\$358,492	\$319,882	\$445,365	\$397,102
\$113,327	\$90,934	\$83,896	\$123,564	\$113,327	\$102,450	\$90,934	\$83,896	\$113,327
\$74,092	\$72,795	\$68,934	\$80,764	\$74,092	\$72,885	\$71,626	\$70,493	\$91,103
\$1,158,955	\$974,875	\$1,043,716	\$1,033,382	\$1,158,955	\$1,062,518	\$973,706	\$1,045,275	\$1,175,966



2039	2040	2041	2042	2043	2044	2045	TOTAL
2038	2039	2040	2041	2042	2043	2044	
\$528,691	\$491,264	\$491,264	-	-	-	-	\$9,989,706
\$358,492	\$319,882	\$445,365	\$429,277	\$397,102	\$358,492	\$319,882	\$7,800,472
\$102,450	\$90,934	\$83,896	\$123,564	\$113,327	\$102,450	\$90,934	\$2,041,968
\$88,443	\$85,986	\$83,633	-	-	-	-	\$1,505,860
\$1,078,076	\$988,066	\$1,104,158	\$552,841	\$510,429	\$460,942	\$410,816	\$21,338,006

As displayed above, the total projected sum of generated increment funding for housing is \$21,338,006. This amount is effectively segmented into three multi-year blocks, with the payment year periods 2022-2025 and 2042-2045 respectively averaging generated funding at \$583,380 and \$483,757. During the payment year period 2026-2041, an average of \$1,066,841 is generated annually for a total sum of \$17,069,458 over 16 years.

BENCHMARK ANALYSIS

The benchmark analysis is purposed to identify uses of redevelopment agency set aside for affordable housing in Utah and evaluate their effectiveness for potential eventual incorporation in the City. This section consists partially of the uses of set aside funds by municipalities that have incorporated the moderate-income housing Strategy P in their general plans, “demonstrating utilization of a moderate-income housing set aside from a community reinvestment agency, redevelopment agency, or community development and renewal agency to create or subsidize moderate income housing.” Additional potential uses, not presently administered by municipalities, are also included in the analysis.

Below, **Table 7.2** provides an overview of the analyzed programs, with additional details following.

TABLE 7.2: STRATEGY OVERVIEW

	DOWN PAYMENT ASSISTANCE			
SOURCE MUNICIPALITY	WEST JORDAN/OGDEN	SOUTH JORDAN	MIDVALE	MURRAY
Applicant Restrictions	HUD 80% AMI	HUD 80% AMI	HUD 80% AMI	HUD 120% AMI
Maximum Amount per Applicant (2023)	\$10,000	\$20,000	\$25,000	\$30,000
Maximum Amount per Applicant (2045)	\$27,500	\$37,500	\$42,500	\$47,500
Total Product Generated	1,305	792	665	573
	EMPLOYEE HOUSING ASSISTANCE			
SOURCE MUNICIPALITY	WEST VALLEY CITY	OGDEN	OGDEN	MIDVALE
Applicant Restrictions	Police	Public Employees	Police/Fire	Public Employees
Maximum Amount per Applicant (2023)	\$10,000	\$15,000	\$20,000	\$30,000
Maximum Amount per Applicant (2045)	\$27,500	\$32,500	\$37,500	\$47,500
Total Product Generated	1,305	983	792	573
	COMMUNITY LAND TRUST		RENT-TO-OWN	
SOURCE	UTAH COMMUNITY LAND TRUST		UTAH HOUSING CORPORATION	
Applicant Restrictions	Variable		HUD 60% AMI	
Total Product Generated	77		57	



ANALYSIS METHOD

In **Table 7.2**, for each example use, a “total product generated” figure was developed utilizing annual RDA housing increment income figures. The total for each strategy reflects a scenario in which 100 percent of annual funding is dedicated to that strategy alone. For the down payment assistance and employee housing assistance programs, the product generated is typically a term loan that is forgiven after a specific period of residence. For the community land trust and rent-to-own programs, the product generated is a home.

For the down payment assistance strategies, each drawn from an example municipality, yearly spots for assistance were determined by dividing annual RDA funding by the maximum assistance amount per applicant in that year. Any funds left over in one year are carried forward to the next. In this model, the yearly maximum assistance amount increases by a value of \$2,500 every three years to account for rising home values. The employee housing assistance programs function precisely the same.

For the community land trust strategy, yearly homes available were determined by dividing annual RDA funding by the estimated median land market value for a single-family home in that year. Using 2023 parcel data that is utilized through this report, this value was \$188,200. This value increases annually at a rate of four percent. Any funds left over in one year are carried forward to the next.

For the rent-to-own strategy, yearly homes available were determined by dividing annual RDA funding by the median single-family home total market value, which began at \$486,600 for 2023. In the years following 2023, annual RDA funding is supplemented in this model by additional annual rental income from participating properties and leftover funds from the previous year.

DOWN PAYMENT ASSISTANCE

Down payment assistance is perhaps one of the most frequently utilized tools by municipalities to interact directly with prospective homebuyers and provide individual assistance. For this report, down payment assistance programs in five Utah municipalities were analyzed for their applicability in the City using RDA funds.

While some programs have individual distinctions, most are generally similar in their structure. A common theme is an income limit for applicants, set at 80 percent of AMI for all example programs except that of Murray, which is set at 120 percent of AMI. Additionally, most programs provide assistance in the form of forgivable loans, where an applicant must maintain ownership and occupancy of a home for a defined period (five or 10 years). In the event that ownership or occupancy is discontinued prior to the end of the term, a proportional payback is required. The Ogden program is an exception to this layout, where the aid is in the form of a zero-interest, deferred-payment loan. If ownership or occupancy is discontinued under this program, the full amount of assistance is due for repayment.

Most surveyed programs require that applicants be first-time homebuyers. However, the definition of “first-time” appears to be somewhat flexible. For example, in Murray, Midvale, and West Jordan it is defined by a period past previous homeownership, variably two or three years.

Additional applicant restrictions apply variably between programs. Some programs require a minimum credit score, set a maximum to liquid asset value available to applicants, or require a minimum amount put toward the purchase by the applicant. Eligible costs for program funds additionally vary from allowing only contributions toward down payment and closing costs to allowing for the aforementioned costs in addition to a mortgage insurance payment and interest rate buydowns. All programs set a maximum debt-to-income ratio for applicants, with independent requirements set for housing debt and for total debt.

EMPLOYEE HOUSING ASSISTANCE

In most cases, among the surveyed programs, employee housing assistance opportunities are administered in conjunction with down payment assistance programs and function very similarly. They are distinguished from these programs by additional applicant conditions and, often, additional availability of funding.

For the Ogden and Midvale programs, income restrictions apply to employees as they do to applicants for the standard down payment assistance program. For Midvale, to qualify for the elevated assistance amount under this program, applicants must have worked for a public entity within the city for at least one year. For Ogden, city employees and full-time K-12 schoolteachers or administrators are eligible for \$5,000 beyond the typical down payment assistance maximum. Ogden City police officers and fire fighters are eligible for \$10,000 beyond the typical maximum.

West Valley City operates an employee housing assistance program for police officers that is not associated with any other down payment assistance program and is funded through a special appropriation from the general fund. Two funding opportunities are available through this program. Officers may apply to receive \$10,000 toward the purchase of a home, or they may apply to receive a stipend of \$165 per month for five years while living in the city. Alternatively, officers may apply to receive both incentives, but they must agree to maintain both employment and residence within the city for a five-year period.

COMMUNITY LAND TRUST

The purpose of a community land trust program is to enable more affordable homeownership through cooperative ownership between an applicant and the administering entity. Background information for this program as used for reference in this report is provided by the Utah Community Land Trust (“UCLT”), which operates in Utah County. In this arrangement, an entity will purchase a home with the intent of maintaining ownership over its land. A program applicant will then be sold the home only at a significantly below-market rate.

When the homeowner decides to sell, the entity, through provisions provided in the ground lease, will be able to control the resale price so as to make the home affordable to the following buyer.

Additionally, the entity will be entitled to a majority of the appreciated value of the home upon a sale. This scenario is advantageous for both the administering entity and program participants, as the entity will receive equity that can aid toward sustaining and expanding the program and participants will pay discounted rates to own their home and realize equity upon sale.

Under the UCLT's program guidelines, participating homeowners are entitled to realize 1.5 percent per year of the appreciated value of the home, up to a maximum of 25 percent.

RENT-TO-OWN PROGRAM

The purpose of a rent-to-own program is to enable a progressive and more affordable path to homeownership through offering affordable rent to participants and the ability to apply appreciated value toward a home purchase. Background information for this program as used for reference in this report is provided by the Utah Housing Corporation with respect to its Credits-to-Own ("CROWN") program. In this arrangement, an entity will construct a home that is subject to a Low-Income Housing Tax Credit ("LIHTC") deed restriction that requires the home to be rented to low-income households for at least 15 years after the home is built.

After the 15-year period expires, the residing program participant would be eligible to purchase the home with the aid of equity that is provided proportionally to the participant based on the duration of the 15-year period in which they resided there. Upon a sale, the administering entity would be entitled to at least the initial appraised value of the home. This scenario is advantageous for both parties, as the entity receives back its initial investment and all rent payments that are made during the 15-year period and the participant will receive affordable rental rates and the potential of equity toward a home purchase.

APPLICABILITY IN EAGLE MOUNTAIN

To provide a background for the potential success of strategies utilizing the City's affordable housing allocation, LRB examined the projected impact of the down payment assistance strategy. This strategy was revealed by the benchmark analysis to provide the widest coverage of all examined and is additionally attractive for its flexibility in terms of modifications to eligibility conditions and assistance amounts. Working with housing gap data from **Section 4**, LRB analyzed the impact of down payment assistance disbursement on single-family home affordability in comparison to existing conditions. In order to generate a more reliable estimation of impact by income category based on available data, ranges are defined by ACS income categories rather than by Area Median Income percentages.

In **Table 7.3**, existing affordable units (see **Table 4.4** for existing units by category as a percentage of all units) are positioned beside hypothetical affordable unit counts for scenarios where, respectively, up to \$10,000, \$20,000, and \$30,000 are offered for down payment assistance. To calculate these numbers, the same mortgage calculation figures from **Section 4** were utilized with exception to modifications to the down payment figure, which remains at 10 percent with the addition the varying assistance figures.

TABLE 7.3: AFFORDABLE UNITS SCENARIOS

RANGE	AFFORDABLE UNITS (EXISTING)	AFFORDABLE UNITS (\$10K)	AFFORDABLE UNITS (\$20K)	AFFORDABLE UNITS (\$30K)
Less than \$15,000	9	9	9	9
\$15,000 to \$24,999	0	0	0	0
\$25,000 to \$34,999	0	0	3	7
\$35,000 to \$49,999	59	99	133	187
\$50,000 to \$74,999	197	159	122	66
\$75,000 to \$99,999	188	325	579	952
Total	453	592	846	1,221

This analysis demonstrates the product of varying funding maximums for this program. Of note, the respective greatest counts of possible disbursements over the length of the current funding schedule (see **Table 7.2**) are 1,305 (\$10k), 792 (\$20k), and 573 (\$30k). For this reason, with current funding, the expected impact in each scenario is maximized at these caps. However, any additional funding to this program would allow for totals closer to those in **Table 7.3**.

TABLE 7.4: HOUSING GAP IMPACT

	HOUSEHOLDS (2024)	GAP (EXISTING)	GAP (\$10K)	GAP (\$20K)	GAP (\$30K)
Less than \$15,000	260	251	251	251	251
\$15,000 to \$24,999	178	178	178	178	178
\$25,000 to \$34,999	164	164	164	161	157
\$35,000 to \$49,999	864	805	765	731	677
\$50,000 to \$74,999	2,221	2,024	2,062	2,099	2,155
\$75,000 to \$99,999	3,071	2,883	2,746	2,492	2,119
Total	6,758	6,305	6,166	5,912	5,537

Table 7.4 displays each unit count from **Table 7.3** applied to the existing count of households, showing in result the remaining affordable housing gap. Though in all scenarios the affordability gap remains significant, it decreases respectively by 2.2, 6.2, and 12.2 percent (as funding increases).

SECTION 8: HOUSING AFFORDABILITY STRATEGIES

The primary purpose and guiding directive in developing housing affordability strategies for the City is to suit actionable measures to the plan objectives as solidified in the Moderate-Income Housing section of the 2018 Eagle Mountain General Plan. The following four objectives have been identified in the General Plan and serve as the foundational strategies developed further in this plan.

Objective 1: Ensure affordable housing grows proportionally with normal development. While affordability is not currently a major concern, the lack of rental units may present a housing impediment to consumer choice.

Objective 2: Support affordable housing options that address the needs of low to moderate income households and individuals and offer options for a range of demographics and lifestyles.

Objective 3: Provide the opportunity for affordable home ownership by offering a range of housing types, including attached dwellings, for purchase.

Objective 4: Provide desirable affordable housing options that integrate well into surrounding neighborhood contexts.

EXISTING HOUSING AFFORDABILITY STRATEGIES

Drawing from the 2023 Moderate Income Housing amendment to the 2018 Eagle Mountain General Plan, the following five strategies were gathered from Utah Code 10-9a-403(2)(b)(iii) in compliance with the overarching code's requirement for recommending moderate income housing strategies.

Strategy 1: Create, or allow for, and reduce regulations related to, internal or detached accessory dwelling units in residential zones.

Strategy 2: Implement a mortgage assistance program for employees of the municipality, an employer that provides contracted services to the municipality, or any other public employer that operates within the municipality.

Strategy 3: Eliminate impact fees for any accessory dwelling unit that is not an internal accessory dwelling unit as defined in Section 10-9a-530.

Strategy 4: Create a program to transfer development rights for moderate income housing.

Strategy 5: Demonstrate implementation of any program or strategy to address the housing needs of residents of the municipality who earn less than 80% of the area median income, including the dedication of a local funding source to moderate income housing or the adoption of a land use ordinance that requires 10% or more of new residential development in a residential zone be dedicated to moderate income housing.



PROPOSED HOUSING AFFORDABILITY STRATEGIES

In addition to the above strategies selected by the City, LRB suggests the following strategies, following the City's objectives and existing strategies for moderate income housing and additionally reflecting feedback from the council and stakeholder outreach processes.

Strategy 1: Invest dedicated CRA affordable housing funds into a down payment assistance program for targeted-income households and City employees. This strategy is in line with the City's Strategies 2 and 5 and feedback from council members and a majority of stakeholders. This strategy presents additional opportunity for first-time homeownership and offers flexibility in its variable terms for program eligibility.

Strategy 2: Expand upon existing naturally affordable housing stock through the promotion of construction of modular and manufactured housing. This strategy is in line with the City's Objective 3. This strategy has the potential to deliver housing that is inherently more affordable for homebuyers and is more easily suited to current development standards and restrictions than other housing types.

Strategy 3: Partner with local nonprofit organizations to expand the range of deed-restricted housing reserved for targeted-income households. This strategy is in line with the City's Objective 2 and Strategy 5 and feedback from stakeholders. Alone or combined with other tools such as community land trusts or strategic transfers of development rights, this strategy works to reduce costs for homebuyers within certain income groups.

Strategy 4: Broaden the distribution of commercial areas within and nearby residential zones. This strategy is in line with feedback from council members and stakeholders and is reflective of existing land use plans as demonstrated in the City's Future Land Use & Transportation Map. This strategy has the potential to heighten affordability through decreasing transportation-related costs for all City residents and additionally reduces these costs more powerfully for those that would be employed in these areas.

Strategy 5: Offer modifications to development requirements, such as for setbacks and required parking, for developers setting aside a portion of housing for targeted-income groups or constructing accessory dwelling units. This strategy is in line with stakeholder feedback and is additionally reflective of the City's Strategy 1. This strategy targets a notable component of the eventual level of affordability of a home and can direct toward an increase in the housing stock available for certain income groups.

ECONOMIC DEVELOPMENT STRATEGIZING

Drawing from the Eagle Mountain Economic Development Master Plan, two existing issues are reflected in the plan that draw connections to concerns in this report for the future of affordable development: commuting time and housing affordability, both of which are interconnected.

Commuting distances and the scope of the employment pool for industries in Eagle Mountain are directly connected. Insufficient capacity, both with respect to housing affordability and job

opportunities, create gaps in employment saturation. As noted in **Section 4**, households earning under \$100,000 annually face tremendous barriers to entry with respect to affordability. From the Plan, a difficulty arises in that service-based industries and industries with lower typical income levels can suffer from an insufficient employment pool. Due to Eagle Mountain's relative geographic isolation within the county, increasing commute times for those living outside City limits, the employment pool is more localized than in municipalities along the Interstate 15 corridor. Similarly, for those higher household income groups that are relatively more prolific in the City, oversaturation of higher-paying industries is also connected to commute times insofar as those residents will at times be forced to commute outside the City.

While oversaturation of higher-paying industries is more likely to be organically resolved through efforts to bolster economic development as outlined in the Plan, the lack of affordability for those in lower-paying industries is directly linked to the efforts in this report. Though all present and proposed strategies aim to generally increase affordability in the City, proposed **Strategy 4** is more precisely oriented toward the nexus of affordability and commuting logistics.

Found in this strategy is the impetus to develop mixed-use zones. Beyond improved housing affordability, seen naturally in multifamily residences compared to their single-family counterparts, collocation of housing within commercial and/or general employment zones ameliorates barriers attributed to present conditions with respect to commuting. Regarding commercial access, mixed-use zoning as implemented in other municipalities partially, and sometimes fully, eliminates concerns for nearby residents. Beyond the added benefits of reduced vehicle congestion and greater nearby commercial customer bases, residents without access to a vehicle are enabled the ability to seek nearby employment, and those with vehicles are able to reduce transportation-related costs that can otherwise be put toward housing expenses.

Of note, commercial zones are not the only feasible areas for the implementation of collocated denser housing. Targeted workforce housing in other employment zones retain the same benefit of reduced or eliminated transportation costs for residents that can be relegated toward housing.

GENERAL RECOMMENDATIONS

In summary, LRB recommends a broad and mixed use of both existing City strategies and additional strategies promoted in this report. We suggest that, with affordability conditions for potential homebuyers reaching critical lows in recent years, the City should emphasize the short-term implementation of homebuyer assistance programs so as to maximize impact and minimize waste of existing but unutilized funds.

In the longer term, LRB suggests that the City work progressively toward improving standards for zoning and development regulations that more soundly and deliberately promote the development of naturally more affordable housing. LRB finds that existing conditions with respect to available vacant land for housing provide tremendous capacity for strategic use toward an accessible and affordable option for new residents.

Section 9: EMC Staff Recommendations

This section was drafted as a staff response to the LRB Affordable Housing Report. Staff provides additional recommendations.

Background

In 2021, Eagle Mountain City began receiving RDA funds from economic development tax benefits. With 10% of these funds earmarked for affordable housing, the city recognized the need for a strategic plan. To ensure effective use of these resources, the City hired LRB in 2022 to identify the best affordable housing strategies for the community.

Also in 2022, the State of Utah introduced a moderate-income housing requirement of the General Plan, mandating cities to adopt at least five state-approved strategies to qualify for full transportation funding. While LRB conducted its assessment, the City Council set affordable housing priorities and selected the five required moderate-income housing strategies in November 2022.

While discussing the Council's desire for an Employee Mortgage Assistance Program in July 2024, the Council allocated the RDA funds in the following manner: 50% to a mortgage assistance program, 25% to a Revitalization Grant Program for homeowners facing hardships, and 25% to other affordable housing initiatives. The LRB report was later finalized in August 2024. This memo includes staff responses to the LRB recommended strategies and proposes additional strategies for Council consideration.

LRB Report Staff Assessment

The LRB study is now complete. It provided a lot of useful data and information for the City. Although the statistics are mostly from 2022, it paints a picture of the affordable housing situation in the City. The situation has likely evolved over the past two years, but it is not likely to have experienced radical change.

It is clear from the LRB report that Eagle Mountain is experiencing difficulties in the area of housing affordability. LRB also provided recommendations for how the City could address these problems. It is important to note that staff views LRB's strategies as a set of recommendations, and not a finalized plan. After careful review, staff concurs with several recommendations, while others may be more appropriate for future consideration.

- **Strategy 1:** This strategy is currently being implemented. Both staff and the City Council anticipate that it will effectively aid many families in their effort to move into homeownership.
- **Strategy 2:** This strategy presents a promising avenue for exploration. The Council has received presentations on modular and prefabricated housing in previous Council work sessions. Although this seems like a valuable method, it may not affect housing prices as much as

anticipated. It may not affect housing prices generally, but it does add to the stock of more affordable housing. Further investigation into these options is recommended before committing substantial resources.

- **Strategy 3:** Partnering with local nonprofit organizations aligns with the Council's goal of fostering partnerships that efficiently serve Eagle Mountain residents. This strategy is worthy of exploration, as the right collaborations could significantly benefit the community. One potential partnership mentioned in by LRB is through a Community Land Trust. This has proven to be an effective method of promoting home ownership that would be easy to incorporate into the growth of Eagle Mountain.
- **Strategy 4:** This strategy represents efforts in which the City is already engaged. Distributing commercial areas among residential areas is already part of Eagle Mountain's zoning plans. Although LRB's recommendation is to increase those efforts, it might not be as effective as other efforts recommended in this document. According to LRB, the greater distribution of commercial areas would lead to decreased transportation costs. However, transportation costs are not likely to have a large effect on housing affordability. Also, in a city that is over 50 square miles, slightly increased proximity to commercial zones may not actually bring many people closer to all their necessities.
- **Strategy 5:** Some aspects of what LRB outlined in this strategy represent interests of the Council. This includes encouraging developers to set aside a portion of housing for targeted income groups and supporting the creation of accessory dwelling units. However, some of this strategy, though useful in theory, do not align with Council's priorities such as reducing setbacks and required parking. Staff understands that Council already negotiates those concepts with developers for each Master Development Agreement that comes before the Council. It is not necessarily ideal to reduce those in the code when most of the city is part of a negotiated Master Development Agreement.

Staff Research

LRB's recommendations offer valuable insights for enhancing affordable housing in Eagle Mountain City. However, staff has conducted additional research, leading to the following suggestions for consideration:

1. **Financial Literacy Education:** Financial literacy is a critical barrier to homeownership, particularly for younger individuals. Insufficient knowledge can make the home-buying process daunting and increase vulnerability to exploitation by brokers or lenders. Implementing educational programs to address this gap is recommended.
2. **Encouraging Innovative Solutions:** Developers often propose creative approaches to integrating affordable housing into their projects, but city restrictions and the costs associated with master plan presentations can inhibit these efforts. Reducing these barriers could

incentivize more innovative discussions and solutions. This could include developer/staff/council luncheons, reduced requirements for a first draft, or a bonus creativity round of review.

3. **Senior Housing:** Although the current senior population in Eagle Mountain is relatively small, it is anticipated to grow over time. To support a multigenerational community, the city should collaborate with relevant organizations to develop affordable senior housing options.
4. **Blight Prevention:** Blight is a concern that, while not currently significant, could become an issue as the community ages. Addressing this early through affordable housing initiatives will help maintain the city's quality of life. A Revitalization Grant Program is one way that the City can prevent blight.
5. **Creation of "Faux" Naturally Occurring Affordable Housing:** The City could consider purchasing properties to rent at affordable rates. This strategy would not only generate income to support other affordable housing efforts but also provide renters with a pathway to homeownership, thereby contributing to overall community stability. It could also become a rent-to-own program, streamlining the connection from renting to owning. The City could also purchase properties to resell with a deed restriction in order to ensure that the house continues to be affordable for generations to come. This strategy would allow the City to spread its affordable housing units across the community, promoting upward mobility.

These recommendations, in conjunction with the LRB report, are intended to guide the City's efforts in fostering a diverse, sustainable, and inclusive community through strategic use of RDA funds.

Overall Recommendations

Staff recommends that a well-rounded approach to increasing affordable housing would include the following strategies from the above-mentioned list:

- Establishing a mortgage assistance program for prospective homeowners (in progress).
- Forming a blight prevention program for existing homeowners.
- Encouraging the creation of senior housing.
- Purchasing "faux" naturally occurring affordable housing to provide affordable rentals for those saving up for homeownership.
- Creating a financial literacy course for those seeking to navigate the journey to homeownership.
- Working with developers to explore innovative solutions to affordable housing.



**EAGLE MOUNTAIN CITY
CITY COUNCIL MEETING
SEPTEMBER 17, 2024**

TITLE:	RESOLUTION - A Resolution of Eagle Mountain City, Utah, Approving an Interlocal Cooperation Agreement with UDOT for Funding for a Traffic Signal at Old Airport Road and State Route 73.
ITEM TYPE:	Resolution
FISCAL IMPACT:	\$400,000
APPLICANT:	City Staff

CURRENT GENERAL PLAN DESIGNATION & ZONE	ACREAGE

PUBLIC HEARING

No

PREPARED BY

Chris Trusty, City Engineer

PRESENTED BY

Chris Trusty

RECOMMENDATION:

Staff recommends the City Council adopt a Resolution of Eagle Mountain City, Utah, Approving an Interlocal Cooperation Agreement with UDOT for Funding for a Traffic Signal at Old Airport Road and State Route 73.

BACKGROUND:

ITEMS FOR CONSIDERATION:

PLANNING COMMISSION ACTION/RECOMMENDATION:

N/A

ATTACHMENTS:

1. RES--UDOT Interlocal - Signal at Old Airport Rd & SR73
2. Interlocal Agreement - UDOT

RESOLUTION NO. R-_____-2024

A RESOLUTION OF EAGLE MOUNTAIN CITY, UTAH, APPROVING AN INTERLOCAL COOPERATION AGREEMENT WITH THE UTAH DEPARTMENT OF TRANSPORTATION FOR FUNDING FOR A TRAFFIC SIGNAL AT OLD AIRPORT ROAD AND STATE ROUTE 73

PREAMBLE

WHEREAS, the Utah Interlocal Cooperation Act, Title 11, Chapter 13, Utah Code Annotated, as amended, permits local governmental units including cities, counties, inter-local agencies and political subdivisions of the State of Utah to make the most efficient use of their powers by enabling them to cooperate with other public entities on the basis of mutual advantage and to exercise joint cooperative action for the benefit of their respective citizens; and

WHEREAS, the Utah Department of Transportation and Eagle Mountain City desire to facilitate the construction of a traffic signal at Old Airport Road and State Route 73; and

WHEREAS, the City Council of Eagle Mountain City, Utah, finds that it is in the public interest to approve an interlocal cooperation agreement with the Utah Department of Transportation for funding for a traffic signal at Old Airport Road and State Route 73, as set forth in Exhibit A.

NOW, THEREFORE, be it resolved by the City Council of Eagle Mountain City, Utah:

1. The Interlocal Cooperation Agreement with the Utah Department of Transportation for funding for a traffic signal at Old Airport Road and State Route 73, attached hereto as Exhibit A, is hereby approved.
2. This Resolution shall take effect upon its first publication or posting.

ADOPTED by the City Council of Eagle Mountain City, Utah, this 17th day of September, 2024.

EAGLE MOUNTAIN CITY, UTAH

ATTEST:

Tom Westmoreland, Mayor

Fionnuala B. Kofoed, MMC
City Recorder

CERTIFICATION

The above resolution was adopted by the City Council of Eagle Mountain City on the 17th day of September, 2024.

Those Voting Yes:	Those Voting No:	Those Excused:	Those Abstaining:
☐ Donna Burnham	☐ Donna Burnham	☐ Donna Burnham	☐ Donna Burnham
☐ Melissa Clark	☐ Melissa Clark	☐ Melissa Clark	☐ Melissa Clark
☐ Jared Gray	☐ Jared Gray	☐ Jared Gray	☐ Jared Gray
☐ Rich Wood	☐ Rich Wood	☐ Rich Wood	☐ Rich Wood
☐ Brett Wright	☐ Brett Wright	☐ Brett Wright	☐ Brett Wright

Fionnuala B. Kofoed, MMC
City Recorder

Exhibit A



State of Utah
Department of Transportation

Cooperative Agreement Local Agency Performing Work for UDOT	Project Description: SR-73 & Airport Road Intersection Local Agency: Eagle Mountain City	Estimated value of scope of work \$400,000.00
PIN: 20997 CID: 74516 Project: S-ST99(891)0		Date Executed

THIS AGREEMENT, made and entered into on the Date Executed, by and between the **UTAH DEPARTMENT OF TRANSPORTATION**, hereinafter referred to as “**UDOT**”, and **EAGLE MOUNTAIN CITY**, a political subdivision of the State of Utah, hereinafter referred to as the “**Local Agency**.”

UDOT requested that the Work be included in the Local Agency’s Project. Subject to the attached provisions, **Local Agency** will include the following items into its Project. A lump sum payment is specified, **UDOT** will not pay for any additional costs beyond the lump sum payment amount.

Description of Work:

In conjunction with Eagle Mountain City’s Airport Road project, Eagle Mountain City will provide the design and construct the improvements at the SR-73 & Airport Road intersection. UDOT will contribute the lump sum amount towards the project for Eagle Mountain City to provide a new traffic signal at this location. It is anticipated that the lump sum amount will cover design, construction, and materials (including state furnished materials) costs for the traffic signal.

It is anticipated the project schedule will generally follow this schedule:

Present – November 2024: Design
Fall 2024: Bidding and Contracting for Construction
Winter - Spring 2025: Construction
Summer 2025: Project Completion

Costs to include:

LUMP SUM PAYMENT: TOTAL AMOUNT TO BE PAID BY UDOT	\$400,000.00
---	---------------------

Once **THIS AGREEMENT** is executed, the **Local Agency** will submit the invoices of payments for the Work to the **UDOT** Region office according to the payment schedule below. The **UDOT** Project Manager will verify the completion of each phase prior to payment processing. Submission of receipts and back-up documentation of payments made on the project will not be required as part of the **Local Agency** invoicing. **UDOT** will process the payment within 45 days and send a check to the **Local Agency**

Payment Schedule:

Phase	Payment Amount
Agreement Execution	\$50,000.00
Completion / UDOT Approval of Final Design	\$330,000.00
Substantial Construction Completion	\$10,000.00
Construction Completion (Work Completion Date)	\$10,000.00

Total Lump Sum Reimbursement to the Local Agency is \$400,000.00

Provisions

Local Agency will include the UDOT's Work provided UDOT pays the Lump Sum Payment according to the Payment Schedule for the Work. Local Agency's contractor will perform the Work described in this Agreement in accordance with the approved project plans and specifications. UDOT will review and approve the project plans and specifications prior to Local Agency finalizing the design. Local Agency will notify UDOT two weeks in advance prior to starting the construction Work. UDOT has the right to inspect the Work but may choose not to exercise this right. Regardless of any inspection by UDOT, Local Agency is still required to construct the Work in accordance with the plans and specifications. UDOT, through its inspection of the Work, will provide Local Agency with information addressing any problems or concerns UDOT may have with acceptance of said Work. Upon completion of the Work, the Local Agency will contact UDOT for a final review and inspection. UDOT reserves the right to withhold payment unless the Work is completed to UDOT standards and specifications. The Local Agency has the right to correct any deficiencies in a timely manner and resubmit the Work for inspection and approval.

I. Liability:

UDOT and the Local Agency are both governmental entities subject to the Governmental Immunity Act. Each party agrees to indemnify, defend and save harmless the other party from any and all damages, claims, suits, costs, attorney's fees and actions arising from or related to its actions or omissions or the acts or omissions of its officers, agents, or employees in connection with the performance and/or subject matter of this Agreement. The obligation to indemnify is limited to the dollar amounts set forth in the Governmental Immunity Act, provided said Act applies to the action or omission giving rise to the protections of this paragraph. This paragraph shall not be construed as a waiver of the protections of the Governmental Immunity Act by the parties. The indemnification in this paragraph shall survive the expiration or termination of this Agreement.

II. Termination:

This Agreement may be terminated as follows:

a. By mutual agreement of the parties, in writing

b. By either UDOT or the Local Agency for failure of the other party to fulfill their obligations as set forth in the provisions of this Agreement. Reasonable allowances will be made for circumstances beyond the control of the parties. Written notice of intent to terminate is required and shall specify the reasons for termination. If a party fails to cure the breach, the other party may terminate this Agreement.

c. By UDOT for the convenience of the State upon written notice to the Local Agency. However, UDOT will be responsible for the costs incurred for the Work before the termination of the Agreement.

III. Maintenance:

Division of jurisdiction and responsibilities of state highways shall be in accordance with Utah Code Section 72-3-109 and applicable rules.

IV. Payment and Reimbursement to Local Agency:

UDOT shall be responsible for Lump Sum costs associated with the Work according to the Payment Schedule. The Local Agency must submit the billing within 3 months of the Work completion date.

V. Change in Scope and Schedule:

If Work scope or schedule changes from the original intent of this Agreement, UDOT will notify the Local Agency prior to changes being made. If the Local Agency modifies its Project and the modification affects the Work, Local Agency will immediately notify UDOT. In the event there are changes in the scope of the Work, extra work, or changes in the planned Work covered by this Agreement, a modification to this Agreement must be approved in writing by the parties prior to the start of work on the changes or additions.

VI. Environmental Compliance

The Local Agency will assure compliance of the Project with all applicable state and federal environmental statutes, regulations, rules, and permitting requirements.

VII. Miscellaneous:

Each party agrees to undertake and perform all further acts that are reasonably necessary to carry out the intent and purposes of the Agreement at the request of the other party.

The failure of either party to insist upon strict compliance of any of the terms and conditions, or failure or delay by either party to exercise any rights or remedies provided in this Agreement, or by law, will not release either party from any obligations arising under this Agreement.

This Agreement does not create any type of agency relationship, joint venture or partnership between the parties.

Each party represents that it has the authority to enter into this Agreement. This Agreement may be executed in counterparts by the parties.

This Agreement may be signed in any number of counterparts with the same effect as if the signatures upon any counterpart were upon the same instrument. All signed counterparts shall be deemed to be one original.

The provisions of this Agreement are severable, and should any provision hereof be void, voidable, unenforceable or invalid, such void, voidable, unenforceable or invalid provision shall not affect the other provisions of this Agreement.

This Agreement shall be interpreted, construed and enforced according to the substantive laws of the state of Utah.

Enforcement of the terms of this Agreement is reserved to the parties hereto and their respective successors and assigns, and nothing contained in this Ordinance provides any claim, benefit or right of action for enforcement to any other person or entity not a party hereto.

This Agreement contains the entire agreement between the Parties, and all prior communications or agreements between the Parties or their respective representatives, whether oral or written, are merged into this Agreement and extinguished. No agreement, representation or inducement shall be effective to change, modify or terminate this Agreement, in whole or in part, unless in writing and signed by the Party or Parties to be bound by such change, modification or termination.

IN WITNESS WHEREOF, the parties hereto have caused these presents to be executed by their duly authorized officers as of the day and year first above written.

ATTEST:

EAGLE MOUNTAIN CITY, a municipal corporation within the State of Utah

By: _____

By: _____

Title: _____

Title: _____

Date: _____
(IMPRESS SEAL)

Date: _____

UTAH DEPARTMENT OF TRANSPORTATION

By: _____
Project Manager

By: _____
Region Director

Date: _____

Date: _____

COMPTROLLER OFFICE

By: _____
Contract Administrator

Date: _____

RESOLUTION NO. R-_____-2024

A RESOLUTION OF EAGLE MOUNTAIN CITY, UTAH, RECONSIDERING REVOKING APPROVAL OF THE THIRD AMENDMENT TO THE PORTER'S CROSSING TOWN CENTER MASTER DEVELOPMENT AGREEMENT

WHEREAS, on March 23, 2016, Eagle Mountain City ("City") and Pony Express Land Development Inc. ("Developer") (collectively "Parties") executed the Porter's Crossing Town Center Master Development Agreement ("MDA") governing the development of approximately 125 acres of land near the intersection of Porter's Crossing Parkway and Pony Express Parkway ("Development"); and

WHEREAS, the Parties subsequently executed two amendments to the MDA modifying how certain aspects of the Development would proceed; and

WHEREAS, on July 18, 2023, the City Council of Eagle Mountain City authorized the Mayor of Eagle Mountain City ("Mayor") to execute the third amendment to the MDA ("Third Amendment") on behalf of the City ("Approval"); and

WHEREAS, more than a year has passed and Developer has failed to sign the Third Amendment; and

WHEREAS, the Eagle Mountain Municipal Code Section 2.15.070 (I) ("Code") authorizes the City Council to reconsider any item that was previously before it upon the written request of three members; and

WHEREAS, in accordance with the Code, three members of the City Council have requested in writing that the previous approval of the Third Amendment be reconsidered; and

WHEREAS, the City Council finds that it is in the public interest to revoke the Approval and allow the Development to proceed under the requirements of the MDA as modified by the first and second amendments to that agreement.

NOW THEREFORE BE IT RESOLVED by the City Council of Eagle Mountain City, Utah as follows:

1. That the prior approval of the third amendment to the Porter's Crossing Town Center Master Development Agreement is hereby revoked.
2. That the authorization for the Mayor of Eagle Mountain City to sign the third amendment to the Porter's Crossing Town Center Master Development Agreement is hereby revoked.
3. That this Resolution shall take effect immediately upon passage.

PASSED, ADOPTED, AND APPROVED by the City Council of Eagle Mountain City, Utah, this 17th day of September, 2024.

EAGLE MOUNTAIN CITY, UTAH

Tom Westmoreland, Mayor

ATTEST:

Fionnuala B. Kofoed, MMC
City Recorder

CERTIFICATION

The above Resolution was adopted by the City Council of Eagle Mountain City, Utah on the 17th day of September, 2024.

Those voting yes:

☐ Donna Burnham

☐ Melissa Clark

☐ Jared Gray

☐ Rich Wood

☐ Brett Wright

Those voting no:

☐ Donna Burnham

☐ Melissa Clark

☐ Jared Gray

☐ Rich Wood

☐ Brett Wright

Those excused:

☐ Donna Burnham

☐ Melissa Clark

☐ Jared Gray

☐ Rich Wood

☐ Brett Wright

Those abstaining:

☐ Donna Burnham

☐ Melissa Clark

☐ Jared Gray

☐ Rich Wood

☐ Brett Wright

Fionnuala B. Kofoed, MMC
City Recorder



**EAGLE MOUNTAIN CITY
CITY COUNCIL MEETING
SEPTEMBER 17, 2024**

TITLE:	ORDINANCE/PUBLIC HEARING - An Ordinance of Eagle Mountain City, Utah, Amending the General Plan Future Land Use Map for Certain Lands within The Ranches and Eagle Mountain Properties Master Development Areas.
ITEM TYPE:	General Plan Amendment & Rezone
FISCAL IMPACT:	N/A
APPLICANT:	City-initiated

CURRENT GENERAL PLAN DESIGNATION & ZONE	ACREAGE
Various	~216

PUBLIC HEARING

Yes

PREPARED BY

Brandon Larsen, Planning
Director
Robert Hobbs, Senior Planner

PRESENTED BY

Brandon Larsen, Robert Hobbs

RECOMMENDATION:

Staff recommends the City Council approve the general plan amendments noted in the attachment "General Plan Amendment & Rezone Spreadsheet" for the parcels identified therein as **Eagle Mountain Properties Parcels 29-31, as well as The Ranches Parcels 1-14.**

BACKGROUND:

The request associated with this report seeks Planning Commission review of, and action on, various proposed zoning and future land use map amendments for properties within and about the Ranches master planned area of the City (and three other outboard parcels in the south around the Eagle Mountain Properties master planned development vicinity). Approximately 216 acres of land are included in this proposal. The following parcels are the ones to be included: 58:033:0423, 38:302:0002, 38:685:0002, 38:685:0001, 58:033:0305, 58:034:0440, 58:034:0250, 58:034:0242, 58:040:0259, 58:040:0188, 58:040:0378, 58:040:0326, 58:040:0654, 58:040:0525, 42:050:0002, 59:045:0045, and 59:045:0006.

The proposed changes are part of a city-wide effort, where appropriate, to assign properties land use zones/districts that are currently codified and administered by the City. Amendments to the City's Future Land Use Map are also proposed in an effort to help harmonize the proposed zone map amendments with the "Future Land Use & Transportation Map". This application represents the second of such efforts to be done in phases and sectors.

ITEMS FOR CONSIDERATION:

Actionables:

General plan map (or future land use map) amendments and rezones are legislative decisions and are considered valid if reasonably debatable and not illegal (i.e., the decisions do not require the City

Planning Commission or City Council to take action based on findings of facts). Eagle Mountain does not have any code standards to govern general plan [map] amendments. The Council should consider the health, safety, and welfare of the community when evaluating proposed general plan map amendments. The criteria for approval for a rezone are listed in EMMC § 17.90.060.

Surrounding Zoning:

North: Refer to city's zoning map

East: Refer to city's zoning map

South: Refer to city's zoning map

West: Refer to city's zoning map

Current Future Land Use Map Designations:

Various -- see attached exhibit

Future Land Use Map Findings/Conclusions:

The requested future land use map and zoning changes (see attached exhibit) may be considered appropriate given that:

1. Compliance with the General Plan: Zones proposed are those which are currently codified and are intended to be overlaid in conformance to the city's adopted future land use map; alternatively, where the future land use map requires amendment to accommodate proposed zones, it too is being proposed for amendment so that future land use categories/designations [will] harmonize with proposed, and then assigned, land use zones/districts.
2. [Zoning]/Use Compatibility: Proposed zones have been suggested for given properties based on historical zoning of those lands, and/or, the existing zoning map, and/or, proposed new zoning based on area conditions (i.e., current zoning in the area and/or uses already operating in a given location -- with their attendant buildings) or based on intent to modify zoning (and the future land use map if needed) for a given parcel. Buffering and transition codes [still] apply.
3. City Utility and Emergency Services Issues: The City notes that future development of any undeveloped land(s) affected by rezoning will be required (as per adopted code, policy, code and common practice) to supply adequate utility and infrastructure improvements, at [the] time of property improvement, to serve such land.
4. Traffic Generation: n/a -- lands affected are largely or fully undeveloped. Traffic considerations will be addressed at the time any such are proposed for development (typically in conjunction with future site planning etc.).
5. Property Values: The intended use of the property after rezoning is expected to be fiscally supportive of the city -- instead of a drain on its resources. Valuations may change up or down on varying properties. However, all properties not already zoned as open space or civic, and proposed to stay the same, will still have the ability to be used and/or developed by their respective owners.

Additional Notes:

1. Disclaimer: Approval of a rezone request [i.g., entitlement] does not guarantee the physical ability to develop the rezoned land. A project must still comply with all requisite zoning, engineering, fire codes, etc., pertinent to buildout of said land and overcome any physical/topographical constraints or legal burdens inherent to it.
2. Known Conditions or Restrictions Affecting Entitlement Revision(s): n/a

PLANNING COMMISSION ACTION/RECOMMENDATION:

The Planning Commission forwarded a **positive recommendation (5-0)** of the general plan amendments noted in the attachment "General Plan Amendment & Rezone Spreadsheet" for the parcels identified therein as **Eagle Mountain Properties Parcels 29-31, as well as The Ranches Parcels 1-10; 12-14.**

The Planning Commission forwarded a **positive recommendation (3-2)** of the general plan amendment noted in the attachment "General Plan Amendment & Rezone Spreadsheet" for the parcel identified therein as **The Ranches Parcel 11.**

ATTACHMENTS:

1. ORD--Ranches & EM Properties General Plan Amendment
2. General Plan Amendment & Rezone Spreadsheet
3. Proposed Land Use Designations and Zones by Parcel Map
4. 09.10.2024 Planning Commission Report of Action

ORDINANCE NO. O-____-2024

**AN ORDINANCE OF EAGLE MOUNTAIN CITY, UTAH,
AMENDING THE GENERAL PLAN FUTURE LAND USE MAP FOR
CERTAIN LANDS LOCATED WITHIN THE RANCHES AND
EAGLE MOUNTAIN PROPERTIES MASTER PLAN AREAS**

PREAMBLE

WHEREAS, the City Council of Eagle Mountain City finds that it is in the public interest to amend the General Plan Future Land Use Map for certain lands located within The Ranches and Eagle Mountain Properties Master Plan areas, 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, public hearings, and other requirements have been completed for the City Council to consider and approve an amendment to the General Plan Future Land Use Map for certain lands located within The Ranches and Eagle Mountain Properties Master Plan areas, as set forth in Exhibit A.
2. The lands depicted and described in Exhibit A are hereby amended to the Future Land Use Designations as set forth more specifically in Exhibit A.
3. This Ordinance shall take effect upon its first posting or publication.

ADOPTED by the City Council of Eagle Mountain City, Utah, this 17th day of September, 2024.

EAGLE MOUNTAIN CITY, UTAH

Tom Westmoreland, Mayor

ATTEST:

Fionnuala B. Kofoed, MMC
City Recorder

CERTIFICATION

The above ordinance was adopted by the City Council of Eagle Mountain City on the 17th day of September, 2024.

Those voting yes:	Those voting no:	Those excused:	Those abstaining:
☐ Donna Burnham	☐ Donna Burnham	☐ Donna Burnham	☐ Donna Burnham
☐ Melissa Clark	☐ Melissa Clark	☐ Melissa Clark	☐ Melissa Clark
☐ Jared Gray	☐ Jared Gray	☐ Jared Gray	☐ Jared Gray
☐ Rich Wood	☐ Rich Wood	☐ Rich Wood	☐ Rich Wood
☐ Brett Wright	☐ Brett Wright	☐ Brett Wright	☐ Brett Wright

Fionnuala B. Kofoed, MMC
City Recorder

Posted on _____ by _____.

Exhibit A

Exhibit to Formal Initiation of Process to Rezone Property Letter

Rezoning of Properties

Jul-24

	Property Owner	Property #	Acreage	Existing Future Land Use Map (General Plan) Category	MDA/Current Zone	Proposed Future Land Use Map (General Plan) Category	Proposed Zone	City Code Citation for Proposed Zone (EMMC = Eagle Mountain Municipal Code)	Planning Commission Recommended GP Category	Planning Commission Recommended Zone
--	----------------	------------	---------	---	------------------	--	------------------	--	--	---

Eagle Mountain Properties List

29	MONTE VISTA RANCH LC; WALDEN ESTATE LLLP	59:045:0006	0.9	Community Commercial	Eagle Mountain Properties/Commercial C- 1	No Change	CN (preferred) or CC	EMMC 17.35	Community Commercial	CN
30	CORP OF PRES BISHOP CHURCH OF JESUS CHRIST OF LDS	42:050:0002	3.1	Community Commercial	Eagle Mountain Properties/Commercial C- 1	No Change	CN	EMMC 17.35	Community Commercial	CN
31	MONTE VISTA RANCH LC	59:045:0045	0.1	Community Commercial	Eagle Mountain Properties/Commercial C- 1	No Change	CN (preferred) or CC	EMMC 17.35	Community Commercial	CN

The Ranches Properties List

1	CEDAR DEVELOPMENT PARTNERS LLC	58:033:0423	13.1	Community Commercial	The Ranches/Commercial Community	No Change	CN & CC	EMMC 17.35	Community Commercial	CN
2	DIRECT COMMUNICATIONS CEDAR VALLEY LLC	38:302:0002	2.2	Community Commercial	The Ranches/Commercial	No Change	CC	EMMC 17.35	Community Commercial	CC
3	TACOS DON LUIS LLC	38:685:0002	1.2	Community Commercial	The Ranches/Commercial	No Change	CC	EMMC 17.35	Community Commercial	CC
4	T JOHNSON MANAGEMENT LLC	38:685:0001	1.3	Community Commercial	The Ranches/Commercial	No Change	CC	EMMC 17.35	Community Commercial	CC

Exhibit to Formal Initiation of Process to Rezone Property Letter

Rezoning of Properties

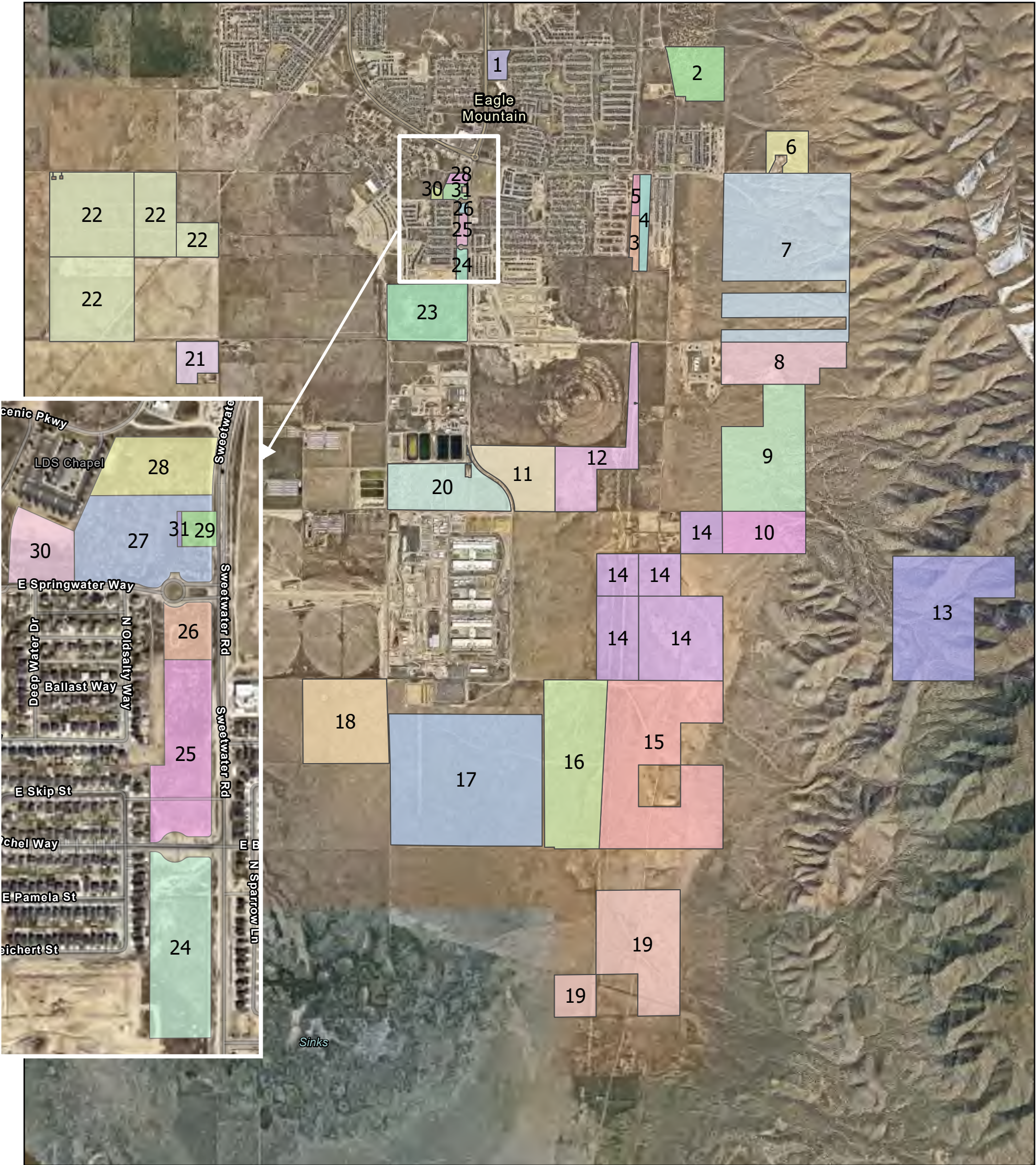
Jul-24

	Property Owner	Property #	Acreage	Existing Future Land Use Map (General Plan) Category	MDA/Current Zone	Proposed Future Land Use Map (General Plan) Category	Proposed Zone	City Code Citation for Proposed Zone (EMMC = Eagle Mountain Municipal Code)	Planning Commission Recommended GP Category	Planning Commission Recommended Zone
5	BELLE STREET INVESTMENTS LLC	58:033:0305	2.4	Community Commercial	The Ranches/Commercial	Community Commercial	CN	EMMC 17.35	Community Commercial	CN
6	VDP INVESTMENT LLC	58:034:0440	1.0	Community Commercial	The Ranches/Village Core Commercial	No Change	CN	EMMC 17.35	Community Commercial	CN
7	EAGLE11 LLC	58:034:0250	1.1	Community Commercial	The Ranches/Village Core Commercial	No Change	CC	EMMC 17.35	Community Commercial	CC
8	EAGLE11 LLC	58:034:0242	2.7	Community Commercial	The Ranches/Village Core Commercial	No Change	CC	EMMC 17.35	Community Commercial	CC
9	THOMAS, HOLLY; THOMAS, NOLAN	58:040:0259	1.6	Parks and Open Space	The Ranches/Community Open Space	No Change	AG	EMMC 17.20	Parks and Open Space	AG
10	THOMAS, HOLLY; THOMAS, NOLAN	58:040:0188	7.5	Parks and Open Space	The Ranches/Community Open Space	No Change	AG	EMMC 17.20	Parks and Open Space	AG
11	BELLE STREET INVESTMENTS LLC	58:040:0378	108.4	Foothill Residential	The Ranches/Community Open Space & Country Residential	No change	RD2 & OSN	EMMC 17.23 / 17.25	Foothill Residential	FR
12	KDC HOLDINGS LLC	58:040:0326	27.4	Community Commercial	The Ranches/Commercial	No Change	CC	EMMC 17.35	Community Commercial	CC
13	CADENCE HOMES BUILDING CORP	58:040:654	32.4	Neighborhood Residential 1, Parks and Open Space, Foothill Residential	The Ranches/Community Open Space & Village Core	Parks and Open Space	OSN & AG(Roads)	EMMC 17.20 / 17.23	Parks and Open Space	OS-N
14	SHUPE BUILDERS LLC	58:040:0525	9.7	Parks and Open Space	The Ranches/Community Open Space	No Change	OSN	EMMC 17.23	Parks and Open Space	OS-N

Proposed Rezones by Parcel

Eagle Mountain Properties

Number	Parcel Number	Number	Parcel Number	Number	Parcel Number
1	59:044:0092	14	59:029:0003	22	59:047:0011
2	59:007:0026	14	59:029:0003	22	59:047:0011
3	59:018:0032	14	59:029:0003	22	59:047:0011
4	59:018:0040	14	59:029:0003	22	59:047:0011
5	59:018:0038	14	59:029:0003	23	59:045:0151
6	59:008:0006	15	59:030:0006	24	59:045:0061
7	59:017:0003	16	59:030:0008	25	59:045:0060
8	59:020:0008	17	66:815:0001	26	59:045:0041
9	59:020:0001	18	59:068:0004	27	59:045:0043
10	59:028:0004	19	59:084:0002	28	59:045:0044
11	59:056:0037	19	59:084:0002	29	59:045:0006
12	59:019:0008	20	59:056:0043	30	42:050:0002
13	59:027:0001	21	59:054:0013	31	59:045:0045

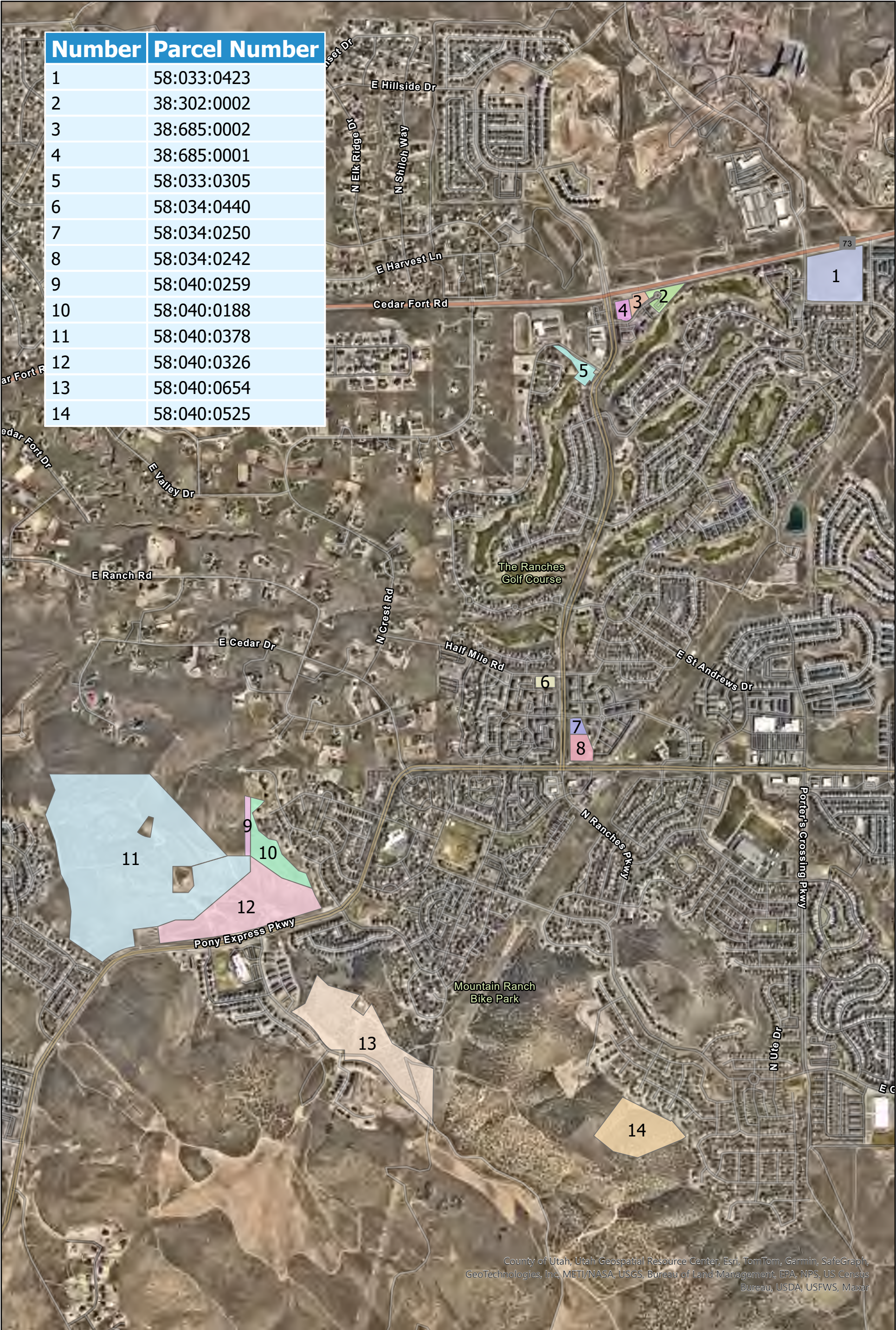


Proposed Rezones by Parcel

The Ranches Properties



Number	Parcel Number
1	58:033:0423
2	38:302:0002
3	38:685:0002
4	38:685:0001
5	58:033:0305
6	58:034:0440
7	58:034:0250
8	58:034:0242
9	58:040:0259
10	58:040:0188
11	58:040:0378
12	58:040:0326
13	58:040:0654
14	58:040:0525





Eagle Mountain City Planning Commission Report of Action

September 10, 2024

ITEM #7D Zone map and future land use map amendments for noted parcels generally located in The Ranches and Eagle Mountain Properties MDP areas of the City. Approximately 216 acres of land are included in this proposal. The following parcels are the ones to be included: 58:033:0423, 38:302:0002, 38:685:0002, 38:685:0001, 58:033:0305, 58:034:0440, 58:034:0250, 58:034:0242, 58:040:0259, 58:040:0188, 58:040:0378, 58:040:0326, 58:040:0654, 58:040:0525, 42:050:0002, 59:045:0045, and 59:045:0006. Robert Hobbs and Brandon Larsen (801) 789-6708 blarsen@emcity.org

The following action was taken by the Planning Commission on the above-described item at its regular meeting of September 10, 2024:

RECOMMENDED APPROVAL

On a vote of **5:0**, the Planning Commission recommended that the Municipal Council approve zone and general plan map amendments for **Parcels 29-31 from the attached list of Eagle Mountain Properties, as well as Parcels 1-10 and 12-14 from the attached list of The Ranches Properties** (Tax Parcels 58:033:0423, 38:302:0002, 38:685:0002, 38:685:0001, 58:033:0305, 58:034:0440, 58:034:0250, 58:034:0242, 58:040:0259, 58:040:0188, 58:040:0326, 58:040:0654, 58:040:0525, 42:050:0002, 59:045:0045, and 59:045:0006).

Motion By: Jason Allen (**to Recommend Approval**)

Second By: Brent Strong

Votes in Favor of Motion: Rod Hess, Robert Fox, Craig Whiting, Jason Allen, and Brent Strong

Jason Allen was present as Chair.

ALSO;

The following action was taken by the Planning Commission on the above-described item at its regular meeting of September 10, 2024:

RECOMMENDED APPROVAL

On a vote of **3:2**, the Planning Commission recommended that the Municipal Council approve a zone and general plan map amendment for the parcel identified as **The Ranches Parcels 11** (58:040:0378).

Motion By: Craig Whiting (**to Recommend Approval**)

Second By: Robert Fox

Votes in Favor of Motion: Robert Fox, Craig Whiting, and Jason Allen

Votes Against Motion: Brent Strong and Rod Hess

Jason Allen was present as Chair.

Includes facts of the case, analysis, conclusions and recommendations outlined in the Staff Report, with any changes noted; Planning Commission determination is generally consistent with the Staff analysis and determination.

EXHIBIT A -- LIST OF EAGLE MOUNTAIN PROPERTIES PROPOSED TO BE REZONED

The list of proposed zone and general plan amendments are listed in the attached Exhibit A.

STAFF PRESENTATION

The Staff Report to the Planning Commission provides details of the facts of the case and the Staff's analysis, conclusions, and recommendations.

CITY DEPARTMENT ISSUES

None have been raised.

CONCERNS RAISED BY PUBLIC AT PLANNING COMMISSION PUBLIC HEARING

- Mike Geddes, representative for Cedar Development Partners, spoke about The Ranches Parcel 1 (58:033:0423). This parcel dates back many years, and was originally planned to have 135 townhomes. He questions why this parcel is zoned Commercial. He said it has been listed for 20 years with no interest. It makes more sense that this parcel be zoned Residential or Mixed Use.
- Scot Hazard, owner of The Ranches Parcels 5 and 11 (58:033:0305 and 58:040:0378), said he is okay with the proposed CN zoning for Parcel 5. However, he would like the City Code to include provisions for Mixed Use. He explained that he believes the Circle 5 preliminary plat (approved in 2007) is still vested. He requested Foothill Residential (FR) zoning for Parcel 11.
- Robert Black, asked if the rezone amendment would change the height requirement for Parcel 5. Staff explained that the height requirement for the CN Zone is 35 feet. Mr. Black expressed concern with tall structures being erected on Parcel 5. Staff let Mr. Black know that the height requirement would actually go down if the proposed rezone is approved.
- Two other individuals approached the Planning Commission, but wanted to discuss other matters not germane to this application

PLANNING COMMISSION DISCUSSION

Key points discussed by the Planning Commission included the following:

- The Planning Commission seemed to be in unity with all proposed amendments referenced in Exhibit A, with the exception of Parcel 11 of the Ranches.
- Commissioner Strong expressed a desire to see larger lots on Parcel 11, and felt the RD2 Zone would do a better job of ensuring larger lots than the FR Zone.
- Commissioner Whiting proposed FR zoning because he felt that zoning would help the applicant retain entitlements approved in 2007.

Planning Director

See Key Land Use Policies of the Eagle Mountain General Plan, applicable Titles of the Eagle Mountain City Code, and the Staff Report to the Planning Commission for further detailed information.

Administrative decisions of the Planning Commission **may be appealed** by submitting an application/notice of appeal, with the required application and noticing fees to the Planning Division, **within fourteen (14) calendar days of the Planning Commission's decision** (Eagle Mountain City office hours are Monday through Friday, 7:30 a.m. to 5:30 p.m.).

BUILDING PERMITS MUST BE OBTAINED BEFORE CONSTRUCTION BEGINS

EXHIBIT A

See following pages

Exhibit A

Exhibit to Formal Initiation of Process to Rezone Property Letter

Rezoning of Properties

Jul-24

	Property Owner	Property #	Acreage	Existing Future Land Use Map (General Plan) Category	MDA/Current Zone	Proposed Future Land Use Map (General Plan) Category	Proposed Zone	City Code Citation for Proposed Zone (EMMC = Eagle Mountain Municipal Code)	Planning Commission Recommended GP Category	Planning Commission Recommended Zone
--	----------------	------------	---------	---	------------------	--	------------------	--	--	---

Eagle Mountain Properties List

29	MONTE VISTA RANCH LC; WALDEN ESTATE LLLP	59:045:0006	0.9	Community Commercial	Eagle Mountain Properties/Commercial C- 1	No Change	CN (preferred) or CC	EMMC 17.35	Community Commercial	CN
30	CORP OF PRES BISHOP CHURCH OF JESUS CHRIST OF LDS	42:050:0002	3.1	Community Commercial	Eagle Mountain Properties/Commercial C- 1	No Change	CN	EMMC 17.35	Community Commercial	CN
31	MONTE VISTA RANCH LC	59:045:0045	0.1	Community Commercial	Eagle Mountain Properties/Commercial C- 1	No Change	CN (preferred) or CC	EMMC 17.35	Community Commercial	CN

The Ranches Properties List

1	CEDAR DEVELOPMENT PARTNERS LLC	58:033:0423	13.1	Community Commercial	The Ranches/Commercial Community	No Change	CN & CC	EMMC 17.35	Community Commercial	CN
2	DIRECT COMMUNICATIONS CEDAR VALLEY LLC	38:302:0002	2.2	Community Commercial	The Ranches/Commercial	No Change	CC	EMMC 17.35	Community Commercial	CC
3	TACOS DON LUIS LLC	38:685:0002	1.2	Community Commercial	The Ranches/Commercial	No Change	CC	EMMC 17.35	Community Commercial	CC
4	T JOHNSON MANAGEMENT LLC	38:685:0001	1.3	Community Commercial	The Ranches/Commercial	No Change	CC	EMMC 17.35	Community Commercial	CC

Exhibit to Formal Initiation of Process to Rezone Property Letter

Rezoning of Properties

Jul-24

	Property Owner	Property #	Acreage	Existing Future Land Use Map (General Plan) Category	MDA/Current Zone	Proposed Future Land Use Map (General Plan) Category	Proposed Zone	City Code Citation for Proposed Zone (EMMC = Eagle Mountain Municipal Code)	Planning Commission Recommended GP Category	Planning Commission Recommended Zone
5	BELLE STREET INVESTMENTS LLC	58:033:0305	2.4	Community Commercial	The Ranches/Commercial	Community Commercial	CN	EMMC 17.35	Community Commercial	CN
6	VDP INVESTMENT LLC	58:034:0440	1.0	Community Commercial	The Ranches/Village Core Commercial	No Change	CN	EMMC 17.35	Community Commercial	CN
7	EAGLE11 LLC	58:034:0250	1.1	Community Commercial	The Ranches/Village Core Commercial	No Change	CC	EMMC 17.35	Community Commercial	CC
8	EAGLE11 LLC	58:034:0242	2.7	Community Commercial	The Ranches/Village Core Commercial	No Change	CC	EMMC 17.35	Community Commercial	CC
9	THOMAS, HOLLY; THOMAS, NOLAN	58:040:0259	1.6	Parks and Open Space	The Ranches/Community Open Space	No Change	AG	EMMC 17.20	Parks and Open Space	AG
10	THOMAS, HOLLY; THOMAS, NOLAN	58:040:0188	7.5	Parks and Open Space	The Ranches/Community Open Space	No Change	AG	EMMC 17.20	Parks and Open Space	AG
11	BELLE STREET INVESTMENTS LLC	58:040:0378	108.4	Foothill Residential	The Ranches/Community Open Space & Country Residential	No change	RD2 & OSN	EMMC 17.23 / 17.25	Foothill Residential	FR
12	KDC HOLDINGS LLC	58:040:0326	27.4	Community Commercial	The Ranches/Commercial	No Change	CC	EMMC 17.35	Community Commercial	CC
13	CADENCE HOMES BUILDING CORP	58:040:654	32.4	Neighborhood Residential 1, Parks and Open Space, Foothill Residential	The Ranches/Community Open Space & Village Core	Parks and Open Space	OSN & AG(Roads)	EMMC 17.20 / 17.23	Parks and Open Space	OS-N
14	SHUPE BUILDERS LLC	58:040:0525	9.7	Parks and Open Space	The Ranches/Community Open Space	No Change	OSN	EMMC 17.23	Parks and Open Space	OS-N



**EAGLE MOUNTAIN CITY
CITY COUNCIL MEETING
SEPTEMBER 17, 2024**

TITLE:	ORDINANCE/PUBLIC HEARING - An Ordinance of Eagle Mountain City, Utah, Rezoning Certain Lands Located within The Ranches and Eagle Mountain Properties Master Development Areas.
ITEM TYPE:	General Plan Amendment & Rezone
FISCAL IMPACT:	N/A
APPLICANT:	City-initiated

CURRENT GENERAL PLAN DESIGNATION & ZONE	ACREAGE
Various	~216

PUBLIC HEARING

Yes

PREPARED BY

Brandon Larsen, Planning
Director
Robert Hobbs, Senior Planner

PRESENTED BY

Brandon Larsen, Robert Hobbs

RECOMMENDATION:

Staff recommends the City Council approve the zone map amendments noted in the attachment "General Plan Amendment & Rezone Spreadsheets" for the parcels identified therein as **Eagle Mountain Properties Parcels 29-31, as well as The Ranches Parcels 1-14.**

BACKGROUND:

The request associated with this report seeks Planning Commission review of, and action on, various proposed zoning and future land use map amendments for properties within and about the Ranches master planned area of the City (and three other outboard parcels in the south around the Eagle Mountain Properties master planned development vicinity). Approximately 216 acres of land are included in this proposal. The following parcels are the ones to be included: 58:033:0423, 38:302:0002, 38:685:0002, 38:685:0001, 58:033:0305, 58:034:0440, 58:034:0250, 58:034:0242, 58:040:0259, 58:040:0188, 58:040:0378, 58:040:0326, 58:040:0654, 58:040:0525, 42:050:0002, 59:045:0045, and 59:045:0006.

The proposed changes are part of a city-wide effort, where appropriate, to assign properties land use zones/districts that are currently codified and administered by the City. Amendments to the City's Future Land Use Map are also proposed in an effort to help harmonize the proposed zone map amendments with the "Future Land Use & Transportation Map". This application represents the second of such efforts to be done in phases and sectors.

ITEMS FOR CONSIDERATION:

Actionables:

General plan map (or future land use map) amendments and rezones are legislative decisions and are considered valid if reasonably debatable and not illegal (i.e., the decisions do not require the City Planning Commission or City Council to take action based on findings of facts). Eagle Mountain does

not have any code standards to govern general plan [map] amendments. The Council should consider the health, safety, and welfare of the community when evaluating proposed general plan map amendments. The criteria for approval for a rezone are listed in EMMC § 17.90.060.

Surrounding Zoning:

North: Refer to city's zoning map

East: Refer to city's zoning map

South: Refer to city's zoning map

West: Refer to city's zoning map

Current Future Land Use Map Designations:

Various -- see attached exhibit

Future Land Use Map Findings/Conclusions:

The requested future land use map and zoning changes (see attached exhibit) may be considered appropriate given that:

1. Compliance with the General Plan: Zones proposed are those which are currently codified and are intended to be overlaid in conformance to the city's adopted future land use map; alternatively, where the future land use map requires amendment to accommodate proposed zones, it too is being proposed for amendment so that future land use categories/designations [will] harmonize with proposed, and then assigned, land use zones/districts.
2. [Zoning]/Use Compatibility: Proposed zones have been suggested for given properties based on historical zoning of those lands, and/or, the existing zoning map, and/or, proposed new zoning based on area conditions (i.e., current zoning in the area and/or uses already operating in a given location -- with their attendant buildings) or based on intent to modify zoning (and the future land use map if needed) for a given parcel. Buffering and transition codes [still] apply.
3. City Utility and Emergency Services Issues: The City notes that future development of any undeveloped land(s) affected by rezoning will be required (as per adopted code, policy, code and common practice) to supply adequate utility and infrastructure improvements, at [the] time of property improvement, to serve such land.
4. Traffic Generation: n/a -- lands affected are largely or fully undeveloped. Traffic considerations will be addressed at the time any such are proposed for development (typically in conjunction with future site planning etc.).
5. Property Values: The intended use of the property after rezoning is expected to be fiscally supportive of the city -- instead of a drain on its resources. Valuations may change up or down on varying properties. However, all properties not already zoned as open space or civic, and proposed to stay the same, will still have the ability to be used and/or developed by their respective owners.

Additional Notes:

1. Disclaimer: Approval of a rezone request [i.g., entitlement] does not guarantee the physical ability to develop the rezoned land. A project must still comply with all requisite zoning, engineering, fire codes, etc., pertinent to buildout of said land and overcome any physical/topographical constraints or legal burdens inherent to it.

2. Known Conditions or Restrictions Affecting Entitlement Revision(s): n/a

PLANNING COMMISSION ACTION/RECOMMENDATION:

The Planning Commission forwarded a **positive recommendation (5-0)** of the zone map amendments noted in the attachment "General Plan Amendment & Rezone Spreadsheet" for the parcels identified therein as **Eagle Mountain Properties Parcels 29-31, as well as The Ranches Parcels 1-10; 12-14.**

The Planning Commission forwarded a **positive recommendation (3-2)** of the zone map amendment noted in the attachment "General Plan Amendment & Rezone Spreadsheet" for the parcel identified therein as **The Ranches Parcel 11.**

ATTACHMENTS:

1. ORD-The Ranches & EM Properties Rezone
2. General Plan Amendment & Rezone Spreadsheet
3. Proposed Land Use Designations and Zones by Parcel Map
4. 09.10.2024 Planning Commission Report of Action

ORDINANCE NO. O-____-2024

**AN ORDINANCE OF EAGLE MOUNTAIN CITY, UTAH, REZONING
CERTAIN LANDS LOCATED WITHIN THE RANCHES AND
EAGLE MOUNTAIN PROPERTIES MASTER PLAN AREAS**

PREAMBLE

WHEREAS, the City Council of Eagle Mountain City finds that it is in the public interest to rezone certain lands located within The Ranches and Eagle Mountain Properties Master Plan areas, 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, public hearings, and other requirements have been completed for the City Council to consider and approve a rezone of certain lands located within The Ranches and Eagle Mountain Properties Master Plan areas, as set forth in Exhibit A.
2. The lands depicted and described in Exhibit A are hereby rezoned to the density and uses as set forth more specifically in Exhibit A.
3. This Ordinance shall take effect upon its first posting or publication.

ADOPTED by the City Council of Eagle Mountain City, Utah, this 17th day of September, 2024.

EAGLE MOUNTAIN CITY, UTAH

Tom Westmoreland, Mayor

ATTEST:

Fionnuala B. Kofoed, MMC
City Recorder

CERTIFICATION

The above ordinance was adopted by the City Council of Eagle Mountain City on the 17th day of September, 2024.

Those voting yes:	Those voting no:	Those excused:	Those abstaining:
☐ Donna Burnham	☐ Donna Burnham	☐ Donna Burnham	☐ Donna Burnham
☐ Melissa Clark	☐ Melissa Clark	☐ Melissa Clark	☐ Melissa Clark
☐ Jared Gray	☐ Jared Gray	☐ Jared Gray	☐ Jared Gray
☐ Rich Wood	☐ Rich Wood	☐ Rich Wood	☐ Rich Wood
☐ Brett Wright	☐ Brett Wright	☐ Brett Wright	☐ Brett Wright

Fionnuala B. Kofoed, MMC
City Recorder

Posted on _____ by _____.

Exhibit A

Exhibit to Formal Initiation of Process to Rezone Property Letter

Rezoning of Properties

Jul-24

	Property Owner	Property #	Acreage	Existing Future Land Use Map (General Plan) Category	MDA/Current Zone	Proposed Future Land Use Map (General Plan) Category	Proposed Zone	City Code Citation for Proposed Zone (EMMC = Eagle Mountain Municipal Code)	Planning Commission Recommended GP Category	Planning Commission Recommended Zone
--	----------------	------------	---------	---	------------------	--	------------------	--	--	---

Eagle Mountain Properties List

29	MONTE VISTA RANCH LC; WALDEN ESTATE LLLP	59:045:0006	0.9	Community Commercial	Eagle Mountain Properties/Commercial C- 1	No Change	CN (preferred) or CC	EMMC 17.35	Community Commercial	CN
30	CORP OF PRES BISHOP CHURCH OF JESUS CHRIST OF LDS	42:050:0002	3.1	Community Commercial	Eagle Mountain Properties/Commercial C- 1	No Change	CN	EMMC 17.35	Community Commercial	CN
31	MONTE VISTA RANCH LC	59:045:0045	0.1	Community Commercial	Eagle Mountain Properties/Commercial C- 1	No Change	CN (preferred) or CC	EMMC 17.35	Community Commercial	CN

The Ranches Properties List

1	CEDAR DEVELOPMENT PARTNERS LLC	58:033:0423	13.1	Community Commercial	The Ranches/Commercial Community	No Change	CN & CC	EMMC 17.35	Community Commercial	CN
2	DIRECT COMMUNICATIONS CEDAR VALLEY LLC	38:302:0002	2.2	Community Commercial	The Ranches/Commercial	No Change	CC	EMMC 17.35	Community Commercial	CC
3	TACOS DON LUIS LLC	38:685:0002	1.2	Community Commercial	The Ranches/Commercial	No Change	CC	EMMC 17.35	Community Commercial	CC
4	T JOHNSON MANAGEMENT LLC	38:685:0001	1.3	Community Commercial	The Ranches/Commercial	No Change	CC	EMMC 17.35	Community Commercial	CC

Exhibit to Formal Initiation of Process to Rezone Property Letter

Rezoning of Properties

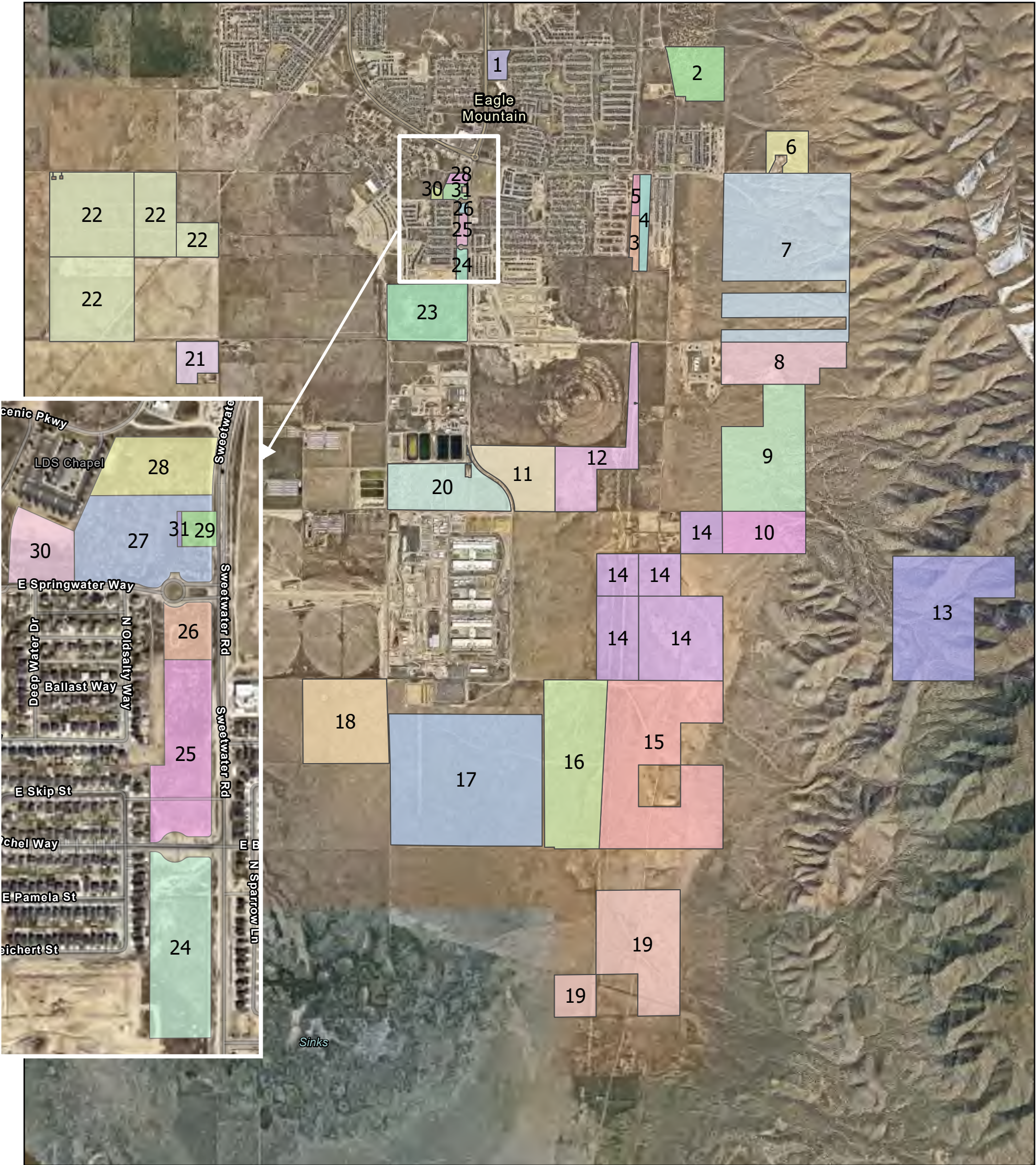
Jul-24

	Property Owner	Property #	Acreage	Existing Future Land Use Map (General Plan) Category	MDA/Current Zone	Proposed Future Land Use Map (General Plan) Category	Proposed Zone	City Code Citation for Proposed Zone (EMMC = Eagle Mountain Municipal Code)	Planning Commission Recommended GP Category	Planning Commission Recommended Zone
5	BELLE STREET INVESTMENTS LLC	58:033:0305	2.4	Community Commercial	The Ranches/Commercial	Community Commercial	CN	EMMC 17.35	Community Commercial	CN
6	VDP INVESTMENT LLC	58:034:0440	1.0	Community Commercial	The Ranches/Village Core Commercial	No Change	CN	EMMC 17.35	Community Commercial	CN
7	EAGLE11 LLC	58:034:0250	1.1	Community Commercial	The Ranches/Village Core Commercial	No Change	CC	EMMC 17.35	Community Commercial	CC
8	EAGLE11 LLC	58:034:0242	2.7	Community Commercial	The Ranches/Village Core Commercial	No Change	CC	EMMC 17.35	Community Commercial	CC
9	THOMAS, HOLLY; THOMAS, NOLAN	58:040:0259	1.6	Parks and Open Space	The Ranches/Community Open Space	No Change	AG	EMMC 17.20	Parks and Open Space	AG
10	THOMAS, HOLLY; THOMAS, NOLAN	58:040:0188	7.5	Parks and Open Space	The Ranches/Community Open Space	No Change	AG	EMMC 17.20	Parks and Open Space	AG
11	BELLE STREET INVESTMENTS LLC	58:040:0378	108.4	Foothill Residential	The Ranches/Community Open Space & Country Residential	No change	RD2 & OSN	EMMC 17.23 / 17.25	Foothill Residential	FR
12	KDC HOLDINGS LLC	58:040:0326	27.4	Community Commercial	The Ranches/Commercial	No Change	CC	EMMC 17.35	Community Commercial	CC
13	CADENCE HOMES BUILDING CORP	58:040:654	32.4	Neighborhood Residential 1, Parks and Open Space, Foothill Residential	The Ranches/Community Open Space & Village Core	Parks and Open Space	OSN & AG(Roads)	EMMC 17.20 / 17.23	Parks and Open Space	OS-N
14	SHUPE BUILDERS LLC	58:040:0525	9.7	Parks and Open Space	The Ranches/Community Open Space	No Change	OSN	EMMC 17.23	Parks and Open Space	OS-N

Proposed Rezones by Parcel

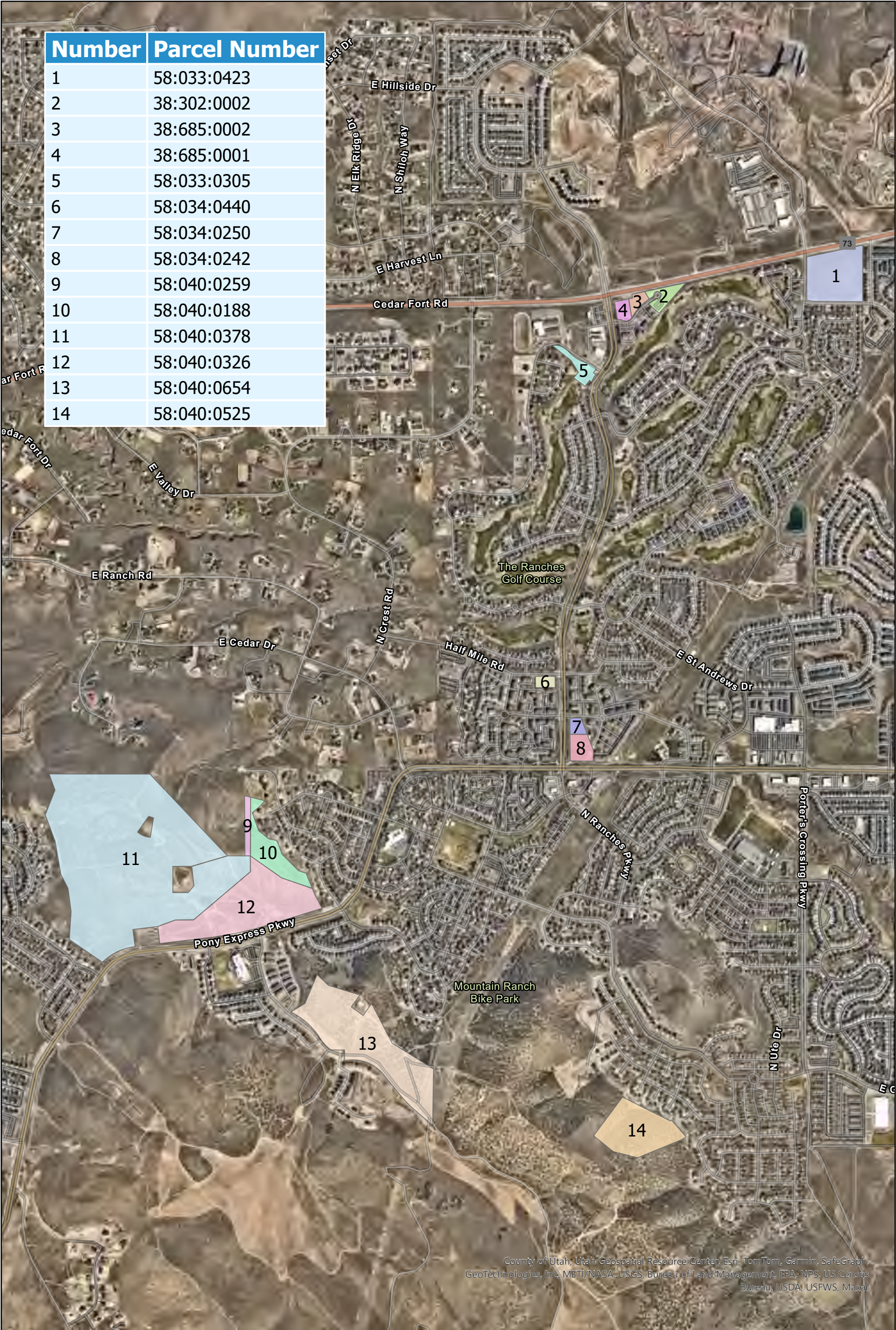
Eagle Mountain Properties

Number	Parcel Number	Number	Parcel Number	Number	Parcel Number
1	59:044:0092	14	59:029:0003	22	59:047:0011
2	59:007:0026	14	59:029:0003	22	59:047:0011
3	59:018:0032	14	59:029:0003	22	59:047:0011
4	59:018:0040	14	59:029:0003	22	59:047:0011
5	59:018:0038	14	59:029:0003	23	59:045:0151
6	59:008:0006	15	59:030:0006	24	59:045:0061
7	59:017:0003	16	59:030:0008	25	59:045:0060
8	59:020:0008	17	66:815:0001	26	59:045:0041
9	59:020:0001	18	59:068:0004	27	59:045:0043
10	59:028:0004	19	59:084:0002	28	59:045:0044
11	59:056:0037	19	59:084:0002	29	59:045:0006
12	59:019:0008	20	59:056:0043	30	42:050:0002
13	59:027:0001	21	59:054:0013	31	59:045:0045



Proposed Rezones by Parcel

The Ranches Properties





Eagle Mountain City Planning Commission Report of Action

September 10, 2024

ITEM #7D Zone map and future land use map amendments for noted parcels generally located in The Ranches and Eagle Mountain Properties MDP areas of the City. Approximately 216 acres of land are included in this proposal. The following parcels are the ones to be included: 58:033:0423, 38:302:0002, 38:685:0002, 38:685:0001, 58:033:0305, 58:034:0440, 58:034:0250, 58:034:0242, 58:040:0259, 58:040:0188, 58:040:0378, 58:040:0326, 58:040:0654, 58:040:0525, 42:050:0002, 59:045:0045, and 59:045:0006. Robert Hobbs and Brandon Larsen (801) 789-6708 blarsen@emcity.org

The following action was taken by the Planning Commission on the above-described item at its regular meeting of September 10, 2024:

RECOMMENDED APPROVAL

On a vote of **5:0**, the Planning Commission recommended that the Municipal Council approve zone and general plan map amendments for **Parcels 29-31 from the attached list of Eagle Mountain Properties, as well as Parcels 1-10 and 12-14 from the attached list of The Ranches Properties** (Tax Parcels 58:033:0423, 38:302:0002, 38:685:0002, 38:685:0001, 58:033:0305, 58:034:0440, 58:034:0250, 58:034:0242, 58:040:0259, 58:040:0188, 58:040:0326, 58:040:0654, 58:040:0525, 42:050:0002, 59:045:0045, and 59:045:0006).

Motion By: Jason Allen (**to Recommend Approval**)

Second By: Brent Strong

Votes in Favor of Motion: Rod Hess, Robert Fox, Craig Whiting, Jason Allen, and Brent Strong

Jason Allen was present as Chair.

ALSO;

The following action was taken by the Planning Commission on the above-described item at its regular meeting of September 10, 2024:

RECOMMENDED APPROVAL

On a vote of **3:2**, the Planning Commission recommended that the Municipal Council approve a zone and general plan map amendment for the parcel identified as **The Ranches Parcels 11** (58:040:0378).

Motion By: Craig Whiting (**to Recommend Approval**)

Second By: Robert Fox

Votes in Favor of Motion: Robert Fox, Craig Whiting, and Jason Allen

Votes Against Motion: Brent Strong and Rod Hess

Jason Allen was present as Chair.

Includes facts of the case, analysis, conclusions and recommendations outlined in the Staff Report, with any changes noted; Planning Commission determination is generally consistent with the Staff analysis and determination.

EXHIBIT A -- LIST OF EAGLE MOUNTAIN PROPERTIES PROPOSED TO BE REZONED

The list of proposed zone and general plan amendments are listed in the attached Exhibit A.

STAFF PRESENTATION

The Staff Report to the Planning Commission provides details of the facts of the case and the Staff's analysis, conclusions, and recommendations.

CITY DEPARTMENT ISSUES

None have been raised.

CONCERNS RAISED BY PUBLIC AT PLANNING COMMISSION PUBLIC HEARING

- Mike Geddes, representative for Cedar Development Partners, spoke about The Ranches Parcel 1 (58:033:0423). This parcel dates back many years, and was originally planned to have 135 townhomes. He questions why this parcel is zoned Commercial. He said it has been listed for 20 years with no interest. It makes more sense that this parcel be zoned Residential or Mixed Use.
- Scot Hazard, owner of The Ranches Parcels 5 and 11 (58:033:0305 and 58:040:0378), said he is okay with the proposed CN zoning for Parcel 5. However, he would like the City Code to include provisions for Mixed Use. He explained that he believes the Circle 5 preliminary plat (approved in 2007) is still vested. He requested Foothill Residential (FR) zoning for Parcel 11.
- Robert Black, asked if the rezone amendment would change the height requirement for Parcel 5. Staff explained that the height requirement for the CN Zone is 35 feet. Mr. Black expressed concern with tall structures being erected on Parcel 5. Staff let Mr. Black know that the height requirement would actually go down if the proposed rezone is approved.
- Two other individuals approached the Planning Commission, but wanted to discuss other matters not germane to this application

PLANNING COMMISSION DISCUSSION

Key points discussed by the Planning Commission included the following:

- The Planning Commission seemed to be in unity with all proposed amendments referenced in Exhibit A, with the exception of Parcel 11 of the Ranches.
- Commissioner Strong expressed a desire to see larger lots on Parcel 11, and felt the RD2 Zone would do a better job of ensuring larger lots than the FR Zone.
- Commissioner Whiting proposed FR zoning because he felt that zoning would help the applicant retain entitlements approved in 2007.

Planning Director

See Key Land Use Policies of the Eagle Mountain General Plan, applicable Titles of the Eagle Mountain City Code, and the Staff Report to the Planning Commission for further detailed information.

Administrative decisions of the Planning Commission **may be appealed** by submitting an application/notice of appeal, with the required application and noticing fees to the Planning Division, **within fourteen (14) calendar days of the Planning Commission's decision** (Eagle Mountain City office hours are Monday through Friday, 7:30 a.m. to 5:30 p.m.).

BUILDING PERMITS MUST BE OBTAINED BEFORE CONSTRUCTION BEGINS

EXHIBIT A

See following pages

Exhibit A

Exhibit to Formal Initiation of Process to Rezone Property Letter

Rezoning of Properties

Jul-24

	Property Owner	Property #	Acreage	Existing Future Land Use Map (General Plan) Category	MDA/Current Zone	Proposed Future Land Use Map (General Plan) Category	Proposed Zone	City Code Citation for Proposed Zone (EMMC = Eagle Mountain Municipal Code)	Planning Commission Recommended GP Category	Planning Commission Recommended Zone
--	----------------	------------	---------	---	------------------	--	------------------	--	--	---

Eagle Mountain Properties List

29	MONTE VISTA RANCH LC; WALDEN ESTATE LLLP	59:045:0006	0.9	Community Commercial	Eagle Mountain Properties/Commercial C- 1	No Change	CN (preferred) or CC	EMMC 17.35	Community Commercial	CN
30	CORP OF PRES BISHOP CHURCH OF JESUS CHRIST OF LDS	42:050:0002	3.1	Community Commercial	Eagle Mountain Properties/Commercial C- 1	No Change	CN	EMMC 17.35	Community Commercial	CN
31	MONTE VISTA RANCH LC	59:045:0045	0.1	Community Commercial	Eagle Mountain Properties/Commercial C- 1	No Change	CN (preferred) or CC	EMMC 17.35	Community Commercial	CN

The Ranches Properties List

1	CEDAR DEVELOPMENT PARTNERS LLC	58:033:0423	13.1	Community Commercial	The Ranches/Commercial Community	No Change	CN & CC	EMMC 17.35	Community Commercial	CN
2	DIRECT COMMUNICATIONS CEDAR VALLEY LLC	38:302:0002	2.2	Community Commercial	The Ranches/Commercial	No Change	CC	EMMC 17.35	Community Commercial	CC
3	TACOS DON LUIS LLC	38:685:0002	1.2	Community Commercial	The Ranches/Commercial	No Change	CC	EMMC 17.35	Community Commercial	CC
4	T JOHNSON MANAGEMENT LLC	38:685:0001	1.3	Community Commercial	The Ranches/Commercial	No Change	CC	EMMC 17.35	Community Commercial	CC

Exhibit to Formal Initiation of Process to Rezone Property Letter

Rezoning of Properties

Jul-24

	Property Owner	Property #	Acreage	Existing Future Land Use Map (General Plan) Category	MDA/Current Zone	Proposed Future Land Use Map (General Plan) Category	Proposed Zone	City Code Citation for Proposed Zone (EMMC = Eagle Mountain Municipal Code)	Planning Commission Recommended GP Category	Planning Commission Recommended Zone
5	BELLE STREET INVESTMENTS LLC	58:033:0305	2.4	Community Commercial	The Ranches/Commercial	Community Commercial	CN	EMMC 17.35	Community Commercial	CN
6	VDP INVESTMENT LLC	58:034:0440	1.0	Community Commercial	The Ranches/Village Core Commercial	No Change	CN	EMMC 17.35	Community Commercial	CN
7	EAGLE11 LLC	58:034:0250	1.1	Community Commercial	The Ranches/Village Core Commercial	No Change	CC	EMMC 17.35	Community Commercial	CC
8	EAGLE11 LLC	58:034:0242	2.7	Community Commercial	The Ranches/Village Core Commercial	No Change	CC	EMMC 17.35	Community Commercial	CC
9	THOMAS, HOLLY; THOMAS, NOLAN	58:040:0259	1.6	Parks and Open Space	The Ranches/Community Open Space	No Change	AG	EMMC 17.20	Parks and Open Space	AG
10	THOMAS, HOLLY; THOMAS, NOLAN	58:040:0188	7.5	Parks and Open Space	The Ranches/Community Open Space	No Change	AG	EMMC 17.20	Parks and Open Space	AG
11	BELLE STREET INVESTMENTS LLC	58:040:0378	108.4	Foothill Residential	The Ranches/Community Open Space & Country Residential	No change	RD2 & OSN	EMMC 17.23 / 17.25	Foothill Residential	FR
12	KDC HOLDINGS LLC	58:040:0326	27.4	Community Commercial	The Ranches/Commercial	No Change	CC	EMMC 17.35	Community Commercial	CC
13	CADENCE HOMES BUILDING CORP	58:040:654	32.4	Neighborhood Residential 1, Parks and Open Space, Foothill Residential	The Ranches/Community Open Space & Village Core	Parks and Open Space	OSN & AG(Roads)	EMMC 17.20 / 17.23	Parks and Open Space	OS-N
14	SHUPE BUILDERS LLC	58:040:0525	9.7	Parks and Open Space	The Ranches/Community Open Space	No Change	OSN	EMMC 17.23	Parks and Open Space	OS-N



**EAGLE MOUNTAIN CITY
CITY COUNCIL MEETING
SEPTEMBER 17, 2024**

TITLE:	PUBLIC HEARING - Pursuant to Utah Code 10-3-818, a Public Hearing is Being Conducted to Consider Public Comment on Proposed Compensation Increases for Executive Officers in the Fiscal Year 2024-2025 Annual Budget.
ITEM TYPE:	Discussion Item
FISCAL IMPACT:	
APPLICANT:	City Staff

CURRENT GENERAL PLAN DESIGNATION & ZONE	ACREAGE
N/A	N/A

PUBLIC HEARING

Yes

PREPARED BY

Kimberly Reusch, Administrative
Services Director

PRESENTED BY

Kimberly Reusch

RECOMMENDATION:

This item is a public hearing only. No action to be taken.

BACKGROUND:

The following positions defined as executive municipal officers have proposed compensation changes that will be considered as part of the 2nd Amendment to the fiscal year 2024-2025 budget:

Assistant Building Official
Assistant City Manager
City Manager
Deputy City Manager
Director of Legislative Affairs
Public Services Manager
Public Utilities Manager

ITEMS FOR CONSIDERATION:

PLANNING COMMISSION ACTION/RECOMMENDATION:

N/A

ATTACHMENTS:

None

ORDINANCE NO. O- -2024

AN ORDINANCE OF EAGLE MOUNTAIN CITY, UTAH, AMENDING THE FISCAL YEAR 2024-2025 ANNUAL BUDGET (SECOND AMENDMENT)

PREAMBLE

WHEREAS, the City Council of Eagle Mountain City, Utah finds that it is in the public interest to amend the budget for fiscal year 2024-2025; and

WHEREAS, the City Council finds that procedures for the amendments, pursuant to Section 10-6-127 of the Utah Code, Annotated have been followed, including a public hearing if budgetary funds are increasing;

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

1. The City Council finds that all required notices have been given and that a public hearing has been conducted, public comment received and considered and that the Council may consider and amend the budget of Eagle Mountain City as follows:

2. “FISCAL YEAR” means that year which began on the first day of July, 2024, and ends on the last day of June, 2025.

3. APPROPRIATIONS. The budget set and adopted by the City for the fiscal year is hereby amended and re-enacted with respect to the specific items set forth on Exhibit A hereto. From the effective date of this budget ordinance, as outlined in the attached Exhibit A, the several amounts stated therein as proposed expenditures shall be appropriated for the several objects and purposes therein named.

4. This Ordinance shall be effective for fiscal year 2024-2025.

ADOPTED by the City Council of Eagle Mountain City, Utah, this 17th day of September, 2024.

EAGLE MOUNTAIN CITY, UTAH

ATTEST:

Tom Westmoreland, Mayor

Fionnuala B. Kofoed, MMC
City Recorder

CERTIFICATION

The above ordinance was adopted by the City Council of Eagle Mountain City on the 17th day of September, 2024.

Those voting yes:	Those voting no:	Those excused:	Those abstaining:
☐ Donna Burnham	☐ Donna Burnham	☐ Donna Burnham	☐ Donna Burnham
☐ Melissa Clark	☐ Melissa Clark	☐ Melissa Clark	☐ Melissa Clark
☐ Jared Gray	☐ Jared Gray	☐ Jared Gray	☐ Jared Gray
☐ Rich Wood	☐ Rich Wood	☐ Rich Wood	☐ Rich Wood
☐ Brett Wright	☐ Brett Wright	☐ Brett Wright	☐ Brett Wright

Fionnuala B. Kofoed, MMC
City Recorder

Posted on _____ by _____.

Exhibit A

Budget Amendment Worksheet

September 17, 2024

Fund Name	Expense	Current Budget	Proposed Budget	Change	Detail
General Fund					
Facilities	Capital Outlay	\$ 50,000	\$ 90,000	\$ 40,000	Furniture for office spaces
Finance	Grants	\$ -	\$ 52,056	\$ 52,056	CDBG Administration costs & Utility Assistance Program
Economic Development	Materials/Supplies/Services	\$ 76,750	\$ 124,520	\$ 47,770	Downtown Plan increase funding to account for bid award
Facilities	Materials/Supplies/Services	\$ 139,985	\$ 160,685	\$ 20,700	Office lease space
Parks	Materials/Supplies/Services	\$ 1,335,700	\$ 1,410,700	\$ 75,000	Parks/Trail/Open Space Master Plan
Planning	Materials/Supplies/Services	\$ 176,725	\$ 296,725	\$ 120,000	Roll forward General Plan funding \$100k from fiscal year 2024, surveying services, and architectural standards update.
Public Safety	Materials/Supplies/Services	\$ 7,404,407	\$ 7,461,055	\$ 56,648	Increase for dispatch fee FY 2025 Central Utah 911 required contribution
Streets	Materials/Supplies/Services	\$ 2,190,045	\$ 2,240,045	\$ 50,000	Transportation Master Plan
Building	Personnel Services	\$ 1,226,379	\$ 1,274,055	\$ 47,676	Proposed personnel changes
City Recorder	Personnel Services	\$ 509,391	\$ 625,561	\$ 116,170	Proposed personnel changes
Executive	Personnel Services	\$ 972,457	\$ 1,134,615	\$ 162,158	Proposed personnel changes
Information Technology Services	Personnel Services	\$ 15,254	\$ 102,645	\$ 87,391	Proposed personnel changes
Legislative	Personnel Services	\$ 96,833	\$ 106,260	\$ 9,427	Compensation changes effective 01/01/2025
Open Space	Personnel Services	\$ -	\$ 161,164	\$ 161,164	Proposed personnel changes
Parks	Personnel Services	\$ 1,068,302	\$ 1,071,651	\$ 3,349	Proposed personnel changes
Planning	Personnel Services	\$ 914,588	\$ 850,857	\$ (63,731)	Proposed personnel changes
Streets	Personnel Services	\$ 1,007,860	\$ 1,014,559	\$ 6,699	Proposed personnel changes

Subtotal General Fund:

\$ 992,477

Enterprise Funds

Stormwater	Materials/Supplies Services	\$ 122,195	\$ 197,195	\$ 75,000	Stormwater Master Plan
------------	-----------------------------	------------	------------	-----------	------------------------

<u>Fund Name</u>	<u>Expense</u>	<u>Current Budget</u>	<u>Proposed Budget</u>	<u>Change</u>	<u>Detail</u>
Stormwater	Personnel Services	\$ 409,110	\$ 412,459	\$ 3,349	Proposed personnel changes
Wastewater	Capital Outlay	\$ -	\$ 59,503	\$ 59,503	Roll forward Fy 2024 funding - Lone Tree Lift Station
Wastewater	Capital Outlay	\$ -	\$ 84,182	\$ 84,182	Roll forward FY 2024 funding - Treatment Plant Building Improvements
Wastewater	Materials/Supplies Services	\$ 4,385,535	\$ 4,460,535	\$ 75,000	Wastewater Master Plan
Wastewater	Personnel Services	\$ 948,907	\$ 1,057,349	\$ 108,442	Proposed personnel changes
Water	Capital Outlay	\$ -	\$ 313,000	\$ 313,000	Waterline crossing SR73
Water	Capital Outlay	\$ -	\$ 490,720	\$ 490,720	Roll forward FY 2024 funding - Algae Control System and Well # 1 Electrical
Water	Materials/Supplies Services	\$ 7,020,190	\$ 7,095,190	\$ 75,000	Water Master Plan
Water	Personnel Services	\$ 1,414,476	\$ 1,520,917	\$ 106,441	Proposed personnel changes

Subtotal Enterprise Funds:

\$ 1,390,637

Capital Project Fund

Administration	Capital Project	\$ -	\$ 86,999	\$ 86,999	Roll forward funding - Reuse Water Study
Administration	Capital Project	\$ -	\$ 100,000	\$ 100,000	Placeholder City Hall campus concept/design
Administration	Capital Project	\$ -	\$ 72,197	\$ 72,197	Roll forward funding remaining project contract audio improvements in Council Chambers
Administration	Capital Project	\$ 76,650	\$ 114,273	\$ 37,623	Roll forward branding funds toward- Wayfinding signage & Lone Tree Pkwy monument sign rebuild
Facilities	Capital Project	\$ -	\$ 106,100	\$ 106,100	Roll funding - Fuel tank
Facilities	Capital Project	\$ -	\$ 50,000	\$ 50,000	Roll funding - Senior Center Parking Lot
Facilities	Capital Project		\$ 100,000	\$ 100,000	Senior Center Addition - CDBG
Streets	Capital Project	\$ -	\$ 6,487,747	\$ 6,487,747	Roll forward funding - Old Airport Rd Ph 2
Streets	Capital Project	\$ -	\$ 86,727	\$ 86,727	Roll forward funding - Campus Drive High-T feasibility
Streets	Capital Project	\$ -	\$ 4,003,758	\$ 4,003,758	Roll forward funding - Midvalley Rd Extension
Streets	Capital Project	\$ -	\$ 100,000	\$ 100,000	Design for traffic signal at PE Pkwy & Eagle Mt Blvd
Streets	Capital Project	\$ -	\$ 355,269	\$ 355,269	Seal coat treatment of streets.
Streets	Capital Project	\$ -	\$ 250,000	\$ 250,000	Midvalley Road East - Feasibility Study MAG
Streets	Capital Project	\$ -	\$ 100,000	\$ 100,000	Placeholder Lone Tree Emergency Egress
Parks/Open Space	Capital Project	\$ -	\$ 83,915	\$ 83,915	Roll forward FY 2024 funding - Observatory

<u>Fund Name</u>	<u>Expense</u>	<u>Current Budget</u>	<u>Proposed Budget</u>	<u>Change</u>	<u>Detail</u>
Parks/Open Space	Capital Project	\$ -	\$ 194,500	\$ 194,500	Wildlife Corridor Preservation

Subtotal Capital Project Fund:

\$ 12,214,835

Internal Service Fund

Fleet	Capital Outlay	\$ -	\$ 120,000	\$ 120,000	Senior Bus - Partial funding with CDBG
Fleet	Capital Outlay	\$ -	\$ 225,000	\$ 225,000	Water 10 Wheel Dump Truck - Transfer from Water
Fleet	Capital Outlay	\$ -	\$ 215,951	\$ 215,951	Streets Dump Truck - Transfer from Streets

Subtotal Internal Service Fund:

\$ 560,951

Special Revenue Funds

Water Impact Fees	Capital Projects	\$ 3,765,000	\$ 22,061,625	18,296,625	Roll funding forward - Multiple
Park Impact Fees	Capital Projects		\$ 3,603,918	\$ 3,603,918	Roll funding forward - Smith Ranch
Public Safety Impact Fees	Capital Projects	\$ -	\$ 10,000	\$ 10,000	Roll funding forward - IFFP/IFA
Street Impact Fees	Capital Projects	\$ -	\$ 227,380	\$ 227,380	Roll funding forward - Streetlighting

Subtotal Special Revenue Funds:

\$ 22,137,923

Total Increase(Decrease):

\$ 37,296,823

Date: September 13, 2024

To: Mayor and Council

From: Kimberly Ruesch, Administrative Services Director

Re: FY 2024-2025 2nd Amendment to the Budget

Fund Type	FY 2024-25	1st Amendment	2nd Amendment	Change vs.
	Original Budget	9/3/2024	9/17/2024	Original Budget
General Fund	\$ 33,899,511	\$ 34,008,414	\$ 34,783,085	3%
Special Revenue Funds	\$ 16,990,554	\$ 16,990,554	\$ 39,128,477	130%
Enterprise Funds	\$ 37,933,756	\$ 37,933,756	\$ 39,324,393	4%
Internal Service Funds	\$ 2,730,615	\$ 2,730,615	\$ 3,291,566	21%
Capital Projects General Fund	\$ 8,131,650	\$ 8,131,650	\$ 20,346,845	150%
Debt Funds	\$ 2,091,298	\$ 2,091,298	\$ 2,091,298	0%
Redevelopment Agency	\$ 10,562,763	\$ 10,562,763	\$ 10,562,763	0%
Total Budget	\$ 112,340,147	\$ 112,449,050	\$ 149,528,427	
Increase/(Decrease)		\$ 108,903	\$ 37,079,377	

The primary purpose of this amendment is to roll forward prior year project funding which accounts for 91% of appropriations requested in this amendment.

Summary				
FY 2024 Projects	Capital Outlay	Personnel Services	Materials & Services	Total Amendment
\$33,925,268	\$2,197,902	\$748,535	\$425,118	\$37,296,823

A few additional items included in this budget amendment are noted below. For a full listing please refer to the Budget Amendment Worksheet.

- Mid Valley Rd East feasibility study
- Design services for a traffic signal at Pony Express Pkwy and Eagle Mountain Blvd
- Master Planning for water, wastewater, transportation, stormwater, and parks.
- An additional 6.5 full-time equivalents

The proposed funding for these additional requests will come from a combination of intergovernmental revenues, charges for services, and fund balance reserves.



**EAGLE MOUNTAIN CITY
CITY COUNCIL MEETING
SEPTEMBER 17, 2024**

TITLE:	ORDINANCE/PUBLIC HEARING - An Ordinance of Eagle Mountain City, Utah, Approving the Master Development Plan and Rezoning Certain Lands Known as Rose Ranch.
ITEM TYPE:	Rezone
FISCAL IMPACT:	N/A
APPLICANT:	Edge Homes

CURRENT GENERAL PLAN DESIGNATION & ZONE	ACREAGE
Neighborhood Residential One/Agriculture	79.85

PUBLIC HEARING

Yes

PREPARED BY

David Stroud, Senior Planner

PRESENTED BY

David Stroud

RECOMMENDATION:

Staff recommends the City Council consider an Ordinance of Eagle Mountain City, Utah, Approving the Master Development Plan and Rezoning Certain Lands Known as Rose Ranch.

BACKGROUND:

Edge Homes requests Master Development Plan approval to develop 79 acres with single-family dwellings. The General Plan Land Use Map identifies the property as Neighborhood Residential One, which is implemented by the R1, R2, and R3 zones. The applicant proposes rezoning the subject property from Agriculture to the R2 zone and R3 zone. Open space will also be provided according to EMMC. Fairfield Road will remain, which is planned as a future trail corridor. The applicant proposes 78 R2 lots and 147 R3 lots.

ITEMS FOR CONSIDERATION:

A Master Development Plan requires the execution of a development agreement which sets the standards and other requirements to develop the property. The requested zones are not valid until the development agreement is signed. The agreement is then recorded on the property via the Utah County Recorder. If the Master Development Plan is approved, the applicant can then apply for preliminary plat and development agreement approval. There is likely a need to locate a sewer lift station at the south end of the development. The applicant has reserved a location for this purpose. The City Council may consider having a condition of approval for the applicant to address sewer concerns with the Engineering department prior to submitting a preliminary plat.

PLANNING COMMISSION ACTION/RECOMMENDATION:

The Planning Commission motion to recommend approval to the City Council failed on 2-3 vote.

ATTACHMENTS:

1. ORD--Rose Ranch MDP & Rezone

2. EXHIBIT A - Rose Ranch MDP
3. 09.10.2024 Planning Commission Report of Action

ORDINANCE NO. O-____-2024

**AN ORDINANCE OF EAGLE MOUNTAIN CITY, UTAH,
APPROVING THE MASTER DEVELOPMENT PLAN AND REZONING
CERTAIN LANDS KNOWN AS ROSE RANCH**

PREAMBLE

WHEREAS, the City Council of Eagle Mountain City finds that it is in the public interest to approve the Master Development Plan and rezone certain lands known as Rose Ranch, as described in Exhibit A.

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

1. The City Council finds that all required notices, public hearings, and other requirements have been completed for the City Council to consider and approve the Master Development Plan and Rezone of certain lands known as Rose Ranch.
2. The Master Development Plan and rezone of certain lands known as Rose Ranch is hereby approved, as set forth in Exhibit A.
3. This Ordinance shall take effect upon its first posting or publication.

ADOPTED by the City Council of Eagle Mountain City, Utah, this 17th day of September, 2024.

EAGLE MOUNTAIN CITY, UTAH

Tom Westmoreland, Mayor

ATTEST:

Fionnuala B. Kofoed, MMC
City Recorder

CERTIFICATION

The above ordinance was adopted by the City Council of Eagle Mountain City on the 17th day of September, 2024.

Those voting yes:	Those voting no:	Those excused:	Those abstaining:
☐ Donna Burnham	☐ Donna Burnham	☐ Donna Burnham	☐ Donna Burnham
☐ Melissa Clark	☐ Melissa Clark	☐ Melissa Clark	☐ Melissa Clark
☐ Jared Gray	☐ Jared Gray	☐ Jared Gray	☐ Jared Gray
☐ Rich Wood	☐ Rich Wood	☐ Rich Wood	☐ Rich Wood
☐ Brett Wright	☐ Brett Wright	☐ Brett Wright	☐ Brett Wright

Fionnuala B. Kofoed, MMC
City Recorder

Posted on _____ by _____.

Exhibit A

NOT FOR
CONSTRUCTION

ROSE RANCH - MASTER DEVELOPMENT I
EAGLE MOUNTAIN, UTAH

EAGLE MOUNTAIN, UTAH

EXISTING CONDITIONS

[illegible]

LEI PROJECT #:
2024-0012

DRAWN BY:
BJP

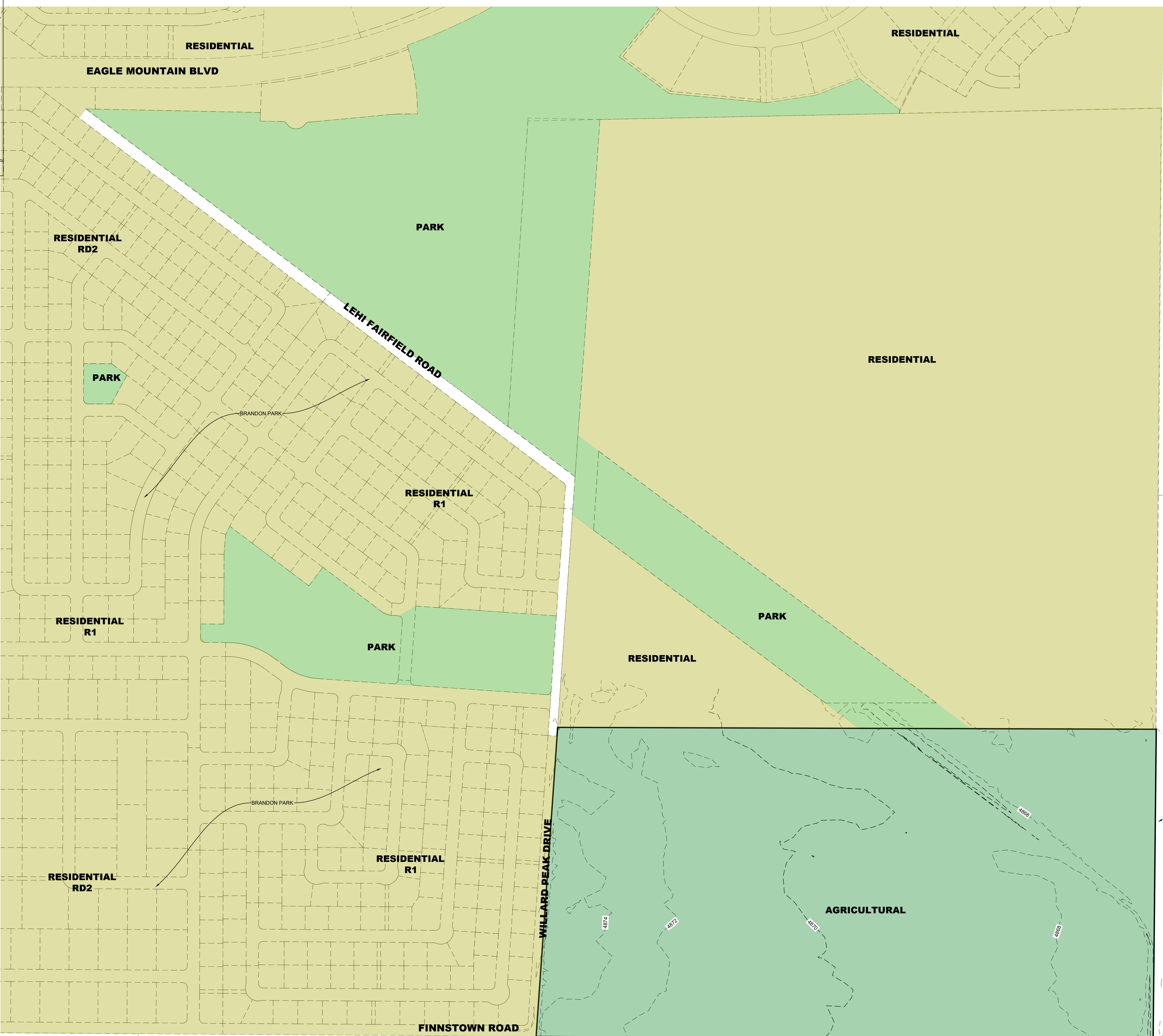
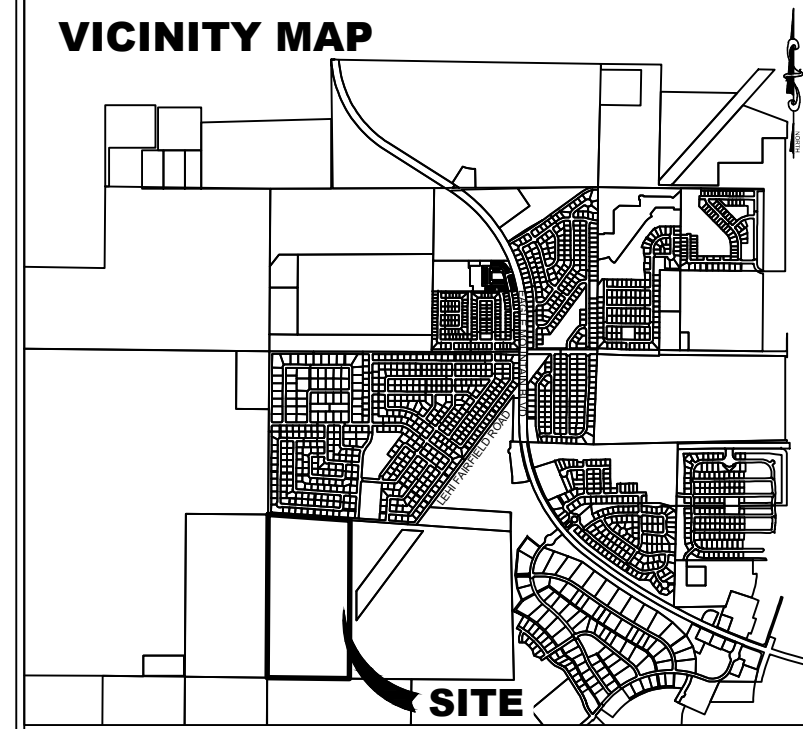
DESIGNED BY:
NKW

SCALE:
1"=200'

DATE:
08/22/2024

HEET

B-1



NOTES

1. THE PROJECT BOUNDARY CONTAINS NO HISTORICAL SITES, FEATURES, SENSITIVE LANDS, OR ENDANGERED SPECIES.

NOT FOR
CONSTRUCTION

ROSE RANCH - MASTER DEVELOPMENT
EAGLE MOUNTAIN, UTAH
PROPOSED LAND USE & ZONING MAP

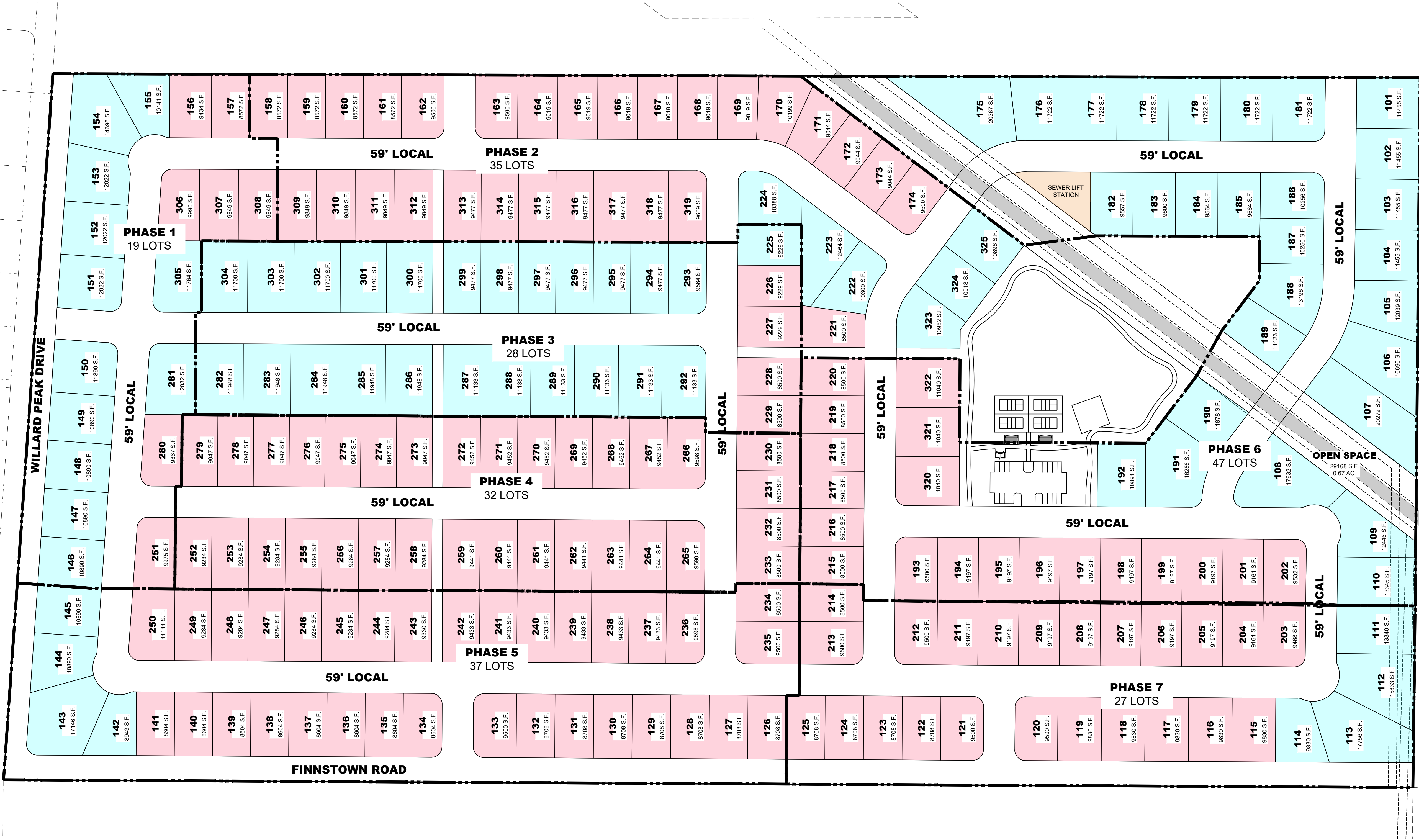
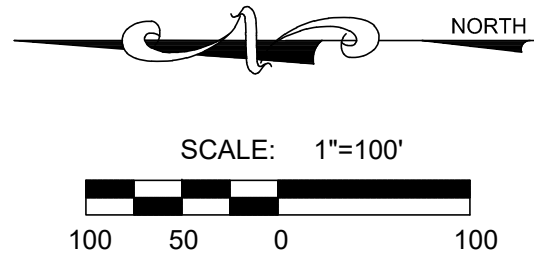
REVISIONS	
1	
2	
3	
4	
5	
6	

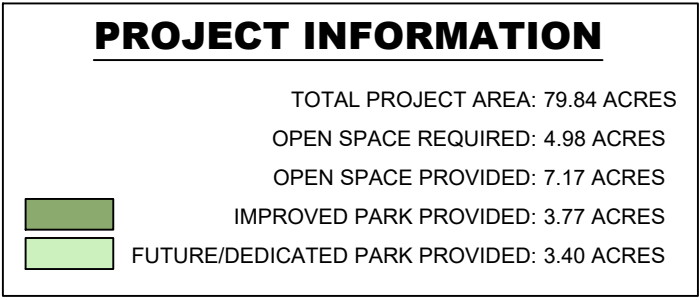
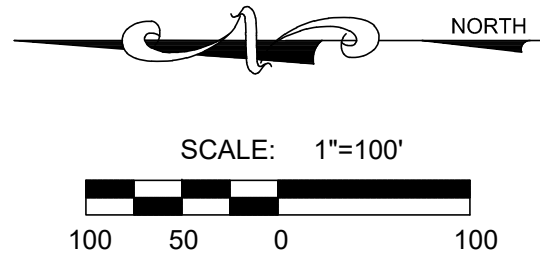
LEI PROJECT #:
2024-0012
DRAWN BY:
BJP
DESIGNED BY:
NKK
SCALE:
1"=100'
DATE:
08/22/2024

SHEET
B-4

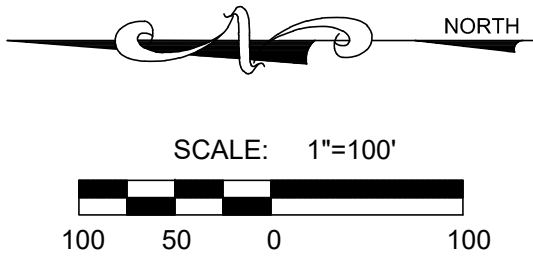
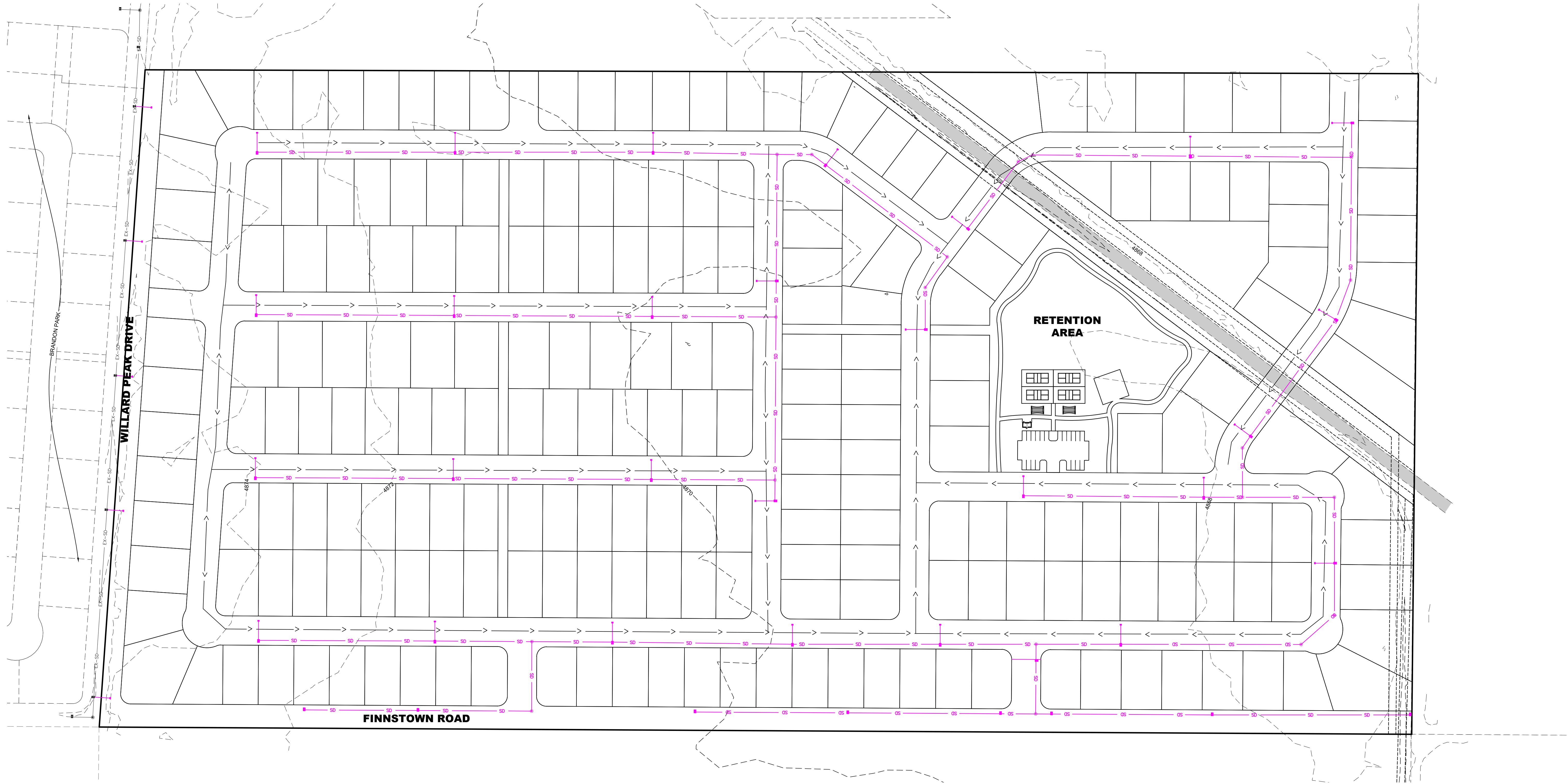
HATCH	PROPOSED ZONE	# OF LOTS
	R3	147
	R2	78
		225

NOTE
1. A TOTAL OF 53 LOTS MEET THE MINIMUM LOT REQUIREMENT FOR THE R1 ZONE BUT ARE NOT LARGE ENOUGH TO MEET THE AVERAGE LOT SIZE FOR THIS ZONE.





U:\0_LEI_PROJECTS\2024\2024-0012 ROSE RANCH (EIR) - CIVIL\DWG\DWG\0012 MASTER DEVELOPMENT PLANNING 8/22/2024 7:54 AM





- 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

ROSE RANCH - MASTER DEVELOPMENT
EAGLE MOUNTAIN, UTAH
GRADING, DRAINAGE, & EROSION

REVISIONS	
1 -	
2 -	
3 -	
4 -	
5 -	
6 -	
LEI PROJECT #: 2024-0012	
DRAWN BY: BJP	
DESIGNED BY: NKW	
SCALE: 1"=100'	
DATE: 08/22/2024	
SHEET	
C-1	



- 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

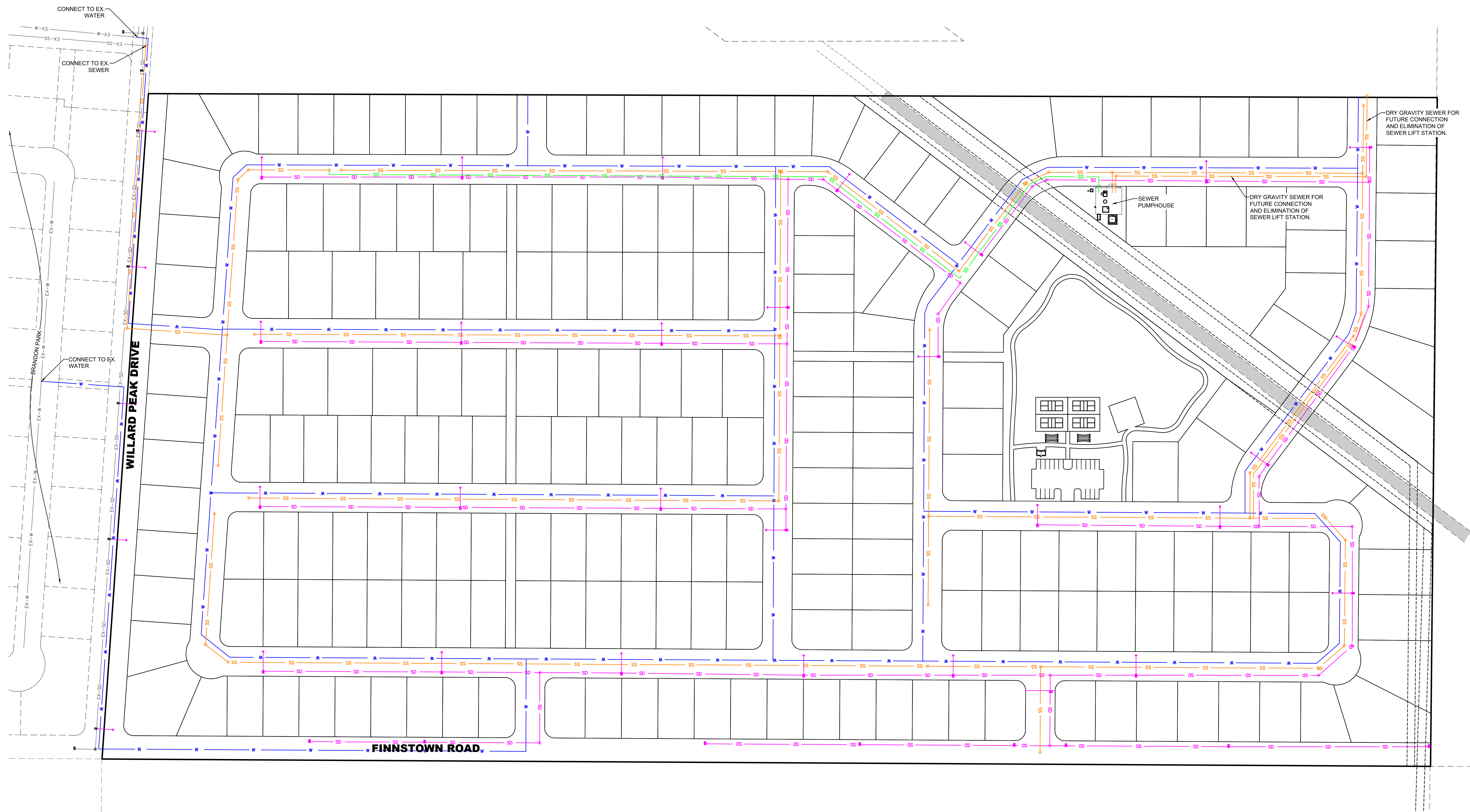
NOT FOR
CONSTRUCTION

ROSE RANCH - MASTER DEVELOPMENT
EAGLE MOUNTAIN, UTAH
INFRASTRUCTURE MAP

REVISIONS	
1	-
2	-
3	-
4	-
5	-
6	-

LEI PROJECT #:
2024-0012
DRAWN BY:
BJP
DESIGNED BY:
NKK
SCALE:
1"=100'
DATE:
08/22/2024

SHEET
C-2



UTILITY LEGEND

SS

SS

SD

W

PRESSURIZED SEWER

GRAVITY SEWER

STORM DRAIN

CULINARY WATER



Eagle Mountain City

Planning Commission

Report of Action

September 10, 2024

ITEM #7B Edge Homes requests approval of the Rose Ranch Master Development Plan and Rezone on Parcel 59:043:0016, 79.85 acres. David Stroud (801) 789-6615, dstroud@emcity.org. Opengov: MDP-24-1

The following action was taken by the Planning Commission on the above-described item at its regular meeting on September 10, 2024:

RECOMMEND APPROVAL

The Planning Commission recommends approval to the City Council by a vote of 4-1 of the requests by Edge Homes for the Rose Ranch Master Development Plan and rezone. Motion by Commissioner Fox, Second by Commissioner Allen.

Votes in Favor of Motion: Robert Fox, Jason Allen, Rod Hess, and Brent Strong

Votes in Opposition of Motion: Craig Whiting

Jason Allen was present as Chair.

Includes facts of the case, analysis, conclusions and recommendations outlined in the Staff Report, with any changes noted; Planning Commission determination is generally consistent with the Staff analysis and determination.

LEGAL DESCRIPTION FOR PROPERTY TO BE REZONED

The subject property parcel ID is listed in the heading of this report and identified in Exhibit A.

PROPOSED ZONING

78 R2 lots

147 R3 lots

Open space

MASTER DEVELOPMENT AGREEMENT

Applies, to be drafted by the City Attorney.

STAFF PRESENTATION

The Staff Report to the Planning Commission provides details of the facts of the case and the Staff's analysis, conclusions, and recommendations.

CITY DEPARTMENTAL ISSUES

N/A

CONCERNS RAISED BY PUBLIC

Any comments received prior to completion of the Staff Report are addressed in the Staff Report to the Planning Commission. An email was received by SITLA, owner of the property to the east, which email expressed no concern with the proposal. Comment from a Brandon Park resident Catherine (Kitty) Brady about traffic and use of Willard Peak Drive and the gravel bike trail in Brandon Park.

APPLICANT RESPONSE

Key points addressed in the applicant's presentation to the Planning Commission included the following: Slides prepared by the applicant were included in the staff slide presentation and will be presented to the City Council. Discussion of open space, parks, and lot size.

PLANNING COMMISSION DISCUSSION

Key points discussed by the Planning Commission included the following: Lot size, zoning, including R1 lots, and the future of Lehi-Fairfield Road.

FINDINGS / BASIS OF PLANNING COMMISSION DETERMINATION

The Planning Commission identified the following findings as the basis of this decision or recommendation: compliance with EMMC standards.

Planning Director

See Key Land Use Policies of the Eagle Mountain General Plan, applicable Titles of the Eagle Mountain City Code, and the Staff Report to the Planning Commission for further detailed information.

Administrative decisions of the Planning Commission **may be appealed** by submitting an application/notice of appeal, with the required application and noticing fees to the Planning Division, **within fourteen (14) calendar days of the Planning Commission's decision** (Eagle Mountain City office hours are Monday through Friday, 7:30 a.m. to 5:30 p.m.).

BUILDING PERMITS MUST BE OBTAINED BEFORE CONSTRUCTION BEGINS

EXHIBIT A





**EAGLE MOUNTAIN CITY
CITY COUNCIL MEETING
SEPTEMBER 17, 2024**

TITLE:	Title 16.35 Rights-of-Way Illustrations' Revisions
ITEM TYPE:	Ordinance
FISCAL IMPACT:	n/a
APPLICANT:	City-initiated

CURRENT GENERAL PLAN DESIGNATION & ZONE	ACREAGE
n/a	n/a

PUBLIC HEARING

Yes

PREPARED BY

Robert Hobbs, Senior Planner

PRESENTED BY

Robert Hobbs

RECOMMENDATION:

Approve as presented (or as otherwise revised by Council)

BACKGROUND:

Staff was asked to reformat Title 16 Chapter 35 to cause the illustrations at the end of that section to be correctly ordered and of a common format. That task has been accomplished in the attached code draft. The changes do not have a bearing on service drives or driveways, only public or private roadways, nor do they affect any changes to roadway standards.

ITEMS FOR CONSIDERATION:

1. Note that ordinances pertaining to zoning code amendments, and processing of the same, may be found in EMMC 17.05.120 & USC 10-9a-501. Ordinance enactment is a legislative process and left to the discretion of the City's Council whether to, ultimately, approve or not in a given format.
2. Consider the desirability of the long-written right-of-way width profiles accompanying each illustration.

PLANNING COMMISSION ACTION/RECOMMENDATION:

The Planning Commission, during their regularly scheduled public hearing on June 25, 2024, voted to recommend approval of the proposed code amendments as presented to them. At the time, the draft lacked three illustrations. Since then, two of the missing three have been added. The Planning Commission's vote came after some discussion regarding the amount of redundancy to include with the illustrations -- specifically, whether to have both a graphic and a written explanation of profile widths.

ATTACHMENTS:

1. ORD--EMMC 16.35.140 Diagrams
2. EMMC 16.35.140 Diagrams - Redlines

ORDINANCE NO. O-____-2024

**AN ORDINANCE OF EAGLE MOUNTAIN CITY, UTAH, AMENDING THE
EAGLE MOUNTAIN MUNICIPAL CODE SECTION 16.35.140 DIAGRAMMS
(RIGHTS-OF-WAY PROFILES)**

PREAMBLE

WHEREAS the City Council of Eagle Mountain City finds that it is in the public interest to amend the Eagle Mountain Municipal Code Section 16.35.140 Diagramms, as described in Exhibit A.

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

1. The City Council finds that all required notices, public hearings, and other requirements have been completed for the City Council to consider an amendment to the Eagle Mountain Municipal Code Section 16.35.140 Diagramms.
2. The amendment described in Exhibit A is hereby approved.
3. This Ordinance shall take effect upon its first posting or publication.

ADOPTED by the City Council of Eagle Mountain City, Utah, this 17th day of September, 2024.

EAGLE MOUNTAIN CITY, UTAH

Tom Westmoreland, Mayor

ATTEST:

Fionnuala B. Kofoed, MMC
City Recorder

CERTIFICATION

The above ordinance was adopted by the City Council of Eagle Mountain City on the 17th day of September, 2024.

Those voting yes:	Those voting no:	Those excused:	Those abstaining:
☐ Donna Burnham	☐ Donna Burnham	☐ Donna Burnham	☐ Donna Burnham
☐ Melissa Clark	☐ Melissa Clark	☐ Melissa Clark	☐ Melissa Clark
☐ Jared Gray	☐ Jared Gray	☐ Jared Gray	☐ Jared Gray
☐ Rich Wood	☐ Rich Wood	☐ Rich Wood	☐ Rich Wood
☐ Brett Wright	☐ Brett Wright	☐ Brett Wright	☐ Brett Wright

Fionnuala B. Kofoed, MMC
City Recorder

Posted on _____ by _____.

Exhibit A

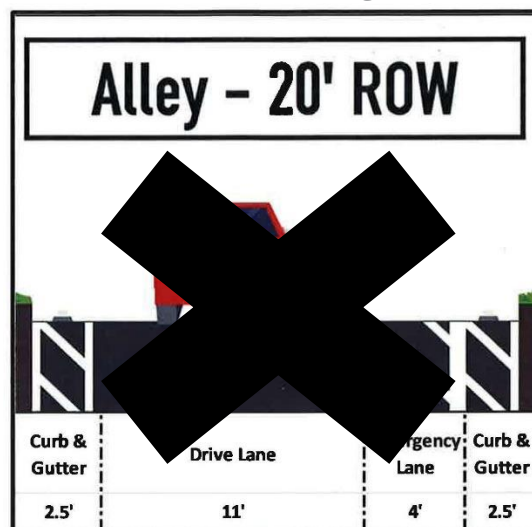
Chapter 16.35

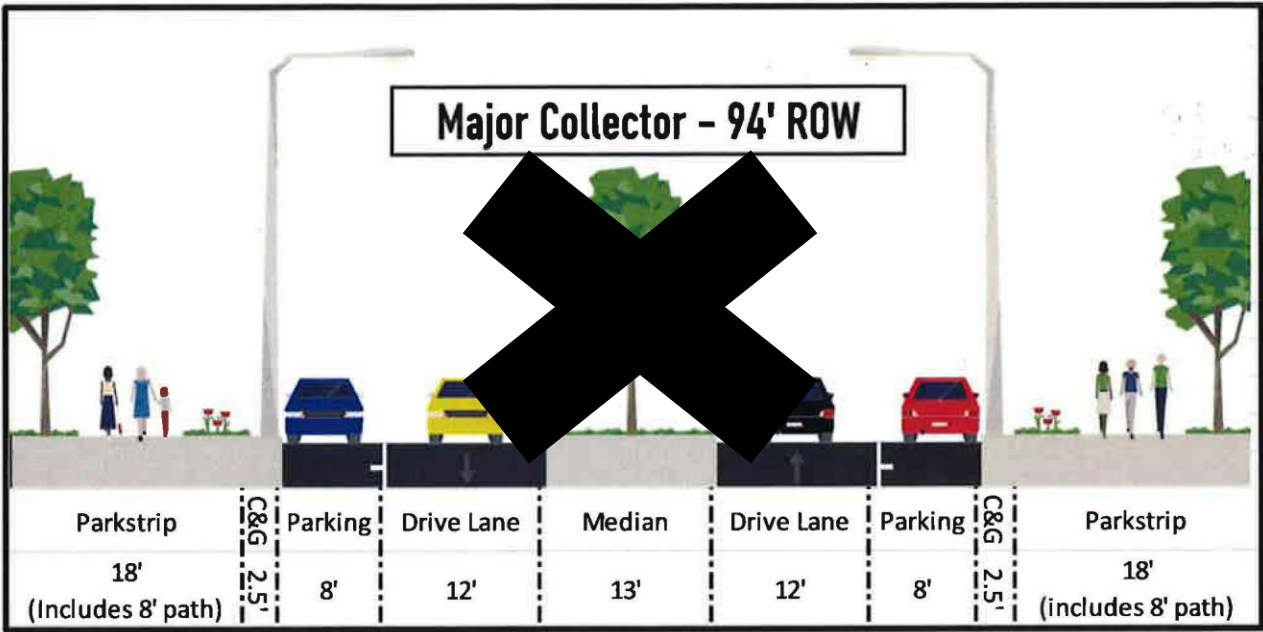
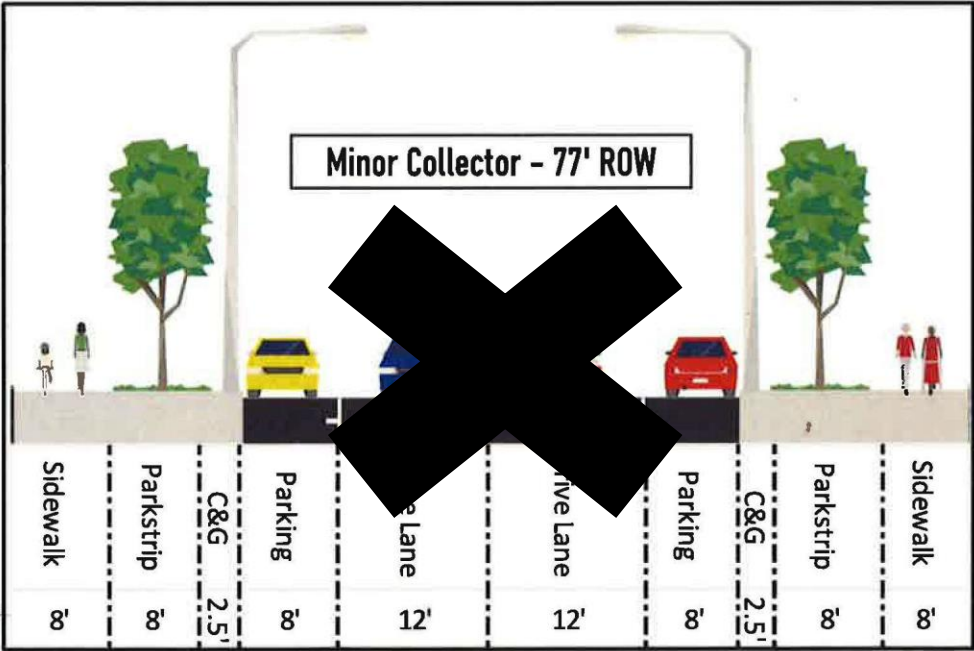
DEVELOPMENT STANDARDS FOR REQUIRED PUBLIC FACILITIES

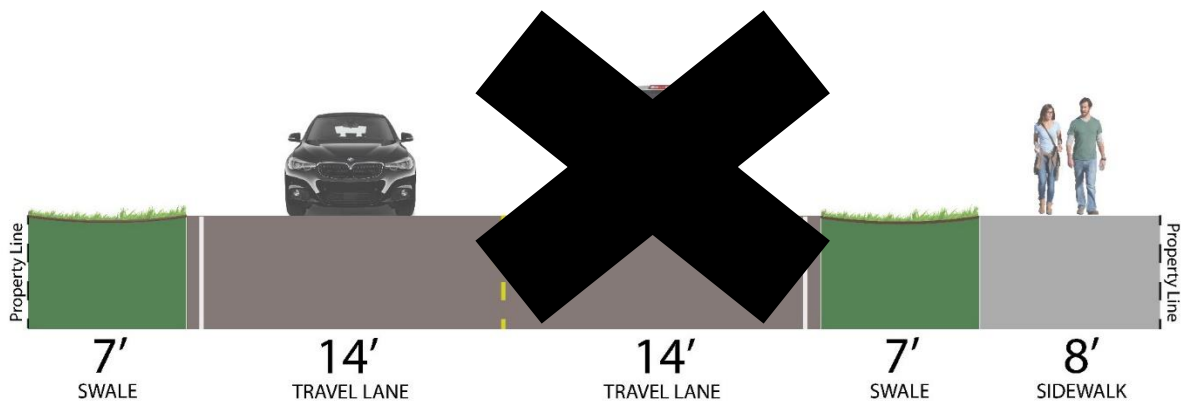
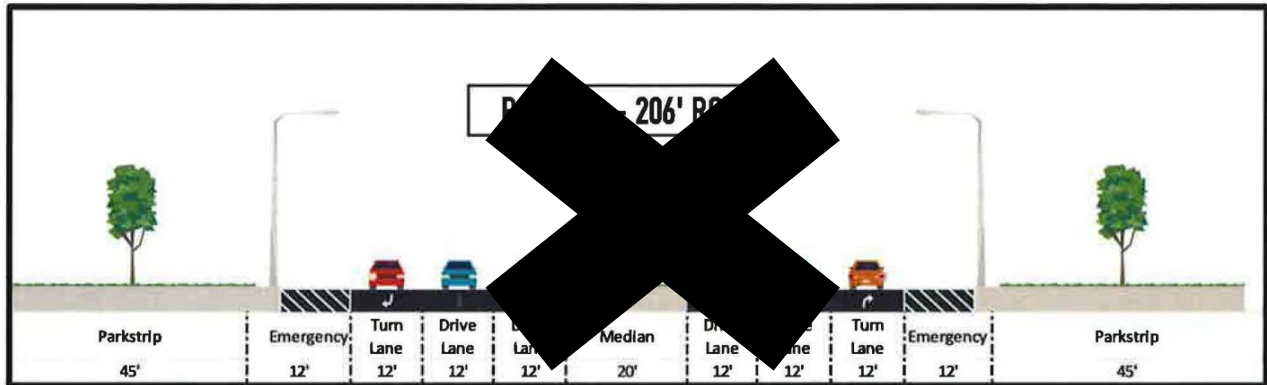
Sections:

- 16.35.010 What this chapter does.
- 16.35.020 Purpose.
- 16.35.030 Eagle Mountain City Construction Specifications and Standards.
- 16.35.040 Potable water.
- 16.35.050 Wastewater disposal (sewer).
- 16.35.060 Public utilities.
- 16.35.070 Streets and street systems.
- 16.35.080 Street trees.
- 16.35.090 Privacy fencing.
- 16.35.100 Sidewalks, trails, and pathways.
- 16.35.105 Park and improved open space requirements.
- 16.35.110 *Repealed.*
- 16.35.120 *Repealed.*
- 16.35.125 *Repealed.*
- 16.35.130 Tables.
- 16.35.140 ~~Diagrams.~~ [Rights of way profile ready reference list and illustrations](#)

~~16.35.140 Diagrams.~~

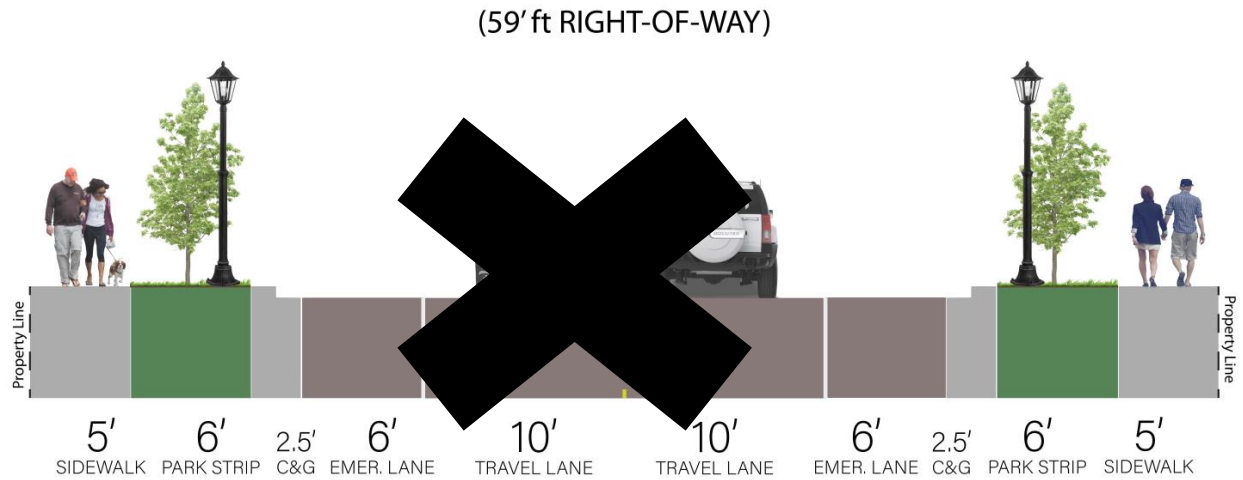






Road Type: Rural Street

(50 ft RIGHT-OF-WAY)
(WITH SWALE)



Road Type: Local Road

(59' ft RIGHT-OF-WAY)

[Ord. ~~Q-28-2022~~ § 2 (Exh. A); Ord. ~~Q-20-2016~~ § 2 (Exh. A)].

Rights of Way Profile Ready Reference List & Illustrations

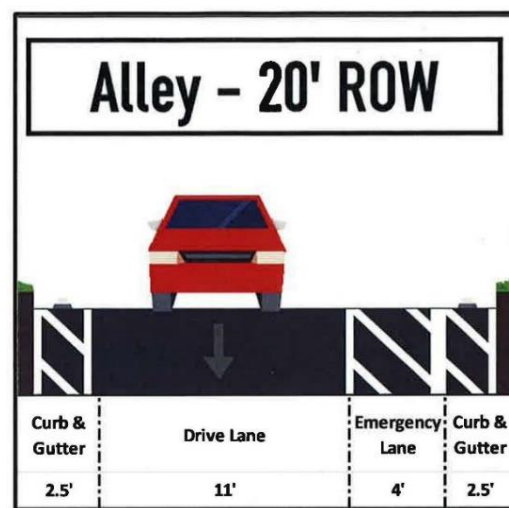
Service Drives Width Standards

One-Way: No-Parking Space Tie-In: Min. 12'

Two-Way: No-Parking Space Tie-In: Min. 20'

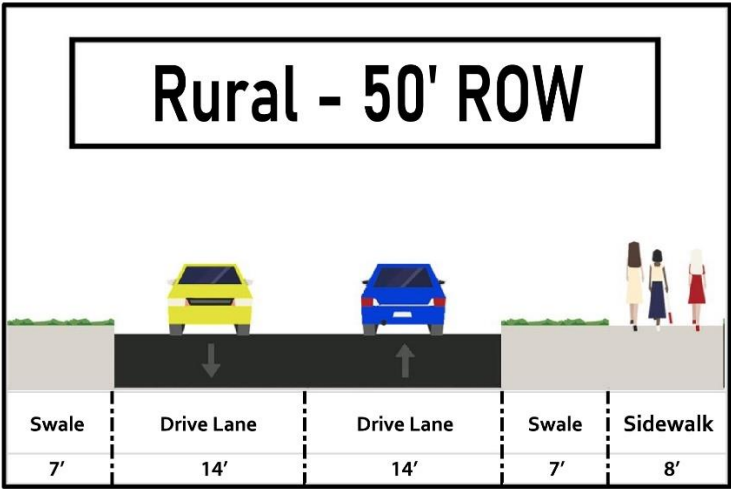
With Parking Tie-In: Where spaces and alley intersect, see/use EMMC Table 17.55.120(a)

Alley (20'): 2.5' curb & gutter + 11' drive lane + 4' emergency strip + 2.5' curb & gutter



Street/Road Width Standards

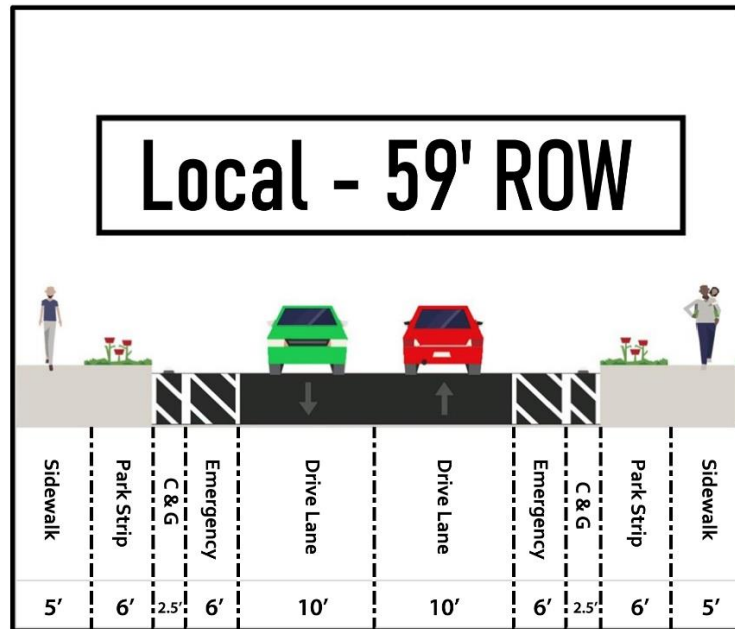
Rural (50'): 7' swale + 14' drive lane + 14' drive lane + 7' swale + 8' sidewalk (either side)



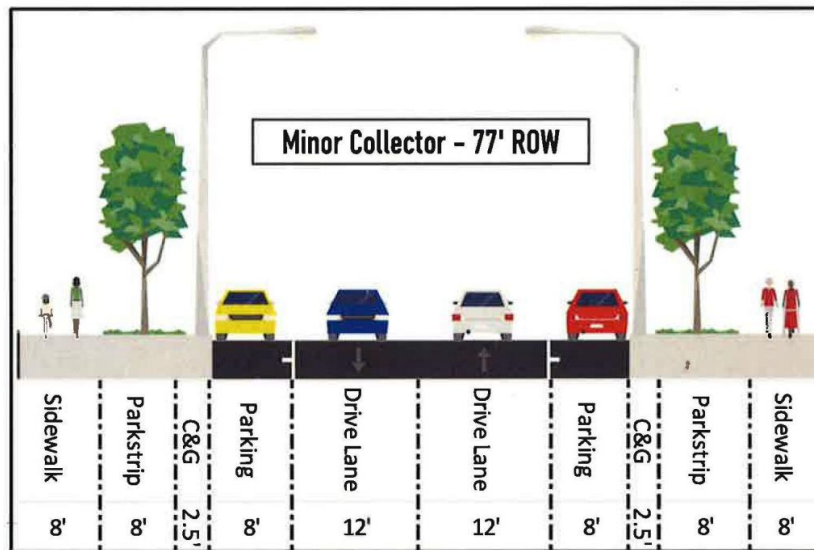
Modified (Modified Pullout) Local (53'): 5' sidewalk + 5' parkstrip + 6.5' emergency strip + 20' drive lane + mailbox pullout

Space Reserved for Illustration

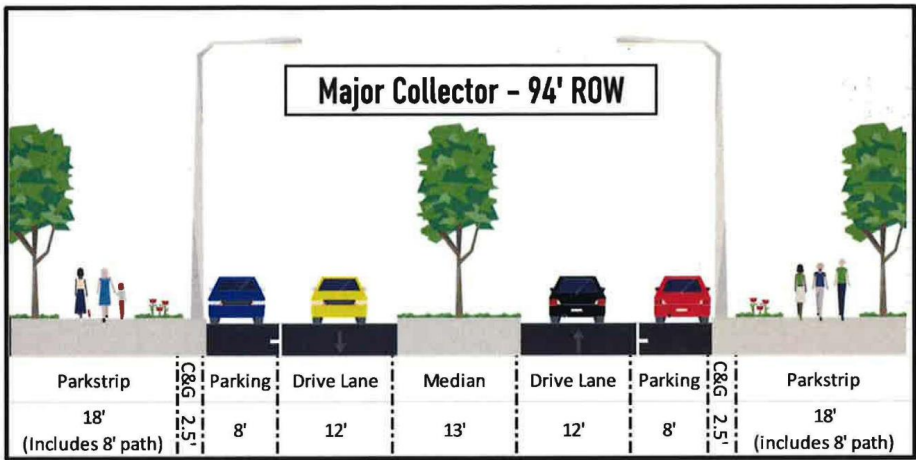
Local (59'): 5' sidewalk + 6' parkstrip + 2.5' curb & gutter + 6' emergency strip + 10' drive lane + 10' drive lane + 6' emergency strip + 2.5' curb & gutter + 6' parkstrip + 5' sidewalk



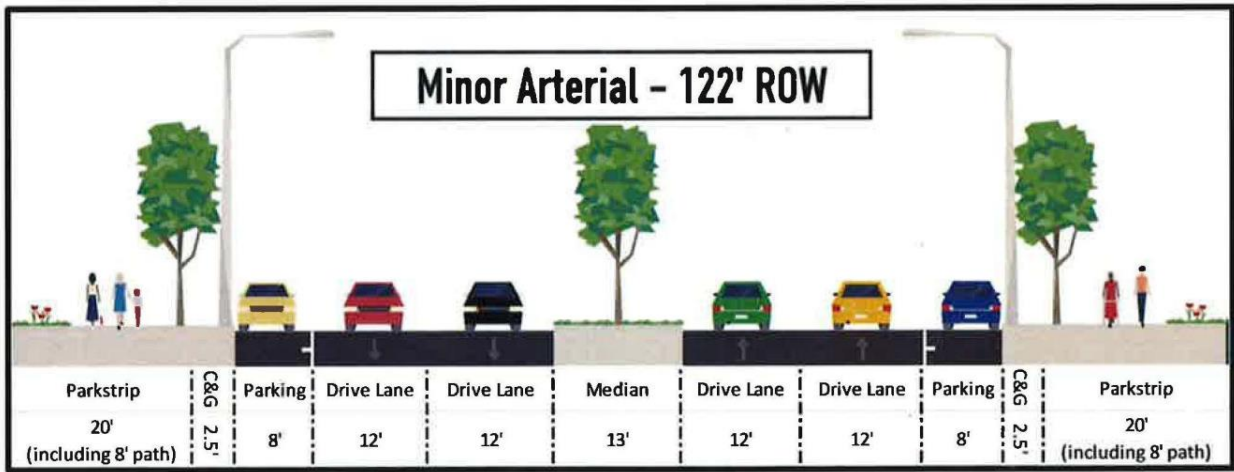
Minor Collector (77'): 8' sidewalk + 8' parkstrip + 2.5' curb & gutter + 8' parallel parking strip + 12' drive lane + 12' drive lane + 8' parallel parking strip + 2.5' curb & gutter + 8' parkstrip + 8' sidewalk



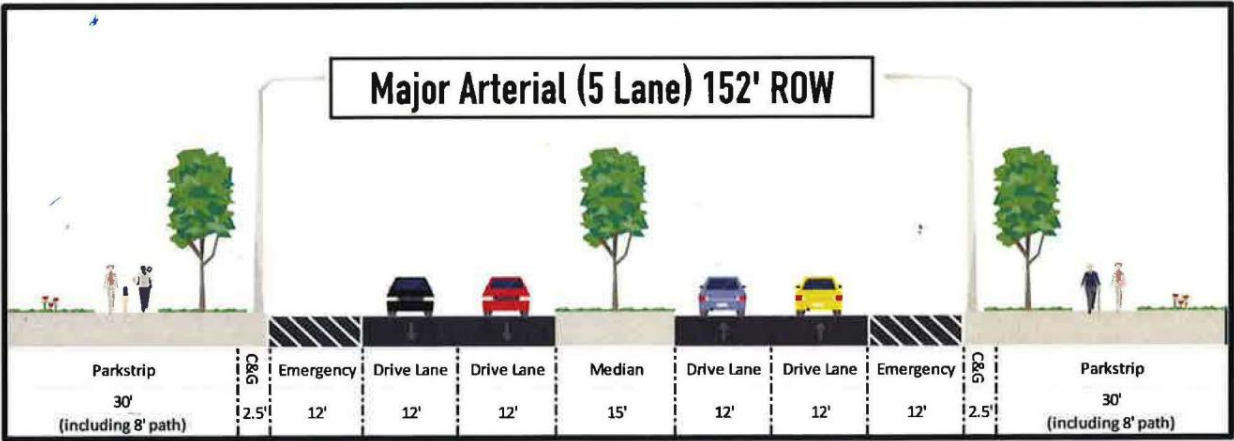
Major Collector (94'): 18' parkstrip (includes 8' path therein) + 2.5' curb & gutter + 12' drive lane + 13' median + 12' drive lane + 8' parallel parking strip + 2.5' curb & gutter + 18' parkstrip (includes 8' path therein)



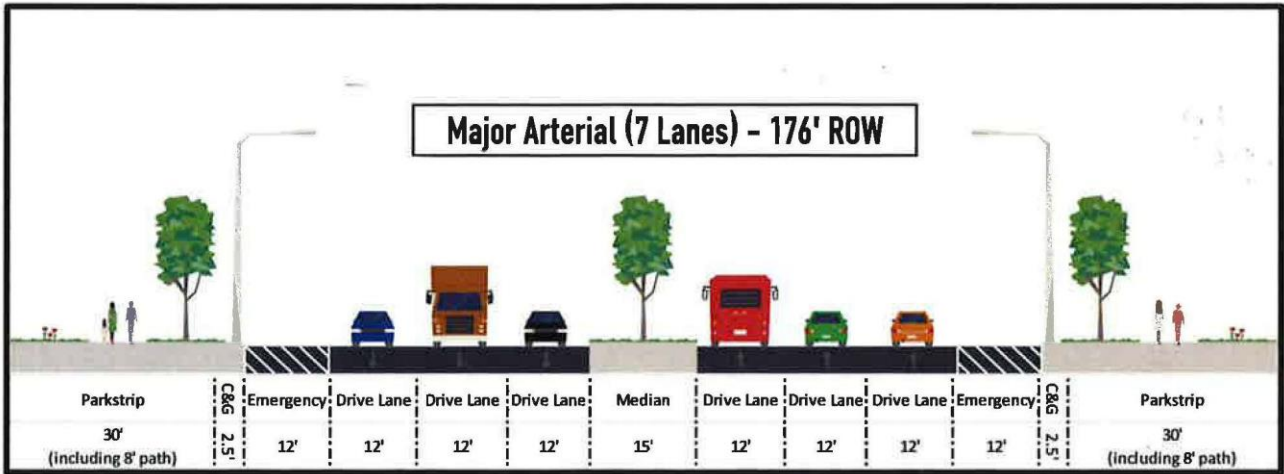
Minor Arterial (122'): 20' parkstrip (includes 8' path therein) + 2.5' curb & gutter + 8' parallel parking strip + 12' drive lane + 12' drive lane + 13' median + 12' drive lane + 12' drive lane + 8' parallel parking strip + 2.5' curb & gutter + 20' parkstrip (includes 8' path therein)



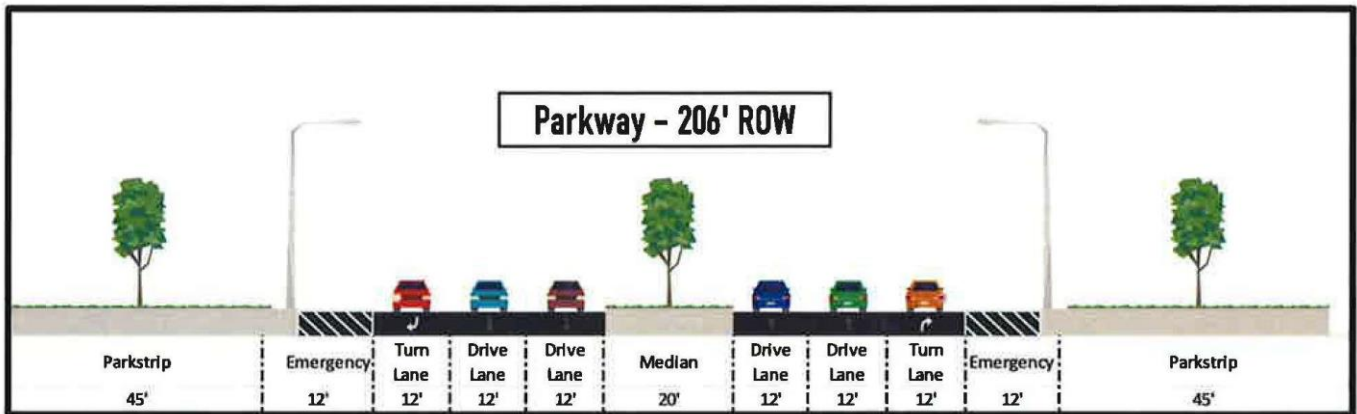
Major Arterial (152' – 5 lane): 30' parkstrip (includes 8' path therein) + 2.5' curb & gutter + 12' emergency strip + 12' drive lane + 12' drive lane + 15' median + 12' drive lane + 12' drive lane + 12' emergency strip + 2.5' curb & gutter + 30' parkstrip (includes 8' path therein)



Major Arterial (176' – 7 lanes): 30' parkstrip (includes 8' path therein) + 2.5' curb & gutter + 12' emergency strip + 12' drive lane + 12' drive lane + 12' drive lane + 15' median + 12' drive lane + 12' drive lane + 12' drive lane + 12' emergency strip + 2.5' curb & gutter + 30' parkstrip (includes 8' path therein)



Parkway (206'): 45' parkstrip + 12' emergency strip + 12' drive lane + 12' drive lane + 12' drive lane + 30' median + 12' drive lane + 12' drive lane + 12' drive lane + 12' emergency strip + 45' parkstrip





**EAGLE MOUNTAIN CITY
CITY COUNCIL MEETING
SEPTEMBER 17, 2024**

TITLE:	Livestock Housing Structure Setbacks
ITEM TYPE:	Ordinance
FISCAL IMPACT:	n/a
APPLICANT:	City-initiated

CURRENT GENERAL PLAN DESIGNATION & ZONE	ACREAGE
n/a	n/a

PUBLIC HEARING

Yes

PREPARED BY

Robert Hobbs, Senior Planner

PRESENTED BY

Robert Hobbs

RECOMMENDATION:

Approve as presented

BACKGROUND:

Conflict between two neighbors over the placement of a chicken coop brought to light the need to slightly modify the code's portrayal of required setbacks for accessory livestock structures to other structures nearby and the need to define the word "structure". The amendments do not change current policy (memorialized as code), but rather clarify separations for livestock quartering.

ITEMS FOR CONSIDERATION:

1. Ordinances pertaining to development code amendments, and processing of the same, may be found in EMMC 17.05.120 & USC 10-9a-501.
2. Consideration of the appropriateness, wording and formatting of the proposed amendment(s)...

Eagle Mountain's zoning code is in need of additional, commonly used zoning terms within its pages. Various ordinances are currently being produced that are filling that need. This code has but one -- but it is a very frequently used one: "structure." Also, (as noted in the Background field), a dispute between two neighbors over the location of a chicken coop revealed the need to clarify in our code what the setback is that pertains to structures that house livestock [as defined -- which definition excludes chickens] vs. those that just house animals not defined to be livestock). The basic, attached amendments seek to remedy the matter.

PLANNING COMMISSION ACTION/RECOMMENDATION:

The Planning Commission, during its regularly scheduled public hearing of June 25, 2024, voted to recommend that the City Council approve the draft code amendments as presented.

ATTACHMENTS:

1. ORD--EMMC 17.10 Definitions & 17.25 Residential Zones
2. EMMC 17.10 Definitions - Redlines

3. EMMC 17.25 Residential Zones - Redlines

4. Code Amendment Memo to Council

ORDINANCE NO. O-____-2024

**AN ORDINANCE OF EAGLE MOUNTAIN CITY, UTAH,
AMENDING THE EAGLE MOUNTAIN MUNICIPAL CODE
CHAPTERS 17.10 DEFINITIONS AND 17.25 RESIDENTIAL ZONES**

PREAMBLE

WHEREAS the City Council of Eagle Mountain City finds that it is in the public interest to amend the Eagle Mountain Municipal Code Chapters 17.10 Definitions and 17.25 Residential Zones, as described in Exhibit A.

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

1. The City Council finds that all required notices, public hearings, and other requirements have been completed for the City Council to consider an amendment to the Eagle Mountain Municipal Code Chapters 17.10 Definitions and 17.25 Residential Zones.
2. The amendment described in Exhibit A is hereby approved.
3. This Ordinance shall take effect upon its first posting or publication.

ADOPTED by the City Council of Eagle Mountain City, Utah, this 17th day of September, 2024.

EAGLE MOUNTAIN CITY, UTAH

Tom Westmoreland, Mayor

ATTEST:

Fionnuala B. Kofoed, MMC
City Recorder

CERTIFICATION

The above ordinance was adopted by the City Council of Eagle Mountain City on the 17th day of September, 2024.

Those voting yes:	Those voting no:	Those excused:	Those abstaining:
☐ Donna Burnham	☐ Donna Burnham	☐ Donna Burnham	☐ Donna Burnham
☐ Melissa Clark	☐ Melissa Clark	☐ Melissa Clark	☐ Melissa Clark
☐ Jared Gray	☐ Jared Gray	☐ Jared Gray	☐ Jared Gray
☐ Rich Wood	☐ Rich Wood	☐ Rich Wood	☐ Rich Wood
☐ Brett Wright	☐ Brett Wright	☐ Brett Wright	☐ Brett Wright

Fionnuala B. Kofoed, MMC
City Recorder

Posted on _____ by _____.

Exhibit A

Chapter 17.10

DEFINITIONS

Sections:

17.10.010 What this chapter does.

17.10.020 General purpose.

17.10.030 Definitions.

...

17.10.030 Definitions.

"Abandonment" means to cease or discontinue a use or activity for one year without intent to resume, but excluding temporary or short-term interruptions to a use or activity during periods of remodeling, maintaining, or otherwise improving or rearranging a facility, or during normal periods of vacation or seasonal closure

~~"Accessory dwelling unit (ADU)" is an independent habitable living unit, with a kitchen, bath facilities, and its own entryway, which is (1) within or attached to an owner-occupied single-family residential dwelling, or (2) within a separate detached accessory structure, or above a detached garage, on a single-family lot. Does not include motor homes, fifth-wheels, travel trailers, campers, or other housing units on wheels.~~

"Accessory structure or building" means a subordinate structure detached from but located on the same lot property as a/the principal structure, the use of which is incidental and accessory to that of the principal structure.

"Active recreation areas" means areas of the landscape dedicated to active recreation where lawn may be used as the playing surface (e.g., sports fields and play areas).

"Adjacent" or "adjoining" includes all lots or parcels that directly border the lot or parcel on which a development is proposed, and all lots or parcels separated from that lot or parcel by only a public or private easement or right-of-way, including streets and irrigation canals.

"Affected entity" means a county, municipality, independent special district under Title [17A](#), Chapter [2](#), Utah Code Annotated 1953, Independent Special Districts; local districts under Title [17B](#), Chapter [2](#), Utah Code Annotated 1953, Local Districts; school districts, interlocal cooperation entities established under Title [11](#), Chapter [13](#), Utah Code Annotated 1953, Interlocal Cooperation Act; specified public utilities, or the Utah Department of Transportation if: (1) the entity's services or facilities are likely to require expansion or significant modification because of an intended use of land; (2) the entity has filed with the municipality a copy of the entity's general or long-range plan; or (3) the entity's boundaries or facilities are within one mile of land which is the subject of a general plan amendment or land use ordinance change.

“Agricultural use” means the use of a tract of land for growing crops in the open, dairying, pasturage, horticulture, floriculture, general farming uses and necessary accessory uses, including the structures necessary for carrying out farming and ranching operations and the residence of the person who owns or operates the farm, and the family thereof; provided, however, such agricultural use shall not include: the raising or keeping of fur-bearing animals, or the operation of commercial stockyards, or feed yards, slaughterhouses, rendering facilities, or concentrated animal production operations such as hog or poultry farms.

“Alley(way)” means a publicly dedicated and platted public thoroughfare not classified as a street, typically used to provide access to the rear or side yards of a property. The allowed or required dimension(s) for an alley is provided in this code.

“Alluvial fan” means an outward spreading, gently sloping mass of alluvium deposited by a stream, especially in an arid or semiarid region where a stream issues from a narrow canyon onto a plain or valley floor. Viewed from above it has the shape of an open fan, the apex being at the canyon mouth.

“Animal care service” means a commercial or nonprofit facility providing medical or surgical treatment, clipping, bathing or other services, including incidental boarding to dogs, cats, and other animals. Typical uses do not include kennels, short-term pet sitting, or hobby breeding; these uses shall comply with Chapter [6.05](#) EMMC.

“Appeal authority” means a person, board, commission, agency, or other body designated by ordinance to decide an appeal of a decision of a land use application or variance.

“Application” means an application required by this title or EMMC Title [16](#).

“Art gallery” means an establishment engaged in the sale, loan or display of paintings, sculpture or other works of art. This term does not include libraries or museums.

“Asphalt and concrete production” means the production of asphalt and/or concrete in one or more plants, including, but not limited to, batch plants, together with the excavation and storage of rock, sand, gravel, and other materials used in the production of asphalt and/or concrete. This term shall include the presence and operation of rock crushers, screens, shredders and other earth and plant sorting, moving, processing, and grading equipment and buildings, facilities and storage yards used to mix asphalt and concrete products.

“Assisted living facility” means a residential facility, licensed by the state of Utah, with a home-like setting that provides an array of coordinated supportive personal and healthcare services, available 24 hours per day, to residents who have been assessed under Utah Department of Health or the Utah Department of Human Services rules to need any of these services and who have a service plan based on the assessment, which may include: specified services of intermittent nursing care; administration of medication; and support services promoting residents’ independence and self-sufficiency. An assisted living facility does not include a

residential facility for persons with a disability or an adult day care provided in conjunction with a residential facility for elderly persons or a residential facility for persons with a disability.

“Auditorium” means a multi-purpose assembly facility that is designed to accommodate conventions, live performances, trade shows, sports events and other similar public events.

“Auto service, major” means an establishment engaged primarily in the repair or maintenance of motor vehicles, trailers and similar large mechanical equipment, including paint, body and fender, and major engine and engine part overhaul, provided it is conducted within a completely enclosed building.

“Auto service, minor” means an establishment engaged primarily in the repair or maintenance of motor vehicles, trailers and similar large mechanical equipment, including brake, muffler, upholstery work, tire repair and change, lubrication, tune-ups and transmission work, provided it is conducted within a completely enclosed building.

“Automobile gas station” means an establishment for the retail sale of automotive fuels and lubricants and at which no vehicle repair or maintenance service is offered. Such an establishment may offer for retail sale other convenience items such as food, and may also include a car wash.

“Automobile, truck, recreational vehicle and equipment sales or rental” means sales or rental of both new or used motor vehicles and equipment from indoor or outdoor areas, but not to include nonserviceable or junk vehicles or equipment.

“Bank” means a business principally involved in the lending, borrowing, exchanging, issuing or safeguarding of money, under charter from an agency of the state of Utah or the United States.

“Bar” or “tavern” means a business principally involved in the sale of alcoholic beverages under license from the city and the state of Utah.

~~“Bed and breakfast facility” means a limited commercial activity conducted within a structure, which includes dining and bathroom facilities with sleeping rooms, on a residential scale for short-term guest rental. This definition will typically involve overnight accommodations, limited food services, parking facilities and open space in a natural setting.~~

“Berm” means a wall or landscaped bank of raised earth or stone that creates a ridge or embankment.

“Block” means the distance along any given road frontage between two intersections with three or more connecting links.

“Building” means any structure used or intended for supporting or sheltering of any use or occupancy.

"Building envelope" means the buildable lot area for primary structures and detached accessory units. It is the area on a parcel or lot where structures may be built so as to not be within or over any required easements or setbacks. Building envelopes may appear on a property survey or plat (usually one that subdivides a planned unit development) as a shaded or outlined polygon, often roughly in the middle of a property. It is a common requirement that if envelopes are purposely used or created in *de facto* form by imposition of setbacks and easements on a given property, that a requirement to only build within them is applied to all structures – both primary and accessory proposed for construction on that same property unless specified otherwise. However, as stated the city now only applies envelopes to primary structures.

"Buildable land" means any land suitable for development or construction of any building or structure, and all other land not classified as unbuildable land. For the purposes of calculating improved open space acreage requirements, buildable land shall include all land incorporated within the boundaries of any lot.

"Buildable lot area" means that portion of a building lot not included within any required yard setbacks, public utility easement, or open space within which a main building may be located.

"Building official, city" means the employee, contractor, individual or firm responsible for all building construction plan reviews, inspection of all building construction, enforcement of the city's adopted building codes and policies and any other responsibilities required by the city relating to the construction of buildings.

"Car wash" means a facility engaged in cleaning or detailing motor vehicles, including cars, passenger trucks, and recreational vehicles, whether self-service, automatic or by hand. A car wash may be an accessory use to an automobile gas station or convenience store, or it may be a principal use on the lot.

~~"Caretaker dwelling" shall mean an accessory use where a caretaker is permitted to reside on site at the place of business for which they are charged to look after. The caretaker dwelling shall include cooking, sleeping, and sanitation facilities.~~

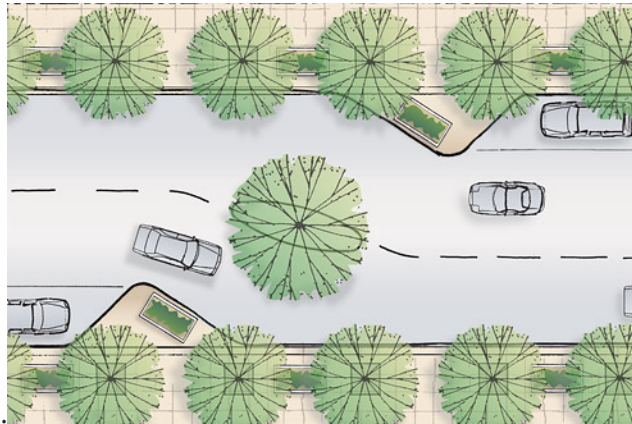
Certificate of Occupancy. A certificate of occupancy is issued upon the completion of a building and any accompanying improvements required by the city and its ordinances.

"Character" means the aggregate of all features and traits that form the individual nature of a person or thing.

"Check cashing and deferred deposit lender" means an organization involved in the providing of loans or consideration to customers in exchange for personal property, such as property titles or personal checks. Such services shall include check cashing businesses licensed and/or defined by the state pursuant to the Check Cashing Registration Act, car title loan businesses, deferred deposit loan businesses, and businesses of a similar nature offering such services as a

primary function. The term “financial service” shall not include fully automated standalone services, such as automated teller machines, nor those used and defined herein as “bank.”

“Chicane” means a series of narrowings ~~s-of~~ curb extensions that alternate from one side of a



street to the other forming S-shaped curves.

“Church” means a place of worship, synagogue, temple, mosque or other place of religious worship, including any accessory use or structure used for religious observances.

“City” means Eagle Mountain City, Utah.

“City council” means Eagle Mountain’s elected and governing body.

“Clear vision triangle” means a clear line of sight provided at intersections by delineating triangular areas adjacent to all intersections, within which no parking, building, structure, berm, or landscaping over three feet in height above the street shall be permitted. Single-trunk trees may be planted within such areas, but only where the tree will be pruned to eliminate all branches and foliage below eight feet. Driveways are prohibited within the clear vision triangle of local streets unless there is no other feasible placement of a driveway on a lot. Clear vision triangles may not be required if an approved chain link or other non-sight-obscuring fence is used. See Chapter [17.60](#) EMMC for more information.

“Cluster home” means a detached home that is generally located on a small lot or clustered near other detached homes with common open space between the homes. A cluster homes development will generally include a park, courtyard, or additional improved open space within the development. These are sometimes referred to as patio homes.

“Commercial riding arena” means commercial roping or other equestrian events and riding arenas (unlighted), as well as commercial roping and riding arenas and other equestrian events (lighted) which may or may not be totally enclosed within a structure.

“Communication facility” means a tower or structure used for transmitting a broadcast signal or for receiving a broadcast signal (or other signal) for retransmission.

“Community recreation center” means a place, structure, area or other facility used to provide social and recreational programs generally open to the public and designed to accommodate and serve some segment of the community.

“Compatible” or “compatibility” means consistent with, harmonious with, similar and complementary to the use and/or function of natural systems and/or existing land uses in an area.

“Concept plan” means a pre-application opportunity for the city manager and the planning commission to be made aware of an impending development proposal and for the developer to be made aware of possible issues and questions, as well as the applicable requirements of this title. Concept plans are not approved or denied, but are intended to only identify and raise relevant issues related to the proposed development.

Conditional Use. A conditional use allows certain uses and/or structures in zones which may be acceptable under special conditions and in specific locations within the zoning district. Conditional uses require a special permit that is approved subject to the use meeting standards contained in this title.

“Conditional use permit” means a permit granted by the city that allows a use identified as requiring conditional use approval in the zoning district regulations or elsewhere in this title.

~~“Condominium” means a single unit in a multi-unit project or structure which is separately owned, which may be combined with an undivided interest in common areas and facilities of the property, and subject to the Utah Condominium Ownership Act.~~

“Conference center” means a facility designed for conventions, conferences, seminars, product displays, recreation activities, and entertainment functions, along with accessory functions including temporary outdoor displays, and food and beverage preparation and service for on-premises consumption.

“Connectivity index” means a ratio of roadway links and nodes that serve as a metric for measuring the level of connectivity.

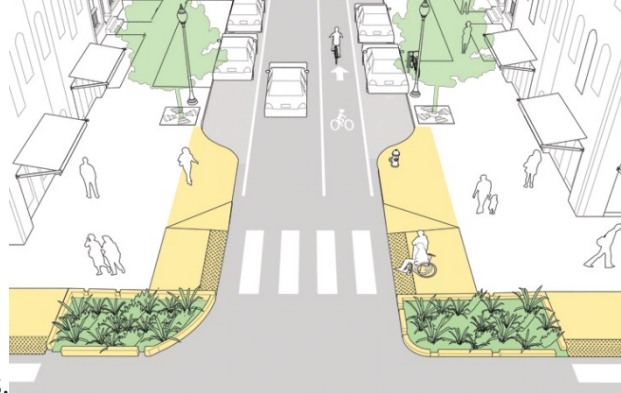
“Constrained land” means all land with a slope greater than 25 percent or encumbered by floodplains.

“Construction office trailer” means a mobile home, travel trailer, truck trailer, or other temporary structure used as an office in conjunction with a construction project.

“Corner lot” means any lot that is bordered by more than one street where such streets are not parallel.

“Culinary water authority” means the person, department, agency, or public entity with responsibility to review and approve the feasibility of the culinary water system and sources for the subject property.

“Curb extension” means a traffic calming measure, primarily used to extend a sidewalk,



reducing the crossing distance for pedestrians.

“Day care center, adult” means a nonmedical facility for the daytime care of adults who, due to advanced age, disability or impairment, require assistance and/or supervision during the day.

“Day care center – child, large” means an establishment providing care and maintenance to 50 or more children separate from their parents or guardians, and as licensed by the Office of Licensing of the Utah State Department of Human Services.

“Day care center – child, small” means an establishment providing care and maintenance to more than 12, but fewer than 50, children separate from their parents or guardians, and as licensed by the Office of Licensing of the Utah State Department of Human Services.

“Day care establishment – family, child” means an establishment providing care and maintenance to four or more, but fewer than 12, children separate from their parents or guardians, and as licensed by the Office of Licensing of the Utah State Department of Human Services to be provided within a single-family residence.

“Degree of nonconformity” means the measured extent to which an existing use or building fails to comply with a requirement of this title. For example, the degree of nonconformity of a parking lot that has four spaces, but serves a commercial use requiring nine, is five parking spaces. No change in the nonconforming use that would reduce the number of parking spaces could be permitted, because that would increase the degree of nonconformity.

“Density” means the gross number of dwelling units per acre. Gross acreage includes the entire development (roads, neighborhood parks and squares, neighborhood commercial centers, etc.). “Density” is not synonymous with “lot size.”

“Development” means any activity or construction, excluding normal agricultural activities, that changes the basic character or use of the land, including the division of land into two or more

parcels; the construction, reconstruction, conversion, structural alteration, relocation, or enlargement of any structure; any regulated mining, excavation, landfill, or substantial land disturbance; and any use or extension of the use of land. The following operations or uses shall not be taken to be development for the purposes of this title:

1. Work by a highway or road agency for the maintenance of a road, if the work is carried out on land within the boundaries of the right-of-way;
2. Utility installations;
3. Landscaping for residential uses; and
4. Work involving the maintenance of existing landscaped areas and existing rights-of-way such as setbacks and other planted areas.

“Development agreement” means a form of contract between city and developer that establishes in detail the specific improvements required for some development approvals and which may contain other requirements on which the approval is conditioned. They may also vest certain additional rights with the developer or the city.

“Development density area acreage” means the total (gross) acreage of the development density area and approved project improvements.

“Drive-through service” means a feature or characteristic of a use involving sales or products or provision of services to occupants in vehicles, including drive-in or drive-up windows, that allows customers to transact business or receive services or goods while remaining in their motor vehicles.

“Drought-resistant grasses” means grasses that, once established, will require limited or no regular irrigation for adequate appearance, growth, and disease resistance.

Dwelling(s), Residential (any of the following):

“Accessory dwelling (residential), detached” means a detached accessory residential dwelling unit (including but not limited to guesthouses) as a separate structure, is allowed on the same lot/parcel as a house, provided they contain only one bedroom, no separate address, no separate utilities for their use. They may be combined with or be part of another detached structure such as a detached garage. The square footage of the accessory residential use within the detached structure, may not exceed 1,200 square feet of livable space.

“Affordable housing/workforce housing” means housing for which the occupant(s) is/are paying no more than 30 percent of their income for gross housing costs, including utilities. (U.S. Housing and Urban Development definition.)

“Bed and breakfast” means a limited commercial lodging activity conducted within a structure, which includes dining and bathroom facilities with sleeping rooms, on a residential scale for short-term guest rental. This definition will typically involve overnight accommodation, limited food services, parking facilities and open space in a natural setting.

“Caretaker” means an accessory residential use on a commercial or industrially zoned property where caretaker is permitted to reside therein on-site at the place of business for which they are charged to look after. The caretaker dwelling shall include cooking, sleeping, and sanitation facilities. Caretaker units are not considered or allowed to be primary dwelling units and may not be [in] vehicles, tents or other non-dwelling units.

“Condominium” means a building or complex in which units of property are owned by individuals and common parts of the property, such as the grounds and building structure, are owned fractionally and jointly by the unit owners. The units are three-dimensional legally described, titled, blocks of air space designated for a use such as an apartment, office or store inside of a structure (such as an apartment building). They may be combined with an undivided interest in common areas and facilities of the property, and subject to the Utah Condominium Ownership Act.

“Day shelter” means a purpose-built, renovated or converted structure(s) with facilities that supplement homeless and low-income persons when the shelter they are staying in only offers shelter on an overnight basis. Case management, laundry facilities, shower facilities, meals and basic hygiene are often provided. An emergency or homeless shelter that allows clients to stay during the day is also classified under this category.

“Double frontage” means a non-corner property that has two opposite ends abutting streets.

“Duplex” See definition of dwelling, two-family (duplex).

“Dwelling, apartment” means a residential dwelling unit that is owned by a landlord and rented to a tenant. Apartments may be in a single building or complex of several buildings.

“Dwelling, combined with a business” means a structure that contains both a dwelling (or dwellings) and a commercial use (or commercial uses). Sometimes referred to using the term “mixed-use”.

“Dwelling, container” See definition of a modular building.

“Dwelling, multi-family dwelling” means all attached housing products and types containing more than one dwelling unit in a building. Such dwellings include: duplexes, apartments, and townhomes type structures and condominium versions of the same. Each dwelling unit therein has separate, complete housekeeping facilities (i.e., kitchen, bathroom(s), living area, bedroom(s), etc., unit access and parking). Multi-family dwellings may contain dwelling units intended to be rented and maintained under central ownership or management, or cooperative

apartments, condominiums and similar. Any dwelling available for rental or lease for a period of less than 30 days is considered a short-term rental (STR).

"Dwelling, single-family (including group residence)" means a detached building designed or used exclusively to serve as living (i.e., cooking, sleeping, general living) quarters for the occupancy of one "family" (as defined herein) and having housekeeping facilities for that family. A single-family dwelling (i.e., a home or house) incorporates habitable rooms which are occupied, or which are intended or designed to be occupied by one family with housekeeping facilities for living, sleeping, cooking and eating. Dwellings (dwelling units) shall not be deemed to include vehicles (e.g., camp trailers, cars, trucks, trailers, buses, RVs, towed pop tents, camper shells, and as elsewhere defined) nor other mobile and temporary shelters such as tents, boxes, etc., nor accessory buildings such as garages and storage sheds. Often called a "home".

Furthermore, it also refers to any "group residence" dwelling unit in which eight or fewer unrelated physically and/or mentally handicapped or elderly persons legally reside as a single housekeeping unit who are supervised at the "group residence" in connection with their handicap or age-related infirmity. Resident staff, if employed, need not be related to each other or to any of the mentally and/or physically handicapped (including those suffering from a drug or alcohol addiction) or elderly persons suffering from (an) age-based infirmity(ies) residing in the group residence. No more than two staff shall reside in that dwelling/group residence at one time.

Such facilities are also referred to/labeled as residential care facilities/homes by the International Building and Fire Codes. No conditional use permit, zoning variance, or other zoning clearance is, or shall be, required by this Code of a legal group residence, as heretofore defined, which is not also required of a single-family dwelling unit in the same zone wherein a group residence is located as long as the group residence is licensed as such with the Department of Health and Welfare. The city reserves the right to require or verify or administer licensing to assure resident eligibility under the above referenced fair housing protected classes (mentally or physically handicapped or elderly).

The limitations provided for in this definition do not apply to tenancy or planned tenancy in a "group residence" (hereinafter termed a "transition home"), as defined above, by persons who are under the supervision of the State Board of Corrections on probation or parole or who are required to register pursuant to Utah code or whose tenancy would otherwise constitute a direct threat to the health or safety of other individuals or whose tenancy would result in substantial physical damage to the property of others. A separate set of land use categories are listed in this title for group residences of persons under the supervision of the State Board of Corrections (or other appropriate licensed agency) who are required to register as sexual offenders.

As a limit to "group residences," persons convicted of manufacturing or distributing a controlled substance, juvenile offenders, and registered sex offenders are not construed to

be handicapped by the City and, therefore, in accordance with Utah code may not reside together in residential dwelling units or residences in groups larger than two offenders.

"Dwelling, tiny house" means a residential structure that is 400 square feet or less in floor area excluding lofts with specific building code requirements. Tiny houses shall be constructed on site or placed on site as a modular structure and be placed on a permanent foundation no axle or frame with axle foundations are permitted. Tiny house construction shall meet the City's adopted building codes for tiny houses and require necessary permits.

"Dwelling, site built" means a building constructed at the location where it is to be used. Not intended or designed to be moved.

"Dwelling, townhouse/townhome" means a single-family dwelling unit constructed in a group of two or more attached units in which each unit extends from foundation to roof and with a yard or public way on not less than two sides where units are separated by property lines and with open space on at least two sides of each dwelling unit. A townhouse is not a duplex.

"Dwelling unit" means a single unit providing complete, independent living facilities for one or more persons, including permanent provisions for living, sleeping, eating, cooking and sanitation. Dwellings units shall not be deemed to include vehicles (e.g., camp trailers, cars, trucks, trailers, buses, RVs, towed pop tents, camper shells, and as elsewhere defined) nor other mobile and temporary shelters such as tents, boxes, etc., nor accessory buildings such as garages and storage sheds.

"Halfway house" means a purpose-built, renovated, or converted dwelling unit(s) intended to help transition individuals and families from shelters, homelessness, rehabilitation facilities, and/or correctional facilities, to permanent housing.

"Home, retirement" means a place of residence for several families or individuals in apartment like quarters, rented, cooperative or condominium, which may feature services to retired persons such as limited nursing facilities, minimum maintenance living accommodations, and recreation programs and facilities.

"Homeless shelter" means a purpose-built, renovated, or converted building or space that provides shelter for homeless and low-income persons. Meals and other supportive services are often offered.

"Homeless shelter, emergency" means a purpose-built, renovated, or converted building or space that provides short-term sheltering for homeless and low-income persons. Meals and other supportive services are often offered.

"Mobile home" means a factory-assembled structure or structures generally constructed prior to June 15, 1976, and equipped with the necessary service connections and made so as to be readily movable as a unit or units on their own running gear and designed to be used as a dwelling unit or units with or without a permanent foundation.

“Mobile home park” means any privately-owned place where two or more mobile homes used for human occupancy are parked within 500 feet of each other on a lot, tract or parcel of land under the same ownership.

“Mobile home space” means a plot of land within a mobile home park designated for the accommodation of a mobile home.

“Model home office” means a structure built as a house that will, at some point, be used as a single-family dwelling residence, but is temporarily being used as a sales office for homes and/or properties. The model home office shall be converted to a residence with appropriate garage facilities prior to all homes in the subdivision receiving certificate of occupancy or expiration of a temporary use permit (whichever is sooner).

“Modular building” means any building or building component other than a manufactured home or mobile home that is of closed construction and either entirely or substantially prefabricated or assembled at a place other than the building site (Idaho Code section 39-4301).

“Planned Unit Development” (PUD) means a development or portion thereof containing non-standard building arrangements and which may contain a mixture of land uses. PUD areas often have special approval processes, approval/design criteria and code exemptions or special requirements that facilitate their non “cookie-cutter”, that is, organic design(s).

“Prefabricated home” means either a mobile, modular, or manufactured home whose components are largely constructed off site and then assembled on a property.

“Recreational vehicle park” means a plot of land upon which two or more recreational vehicle sites are located, established or maintained for occupancy by recreational vehicles of the general public as temporary living quarters for recreation or vacation purposes. This term shall not include or denote areas set aside as RV storage yards in subdivision and/or PUD developments wherein RVs may be kept/stored as a benefit (whether paid for on a rental basis by property owners in that subdivision or not) to property owners living or having property located in and a part of that particular subdivision and/or a PUD.

“Recreational (hobby) vehicle/trailer” means a vehicular unit primarily designated as temporary living quarters or used for recreational purposes including general recreation, fishing, camping, or travel which either has its own power or is mounted on or drawn by another vehicle. Examples of such vehicles include, but are not limited to, the following: travel trailers, camping trailers, truck campers, motor homes, fifth wheels, RVs, etc. Other recreational vehicle types for purposes of this definition shall include, but not be limited to: boats and boat trailers, transport trailers (e.g., used to haul motorcycles, jet skis, snowmobiles, four-wheelers), and other vehicles including, but not limited to: sandrails, mudder trucks, race cars, etc. Recreational vehicles are not allowed to be [considered as] dwelling units by this title (see “unauthorized dwelling units”).

"Reside" means to dwell permanently or continuously; to occupy a place as one's legal domicile; this means that a resident shall, on a regular basis, eat, sleep, and otherwise live on a property (in an approved dwelling unit type). Evidence of residency for the purposes of this Code include, but are not limited to: voter registration, receiving mail, application for homeowner's exemption, Polk Directory listings, utility bills and vehicle registrations with the address of the domicile.

"Rooming house or boarding house" means a building in which renters occupy single rooms and share kitchens, bathrooms, and common areas for long term stay (greater than six months). The location may be a converted single-family home under the dwelling unit, congregate (congregate residence) definition.

"Short term rental" (STR) means use of a dwelling for temporary sojourn or transient visit or stay for a period of less than 30 consecutive days by a renter.

"Temporary residence" means an approved mobile, modular or manufactured home but not any form of unauthorized dwelling unit as defined in this section.

"Transition home" means any group residence wherein two or more persons currently under the supervision of the State Board of Corrections or other agency or who are required to register pursuant to Utah code or whose tenancy would otherwise constitute a direct threat to the health or safety of other individuals or whose tenancy would result in substantial physical damage to the property of others. Also often colloquially termed as a "halfway house."

"Earth products extraction" means the extraction and removal of sand, gravel, topsoil, and other earth products from underground mines or open pits. This term shall include the presence and operation of rock crushers, screens, shredders and other earth and plant sorting, moving, processing, and grading equipment and stockpiles, waste dumps, buildings, facilities and storage yards used in and relating to the extraction and removal of earth products.

"Electronics repair shop" means a use engaged in repair of household electronic items and appliances.

"Engineer, city" means the employee, contractor, individual or firm responsible for all municipal engineering activities including, but not limited to, design of public infrastructure, construction inspection of public infrastructure, long-range capital infrastructure planning, design and construction review services and any other responsibilities required by the city.

"Equestrian center" means (1) an establishment engaged in the boarding, feeding, or general care of horses or other large animals for personal or commercial purposes, and (2) includes uses such as agriculturally oriented gatherings, assemblies and shows, and the sale of feed, tack and other agricultural products.

“Equine assisted therapy center” means an outpatient facility that offers therapeutic equestrian riding, equine-assisted services, and equine-facilitated therapeutic services, and may offer licensed clinical therapy services.

Existing. The term “existing” is used to indicate a parcel of land, use, or building that was in existence on the effective date of the ordinance codified in this title.

“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 four 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.

The term “family” shall not be construed to mean a club, group home, lodge, fraternity/sorority house or shelter.

“Fence” means a type of upright linear structure that serves as a barrier and/or boundary and is customarily used to mark a property boundary and/or to control access to/from a property, serve as a sight or protective screen or as a decorative element. Fences are made of varying materials and in varying styles. Common subtypes (with sample pictorial representations) include as follows:

“Board” means a fence that is mainly or wholly comprised of vertically arranged boards (often cedar wood) abutted together in a row.



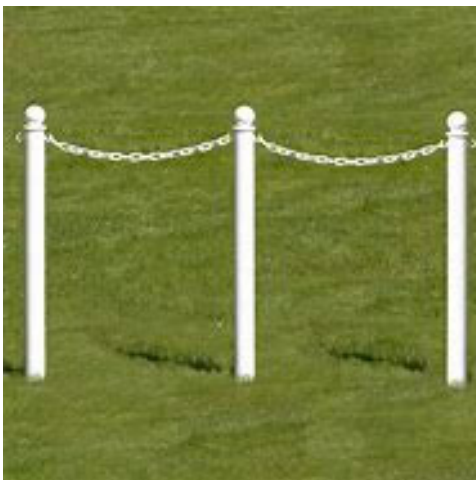
“Board-on-board” (aka “shadowbox”) means a fence with alternating vertical boards over horizontal structures that give the fence a finished look on both sides.



“Chain-link” or “cyclone” means any fence that is constructed out of some type of woven wire fence, typically with a minimum gauge ranging from nine to 11.



“Chained fencing” means lengths of chain (usually heavy gauge) suspended between support poles/bollard or columns.



“Decorative” means any fence not specifically established to curtail access through or past the same. Decorative fences shall not include any form of chain link material.



“Gabion basket” means a wire mesh wrapped column of rock, usually river rock or similar materials to form an effectual basket.



“Lattice” means an open framework made of strips of wood or similar material overlapped or overlaid in a regular crisscross or decorative pattern.



“Non-site-obscuring” means a fence (e.g., picket, chain-link, solid fence with partial wire or lattice composition) that allows some view through the same.



“Ornamental” means wrought iron, tubular aluminum, or other decorative metal fence.



“Picket” means a fence with in-line boards with gaps between the same. Typically, the gaps are the same width as the boards and the boards are usually arranged vertically.



“Privacy screen, residential” means a type of fence or curtain wall placed on a property (typically along a patio, deck, courtyard, or swimming pool) not as a fence but rather a barrier to facilitate enhanced privacy or view screening on a property. Screens in this title are treated as a form of accessory structure instead of a fence, and are subject to accessory structure code standards.



“Site-obscuring” means a fence (e.g., board or vinyl) or wall that by its construct inhibits viewing through or past the same.

“Split-rail” means a fence typically featuring two or three cross-members between posts or supports.



“Vinyl” means a fence that is mainly or wholly comprised (typically) of vertically arranged vinyl panels abutted together in a row.



“Wire fencing” (aside from chain-link) means a fence comprised of strands of wire laced in varying ways. Such definition includes the following subtypes: barbed, chicken, hog, welded, hardware cloth, poultry netting, garden fence mesh or similar. Wire fencing may

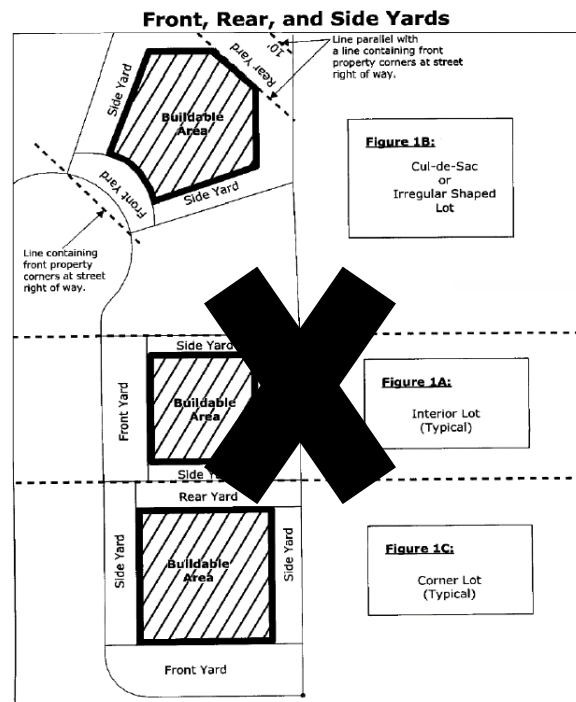
also include types of electric fencing. When a type of wire fencing is noted in this code, it shall refer to the common type available for sale commercially.



“Final plat” means a drawing recordable under the provisions of the Utah Code.

“Floor area ratio” means the total floor area of a building, including all floors, divided by the total lot size.

~~“Front yard” means any property extending across the full width of a lot from the front line of the lot to the nearest wall of the main building situated on the lot including but not limited to landscaping and driveway(s).~~



“Garden center” means an establishment for the growing, cultivation, storage, or sale of plants, flowers, trees, shrubs, garden plants, bushes, landscaping materials, or similar plantings,

including materials, tools, implements, equipment, and packaged substances for the maintenance and care of such plantings intended for ornamental, garden, or landscaping purposes. Typical uses include greenhouses, plant and tree nursery, permanent tree lots, and garden supply stores. Typical uses do not include sod farms, storage sites for landscaping materials or cannabis production facilities.

“Garden court” means a detached housing development consisting of a courtyard or park surrounded on two or three sides by homes. These homes are generally facing/fronting the courtyard, are located on small lots or areas of common open space, and are accessed from a residential alley behind the homes.

“General plan” means the comprehensive, long-range strategic future development plan for the city, which includes elements such as future land uses, transportation, housing, parks and open space.

“Group home” means a residential facility established as a single housekeeping unit and shared by no more than eight unrelated persons, exclusive of staff, who require assistance and supervision. A group home is licensed by the state of Utah and provides counseling, therapy and specialized treatment through this temporary living arrangement, along with habilitation or rehabilitation services for physically or mentally disabled persons. See Chapter [17.75](#) EMMC for regulations concerning group homes.

“Hardscape” means durable landscape materials, such as concrete, wood, pavers, stone, or compacted inorganic mulch.

“Home business” means a nonresidential or business activity conducted in a dwelling or a building accessory to a dwelling. Home businesses, by definition, comply with the detailed performance standards of the city’s land development code.

“Hotel” or “motel” means a building or group of buildings containing individual sleeping units designed and used primarily for the accommodation of short-term guests, and with automobile parking or storage available. This definition includes restaurant, food service and group meeting facilities.

“Impact” means the direct or indirect effect or consequence resulting from a development upon land, the environment, the community or any part or segment thereof. The term shall include, but not be limited to, physical, environmental, economic, visual, or auditory effects.

“Improved open space” means park area that is improved as part of a residential development. Improved open space may include, but need not be limited to, lawns, landscape areas, paved trails, active recreation areas, children’s playgrounds, swimming pools, ball fields, multi-purpose courts, tennis courts, and other approved park improvements. The design and included elements in required improved open space are approved at the discretion of the planning commission and city council in accordance with Chapter [16.35](#) EMMC.

"Indoor shooting range" means a target range used for shooting, or for any other use involving the discharge of handguns, rifles, shotguns, or archery bows, which is open to the general public upon payment of a fee and which is located within the confines of a building.

"Interior lot" means any lot that is bordered by only one street.

"Kitchen" means any room and/or other place used, or intended or designed to be used, for cooking or the preparation of food that is at a minimum comprised of a set of fixed cooking facilities other than hot plates or other portable cooking units; includes kitchenettes. Second kitchens in a single-family dwelling are only allowed with a recorded deed restriction, or an approved accessory dwelling unit permit. Outdoor cooking facilities shall be excluded from second kitchen restrictions.

Land Use Application. See "Application."

"Land use authority" means a person, board, commission, agency, or other body designated by the city council to act upon an application or land use application.

"Land use ordinance" means a planning, zoning, development, or subdivision ordinance of Eagle Mountain City, but not including the general plan.

"Landscaping" means the improvement of a lot, parcel or tract of land with rock material, grass, ground cover, shrubs and/or trees. Landscaping may include pedestrian walks, flower beds, ornamental objects such as fountains, statuary and other similar natural or artificial objects designed and arranged to produce an aesthetically pleasing effect.

"Lawn" means ground that is covered with grass or turf that is regularly mowed.

"Lot" means a parcel of land legally approved by the city for building purposes.

"Lot coverage" means the ratio of the portion of the lot covered by buildings, including accessory buildings, sidewalks, driveways, and other impervious surfaces, to the total lot area.

"Lot frontage" means that portion of a lot extending along a public or private street.

"Lot line adjustment" means the adjustment of a property lot line that meets the requirements of this title for the adjustment of lot lines.

"Lot of record" means a lot designated on a subdivision plat duly recorded in the county recorder's office or other official record pursuant to statute [or incorporation into the city](#). Sometimes, however, the county may refer to a metes and bounds parcel as a lot of record.

"Lot split" means the division of a single lot or parcel of land from an existing lot of record as of the date of the incorporation of Eagle Mountain City for immediate or future offer, sale, lease,

or development that is not exempted by the city's land development code and where both parcels will have access to a public street.

"Main entrance" means the entranceway of a residence or other building closest to the public street or sidewalk or one which would be reasonably perceived to be the entrance to the structure.

"Major development" means any proposed development process that requires a public hearing and review by the planning commission and city council; these processes generally include, but are not limited to, master development plans, rezoning of property, preliminary and final subdivision plats, site plans, conditional uses, and plat amendments.

~~"Manufactured home or dwelling" means a single-family dwelling complying with the National Manufactured Home Construction and Safety Standards Act (4 USC 5401), the International Building Code or the International Residential Code. Mobile homes, travel trailers, houses mounted on self-propelled or drawn vehicles, shipping containers and tents or other forms of temporary housing or portable housing are not included within this definition.~~

"Manufacturing, heavy" means the assembly, fabrication or processing of goods and materials using processes that ordinarily have greater than average effects on the environment, or that ordinarily have significant effects on the use and enjoyment of adjacent property through noise, dust, smoke, fumes, odors, glare or health or safety hazards or that otherwise do not constitute "light manufacturing." This term includes processing and fabrication of large or bulky products, products made from raw or extracted materials, or products involving flammable or explosive materials and processes which require land area for fabrication or storage of products. This term shall include refineries and chemical manufacturing.

"Manufacturing, light" means the assembly, fabrication or processing of goods and materials using processes that ordinarily do not create noise, dust, smoke, fumes, odors, glare or health or safety hazards outside of the building or lot where such activities take place, where such uses are housed entirely within a building or where the area occupied by outdoor storage of goods and materials used in such processes does not exceed 25 percent of the floor area of all buildings on the property. Light manufacturing generally includes processing and fabrication of finished products, predominantly from previously prepared materials. This term shall include uses such as electronic equipment production and printing plants.

"Master development plan" means a plan that indicates, among other things, density ceilings, how property will be developed, phasing, utility service, financial feasibility, vehicular and pedestrian circulation, open space, parks and recreation, trails and all other requirements of master development plans found in the city's land development code.

"Medical and health care offices" means offices or clinics which provide services for the prevention, treatment and care of illness or injury; medical, dental and chiropractic offices; offices devoted to the healing arts such as licensed, accredited massage therapists; licensed

physical therapists; and psychotherapists; and which may include a pharmacy, drug store or laboratory intended to serve patients of the medical or dental professions as an accessory use.

"Meeting center" refers to the definition of "conference center."

"Minor development" means any proposed development process that may be reviewed and approved by the planning director upon compliance with the provisions of this title and EMMC Title 16. A minor development may also be an element of a major development application for which the planning commission or city council has performed a previous review and delegated final approval to the planning director upon compliance with the conditions of approval.

"Mixed-use" means a land use accommodating two or more compatible land uses, typically residential and commercial uses.

"Motel" See "Hotel."

"Moving and storage facilities and businesses" means a facility or business engaged in the moving of household or office furniture, appliances, and equipment from one location to another, including the parking of moving vehicles.

"Mulch" means any materials left loose and applied to soil such as rock, bark, compost, wood chips, or other materials.

~~"Multifamily dwelling" means all attached housing products and types, including condominiums, apartments, townhomes, and twinhomes. Multifamily dwellings may include dwelling units intended to be rented and maintained under central ownership or management, or cooperative apartments, condominiums and the like. Any multifamily dwelling in which dwelling units are available for rental or lease for periods of less than one month shall be considered a short-term rental. See also "Family."~~

"Museum" means an institution for the acquisition, preservation, study and exhibition of works of artistic, historical or scientific value and for which any sales relating to such exhibits are incidental and accessory to the exhibits presented.

"Nonconforming lot" means a separate parcel of land that existed on the effective date of the ordinance codified in this title but is too small to serve as a site for building in compliance with the requirements of this title.

"Off-street parking" means parking provided on public or private property, excluding public rights-of-way.

"Office use" means a type of business use, which may or may not offer services to the public, that is engaged in the processing, manipulation or application of business information or professional expertise. An office use is not materially involved in fabrication, assembly or

warehousing of physical products for the retail or wholesale market, nor is an office engaged in the repair of products or retail services. Examples include accounting, investment services, architecture, engineering, legal services and real estate services.

"Open space" means an area which is completely free and unobstructed from any structure or parking areas. Landscaping, walkways, covered patio areas, light poles and other ornamental features shall not be considered as obstructions for the purposes of this definition.

"Outdoor sales and display" means a permanent outdoor area used for permanent display of merchandise or goods available for purchase from the business located within a permanent structure.

"Outdoor shooting range" means a target range used for shooting, or for any other use involving the discharge of handguns, rifles, shotguns, or archery bows, which is open to the general public upon payment of a fee and which is located outside the confines of a building.

"Outdoor storage" means the storing of materials, products, and equipment incidental to an allowed use in an outdoor setting that is not accessible to the public.

"Park, community" means one that is typically intended to serve a specific segment of the community, and is generally medium-sized. Park improvements are generally intended to provide a full range of passive and active recreational events. However, extensive lighting or parking will not be utilized in these parks.

"Park, neighborhood" is a smaller park that provides for the immediate family and neighborhood recreational needs of a residential area.

"Park, regional" is a park with a large area, or it can be constructed in the form of a community recreation facility. It is intended to serve large segments of the population.

"Parking garage" means a communal parking structure used primarily for parking and storage of multiple motor vehicles that is either attached to, incorporated into, or detached from the primary structure. This definition does not apply to single-family residential garages.

~~"Patio home" means a detached home that is generally located on a small lot or clustered near other detached homes with common open space between the homes. Patio homes may also be attached to one or more other patio homes, each with a small private patio or yard area. A patio home development will generally include a park, courtyard, or additional improved open space within the development. These are sometimes referred to as cluster homes.~~

"Permitted use" means a use which is allowed/authorized by definition in the zone.

"Phasing plan" means a plan that identifies the order and timing of the construction or completion of a development, subdivision, master development plan, site plan or other project.

"Planning director" means the employee, contractor, individual or firm responsible for coordination of all municipal planning activities including, but not limited to, long-range land use planning, ordinance preparation, administration and enforcement of the land development code, land use interpretation, major development review, coordination with the city planning commission and any other responsibilities required by the city relating to planning and development.

"Plant and tree nursery" refers to the definition of "garden center."

"Planting beds" are areas of landscape that consist of plants, such as trees, ornamental grasses, shrubs, perennials, and other regionally appropriate plants.

"Plat amendment" means any change in the lot arrangement or routing of rights-of-way or easements within a recorded plat.

"Portable storage" means a container that is either rented or purchased that is specifically designed and manufactured for use as a temporary storage device, not exceeding eight feet in width by 40 feet in length or a total enclosed area of 320 square feet. This definition does not include truck trailers, used semi boxes, or other similar containers that have been modified from a previous use.

"Preliminary plat" means a map indicating the proposed layout of a development and related information that is submitted for preliminary plat approval.

"Private and public schools" means accredited schools for residential and nonresidential classroom instruction with state-approved curriculum.

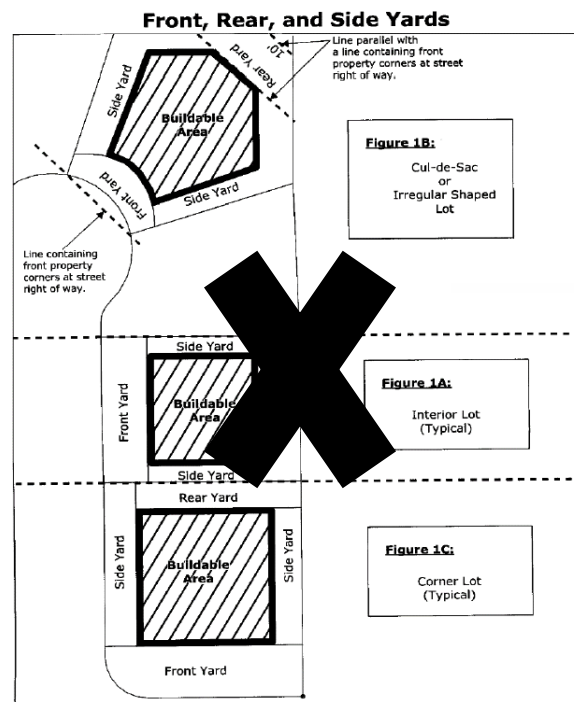
"Property" means an area of land defined by legal boundaries being any of the following:

1. A single, platted, lot of record.
2. A portion of a lot of record.
3. A combination of complete lots of record, or portions of lots of record considered as a group.
4. A parcel of land described by metes and bounds.
5. A portion of a parcel.
6. A combination of parcels or portions of parcels considered as a group.

"Public hearing" means a hearing at which members of the public are provided a reasonable opportunity to comment on the subject of the hearing.

“Public meeting” means a meeting that is required to be open to the public under Title [52](#), Chapter [4](#), Utah Code Annotated 1953, Open and Public Meetings.

~~“Rear yard” means any property extending across the full width of a lot and is more or less opposite to the front lot line. The depth of the rear yard is the shortest distance from the rear line of the lot to the nearest wall of the main building situated on the lot.~~



“Reception center” means a facility which is rented by individuals or groups to accommodate private functions including, but not limited to, banquets, weddings, anniversaries and other similar celebrations or gatherings. Such a use may or may not include on-site kitchen/catering facilities.

“Recreational water facility” means a permanent or temporary above-ground or in-ground swimming pool, hot tub, spa or other similar structure that is capable of holding water that is more than 24 inches deep.

“Religious or cultural meeting hall” means a building or buildings owned or maintained by organized religious organizations and nonprofit associations for social, civil or philanthropic purposes, or as a place of worship. Uses also include public nonprofit displays of art, historic or cultural artifacts or other inanimate exhibits, a building used as a lending library or reading room, seminaries (associated with schools), monasteries and convents. This definition shall not include tents or temporary structures.

"Residential, base density" means the residential zone category that consists of projects with gross densities less than or equal to 0.8 dwelling units per acre. All residential projects are allowed to develop at this density.

~~"Residential facility for persons with a disability" means a residence in which more than one person with a disability resides and which is licensed or certified by: the Utah Department of Human Services under Utah Code Annotated Title 62A, Chapter 2, Licensure of Programs and Facilities; or the Utah Department of Health under Utah Code Annotated Title 26, Chapter 21, Health Care Facility Licensing and Inspection Act.~~

~~"Residential juvenile group home" means a 24-hour-per-day group living environment for adolescents under the age of 18, unrelated to an owner or operator, that helps individuals who have emotional, psychological, developmental, or behavioral dysfunctions or impairments to acquire and strengthen the social and behavioral skills necessary to live independently in the community.~~

~~"Residential rehabilitation and treatment facility" means a facility licensed by or contracted by the state of Utah to provide temporary occupancy and supervision of adults or juveniles in order to provide rehabilitation, treatment, counseling, or educational services. Without limitation, such services may include rehabilitation, treatment, counseling, or assessment and evaluation services related to delinquent behavior, alcohol and drug abuse, sex offenders, sexual abuse, or mental health.~~

"Restaurant" means a building, property, or location where the primary purpose is to serve as an eating establishment with facilities in which food is prepared for either on- or off-site consumption. This definition also includes specialty food stores, such as ice cream parlors or delicatessens.

"Retail goods establishment" means a building, property, or activity, the principal use or purpose of which is the sale of physical goods, products, or merchandise directly to the consumer.

"Retail services establishment" means a building, property, or activity where the principal use or purpose is the provision of personal services directly to the consumer. This term shall include barber shops, beauty parlors, laundry and dry cleaning establishments (with off-plant premises), tailoring shops, shoe repair shops, and the like.

"Sanitary sewer authority" means the person, department, agency, or public entity with responsibility to review and approve the feasibility of sanitary sewer service or on-site wastewater systems.

"Service drive" means a nondedicated privately owned and maintained thoroughfare that functions like a driveway by providing an improved vehicular circulation path on a site as well as

access to a parking area(s) and public rights-of-way. The allowed or required dimension(s) for a service drive (one-way or two-way) shall be as per requirements in EMMC [17.55.120](#).

“Setback” means the minimum required distance between the property line and the building, excluding porches, window wells, verandas, uncovered decks, and other similar structures. Currently recorded or approved subdivisions at the time of enactment of the ordinance codified in this title by the city council shall continue to be subject to side setback requirements of the development code of Eagle Mountain City adopted on September 28, 1999.

1. For interior lots:

a. Front. The front setback is the distance, at the nearest point, from the street right-of-way to the outer foundation wall of the principal building, or to any projection that extends more than two feet beyond the outer foundation wall, including basement stairwells.

b. Rear. The rear setback is the distance, at the nearest point, from the alley right-of-way or the property line that is parallel, or more or less parallel, to the street, to the outer foundation wall of the principal building, or to any projection that extends more than two feet beyond the outer foundation wall, including basement stairwells.

c. Side. The side setback is the distance, at the nearest point, from a property line that is perpendicular, or more or less perpendicular, to the street, to the outer foundation wall of the principal building, or to any projection that extends more than two feet beyond the outer foundation wall, including basement stairwells.

2. For corner lots:

a. Front. The front setback is the distance, at the nearest point, from the street right-of-way on which the principal building has its address to the outer foundation wall of the principal building, or to any projection that extends more than two feet beyond the outer foundation wall, including basement stairwells.

b. Rear. The rear setback is the distance, at the nearest point, from the property line opposite the street on which the principal building has its address to the outer foundation wall of the principal building, or to any projection that extends more than two feet beyond the outer foundation wall, including basement stairwells.

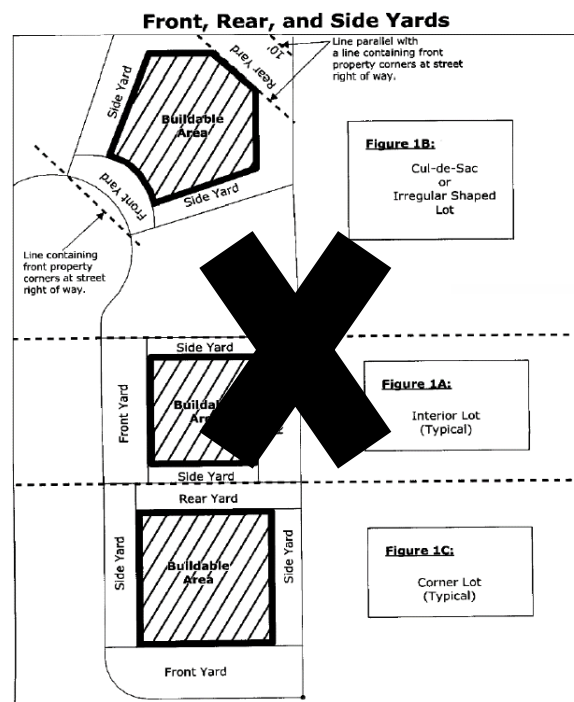
c. Side. The side setback is the distance, at the nearest point, from a property line that is perpendicular, or more or less perpendicular, to the street on which the building has its address, or to any projection that extends more than two feet beyond the outer foundation wall, including basement stairwells.

“Sexually oriented business” refers to the definition as provided in Chapter [5.20](#) EMMC.

"Shipping container" refers to the definition of "portable storage."

"Shopping center" means a concentration of related commercial establishments with one or more major anchor tenants, shared parking, and unified architectural and site design. A shopping center normally has single or coordinated ownerships/operations/management control and may include separate stand-alone sites as well as architecturally connected units.

~~"Side yard" means any property between a building and the adjacent side lot line, encompassing any area not considered to be front or rear yard. On corner lots, the side yard adjacent to a street shall extend from the back line of the front yard to the rear lot line. The width of the required side setback shall be the shortest distance between the side of the main building and the side lot line. See "Front yard."~~



"Sign" means any object or structure used to identify, advertise, or in any way attract or direct attention to any use, building, person, or product by any means, including, but not limited to, the use of lettering, words, pictures, and other graphic depictions or symbols.

"Single-family detached dwelling" means any detached single-family residence that averages 20 or more feet in width as measured across the front of the foundation, is attached to a permanent foundation, is permanently connected to the municipal utilities (where available), and is clearly designed, with one front door entrance, for occupancy by one family related by blood or marriage. This specifically includes manufactured homes that meet the foregoing definition and comply with the National Manufactured Home Construction and Safety Standards Act ([40 U.S.C. Section 1504](#)) and the International Building Code or the International

Residential Code. Manufactured homes that do not comply with the standards set forth above, such as recreational vehicles and travel trailers, are multifamily dwellings. See also “Family.”

“Site plan review” means an approval process for commercial, industrial, institutional and multifamily dwelling development plans, proposed on property that has been previously zoned for that purpose. Locations of improvements, buildings, parking areas, landscaping, access points, open space, trails, signage, lighting or other site considerations and requirements are part of a site plan review process.

Slope. Slope shall be determined before any site clearing, excavation, or grading, and expressed as a percentage (rise/run x 100). Measurement shall be made perpendicular to the contours of the land, between natural (changes in slope as landforms change) or manmade (road cuts and similar breakpoints) breakpoints.

“Special district” means an entity established under the authority of Title [17A](#), Utah Code Annotated 1953, Special District, and any other governmental or quasi-governmental entity that is not a county, municipality, school district, or unit of the state.

“Stables” means a building in which horses are sheltered, which may be accessory to a residence or other use or a freestanding principal use.

“Story” means that portion of a building included between the upper surface of any floor and the upper surface of the next floor above, except that the topmost story shall be that portion of a building included between the upper surface of the topmost floor and the ceiling or roof above.

“Structure” means a combination of materials constructed and erected permanently on the ground or attached to something having a permanent location on the ground or on a movable support system like skids. Typically, structures are buildings. Not included are residential fences less than six feet in width, retaining walls, rockeries and similar improvements of a minor character less than three feet in height.

“Subdivision” means any land that is divided, re-subdivided or proposed to be divided into two or more lots, parcels, sites, units, plots, or other division of land for the purpose, whether immediate or future, for offer, sale, lease, or development either on the installment plan or upon any and all other plans, terms and conditions for the purposes of sale or development. The following are not considered subdivisions where no new streets or public infrastructure is created or is required to be created: (1) divisions of land for agricultural purposes where the resulting parcels are in excess of 160 acres in size; (2) divisions of property by testamentary provisions; (3) divisions of property by court order; (4) consolidation of existing properties by deed or other recorded instrument; (5) a legally approved lot split as defined in this title.

“Subdivision sales office” means a temporary or permanent structure used in a temporary fashion for the sales activity of properties within an under-construction or recently completed subdivision.

“Temporary use” means a land use that is less than 30 days in duration and is most commonly related to specific events such as Pony Express Days, festivals, special sales or other activities.

“Theater, concert hall” means a building used principally to present live performances of plays, operas, concerts and the like to the public.

“Theater, movie” means a building used principally to present showings of cinematic films to the public.

“Tiny home on wheels” means a detached self-contained unit which shall include permanent provisions for living, sleeping, eating, cooking and sanitation. A tiny home on wheels must have at least 140 square feet of first floor interior living space.

“Tobacco specialty business” means a retail establishment that derives 35 percent or more of its gross revenue from the sale of loose tobacco, plants, or herbs and cigars, cigarettes, pipes, and other smoking devices for burning tobacco and related smoking accessories, including e-cigarettes and vapor cigarettes, as defined by the Utah State Code Section [76-10-101.3](#), as may be amended from time to time, and in which the sale of other products is merely incidental.

“Total landscaped area” is the improved areas of the property that incorporate all the completed features of the landscape. The landscape area does not include footprints of buildings or structures.

“Towing yard” means an establishment engaged in the temporary storage of vehicles that have been towed, carried, hauled or otherwise moved from public or private property for impoundment in a public or private impound yard. This use includes vehicle transport companies engaged in similar activities. This use does not include vehicle rental or sales of new or used vehicles or parts (except for necessary sales of unclaimed impounded vehicles), vehicle repair, automobile wrecking yard, junk or salvage yard, or a freight terminal.

“Unauthorized dwelling units” means:

1. Vehicles including (but not limited to): camp trailers, cars, pickups, office, horse and utility trailers, buses, RVs, towed pop tents, camper shells, fifth wheels, boats, converted vans, box trucks, containers, dumpsters); and,

2. Other portable and temporary shelters including (but not limited to): tents (including yurts), lean-tos, and boxes; and,

3. Accessory structures including (but not limited to): carports, garages and storage sheds but excluding guesthouses and lawful caretaker units approved by the city.

“Unbuildable land” means land with slopes in excess of 25 percent, land restricted by power lines, utility corridors, canyons and washes, streams, alluvial discharge areas, storm drain retention/detention areas, floodplains and floodways, geologically sensitive areas that require

special engineering considerations for safe habitation, and wetlands. For the purpose of determining what land may qualify as improved open space only, unbuildable land is any land with slopes in excess of 15 percent.

“Uplighting” means where a landscape feature, sign, building, or architectural feature is illuminated by a luminary that is directed upward at an angle of more than 50 degrees.

“Use” means the activities occurring on a lot or parcel for which land or a building is arranged, designed or intended, for which land or a building is or may be occupied, including all accessory uses.

“Utilities” includes culinary water lines and systems, pressure and gravity irrigation lines and/or ditches, sanitary sewer lines, storm drain lines, subdrains, electric power, natural gas facilities, cable television, telephone transmission lines, data transmission lines, underground conduits and junction boxes.

“Variance”. Variances provide relief for landowners who, because of some unique physical characteristic of their property, would have no beneficial use of that property if the provisions of this title are strictly enforced. A variance is a deviation from the basic land use requirements that apply to the property and its structures.

“Vehicle storage” refers to the definition of “towing yard.”

“Warehouse” means a structure, or part thereof, or area used primarily for the storage of goods, inventory and merchandise.

“Wet bar” means a bar or serving counter, as in a recreation room, equipped with running water and sink.

“Yard” means an open space unobstructed from the ground to sky, on a property upon which a building is situated. A specific yard area (e.g., “front yard”) includes any required setback area therein (e.g., the front setback) but often extends beyond the same.

“Yard, front” (also “front yard”) means a space extending the full width of the lot between front property line and the primary structure's nearest façade or corner and measured from that intersection point to the property's side lines (see illustrations). While a front yard may align with or overlay a front setback area, it is not considered to be the setback. Double frontage properties having both ends abutting streets have two front yards.

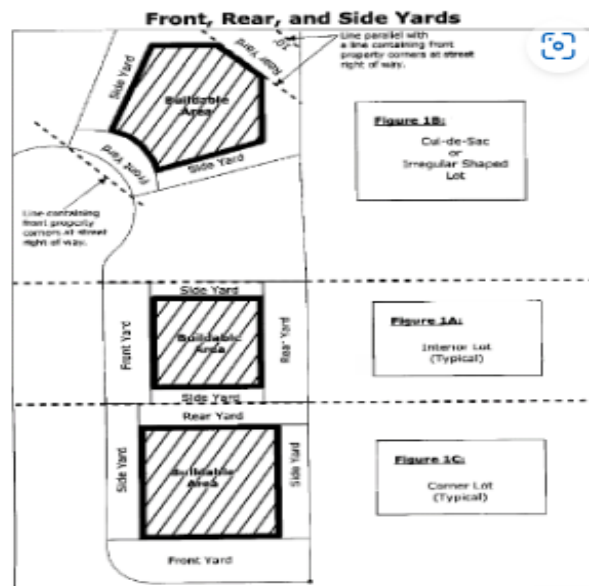
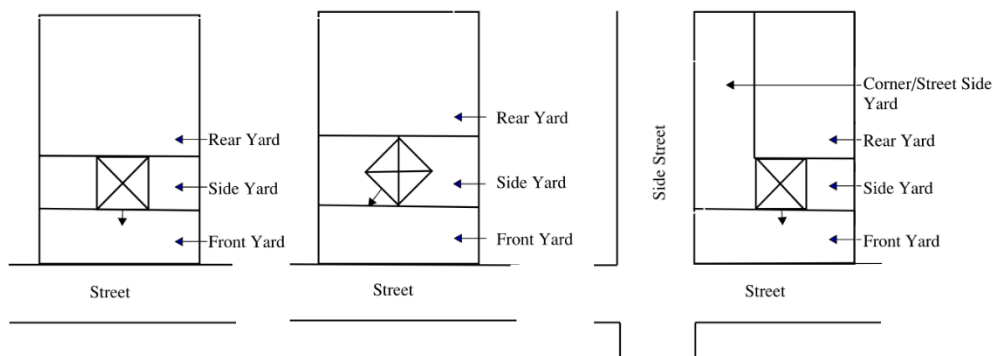
“Yard, side” (also “side yard”) means the area of the property not defined as front or rear or street (corner) yards (see illustrations). While a side yard may align with or overlay a front setback area, it is not considered to be the setback.

“Yard, street side” (also “rear yard”) means that in the case of through or corner lots or parcels, is/shall be that yard (required setback area) abutting a street but not designated to be the front yard (see illustrations). While a street side yard may align with or overlay a front setback area, it is not considered to be the setback.

“Yard, rear” means a space extending the full width of the lot between rear property line and the primary structure's nearest façade or corner and measured from that intersection point to the property's side lines (see illustrations). While a rear yard may align with or overlay a front setback area, it is not considered to be the setback.

Yard Area Illustrations

Yard Areas (Not Setbacks) Illustrations



Chapter 17.25

RESIDENTIAL ZONES

Sections:

- 17.25.010** What this chapter does.
- 17.25.020** Future land uses and residential zones.
- 17.25.030** Land use table.
- 17.25.040** Residential development standards.
- 17.25.050** Generally applicable provisions.
- 17.25.060** Projection into setbacks.

17.25.010 What this chapter does.

In order to further the purposes of LUDMA (Utah's Municipal Land Use, Development, and Management Act) and the city's general plan, the city is divided into various zones, including a number of residential zones. This chapter establishes the land use regulations for the residential zones in Eagle Mountain City, including permitted and conditional uses, minimum land use standards, historical zones' equivalencies to currently codified zones and other development provisions. In so doing, it also [Ord. O-24-2019 § 2 (Exh. A)].

17.25.030 Land use table.

This land use table contains the various land uses that are permitted, conditional, special, and prohibited uses in the residential zones. ~~Uses that are not listed in this table are prohibited.~~

P = Permitted (Permitted uses may still require approval through an application process as detailed in this chapter and other chapters)

C = Conditional (Due to their unique characteristics or negative effects that may not be compatible without conditions to mitigate or eliminate the detrimental impacts. Must comply with Chapter 17.95 EMMC)

S = Special (Special uses are permitted as long as they comply with the standards listed in Chapter 17.75 EMMC that are specific to that type of use)

Blank or unlisted use = Prohibited

Land Use Table
Residential Land Uses-

Land Use	RA1	RA2	RD1	RD2	FR	R1	R2	R3	RC	MF1	MF2
Home Businesses in Compliance with Ch. 17.65 EMMC	P	P	P	P	P	P	P	P	P	P	P
Dwelling (Single-Family)	P	P	P	P	P	P	P	P	P	-	-
Dwelling (Multifamily)	-	-	-	-	-	-	-	-	-	P ≤ 6 units/building	P ≤ 12 units/building
Assisted Living Facility	S	S	S	-	-	-	-	-	-	S	S
Public Parks, Trails, and Recreation	P	P	P	P	P	P	P	P	P	P	P
Public and Private Utility Structures or Facilities	S	S	S	S	S	S	S	S	S	S	S
Public Building or Facilities (City-Owned)	P	P	P	P	P	P	P	P	P	P	P
Religious or Cultural Meeting Halls	P	P	P	P	P	P	P	P	P	P	P
Public/Charter School	S	S	S	S	S	S	S	S	S	S	S
Private School	S	S	S	-	-	-	-	-	-	-	-
Radio, Microwave, or Other Transmission Towers	S	S	S	S	S	S	S	S	S	S	S
Detached Accessory Dwelling Unit in Compliance with Ch. 17.70 EMMC	P	P	P	P	P	P	P	P ≥ 8,000 sq ft lot	P ≥ 8,000 sq ft lot	-	-
Accessory Dwelling Unit within the Primary Residence in Compliance with Ch. 17.70 EMMC	P	P	P	P	P	P	P	P	P	-	-
Residential Facility for Persons with a Disability (Up to 4 Unrelated Adults) in Compliance with Ch. 17.75 EMMC	S	S	S	S	S	S	S	S	S	S	S
Plant and Tree Nursery/Garden Center	S	S	S	-	-	-	-	-	-	-	-
Chickens	P	P	P	P	P	P	P	P	-	-	-
Livestock/Farm Animals (See EMMC 6.10.080)	P	P	P	P	-	-	-	-	-	-	-

[illegible]

Land Use Table

Residential and Related Land Uses

[illegible][illegible]

Land Use Table

Residential and Related Land Uses

[illegible]

17.25.040 Residential development standards.

This development standards table contains required standards for each residential zone in the city. More details and clarification are included as footnotes and as generally applicable provisions later in this chapter.

Residential Development Standards

[illegible]

Residential Development Standards

General Plan Residential Category	Ag/Rural Density 1		Ag/Rural Density 2		Foothill Residential	Neighborhood Residential 1	Neighborhood Residential 2				Neighborhood Residential 3
Zone Designation	RA1	RA2	RD1	RD2	FR	R1	R2	R3	RC	MF1	MF2
Minimum Setbacks for Accessory Structures											
Front	Same as principal structure										
Rear	10'	10'	10'	10'	5'	5'	5'	5'	5'	5'	5'
Street Side	Same as principal structure										

Residential Development Standards

General Plan Residential Category	Ag/Rural Density 1		Ag/Rural Density 2		Foothill Residential	Neighborhood Residential 1	Neighborhood Residential 2				Neighborhood Residential 3
Zone Designation	RA1	RA2	RD1	RD2	FR	R1	R2	R3	RC	MF1	MF2
<u>Distance from a Residential Dwelling</u>	<u>Structures housing livestock: 50' from neighboring residences; 6' from all other structures</u>				<u>n/a</u>						
Site Plan Approval Required (See Chapter <u>17.100</u> EMMC)										Yes	Yes

¹ Height is measured from the average of the highest finished grade and the lowest finished grade of the structure to the highest point of the roof, excluding ancillary structures. Where permitted by EMMC 17.25.030, the maximum height of accessory dwelling units (ADUs) located above a detached garage is 35 feet.

² Lot frontage is measured at the street property line. Lot frontage shall vary by at least five feet every three or four lots in the R3 and RC zones.

³ Excepting for "structures housing livestock", setbacks ~~Setbacks shall only be required to be applied~~ apply to structures that require a city building permit or approval. No structure which cannot be removed shall be constructed across an easement. Up to a 10 percent variation in setbacks may be approved by the planning director ~~and building official~~ if the variation is deemed appropriate due to an issue with slope, unique lot configuration, or other unique circumstance. Guidance regarding allowed projections into setbacks is outlined in EMMC 17.25.060.



PLANNING

MEMORANDUM

To: City Council
From: Robert Hobbs, Senior Planner
Date: September 16, 2024

Zoning codes can be dynamic and changing subject to the wishes of the jurisdiction that owns them. They may be revised for varying reasons, including to clean-up or clarify existing text as well as introduce regulations with an eye to future situations that may arise in day-to-day zoning administration. The attached amendments are of that kind. Code regulation affecting code amendments (including processing of the same) may be found in EMMC 17.05.120 & USC 10-9a-501.

Some time ago, the desire to amend our residential land use table to convert callouts for conditional uses into special uses was expressed. Further, Staff noted the benefit of having a more flushed out and contemporary/user friendly definitions section. Therefore, the code amendments associated with this memorandum encompass, predominantly, a set of proposed, effectual “housekeeping” changes to the zoning code’s residential definitions and land use table (Section 17.25.030), including conversion of conditional use permits to special use permits and reformatting the table [thematically and alphabetically -- with a bit of wording changes in connection with some “land use types”]. Other contemplated changes for Council consideration under the “Living Space” type land uses include:

1. Addition of a “dwelling, combined with a (non “home-occupation”) business” (distinct from a “caretaker” – being akin to what has been approved as our only kind of approved “mixed-use” in Eagle Mountain; and,
2. Insertion of a callout for cluster/patio homes as permitted in the R2, R3, MF1 or MF2 zones; and,
3. Insertion of a callout for condos (being allowed only in the MF1 or MF2 with a unit count allowance reiteration; and,
4. Inclusion of a “day shelter” callout (with a corresponding definition 17.10; and,
5. Insertion of a tiny house callout and prohibition; and,



PLANNING

6. Also, a line added for “unauthorized dwelling units” as primary residences on properties (e.g., tents, trailers, etc.). *Note that the use of the “P” was inadvertent.* Such a use should be prohibited in all residential zones – not permitted; and,
7. Clarification (by use of callouts and definitions again) that the following land uses are [also] not allowed in the residential zones: half-way/transition homes, homeless shelters, emergency homeless shelters, mobile home parks, planned unit developments, RV parks, rooming/boarding houses, and temporary residences; and,
8. Addition of a retirement home allowance with such being proposed as special uses in the RA1, RA2, RD1 and MF1 and MF 2 zones. The reason for the proposed inclusion in the RA1, RA2 and RD1 has been long forgotten (as parts of these draft amendments are older). Current thought is they belong only in one or both multi-family zones.

The Planning Commission, during their regular public hearing of May 05, 2024, voted to recommend that the draft amendments be approved, with a condition that the ADU definition have the correct callout for the maximum size of detached units as 1,200 square feet. That correction has been made to the draft language.

Items for Consideration

Consideration of the appropriateness, wording and formatting of the proposed amendment(s)...

...

This memorandum has been provided to Council since the prepared report addressing the draft amendments was accidentally dropped off the agenda pre-publication.



**EAGLE MOUNTAIN CITY
CITY COUNCIL MEETING
SEPTEMBER 17, 2024**

TITLE:	ORDINANCE - An Ordinance of Eagle Mountain City, Utah, Amending the Eagle Mountain Municipal Code Chapters 8.07 Nuisance Abatement and 8.15 Noise.
ITEM TYPE:	Ordinance
FISCAL IMPACT:	N/A
APPLICANT:	City Staff

CURRENT GENERAL PLAN DESIGNATION & ZONE	ACREAGE
N/A	N/A

PUBLIC HEARING

No

PREPARED BY

Marcus Draper, City Attorney

PRESENTED BY

Marcus Draper

RECOMMENDATION:

Staff recommends the City Council adopt an Ordinance of Eagle Mountain City, Utah, Amending the Eagle Mountain Municipal Code Chapters 8.07 Nuisance Abatement and 8.15 Noise.

BACKGROUND:

Staff is presenting these proposed code amendments to the City Council for consideration based on feedback from Neighborhood Improvement. The language of our current noise ordinance prohibits many ordinary daily activities, if strictly read. Currently the code prohibits the making of any noise that exceeds 65 dB as measured 25 feet from the property line without regard to time of day, with some exceptions. Thus our code functionally prohibits the operation of a gas powered lawn mower, for example. This is true, even if someone is mowing their lawn in the middle of the day. Staff feels that the City Council likely did not intend to prohibit this type of ordinary activity. The code amendments are intended to make it permissible to exceed 65 dB during certain times of the day to allow for certain ordinary activities. Currently only construction noise has that privilege.

Staff is proposing changes to the junk ordinance to require property owners to remove graffiti within a reasonable timeframe. Currently, a property owner has no obligation to remove graffiti from the property, which can be a nuisance to surrounding property owners. This would require a property owner to remove the graffiti within 7 days after discovery.

ITEMS FOR CONSIDERATION:

PLANNING COMMISSION ACTION/RECOMMENDATION:

N/A

ATTACHMENTS:

1. ORD--EMMC 8.07 Nuisance Abatement & 8.15 Noise
2. EMMC 8.07 Nuisance Abatement - Redlines
3. EMMC 8.15 Noise - Redlines

ORDINANCE NO. O-____-2024

**AN ORDINANCE OF EAGLE MOUNTAIN CITY, UTAH,
AMENDING THE EAGLE MOUNTAIN MUNICIPAL CODE
CHAPTERS 8.07 NUISANCE ABATEMENT AND 8.15 NOISE**

PREAMBLE

WHEREAS the City Council of Eagle Mountain City finds that it is in the public interest to amend the Eagle Mountain Municipal Code Chapters 8.07 Nuisance Abatement and 8.15 Noise, as described in Exhibit A.

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

1. The City Council finds that all required notices, public hearings, and other requirements have been completed for the City Council to consider an amendment to the Eagle Mountain Municipal Code Chapters 8.07 Nuisance Abatement and 8.15 Noise.
2. The amendment described in Exhibit A is hereby approved.
3. This Ordinance shall take effect upon its first posting or publication.

ADOPTED by the City Council of Eagle Mountain City, Utah, this 17th day of September, 2024.

EAGLE MOUNTAIN CITY, UTAH

Tom Westmoreland, Mayor

ATTEST:

Fionnuala B. Kofoed, MMC
City Recorder

CERTIFICATION

The above ordinance was adopted by the City Council of Eagle Mountain City on the 17th day of September, 2024.

Those voting yes:	Those voting no:	Those excused:	Those abstaining:
☐ Donna Burnham	☐ Donna Burnham	☐ Donna Burnham	☐ Donna Burnham
☐ Melissa Clark	☐ Melissa Clark	☐ Melissa Clark	☐ Melissa Clark
☐ Jared Gray	☐ Jared Gray	☐ Jared Gray	☐ Jared Gray
☐ Rich Wood	☐ Rich Wood	☐ Rich Wood	☐ Rich Wood
☐ Brett Wright	☐ Brett Wright	☐ Brett Wright	☐ Brett Wright

Fionnuala B. Kofoed, MMC
City Recorder

Posted on _____ by _____.

Exhibit A

Chapter 8.07 NUISANCE ABATEMENT

8.07.030 Junk and Graffiti.

A. Responsibility to Keep Property Free of Junk or Graffiti. It is unlawful for any person, corporation, partnership or legal entity owning or occupying real property in the city to allow the accumulation of junk, ~~or~~ to fail to remove from the property any junk, or to fail to remove graffiti from the property within the timeframe required by this section.

B. Junk Defined.

1. "Junk" means any salvaged or scrap copper, brass, iron, steel, metal, rope, rags, batteries, paper, wood, trash, plastic, rubber, tires and waste, or other articles not stored for recycling purposes in a fully enclosed container, or materials commonly designated as junk. "Junk," except as provided in subsection (B)(2) of this section, shall also mean any motor vehicle not currently registered and dismantled, wrecked or inoperable, motor vehicles or parts thereof which are stored or parked on property outside of an enclosed building and which remain in such condition for a period of time in excess of 60 days.

2. One truck with a capacity of one ton or less or automobile which is inoperable may be stored in a side yard, except a side yard which faces on a street or a rear yard on property, for a period not to exceed two years; provided, that the automobile or truck is secured with the windows closed, the trunk and hood closed and the doors locked and is not damaged or exposing jagged metal and is fully covered and concealed with a covering maintained in a secure good condition which does not extend closer to the ground than the lowest point on the vehicle body.

C. Graffiti.

1. Graffiti is defined as the unauthorized painting, writing, drawing, application of stickers or logos or any material or otherwise marking of any property which defaces, detracts, or diminishes the value or reasonable appearance of the property.

2. Graffiti must be removed within 7 days of the time by which it should reasonably have been discovered.

~~D~~~~C~~. Examination of Property for Compliance. The examination and investigation authorized by this section shall not include physical entry to private property in the city, unless probable cause exists to believe that a violation of this chapter is present. The officer of the city is authorized to make observations based on conditions in plain view from public property, ~~or~~ from the property of a complaining witness, ~~or from anywhere else where the officer is lawfully present~~ and nothing in this section shall be construed to prevent the officer from entering on property to deliver a notice to the occupant of the property.

~~E~~~~D~~. Penalties. Any person who violates the provisions of this section shall be subject to criminal and civil penalties as set forth in this section.

Chapter 8.15 NOISE

8.15.070 Noise Levels.

The making and/or creating of a noise disturbance within the city as identified in subsection A of this section, or identified and measured in the manner prescribed in subsection B of this section, or in violation of restricted hours as outlined in subsection C of this section is unlawful.

A. Location of Measurement of Sound. On the public right-of-way or upon public property, from the source or device as to be plainly audible at a distance of 50 feet, or on private property, as to be plainly audible at the property line.

B. Measurement of Sound. Sound of a suspected noise disturbance shall be measured at a distance of at least 25 feet from the source of the device upon public property or within the public right-of-way, or 25 feet from the property line if upon private property, and shall be measured on a decibel or sound level meter of standard design and quality on the “A” weighing scale. A measurement of 65 decibels or above shall be considered to be a noise disturbance during the Hours of Restriction. A measurement of 85 decibels or above shall be considered to be a noise disturbance at any time.

C. Hours of Restriction. The hours of construction noise restriction are as follows:

9:00 p.m. to 7:00 a.m.	Monday through Friday
Not before 9:00 a.m. or after 9:00 p.m.	Saturday and Sunday

8.15.080 Specific noise prohibitions.

The following acts are unlawful:

...

G. Construction Work. It is unlawful for any person to perform or cause to be performed any construction work on any construction site under his control during the restricted hours, except as otherwise authorized by this Chapter ~~in such a manner as to violate EMMC 8.15.070(C)~~. The city council may authorize extended hours for construction operations or procedures which, by their nature, require continuous operation, or modify or waive the hours of work for or on projects in generally isolated areas where the extended hours do not impact upon adjoining property occupants;



**EAGLE MOUNTAIN CITY
CITY COUNCIL MEETING
SEPTEMBER 17, 2024**

TITLE:	ORDINANCE - An Ordinance of Eagle Mountain City, Utah, Amending the Eagle Mountain Municipal Code Chapter 12.35 Public Art.
ITEM TYPE:	Ordinance
FISCAL IMPACT:	
APPLICANT:	City Staff

CURRENT GENERAL PLAN DESIGNATION & ZONE	ACREAGE

PUBLIC HEARING

No

PREPARED BY

Natalie Winterton, Grants
Coordinator/Management
Analyst

PRESENTED BY

Natalie Winterton

RECOMMENDATION:

Staff recommends the City Council adopt an on Ordinance of Eagle Mountain City, Utah, Amending the Eagle Mountain Municipal Code Chapter 12.35 Public Art.

BACKGROUND:

In response to the City Council's interest to beautify the community through public art, Staff has drafted a percent-for-art policy. The adoption of such a policy would allow the City to incrementally invest in public art as the City grows. Some important points include:

- The policy recommends that one-quarter-of-a-percent (0.25%) of portions of capital project budgets be used for public art.
- The policy would not take effect until Fiscal Year 2026.
- Not all capital improvement projects would be included in the percent-for-art program, without the specific direction of the City Council.

ITEMS FOR CONSIDERATION:

PLANNING COMMISSION ACTION/RECOMMENDATION:

N/A

ATTACHMENTS:

1. ORD--EMMC 12.35 Public Art
2. EMMC 12.35 Public Art - Redlines

ORDINANCE NO. O-____-2024

**AN ORDINANCE OF EAGLE MOUNTAIN CITY, UTAH,
AMENDING THE EAGLE MOUNTAIN MUNICIPAL CODE
CHAPTER 12.35 PUBLIC ART**

PREAMBLE

WHEREAS the City Council of Eagle Mountain City finds that it is in the public interest to amend the Eagle Mountain Municipal Code 12.35 Public Art, as described in Exhibit A.

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

1. The City Council finds that all required notices, public hearings, and other requirements have been completed for the City Council to consider an amendment to the Eagle Mountain Municipal Code Chapter 12.35 Public Art.
2. The amendment described in Exhibit A is hereby approved.
3. This Ordinance shall take effect upon its first posting or publication.

ADOPTED by the City Council of Eagle Mountain City, Utah, this 17th day of September, 2024.

EAGLE MOUNTAIN CITY, UTAH

Tom Westmoreland, Mayor

ATTEST:

Fionnuala B. Kofoed, MMC
City Recorder

CERTIFICATION

The above ordinance was adopted by the City Council of Eagle Mountain City on the 17th day of September, 2024.

Those voting yes:	Those voting no:	Those excused:	Those abstaining:
☐ Donna Burnham	☐ Donna Burnham	☐ Donna Burnham	☐ Donna Burnham
☐ Melissa Clark	☐ Melissa Clark	☐ Melissa Clark	☐ Melissa Clark
☐ Jared Gray	☐ Jared Gray	☐ Jared Gray	☐ Jared Gray
☐ Rich Wood	☐ Rich Wood	☐ Rich Wood	☐ Rich Wood
☐ Brett Wright	☐ Brett Wright	☐ Brett Wright	☐ Brett Wright

Fionnuala B. Kofoed, MMC
City Recorder

Posted on _____ by _____.

Exhibit A

Chapter 12.35

PUBLIC ART

Sections:

- 12.35.010 Definitions.
- 12.35.020 Siting public art.
- 12.35.030 Obtention processes.
- 12.35.040 Gifts and loans.
- 12.35.050 Memorials and monuments.
- 12.35.060 Collection management.
- 12.35.070 Re-siting and deaccessioning works of art.
- 12.35.080 Percent-for-Art Program.
- 12.35.090 Percent-for-Art Project Eligibility.
- 12.35.100 Public Art Funds.

12.35.010 Definitions.

A. “Artist” means an individual generally recognized as a practitioner of the visual arts or performance art as judged by the quality of the practitioner’s body of work, educational background and experience, past public commissions, sale of works, exhibition record, publications, and production of artwork.

B. “Artwork” means works in any style, expression, genre, and media created by an artist as defined herein that may be permanent, temporary, and functional. Artwork may be stand-alone and integrated into architecture, landscaping, or other site development if such are designed by an artist as defined herein. Excluded are gifts of state by foreign governments or by other political jurisdictions of the United States.

C. “Arts professionals” means artists, curators, educators, and others who engage in specialized practices pertaining to the visual arts or performance art for compensation.

D. “Capital improvement project (CIP)” means any city projects listed in the annual capital improvement projects budget. These will typically include facility construction and upgrades, added amenities, and other one-time projects.

E. “City” means Eagle Mountain City.

F. “Conservation” means the activities required to repair, restore, and conserve a damaged or malfunctioning artwork, including treatment that returns the artwork to its original condition.

G. “Deaccession” means the removal of artwork from the city’s collection and care.

H. ~~H.~~ “Eligible project cost/component” means a source of funds for a capital improvement project from which city expenditures for public art are not prohibited as an object of expenditure by the Eagle Mountain Municipal Code, state or federal law, or the source of the funds. It also means the capital improvement project components that are not prohibited for calculation of the percent-for-art program as outlined by this chapter.

I. ~~H.~~ “Gathering place” means an outdoor, public place generally located within an area that has one or more uses (civic, commercial, retail, and/or residential), and which is designed with the intent for social interaction and other passive, nonrecreational activities.

J. ~~J.~~ “Gift” means art donated to the city from an institution, private individual, or other outside source.

K. “Ineligible project cost/component” means a source of funds for a capital improvement project from which city expenditures for public art are prohibited as an object of expenditure by the Eagle Mountain Municipal Code, state or federal law, or the source of the funds. It also means the capital improvement project components that are prohibited for calculation of the percent-for-art program as outlined by this chapter.

L. ~~J.~~ “Loan” means artwork provided to the city for its use for a designated period of time and then returned to the owner at the conclusion of the loan period.

M. ~~K.~~ “Maintenance” means all activities required to conserve, repair, or preserve the integrity of the artwork and setting within which the artwork is located. Routine maintenance is limited to the basic day-to-day care of the artwork.

N. ~~L.~~ “Memorials” means markers, statues, and other similar permanent installations to express government speech, as further described in this policy, and which are installed by the city on city property, or which are accepted by the city and installed on city property with city permission. Memorials may be in various forms including plaques, sculptures, fountains, or other forms of memorials as determined by the city.

O. “Originally planned construction budget” means the total expenditures approved by the city for a capital improvement project at the time of original adoption. This does not include amendments, change orders, etc.

P. ~~M.~~ “Performance art” means a performance presented within a fine art context, usually in collaboration with other interdisciplinary artists. The performance may be live or via media and the performer may be present or absent.

Q. ~~N.~~ “Public art” means artwork located in a public place on land or in a building owned by the city.

R. ~~O.~~ “Public place” means an area on public or private property that is freely accessible to and available for use by the general public during normal hours of business operation consistent with the operation and use of the premises, including public rights-of-way, landscape areas, entry plazas, building facades, interior lobbies, meeting spaces, and rooftop gardens.

S. “Reconstruction” means alterations or repairs made to a municipal building or structure within any twelve-month period the cost of which equals or exceeds 50 percent of the market value of the existing structure before the alterations or repairs are started, so that such structure is required to conform to the requirements of the percent-for-art program as outlined in this chapter.

T. ~~P.~~ “Request for proposals” means the solicitation of competitive sealed proposals for procurement of public art. This includes all documents, whether attached or incorporated by reference, used for soliciting proposals.

U. ~~Q.~~ “Request for qualifications” means the solicitation of information about the qualifications of a person interested in responding to a potential procurement of public art. This includes all documents, whether attached or incorporated by reference, used for soliciting qualification.

V. “Structure” means anything which is constructed or erected, the use of which requires permanent location on the ground, or which is attached to something having a permanent location on the ground.

12.35.080 Percent-for-Art Program.

A. Except as provided for in this section, one-quarter of a percent (0.0025) of the originally planned construction budget for a capital improvement project will be directed towards the Percent-for-Art Program.

1. The city council reserves the right to increase the public art expenditure for those projects of exceptional size or unique function.
2. The city council reserves the right to exclude certain projects from consideration as an eligible project or to limit the percentage of construction costs appropriated for artwork on an eligible project on a case-by-case basis.

- B. If public art is a part of a the capital project's plans, the project's one-quarter of a percent (0.0025) contribution to the public art fund can be offset or exempted. The exemption from the contribution, or an appeal for specific contribution amounts, will need final approval from the city council.
 - 1. If exemptions or specific contribution offsets are granted due to the project's planned artistic elements, such elements may not be removed from the project or changed (except for de minimis changes of minor details that do not change the substance of the project) without review by the city council.
- C. Nothing contained herein shall preclude funding the acquisition of public art for municipal property in other ways. The city encourages matching funds whenever possible.
 - 1. Nothing contained herein shall preclude the acquisition and installation of public art in any projects of the 'ineligible' category, specifically when funded through means other than the percent-for-art program.
- D. Staff, including the department responsible for the corresponding capital improvement project shall recommend the placement of a public art project to the city council. The associated public art shall be placed at a site which relates substantially to the purpose of the bond, enterprise, or other fund from which the percent-for-art funds are derived.
- E. The percent-for-art program shall be required for all capital improvement projects starting in the Fiscal Year 2026.

12.35.090 Percent-for-Art Project Eligibility.

The percent-for-art program shall only apply to certain components of capital improvement projects. This section provides guidance on those eligible and ineligible project components.

- A. Eligible project components. (This list is not intended to be exhaustive. The city council may consider any project component it deems appropriate, unless specifically deemed ineligible pursuant to this section.)
 - 1. The following project categories shall be considered **eligible** and must be included in the percent-for-art program calculation base (unless otherwise exempted by the city council as noted in (following section)):
 - a. Any capital improvement project paid for wholly or in part by the city where the cost of construction or remodeling is in excess of \$25,000;

- b. Capital improvement projects which are developed privately and leased back to the city;
 - c. New construction, reconstruction or remodeling of building;
 - d. Parks & trails;
 - e. Pedestrian and vehicle bridges;
 - f. Street or street overlay projects;
 - g. Surface water management projects;
 - h. Wastewater treatment projects; or
 - i. Transit facility construction projects.
- B. Ineligible project components. (This list is not intended to be exhaustive. The city council may exclude any project component from the percent-for-art program, unless specifically deemed eligible pursuant to this section.)
1. The following project categories shall be considered **ineligible** and may be excluded from the percent-for-art program calculation base:
 - a. Accounting fees;
 - b. Acquisition of equipment and furnishings;
 - c. Architectural plans;
 - d. Change orders to eligible projects;
 - e. Commemorative structures;
 - f. Demolition of existing structures;
 - g. Engineering plans;
 - h. Environmental remediation;

- i. Equipment purchases;
- j. Incidental costs not associated with construction;
- k. Interest costs;
- l. Land acquisition;
- m. Legal fees;
- n. Maintenance and operation enhancements;
- o. Projects funded by a local improvement district; or
- p. Studies or designs that do not result in construction.

C. Funding Sources.

1. In the event bonds are used to fund capital improvement projects, the capital improvement project shall be an eligible capital improvement project if so approved by:
 - a. The bond election ordinance; or
 - b. The bond ordinance authorizing other types of bonds; or
 - c. Other applicable laws or regulations; or
 - d. An official interpretation by another government entity regarding reliable use for funds which the agency is providing for the project and which includes art as an expenditure of funds.

12.35.100 Public Art Funds.

- A. The city shall establish a special program designated the “public art program” into which funds appropriated in 12.35.080 (A) of this section or funds derived from gifts or donations to the city for public art shall be deposited.
 1. Funds collected through the percent-for-art program shall be used to benefit its corresponding capital improvement project.

- a. Proceeds deposited for public art projects may be used for architectural and engineering design associated with the public art project. Once deemed eligible for the percent-for-art program, the public art funds are not restricted by section 12.35.090. Funds may be used as necessary to produce the public art project.
 - 2. Any unexpended percent-for-art funds remaining at the end of a capital improvement project shall be reverted into the general public art fund. Money from this account may be used for works of art at existing public properties and facilities as deemed appropriate by the city council.
- B. In all cases, where a capital improvement project has a scope of work that includes both eligible and ineligible project elements and eligible and ineligible project categories, the budget for public art shall be calculated, at a minimum, in the eligible portions of the project.
- C. If one-quarter of a percent (0.0025%) of a particular capital improvement project is insufficient to fund a public art project, proceeds so deposited may, in conformance with state and federal law, accumulate until they are sufficient to fund a public art project, either to a capital improvement project or to public art in general as determined by the city council.



**EAGLE MOUNTAIN CITY
CITY COUNCIL MEETING
SEPTEMBER 17, 2024**

TITLE:	UPDATE - Legislative Priorities List
ITEM TYPE:	Communication Item
FISCAL IMPACT:	
APPLICANT:	City Staff

CURRENT GENERAL PLAN DESIGNATION & ZONE	ACREAGE
N/A	N/A

PUBLIC HEARING

No

PREPARED BY

Clifford Strachan, Director of
Legislative Affairs

PRESENTED BY

Clifford Strachan

RECOMMENDATION:

BACKGROUND:

EMMC 2.15.100 establishes a legislative priorities list to clarify by adoption or amendment the authorized ongoing priorities of the City Council and to provide direction to the City Administrator in prioritizing the day-to-day activities of the Director of Legislative Affairs. The list is provided for information and discussion. The City Council may make changes to the list of priorities via majority vote. The attached list includes a description of the issues prioritized, prioritization, status designation, and comments or updates concerning the item.

ITEMS FOR CONSIDERATION:

Several items have updates for the Council's information.

PLANNING COMMISSION ACTION/RECOMMENDATION:

N/A

ATTACHMENTS:

1. Legislative Priorities List
2. Legislative Priorities List Update

Legislative Priorities List																		
Order	Dept	Issue / Item	Description	Priority [see EMMC 2.15.100]	E Matrix:	Status	Target Date	Date of last update	Comments/Update	Date Adopted	Assigned		Economic Growth	Infrastructure Networks	Reputational Evolution	Generational Planning	Environmental Stewardship	Service Enhancement
2023.001	11	City Hall Land Acquisition	Need to prioritize land acquisition for future civic uses, of different types.	High Priority	Schedule	Long Horizon	<2035	8/14/2024	Related to the Facilities Master Plan project. Council would like to move the city hall project forward with more funding, concept plan, etc. Strategy discussion held with Council on 6/18/24. Surveying a preferred property is next.	5/16/2023	City Manager			X		X		
2023.037	12	MIHP re Transfer of Development Rights	Create a program to transfer development rights for moderate income housing.	Secondary Priority	Schedule	In Progress	7/16/2024	9/3/2024	Per MIHP 9.4, Strategy 4. Adopted as a strategy for the MIHP 1/3/2023. The Council discussed the topic on 9/3/2024 and directed staff to review the program with developers.	8/15/2023	Draper							
2023.035	14	MIHP re Mortgage Assistance Program	Implement a mortgage assistance program for employees of the municipality, an employer that provides contracted services to the municipality, or any other public employer that operates within the municipality.	Secondary Priority	Do	In Progress	9/30/2024	8/28/2024	Per MIHP 9.4, Strategy 2. Adopted as a strategy for the MIHP in 2023. Staff has brought this discussion to the Council twice this summer. Staff is preparing a draft policy, application, and procedures.	1/3/2023	Strachan							
2024.003	14	Status Report on Master Plans	Per EMMC 2.19.030.J, provide periodic city council review of the priorities and implementation strategies of the city's master plans. A discussion at the annual strategic planning meeting is also recommended.	Secondary Priority	Schedule	In Progress	9/30/2024	7/16/2024	Staff reported on the status of master plan reviews on 7/2/2024; the CC requested this item be added to the Legislative Priorities List for periodic status updates.	7/16/2024	Strachan			X		X		
2023.038	16	MIHP re Planned uses for RDA housing allocation funds	Create a policy or approve a plan that identifies the planned uses for the RDA housing allocation funds that come from economic development projects, in compliance with UCA§17C-1-412.	Secondary Priority	Schedule	In Progress	5/1/2024	8/14/2024	Per MIHP 9.4, Strategy 5. Adopted as a strategy for the MIHP 1/3/2023. Staff plans to bring the report to the Council in September.	8/15/2023	Berrett					X		
2023.018	21	Transportation Funding	Work with MAG/UDOT/Lehi/Saratoga etc. to promote EMC's transportation funding needs. Specifically, the overpass for Mountain View Corridor and SR73, future funding for Hidden Valley Road.	High Priority	Do	Long Horizon	<2030	5/14/2024	Mid-Valley / Hidden Valley road study and additional funding for Airport road was approved by MAG on 2/1/24. In May, Utah Transportation Commission approved \$553M funding for the Mountain View Corridor from Cory Wride Fwy to 2100 North (2029); \$459M for the Cory Wride Fwy from Ranches Parkway to Mountain View Corridor (2029); and projects making it easier to cross Lehi and Saratoga Springs (2025 & 2026). Work is already happening on MVC at 2100 N but the timing of other projects is to be determined.	5/16/2023	Mumford			X		X		
2023.013	21	City-wide Trail Network Plan	Do a trail network plan separate from the bike and pedestrian plan; address power line corridor preservation. Connect trail along wash.	Secondary Priority	Schedule	In Progress	7/30/2024	8/14/2024	Staff have obtained feedback from stakeholders. Next is an RFP for a consultant to update the plan.	5/16/2023	Mumford			X				X
2023.039	21	MIHP re Adopt Land Use ordinance re 10% moderate income housing dedication	Adopt a land use ordinance that requires 10% or more of new residential development in certain residential zones be dedicated to moderate income housing.	Secondary Priority	Schedule	In Progress	12/31/2024	6/10/2024	Per MIHP 9.4, Strategy 5. Adopted as a strategy for the MIHP 1/3/2023.	1/3/2023	Mumford					X		

Legislative Priorities List																						
Order	Dept	Issue / Item	Description	Priority [see EMMC 2.15.100]	E Matrix:	Status	Target Date	Date of last update	Comments/Update	Date Adopted	Assigned		Economic Growth	Infrastructure Networks	Reputational Evolution	Generational Planning	Environmental Stewardship	Service Enhancement				
2023.044	22	A review of Conditional Uses in Zoning Code leading to reclassification based on defined specifications.	The goal is to eliminate conditional uses in Commercial Storage, Agriculture, and Industrial zones by adopting defined specifications for such uses. See EMMC 17.38.040, 17.40.020, and 17.40.040, for conditional uses listed in each zone.	High Priority	Do	In Progress	4/30/2024	9/11/2024	Agriculture, Industrial, and Commercial Storage zones have been to PC, coming to Council in September. We have an update ready to go. This is going to the Council on 9.3.24. This was approved by the Council on 9.3.24.	9/19/2023	Larsen						X					
2023.024	22	Neighborhood Residential 1 - Lot Size Distribution	Redo residential zoning to specify housing unit mix. Within the Neighborhood Residential 1 Future Land Use Category there are 3 zones with various lot sizes, developers can propose all smaller size; wants a variety in each development by # of units, not by acreage.	High Priority	Do	In Progress	3/31/2024	9/11/2024	This item received a public hearing and was tabled on 2/6/2024; going to Council on 9.3.24. This item was indefinitely tabled at the 9.3.24 Council meeting. Should this be on the priorities list?	5/16/2023	Larsen						X					
2024.001 (was 2023.003)	22	General Plan Update	A general plan update has commenced. The project is expected to continue through August 2025.	High Priority	Do	In Progress	8/31/2025	9/11/2024	Staff presented and the council approved a timeline for updating the General Plan (GP) on March 6, 2024. It outlines a step by step process culminating in a targeted completion of August 2025. Our next step for the GP is prepping the Future Land Use Map update. A joint Council/PC public meeting will occur approximately on 9.19.24. Staff has also begun preparing a draft outline.	5/16/2023	Larsen		X		X							
2024.001a	22	General Plan Update	Survey Data and Outline to the City Council	High Priority	Do	In Progress	6/30/2024	9/11/2024	The survey is out to residents and we have over 1400 responses. Staff will show results to the Council at a joint meeting with Planning Commission on approximately 9.19.24.	3/6/2024	Larsen											
2024.001b	22	General Plan Update	Future Land Use Map: Do all designated areas make sense? Consider additional zoning designations (i.e.. separate RC from MF1).	High Priority	Do	In Progress	9/30/2024	9/11/2024	Our next step for the GP is prepping the Future Land Use Map update. We had a breakout map exercise with members of Council and PC on August 19th to get initial comments on potential adjustments to the Future Land Use Map designations. A joint Council/PC public meeting will occur on 9.19.24.	3/6/2024	Larsen											
2024.001c	22	General Plan Update	Annexation Policy Declaration: Review and preparation (to be included as an Appendix).	Secondary Priority	Schedule	Not Started	6/30/2025	8/14/2024	Start in October.	4/2/2024	Larsen											
2024.001d	22	General Plan Update	Part 1 (Planning context, community context, framework for the future, decision-making framework)	Secondary Priority	Schedule	Not Started	10/31/2024	3/21/2024	Future	3/6/2024	Larsen											
2024.001e	22	General Plan Update	Part 2 (Land use, Transportation, Open Space, Environment)	Secondary Priority	Schedule	Not Started	1/31/2025	3/21/2024	Future	3/6/2024	Larsen											
2024.001f	22	General Plan Update	Part 3 (Housing, Moderate Income Housing, Water)	Secondary Priority	Schedule	Not Started	4/30/2025	8/14/2024	Some initial work has begun on this section to prepare an outline.	3/6/2024	Larsen											
2024.001g	22	General Plan Update	Part 4 (Plan Administration, Best Practices, Appendices)	Secondary Priority	Schedule	Not Started	6/30/2025		Future	3/6/2024	Larsen											
2024.001h	22	General Plan Update	Review and approve General Plan: Schedule targets draft to PC in July 2025; to Council for discussion in July 2025; with goal to adopt in August 2025.	Secondary Priority	Schedule	Not Started	7/31/2025	3/21/2024	Future	3/6/2024	Larsen											
2024.001i (was 2023.028)	22	GP Full Build Out Scenarios	As part of the GP process, given zoning and land use maps, determine the city's full build out scenarios? What would we want to change? What roads are needed? How much water is needed?	Secondary Priority	Schedule	Not Started	12/31/2024	3/28/2024	Not started. This item will be evaluated further by staff.	4/2/2024	Larsen Trusty			X								
2024.001j (was 2023.023 & 2023.049)	24	GP Water Study	Complete a water study to determine how much water is needed in EMC, based on residential and commercial density, balanced with transportation needs. Establish a policy to ensure adequate water is reserved for future	High Priority	Do	In Progress	12/31/2024	8/1/2024	Psomas has been hired to do this element. Work will begin in the late summer/early fall.	4/2/2024	Larsen			X		X	X					

Legislative Priorities List																		
Order	Dept	Issue / Item	Description	Priority [see EMMC 2.15.100]	E Matrix:	Status	Target Date	Date of last update	Comments/Update	Date Adopted	Assigned		Economic Growth	Infrastructure Networks	Reputational Evolution	Generational Planning	Environmental Stewardship	Service Enhancement
2023.005	22	Establish discontinued zoning ordinances	Establish discontinued zoning ordinances for vested undeveloped expired zones or other antiquated land uses. Use Saratoga Springs' 19.04.09-6 Discontinuation of Office Warehouse Zone as a reference.	Secondary Priority	Do	In Progress	5/31/2024	9/11/2024	An Historic Zones Code Amendment has received a recommendation from the PC for adoption. It was discussed and tabled at the June 18 meeting. Staff will consult with Council members on needed changes. Staff will bring this back to the Council at their 9.17.24 meeting , after the EMP/Ranches rezones have been given a final decision.	5/16/2023	Larsen						X	
2023.004	22	MDP/MDA Amendment Proposals	Establish criteria for MDP/MDA amendment proposals. Require side by side vesting comparison (may be appropriate for EMMC 16.10.090).	Secondary Priority	Schedule	On Hold	4/30/2024	5/14/2024	Staff has begun work on this issue, but paused briefly because of HB476. We want to make sure we work in harmony with the Utah Code. Staff will resume exploring this issue now that the 2024 regular legislative session has concluded.	5/16/2023	Larsen						X	
2023.015	22	Zone Transition Code	Review Zone Transition Code (17.60.160).	Secondary Priority	Schedule	Not Started	6/30/2024	8/1/2024	This has been assigned to a planner and the research/drafting process will resume.	5/16/2023	Larsen						X	
2023.025	22	Powerline Corridor Development	We have applications and need to think about how to develop the power corridor and what uses, vegetation, etc., benefit the city.	Secondary Priority	Schedule	In Progress	6/30/2024	8/15/2024	Map all City properties and designate each property with an appropriate designation, along with criteria for which designations could be developed (to what extent), which ones could be improved with trails and/or landscaping, and which ones could be disposed of (sold). Todd has finished cataloging, is reviewing and resolving encroachments, and categorizing all the open space by function.	8/15/2023	Larsen						X	
2023.048	22	Parking and storage	Consider a code to enable parking garages based on counting as two parking spaces.	Secondary Priority	Schedule	Not Started		4/30/2024	Staff believed that the Legislature would address this issue, but did not. Staff will review.	10/3/2023	Larsen						X	
2023.009	23	Facilities Master Plan	Create or update the Facilities Master Plan. Include civic buildings in the plan. Need to have a financial plan to accomplish.	High Priority	Do	In Progress	6/30/2024	7/19/2024	The consultant, Galloway, presented the draft plan to the Council for discussion on May 21.	5/16/2023	Weber		X		X		X	
2023.032	24	Irrigation pipe requirements	Currently, we don't require it everywhere. EMMC 15.40 authorizes where city can supply water within 3 years. All 3 phases of the plan would cost >\$70M.	High Priority	Do	In Progress	6/30/2024	8/14/2024	A report will include proposed upgrades to the system and where it can be implemented. Report was expected in June, now July. This project has been delayed due to the City's reuse application to the state being rejected. The report has been resubmitted and although we do not have an approved reuse permit, we are moving forward with the reuse plan and expect it to be completed late October/ early November. Currently Parkway Fields is installing purple pipe for use in their subdivision.	5/16/2023	Trusty		X				X	
2023.011a	24	Airport Road	Road needs to be prioritized and upgraded. Don't use the funds for this road on other projects. Council wants to know where this is in the process.	High Priority	Do	In Progress	12/31/2024	5/30/2024	Contractor is on site.	5/16/2023	Trusty		X		X			
2023.011b	24	Mid Valley Road	Road needs to be prioritized and upgraded. Don't use the funds for this road on other projects. Council wants to know where this is in the process.	High Priority	Schedule	In Progress	12/31/2025	8/1/2024	Civil Science has been awarded the design contract for this project. Completion is expected by fall 2025.	5/16/2023	Trusty		X		X			

Legislative Priorities List																		
Order	Dept	Issue / Item	Description	Priority [see EMMC 2.15.100]	E Matrix:	Status	Target Date	Date of last update	Comments/Update	Date Adopted	Assigned		Economic Growth	Infrastructure Networks	Reputational Evolution	Generational Planning	Environmental Stewardship	Service Enhancement
2023.043	24	Adjust Transportation Master Plan to designate MidValley as an expressway	Extend it via the future Hidden Valley Road as an expressway as a expedited way in/out of the city. Bring forward earlier the MAG project priority. The Hidden Valley Road project from East Expressway (aka Airport Road) eastward to Redwood Road is unfunded but included in consideration for Phase 3 covering 2043-2050.	Secondary Priority	Do	In Progress	12/5/2023	8/14/2024	City has issued an RFP in expectations of adoption by MAG. Staff will be bringing an interlocal agreement for the funding for the funding of this project between EMC and MAG.	8/15/2023	Trusty			X		X		
2023.041	24	Shared Parking	17.55.100 Add traffic engineer's data into the city code to determine what is the right amount of shared parking; and for the Council to become the land use authority rather than PC.	Secondary Priority	Schedule	In Progress	6/30/2024	5/30/2024	The council wants clarity to the parking code and become the land use authority. Engineering is collaborating with Planning to move this forward.	8/15/2023	Trusty			X				
2023.033	32	Capital Asset Management Plan	Incorporate into our planning and budget process, financing etc. Do impact fees sufficiently cover state mandates like ADUs?	Secondary Priority	Schedule	In Progress	12/31/2024	8/13/2024	Public Works selected OpenGov - Cartegraph software for asset management. PW staff are currently adding their assets to the program. Preliminary work has begun on a draft capital asset policy.	5/16/2023	Ruesch Hickman			X		X		
2023.042	41	Safe Routes for Schools as a Calendar Item	Bring forward each year a staff report on safe routes for school including completing infrastructure projects before school commences.	Secondary Priority	Schedule	In Progress	5/31/2024	8/14/2024	All school zones have been freshly painted. Possible new locations will warrant crossing guards; city staff will be monitoring as school starts. Silverlake, Blackridge, Mountain Trails, and Eagle Valley Elementary Schools will be a focus for evaluation (UDOT formula).	8/15/2023	Hickman Kofoed Hilton							
2023.008	41	Rodeo Feasibility Study	Coordinate a feasibility study to consider relocating the rodeo.	Secondary Priority	Schedule	Not Started		1/16/2024	The rodeo facility is not included in the Facilities Master Plan. A study for relocating would be done separately.	5/16/2023	Hickman					X		X
Proposed																		
2024.002		Matching Grant Program for Neighborhood/Parks Improvements	Create a grants program to support residents/groups who wish to install make parks or other neighborhood improvements.	Proposed	-	-		4/16/2024	A program was established in 2016, funded with \$1M. The program fell into disuse by 2020. Council discussed this item and determined to not adopt move forward at this time.		Strachan Hickman							X
2023.019	31	Advise and Consent	Coordinate with city boards, committees, and commissions.	Proposed	-	-		1/16/2024	Currently there are empty positions. See what the EMMC directs. What is the status now? There is one PC vacancy, 2 still to fill on the cemetery.									
2023.012	41	City Food Orchard	Suggests planting wild fruit trees in the city. Mayor supports? Put property to use for community benefit...use city resources to beautify and create a commodity for community use.	Proposed	-	-					Hickman						X	
2023.029	21	Master Plan Process	Council members want to know how they can be involved in the city infrastructure master plan process.	Proposed	-	-		7/2/2024	Write a memo; also relates to EMMC 2.19.030.J.		Mumford					X		
2023.031	21	Dashboard of city data and demographics	Provide a dashboard showing data and demographics, for example, permits, population, etc.	Proposed	-	-		2/13/2024	Dashboard for Economic Development is live, but going through some updates. Dashboard that includes more data from OpenGov is pending final rollout to Building Department 7/18/2024.		Mumford Berrett					X		

Legislative Priorities List																			
Order	Dept	Issue / Item	Description	Priority [see EMMC 2.15.100]	E Matrix:	Status	Target Date	Date of last update	Comments/Update	Date Adopted		Assigned		Economic Growth	Infrastructure Networks	Reputational Evolution	Generational Planning	Environmental Stewardship	Service Enhancement
2023.045	21	Review business licensing with a view to approving or denying licenses based on parking or other code constraints.	The goal is to ensure that businesses seeking licensing are compliant with other code sections.	Proposed	-	-		1/31/2024	Staff will review the code to determine any necessary or suggested updates.			Mumford							X
2023.050	21	City-sponsored Waterwise Landscaping Grants Program	Create a grants program to support residents who wish to install waterwise landscaping instead of grass.	Proposed	-	-		1/31/2024	This is currently on hold until it is approved to be added to the priorities list and to allow us to work on other higher priority items.			Mumford					X		
2023.016	22	Staff Report for Development Projects	Wants a staff report before unofficial council feedback. Developments - need more information before meeting with developers. Suggest having the staff report (even the one before the PC) before such meetings. Its hard to meet with the developer without useful information (#units, setbacks, etc.). SM - perhaps a summary of the project, a memo etc.	Proposed	-	-		9/19/2023	This is a process issue. Planners don't always know developers are already talking to councilors. It may be possible to provide the staff report to the PC to the Council. Could also provide a memo or "heads up" email of some sort to the Council if requested.			Larsen							
2023.026	22	Visitor Parking in Code	Visitor parking proximity in multi-family housing. Wants parking close to units, not all grouped in one area. It requires a code amendment.	Proposed	-	-		9/19/2023	This is on hold while we work on higher priority code amendments. Will pursue as those are approved/completed.			Larsen					X		
Completed																			
2023.036	21	MIHP re Impact fees for ADUs	Eliminate impact fees for any accessory dwelling unit that is not an internal accessory dwelling unit as defined in Section 10-9a-530.	Secondary Priority	Delete	Completed	12/31/2024	8/20/2024	Per MIHP 9.4, Strategy 3; Once per year staff will provide a report to the Council concerning ADU fees. Last report provided December 2023. An update on MIHP strategies was presented on 6/4/2024. The city does not assess impact or other fees for ADUs. The city's Consolidated Fee Schedule was updated to reflect this policy.	8/15/2023		Mumford							
2023.003c	22	Development Code: Mobile Business Regulations	In 2023, HB408 Mobile Business Licensing Amendments, necessitated a review of the code. It deals with the distinction between "Enclosed Mobile Business" and food trucks, carts, etc.	High Priority	-	Completed	5/16/2024	5/7/2024	If a local mobile business owner needs a license, we will issue it as a normal business license; but state law requires us to honor other instate business licenses. There is no action required.	5/16/2023		Larsen					X		
2023.003b	22	Development Code: Military Compatibility Amendment	In 2023, HB265 Sentinal Landscape Amendments, required municipalities and counties to develop a compatible use plan to ensure proposed land uses within a certain distance of military land are compatible with military uses.	High Priority	-	Completed	4/30/2024	4/16/2024	The Council adopted code amendments based on 2023's HB265 and 2024's HB 256 Military Compatible Land Use Amendment.	5/16/2023		Larsen					X		
2023.006	22	Wildlife Overlay Zone	Facilitate bringing forward a presentation soon.	Secondary Priority	-	Completed	3/31/2024	4/2/2024	Adopted with amendments.	5/16/2023		Larsen						X	
2023.003a	22	Development Code	The Utah Legislature passed several bills in 2023 that necessitate changes to the city's code. SB174, HB364, HB406, HB265, and SB118 all affect the city's development codes. SB199 makes certain land use laws not referrable but no changes are needed to the code.	High Priority	-	Completed	3/19/2024	3/7/2024	Most required ordinance changes have been completed. Some unfinished items are split into new priority items. The final EMMC code changes due to SB174 and HB406 regarding lot line adjustment item was presented and adopted on 3/6/2024.	5/16/2023		Larsen					X		
2023.002	22	Zoning Map Update	Update the city's zoning map(s).	High Priority	-	Completed	2/20/2024	2/20/2024	Staff presented and the CC adopted the new zoning map which was demonstrated electronically. Staff is expected to maintain the map going forward.	5/16/2023		Larsen			X		X		

Legislative Priorities List													Economic Growth	Infrastructure Networks	Reputational Evolution	Generational Planning	Environmental Stewardship	Service Enhancement
Order	Dept	Issue / Item	Description	Priority [see EMMC 2.15.100]	E Matrix:	Status	Target Date	Date of last update	Comments/Update	Date Adopted		Assigned						
2023.048	12	Residential Development Standards	17.25.040 Residential Development Standards: Footnote #7 requires the average lot size be calculated across the preliminary plat.	High Priority	-	Completed	2/28/2024	2/6/2024	Approved by the CC on 2/6/2024.	11/7/2023		Draper					X	
2023.047	13	Standard background for online meetings	Create a standard background for use in public, teams, and zoom meetings.	Secondary Priority	-	Completed	1/31/2024	1/31/2024	A new, post-branding, background has been created and sent via email along with instructions for uploading to online meeting programs.	10/3/2023		Maffitt			X			
2023.007	14	Annual Council Training	Code to establish yearly training of Council by DOLA; to include duties, responsibilities, and authorities granted to the council by the state; LUDMA, OPMA, Ethics, etc.	Secondary Priority	-	Completed	1/2/2024	1/30/2024	State code requires annual training for OPMA - on January 2 agenda; an orientation manual for council members was presented and new council orientation on December 6.	5/16/2023		Strachan						
2023.004	22	Fencing Code	Council has made a lot of exceptions and wants to be very clear about fencing standards. See also 16.35.090.	Secondary Priority	-	Completed	3/31/2024	2/6/2024	The CC adopted new fencing and buffer code on 2/6/2024.	8/15/2023		Larsen				X		
2023.001	21	Title 16 Subdivisions	Review and update language, address concerns in preliminary and final plat approvals regarding language and requirements due to SB174.	High Priority	-	Completed	2/1/2024	10/3/2023	Ordinance changes were approved on 9/19/2023. On 10/3/2023 added an effective date.	5/16/2023		Mumford				X		
2023.034	24	Water Conservation Issues	Adjust water rates to save for infrastructure needs.	High Priority	-	Completed	1/31/2024	10/3/2023	Rate changes to cover operations and maintenance were approved 9/19/2023.	5/16/2023		Trusty		X				
2023.027	14	Second Class City Requirements	What needs to be done? When?	Secondary Priority	-	Completed		10/3/2023	Provided a memo listing requirements and trigger for changes.			Strachan				X		

Summary of Changes Since Last Report						
Issue / Item	Description	Priority [see EMMC 2.15.100]	Status	Target Date	Date of last update	Comments/Update
MIHP re Transfer of Development Rights	Create a program to transfer development rights for moderate income housing.	Secondary Priority	In Progress	7/16/2024	9/3/2024	Per MIHP 9.4, Strategy 4. Adopted as a strategy for the MIHP 1/3/2023. The Council discussed the topic on 9/3/2024 and directed staff to review the program with developers.
A review of Conditional Uses in Zoning Code leading to reclassification based on defined specifications.	The goal is to eliminate conditional uses in Commercial Storage, Agriculture, and Industrial zones by adopting defined specifications for such uses. See EMMC 17.38.040, 17.40.020, and 17.40.040, for conditional uses listed in each zone.	High Priority	In Progress	4/30/2024	9/11/2024	Agriculture, Industrial, and Commercial Storage zones have been to PC, coming to Council in September. We have an update ready to go. This is going to the Council on 9.3.24. This was approved by the Council on 9.3.24.
Neighborhood Residential 1 - Lot Size Distribution	Redo residential zoning to specify housing unit mix. Within the Neighborhood Residential 1 Future Land Use Category there are 3 zones with various lot sizes, developers can propose all smaller size; wants a variety in each development by # of units, not by acreage.	High Priority	In Progress	3/31/2024	9/11/2024	This item received a public hearing and was tabled on 2/6/2024; going to Council on 9.3.24. This item was indefinitely tabled at the 9.3.24 Council meeting. Should this be on the priorities list?
General Plan Update	A general plan update has commenced. The project is expected to continue through August 2025.	High Priority	In Progress	8/31/2025	9/11/2024	Staff presented and the council approved a timeline for updating the General Plan (GP) on March 6, 2024. It outlines a step by step process culminating in a targeted completion of August 2025. Our next step for the GP is prepping the Future Land Use Map update. A joint Council/PC public meeting will occur approximately on 9.19.24. Staff has also begun preparing a draft outline.
General Plan Update	Survey Data and Outline to the City Council	High Priority	In Progress	6/30/2024	9/11/2024	The survey is out to residents and we have over 1400 responses. Staff will show results to the Council at a joint meeting with Planning Commission on approximately 9.19.24.
General Plan Update	Future Land Use Map: Do all designated areas make sense? Consider additional zoning designations (i.e.. separate RC from MF1).	High Priority	In Progress	9/30/2024	9/11/2024	Our next step for the GP is prepping the Future Land Use Map update. We had a breakout map exercise with members of Council and PC on August 19th to get initial comments on potential adjustments to the Future Land Use Map designations. A joint Council/PC public meeting will occur on 9.19.24.
Establish discontinued zoning ordinances	Establish discontinued zoning ordinances for vested undeveloped expired zones or other antiquated land uses. Use Saratoga Springs' 19.04.09-6 Discontinuation of Office Warehouse Zone as a reference.	Secondary Priority	In Progress	5/31/2024	9/11/2024	An Historic Zones Code Amendment has received a recommendation from the PC for adoption. It was discussed and tabled at the June 18 meeting. Staff will consult with Council members on needed changes. Staff will bring this back to the Council at their 9.17.24 meeting, after the EMP/Ranches rezones have been given a final decision.

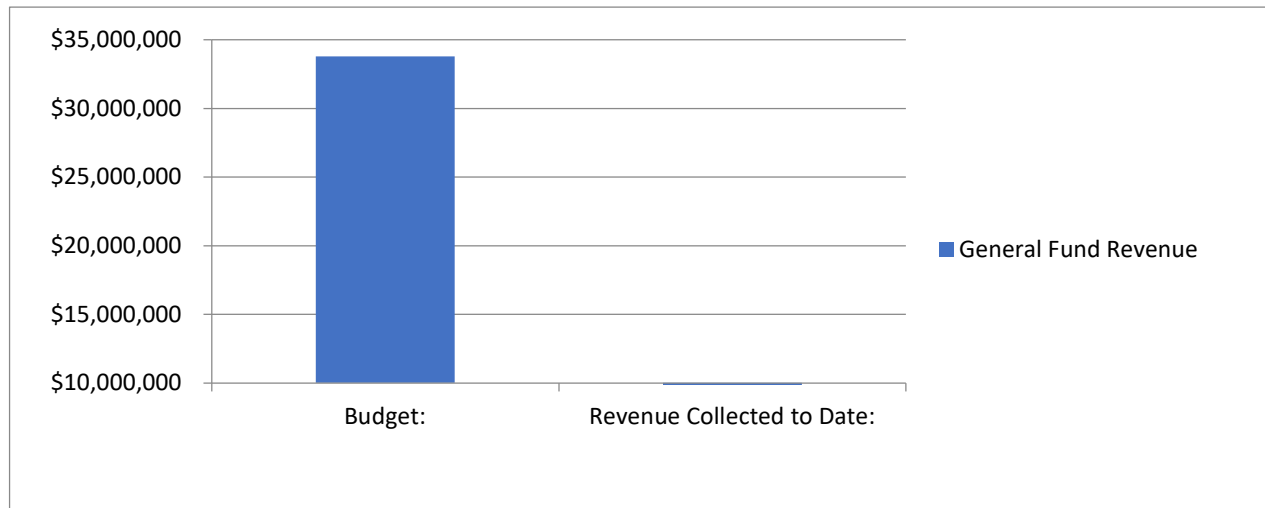
EXECUTIVE SUMMARY OF REVENUES AND EXPENSES*

Through July 2024

GENERAL FUND

General Fund Revenues

Budget: \$ 33,790,608
Revenue Collected to Date: \$ 3,367,395
Percent of Total Budget Collected: 10%
Percent of Year Completed: 8%



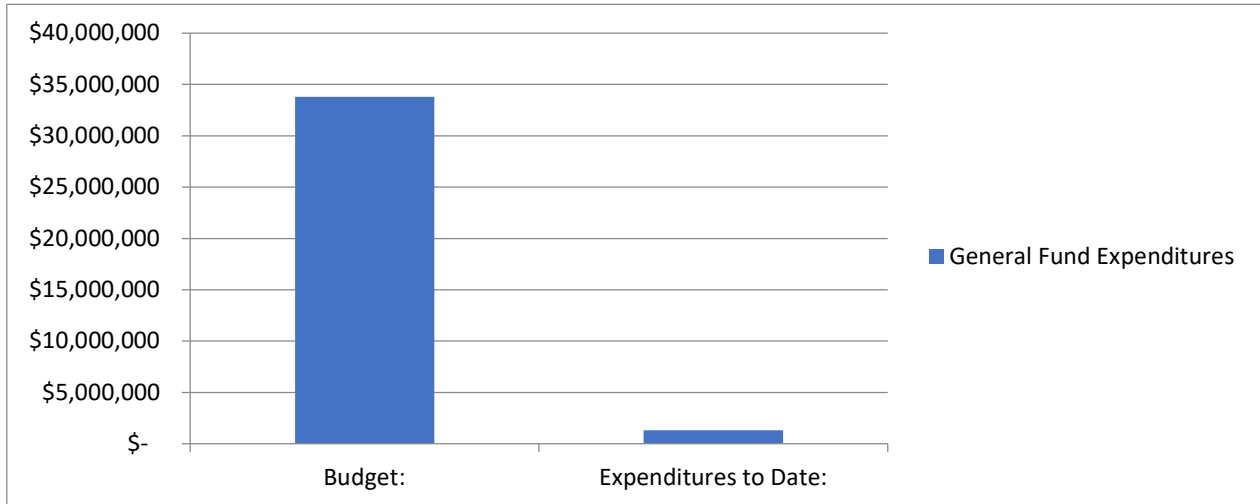
Revenue Analysis

Revenue Sources	Budget	To Date	% Collected
Taxes	\$ 21,222,114	\$ 1,883,104	8.87%
Licenses and Permits	\$ 32,000	\$ 581	1.82%
Planning Building & Eng Fees	\$ 5,186,000	\$ 806,898	15.56%
Intergovernmental	\$ 2,607,000	\$ -	0.00%
Charges for Services	\$ 246,500	\$ 69,768	28.30%
Recreation	\$ 121,000	\$ 5,952	4.92%
Utility Revenue	\$ -	\$ 18,210	0.00%
Fines & Forfeitures	\$ 15,000	\$ 1,548	10.32%
Other Revenues	\$ 335,500	\$ 83,064	24.76%
Interfund Transfers	\$ 2,601,143	\$ 202,643	7.79%
Special Revenues & Resources	\$ 1,424,351	\$ 295,626	20.76%

Note:

General Fund Expenditures

Budget: \$ 33,790,608
Expenditures to Date: \$ 1,324,465
Percent of Total Budget Expended: 4%
Percent of Year Completed: 8%



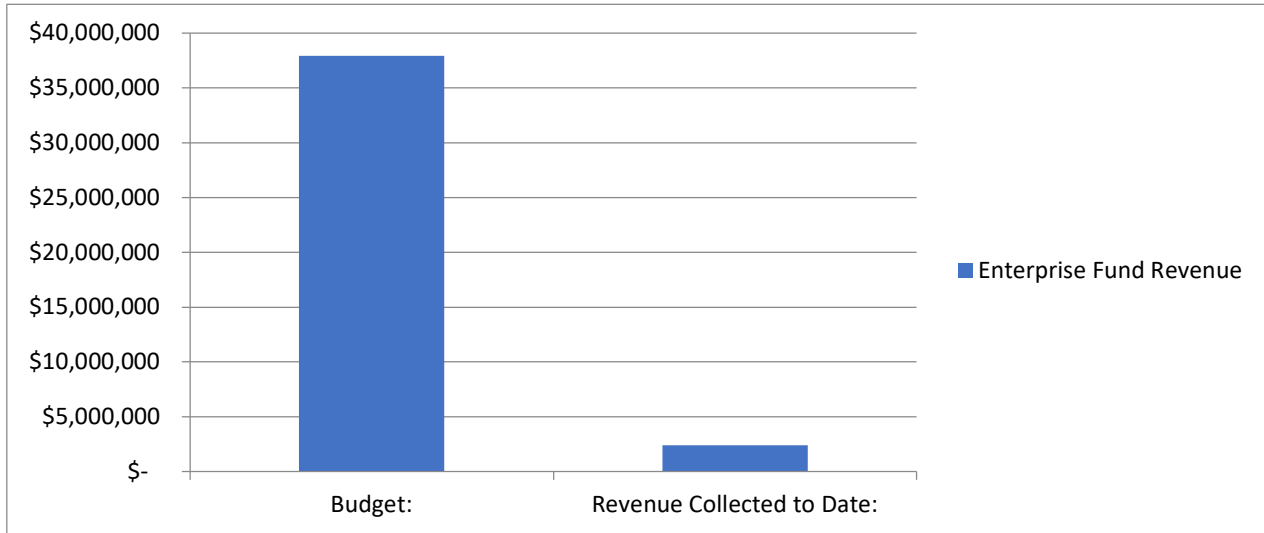
Expense Analysis

				% Yr.	
		Budget	To Date	% Expended	Completed
11	General Government	\$ 4,745,067	\$ 321,177	7%	8%
18	Community Services	\$ 5,596,499	\$ 169,556	3%	8%
19	General Government	\$ 2,162,217	\$ 112,666	5%	8%
21	Public Safety	\$ 7,664,348	\$ 120,860	2%	8%
31	Community Development	\$ 362,430	\$ 10,387	3%	8%
32	Planning & Zoning	\$ 1,188,221	\$ 92,124	8%	8%
33	Building Inspections	\$ 1,780,741	\$ 109,621	6%	8%
41	Public Services	\$ 8,089,212	\$ 388,074	5%	8%
61	Interfund Transfers	\$ 2,201,873.00	0		

ENTERPRISE FUNDS

Enterprise Fund Revenues

Budget: \$ 37,933,756
Revenue Collected to Date: \$ 2,405,381
Percent of Total Budget Collected: 6%
Percent of Year Completed: 8%



Revenue Analysis

				% Yr.	
		Budget	To Date	% Received	Completed
51	Water Fund	\$ 18,079,706	\$ 1,227,670	7%	8%
52	Sewer Fund	\$ 15,494,723	\$ 801,488	5%	8%
57	Solid Waste Fund	\$ 2,773,384	\$ 235,750	9%	8%
59	Storm Drain Fund	\$ 1,585,943	\$ 140,472	9%	8%

Fund 51 - Water Fund:

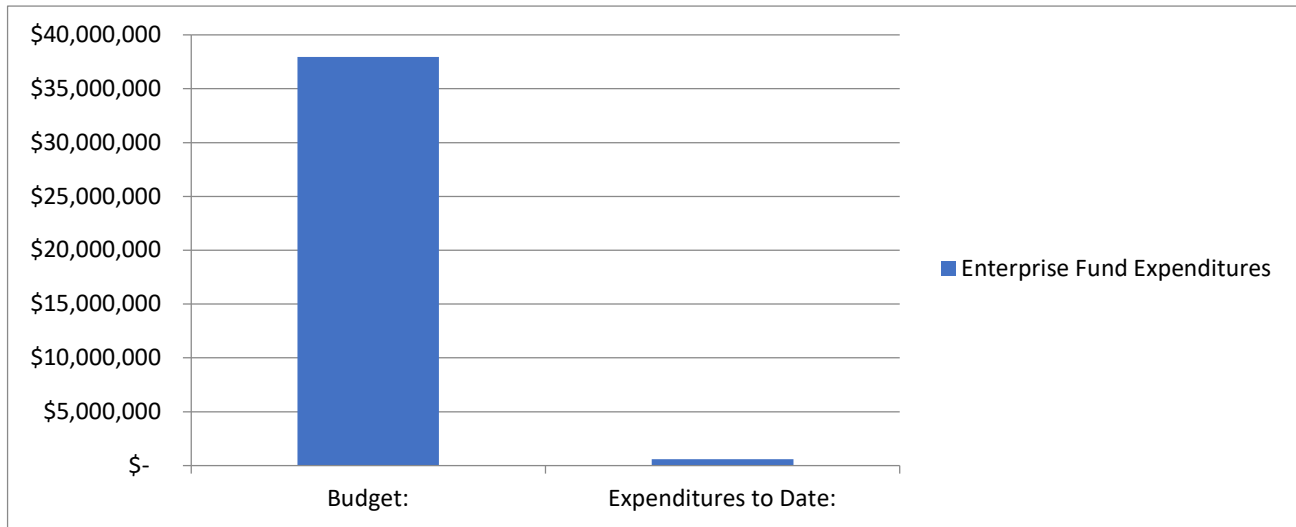
Fund 52 - Wastewater Fund:

Fund 57 - Solid Waste Fund:

Fund 59 - Storm Water Fund:

Enterprise Fund Expenditures

Budget:	\$	37,933,756
Expenditures to Date:	\$	583,351
Percent of Total Budget Expended:		2%
Percent of Year Completed:		8%



Expense Analysis

		Budget	To Date	% Expended	% Yr. Completed
51	Water Fund	\$ 18,079,706	\$ 277,446	2%	8%
52	Sewer Fund	\$ 15,494,723	\$ 219,497	1%	8%
57	Solid Waste Fund	\$ 2,773,384	\$ 18,738	1%	8%
59	Storm Drain Fund	\$ 1,585,943	\$ 67,670	4%	8%

Note:

The Water Fund had a \$5.3M payment to Central Utah Water Conservancy District for payment of Development Fees that took place in Ju

IMPACT FEE FUNDS

Fund Balance - current total balance in the fund.

Committed Balance - restricted to pay reimbursement agreements, and budgeted expenses

Available Balance - amount in the fund that is available for future projects in the Capital Facilities plan.

Projected Available Balance - amount projected through building trends to be available for projects in the Capital Facilities Plan by the end of the current fiscal year.

FUND NAME	Fund Balance as of 07/31/2024	Committed Balance	Available Balance	Projected Available Balance by 6/30/2025**
11 - Water Impact Fee Fund	\$22,575,734	\$4,425,645	\$18,150,089	\$18,482,941
12 - Wastewater Impact Fee Fund	\$2,959,143	\$1,148,350	\$1,810,793	\$2,158,078
15 - Parks/Trails Impact Fee Fund	\$7,890,021	\$1,250,000	\$6,640,021	\$6,991,316
16- Public Safety Impact Fee Fund	\$149,502	\$0	\$149,502	\$153,891
17 -Stormwater Impact Fee Fund	\$2,425,966	\$2,015,300	\$410,666	\$460,595
18 -Transportation Impact Fee Fund	\$61,619	\$4,125,050	(\$4,063,431)	(\$2,747,936)

****Available balance + the average of the future facilities impact fee collected and projected out.**

*Unaudited figures - adjusting entries will be done throughout the fiscal year.



Tentative Upcoming Agenda Items for City Council Information

Development Projects

- Allgood Plat Amendment
- AT&T Tower Gateway Site Plan
- Belle Street Seminary Building Site Plan
- Cedar Corners Phase 5
- Cedar Glen Concept Plan
- The District Eagle Mountain Commercial Master Site Plan & Preliminary Plat
- Dutch Bros Site Plan
- Firefly IFFP/IFA - Water, Sewer, Transportation, and Storm Drain
- Garner Farms Concept Plan
- JDH Smith Concept Plan
- Strides Site Plan

Code Amendments

- Drive-Thru Regulations
- Historic Zones
- Off-Street Shared Parking Agreements for Non-Single Family
- Transfer of Density Rights

Other Items

- Commercial Water Rights Requirements
- City Brand & Marketing Playbook Amendments
- Amended/Restated Rodeo Grounds Lease Agreement with Pony Express Events
- Strategic Planning Retreat/Conference
- Consideration of a Demonym
- Local Building Authority meeting (to adopt bylaws)

Please note all items are tentative and are subject to change.