



EAGLE MOUNTAIN CITY COUNCIL MEETING

December 6, 2022, 4:00 PM

Eagle Mountain City Council Chambers

1650 East Stagecoach Run, Eagle Mountain, Utah 84005

4:00 P.M. WORK SESSION - CITY COUNCIL CHAMBERS

1. CITY ADMINISTRATOR INFORMATION ITEMS

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

1.A UPDATE - City Administrator Items

1.B DISCUSSION - City Mission Statement

1.C [PRESENTATION - Parks and Recreation Advisory Board](#)

2. AGENDA REVIEW

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

3. ADJOURN TO A CLOSED EXECUTIVE SESSION

The City will adjourn into a Closed Executive Session for the purpose of discussing reasonably imminent litigation, and the purchase, lease, or exchange of real property pursuant to Section 52-4-205(1) of the Utah Code, Annotated.

7:00 P.M. 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'S ITEMS

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

9. APPOINTMENTS

9.A Library Advisory Board

1. Andrea Hecklinger - Three-year Term through December 2025
2. Stephanie Corless - Three-year Term through December 2025

9.B Parks and Recreation Advisory Board

1. Colton Scott - Three-year Term through December 2025
2. Rod Hess - Three-year Term through December 2025

9.C Planning Commission

1. Brent Strong - Three-year Term through December 2025
2. Jason Allen - Three-year Term through December 2025
3. Travis Barker - Completing the Alternate Member Three-year Term through December 2024

CONSENT AGENDA

10. BOND RELEASES

10.A Eagle Point Townhomes Plat D - Into Warranty

[Recorded Plat](#)

[Bond Release Letter](#)

10.B Eagle Point Townhomes Plat E - Into Warranty

[Recorded Plat](#)

[Bond Release Letter](#)

10.C Scenic Mountain Phase C, Plat 1 - Into Warranty

[Recorded Plat](#)

[Bond Release Letter](#)

10.D Scenic Mountain Phase C, Plat 2 - Into Warranty

[Recorded Plat](#)

[Bond Release Letter](#)

10.E Ranches Estates Plat D - Out of Warranty

[Recorded Plat](#)

[Bond Release Letter](#)

11. CHANGE ORDERS

11.A [Wastewater Treatment Plant Expansion Change Order #5 - Aqua Engineering](#)

12. MINUTES

- 12.A November 1, 2022 Minutes - Regular City Council Meeting
[11.01.2022 City Council Minutes - DRAFT](#)
- 12.B November 15, 2022 Minutes - Regular City Council Meeting
[11.15.2022 City Council Minutes - DRAFT](#)

13. 2023 MEETING SCHEDULE

- 13.A 2023 City Council Meeting Schedule
[2023 City Council Meeting Schedule - DRAFT](#)

14. RESOLUTIONS

- 14.A [RESOLUTION - A Resolution of Eagle Mountain City, Utah, Appointing Marcus Draper as City Attorney for Eagle Mountain City.](#)
[RES--Appointment of City Attorney](#)

SCHEDULED ITEMS

15. ORDINANCE/PUBLIC HEARING

- 15.A [ORDINANCE/PUBLIC HEARING - An Ordinance of Eagle Mountain City, Utah, Adopting the Second Amendment to the Fiscal Year 2022-2023 Annual Budget.](#)

BACKGROUND: *(Presented by Finance Director Kimberly Ruesch)* State statute requires the City to amend its budget to appropriate funds for increased expenses. The proposed ordinance is the second budget amendment for Fiscal Year 2022-2023 and includes increases in the General, Enterprise, Capital Projects, Debt Service, and Impact Fee Funds.

[ORD--FY 2023 Budget Amendment #2](#)
[EXHIBIT--FY 2023 Budget Amendment #2](#)

16. ORDINANCE

- 16.A [ORDINANCE - An Ordinance of Eagle Mountain City, Utah, Adopting the Eagle Mountain City Transportation Master Plan.](#)

BACKGROUND: *(Presented by City Engineer Chris Trusty)* The proposed ordinance approves the updated Transportation Master Plan which incorporates the goals of the City regarding the transportation systems within our jurisdiction and those regional facilities maintained by UDOT, UTA, Utah County, and neighboring communities. A public hearing was held on September 20, 2022, and the City Council tabled the item.

ORD--Transportation Master Plan
EXHIBIT--Transportation Master Plan

17. MOTION

- 17.A MOTION - Disposal of Significant Real Property Identified as Portions of Utah County Parcel Numbers 36:713:0052 and 54:223:0041.

BACKGROUND: *(Presented by Chief Deputy Recorder Lianne Pengra)* The applicants have requested that the City Council consider disposal of approximately 1.27 acres in the North Ranch Subdivision. A public hearing was held on September 20, 2022, and the City Council tabled the item to allow staff to evaluate the interconnectivity of this area with the overall trail system.

Land Disposal Application
Location
Agriculture Property Valuation

18. CITY COUNCIL/MAYOR'S BUSINESS

This time is set aside for the City Council's and Mayor's comments on City business.

19. CITY COUNCIL BOARD LIAISON REPORTS

This time is set aside for Councilmembers to report on the boards they are assigned to as liaisons to the City Council.

20. COMMUNICATION ITEMS

- 20.A Financial Report
2022 October Executive Summary
- 20.B Upcoming Planning Items
CI--Upcoming Agenda Items

21. ADJOURNMENT

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

In accordance with the Americans with Disabilities Act, Eagle Mountain City will make reasonable accommodation 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 1st day of December, 2022, 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
DECEMBER 6, 2022**

TITLE:	PRESENTATION - Parks and Recreation Advisory Board		
ITEM TYPE:	Discussion		
FISCAL IMPACT:			
APPLICANT:			
GENERAL PLAN DESIGNATION	CURRENT ZONE	ACREAGE	COMMUNITY

PUBLIC HEARING:

No

PREPARED BY:

Brad Hickman, Parks and
Recreation

PRESENTED BY:

Parks and Recreation Advisory
Board

RECOMMENDATION:

BACKGROUND:

The Parks and Recreation Advisory Board will present the work they have completed in 2022 and will report on the annual survey findings regarding Parks and Recreation. The Board is also seeking feedback from the Council regarding the Council's desired direction for the Board.

ITEMS FOR CONSIDERATION:

REQUIRED FINDINGS:

PLANNING COMMISSION ACTION/RECOMMENDATION:

ATTACHMENTS:

EAGLE POINT TOWNHOMES PLAT "D"

A RESIDENTIAL SUBDIVISION

LOCATED IN THE NORTHEAST QUARTER OF SECTION 13 AND THE SOUTHEAST QUARTER
OF SECTION 12, TOWNSHIP 6 SOUTH, RANGE 2 WEST, SALT LAKE BASE AND MERIDIAN

EAGLE MOUNTAIN CITY, UTAH COUNTY, UTAH

SHEET 1 OF 2

VICINITY MAP



SURVEYOR'S CERTIFICATE

I, KAGAN M. DIXON, DO HEREBY CERTIFY THAT I AM A PROFESSIONAL LAND SURVEYOR, AND THAT I HOLD LICENSE NO. 9061091 AS PRESCRIBED UNDER THE LAWS OF THE STATE OF UTAH. I FURTHER CERTIFY THAT BY THE 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 INTO LOTS, STREETS, AND EASEMENTS TO BE KNOWN AS EAGLE POINT TOWNHOMES PLAT "D" AND THE SAME HAS BEEN CORRECTLY SURVEYED AND STAKED ON THE GROUND AS SHOWN ON THIS PLAT AND THAT THIS PLAT IS TRUE AND CORRECT.

BOUNDARY DESCRIPTION

A PARCEL OF LAND LOCATED IN THE NORTHEAST QUARTER OF SECTION 13, AND THE SOUTHEAST QUARTER OF SECTION 12, TOWNSHIP 6 SOUTH, RANGE 2 WEST, SALT LAKE BASE AND MERIDIAN, SAID PARCEL BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWESTERLY CORNER OF THE EAGLE POINT ROAD DEDICATION PLAT BOUNDARY AS RECORDED IN THE UTAH COUNTY RECORDER'S OFFICE AS MAP FILING NO. 14711, SAID POINT BEING NORTH 89°31'09" WEST ALONG THE SECTION LINE 1262.75 FEET AND NORTH 132.70 FEET FROM THE NORTHEAST CORNER OF SECTION 13, TOWNSHIP 6 SOUTH, RANGE 2 WEST, SALT LAKE BASE AND MERIDIAN, AND RUNNING THENCE ALONG THE BOUNDARY OF SAID EAGLE POINT ROAD DEDICATION PLAT THE FOLLOWING THREE (3) COURSES: 1) SOUTH 10°59'59" WEST 126.35 FEET; 2) SOUTHWESTERLY 171.32 FEET ALONG THE ARC OF A 205.00 FOOT RADIUS NON-TANGENT CURVE TO THE LEFT (CHORD BEARS SOUTH 27°38'33" WEST 166.38 FEET); 2) SOUTHWESTERLY 184.65 FEET ALONG THE ARC OF A 3738.09 FOOT RADIUS TANGENT CURVE TO THE RIGHT (CHORD BEARS SOUTH 05°06'53" WEST 184.63 FEET) TO A POINT ON THE NORTHERLY BOUNDARY OF EAGLE POINT TOWNHOMES PLAT "C" ON FILE WITH THE UTAH COUNTY RECORDER'S OFFICE AS ENTRY 169675; 2021, THENCE ALONG THE BOUNDARY OF SAID EAGLE POINT PHASE "C" NORTH 82°02'57" WEST 316.86 FEET; THENCE NORTH 09°21'25" EAST 492.90 FEET TO THE SOUTH RIGHT-OF-WAY OF EAGLE MOUNTAIN BOULEVARD; THENCE SOUTHEASTERLY ALONG SAID RIGHT-OF-WAY A DISTANCE OF 359.34 FEET ALONG THE ARC OF A 10046.50 FOOT RADIUS NON-TANGENT CURVE TO THE LEFT (CHORD BEARS SOUTH 77°58'34" EAST 359.32 FEET) TO THE POINT OF BEGINNING.

CONTAINING 3.59 ACRES, MORE OR LESS.

ENT 7045612022 Map # 18369
ANDREA ALLEN
UTAH COUNTY RECORDER
2022 Jun 14 12:48 pm FEE 244.00 BY CH
RECORDED FOR EAGLE MOUNTAIN CITY

May 10, 2022
DATE

SURVEYOR
(SEE SEAL BELOW)

OWNERS' DEDICATION

WE, THE UNDERSIGNED OWNERS OF ALL THE REAL PROPERTY DEPICTED ON THIS PLAT AND DESCRIBED IN THE SURVEYOR'S 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 10-90-607, 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.

PURSUANT TO UTAH CODE 10-9A-604(D), THE OWNER HEREBY CONVEYS THE COMMON AREAS, AS INDICATED HEREON, TO THE DRH EAGLE POINT TOWNHOME OWNER'S ASSOCIATION, WITH A REGISTERED ADDRESS OF 12351 SOUTH GATEWAY PARK PLACE D-100, DRAPER, UTAH 84042.

Grenobl EAGLE POINT, LLC
PRINTED NAME OF OWNER A.J. Green AUTHORIZED SIGNATURE(S) Manager 05.19.2022

PRINTED NAME OF OWNER AUTHORIZED SIGNATURE(S)

LLC ACKNOWLEDGEMENT

STATE OF UTAH }
COUNTY OF UTAH } S.S.
ON THIS 17th DAY OF May, A.D. 2022, PERSONALLY APPEARED BEFORE ME
A.J. Green, THE SIGNER OF THE FOREGOING INSTRUMENT, WHO DULY
ACKNOWLEDGED TO ME THAT S(HE) IS A [MEMBER WITH MANAGEMENT AUTHORITY] [MANAGER] OF
Grenobl Eagle Point, LLC, A UTAH LIMITED LIABILITY COMPANY, AND IS AUTHORIZED
TO EXECUTE THE FOREGOING AGREEMENT IN ITS BEHALF AND THAT HE OR SHE EXECUTED IT IN SUCH
CAPACITY.
Kristen Beattie
WITNESS MY HAND OFFICIAL SEAL.

I CERTIFY UNDER PENALTY OF PERJURY UNDER THE LAWS OF THE STATE OF UTAH THAT THE FOREGOING PARAGRAPH IS TRUE AND CORRECT.

NOTARY PUBLIC FULL NAME: Kristen Beattie

COMMISSION NUMBER: 706467

MY COMMISSION EXPIRES: 01/03/2023

A NOTARY PUBLIC COMMISSIONED IN UTAH

ACCEPTANCE BY LEGISLATIVE BODY

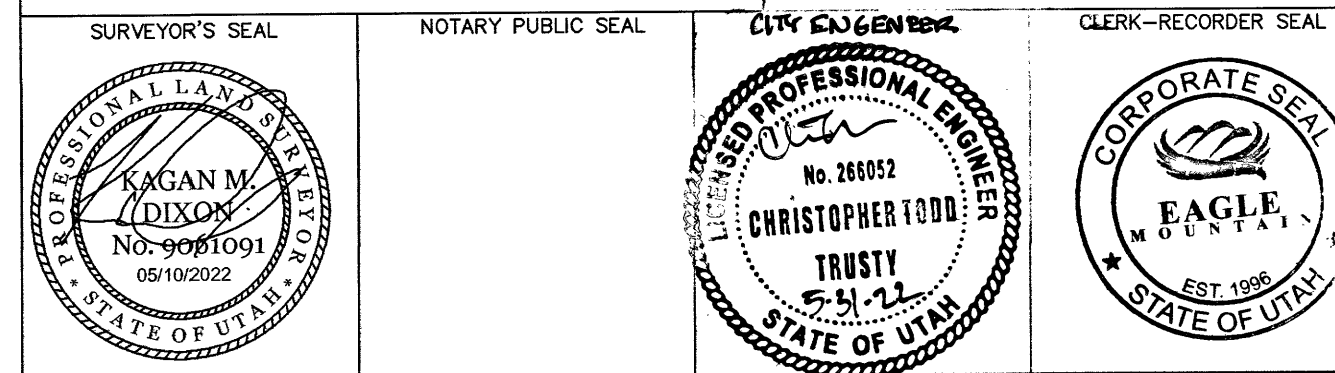
THE CITY COUNCIL OF EAGLE MOUNTAIN CITY, COUNTY OF UTAH, APPROVES THIS SUBDIVISION AND HEREBY ACCEPTS THE DEDICATION OF ALL STREETS, EASEMENTS, AND OTHER PARCELS OF LAND INTENDED FOR PUBLIC PURPOSES FOR THE PERPETUAL USE OF THE PUBLIC THIS 13 DAY OF June 2022.

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

EAGLE POINT TOWNHOMES PLAT "D" A RESIDENTIAL SUBDIVISION

LOCATED IN THE NORTHEAST QUARTER OF
SECTION 13 AND THE SOUTHEAST QUARTER
OF SECTION 12, TOWNSHIP 6 SOUTH, RANGE
2 WEST, SALT LAKE BASE AND MERIDIAN
SHEET 1 OF 2

RECORDING INFORMATION



TABULATIONS

TOTAL AREA	3.59 ACRES
TOTAL ACREAGE IN LOTS	1.08 ACRES
TOTAL COMMON AREA	1.58 ACRES
TOTAL IMPROVED COMMON AREA	0 ACRES
PUBLIC ROW DEDICATION	0.74 ACRES
PRIVATE ROW	0.35 ACRES
DRIVEWAYS/PARKING	811 SQ FT
TOTAL NUMBER OF LOTS	58
AVERAGE LOT FOOTPRINT SIZE	820 SQ FT
LARGEST LOT FOOTPRINT SIZE	792 SQ FT
SMALLEST LOT FOOTPRINT SIZE	16.16 UNITS/ACRE
OVERALL DENSITY	

DIRECT COMMUNICATIONS

DIRECT COMMUNICATIONS CEDAR VALLEY, LLC CERTIFIED 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. 1 TARIFF.

APPROVED BY DIRECT COMMUNICATIONS Cedar Valley 5/23/2022

DOMINION ENERGY

QUESTAR GAS COMPANY DBA DOMINION ENERGY UTAH HEREBY APPROVES THIS PLAT SOLELY FOR PURPOSE OF CONFIRMING THAT THE PLAT CONTAINS PUBLIC UTILITY EASEMENTS. DOMINION ENERGY UTAH MAY REQUIRE ADDITIONAL EASEMENTS IN ORDER TO SERVE THIS DEVELOPMENT. THIS APPROVAL DOES NOT CONSTITUTE ABROGATION OR WAIVER OF ANY OTHER EXISTING RIGHTS, OBLIGATIONS OR LIABILITIES INCLUDING PRESCRIPTIVE RIGHTS AND OTHER 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 UTAH'S RIGHT-OF-WAY DEPARTMENT AT 1-800-366-8532.

QUESTAR GAS COMPANY
DBA DOMINION ENERGY UTAH
APPROVED THIS 23 DAY OF May, 2022

BY: Kimberly Caldwell
TITLE: Pres-Con

ROCKY MOUNTAIN POWER

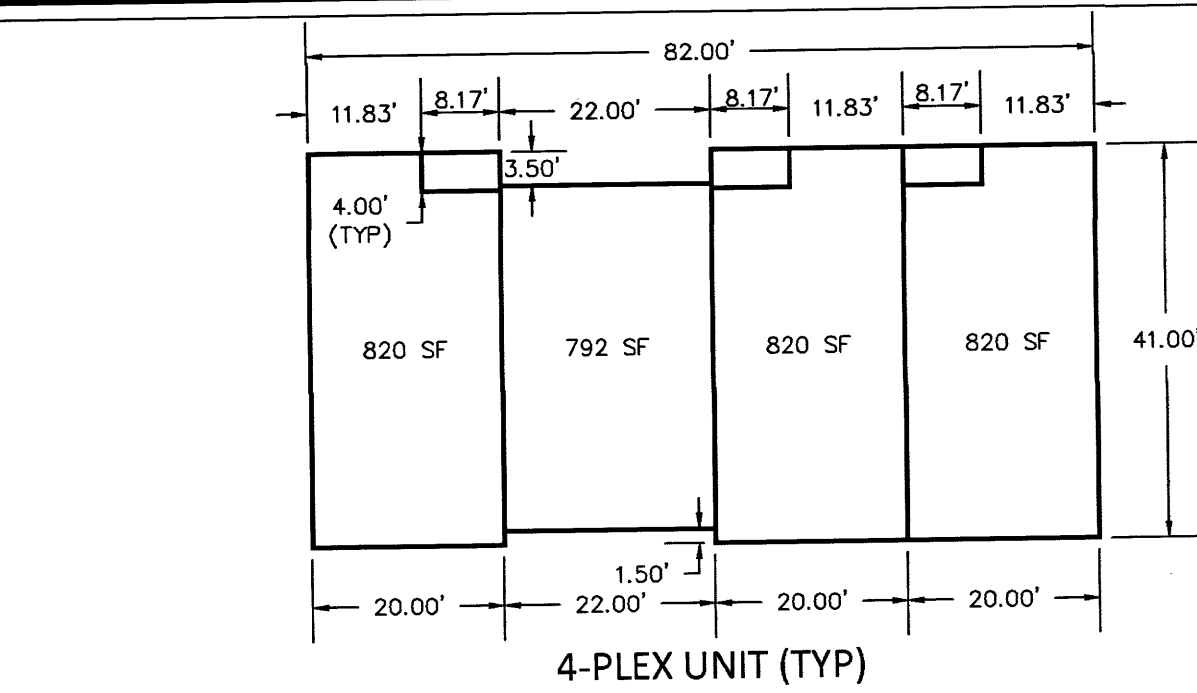
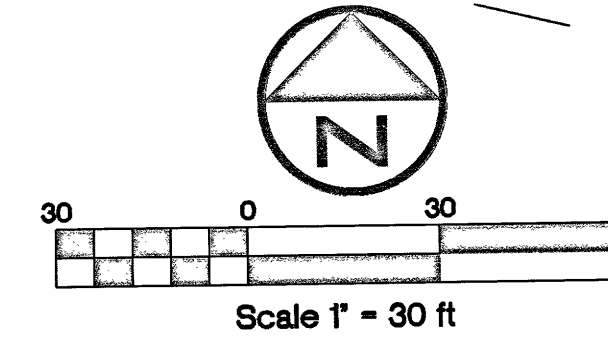
1. PURSUANT TO UTAH CODE ANN. § 54-3-27 THIS PLAT CONVEYS TO THE OWNER(S) OR OPERATORS OF UTILITY FACILITIES A PUBLIC UTILITY EASEMENT ALONG WITH ALL RIGHTS AND DUTIES DESCRIBED THEREIN.
2. PURSUANT TO UTAH CODE ANN. § 17-27(4)-603(4)(G)(i) ROCKY MOUNTAIN POWER ACCEPTS DELIVERY OF THE PUE AS DESCRIBED 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 EASEMENT, 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
(1) A RECORDED EASEMENT OR RIGHT OF WAY
(2) THE LAW APPLICATION TO PRESCRIPTIVE RIGHTS
(3) TITLE 54, CHAPTER 80, DAMAGE TO UNDERGROUND UTILITY FACILITIES, OR
(4) ANY OTHER PROVISION OF LAW
APPROVED BY ROCKY MOUNTAIN POWER 5/23/22



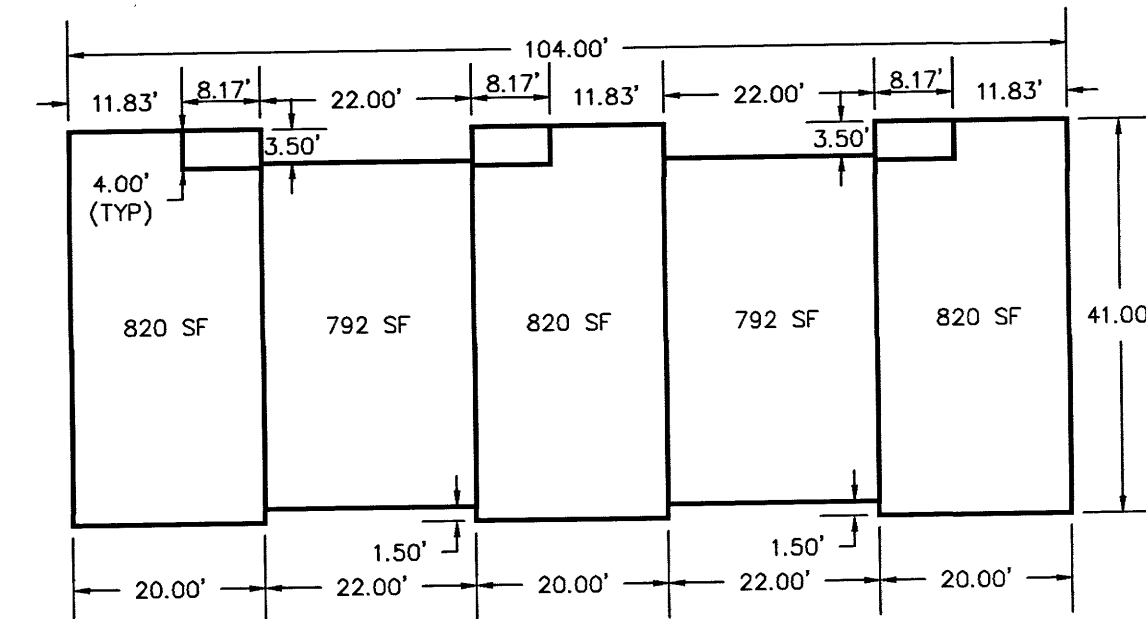
EAGLE POINT TOWNHOMES PLAT "D"

A RESIDENTIAL SUBDIVISION

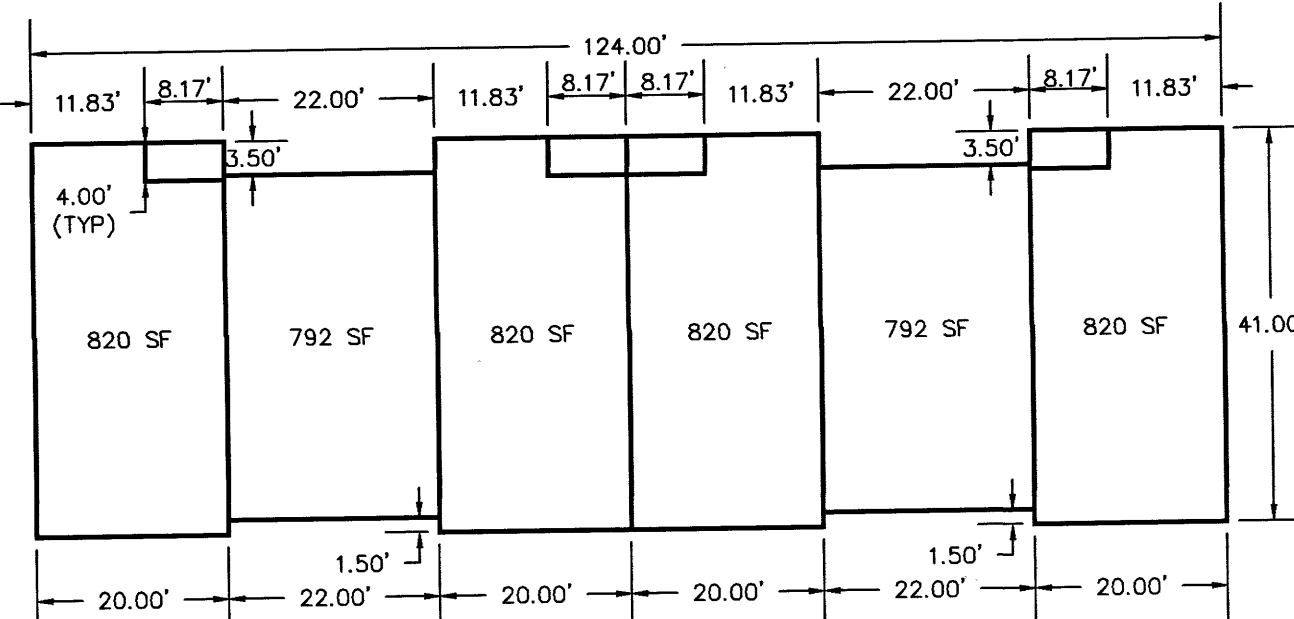
LOCATED IN THE NORTHEAST QUARTER OF SECTION 13 AND THE SOUTHEAST QUARTER OF SECTION 12,
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EAGLE MOUNTAIN CITY, UTAH COUNTY, UTAH
SHEET 2 OF 2



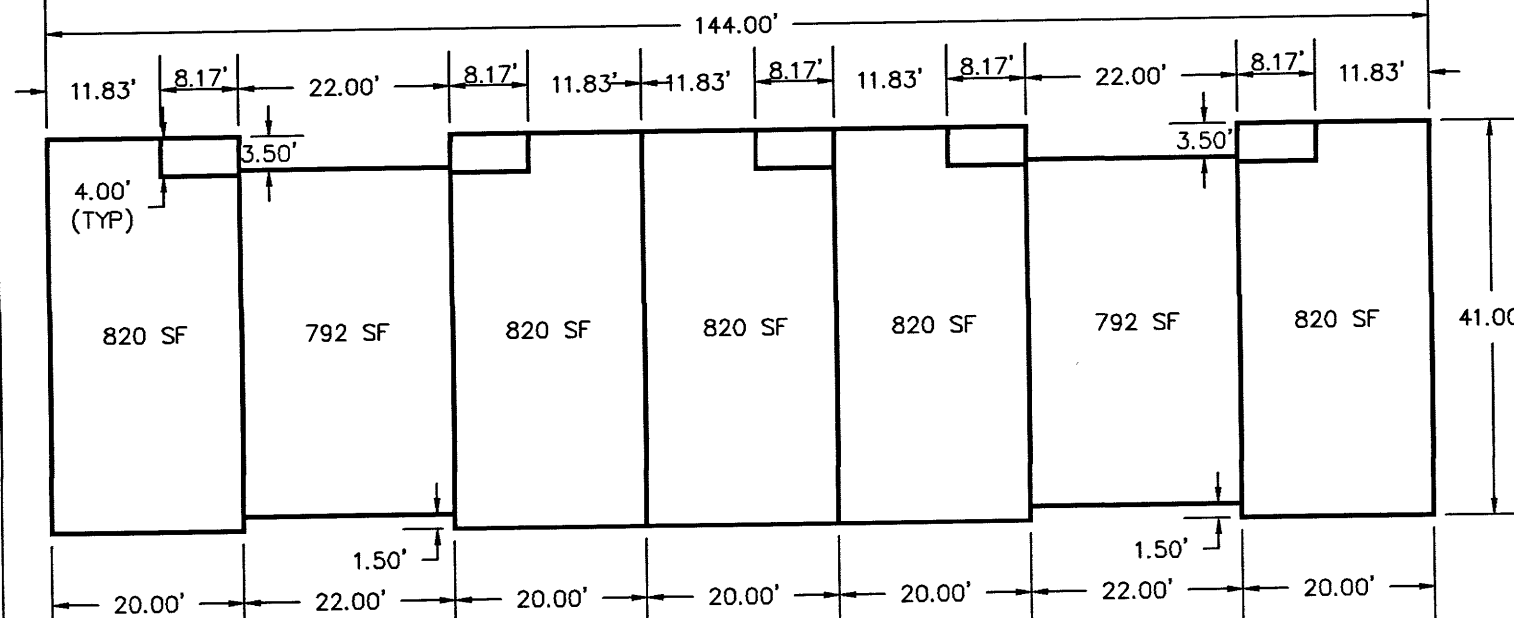
4-PLEX UNIT (TYP)



5-PLEX UNIT (TYP)



6-PLEX UNIT (TYP)



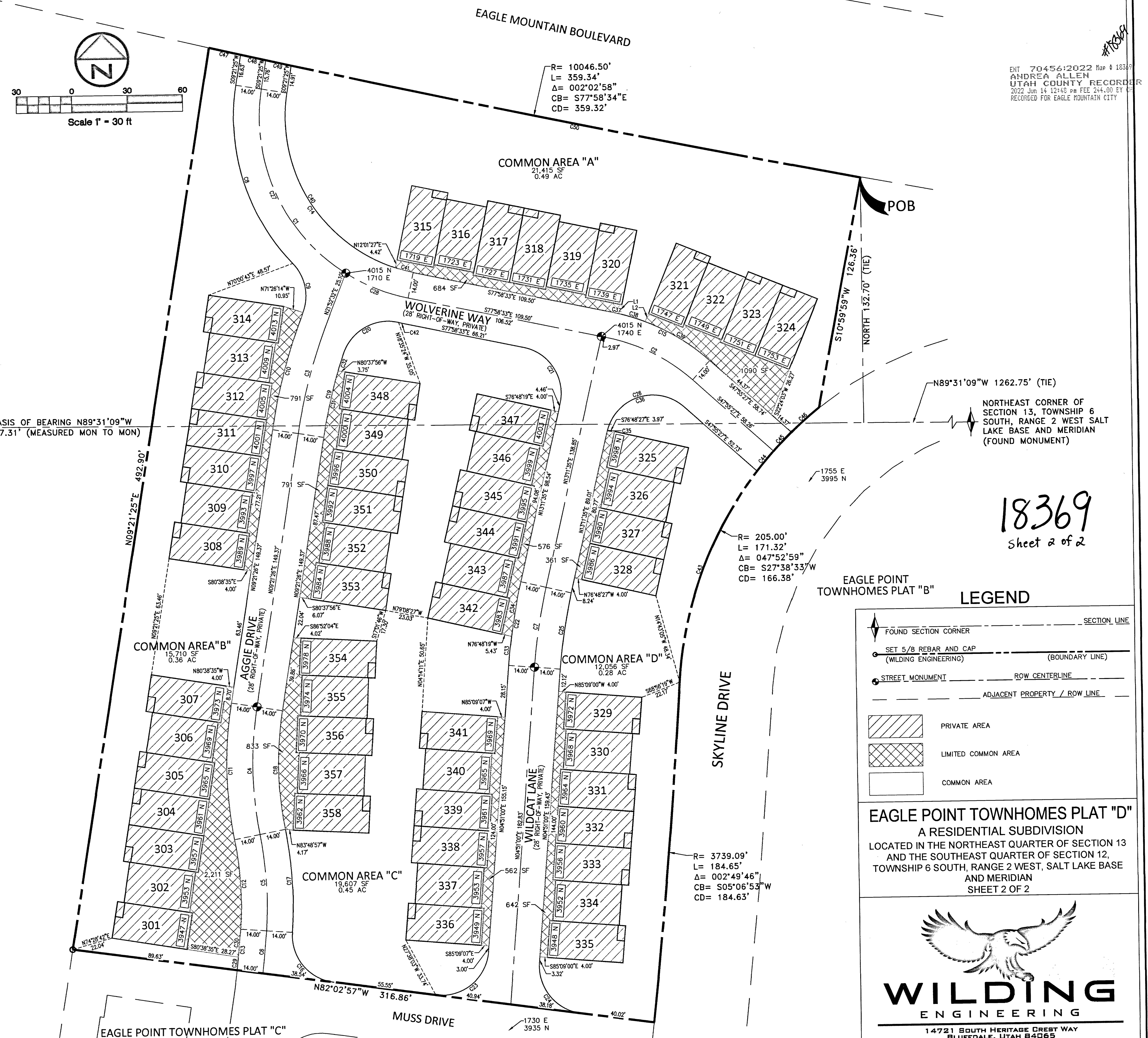
7-PLEX UNIT (TYP)

CURVE TABLE					
CURVE #	LENGTH	RADIUS	DELTA	CHORD BEARING	CHORD DISTANCE
C1	152.42'	100.00'	87°19'58"	S34°18'34"E	138.09'
C2	52.45'	100.00'	30°03'06"	N62°57'00"W	51.85'
C3	65.55'	300.00'	12°31'06"	S15°36'59"W	65.42'
C4	69.48'	200.00'	19°54'11"	S00°35'40"E	69.13'
C5	52.27'	200.00'	14°58'28"	N03°03'31"W	52.12'
C6	23.09'	500.00'	2°38'46"	N05°45'06"E	23.09'
C7	43.68'	300.00'	8°20'35"	S09°01'17"W	43.64'
C8	104.75'	114.00'	52°38'47"	S16°57'59"E	101.10'
C9	28.75'	25.50'	64°36'03"	N10°59'21"W	27.25'
C10	65.51'	314.00'	11°57'15"	S15°20'03"W	65.39'
C11	74.34'	214.00'	19°54'11"	S00°35'40"E	73.97'
C12	48.61'	186.00'	14°58'28"	N03°03'31"W	48.47'
C13	22.23'	486.00'	2°37'15"	N05°44'20"E	22.23'
C14	131.09'	86.00'	87°19'58"	S34°18'34"E	118.76'
C15	59.79'	114.00'	30°03'06"	N62°57'00"W	59.11'
C16	38.49'	25.50'	86°28'40"	S38°48'37"E	34.94'
C17	55.93'	214.00'	14°58'28"	N03°03'31"W	55.77'
C18	64.61'	186.00'	19°54'11"	S00°35'40"E	64.29'
C19	46.36'	286.00'	9°17'13"	S14°00'02"W	46.31'
C20	37.68'	25.50'	84°39'12"	S60°58'15"W	34.34'
C21	40.58'	25.50'	91°10'08"	N32°23'29"W	36.43'
C22	45.72'	314.00'	8°20'35"	S09°01'17"W	45.68'
C23	41.44'	25.50'	93°06'03"	N51°24'01"E	37.02'
C24	38.68'	25.50'	86°53'57"	S38°35'59"E	35.07'
C25	41.64'	286.00'	8°20'35"	S09°01'17"W	41.61'
C26	52.91'	25.50'	118°52'58"	S72°38'04"W	43.92'
C27	116.01'	100.00'	66°27'58"	S23°52'34"E	109.81'
C28	36.42'	100.00'	20°52'01"	S67°32'33"E	36.22'
C29	7.08'	486.00'	0°50'06"	N06°37'55"E	7.08'

CURVE TABLE					
CURVE #	LENGTH	RADIUS	DELTA	CHORD BEARING	CHORD DISTANCE
C30	15.15'	486.00'	1°47'10"	N05°19'17"E	15.15'
C31	36.63'	286.00'	7°20'16"	S13°01'34"W	36.60'
C32	9.73'	286.00'	1°56'58"	S17°40'10"W	9.73'
C33	15.76'	314.00'	2°52'32"	S06°17'16"W	15.76'
C34	29.96'	314.00'	5°28'03"	S10°27'33"W	29.95'
C35	1.23'	25.50'	2°46'28"	S14°34'48"W	1.23'
C36	51.68'	25.50'	116°06'30"	S74°01'17"W	43.28'
C37	4.57'	114.00'	2°17'43"	N76°49'42"W	4.57'
C38	14.24'	114.00'	7°09'25"	N72°06'08"W	14.23'
C39	40.99'	114.00'	20°35'59"	N58°13'27"W	40.77'
C40	121.13'	86.00'	80°41'53"	S30°59'32"E	111.36'
C41	9.96'	86.00'	6°38'05"	S74°39'31"E	9.95'
C42	2.53'	114.00'	1°16'25"	S77°20'21"E	2.53'
C43	123.30'	205.00'	34°27'44"	S20°55'55"W	121.45'
C44	14.01'	205.00'	3°54'57"	S40°07'16"W	14.01'
C45	14.01'	205.00'	3°54'57"	S44°02'13"W	14.01'
C46	20.00'	205.00'	5°35'21"	S48°47'22"W	19.99'
C47	17.54'	10046.50'	0°06'00"	S77°00'05"E	17.54'
C48	14.03'	10046.50'	0°04'48"	S77°05'29"E	14.03'
C49	14.03'	10046.50'	0°04'48"	S77°10'17"E	14.03'
C50	313.75'	10046.50'	1°47'22"	S78°06'22"E	313.74'

NOTES:

- ALL OPEN SPACE AND TRAIL IMPROVEMENTS LOCATED HEREIN ARE TO BE INSTALLED BY THE OWNER UNLESS SPECIFIED OTHERWISE ON EACH IMPROVEMENT. THESE IMPROVEMENTS SHALL BE MAINTAINED BY THE HOMEOWNER'S ASSOCIATION.
- ALL LIMITED COMMON AND COMMON AREAS AS DESIGNATED ON THIS PLAT ALSO SHALL SERVE AS PUBLIC UTILITY AND DRAINAGE EASEMENTS.
- FOR ALLOWED USES AND RESTRICTIONS FOR LIMITED COMMON AND COMMON AREAS, REFER TO THE HOMEOWNER'S ASSOCIATION COVENANTS, CONDITIONS, & RESTRICTIONS DOCUMENT.



EAGLE POINT TOWNHOMES PLAT "D"
A RESIDENTIAL SUBDIVISION
LOCATED IN THE NORTHEAST QUARTER OF SECTION 13
AND THE SOUTHEAST QUARTER OF SECTION 12,
TOWNSHIP 6 SOUTH, RANGE 2 WEST, SALT LAKE BASE
AND MERIDIAN
SHEET 2 OF 2

WILDING
ENGINEERING
14721 SOUTH HERITAGE CREEK WAY
BLUFFDALE, UTAH 84065
801.553.8112
WWW.WILDINGENGINEERING.COM

ENT 7045612022 Map # 18369
ANDREA ALLEN
UTAH COUNTY RECORDER
2022 Jun 14 12:43 PM FEE 244.00 EY
RECORDED FOR EAGLE MOUNTAIN CITY

18369
Sheet 2 of 2



Engineering Division
2565 North Pony Express Parkway
Eagle Mountain City, Utah 84005
(801) 789-6671

Wednesday, November 16, 2022

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

SUBJECT: Eagle Point Townhomes plat "D" into warranty Bond Release

City Recorder:

The above referenced subdivision has completed all the required improvements as of this date. With the approval of the installed infrastructure, we are recommending this subdivision begin the required one-year warranty period. A reduced bond letter has been generated, reducing all bond items which have been completed. A warranty bond for the remaining warranty amount must be issued and maintained until released from the warranty period by the city.

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



BOND RELEASE REQUEST LETTER
Eagle Point Townhomes plat D Bond
Reduced

Engineering Division
2565 North Pony Express Parkway
Eagle Mountain City, Utah 84005
(801) 789-6671

1st Bond Release	
Original Bond Amount:	\$ 72,442.00
Previous Release Amount:	\$ -
Amount to Release this Period:	\$ 10,000.00
Amount Remaining in Bond:	\$ 62,442.00

Bond Releases Summary	
#1	\$ 10,000.00
#2	\$ -
#3	\$ -
#4	\$ -
TOTAL	\$ 10,000.00

11/16/2022

ITEM	DESCRIPTION	ORIGINAL QUANTITY	REDUCED QUANTITY	UNIT	UNIT COST	TOTAL	QUANTITIES COMPLETED			MONIES RELEASED	
							Previous Period	This Period	% to date	This Period	To Date
1	SWPPP										
a	Mobilization	1	0	LS	\$85,000.00	\$0.00	0	1	100%	\$0.00	\$0.00
b	Clear & grub	40233	0	SF	\$0.10	\$0.00	0	40233	100%	\$0.00	\$0.00
c	Site Grading	40233	0	SF	\$1.00	\$0.00	0	40233	100%	\$0.00	\$0.00
d	Swppp	1	0.5	LS	\$20,000.00	\$10,000.00	0	1	100%	\$10,000.00	\$10,000.00
2	ROADWAY IMPROVEMENTS										
a	3 inch Surface Course	34006	0	SF	\$1.40	\$0.00	0	34006	100%	\$0.00	\$0.00
b	8 inch Road base(also behind curb)	40233	0	SF	\$1.00	\$0.00	0	40233	100%	\$0.00	\$0.00
c	30" curb & gutter	1850	0	LF	\$20.00	\$0.00	0	1850	100%	\$0.00	\$0.00
d	Finished grading	40233	0	SF	\$0.10	\$0.00	0	40233	100%	\$0.00	\$0.00
e	Street signs	6	0	EA	\$200.00	\$0.00	0	6	100%	\$0.00	\$0.00
f	Stop signs	6	0	EA	\$200.00	\$0.00	0	6	100%	\$0.00	\$0.00
3	CULINARY WATER										
a	8" culinary water c-900 w/fittings	1232	0	LF	\$34.00	\$0.00	0	1232	100%	\$0.00	\$0.00
b	8" gate valves	8	0	EA	\$1,200.00	\$0.00	0	8	100%	\$0.00	\$0.00
c	Water bends	9	0	EA	\$800.00	\$0.00	0	9	100%	\$0.00	\$0.00
d	3/4" water service	58	0	EA	\$1,800.00	\$0.00	0	58	100%	\$0.00	\$0.00
4	STORM DRAIN										
a	Storm drain	445	0	LF	\$35.00	\$0.00	0	445	100%	\$0.00	\$0.00
b	Storm drain boxes & manholes	12	0	EA	\$1,500.00	\$0.00	0	12	100%	\$0.00	\$0.00
5	SEWER										
a	10" Sewer pipe	1020	0	LF	\$37.00	\$0.00	0	1020	100%	\$0.00	\$0.00
b	4" sewer laterals	58	0	EA	\$1,500.00	\$0.00	0	58	100%	\$0.00	\$0.00
c	48" sewer manholes	9	0	EA	\$2,500.00	\$0.00	0	9	100%	\$0.00	\$0.00
TOTAL CONSTRUCTION COST						\$10,000.00					
10% Bond Coverage						\$62,442.00					
TOTAL BOND AMOUNT:						\$72,442.00	Released this Period			\$10,000.00	

Christopher T. Trusty P.E.
Engineering Director

11/16/22
Date

Robert Ballif
Engineering Tech. 1

11/16/22
Date

EAGLE POINT TOWNHOMES PLAT "E"

A RESIDENTIAL SUBDIVISION

LOCATED IN THE NORTHEAST QUARTER OF SECTION 13, TOWNSHIP 6 SOUTH, RANGE 2

WEST, SALT LAKE BASE AND MERIDIAN

EAGLE MOUNTAIN CITY, UTAH COUNTY, UTAH

SHEET 1 OF 3

VICINITY MAP



SURVEYOR'S CERTIFICATE

I, KAGAN M. DIXON, DO HEREBY CERTIFY THAT I AM A PROFESSIONAL LAND SURVEYOR, AND THAT I HOLD LICENSE NO. 9061091 AS PRESCRIBED UNDER THE LAWS OF THE STATE OF UTAH. I FURTHER CERTIFY THAT BY THE 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 INTO LOTS, STREETS, AND EASEMENTS TO BE KNOWN AS EAGLE POINT TOWNHOMES PLAT "E" AND THE SAME HAS BEEN CORRECTLY SURVEYED AND STAKED ON THE GROUND AS SHOWN ON THIS PLAT AND THAT THIS PLAT IS TRUE AND CORRECT.

BOUNDARY DESCRIPTION

A PARCEL OF LAND LOCATED IN THE NORTHEAST QUARTER OF SECTION 13, TOWNSHIP 6 SOUTH, RANGE 2 WEST, SALT LAKE BASE AND MERIDIAN, SAID PARCEL BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE SOUTHERNMOST CORNER OF PARCEL "B", EAGLE POINT ROAD DEDICATION PLAT, ON FILE WITH THE UTAH COUNTY RECORDER AS ENTRY 69966/2015, SAID POINT BEING NORTH 89°31'09" WEST ALONG THE SECTION LINE 708.51 FEET AND SOUTH 77°76' FEET FROM THE NORTHEAST CORNER OF SECTION 13, TOWNSHIP 6 SOUTH, RANGE 2 WEST, SALT LAKE BASE AND MERIDIAN, AND RUNNING ALONG THE BOUNDARY OF SAID EAGLE POINT ROAD DEDICATION PLAT, NORTH 07°41'24" EAST 122.01 FEET TO THE SOUTHERLY RIGHT-OF-WAY OF EAGLE MOUNTAIN BOULEVARD, THENCE ALONG SAID RIGHT-OF-WAY SOUTHEASTERLY 315.78 FEET ALONG THE ARC OF A 10046.50 FOOT RADIUS NON-TANGENT CURVE TO THE LEFT; (CHORD BEARS SOUTH 83°12'39" EAST 315.78 FEET); THENCE SOUTH 00°00'01" EAST 771.16 FEET TO THE NORTHERLY RIGHT-OF-WAY OF FALL STREET; THENCE ALONG SAID RIGHT-OF-WAY THE FOLLOWING TWO (2) COURSES: 1) NORTHWESTERLY 40.41 FEET ALONG THE ARC OF A 1450.00 FOOT RADIUS NON-TANGENT CURVE TO THE RIGHT; (CHORD BEARS NORTH 79°38'31" WEST 40.41 FEET); 2) NORTHWESTERLY 249.10 FEET ALONG THE ARC OF A 1025.00 FOOT RADIUS TANGENT CURVE TO THE LEFT (CHORD BEARS NORTH 85°48'21" WEST 248.49 FEET); THENCE NORTHWESTERLY 29.50 FEET ALONG THE ARC OF A 20.00 FOOT RADIUS TANGENT CURVE TO THE RIGHT (CHORD BEARS NORTH 50°30'49" WEST 26.90 FEET) TO A POINT ON THE EASTERLY RIGHT-OF-WAY OF COSMOS DRIVE, THENCE ALONG SAID RIGHT-OF-WAY THE FOLLOWING TWO (2) COURSES: 1) NORTHEASTERLY 491.59 FEET ALONG THE ARC OF A 1467.78 FOOT RADIUS TANGENT CURVE TO THE RIGHT (CHORD BEARS NORTH 01°20'12" EAST 489.30 FEET); 2) NORTHWESTERLY 163.62 FEET ALONG THE ARC OF A 205.00 FOOT RADIUS TANGENT CURVE TO THE LEFT (CHORD BEARS NORTH 11°58'20" WEST 159.31 FEET) TO THE POINT OF BEGINNING. (CONTAINING 5.55 ACRES, MORE OR LESS)

ALSO:

BEGINNING AT A POINT ON THE EASTERLY BOUNDARY OF EAGLE POINT PLAT "C" ON FILE WITH THE UTAH COUNTY RECORDER'S OFFICE AS ENTRY 168978/2021, SAID POINT BEING ON THE SOUTHERLY RIGHT-OF-WAY OF FALL STREET, SAID POINT BEING NORTH 89°31'09" WEST ALONG THE SECTION LINE, 745.53 FEET AND SOUTH 797.85 FEET FROM THE NORTHEAST CORNER OF SECTION 13, TOWNSHIP 6 SOUTH, RANGE 2 WEST, SALT LAKE BASE AND MERIDIAN, AND RUNNING THENCE ALONG FALL STREET RIGHT-OF-WAY THE FOLLOWING TWO (2) COURSES: 1) SOUTHEASTERLY 321.08 FEET ALONG THE ARC OF A 975.00 FOOT RADIUS NON-TANGENT CURVE TO THE RIGHT (CHORD BEARS SOUTH 88°16'38" EAST 319.61 FEET); 2) SOUTHEASTERLY 50.22 FEET ALONG THE ARC OF A 1500.00 FOOT RADIUS TANGENT CURVE TO THE LEFT (CHORD BEARS SOUTH 79°48'10" EAST 50.22 FEET); THENCE SOUTH 170.75 FEET, THENCE NORTH 82°02'57" WEST 353.28 FEET TO THE EASTERLY BOUNDARY OF SAID EAGLE POINT PLAT "C", THENCE ALONG SAID BOUNDARY, NORTH 07°42'38" WEST 141.66 FEET TO THE POINT OF BEGINNING. (CONTAINING 1.37 ACRES, MORE OR LESS)

CONTAINING A SUM OF 6.92 ACRES, MORE OR LESS

May 10, 2022
DATE

[Signature]
SURVEYOR
(SEE SEAL BELOW)

OWNERS' DEDICATION

WE, THE UNDERSIGNED OWNERS OF ALL THE REAL PROPERTY DEPICTED ON THIS PLAT AND DESCRIBED IN THE SURVEYOR'S 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 10-90-607, 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.

PURSUANT TO UTAH CODE 10-9A-604 (D), THE OWNER HEREBY CONVEYS THE COMMON AREAS, AS INDICATED HEREON, TO THE DRH EAGLE POINT TOWNHOME OWNERS' ASSOCIATION, WITH A REGISTERED ADDRESS OF 12351 SOUTH GATEWAY PARK PLACE D-100; DRAPER, UTAH 84042

Grenoble Eagle Point, LLC
PRINTED NAME OF OWNER A.J. Green

[Signature] OS.19.7.2022
AUTHORIZED SIGNATURE(S) Manager

PRINTED NAME OF OWNER

AUTHORIZED SIGNATURE(S)

LLC ACKNOWLEDGEMENT

STATE OF UTAH } S.S.
COUNTY OF UTAH } S.S.
ON THIS 19th DAY OF May, A.D. 2022, PERSONALLY APPEARED BEFORE ME, A.J. Green, THE SIGNER OF THE FOREGOING INSTRUMENT, WHO DULY ACKNOWLEDGED TO ME THAT S(HE) IS A [MEMBER WITH MANAGEMENT AUTHORITY] [MANAGER] OF Grenoble Eagle Point, LLC, A UTAH LIMITED LIABILITY COMPANY, AND IS AUTHORIZED TO EXECUTE THE FOREGOING AGREEMENT IN ITS BEHALF AND THAT HE OR SHE EXECUTED IT IN SUCH CAPACITY.
[Signature]
WITNESS MY HAND OFFICIAL SEAL.

I CERTIFY UNDER PENALTY OF PERJURY UNDER THE LAWS OF THE STATE OF UTAH THAT THE FOREGOING PARAGRAPH IS TRUE AND CORRECT.

NOTARY PUBLIC FULL NAME: Kristen Beattie

COMMISSION NUMBER: 100461

MY COMMISSION EXPIRES: 01/03/2023

A NOTARY PUBLIC COMMISSIONED IN UTAH

ACCEPTANCE BY LEGISLATIVE BODY

THE CITY COUNCIL OF EAGLE MOUNTAIN CITY, COUNTY OF UTAH, APPROVES THIS SUBDIVISION 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 13 DAY OF June 2022.

[Signature]
APPROVED BY MAYOR

[Signature]
APPROVED BY CITY ATTORNEY

[Signature]
APPROVED BY CITY ENGINEER
(SEE SEAL BELOW)

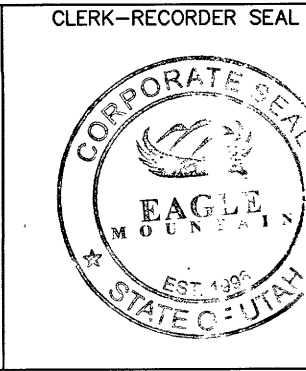
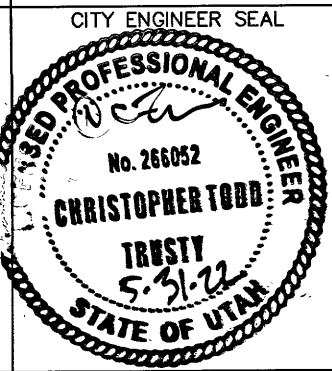
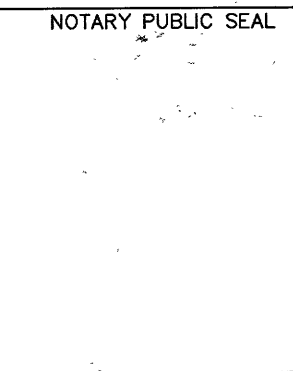
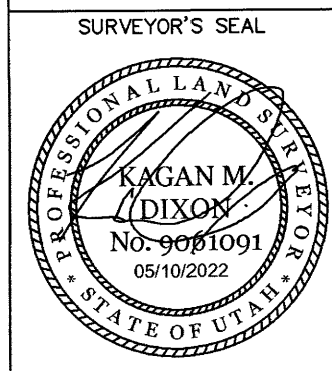
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APPROVED BY CITY RECORDER
(SEE SEAL BELOW)

EAGLE POINT TOWNHOMES PLAT "E" A RESIDENTIAL SUBDIVISION

LOCATED IN THE NORTHEAST
QUARTER OF SECTION 13, TOWNSHIP 6
SOUTH, RANGE 2 WEST, SALT LAKE
BASE AND MERIDIAN
SHEET 1 OF 3

RECORDING INFORMATION

ENT 70877/2022 Map 4 18373
ANDREA ALLEN
UTAH COUNTY RECORDER
2022 Jun 15 14:05 PM FEE 374.00 BY AR
RECORDED FOR EAGLE MOUNTAIN CITY



DIRECT COMMUNICATIONS

DIRECT COMMUNICATIONS CEDAR VALLEY, LLC CERTIFIED 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. 1 TARIFF.

[Signature] 5/23/2022
DIRECT COMMUNICATIONS DATE

DOMINION ENERGY

QUESTAR GAS COMPANY DBA DOMINION ENERGY UTAH HEREBY APPROVES THIS PLAT SOLELY FOR PURPOSE OF CONFIRMING THAT THE PLAT CONTAINS PUBLIC UTILITY EASEMENTS. DOMINION ENERGY UTAH MAY REQUIRE ADDITIONAL EASEMENTS IN ORDER TO SERVE THIS DEVELOPMENT. THIS APPROVAL DOES NOT CONSTITUTE ABROGATION OR WAIVER OF ANY OTHER EXISTING RIGHTS, OBLIGATIONS OR LIABILITIES INCLUDING PRESCRIPTIVE RIGHTS AND OTHER 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 UTAH'S RIGHT-OF-WAY DEPARTMENT AT 1-800-368-8532.

QUESTAR GAS COMPANY
DBA DOMINION ENERGY UTAH

APPROVED THIS 23 DAY OF May, 2022

By *[Signature]*
TITLE: Pres-Con

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 RIGHTS AND DUTIES DESCRIBED THEREIN.
- PURSUANT TO UTAH CODE ANN. § 17-27a-603(4)(c)(i) 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 EASEMENT, 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:
 - (1) A RECORDED EASEMENT OR RIGHT OF WAY
 - (2) THE LAW APPLICATION TO PRESCRIPTIVE RIGHTS
 - (3) TITLE 54, CHAPTER 86, DAMAGE TO UNDERGROUND UTILITY FACILITIES, OR
 - (4) ANY OTHER PROVISION OF LAW

[Signature]
ROCKY MOUNTAIN POWER

5/23/2022
DATE

TABULATIONS

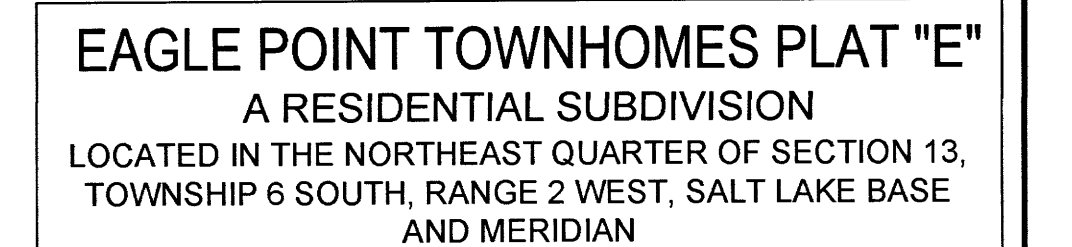
TOTAL AREA	6.92 ACRES
TOTAL ACREAGE IN LOTS	2.16 ACRES
TOTAL COMMON AREA	2.97 ACRES
TOTAL IMPROVED COMMON AREA	2.97 ACRES
PUBLIC ROW DEDICATION	0 ACRES
PRIVATE ROW	1.47 ACRES
DRIVEWAYS/PARKING	0.61 ACRES
TOTAL NUMBER OF LOTS	116
AVERAGE LOT FOOTPRINT SIZE	811 SQ FT
LARGEST LOT FOOTPRINT SIZE	820 SQ FT
SMALLEST LOT FOOTPRINT SIZE	792 SQ FT
OVERALL DENSITY	16.76 UNITS/ACRE



Sec. 13, T6S, R2W TU-038 DR

A RESIDENTIAL SUBDIVISION

SHEET 2 OF 3



SHEET 2 OF 3



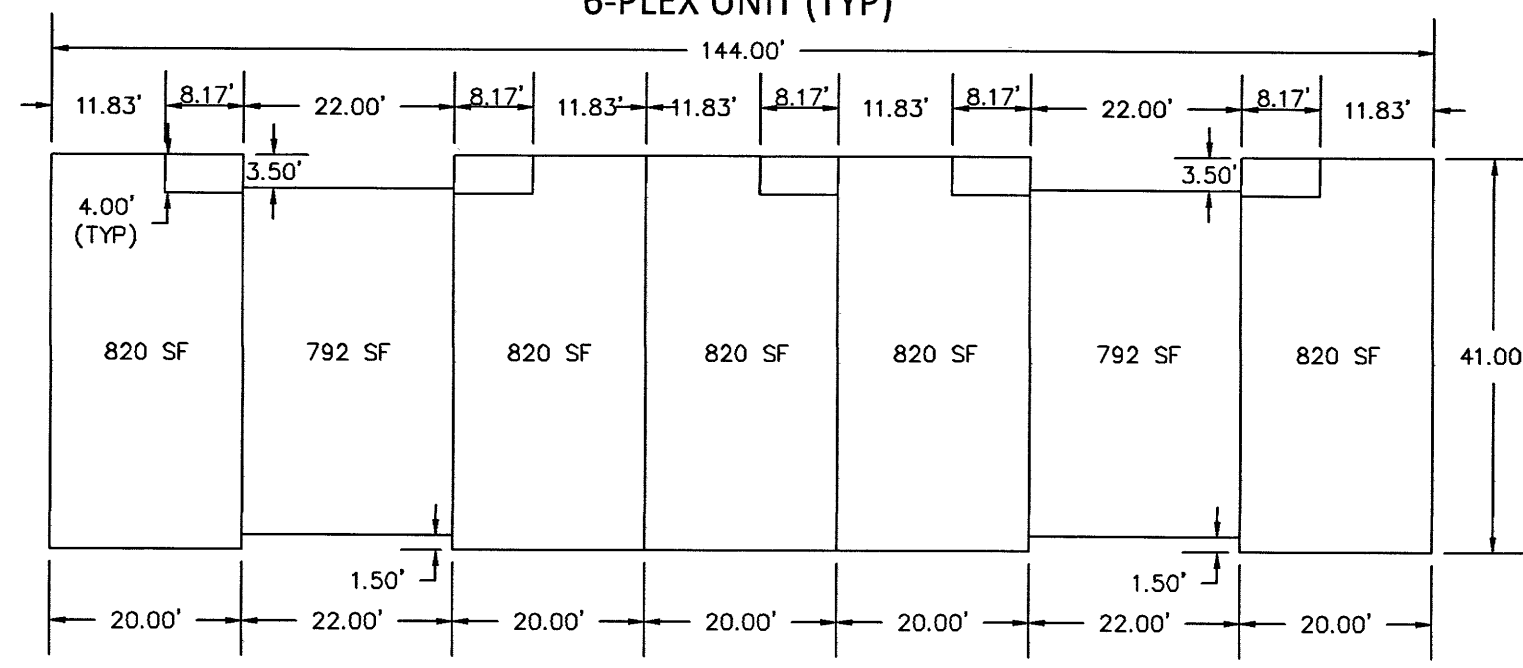
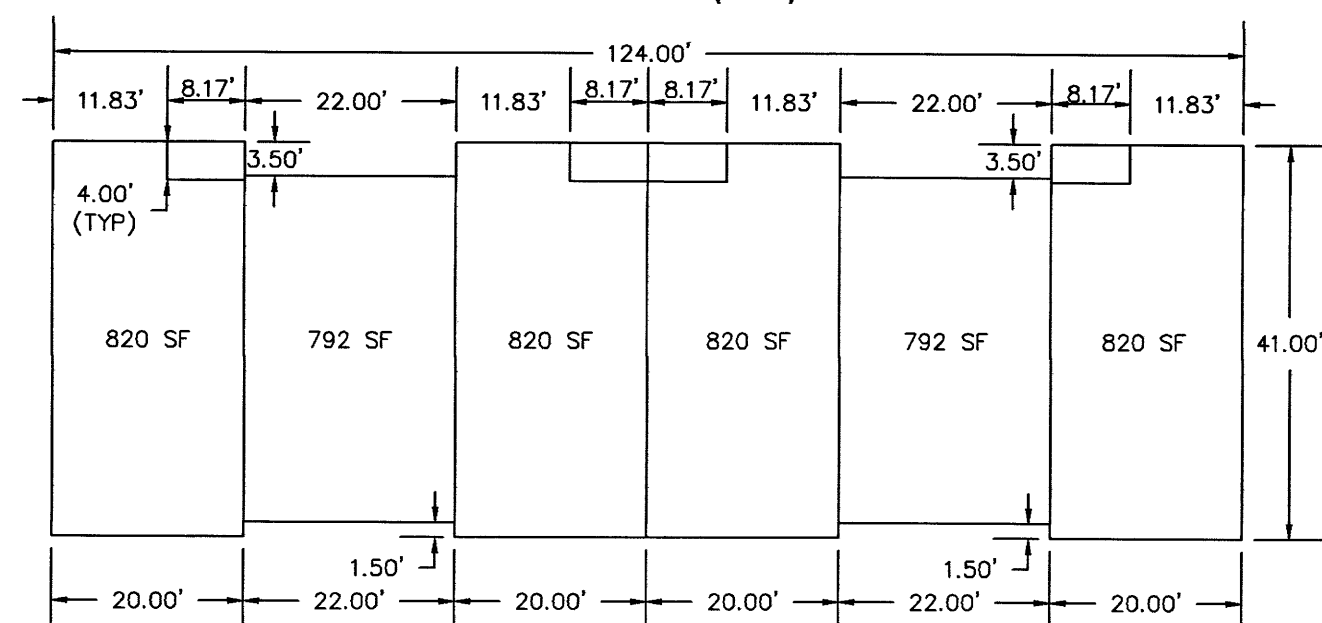
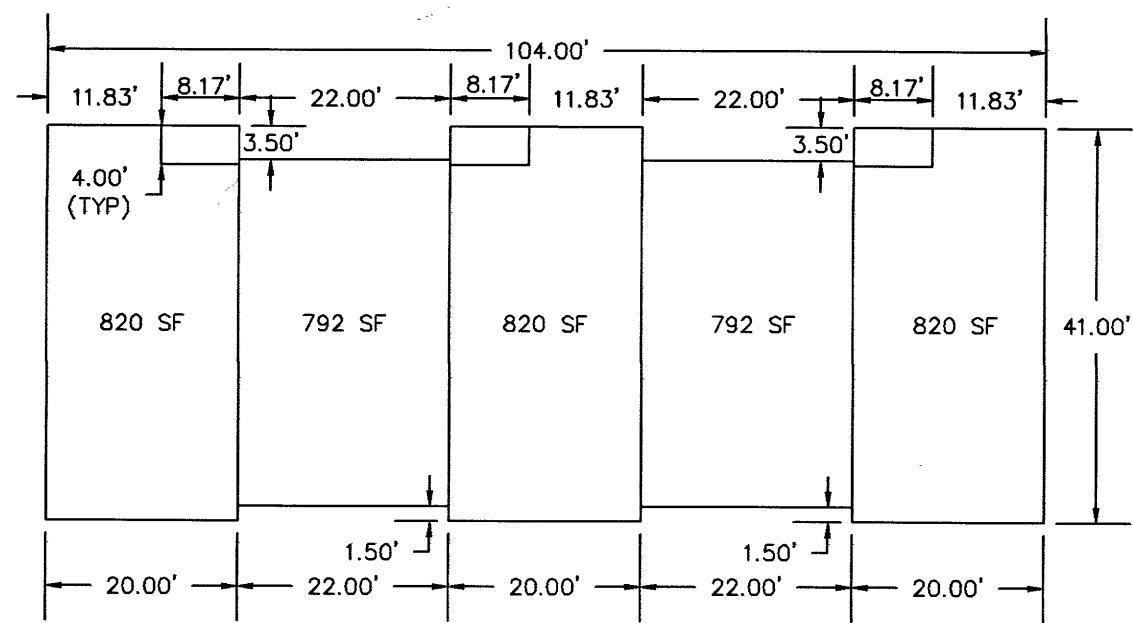
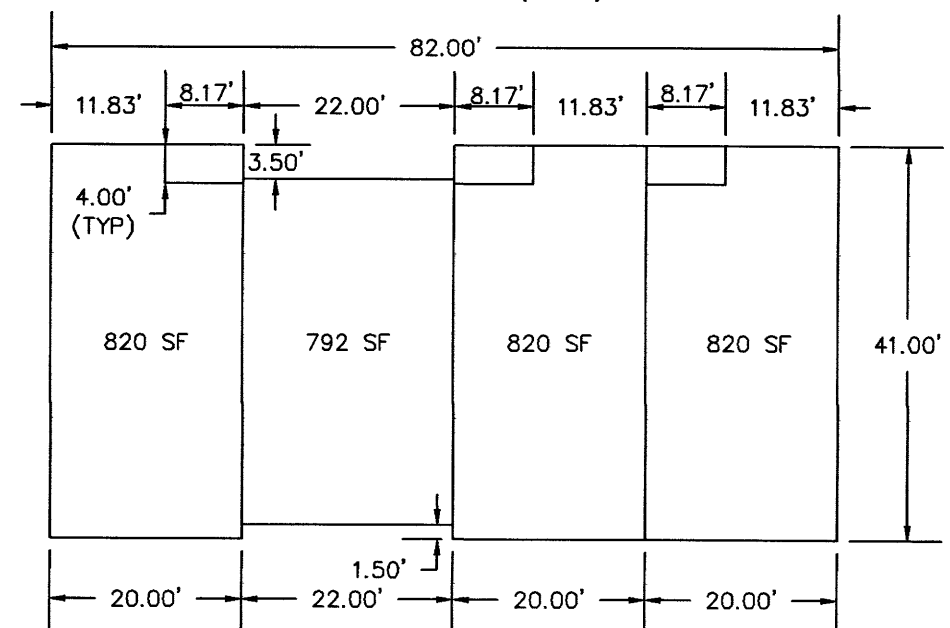
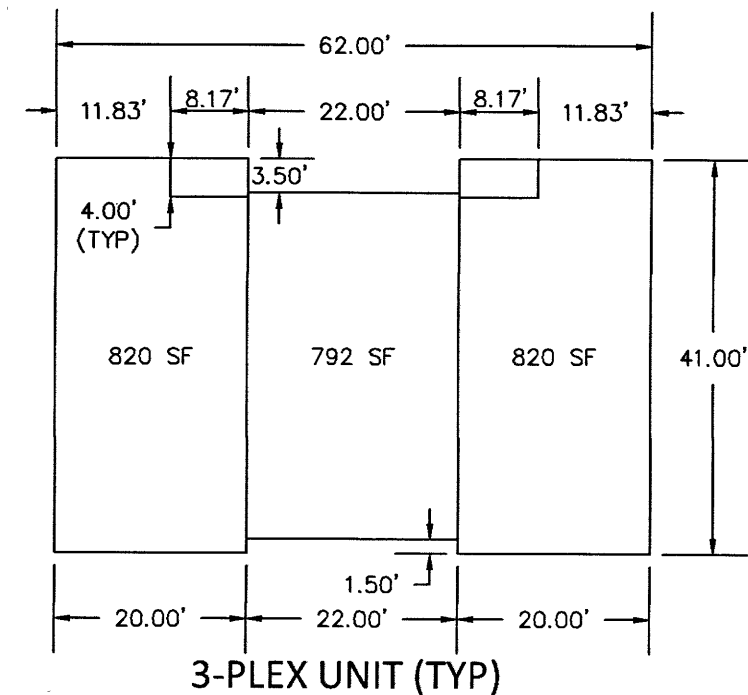
WILDING
ENGINEERING

**14721 SOUTH HERITAGE CREST WAY
BLUFFDALE, UTAH 84065
801.553.8112
WWW.WILDINGENGINEERING.COM**

EAGLE POINT TOWNHOMES PLAT "E"

A RESIDENTIAL SUBDIVISION

LOCATED IN THE NORTHEAST QUARTER OF SECTION 13, TOWNSHIP 6 SOUTH, RANGE 2 WEST, SALT LAKE BASE AND MERIDIAN
EAGLE MOUNTAIN CITY, UTAH COUNTY, UTAH
SHEET 3 OF 3



CURVE TABLE					
CURVE #	LENGTH	RADIUS	DELTA	CHORD BEARING	CHORD DISTANCE
C1	40.41'	1450.00'	1°35'49"	N79°38'31"W	40.41'
C2	249.10'	1025.00'	13°55'28"	N85°48'21"W	248.49'
C3	321.06'	975.00'	18°52'01"	S88°16'38"E	319.61'
C4	50.22'	1500.00'	1°55'06"	S79°48'10"E	50.22'
C5	0.56'	205.00'	0°09'19"	N34°43'35"W	0.56'
C6	14.01'	205.00'	3°54'57"	N32°41'26"W	14.01'
C7	14.01'	205.00'	3°54'57"	N28°46'29"W	14.01'
C8	135.04'	205.00'	37°44'34"	N07°56'43"W	132.61'
C9	311.70'	1467.78'	12°10'03"	S04°50'52"W	311.11'
C10	14.01'	1467.78'	0°32'48"	S01°30'33"E	14.01'
C11	14.00'	1467.78'	0°32'48"	S02°03'21"E	14.00'
C12	151.89'	1467.78'	5°55'44"	S05°17'37"E	151.82'
C13	32.73'	975.00'	1°55'24"	S83°15'04"W	32.73'
C14	14.01'	975.00'	0°49'25"	S84°37'28"W	14.01'
C15	14.02'	975.00'	0°49'27"	S85°26'54"W	14.02'
C16	257.04'	975.00'	15°06'17"	N86°35'14"W	256.29'
C17	3.25'	975.00'	0°11'27"	N78°56'21"W	3.25'
C18	10.75'	1500.00'	0°24'38"	S78°02'56"E	10.75'
C19	14.00'	1500.00'	0°32'05"	S79°31'18"E	14.00'
C20	25.47'	1500.00'	0°58'23"	S80°16'32"E	25.47'
C21	43.42'	500.00'	4°58'33"	N02°29'15"E	43.41'
C22	44.99'	300.00'	8°35'33"	S00°40'45"W	44.95'
C23	50.50'	800.00'	3°37'01"	N01°48'31"W	50.49'
C24	31.29'	200.00'	8°57'50"	N04°28'54"E	31.26'
C25	65.88'	100.00'	37°44'53"	S78°08'29"W	64.70'
C26	32.26'	200.00'	9°14'33"	N04°39'05"E	32.23'
C27	35.11'	300.00'	6°42'18"	S05°55'13"W	35.09'
C28	39.48'	300.00'	7°32'27"	S01°12'10"E	39.46'
C29	42.85'	30.00'	81°49'55"	S45°53'21"E	39.30'
C30	30.21'	300.00'	5°46'08"	N83°55'15"W	30.19'
C31	25.21'	100.00'	14°26'46"	S78°49'33"W	25.15'
C32	34.85'	100.00'	19°57'54"	S82°35'07"W	34.67'
C33	38.05'	500.00'	4°21'36"	N05°47'03"W	38.04'
C34	54.76'	40.00'	78°26'42"	S42°49'36"E	50.59'
C35	61.15'	40.00'	87°35'10"	N54°09'28"E	55.36'
C36	41.50'	300.00'	7°55'35"	S01°00'44"W	41.47'
C37	3.49'	300.00'	0°39'58"	S03°17'03"E	3.49'
C38	75.11'	114.00'	37°44'53"	S78°08'29"W	73.76'
C39	43.18'	25.50'	97°00'58"	N48°30'27"E	38.20'
C40	44.64'	514.00'	4°58'33"	N02°29'15"E	44.62'

CURVE TABLE					
CURVE #	LENGTH	RADIUS	DELTA	CHORD BEARING	CHORD DISTANCE
C41	42.89'	286.00'	8°35'33"	S00°40'45"W	42.85'
C42	51.38'	814.00'	3°37'01"	N01°48'31"W	51.38'
C43	28.29'	214.00'	7°34'32"	N03°47'15"E	28.27'
C44	39.44'	25.50'	88°36'41"	S36°43'50"E	35.62'
C45	28.80'	286.00'	5°46'08"	N83°55'15"W	28.78'
C46	62.84'	44.00'	81°49'55"	S45°53'21"E	57.64'
C47	39.27'	25.50'	88°13'53"	N49°05'20"W	35.50'
C48	38.43'	25.50'	86°20'51"	N43°37'18"E	34.89'
C49	11.62'	314.00'	2°07'11"	S01°30'28"W	11.62'
C50	36.75'	314.00'	6°42'18"	S05°55'13"W	36.72'
C51	30.00'	186.00'	9°14'33"	N04°39'05"E	29.97'
C52	36.95'	25.50'	83°00'53"	N41°28'37"W	33.80'
C53	56.66'	86.00'	37°44'53"	S78°08'29"W	55.64'
C54	36.93'	25.50'	82°59'02"	N41°29'33"W	33.79'
C55	42.21'	486.00'	4°58'33"	N02°29'15"E	42.19'
C56	7.02'	314.00'	1°16'51"	S04°20'06"W	7.02'
C57	35.70'	25.50'	80°12'28"	N43°47'54"E	32.85'
C58	22.48'	114.00'	1°17'59"	S78°15'09"W	22.45'
C59	29.97'	86.00'	19°57'54"	N82°35'07"E	29.82'
C60	42.79'	25.50'	96°08'51"	S39°21'31"E	37.94'
C61	2.78'	286.00'	0°33'27"	S08°59'38"W	2.78'
C62	34.52'	214.00'	9°14'33"	N04°39'05"E	34.48'
C63	43.16'	25.50'	96°08'51"	S48°31'23"W	38.19'
C64	43.78'	25.50'	98°21'43"	N52°47'53"W	38.60'
C65	49.62'	786.00'	3°37'01"	N01°48'31"W	49.61'
C66	23.06'	186.00'	7°06'14"	N03°33'06"E	23.05'
C67	39.37'	25.50'	88°28'16"	N51°20'21"E	35.58'
C68	13.04'	314.00'	2°22'47"	N85°36'55"W	13.04'
C69	22.85'	16.00'	81°49'55"	S45°53'21"E	20.96'
C70	37.64'	286.00'	7°32'27"	S01°12'10"E	37.61'
C71	40.06'	25.50'	90°00'00"	S47°34'03"W	36.06'
C72	39.72'	114.00'	19°57'54"	N82°35'07"E	39.52'
C73	8.13'	86.00'	5°25'06"	S75°18'43"W	8.13'
C74	39.75'	26.00'	87°35'10"	N54°09'28"E	35.99'
C75	35.60'	26.00'	78°26'42"	S42°49'36"E	32.88'
C76	38.28'	514.00'	4°16'01"	N05°44'16"W	38.27'
C77	37.62'	486.00'	4°26'05"	N05°49'18"W	37.61'
C78	73.93'	54.00'	78°26'42"	S42°49'36"E	68.29'
C79	82.55'	54.00'	87°35'10"	N54°09'28"E	74.74'
C80	4.95'	286.00'	0°59'30"	S04°28'46"W	4.95'

CURVE TABLE					
CURVE #	LENGTH	RADIUS	DELTA	CHORD BEARING	CHORD DISTANCE
C81	26.62'	286.00'	5°20'00"	S01°19'02"W	26.61'
C82	11.32'	286.00'	2°16'04"	S02°29'00"E	11.32'
C83	20.38'	514.00'	2°16'17"	N01°08'06"E	20.37'
C84	24.26'	514.00'	2°42'17"	N03°37'23"E	24.26'
C85	27.05'	814.00'	1°54'15"	N02°39'54"W	27.05'
C86	24.33'	814.00'	1°42'45"	N00°51'24"W	24.33'
C87	11.34'	25.50'	25°28'13"	S05°09'36"E	11.24'
C88	28.10'	25.50'	63°08'29"	S49°27'57"E	26.70'
C89	11.54'	286.00'	2°18'46"	N82°11'34"W	11.54'
C90	17.25'	286.00'	3°27'22"	S85°04'38"E	17.25'
C91	11.32'	25.50'	25°26'30"	S17°41'39"E	11.23'
C92	27.95'	25.50'	62°47'24"	N61°48'35"W	26.57'
C93	2.07'	314.00'	0°22'37"	S02°45'22"W	2.07'
C94	34.68'	314.00'	6°19'41"	S06°06'31"W	34.66'
C95	9.44'	114.00'	4°44'32"	S61°38'19"W	9.43'
C96	65.67'	114.00'	33°00'21"	S80°30'45"W	64.77'
C97	5.23'	25.50'	11°45'28"	S88°51'48"E	5.22'
C98	37.94'	25.50'	85°15'30"	N42°37'43"E	34.54'
C99	23.15'	486.00'	2°43'44"	N01°21'50"E	23.15'
C100	19.06'	486.00'	2°14'49"	N03°51'07"E	19.06'
C101	3.13'	25.50'	7°02'31"	N07°12'56"E	3.13'
C102	32.56'	25.50'	73°09'57"	N47°19'10"E	30.40'
C103	39.68'	25.50'	89°09'15"	S42°51'19"E	35.80'
C104	3.11'	25.50'	6°59'36"	S05°13'06"W	3.11'
C105	2.80'	214.00'	0°44'55"	N08°53'54"E	2.80'
C106	31.72'	214.00'	8°29'38"	N04°16'38"E	31.70'
C107	34.16'	786.00'	2°29'25"	N02°22'19"W	34.16'
C108	15.46'	786.00'	1°07'36"	N00°33'49"W	15.46'
C109	22.29'	186.00'	6°51'53"	N03°25'56"E	22.27'
C110	0.78'	186.00'	0°14'21"	N06°59'02"E	0.78'
C111	17.42'	16.00'	62°23'50"	S55°36'24"E	16.58'
C112	5.43'	16.00'	19°26'05"	S14°41'26"E	5.40'
C113	11.53'	286.00'	2°18'35"	S03°49'06"E	11.53'
C114	26.11'	286.00'	5°13'52"	S00°02'52"E	26.10'
C115	10.04'	54.00'	10°38'59"	S08°55'44"E	10.02'
C116	63.90'	54.00'	67°47'43"	S48°09'05"E	60.23'
C117	61.02'	54.00'	64°44'36"	N65°34'45"E	57.82'
C118	21.53'	54.00'	22°50'33"	N21°47'10"E	21.39'
C119	27.73'	26.00'	61°06'59"	N40°55'23"E	26.44'
C120	12.01'	26.00'	26°28'10"	N84°42'58"E	11.90'

ADDRESS TABLE		ADDRESS TABLE	
UNIT #	ADDRESS	UNIT #	ADDRESS
401	1877 E UNDERWOOD LN	459	3969 N EAGLE POINT LN
402	1879 E UNDERWOOD LN	460	3973 N EAGLE POINT LN
403	1881 E UNDERWOOD LN	461	3977 N EAGLE POINT LN
404	1885 E UNDERWOOD LN	462	3974 N EAGLE POINT LN
405	1897 E UNDERWOOD LN	463	3970 N EAGLE POINT LN
406	1899 E UNDERWOOD LN	464	3966 N EAGLE POINT LN
407	1901 E UNDERWOOD LN	465	3962 N EAGLE POINT LN
408	1903 E UNDERWOOD LN	466	3958 N EAGLE POINT LN
409	1905 E UNDERWOOD LN	467	3952 N EAGLE POINT LN
410	3986 N COUGAR LN	468	3948 N EAGLE POINT LN
411	3982 N COUGAR LN	469	3944 N EAGLE POINT LN
412	3978 N COUGAR LN	470	3940 N EAGLE POINT LN
413	3974 N COUGAR LN	471	3936 N EAGLE POINT LN
414	3970 N COUGAR LN	472	3902 N EAGLE POINT LN
415	3966 N COUGAR LN	473	3988 N EAGLE POINT LN
416	3962 N COUGAR LN	474	3894 N EAGLE POINT LN
417	3952 N COUGAR LN	475	3890 N COUGAR LN
418	3948 N COUGAR LN	476	3886 N EAGLE POINT LN
419	3944 N COUGAR LN	477	3885 N COUGAR LN
420	3940 N COUGAR LN	478	3889 N COUGAR LN
421	3932 N COUGAR LN	479	3893 N COUGAR LN
422	3928 N COUGAR LN	480	3897 N COUGAR LN
423	3924 N COUGAR LN	481	3901 N COUGAR LN
424	3920 N COUGAR LN	482	3909 N COUGAR LN
425	3916 N COUGAR LN	483	3913 N COUGAR LN
426	3912 N COUGAR LN	484	3917 N COUGAR LN
427	3902 N COUGAR LN	485	3921 N COUGAR LN
428	3898 N COUGAR LN	486	3939 N COUGAR LN
429	3894 N COUGAR LN	487	3943 N COUGAR LN
430	3890 N COUGAR LN	488	3947 N COUGAR LN
431	3886 N COUGAR LN	489	3951 N COUGAR LN
432	3882 N COUGAR LN	490	3961 N COUGAR LN
433	1926 E EMBER LN	491	3965 N COUGAR LN
434	1922 E EMBER LN	492	3969 N COUGAR LN
435	1918 E EMBER LN	493	3973 N COUGAR LN
436	1914 E EMBER LN	494	1881 E THUNDER LN
437	1906 E EMBER LN	495	1885 E THUNDER LN
438	1902 E EMBER LN	496	1889 E THUNDER LN
439	1898 E EMBER LN	497	1893 E THUNDER LN
440	1894 E EMBER LN	498	1897 E THUNDER LN
441	1892 E EMBER LN	499	1903 E THUNDER LN
442	3877 N EAGLE POINT LN	500	1907 E THUNDER LN
443	3881 N EAGLE POINT LN	501	1911 E THUNDER LN
444	3885 N EAGLE POINT LN	502	1917 E THUNDER LN
445	3889 N EAGLE POINT LN	503	1922 E THUNDER LN
446	3893 N EAGLE POINT LN	504	1918 E THUNDER LN
447	3905 N EAGLE POINT LN	505	1914 E THUNDER LN
448	3909 N EAGLE POINT LN	506	1910 E THUNDER LN
449	3913 N EAGLE POINT LN	507	1906 E THUNDER LN
450	3917 N EAGLE POINT LN	508	1902 E THUNDER LN
451	3921 N EAGLE POINT LN	509	1898 E THUNDER LN
452	3925 N EAGLE POINT LN	510	1892 E THUNDER LN
453	3929 N EAGLE POINT LN	511	1888 E THUNDER LN
454	3941 N EAGLE POINT LN	512	1884 E THUNDER LN
455	3945 N EAGLE POINT LN	513	1880 E THUNDER LN
456	3949 N EAGLE POINT LN	514	1876 E THUNDER LN
457	3953 N EAGLE POINT LN	515	1872 E THUNDER LN
458	3965 N EAGLE POINT LN	516	1858 E THUNDER LN



**Engineering Division
2565 North Pony Express Parkway
Eagle Mountain City, Utah 84005
(801) 789-6671**

Wednesday, November 16, 2022

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

SUBJECT: Eagle Point Townhomes plat "E" into warranty Bond Release

City Recorder:

The above referenced subdivision has completed all the required improvements as of this date. With the approval of the installed infrastructure, we are recommending this subdivision begin the required one-year warranty period. A reduced bond letter has been generated, reducing all bond items which have been completed. A warranty bond for the remaining warranty amount must be issued and maintained until released from the warranty period by the city.

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



BOND RELEASE REQUEST LETTER
Eagle Point Townhomes plat "E" Bond
Reduced

Engineering Division
2565 North Pony Express Parkway
Eagle Mountain City, Utah 84005
(801) 789-6671

1st Bond Release	
Original Bond Amount:	\$ 239,713.80
Previous Release Amount:	\$ -
Amount to Release this Period:	\$ 108,118.40
Amount Remaining in Bond:	\$ 131,595.40

Bond Releases Summary	
#1	\$ 108,118.40
#2	\$ -
#3	\$ -
#4	\$ -
TOTAL	\$ 108,118.40

11/16/2022

ITEM	DESCRIPTION	ORIGINAL QUANTITY	REDUCED QUANTITY	UNIT	UNIT COST	TOTAL	QUANTITIES COMPLETED			MONIES RELEASED	
							Previous Period	This Period	% to date	This Period	To Date
1	SWPPP										
a	Mobilization	1	0	LS	\$178,000.00	\$0.00	0	1	100%	\$0.00	\$0.00
b	Clear & grub	75580	0	SF	\$0.10	\$0.00	0	75580	100%	\$0.00	\$0.00
c	Site Grading	75580	0	SF	\$1.00	\$0.00	0	75580	100%	\$0.00	\$0.00
d	Swppp	1	0.5	LS	\$30,000.00	\$15,000.00	0	1	100%	\$15,000.00	\$15,000.00
2	ROADWAY IMPROVEMENTS										
a	3 inch Surface Course	63656	63656	SF	\$1.40	\$89,118.40	0	63656	100%	\$89,118.40	\$89,118.40
b	8 inch Road base(also behind curb)	75580	0	SF	\$1.00	\$0.00	0	75580	100%	\$0.00	\$0.00
c	30" curb & gutter	4769	0	LF	\$20.00	\$0.00	0	4769	100%	\$0.00	\$0.00
c	Sidewalks	13205	0	SF	\$6.92	\$0.00	0	13205	100%	\$0.00	\$0.00
d	Finished grading	75580	0	SF	\$0.10	\$0.00	0	75580	100%	\$0.00	\$0.00
e	Street signs	11	11	EA	\$200.00	\$2,200.00	0	11	100%	\$2,200.00	\$2,200.00
f	Stop signs	9	9	EA	\$200.00	\$1,800.00	0	9	100%	\$1,800.00	\$1,800.00
3	CULINARY WATER										
a	8" culinary water c-900 w/fittings	2221	0	LF	\$34.00	\$0.00	0	2221	100%	\$0.00	\$0.00
b	8" gate valves	17	0	EA	\$1,200.00	\$0.00	0	17	100%	\$0.00	\$0.00
c	Fire Hydrant	1	0	EA	\$5,000.00	\$0.00	0	1	100%	\$0.00	\$0.00
d	Water bends	18	0	EA	\$800.00	\$0.00	0	18	100%	\$0.00	\$0.00
e	3/4" water service	116	0	EA	\$1,800.00	\$0.00	0	116	100%	\$0.00	\$0.00
4	STORM DRAIN										
a	Storm drain	460	0	LF	\$35.00	\$0.00	0	460	100%	\$0.00	\$0.00
b	Storm drain boxes & manholes	12	0	EA	\$1,500.00	\$0.00	0	12	100%	\$0.00	\$0.00
5	SEWER										
a	10" Sewer pipe	2151	0	LF	\$37.00	\$0.00	0	2151	100%	\$0.00	\$0.00
b	4" sewer laterals	116	0	EA	\$1,500.00	\$0.00	0	116	100%	\$0.00	\$0.00
c	48" sewer manholes	20	0	EA	\$2,500.00	\$0.00	0	20	100%	\$0.00	\$0.00
TOTAL CONSTRUCTION COST						\$108,118.40					
Original 10% Bond Coverage						\$131,595.40					
TOTAL BOND AMOUNT:						\$239,713.80					
							Released this Period		\$108,118.40		

Christopher T. Trusty

Christopher T. Trusty P.E.
Engineering Director

11/16/22
Date

Robert Ballif
Robert Ballif
Engineering Tech. 1

11/16/22
Date



Engineering Division
2565 North Pony Express Parkway
Eagle Mountain City, Utah 84005
(801) 789-6671

Monday, November 14, 2022

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

SUBJECT: Scenic MTN phase "C" plat 1 into warranty Bond Release

City Recorder:

The above referenced subdivision has completed all the required improvements as of this date. With the approval of the installed infrastructure, we are recommending this subdivision begin the required one-year warranty period. A reduced bond letter has been generated, reducing all bond items which have been completed. A warranty bond for the remaining warranty amount must be issued and maintained until released from the warranty period by the city.

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



BOND RELEASE REQUEST LETTER
Scenic Mountain phase C plat 1 Bond
Reduced

Engineering Division
2565 North Pony Express Parkway
Eagle Mountain City, Utah 84005
(801) 789-6671

2nd Bond Release	
Original Bond Amount:	\$ 263,880.14
Previous Release Amount:	\$ 202,732.85
Amount to Release this Period:	\$ 10,492.50
Amount Remaining in Bond :	\$ 50,654.79

Bond Releases Summary	
#1	\$ 202,732.85
#2	\$ 10,492.50
#3	\$ -
#4	\$ -
TOTAL	\$ 213,225.35

11/15/2022

ITEM	DESCRIPTION	ORIGINAL QUANTITY	REDUCED QUANTITY	UNIT	UNIT COST	TOTAL	QUANTITIES COMPLETED			MONIES RELEASED	
							Previous Period	This Period	% to date	This Period	To Date
1	ROADWAY IMPROVEMENTS										
a	Rough grading (12" depth)	12100	12100	SF	\$0.15	\$1,815.00	12,100	0	100%	\$0.00	\$1,815.00
b	3" asphalt	8256	8256	SF	\$1.75	\$14,448.00	8,256	0	100%	\$0.00	\$14,448.00
c	6" road base	9287	9287	SF	\$0.65	\$6,036.55	9,287	0	100%	\$0.00	\$6,036.55
d	9" e-fill	8802	8802	SF	\$0.60	\$5,281.20	8,802	0	100%	\$0.00	\$5,281.20
e	30" curb & gutter	295	295	LF	\$30.00	\$8,850.00	295	0	100%	\$0.00	\$8,850.00
f	Sidewalk	295	295	LF	\$24.00	\$7,080.00	0	295	100%	\$7,080.00	\$7,080.00
g	8" asphalt trail	381	381	LF	\$14.00	\$5,334.00	381	0	100%	\$0.00	\$5,334.00
h	Curb wall	56	56	LF	\$20.00	\$1,120.00	56	0	100%	\$0.00	\$1,120.00
i	Waterway	324	324	LF	\$35.00	\$11,340.00	324	0	100%	\$0.00	\$11,340.00
j	8" road base under waterway	648	648	SF	\$0.85	\$550.80	648	0	100%	\$0.00	\$550.80
k	Parking stall	325	325	SF	\$10.50	\$3,412.50	0	325	100%	\$3,412.50	\$3,412.50
2	CULINARY WATER										
a	8" culinary water c-900	543	108.5	LF	\$25.00	\$2,712.50	543	0	100%	\$0.00	\$2,712.50
b	8" valve	5	1	EA	\$1,750.00	\$1,750.00	5	0	100%	\$0.00	\$1,750.00
c	Fire Hydrant	2	0.4	EA	\$3,900.00	\$1,560.00	2	0	100%	\$0.00	\$1,560.00
d	connect to existing water	1	0.2	EA	\$2,500.00	\$500.00	1	0	100%	\$0.00	\$500.00
e	3/4" water service	13	2.6	EA	\$750.00	\$1,950.00	13	0	100%	\$0.00	\$1,950.00
f	Air vac	1	0.2	EA	\$2,500.00	\$500.00	1	0	100%	\$0.00	\$500.00
g	2" landscape meter	1	0.2	EA	\$1,750.00	\$350.00	1	0	100%	\$0.00	\$350.00
h	6" in. Service	1	0.2	EA	\$150.00	\$30.00	1	0	100%	\$0.00	\$30.00
i	Trench back fill	293	58.6	TON	\$10.00	\$586.00	293	0	100%	\$0.00	\$586.00
j	Import pipe bedding	147	29.4	TON	\$12.00	\$352.80	147	0	100%	\$0.00	\$352.80
3	SEWER										
a	8" Sewer pipe	597	119.4	LF	\$25.00	\$2,985.00	597	0	100%	\$0.00	\$2,985.00
b	4" sewer laterals	21	4.2	EA	\$500.00	\$2,100.00	21	0	100%	\$0.00	\$2,100.00
c	3" sewer force main	368	73.6	LF	\$12.00	\$883.20	368	0	100%	\$0.00	\$883.20
d	48" sewer manholes	3	0.6	EA	\$3,500.00	\$2,100.00	3	0	100%	\$0.00	\$2,100.00
e	60" sewer manhole	5	1	EA	\$4,000.00	\$4,000.00	5	0	100%	\$0.00	\$4,000.00
f	Sewer lift station	1	0.2	EA	\$70,000.00	\$14,000.00	1	0	100%	\$0.00	\$14,000.00
g	connect to existing sewer	2	0.4	EA	\$1,000.00	\$400.00	2	0	100%	\$0.00	\$400.00
h	Trench back fill	1116	223.2	TON	\$10.00	\$2,232.00	1,116	0	100%	\$0.00	\$2,232.00
i	Import pipe bedding	200	40	TON	\$12.00	\$480.00	200	0	100%	\$0.00	\$480.00
4	STORM DRAIN										
a	8" ADS	318	63.6	LF	\$20.00	\$1,272.00	318	0	100%	\$0.00	\$1,272.00
b	15" RCP	243	48.6	LF	\$26.00	\$1,263.60	243	0	100%	\$0.00	\$1,263.60
c	18" RCP	110	22	LF	\$35.00	\$770.00	110	0	100%	\$0.00	\$770.00
d	Curb inlet box	1	0.2	EA	\$3,000.00	\$600.00	1	0	100%	\$0.00	\$600.00
e	12"x12" yard drain	14	2.8	EA	\$3,000.00	\$8,400.00	14	0	100%	\$0.00	\$8,400.00
f	3'x3' storm drain box	2	0.4	EA	\$3,000.00	\$1,200.00	2	0	100%	\$0.00	\$1,200.00
g	Combo box	3	0.6	EA	\$3,000.00	\$1,800.00	3	0	100%	\$0.00	\$1,800.00
h	48" manhole w/collar	2	0.4	EA	\$3,500.00	\$1,400.00	2	0	100%	\$0.00	\$1,400.00
i	Retention pond	25560	5112	CF	\$0.20	\$1,022.40	25,560	0	100%	\$0.00	\$1,022.40
j	12" drain rock base	3195	639	SF	\$22.00	\$14,058.00	3,195	0	100%	\$0.00	\$14,058.00
k	Trench back fill	295	59	TON	\$10.00	\$590.00	295	0	100%	\$0.00	\$590.00
l	Import pipe bedding	200	40	TON	\$12.00	\$480.00	200	0	100%	\$0.00	\$480.00
5	MISC/SITE PREP										
a	Street/Stop sign	1	1	EA	\$240.00	\$240.00	1	0	100%	\$0.00	\$240.00
b	SWPPP	1	0.5	LS	\$3,000.00	\$1,500.00	1	0	100%	\$0.00	\$1,500.00
c	Mobilization	1	0.5	LS	\$5,000.00	\$2,500.00	1	0	100%	\$0.00	\$2,500.00
d	Certainteed fence	88	88	LF	\$40.00	\$3,520.00	88	0	100%	\$0.00	\$3,520.00
e	9' block retaining wall	2160	2160	SF	\$18.00	\$38,880.00	2,160	0	100%	\$0.00	\$38,880.00
f	6' ornamental iron fence	240	240	LF	\$60.00	\$14,400.00	240	0	100%	\$0.00	\$14,400.00
g	4' lockable gate w/ladder rungs	1	1	LS	\$600.00	\$600.00	1	0	100%	\$0.00	\$600.00
h	Retaining wall	655	655	SF	\$18.00	\$11,790.00	655	0	100%	\$0.00	\$11,790.00
i	Clear & grub	43996	43996	SF	\$0.05	\$2,199.80	43,996	0	100%	\$0.00	\$2,199.80
TOTAL CONSTRUCTION COST						\$213,225.35					
Original 10% Bond Coverage						\$50,654.79					
TOTAL BOND AMOUNT:						\$263,880.14					
							Released this Period			\$10,492.50	

Christopher T. Trusty P.E.
Engineering Director

11/15/22
Date

Robert Ballif
Engineering Tech. 1

11/15/22
Date

PHASE C, PLAT 2
A PORTION OF THE SOUTHWEST QUARTER OF SECTION 16,
TOWNSHIP 5 SOUTH, RANGE 1 WEST, SALT LAKE BASE & MERIDIAN
EAGLE MOUNTAIN, UTAH

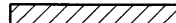


LINE TABLE		
LINE	DIRECTION	LENGTH
L1	N12°07'25"E	16.67
L2	S62°32'04"E	26.80
L3	N35°00'25"W	10.65
L4	S13°14'12"E	34.32
L5	N48°02'46"E	20.90
L6	S14°32'04"E	13.85
L7	N5°42'38"E	20.10
L8	N16°41'56"W	5.22
L9	N16°41'59"E	5.22
L10	S26°33'50"E	7.83
L11	N18°47'38"W	9.79
L12	N84°32'13"E	1.20
L13	S0°15'52"E	1.31
L14	S55°00'23"W	13.42
L15	N90°00'00"W	14.61
L16	S69°50'41"W	3.36
L17	N90°00'00"E	1.50
L18	N90°00'00"E	3.50
L19	N90°00'00"W	1.50
L20	N90°00'00"W	3.50
L21	N90°00'00"W	1.50
L22	N89°57'11"W	13.51
L23	N0°00'00"E	12.08
L24	N0°00'00"W	24.50
L25	N90°00'00"E	3.50
L26	N90°00'00"E	3.50
L27	N90°00'00"W	3.50
L28	N90°00'00"W	1.67
L29	N90°00'00"E	10.28
L30	N90°00'00"E	3.50

NOTES:

1. () TYPE II MONUMENT (ALUMINUM CAP AND REBAR) TO BE SET. #5 REBAR & CAP TO BE LOCATED AT ALL LOT CORNERS. NAIL AND BRASS WASHER TO BE SET IN TOP OF CURB @ PROJECTION OF SIDE LOT LINE.
2. HOA SHALL MAINTAIN AND SUBMIT WITH BUILDING PERMITS APPLICATION SHALL SHOW THE LOCATION OF ALL MONUMENTS. NO WATER METERS ALLOWED IN DRIVEWAYS.
3. HOA SHALL OBTAIN EASEMENTS ACCORDING TO CITY MASTER STREET EXHIBIT AND AGREEMENT APPROVED BY THE CITY OF EAGLE MOUNTAIN.
4. PARCELS A & B PRIVATE ROADWAYS ARE CONVEYED TO & MAINTAINED BY SCENIC MOUNTAIN HOMEOWNERS ASSOCIATION. PARCELS C & D TO BE MAINTAINED BY PEDESTRIAN EASEMENTS IN THEIR ENTIRETY.
5. COMMON STATION TO BE OWNED AND MAINTAINED BY THE HOA.
6. ALL COMMON AREA AND LIMITED COMMON AREA TO BE PUBLIC UTILITY AND DRAINAGE EASEMENT.

LEGEND

	BOUNDARY LINE
	CENTERLINE
	EASEMENT LINE
	EXISTING LOT LINES
	PROPOSED LOT LINE
	PROPOSED STREET MONUMENT
	LIMITED COMMON AREA / P. U. E.
	PRIVATE AREA
	COMMON AREA / P. U. E. (LESS PUBLIC ROADWAY)

ROCKY MOUNTAIN POWER APPROVAL

ROCKY MOUNTAIN POWER APPROVAL

1. PURSUANT TO UTAH CODE ANN. §54-3-27 THIS PLAT CONVEYS TO THE OWNERS(S) OF THE OPERATORS OF UTAH POWER AND LIGHT A PUBLIC UTILITY EASEMENT ALONGS WITH ALL THE RIGHTS AND DUTIES DESCRIBED THEREIN.

2. 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 APPROVES THE LOCATION OF THE PUBLIC UTILITY EASEMENTS, BUT DOES NOT WARRANT THAT THE LOCATION OF THE PUBLIC UTILITY EASEMENTS DOES NOT VIOLATE ANY OF THEIR PRECISE LOCAL ORDINANCES. 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:

1) A RECORDED EASEMENT OR RIGHT-OF-WAY.

2) THE LAW APPLICABLE TO RIGHTS-OF-WAY.

3) TITLE 54, CHAPTER 8a, DAMAGE TO UNDERGROUND UTILITY FACILITIES

4) ANY OTHER PROVISION OF LAW.

DIRECT COMMUNICATIONS APPROVAL

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.G. UTAH NO. 1 TARIFF.

Araceli 10/25/21
DIRECT COMMUNICATIONS DATE

DOMINION ENERGY UTAH ACCEPTANCE

QUESTAR GAS COMPANY DBA DOMINION ENERGY UTAH APPROVES THIS PLAT FOR THE PURPOSE OF APPROXIMATING THE LOCATION, BOUNDARIES, COURSE AND DIMENSIONS OF THE RIGHTS-OF-WAY AND EASEMENT GRANTS AND EXISTING UNDERGROUND FACILITIES, NOTHING HEREIN SHALL BE CONSTRUED TO WARRANT OR VERIFY THE PRECISE LOCATION OF SUCH ITEMS, THE RIGHTS-OF-WAY AND EASEMENTS ARE SUBJECT TO NUMEROUS RESTRICTIONS APPEARING ON THE RECORDS OF THE COUNTY OF KANE, ARIZONA. THE APPROVAL OF THIS PLAT FOR THE PURPOSE OF APPROXIMATING THE LOCATION, BOUNDARIES, COURSE AND DIMENSIONS OF THE RIGHTS-OF-WAY AND EASEMENT GRANTS DOES NOT REQUIRE OR CONFIRMING THAT THE PLAT CONTAINS PUBLIC UTILITY EASEMENTS; HOWEVER, DOMINION ENERGY UTAH MAY REQUIRE ADDITIONAL EASEMENTS IN ORDER TO SERVE THIS DEVELOPMENT, THIS APPROVAL DOES NOT CONSTITUTE ABROGATION OR WAIVER OF ANY OTHER EXISTING RIGHTS, OBLIGATIONS OR LIABILITIES INCLUDING PRESCRIPTIVE RIGHTS AND OTHER RIGHTS, OBLIGATIONS OR LIABILITIES OF ANY KIND, INCLUDING BUT NOT LIMITED TO, ANY RIGHTS, OBLIGATIONS OR LIABILITIES OR ACKNOWLEDGMENT OF ANY TERMS CONTAINED IN THE PLAT, INCLUDING THOSE SET FORTH IN THE OWNERS DEDICATION OR THE NOTES, AND DOES NOT CONSTITUTE A GUARANTEE OF PARTICULAR TERMS OR CONDITIONS OF NATURAL GAS SERVICE. FOR FURTHER INFORMATION PLEASE CONTACT DOMINION ENERGY UTAH'S RIGHT-OF-WAY DEPARTMENT AT 801-366-8532.

APPROVED THIS 25 DAY OF October, 20 21

I, RYAN W. HALL, DO HEREBY CERTIFY THAT I AM A PROFESSIONAL LAND SURVEYOR, AND THAT I HOLD CERTIFICATE NO. 6137074 IN ACCORDANCE WITH TITLE 58, CHAPTER 22, ASH STATE CODE. I FURTHER CERTIFY BY AUTHORITY OF THE BOARD OF PROFESSIONAL LAND SURVEYORS THAT THIS PLAN IS TRUE AND CORRECT IN ACCORDANCE WITH SUBCHAPTER 17-23-17, OF SAID CODE, AND HAVE SUBDIVIDED SAID TRACT OF LAND INTO LOTS, BLOCKS, STREETS, AND EASEMENTS, AND THE SAME HAS, OR WILL BE, CORRECTLY SURVEYED, STAKED, AND MONUMENTED ON THE GROUND AS SHOWN ON THIS PLAN, AND THAT THIS PLAN IS TRUE AND CORRECT.

A PORTION OF THE SOUTHWEST QUARTER OF SECTION 16, TOWNSHIP 5 SOUTH, RANGE 1 WEST, SALT LAKE BASE AND MERIDIAN, DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT LOCATED N0°16'24"W ALONG THE SECTION LINE 689.82 FEET AND EAST 948.10 FEET FROM THE WEST QUARTER CORNER OF SECTION 16, TOWNSHIP 5 SOUTH, RANGE 1 WEST, SALT LAKE BASE AND MERIDIAN; THENCE ALONG THE ARC OF A NON-TANGENT CURVE TO THE LEFT 16.20 FEET WITH A RADIUS OF 25.00 FEET THROUGH A CENTRAL ANGLE OF 37°08'15", CHORD: N5°17'25"E 15.92 FEET; THENCE N89°55'E 360.87 FEET; THENCE ALONG THE ARC OF A NON-TANGENT CURVE TO THE LEFT 12.41 FEET WITH A RADIUS OF 27.00 FEET THROUGH A CENTRAL ANGLE OF 26°20'16"; THENCE N31°33'11" 12.30 FEET; THENCE ALONG THE ARC OF A CURVE TO THE RIGHT 66.39 FEET WITH A RADIUS OF 57.50 FEET THROUGH A CENTRAL ANGLE OF 66°09'11"; CHORD: N5°17'28"E 62.78 FEET; THENCE N84°32'13"E 2.38 FEET TO THE WEST LINE OF PHASE 1, PLAT 4, SCENIC MOUNTAIN SUBDIVISION FOLLOWING THE FOLLOWING THREE (3) COURSES: THENCE S1°50'59"E 31.43 FEET; THENCE S32°41'30"E 47.23 FEET; THENCE S1°50'59"E 43.98 FEET; THENCE ALONG THE WEST LINE OF PHASE 1, PLAT 4, SCENIC MOUNTAIN SUBDIVISION FOLLOWING THE FOLLOWING THREE (3) COURSES: S33°46'46"W 29.15 FEES; THENCE S34°19'39"W 131.86 FEET; THENCE S37°14'01"W 85.28 FEET; THENCE ALONG THE EAST LINE OF PHASE 1, PLAT 2, SCENIC MOUNTAIN SUBDIVISION FOLLOWING THE FOLLOWING TEN (10) COURSES: N66°15'57"W 78.22 FEET; THENCE N0°16'28"E 198.40 FEET; THENCE N89°43'34"W 88.50 FEET; THENCE N0°16'28"E 9.37 FEET; THENCE ALONG THE ARC OF A NON-TANGENT CURVE TO THE RIGHT 23.76 FEET WITH A RADIUS OF 238.50 FEET THROUGH A CENTRAL ANGLE OF 4°33'40", CHORD: N2°32'35"E 23.76 FEET; THENCE N4°48'44"E 51.88 FEET; THENCE ALONG THE ARC OF A NON-TANGENT CURVE TO THE LEFT 24.02 FEET WITH A RADIUS OF 261.00 FEET THROUGH A CENTRAL ANGLE OF 5°16'26", CHORD: N2°33'05"E 24.02 FEET; THENCE N0°16'28"E 138.47 FEET TO THE POINT OF BEGINNING.

CONTAINS: ±3.21 ACRES

10-20-2021
DATE

CONTAINS: 13.21 ACRES

Ryan W. Hall

SURVEYOR
(See Seal Below)

OWNERS DEDICATION

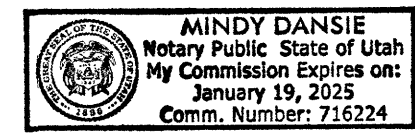
KNOW ALL MEN BY THESE PRESENTS THAT WE, ALL OF THE UNDERSIGNED OWNERS OF ALL OF THE PROPERTY DESCRIBED IN THE SURVEYOR'S CERTIFICATE HEREON AND SHOWN ON THIS MAP, HAVE CAUSED THE SAME TO BE SUBDIVIDED INTO LOTS, BLOCKS, STREETS AND EASEMENTS AND DO HEREBY DEDICATE THE STREETS, EASEMENTS, PUBLIC UTILITY EASEMENTS AND OTHER PUBLIC AREAS AS INDICATED HEREON FOR PERPETUAL USE OF THE PUBLIC. PURSUANT TO UTAH CODE 10-3A-604(1)(D), THE OWNER(S) HEREBY CONVEYS THE PRIVATE ROADS, COMMON AREA & LIMITED COMMON AREA AS INDICATED HEREON, TO THE SCENIC MOUNTAIN HOMEOWNERS ASSOCIATION, WITH A REGISTERED ADDRESS OF 12896 SOUTH PONY EXPRESS ROAD, SUITE 400, DRAPER, UTAH 84020.

IN WITNESS WHEREOF WE HAVE HEREUNTO SET OUR HANDS THIS 28th
DAY OF October, A.D. 20 21

DAY OF December, A.D. 20 21
Brett Woodland Brett Woodland
 Assistant Secretary, Fieldstone Scenic Mountain West, LLC

STATE OF UTAH
COUNTY OF UTAH

ON THIS 28th DAY OF October, A.D. 2021, PERSONALLY APPEARED BEFORE ME, Brett Woodland, THE SIGNER OF THE FOREGOING INSTRUMENT, WHO DULY ACKNOWLEDGED TO ME THAT (S)HE IS THE Asst. Secretary OF FirstStone scenic Mountain West LIMITED LIABILITY COMPANY, AND IS AUTHORIZED TO EXECUTE THE FOREGOING AGREEMENT IN ITS BEHALF AND THAT (S)HE EXECUTED IT IN SUCH CAPACITY.



EXECUTED IT IN SUCH CAPACITY.

Mindy Dansie

NOTARY PUBLIC FULL NAME: *Mindy Dansie*

COMMISSION NUMBER: *716774*

MY COMMISSION EXPIRES: *1/19/2025*

A NOTARY PUBLIC COMMISSIONED IN UTAH

STATE OF UTAH
COUNTY OF UTAH

ON THIS _____ DAY OF _____, A.D. 20____, PERSONALLY APPEARED BEFORE ME _____ THE
SIGNER OF THE FOREGOING INSTRUMENT, WHO DULY ACKNOWLEDGED TO ME THAT (S)HE IS THE _____
OF _____, LIMITED LIABILITY COMPANY, AND IS AUTHORIZED TO EXECUTE THE
FOREGOING AGREEMENT IN ITS BEHALF AND THAT (S)HE EXECUTED IT IN SUCH CAPACITY.

NOTARY PUBLIC FULL NAME: _____
 COMMISSION NUMBER: _____
 MY COMMISSION EXPIRES: _____
 A NOTARY PUBLIC COMMISSIONED IN UTAH

THE City Council OF Big Lake Mountain City
COUNTY OF UTAH, APPROVES THIS SUBDIVISION 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 15 DAY OF November, A.D. 2014

APPROVED BY MAYOR Tommy Thompson APPROVED BY CITY ATTORNEY [Signature]

APPROVED Chris T. Tandy
ENGINEER
(See Seal Below)

ATTEST J. B. Bess
CLERK-RECORDER
(See Seal Below)

PHASE C, PLAT 2

SUBDIVISION
A PORTION OF THE SOUTHWEST QUARTER OF SECTION 16,
TOWNSHIP 5 SOUTH, RANGE 1 WEST, SALT LAKE BASE & MERIDIAN

ENT 196048:2021 Map # 18023
ANDREA ALLEN
UTAH COUNTY RECORDER
2021 Nov 22 2:56 pm FEE 180.00 BY SA
RECORDED FOR EAGLE MOUNTAIN CITY

EAGLE MOUNTAIN CITY

UTAH COUNTY, UTAH

SHEET 1 OF 2

SURVEYOR'S SEAL

NOTARY PUBLIC SEAL

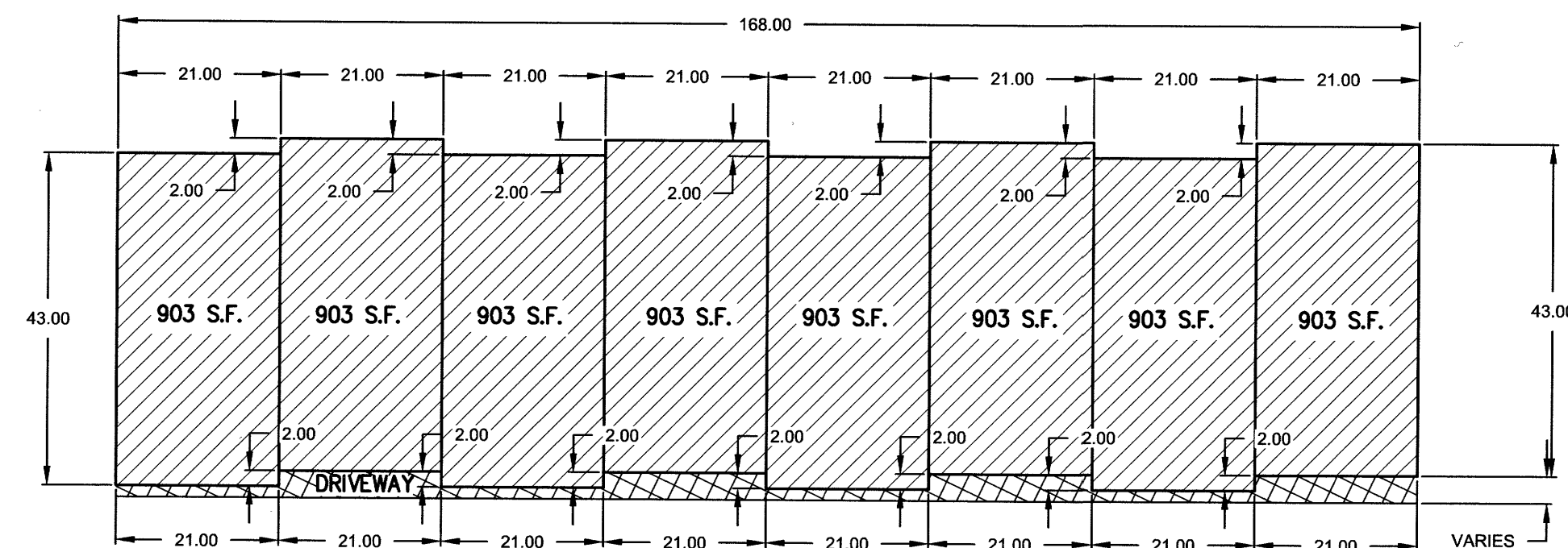
CITY-COUNTY ENGINEER SEAL

COUNTY-RECORDER SEAL

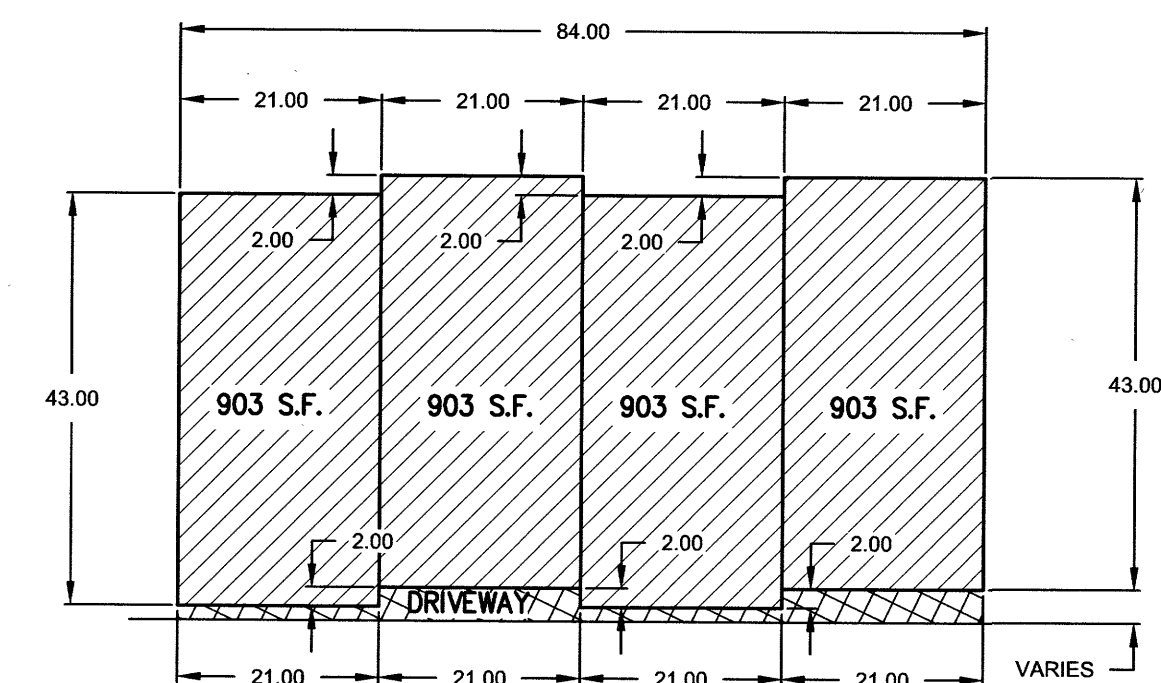
A circular professional seal for a land surveyor. The outer ring contains the text "STATE OF FLORIDA" at the top and "PROFESSIONAL LAND SURVEYOR" at the bottom. Inside the ring, the name "RYAN W. HALL" is printed in large, bold, capital letters. Below the name is the number "No. 6310734". At the bottom of the seal is the date "10-20-21". A handwritten signature, "Ryan W. Hall", is written across the top half of the seal.

This form approved by Utah County and the municipalities therein.

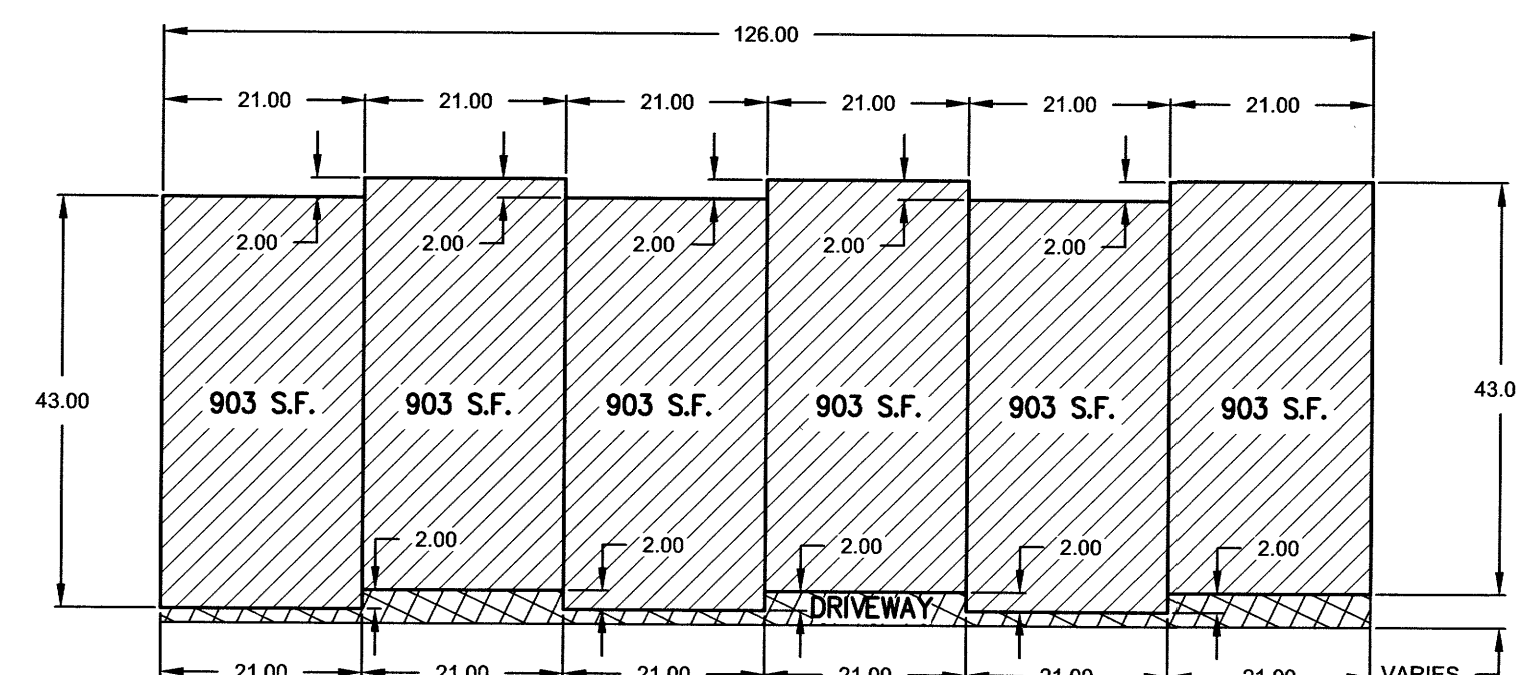
LEI # 18-0025



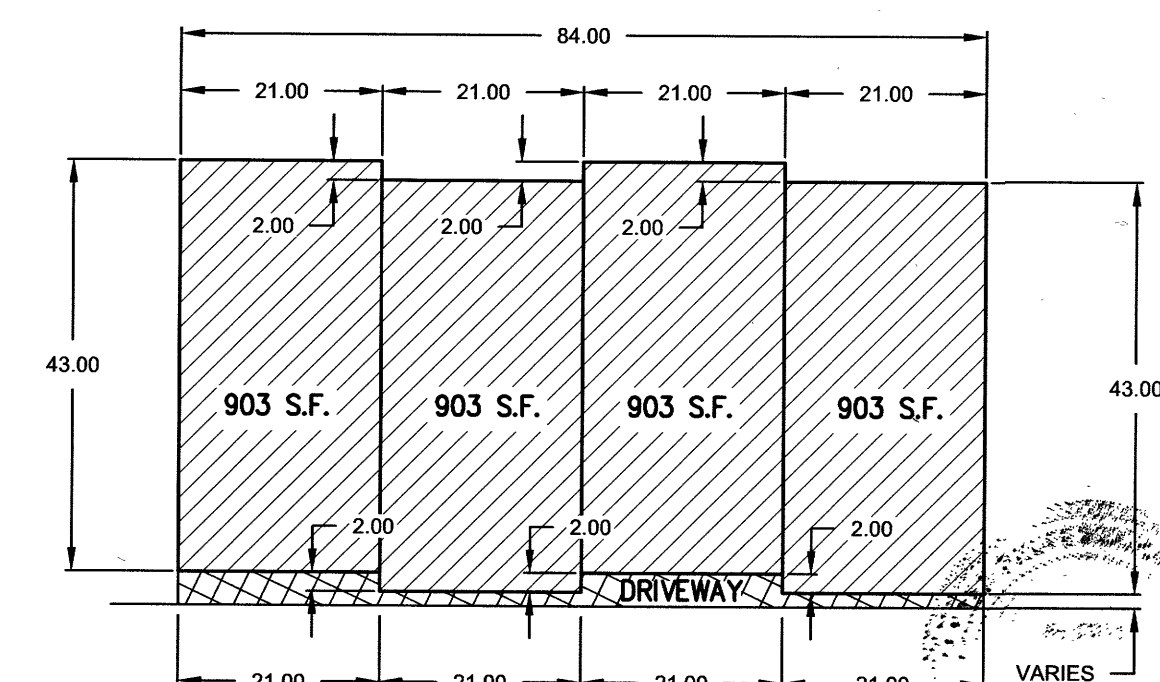
LOTS 201 THRU 208



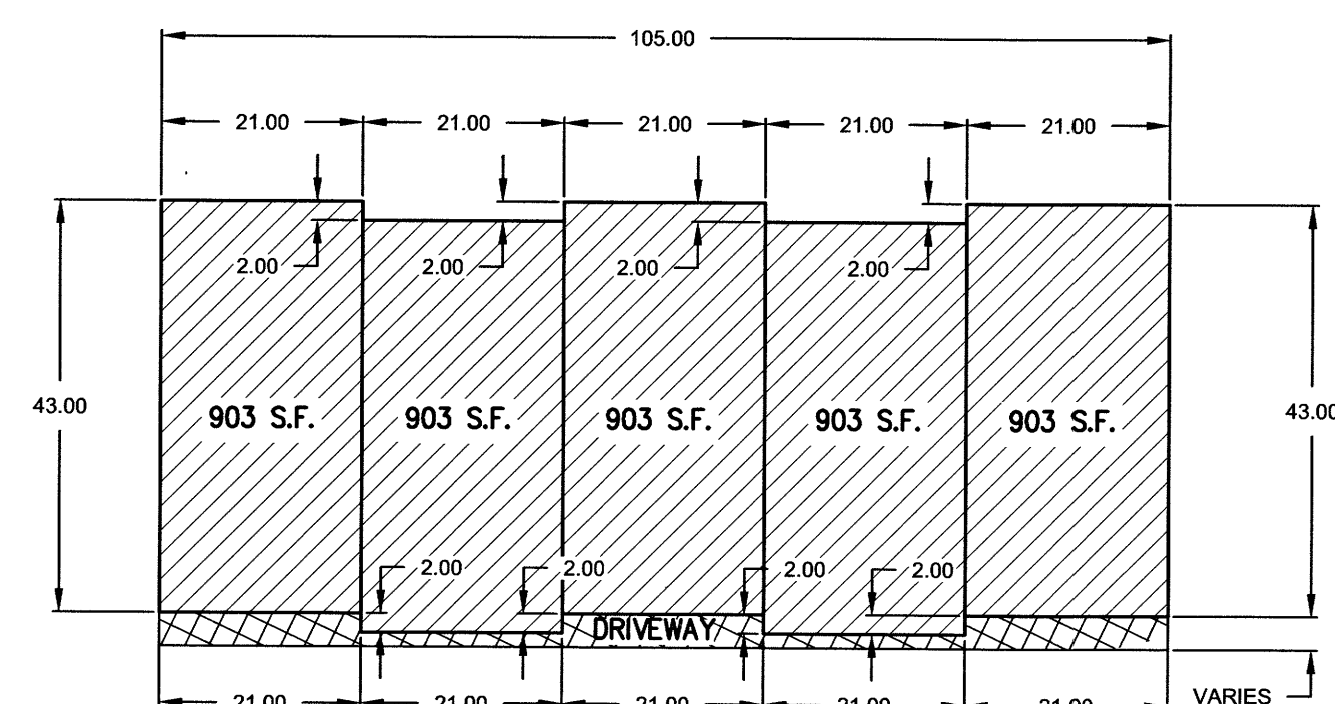
LOTS 230 THRU 233



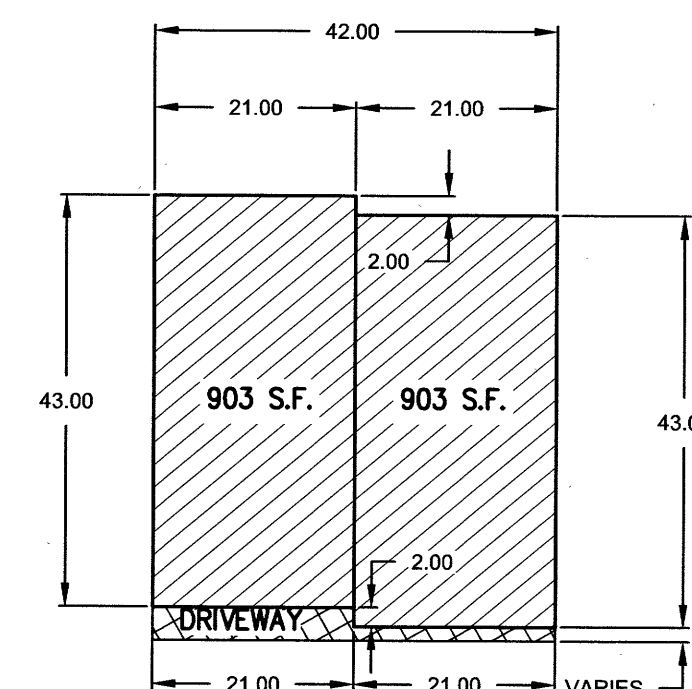
LOTS 214 THRU 219



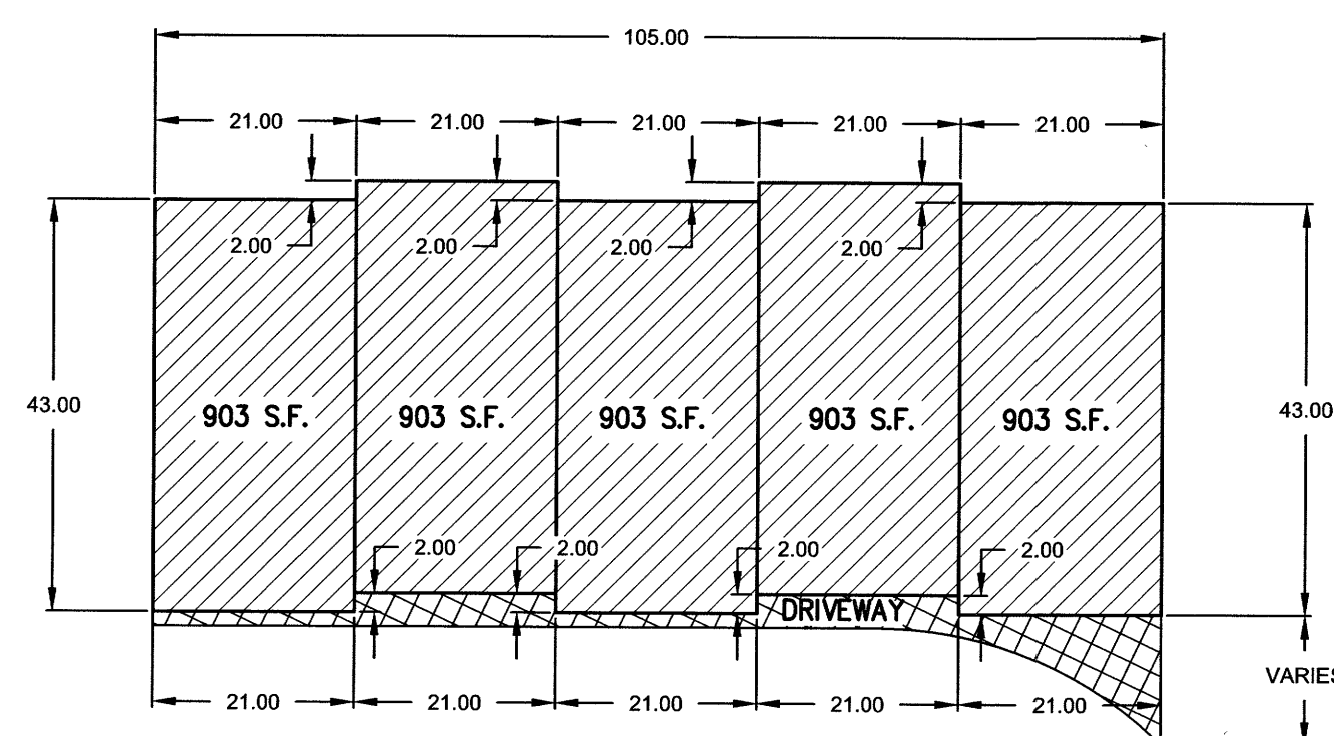
LOTS 234 THRU 237



LOTS 209 THRU 213 AND LOTS 220 THRU 224



LOTS 238 THRU 239

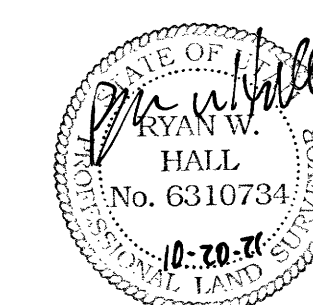


LOTS 225 THRU 229

LEGEND	
	BOUNDARY LINE
	CENTERLINE
	EASEMENT LINE
	EXISTING LOT LINES
	PROPOSED LOT LINE
	PROPOSED STREET MONUMENT
	LIMITED COMMON AREA / P.U.E.
	PRIVATE AREA
	COMMON AREA / P.U.E.

180232.02

ENT 19604812021 Map # 18023
ANDREA ALLEN
UTAH COUNTY RECORDER
2021 Nov 22 2:56 PM FEE 180.00 BY SA
RECORDED FOR EAGLE MOUNTAIN CITY



PHASE C, PLAT 2

SCENIC MOUNTAIN

SUBDIVISION

A PORTION OF THE SOUTHWEST QUARTER OF SECTION 16,
TOWNSHIP 5 SOUTH, RANGE 1 WEST, SALT LAKE BASE & MERIDIAN

EAGLE MOUNTAIN CITY

UTAH COUNTY, UTAH

SHEET 2 OF 2



**Engineering Division
2565 North Pony Express Parkway
Eagle Mountain City, Utah 84005
(801) 789-6671**

Monday, November 14, 2022

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

SUBJECT: Scenic MTN phase "C" plat 2 into warranty Bond Release

City Recorder:

The above referenced subdivision has completed all the required improvements as of this date. With the approval of the installed infrastructure, we are recommending this subdivision begin the required one-year warranty period. A reduced bond letter has been generated, reducing all bond items which have been completed. A warranty bond for the remaining warranty amount must be issued and maintained until released from the warranty period by the city.

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



BOND RELEASE REQUEST LETTER
 Scenic Mountain phase C plat 2 Bond
 Reduced

Engineering Division
 2565 North Pony Express Parkway
 Eagle Mountain City, Utah 84005
 (801) 788-6671

1st Bond Release	
Original Bond Amount:	\$ 178,191.70
Previous Release Amount:	\$ -
Amount to Release this Period:	\$ 110,401.48
Amount Remaining in Bond:	\$ 67,790.22

Bond Releases Summary	
#1	\$ 110,401.48
#2	\$ -
#3	\$ -
#4	\$ -
TOTAL	\$ 110,401.48

11/15/2022

ITEM	DESCRIPTION	ORIGINAL QUANTITY	REDUCED QUANTITY	UNIT	UNIT COST	TOTAL	QUANTITIES COMPLETED			MONIES RELEASED	
							Previous Period	This Period	% to date	This Period	To Date
1	ROADWAY IMPROVEMENTS										
a	Rough grading (12" depth)	35042	0	SF	\$0.15	\$0.00	0	35042	100%	\$0.00	\$0.00
b	3" asphalt	33576	0	SF	\$1.75	\$0.00	0	33576	100%	\$0.00	\$0.00
c	6" road base	45834	0	SF	\$0.65	\$0.00	0	45834	100%	\$0.00	\$0.00
d	9" e-fill	38794	0	SF	\$0.60	\$0.00	0	38794	100%	\$0.00	\$0.00
e	30" curb & gutter	1125	0	LF	\$30.00	\$0.00	0	1125	100%	\$0.00	\$0.00
f	5' Sidewalk	289	57.8	LF	\$30.00	\$1,734.00	0	289	100%	\$1,734.00	\$1,734.00
g	4' sidewalk	1760	352	LF	\$24.00	\$8,448.00	0	1760	100%	\$8,448.00	\$8,448.00
h	Curb wall	323	64.6	LF	\$20.00	\$1,292.00	0	323	100%	\$1,292.00	\$1,292.00
i	Waterway	640	128	LF	\$35.00	\$4,480.00	0	640	100%	\$4,480.00	\$4,480.00
j	Parking stall	3237	647.4	SF	\$10.50	\$6,797.70	0	3237	100%	\$6,797.70	\$6,797.70
2	CULINARY WATER										
a	8" culinary water c-900	1144	0	LF	\$25.00	\$0.00	0	1144	100%	\$0.00	\$0.00
b	8" valve	8	0	EA	\$1,750.00	\$0.00	0	8	100%	\$0.00	\$0.00
c	Fire Hydrant	3	0	EA	\$3,900.00	\$0.00	0	3	100%	\$0.00	\$0.00
d	connect to existing water	2	0	EA	\$2,500.00	\$0.00	0	2	100%	\$0.00	\$0.00
e	3/4" water service	53	0	EA	\$750.00	\$0.00	0	53	100%	\$0.00	\$0.00
f	6" irr. Service	3	0	EA	\$150.00	\$0.00	0	3	100%	\$0.00	\$0.00
g	Trench back fill	618	0	TON	\$10.00	\$0.00	0	618	100%	\$0.00	\$0.00
h	Import pipe bedding	309	0	TON	\$12.00	\$0.00	0	309	100%	\$0.00	\$0.00
3	SEWER										
a	8" Sewer pipe	770	154	LF	\$25.00	\$3,850.00	0	770	100%	\$3,850.00	\$3,850.00
b	4" sewer laterals	53	10.6	EA	\$500.00	\$5,300.00	0	53	100%	\$5,300.00	\$5,300.00
c	48" sewer manholes	5	1	EA	\$3,500.00	\$3,500.00	0	5	100%	\$3,500.00	\$3,500.00
d	60" sewer manhole	2	0.4	EA	\$4,000.00	\$1,600.00	0	2	100%	\$1,600.00	\$1,600.00
e	connect to existing sewer	2	0.4	EA	\$1,000.00	\$400.00	0	2	100%	\$400.00	\$400.00
f	Trench back fill	1040	208	TON	\$10.00	\$2,080.00	0	1040	100%	\$2,080.00	\$2,080.00
g	Import pipe bedding	208	41.6	TON	\$12.00	\$499.20	0	208	100%	\$499.20	\$499.20
4	STORM DRAIN										
a	8" ADS	356	71.2	LF	\$20.00	\$1,424.00	0	356	100%	\$1,424.00	\$1,424.00
b	12" ADS	101	20.2	LF	\$22.00	\$444.40	0	101	100%	\$444.40	\$444.40
c	15" RCP	192	38.4	LF	\$26.00	\$998.40	0	192	100%	\$998.40	\$998.40
d	18" RCP	80	16	LF	\$35.00	\$560.00	0	80	100%	\$560.00	\$560.00
e	8" ADS area drain	6	1.2	EA	\$200.00	\$240.00	0	6	100%	\$240.00	\$240.00
f	3'x3' storm drain box	4	0.8	EA	\$3,000.00	\$2,400.00	0	4	100%	\$2,400.00	\$2,400.00
g	48" manhole w/collar	2	0.4	EA	\$3,500.00	\$1,400.00	0	2	100%	\$1,400.00	\$1,400.00
h	Connect to existing	2	0.4	EA	\$1,000.00	\$400.00	0	2	100%	\$400.00	\$400.00
i	Trench back fill	169	33.8	TON	\$10.00	\$338.00	0	169	100%	\$338.00	\$338.00
j	Import pipe bedding	115	23	TON	\$12.00	\$276.00	0	115	100%	\$276.00	\$276.00
5	MISC/SITE PREP										
a	Street/Stop sign	3	3	EA	\$240.00	\$720.00	0	3	100%	\$720.00	\$720.00
b	SWPPP	1	0.2	LS	\$3,000.00	\$600.00	0	1	100%	\$600.00	\$600.00
c	Mobilization	1	0	LS	\$5,000.00	\$0.00	0	1	100%	\$0.00	\$0.00
d	Certainteed fence	192	192	LF	\$40.00	\$7,680.00	0	192	100%	\$7,680.00	\$7,680.00
e	Rock retaining wall	209	209	SF	\$18.00	\$3,762.00	0	209	100%	\$3,762.00	\$3,762.00
f	Pickle ball court	2159	2159	SF	\$10.50	\$22,669.50	0	2159	100%	\$22,669.50	\$22,669.50
g	Retaining wall	4185	837	SF	\$30.00	\$25,110.00	0	4185	100%	\$25,110.00	\$25,110.00
h	Clear & grub	139828	27965.6	SF	\$0.05	\$1,398.28	0	139828	100%	\$1,398.28	\$1,398.28
TOTAL CONSTRUCTION COST						\$110,401.48					
Original 10% Bond Coverage						\$67,790.22					
TOTAL BOND AMOUNT:						\$178,191.70					
							Released this Period			\$110,401.48	

Christopher T. Trusty P.E.
 Engineering Director

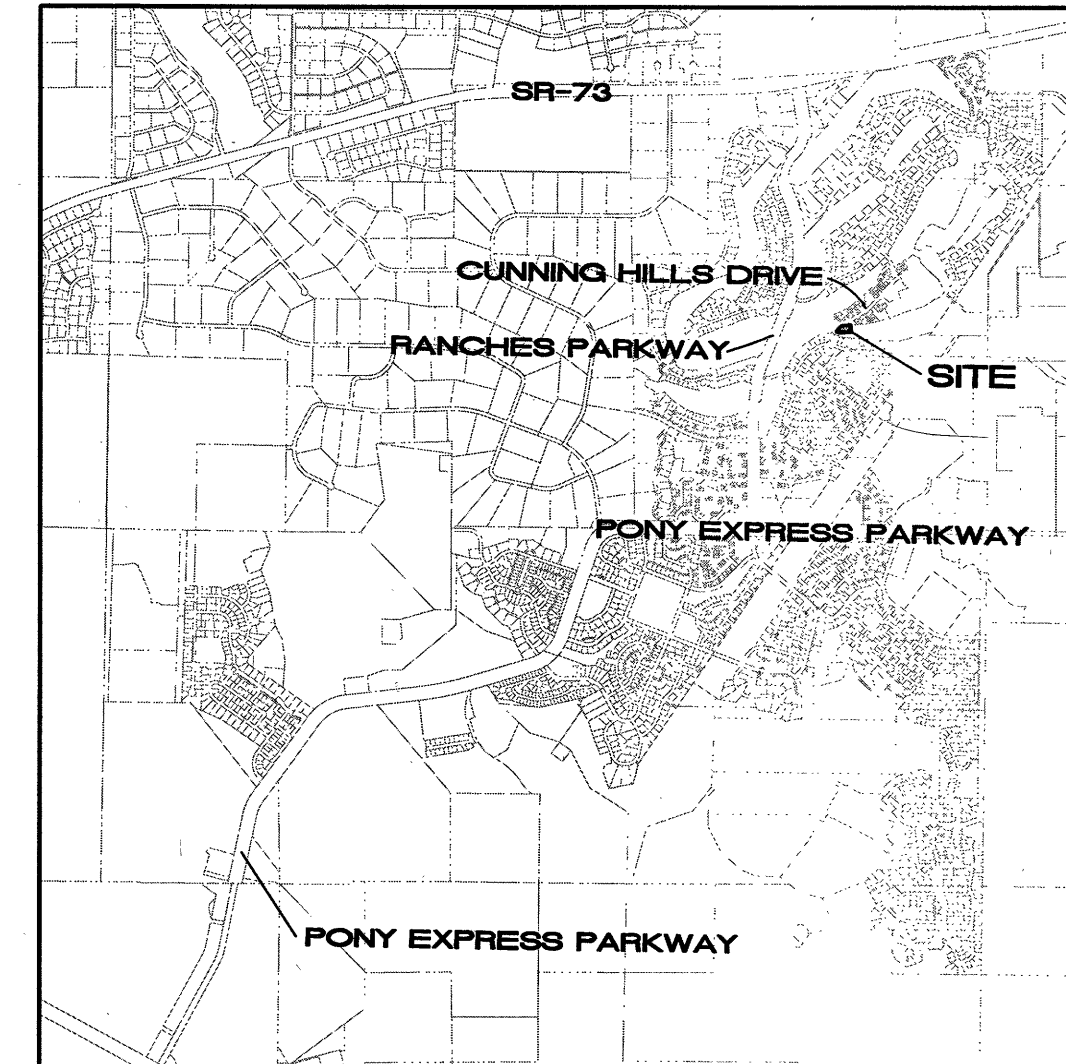
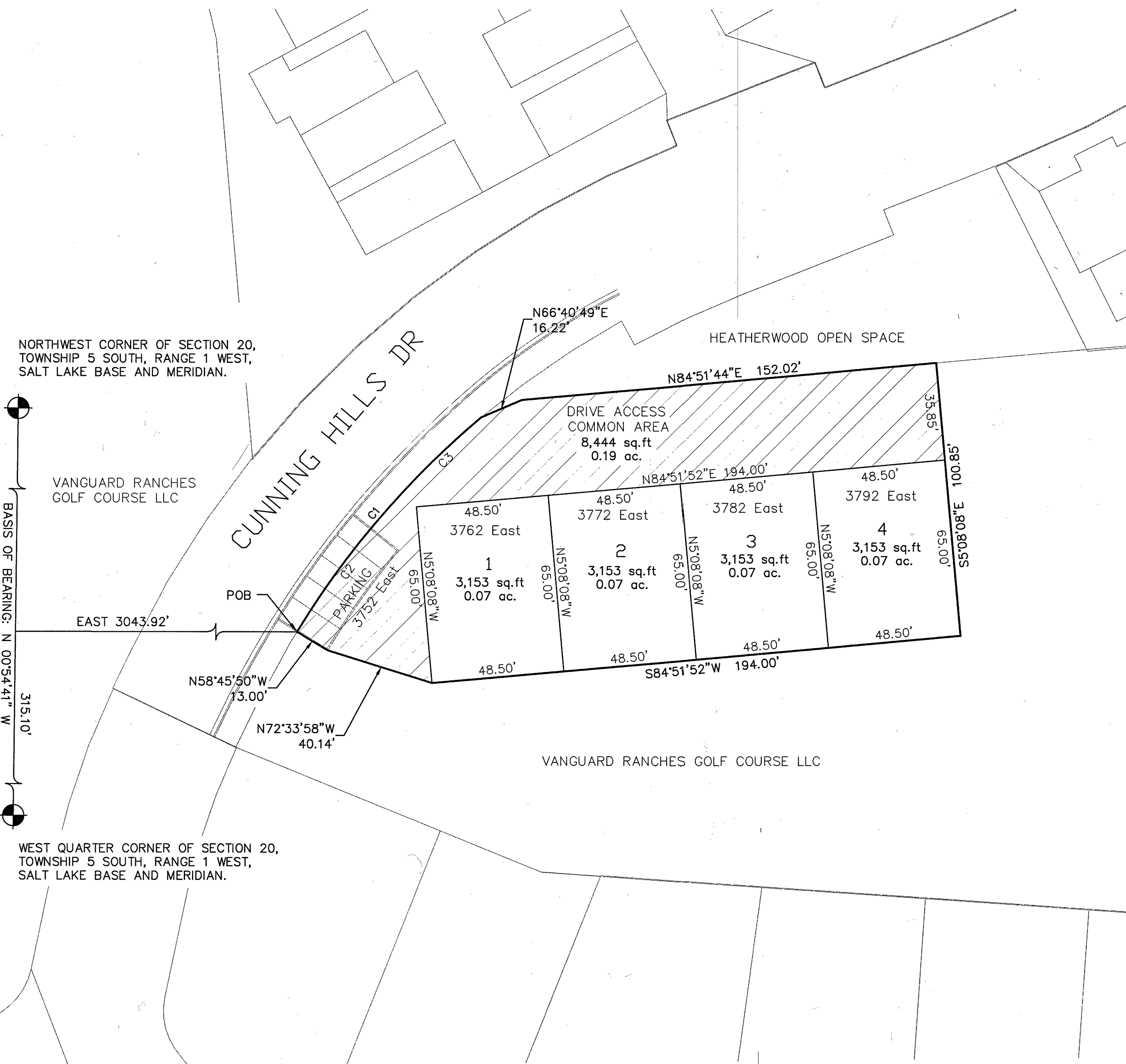
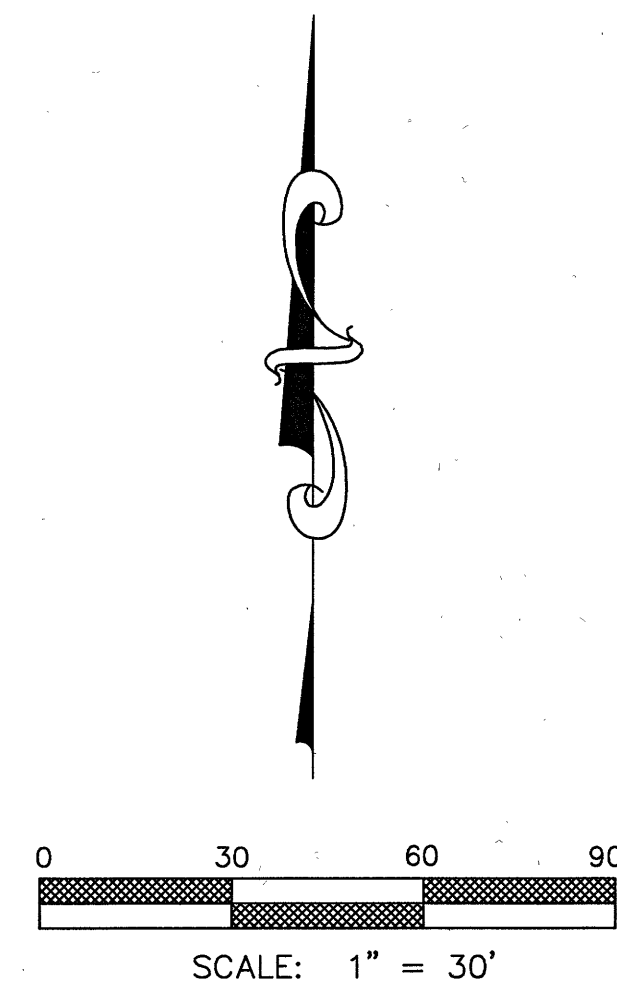
11/15/22
 Date

Robert Ballif
 Engineering Tech. 1

11/15/22
 Date

RANCHES ESTATES PLAT "D"

SITUATED IN SECTION 20, TOWNSHIP 5 SOUTH, RANGE 1 WEST,
SALT LAKE BASE AND MERIDIAN, EAGLE MOUNTAIN, UTAH



VICINITY MAP

PUBLIC UTILITY EASEMENT
COMMON AREA MAINTAINED BY HOA

CURVE TABLE					
CURVE	LENGTH	RADIUS	DELTA	CHORD	CHORD BEARING
C1	104.23	325.00	18°22'33"	103.79	N40°25'26"E
C2	55.81	325.00	9°50'22"	55.74	S36°09'21"W
C3	48.42	325.00	8°32'11"	48.38	S45°20'37"W

LIMITED LIABILITY PARTNERSHIP ACKNOWLEDGEMENT

On the ____ day of _____, 20____, personally appeared before me, _____ who, after being duly sworn, acknowledged to me that _____, a Limited Liability Company, that _____ signed the owner's dedication freely and voluntarily for, and on behalf of, said Limited Liability Partnership for the purposes therein.

My Commission Expires _____ NOTARY PUBLIC SIGNATURE _____

COMMISSION NUMBER _____ PRINTED NAME OF NOTARY _____

LAND USE	
TOTAL ACREAGE:	0.48 acres
ACREAGE IN LOTS:	0.29 acres
ACREAGE IN OPEN SPACE:	0.19 acres
AVE. SINGLE FAMILY LOT:	3,153 SF
TOTAL LOTS:	4 LOTS
LARGEST SINGLE FAMILY LOT:	3,153 SF
SMALLEST SINGLE FAMILY LOT:	3,153 SF
UNIT DENSITY:	8.3 LOTS PER ACRE

NOTES:

- 1- ALL EXTERIOR LIGHTING MUST COMPLY WITH EMMC CHAPTER 17.56 OUTDOOR LIGHTING STANDARDS.
- 2- ALL COMMON AREAS INCLUDING PRIVATE ROADWAYS WILL BE A PUBLIC UTILITY AND DRAINAGE EASEMENT.

DIRECT COMMUNICATIONS APPROVAL

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.1 Tariff.

Maupie Wilfred
DIRECT COMMUNICATIONS
DATE: 10/30/2020

TRANE ENGINEERING, P.C.
CONSULTING ENGINEERS AND LAND SURVEYORS
27 EAST MAIN LEHI, UTAH 84043 (801) 768-4544

SURVEYOR'S CERTIFICATE

I, TRAVIS TRANE, do hereby certify that I am a Professional Land Surveyor, and that I hold Licence No. 5152741, as prescribed under the laws of the State of Utah. I further certify that by authority of the owners, I have made a survey of the tract of land shown on this plat and described hereon, and have subdivided said tract of land into lots and streets, together with easements, hereafter to be known as RANCHES ESTATES PLAT "D" and that the same has been correctly surveyed and monumented on the ground as shown on this plat.

BOUNDARY DESCRIPTION

Beginning at a point which is North 00°54'41" West 315.10 feet along section line and East 3043.92 feet from the West Quarter Corner of Section 20, Township 5 South, Range 1 West, Salt Lake Base and Meridian; thence Northeasterly 104.23 feet along the arc of a 325 foot radius curve to the right, through a central angle of 18°22'33", the chord of which bears North 40°25'26" East 103.79 feet; thence North 66°40'49" East 16.22 feet; thence North 84°51'44" East 152.02 feet; thence South 05°08'08" East 100.85 feet; thence South 84°51'52" West 194.00 feet; thence North 72°33'58" West 40.14 feet; thence North 58°45'50" West 13.00 feet to the point of beginning.
Parcel contains: 21,054 sq.ft.

Basis of Bearing: the line between the West Quarter Corner and the Northwest Corner of Section 20, Township 5 South, Range 1 West, Salt Lake Base and Meridian which bears North 00°54'41" West (NAD 83).

Oct 23, 2020
DATE

Travis Trane
SURVEYOR
(See Seal Below)

OWNER'S 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, 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 on the inhabitants thereof.
Pursuant to Utah Code 10-9a-604(1a) the owner hereby conveys the common area, as indicated hereon, to Heatherwood Cottages HOA, P.O. Box 712088, Salt Lake City Utah 84147

OWNER(S):
PRINTED

AUTHORIZED SIGNATURES

RS Development, LLC
AL Rafati, mgr.
11.20.2020

ACKNOWLEDGEMENT

On the 20 day of Nov, 2020, 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 acknowledge to me, that the Owners Dedication was executed by them on behalf of the Owners.

My Commission Expires 12-15-23

709307
COMMISSION NUMBER

NOTARY PUBLIC SIGNATURE

Brian Rammell
PRINTED NAME OF NOTARY
A NOTARY PUBLIC COMMISSIONED
IN UTAH

ACCEPTANCE BY LEGISLATIVE BODY

The City Council of Eagle Mountain City, County of Utah, Approves this subdivision 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 17 day of December 20

Bernna Burnham
APPROVED BY MAYOR
Cristina Cook
APPROVED BY CITY ENGINEER
(See Seal Below)

[Signature]
APPROVED BY CITY ATTORNEY
[Signature]
ATTEST BY CITY RECORDER
(See Seal Below)

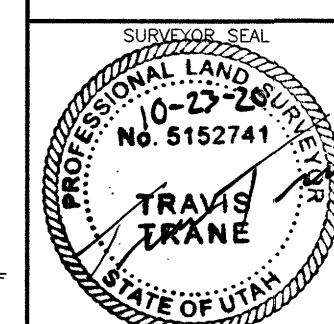
PLAT "D"

RANCHES ESTATES

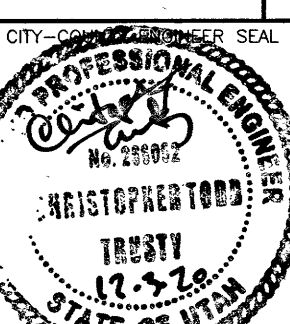
A RESIDENTIAL SUBDIVISION

EAGLE MOUNTAIN, UTAH COUNTY, UTAH

RECORDING INFORMATION
ENT 2108102021 Map # 17485
ANDREA ALLEN
UTAH COUNTY RECORDER
2021 Jan 06 8:40 PM FEE \$8.00 BY NA
RECORDED FOR EAGLE MOUNTAIN CITY



NOTARY PUBLIC SEAL



CLERK-RECORDED SEAL

Set 20755, R/V, 5152741 TU-038



Engineering Division
2565 North Pony Express Parkway
Eagle Mountain City, Utah 84005
(801) 789-6671

Tuesday, November 29, 2022

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

SUBJECT: Ranches Estates plat "D" 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 release 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



**EAGLE MOUNTAIN CITY
CITY COUNCIL MEETING
DECEMBER 6, 2022**

TITLE:	Wastewater Treatment Plant Expansion Change Order #5 - Aqua Engineering		
ITEM TYPE:	Change Order		
FISCAL IMPACT:	\$23,047.91		
APPLICANT:			
GENERAL PLAN DESIGNATION	CURRENT ZONE	ACREAGE	COMMUNITY

PUBLIC HEARING:

No

PREPARED BY:

Paul Jerome, Admin

PRESENTED BY:

Paul Jerome

RECOMMENDATION:

Staff recommends the City Council approve change order #5 in the amount of \$23,047.91.

BACKGROUND:

Eagle Mountain City had a contract with Aqua Engineering Services related to the design of the Wastewater Expansion project. This contract was later amended to include design for a future laboratory/office building, Preliminary Engineering Report related to future expansion, and design for a headworks building. Once the construction of the wastewater expansion begun, Aqua provided construction management services that were not included as part of the original scope of work. Aqua had begun billing the city for CM for the wastewater expansion without having a change order in place. City staff did not catch this at first because our contract had included ongoing work relative to the design of the headworks facility.

In total, Aqua invoiced a total of \$92,191.62 for construction management on the headworks expansion. City staff met with representatives from Aqua who agreed that they had performed work that they were not under contract for and were willing to write off the full amount if that's what the City wanted, although they did feel that the City had received benefit for this work. City staff recognize that the City did receive benefits from these services and believe it fair to pay at least a portion of the fees incurred. After approving a change order in the amount of \$46,095.81, the engineering consultant asked

to meet with the City staff to reconsider the 50% payout. Their argument was that had this been bid out instead of treated like a change order, the costs probably would have been closer to \$120,000 and what was billed by Aqua amounted to wages and fuel charges for the engineer review submittals and contract administration and that they have very low overhead, so that they aren't just losing out on profit but are actually paying out of pocket for services provided. The total project costs for the wastewater expansion was \$5.8 M and typically project admin would be around 2% to 3%. The billed \$92,191.62 is 1.6% of the total project costs. They asked if the city would consider paying 75% of the CA costs instead of 50%, which results in an additional \$23,047.91.

Original Contract: \$242,456.00

Headworks Design: \$198,350.00

Prelim Eng. Report: \$52,670.00

Admin Bldg: \$128,762.10.10

Total to date: \$622,238.60

Previously Approved Change Order: \$42,095.81

Requested Additional Change: \$23,047.91

Revised Total: \$687,382.32

ITEMS FOR CONSIDERATION:

REQUIRED FINDINGS:

PLANNING COMMISSION ACTION/RECOMMENDATION:

ATTACHMENTS:



EAGLE MOUNTAIN CITY COUNCIL MEETING MINUTES

November 1, 2022, 4:00 p.m.
Eagle Mountain City Council Chambers
1650 East Stagecoach Run, Eagle Mountain, Utah 84005

4:00 P.M. WORK SESSION – CITY COUNCIL CHAMBERS

ELECTED OFFICIALS PRESENT: Mayor Tom Westmoreland, Councilmembers Donna Burnham, Colby Curtis, Jared Gray, Carolyn Love, and Brett Wright.

CITY STAFF PRESENT: Paul Jerome, City Administrator; Steve Mumford, Assistant City Administrator/Community Development Director; Robert Hobbs, Planning Manager; Todd Black, Wildlife Biologist/Environmental Planner; Fionnuala Kofoed, Director of Administrative Services/City Recorder; Chris Trusty, City Engineer; Evan Berrett, Economic Development Director; Jeremy Cook, City Attorney; Kimberly Ruesch, Finance Director; Brad Hickman, Parks and Recreation Director; Mack Straw, Public Utilities Manager; Jeff Weber, Fleet and Facilities/Operations Director; Tyler Maffitt, Communications Manager; and B.J. Eccles, Sergeant.

CITY STAFF PRESENT ELECTRONICALLY: Angela Valenzuela, Human Resource Manager; Michele Graves, Library Director; and Embret Fossum, UFA Battalion Chief.

Mayor Westmoreland called the meeting to order at 4:07 p.m.

1. CITY ADMINISTRATOR INFORMATION ITEMS

1.A. UPDATE – City Administrator Items

Facilities, Fleet, and Emergency Management

- The Community Development Building Equipment Garage project is nearing completion, and the plow trucks have been moved into the garage.
- The Eagle Mountain Boulevard Widening completion date is scheduled for November 8. Updates related to the traffic signal at Major Street will be provided once available.
- The Community Development Building Mezzanine has been ordered and should be delivered and installed in December.
- Staff is working on a request for proposals for HVAC upgrades to the well houses to improve equipment longevity.
- A Master Facilities Plan request for proposals was sent out to bid. Staff is reviewing the two bids received.
- A fire extinguisher training is scheduled for staff on November 9.
- The City is working with high school staff to create a teen Community Emergency Response Team program.

Communications

- The Communications Department is working to finalize a rebuild of the City's Economic Development website. This project is nearing completion.
- An upgrade to the City's Resident Portal will be implemented in mid-November. Residents will notice changes in the coming weeks. Staff training for the upgrades is beginning this week.

Community Development

- Glenmar Nature Trail – Texas Instruments, the Eagle Mountain Nature and Wildlife Alliance, and City staff are working on a nature trail above the Glenmar Ranch area. The City thanks the groups responsible for donations and efforts on this project.
- Cory B. Wride Memorial Highway Wildlife Crossing – If the bid is approved tonight, work will begin tomorrow. Several companies have donated work and supplies to this project, reducing the cost and allowing the City to use some of the funds for fencing. Five deer were recently hit in this area. Residents are advised to exercise caution during the migration season.
- Building Permits – The City issued 20 new residential building permits in October and 1 commercial permit for Arby's. Additionally, 34 basement permits, 45 solar permits, and 28 other permits were issued.

Parks, Recreation, Events, and Cemetery

- Walden Park Observatory – Staff have been communicating final items for construction documents. Once plans are received, they will be submitted for building review and approval. A better timeline of completion will be available by the next City Council meeting.
- Smith Ranch Community Park – Staff are waiting for the 90% review of construction documents, including the skatepark and playground equipment for the park. The timeline for receipt of these documents needed to be extended to allow coordination between engineering firms. It is expected that the City will review the final plans and they will be completed on November 21, 2022. Updated engineering estimates are anticipated for this project.
- Off-Street Trail Network – Staff will be digitizing GIS data to verify trails that have been mapped during the last couple of years. After the trails have been mapped and digitized, there will be effective data available to move forward with trail and directional signage. This data will also offer information detailing what percentage of trails are on City and private property. It will allow the City to analyze the best strategies to obtain and retain these trails.
- Sage Valley Park – Staff were able to work with residents to complete a tree planting project in the park. Also, in response to concerns earlier in the season, staff installed a small booster pump in the park to help create adequate water flow for the park and achieve sprinkler head maximum coverage. The system was tested before seasonal closure and staff is confident that it will solve many of the problems that arose earlier in the season.

1.B. UPDATE – Moreton Asset Management Investment Accounts – Andy Robbins

Andy Robbins with Moreton Asset Management Investment Accounts explained inflation components over the past ten years and that the 8% to 9% inflation over the past year has been influenced by fuel and money supply impacts. Inflation is expected to slow but remain over 5% for the next year to year and a half. Yield curve rates have been unprecedented. The Federal Reserve (FED) is expected to continue to raise interest rates with a peak predicted in the spring or early summer of 2023. He reviewed their strategies to manage, diversify, and protect City funds.

Moreton has managed approximately \$3,000,000 for the City for six years. That amount was increased a few months ago to about \$43,000,000. Their investments have netted a yield of \$778,200.07 for the City, an increase of \$161,566.78 over the funds remaining in the State pool.

Discussion ensued regarding the following items:

- Moreton calculating anticipated trends based upon trading statistics and projections rather than economist predictions;
- Concerns regarding the impacts of rates being quickly reduced in the future;
- The delay in the FED raising rates due to the erroneous belief the trends were transitory, resulting in more drastic increases over a short time period; and
- The possibility of high interest rates negatively impacting employment further and creating a long-term recession.

Finance Director Kimberly Ruesch said that hiring a City Treasurer has allowed the City to be more active in its investments and utilize methods to earn money through building portfolios.

City Administrator Paul Jerome explained staff's involvement in monitoring and directing the investments to ensure funding is available when needed.

2. AGENDA REVIEW

10. BID AWARDS

10.A. Wildlife Crossing Detection System – CrossTek

Wildlife Biologist/Environmental Planner Todd Black explained that due to the newness of the technology, operation and maintenance cost projections are unavailable at this time; however, he does not anticipate a high expense. The parts and labor have a one-year warranty.

14. SCHEDULED ITEMS

14.A. ORDINANCE/PUBLIC HEARING – An Ordinance of Eagle Mountain City, Utah, Approving the Amended Plat and Related Right-of-Way Vacation Petition for Scarlet Ridge Phase A, Plat 1.

Planning Manager Robert Hobbs presented the item. The proposed amendment to Scarlet Ridge Phase A, Plat 1 to create Plat 1A is intended to accommodate a charter school. The lot for the school is created by combining 16 residential building lots and Taylee Lane into a single lot. The new lot will accommodate the school and conforms to relevant zoning standards. The Planning Commission unanimously recommended approval of the amended plat.

14.B. MOTION – John Hancock Academy Charter School Site Plan.

Mr. Hobbs presented the item. The proposed site plan for the school was originally contemplated to be developed in Phase 2; however, it was later moved to Phase 1 at the request of the school. According to EMMC 17.25.030, a public, private, or charter school within an RD2 Zone

may be allowed upon receiving Special Use approval from the City. The City may regulate setbacks, height, bulk and massing, off-site parking, curb cuts, traffic circulation, construction staging, and other standards to reasonably reduce risks to health and safety. The City may not regulate landscaping outside of the right-of-way, fencing, aesthetics, construction methods or materials, or the placement of temporary classrooms. The school improvement drawings suggest that the school will comply with pertinent City development standards.

The Planning Commission unanimously recommended approval. The developer explained during the Planning Commission meeting that the placement of the handicapped parking was due to the grade of the site and that the lighter lines in the northwest corner are for a future cafeteria expansion if funding becomes available.

Discussion ensued regarding an email that was sent about fire code required access to the school. Mr. Hobbs stated that the certificate of occupancy could be held should the school not have adequate access.

Councilmember Gray arrived at 4:50 p.m.

City Attorney Jeremy Cook stated the Council could deny the vacation petition for the removal of Taylee Lane. There are insufficient legal grounds for a denial of the school itself. However, the City could argue the need to revise the master development agreement (MDA) because the agreement lacked a school. He verified the MDA prohibits transferring the density lost to other areas in the development.

Councilmember Curtis expressed concern with schools preferring to purchase fewer large lots.

Discussion ensued regarding whether schools could be a prohibited use in certain zones.

Councilmember Wright expressed concern with the compatibility of equestrian lots and school traffic patterns and inquired if school representatives have considered other locations in the City. Councilmember Gray concurred.

Applicant representative Sheldon Killpack said he has worked on almost 100 charter schools in Utah. Safety concerns are the only reason cities are able to deny school applications. They have found that schools work best if they are constructed in a neighborhood prior to people purchasing homes in the area. Their model provides excess parking that is double-striped to serve as a stacking area for drop-off and pickup to reduce traffic impacts, along with dedicated stopping and bypass lanes. The bypass lane is used for additional parking for evening events to reduce street parking. The financing is in place, plans for the school are complete, and materials to begin construction have been ordered. Originally, the school had been planned for the second phase of the Scarlet Ridge subdivision. However, due to economic changes, the infrastructure in that phase would not be complete in time for the school. Even without advertising, 450 students have already enrolled. The school will have students from kindergarten through eighth grade.

Councilmember Curtis asked Mr. Killpack if he was aware of the animal rights of the surrounding properties and of the potential for odors, student and animal interactions, and other livestock-related issues.

Mr. Killpack said considering other challenges their charter schools have faced, they view this site as a favorable location. Full enrollment is 900 students – 100 students per grade. Pickup is more challenging than drop-off because drop-off times are more staggered. Nevertheless, with the dual-lane system, pickup usually takes ten to fifteen minutes. When the school first opens, most of the students will be driven from other neighborhoods. With time, as the surrounding area develops, enrollment tends to shift to being primarily students living in proximity to the school.

Mr. Cook clarified that Utah Code 10-9a-305(7)(a) states, “A charter school shall be considered a permitted use in all zoning districts within a municipality.”

Councilmember Wright recommended updating Municipal Code to list charter schools as a permitted rather than special use. Councilmember Curtis agreed.

Mr. Cook noted the difficulties in updating Municipal Code to reflect recent legislative changes and clarified that State statute will always trump any conflicting City standards.

15. ORDINANCES/PUBLIC HEARINGS

15.A. ORDINANCE/PUBLIC HEARING – An Ordinance of Eagle Mountain City, Utah, Amending Eagle Mountain Municipal Code Section 17.80.080, Off-Premises Ladder Signs.

Mr. Hobbs presented the item. The Eagle Mountain Chamber of Commerce has requested the following amendments to EMMC 17.80.080:

- C: Advertisers may reserve a maximum of two full slat signs throughout the city and any additional space would be limited to a single ~~or double~~ slat. The maximum signs a single entity, or its associated affiliates, may advertise on is five. All copy shall be approved by the community development director and ~~or the~~ economic development director or designee.
- E: Eagle Mountain City ~~or designee~~ may bill advertisers on a semi-annual or annual basis. Signs may be removed for nonpayment. Out-of-city advertisers must be billed on a semi-annual basis and allow for higher priority advertisers, if any are on the wait list, to take their place.
- H: The community development director and ~~or the~~ economic development director or designee shall determine which signs from the approved map should be constructed. Business shall be drawn from the wait list. Existing signs should be filled before new signs are added.
- I: Excluding any directional ladder signs to city facilities, the maximum number of ladder signs that will be permitted in the rights-of-way is ~~40~~ 60.

Eagle Mountain Chamber of Commerce President Melissa Clark said the addition of “or designee” was added at the request of a Planning Commission member to allow either the Economic Development Director or the Community Development Director to make the decision rather than requiring approval from both.

Councilmember Wright expressed his preference to require the approval of both directors.

Ms. Clark noted that only needing the approval of one director would make approvals timelier. Nevertheless, as she sends the requests to both individuals, she is amenable to requiring joint approval. The Chamber has sold 40 signs and has a waiting list with six additional businesses. The signs are primarily utilized by local Eagle Mountain small businesses. The ladder signs are also constructed by Eagle Mountain businesses.

Councilmember Gray expressed concern that the sign location map had not been included with the submission materials.

Councilmember Curtis stated that he is against increasing the number of developer signs in the community.

Discussion ensued regarding existing locations, the requirements for approval of new locations per EMMC 17.80.080(G), the intention to spread the signs throughout the City, and the benefits of the sign program to the Chamber and the City.

Councilmember Wright advocated for supporting the ladder signs as a method to support Chamber efforts and businesses.

15.B. ORDINANCE/PUBLIC HEARING – An Ordinance of Eagle Mountain City, Utah, Amending Eagle Mountain Municipal Code Chapter 17.15.030 Planning Commission Organization.

Director of Administrative Services/City Recorder Fionnuala Kofoed presented the item. The proposed amendment to EMMC 17.15.030 Planning Commission Organization clarifies that an alternate planning commissioner shall serve a term of three years unless appointed as a regular member of the Planning Commission during that term, or is removed in accordance with subsection G. This amendment is in conjunction with changes to other sections of Municipal Code that were noticed separately.

Councilmember Curtis stated that due to recent changes to Section 2.27 that identify the Planning Commission separately from advisory boards, the verbiage in EMMC 17.15.030(E) should be amended to remove the word “advisory.”

3. ADJOURN TO A CLOSED EXECUTIVE SESSION

MOTION: *Councilmember Burnham moved to adjourn to a closed session for the purpose of discussing the purchase, lease, or exchange of real property pursuant to Section 52-4-205(1) of the Utah Code, annotated. Councilmember Gray seconded the motion.*

<i>Those Voting Yes</i>	<i>Those Voting No</i>	<i>Those Abstaining</i>	<i>Those Absent</i>
☒ <i>Donna Burnham</i>	☐ <i>Donna Burnham</i>	☐ <i>Donna Burnham</i>	☐ <i>Donna Burnham</i>

☒ Colby Curtis	☐ Colby Curtis	☐ Colby Curtis	☐ Colby Curtis
☒ Jared Gray	☐ Jared Gray	☐ Jared Gray	☐ Jared Gray
☒ Carolyn Love	☐ Carolyn Love	☐ Carolyn Love	☐ Carolyn Love
☒ Brett Wright	☐ Brett Wright	☐ Brett Wright	☐ Brett Wright

The motion passed with a unanimous vote.

The meeting was adjourned at 5:33 p.m.

7:00 P.M. POLICY SESSION – CITY COUNCIL CHAMBERS

ELECTED OFFICIALS PRESENT: Mayor Tom Westmoreland, Councilmembers Donna Burnham, Colby Curtis, Jared Gray, Carolyn Love, and Brett Wright.

CITY STAFF PRESENT: Paul Jerome, City Administrator; Steve Mumford, Assistant City Administrator/Community Development Director; Todd Black, Wildlife Biologist/Environmental Planner; Robert Hobbs, Planning Manager; Fionnuala Kofoed, Director of Administrative Services/City Recorder; Jeremy Cook, City Attorney; Brad Hickman, Parks and Recreation Director; and B.J. Eccles, Sergeant.

CITY STAFF PRESENT ELECTRONICALLY: Chris Trusty, City Engineer; Kimberly Ruesch, Finance Director; Mack Straw, Public Utilities Manager; Zac Hilton, Streets and Storm Drain Manager; and Tyler Maffitt, Communications Manager.

4. CALL TO ORDER

Mayor Westmoreland called the policy session to order at 7:20 p.m.

5. PLEDGE OF ALLEGIANCE

Councilmember Burnham led the Pledge of Allegiance.

6. INFORMATION ITEMS/UPCOMING EVENTS

- Eagle Mountain residents are invited to attend the annual Veterans Day Breakfast on November 12. This event will be hosted at the Eagle Mountain Senior Citizens Center. More details will be available at www.eaglemountaincity.com.
- The City's annual Turkey Trot will take place Thursday, November 24. The race starts at 8:00 a.m. Please see Eagle Mountain social media for additional details and registration information.
- Eagle Mountain continues to provide services for its annual Bag the Leaf program. Through December 2, residents can place bags of leaves on the curb of their property, and City crews will dispose of them. Bags are now available at Eagle Mountain City Hall. Help Eagle Mountain keep its storm drains clear by participating in Bag the Leaf.
- Residents are reminded to refrain from watering their lawns for the remainder of the year. Please help Eagle Mountain City accomplish its conservation goals.

To receive City notifications, including emergency info, news events, and traffic alerts, sign up at emcity.org/notifyme.

7. PUBLIC COMMENTS

Mayor Westmoreland opened public comment at 7:23 p.m.

Zac Huish expressed gratitude on behalf of his community for the improvements at Sage Valley Park. The neighborhood planted ten trees provided by the City, and a kestrel box may be placed in the park. He reviewed the Master Transportation Plan and asked about the alignment of the Old Airport Road expansion, as it appears to align with several existing driveways.

City Administrator Paul Jerome explained that discussions between staff and the traffic engineers have considered using Old Airport Road as a frontage road for the future freeway. They are aware of the issue and are considering options before determining the final location and alignment of the road.

Mayor Westmoreland closed public comment at 7:30 p.m.

8. CITY COUNCIL/MAYOR'S ITEMS

Councilmember Gray

Councilmember Gray welcomed the meeting participants and said he is glad to be attending in person.

Councilmember Wright

Councilmember Wright expressed appreciation to the staff, public, and virtual participants. He recognized Texas Instruments and the Eagle Mountain Nature and Wildlife Alliance for their contribution and assistance with the trail network. He welcomed Fire Chief Burchett.

Councilmember Love

Councilmember Love welcomed the residents in attendance. She appreciates their input in assisting the Council in making decisions. She thanked Texas Instruments and the Eagle Mountain Nature and Wildlife Alliance for their help with the trails. She is excited to see the development of trails as Eagle Mountain grows and feels they are a valuable asset to the City.

Councilmember Burnham

Councilmember Burnham echoed the appreciation to Texas Instruments and the Eagle Mountain Nature and Wildlife Alliance. She acknowledged the member of the Alliance who works for Texas Instruments which garnered their interest in the City's trail network. The Eagle Mountain Chamber of Commerce is holding a free Business Bootcamp on November 3, 10, and 17 from 6:00 to 7:30 p.m. at the Chamber offices. More information and registration are available at www.eaglemountainchamber.com.

Councilmember Curtis

Councilmember Curtis thanked Texas Instruments and the Eagle Mountain Nature and Wildlife Alliance. He appreciates their hard work on the trail and other projects.

9. INTRODUCTION

9.A. Fire Chief Dominic Burchett – Unified Fire Authority

Mayor Westmoreland introduced Fire Chief Dominic Burchett.

Mr. Burchett gave an overview of his history with Unified Fire Authority (UFA), the new fire stations being built in the City, and UFA's plans for the future.

CONSENT AGENDA

10. BID AWARDS

10.A. Wildlife Crossing Detection System – CrossTek

11. BOND RELEASES

11.A. Sweetwater Industrial Park Phase A, Plat 1 – Into Warranty

11.B. Lone Tree Phase F, Plat 1 – Out of Warranty

12. CHANGE ORDERS

12.A. Smith Ranch Community Park Design Services Change Order #2 – MHTN Architects

13. MINUTES

13.A. October 18, 2022 Minutes – Regular City Council Meeting

MOTION: *Councilmember Curtis moved to approve the consent agenda. Councilmember Love seconded the motion.*

Those Voting Yes

☒ Donna Burnham
☒ Colby Curtis
☒ Jared Gray
☒ Carolyn Love
☒ Brett Wright

Those Voting No

☐ Donna Burnham
☐ Colby Curtis
☐ Jared Gray
☐ Carolyn Love
☐ Brett Wright

Those Abstaining

☐ Donna Burnham
☐ Colby Curtis
☐ Jared Gray
☐ Carolyn Love
☐ Brett Wright

Those Absent

☐ Donna Burnham
☐ Colby Curtis
☐ Jared Gray
☐ Carolyn Love
☐ Brett Wright

The motion passed with a unanimous vote.

SCHEDULED ITEMS

14. SCARLET RIDGE ESTATES

- 14.A. ORDINANCE/PUBLIC HEARING – An Ordinance of Eagle Mountain City, Utah, Approving the Amended Plat and Related Right-of-Way Vacation Petition for Scarlet Ridge Phase A, Plat 1.

Planning Manager Robert Hobbs reviewed the item as presented during work session.

Mayor Westmoreland opened public comment at 7:46 p.m.

Ryan Kent, developer of the Scarlet Ridge subdivision, said he has been working in Eagle Mountain for 19 years, and his children and grandchildren have attended schools and played sports in the City. John Hancock Charter School's desire to build a school in Eagle Mountain is a testament to current and former City Councils and the quality of the City. The school represents the values he appreciates. He noted concessions that were made which resulted in a subdivision, lot sizes, and density they are proud of and are pleased that the school wishes to locate within their development. He advocated for Council support through approval of the school.

Arianna Snape noted the crowded conditions of public schools. She requested the Council approve the charter school to provide an option with fewer students, especially for children with special needs.

Erin Jeppson said she homeschools her children; however, she conducted research and was impressed with the charter school and its curriculum. She likes the class sizes and the values they stand for and thinks many children will thrive there.

Jessica Ashby said the charter school will provide students with opportunities unavailable at other schools due to overcrowding. Smaller class sizes will benefit both students and teachers.

Jacob Wright stated that Eagle Mountain needs additional schools to handle growth and overcrowding issues to reduce class sizes.

Elyse Osborne said she is in favor of the school as it allows teachers more one-on-one attention to students. As a former teacher, she appreciates the music and art focus of John Hancock Academy as she has seen that approach work well at other schools.

Mayor Westmoreland closed public comment at 8:00 p.m.

Councilmember Wright stated although he agrees with the benefits of the school, he is hesitant to approve the school due to safety concerns caused by conflicts between the school's traffic and the equestrian uses.

Applicant representative Sheldon Killpack said when he was working with the Utah League of Cities and Towns (ULCT), one of the biggest concerns noted was the difference between objective

and subjective issues. Utah Code 10-9a-305 limits the denial of charter schools to objective safety concerns and allows for working diligently to resolve safety issues. They have other schools in similar areas and one has an equestrian trail around the school. They have made efforts to mitigate issues and will address any that arise. They have followed the rules and have invested funds in placing the school at this location. The school site was placed on the smallest lots in the development. He said he hopes that everyone is familiar with what criteria can and cannot be used to deny a charter school application.

Councilmember Gray stated that he disagrees with the applicant's interpretation of State statute regarding the parameters for denial of charter schools.

Councilmember Curtis said although he is leaning towards approval, he believes the City has grounds and the ability to deny the vacation petition. He asked the applicant why they were signing up students prior to the approval of the school.

Mr. Killpack stated they followed the requirements to notice the purchase of the property and the intent to build a school, requested feedback from staff and the Development Review Committee prior to the purchase of the property, performed a traffic study, and turned in a site plan with the required information. The process gathers information prior to the review and approval by the City Council. He stated that concerns with this location were not indicated in previous discussions with City representatives.

Councilmember Burnham agreed with disliking losing larger lots for the school. However, she is leaning toward approval because she feels the City lacks strong legal grounds to deny the school site. She clarified that she is excited for the school to come to Eagle Mountain. Her apprehension is only with the location. She suggested the City add additional large lots in another area in compensation for the lots lost to the school site.

City Attorney Jeremy Cook said school representatives are required to notify the City of the location. The City can express its concerns; however, it cannot deny the location. Schools can only be denied based on health and safety issues. Nevertheless, it could be argued that the development agreement designating the area for single-family homes takes precedence. As the Statute is new, the existence of case law addressing existing development agreements is unlikely. State law is slightly ambiguous about the process that should be followed.

Councilmember Burnham stated that because the City has approved Alpine District Schools in projects with existing development agreements, she would be uncomfortable denying a charter school on those grounds.

Councilmember Gray stated he concurs with Councilmember Wright's concerns. He thinks the master development agreement (MDA) should be amended to allow the school. He would prefer the school be built in the Brandon Park subdivision.

Mr. Cook explained that staff felt that the MDA did not need to be amended because no other lots are impacted, and the developer has not requested additional density. Nevertheless, the Council

could require the MDA be amended. He confirmed that zoning in the project was assigned based on lot size and the approval of the school will not entitle the developer to density transfer.

Discussion verified the size of the roads and sidewalks at a local rather than rural standard and the exclusion of horse trails in the development.

Councilmember Love stated the purview of the Council is to provide for the health, safety, and welfare of the residents. She believes the school will enhance the welfare of the residents by providing a charter school option in the City Center. Schools have existed in rural areas for a long time. The children walking to school will be from the surrounding neighborhoods and will already have interaction with animals. She feels the application is a reasonable request.

Mayor Westmoreland observed that the complaints the City receives in relation to school traffic are generally about increased traffic in already dense and congested areas.

Mr. Kent confirmed that some of the lots not impacted by the school have been sold. Feedback from the future homeowners regarding the school has been positive. The road infrastructure is sufficient to handle school traffic and is supported by the traffic study.

MOTION: *Councilmember Curtis moved to approve an ordinance of Eagle Mountain City, Utah, approving the Amended Plat and Related Right-of-Way Vacation Petition for Scarlet Ridge Phase A, Plat 1. Councilmember Burnham seconded the motion.*

<i>Those Voting Yes</i>	<i>Those Voting No</i>	<i>Those Abstaining</i>	<i>Those Absent</i>
☒ <i>Donna Burnham</i>	☐ <i>Donna Burnham</i>	☐ <i>Donna Burnham</i>	☐ <i>Donna Burnham</i>
☒ <i>Colby Curtis</i>	☐ <i>Colby Curtis</i>	☐ <i>Colby Curtis</i>	☐ <i>Colby Curtis</i>
☐ <i>Jared Gray</i>	☒ <i>Jared Gray</i>	☐ <i>Jared Gray</i>	☐ <i>Jared Gray</i>
☒ <i>Carolyn Love</i>	☐ <i>Carolyn Love</i>	☐ <i>Carolyn Love</i>	☐ <i>Carolyn Love</i>
☒ <i>Brett Wright</i>	☐ <i>Brett Wright</i>	☐ <i>Brett Wright</i>	☐ <i>Brett Wright</i>

The motion passed with a vote of 4:1.

Councilmember Wright clarified he voted in favor of the school to support the educational needs of children over protecting additional large lots. He said he is taking the applicant at his word to mitigate safety concerns.

Councilmember Gray clarified that his vote against the application is to protect larger lots as stipulated in the existing contract. He would be in favor of the school if it were being built in a different development.

14.B. MOTION – John Hancock Academy Charter School Site Plan.

Discussion ensued clarifying that the reason for the proposed traffic pattern is to provide emergency access all day, including during pickup and drop-off times.

Councilmember Gray expressed health and safety concerns with the chain-link fencing between the school and other properties with animal rights.

Mr. Cook verified that the State allows for schools to have chain-link fencing and the City cannot require a different type of fence, as it is separate from the health and safety criteria. Homeowners have the right and ability to install different fencing adjacent to the school's fence.

MOTION: *Councilmember Burnham moved to approve the site plan for John Hancock Academy Charter School. Councilmember Wright seconded the motion.*

<i>Those Voting Yes</i>	<i>Those Voting No</i>	<i>Those Abstaining</i>	<i>Those Absent</i>
☒ <i>Donna Burnham</i>	☐ <i>Donna Burnham</i>	☐ <i>Donna Burnham</i>	☐ <i>Donna Burnham</i>
☒ <i>Colby Curtis</i>	☐ <i>Colby Curtis</i>	☐ <i>Colby Curtis</i>	☐ <i>Colby Curtis</i>
☐ <i>Jared Gray</i>	☒ <i>Jared Gray</i>	☐ <i>Jared Gray</i>	☐ <i>Jared Gray</i>
☒ <i>Carolyn Love</i>	☐ <i>Carolyn Love</i>	☐ <i>Carolyn Love</i>	☐ <i>Carolyn Love</i>
☒ <i>Brett Wright</i>	☐ <i>Brett Wright</i>	☐ <i>Brett Wright</i>	☐ <i>Brett Wright</i>

The motion passed with a vote of 4:1.

15. ORDINANCES/PUBLIC HEARINGS

15.A. [ORDINANCE/PUBLIC HEARING – An Ordinance of Eagle Mountain City, Utah, Amending Eagle Mountain Municipal Code Section 17.80.080, Off-Premises Ladder Signs.](#)

Councilmember Burnham referenced the work session discussion about whether to require the approval of both the Economic Development Director and the Community Development Director. She would prefer to designate one or the other as the approval authority. Councilmembers Curtis, Wright, and Gray agreed.

Eagle Mountain Chamber of Commerce President Melissa Clark said the Community Development Director raised concerns about sign locations during the approval of the ladder sign map. The Economic Development Director reviews the sign copy to evaluate if it adheres to Municipal Code.

Discussion ensued regarding the benefits of designating the Economic Development Director, who serves as the liaison to the Eagle Mountain Chamber of Commerce, or the Community Development Director to approve sign locations.

Mayor Westmoreland opened the public hearing at 8:54 p.m. As there were no comments, he closed the hearing.

MOTION: *Councilmember Burnham moved to approve an ordinance of Eagle Mountain City, Utah, amending Eagle Mountain Municipal Code Section 17.80.080, Off-Premise Ladder Signs with the following changes:*

- **C:** *The last sentence shall be amended to read, “All advertising copy shall be approved by the economic development director or designee;” and*
- **H:** *“New Signs. The economic development director or designee shall determine which signs from the approved map should be constructed. Business shall be drawn from the wait list. Existing signs should be filled before new signs are added.”*

Councilmember Curtis seconded the motion.

Councilmember Curtis raised concerns about “designee” indicating different parties in different subsections.

AMENDED MOTION: *Councilmember Burnham moved to approve an ordinance of Eagle Mountain City, Utah, amending Eagle Mountain Municipal Code Section 17.80.080, Off-Premise Ladder Signs with the following changes:*

- **C:** *The last sentence shall be amended to read, “All advertising copy shall be approved by the economic development director or municipal designee;”*
- **H:** *“New Signs. The economic development director or municipal designee shall determine which signs from the approved map should be constructed. Business shall be drawn from the wait list. Existing signs should be filled before new signs are added;” and*
- **B:** *“Billing and Payment. Eagle Mountain City or municipal designee may bill advertisers on a semi-annual or annual basis. Signs may be removed for nonpayment after 30 days.”*

Councilmember Curtis seconded the motion.

Those Voting Yes	Those Voting No	Those Abstaining	Those Absent
☒ Donna Burnham	☐ Donna Burnham	☐ Donna Burnham	☐ Donna Burnham
☒ Colby Curtis	☐ Colby Curtis	☐ Colby Curtis	☐ Colby Curtis
☒ Jared Gray	☐ Jared Gray	☐ Jared Gray	☐ Jared Gray
☒ Carolyn Love	☐ Carolyn Love	☐ Carolyn Love	☐ Carolyn Love
☒ Brett Wright	☐ Brett Wright	☐ Brett Wright	☐ Brett Wright

The motion passed with a unanimous vote.

15.B. ORDINANCE/PUBLIC HEARING – An Ordinance of Eagle Mountain City, Utah, Amending Eagle Mountain Municipal Code Chapter 17.15.030 Planning Commission Organization.

Mayor Westmoreland opened the public hearing at 8:58 p.m. As there were no comments, he closed the hearing.

MOTION: *Councilmember Curtis moved to approve an ordinance of Eagle Mountain City, Utah, amending Eagle Mountain Municipal Code Chapter 17.15.030*

Planning Commission Organization removing the word “advisory” from Section E. Councilmember Wright seconded the motion.

<i>Those Voting Yes</i>	<i>Those Voting No</i>	<i>Those Abstaining</i>	<i>Those Absent</i>
☒ <i>Donna Burnham</i>	☐ <i>Donna Burnham</i>	☐ <i>Donna Burnham</i>	☐ <i>Donna Burnham</i>
☒ <i>Colby Curtis</i>	☐ <i>Colby Curtis</i>	☐ <i>Colby Curtis</i>	☐ <i>Colby Curtis</i>
☒ <i>Jared Gray</i>	☐ <i>Jared Gray</i>	☐ <i>Jared Gray</i>	☐ <i>Jared Gray</i>
☒ <i>Carolyn Love</i>	☐ <i>Carolyn Love</i>	☐ <i>Carolyn Love</i>	☐ <i>Carolyn Love</i>
☒ <i>Brett Wright</i>	☐ <i>Brett Wright</i>	☐ <i>Brett Wright</i>	☐ <i>Brett Wright</i>

The motion passed with a unanimous vote.

16. CITY COUNCIL/MAYOR'S BUSINESS

17. CITY COUNCIL BOARD LIAISON REPORTS

Councilmember Curtis

Councilmember Curtis stated that the Senior Citizen Advisory Council has asked that the cement area outside the backdoor of the Senior Center be connected to the path. He requested the General Plan Map be brought to the Council to discuss a location to designate for large lots in compensation for the lots lost to the charter school.

Discussion ensued regarding identifying areas with vested unit counts to determine additional locations to designate for additional large lots in the City and incentivization for larger lot development.

Assistant City Administrator/Community Development Director Steve Mumford stated that the Planning Commission has requested a joint meeting to discuss the Affordable Housing Plan. He suggested reviewing the General Plan Map at that meeting unless the Council desires to review it at the next work session.

The Council requested to review the General Plan Map at the next meeting to reserve more time at the joint meeting for discussion of the Affordable Housing Plan.

Councilmember Curtis and Mr. Mumford clarified that staff never met with representatives from John Hancock Academy Charter School regarding locating the school in Scarlet Ridge Phase A, Plat 1.

Councilmember Burnham

Councilmember Burnham reminded the public about the Eagle Mountain Chamber of Commerce Business Boot Camp mentioned earlier. The meeting is located on the second floor of the fire station. If anyone has mobility issues, please contact the Chamber and they will find another location or a way to accommodate the individual. She confirmed with staff that the Eagle Mountain Art Alliance small library will be moved out of the path of the sprinkler system.

Councilmember Love

Councilmember Love stated that the American Legion is sponsoring a Veterans Day Breakfast Saturday, November 12 at 9:00 a.m. with a speaker at 9:30 a.m. at the Senior Citizen Center.

Councilmember Wright

Councilmember Wright stated that the Youth Council will assist with the Veterans Day Breakfast.

Councilmember Gray

Councilmember Gray said that the Circuit Cowboys nominated the Eagle Mountain Rodeo for small rodeo of the year. Eagle Mountain has won the honor previously. Circuit finals will be held this weekend in Heber City and the winner will be announced. He will be volunteering for the Freedom Hunt over Veterans Day weekend and encouraged the Council to read the stories associated with the charity.

18. COMMUNICATION ITEMS

18.A. Upcoming Planning Items

19. ADJOURNMENT

MOTION: *Councilmember Gray moved to adjourn at 9:15 p.m. Councilmember Curtis seconded the motion.*

Those Voting Yes

☒ ***Donna Burnham***
☒ ***Colby Curtis***
☒ ***Jared Gray***
☒ ***Carolyn Love***
☒ ***Brett Wright***

Those Voting No

☐ ***Donna Burnham***
☐ ***Colby Curtis***
☐ ***Jared Gray***
☐ ***Carolyn Love***
☐ ***Brett Wright***

Those Abstaining

☐ ***Donna Burnham***
☐ ***Colby Curtis***
☐ ***Jared Gray***
☐ ***Carolyn Love***
☐ ***Brett Wright***

Those Absent

☐ ***Donna Burnham***
☐ ***Colby Curtis***
☐ ***Jared Gray***
☐ ***Carolyn Love***
☐ ***Brett Wright***

The motion passed with a unanimous vote.

The meeting was adjourned at 9:15 p.m.

Approved by the City Council on December 6, 2022.

Fionnuala B. Kofoed, MMC
City Recorder



EAGLE MOUNTAIN CITY COUNCIL MEETING MINUTES

November 15, 2022, 4:00 p.m.
Eagle Mountain City Council Chambers
1650 East Stagecoach Run, Eagle Mountain, Utah 84005

4:00 P.M. WORK SESSION – CITY COUNCIL CHAMBERS

ELECTED OFFICIALS PRESENT: Mayor Pro Tempore Carolyn Love, Councilmembers Donna Burnham, Colby Curtis, Jared Gray, and Brett Wright. Mayor Tom Westmoreland was excused.

CITY STAFF PRESENT: Paul Jerome, City Administrator; Steve Mumford, Assistant City Administrator/Community Development Director; Fionnuala Kofoed, Director of Administrative Services/City Recorder; Chris Trusty, City Engineer; David Stroud, Senior Planner; Todd Black, Wildlife Biologist/Environmental Planner; Evan Berrett, Economic Development Director; Kimberly Ruesch, Finance Director; Brad Hickman, Parks and Recreation Director; Mack Straw, Public Utilities Manager; Jeff Weber, Fleet and Facilities/Operations Director; Tyler Maffitt, Communications Manager; and Eric McDowell, Chief Deputy Sheriff.

CITY STAFF PRESENT ELECTRONICALLY: Angela Valenzuela, Human Resource Manager; Michele Graves, Library Director; and Embret Fossum, UFA Battalion Chief.

Mayor Pro Tempore Love called the work session to order at 4:00 p.m.

1. CITY ADMINISTRATOR INFORMATION ITEMS

1.A. UPDATE – City Administrator Items

Communications:

- Upgrades to the City's Resident Portal and City App will take place the week of November 21. These services will help the City communicate regarding resident issues and improve the experience for residents when trying to resolve issues.

Parks, Recreation, Events, and Cemetery:

- Walden Park Observatory: The design firm is collecting the final documents from the consultants and compiling the plans. When these plans are submitted, the City will also receive cost estimates to build the structure for the observatory.
- Smith Ranch Community Park: Staff has received and is reviewing the civil plans to make sure there are no issues with the project. Staff has already reviewed the final landscaping plans and made some changes. Staff has also received final plans and cost estimates for the playground equipment. It is expected that the final plans will be reviewed by the City and completed on November 21, 2022. Once all costs have been reviewed, staff will have a recommendation on how to bid and proceed with this project.
- Off-Street Trail Network: Staff has gathered all the GIS information for this project which includes data collection and mapping of all existing trails. This data, when complete, will include what percentage of trails are on City property and private property to allow the City to

analyze the best strategies to obtain and retain these trails. This project should take a couple of months and staff will update the Council when the data set is complete.

Economic Development:

- Economic Development Master Plan: Feedback has been provided to Zions Public Finance and they are currently making revisions.
- Small Area Plans: Requests for proposals for the Gateway Park and downtown areas will be finalized and published at the end of this week or early next week.
- Retail Recruitment: Staff is currently reviewing retail recruitment consulting services to assist with providing needed data and connections to improve our proactive recruitment efforts. Staff believes this will help the City to bring in retailers desired by the residents. Given strong commercial and industrial interest in the City, staff hopes to work quickly and request a budget amendment to accommodate these services.
- Project Merlin Site Visit: Staff and stakeholders held a site visit for a Fortune 500 company in the Pole Canyon area. Eagle Mountain is on the shortlist for this company. The company would have low water usage and provide roughly 150 jobs.
- Data Center Projects: Two significant data center projects are in the works; both use little water. One of the projects is currently in the project area planning and budgeting phase, and the other is being planned with no request for incentives at this time.

Community Development:

- Joint Planning Commission and City Council Meeting: Staff has determined to move forward as soon as possible with updates to the Moderate Income Housing chapter of the General Plan in order to comply with recent changes to State Code and qualify for State transportation funding. The Planning Commission will be reviewing changes on November 22. The Planning Commission Chairman requested a joint meeting with the City Council. During that meeting, the Planning Commission will be making a recommendation on the updates and the Council will need to review the changes on December 6.
- Pole Canyon: The Pole Canyon developers are resubmitting their updated master development plan and master development agreement this week and the review process will follow.
- Parking Codes: The Management Analyst is working with Neighborhood Improvement and others on updates to our parking codes and will be presenting those changes to the Council soon.
- Planning Commission Training: Last week, Assistant City Administrator/Community Development Director Steve Mumford provided land use law training to the Planning Commission. Commissioners are required by State Code to complete four hours of training each year.
- Overland Elementary School: Alpine School District is doing a boundary adjustment study for the new elementary school being built in the Overland neighborhood. This will affect school boundaries for some of the surrounding schools. They are holding an open house on November 21 at Frontier Middle School from 5:30 to 6:30 p.m. The School Board will review the boundaries on November 29 and December 13.

Facilities, Fleet, and Emergency Management:

- The Community Development Building equipment garage is complete, and the mezzanine has been ordered and should be delivered and installed in December.

- Staff is working on a request for proposals for the well houses' HVAC upgrades.
- Emergency Management: On November 9, the City held a fire extinguishing class and about 15 employees attended.
- The City is working with high school staff to create a teen community emergency response team program.

Engineering:

- Test pumping on the White Hills well should begin this week.
- The City is re-bidding drilling on Well #7. The constraints on the bid are to have completion by end of 2023.
- Booster pump work is ongoing. Pony Express Parkway will have lane restrictions as the water line connections are installed.

Discussion ensued regarding the desire for increased Council involvement in directing the drafting of City plans prior to the presentation at a public meeting. The Council requested to discuss the issue at a future meeting.

1.B. UPDATE – 1st Quarter Budget Status

Finance Director Kimberly Ruesch presented the first quarter budget update. She reviewed City-wide fund collection and spending, General Fund revenue by major type, and General Fund expenditures by department. The City is watching building-related revenue, and all other major sources of revenue are on target to meet or exceed budgeted totals. General Fund reserves are at the 35% maximum allowed. The vacant building inspector position has been placed on hold due to the decreased need for services. A wastewater effluent disposal project has been placed on hold. All other planned Capital Projects are fully funded, provided the project costs remain unchanged.

City Administrator Paul Jerome clarified that a decrease in building funds will impact the amount of available funding for additional Capital Projects for the next budget year.

Ms. Ruesch explained that the General Fund provides funds for essential services with static needs despite economic downturn. Onetime expenditures such as design studies, plans for future capital projects, or additional staff positions that may be delayed due to slowed growth could be paused to fund operations. Current conditions merit monitoring the situation but do not require actions to reduce spending at this time, unless desired by the Council. Sales tax growth remains equal to or higher than projected. The Council will be consulted prior to any cuts in planned spending. The amount of money added to the General Fund Reserve is a percentage and will reduce proportionally to the amount of revenue collected by the City.

1.C. DISCUSSION – General Plan Future Land Use Map

Assistant City Administrator/Community Development Director Steve Mumford reviewed the vested unit statistics presented at a previous meeting. Camp Williams representatives have requested that areas near the military training area be designated as open space, or for commercial or industrial uses.

Discussion ensued regarding the following items:

- Prioritizing duplexes rather than buildings with six townhome units;
- Working with developers to amend older agreements to better fit current City needs and conditions;
- Using small area plans and nodes to move vested density to the most appropriate areas;
- Protecting larger lot areas and the impact of modifications on large lots;
- Considering a diverse tax base and access when assigning density to specific areas;
- Amending Municipal Code to reflect the Council's desires for the distribution of product type for the development of areas, particularly those with a Neighborhood Residential One designation;
- Possibly designating a portion of the Employment Center/Campus area on the south end of the City for larger lot residential; and
- Possibly changing Foothill Residential areas with a flatter grade to larger lot designations and resulting compatibility and transitioning concerns.

Mr. Mumford stated that he will provide the Council with the presentation materials to mark areas for potential General Plan designation changes to larger lot residential. Those locations can then be compared with the Transportation Plan update that will be reviewed at the December 6 meeting for approval. Additional meetings can be scheduled to discuss the General Plan and Transportation Plan, if needed. Consultation for the General Plan can be added at the purview of the Council during any stage of the review and update process.

Councilmember Curtis stated that he would prefer that staff and the Council to amend the General Plan without contracting external services. He desires to have further discussion at another date to determine if the Council as a body supports his preference for Euclidean zoning.

Councilmember Gray requested vested unit count information for single-family homes divided into lot size zoning designations. He requested to amend Municipal Code to state that only the largest lot size permitted in a zone is allowed unless the smaller lot designations within the zone are approved by the Council.

Mr. Mumford stated he will review the language in the General Plan land use designations to explore potential changes to promote larger lots. He cautioned against being overly prescriptive as it will limit Council and applicant creativity.

Councilmember Wright cited the EM Lot Size by Percentage document for 2019 and requested that staff provide an updated version to the Council.

2. AGENDA REVIEW

16. MOTION

16.A. MOTION – Consideration of Waiver of Tax Clearance for the Dedication of Public Open Space.

Applicant Nathan Shipp explained that the item relates to the Evan Ranch master-planned community that they were involved with developing. The agreement requires the donation of the northeast corner to the City as open space. At the City's request, they removed debris and graded the site for no additional charge. Delays with finalizing the deed for the land resulted in the accrual of \$9,579.75 in taxes that were not included in their budget for the project. He asked if the City would be willing to consider splitting the cost of the payment of the taxes.

Director of Administrative Services/City Recorder Fionnuala Kofoed explained the full tax amount is paid to and distributed by the County to the various taxing entities. The taxes were paid through 2020. She explained the process for land being deeded to the City, arising ambiguities and communication hurdles, and the lack of a mechanism for the City to negotiate the taxes with the County.

Councilmember Wright said he is willing to consider the details resulting in the issue; nevertheless, the City agreeing to pay the taxes would essentially equate to asking the residents to pay the taxes, which makes him uncomfortable.

Councilmember Love noted that the developer would have been receiving tax notifications since 2020. She concurred with Councilmember Wright.

17. AGREEMENTS

17.A. AGREEMENT – Public Water Supply Agreement Between Eagle Mountain City, Utah, and Oquirrh Wood Ranch, LLC.

Mr. Shipp said they have purchased water rights for their property through an independent water company, but the amount is insufficient to meet the needs of the Pole Canyon master development plan. Additionally, the City has requested they build water tanks. They began to examine if they have adequate water rights to benefit from the infrastructure expense where only half of the water tank capacity will be benefiting their project. They desire to secure additional water rights from the Central Utah Water Conservancy District (CUWCD) to feel secure in their master infrastructure investments. A part of that agreement includes transferring a well to the District to allow them to develop water rights in Cedar Valley. The City raised concerns about having another government entity owning watering rights and dictating water right development within the City. Due to those concerns, Mr. Shipp said they are requesting to purchase water rights directly from the City. Negotiations with CUWCD were for 7,000 to 8,000-acre feet of water. He asked for the item to be tabled to allow for negotiations and a closed session discussion of the item.

City Engineer Chris Trusty clarified that impact fees would pay the City's portion of the infrastructure expansions.

Mr. Jerome advocated against CUWCD sourcing well water as he feels it is not in the best interest of the City for longevity and a long-term water supply. The term sheet calculations from the CUWCD were based upon the use of the City well and aquifer.

10. BID AWARDS

10.A. Master Facilities Plan Consulting Services – Galloway

Councilmember Curtis raised uncertainty about whether all pertinent issues had been considered in the request for proposals.

Discussion determined to remove the item from the consent agenda and place it as a regularly scheduled item.

12. SITE PLANS

12.A. SITE PLAN – America First Credit Union

Senior Planner David Stroud explained that staff recommended the addition of a window on the western interior side of the building that faces towards the grocery store. The applicant declined the suggestion because a window would conflict with the interior layout of the building. The Planning Commission recommended approval with a vote of 4 to 1. Staff is amenable to the design as presented as that side of the building will be somewhat obscured by a canopy.

13. RESOLUTIONS

13.A. RESOLUTION – A Resolution of Eagle Mountain City, Utah, Amending the Consolidated Fee Schedule for Library Fees.

Library Director Michele Graves verified that nonapplicable fees were being removed. She explained that replacement fees are prorated based upon the age and previous condition of the item. The processing fee is being removed because the cost has reduced significantly.

The Council determined to amend the Processing Fee for Lost/Damaged Items to a Fee for Lost/Damaged Items with the cost As Determined by the Director.

3. ADJOURN TO A CLOSED EXECUTIVE SESSION

MOTION: *Councilmember Curtis moved to adjourn to a closed session for the purpose of discussing reasonably imminent litigation, the purchase, lease, or exchange of real property pursuant to Section 52-4-205(1) of the Utah Code, annotated. Councilmember Burnham seconded the motion.*

<i>Those Voting Yes</i>	<i>Those Voting No</i>	<i>Those Abstaining</i>	<i>Those Absent</i>
☒ Donna Burnham	☐ Donna Burnham	☐ Donna Burnham	☐ Donna Burnham
☒ Colby Curtis	☐ Colby Curtis	☐ Colby Curtis	☐ Colby Curtis
☒ Jared Gray	☐ Jared Gray	☐ Jared Gray	☐ Jared Gray
☒ Carolyn Love	☐ Carolyn Love	☐ Carolyn Love	☐ Carolyn Love
☒ Brett Wright	☐ Brett Wright	☐ Brett Wright	☐ Brett Wright

The motion passed with a unanimous vote.

The meeting was adjourned at 6:07 p.m.

7:00 P.M. POLICY SESSION – CITY COUNCIL CHAMBERS

ELECTED OFFICIALS PRESENT: Mayor Pro Tempore Carolyn Love, Councilmembers Donna Burnham, Colby Curtis, Jared Gray, and Brett Wright. Mayor Tom Westmoreland was excused.

CITY STAFF PRESENT: Paul Jerome, City Administrator; Steve Mumford, Assistant City Administrator/Community Development Director; Fionnuala Kofoed, Director of Administrative Services/City Recorder; Chris Trusty, City Engineer; David Stroud, Senior Planner; Todd Black, Wildlife Biologist/Environmental Planner; Evan Berrett, Economic Development Director; Brad Hickman, Parks and Recreation Director; Mack Straw, Public Utilities Manager; Jeff Weber, Fleet and Facilities/Operations Director; and Eric McDowell, Chief Deputy Sheriff.

CITY STAFF PRESENT ELECTRONICALLY: Kimberly Ruesch, Finance Director; Zac Hilton, Streets and Storm Drain Manager; Tyler Maffitt, Communications Manager; Angela Valenzuela, Human Resource Manager; Michele Graves, Library Director; and Embret Fossum, UFA Battalion Chief.

4. CALL TO ORDER

Mayor Pro Tempore Love called the policy session to order at 7:27 p.m.

5. PLEDGE OF ALLEGIANCE

Councilmember Curtis and Levi Curtis led the Pledge of Allegiance.

6. INFORMATION ITEMS/UPCOMING EVENTS

- The Eagle Mountain Senior Center is accepting nominations for Thanksgiving Baskets through November 18. If you know someone in need, please find a nomination form on Eagle Mountain City social media.
- The City's annual Turkey Trot will take place Thursday, November 24. The race starts at 8:00 a.m. Sign up to participate in this family-friendly event.
- Christmas Village will occur on December 3 from 12:00 p.m. to 4:00 p.m. at Cory Wride Memorial Park. Join us for Santa, a petting zoo, live reindeer, and holiday boutiques.
- The award-winning Silent Santa will take place December 10 from 11:00 a.m. to 5:00 p.m. at Eagle Mountain City Hall. This event is for children and adults with sensory sensitivities to receive one-on-one time with Santa. Register through the City's event website.

To receive City notifications, including emergency info, news events, and traffic alerts, sign up at emcity.org/notifyme.

7. PUBLIC COMMENTS

Mayor Pro Tempore Love opened public comment at 7:30 p.m. As there were no comments, she closed public comment.

8. CITY COUNCIL/MAYOR'S ITEMS

Councilmember Curtis

Councilmember Curtis thanked the Veterans for their service and volunteers for their assistance with the Veterans Day Breakfast.

Councilmember Burnham

Councilmember Burnham expressed appreciation for the opportunity to serve the Veterans. She looks forward to upcoming Thanksgiving and Christmas events.

Councilmember Love

Councilmember Love echoed the gratitude to the Veterans and to the American Legion for hosting the breakfast and providing a service opportunity for the Youth Council and local youth. She thanked Tagg N Go car wash for their donations to the veterans and the residents that participated in the election. She expressed condolences to the family of Deputy Joel Baker an Eagle Mountain resident with the Salt Lake County Sheriff's Office that was killed in an automobile accident last week and encouraged residents to reach out to his family to help in any way that they can.

Councilmember Wright

Councilmember Wright expressed his condolences to Deputy Baker's family and his gratitude to individuals that risk their lives to protect the rights and freedoms of others. He is grateful to the City Council and Youth for assisting with the Veterans Day Breakfast. He thanked the Veterans and their spouses and families for their service and continued dedication. He thanked Tyson Foods for donating bacon for the Veterans Day Breakfast and for their support as a great community partner.

Councilmember Gray

Councilmember Gray supported the sentiments expressed by the other Councilmembers and expressed his appreciation for the Veterans. Last Monday, the local 4H chapter taught Salt Lake County and Utah County animal control officers how to catch, halter, and care for horses last. He thanked the officers for attending and supporting the 4H group.

CONSENT AGENDA

9. AGREEMENTS

- 9.A. AGREEMENT – Amended and Restated Civil Legal Service Agreement between Eagle Mountain City, Utah, and Cohne Kinghorn.
- 9.B. PURCHASE AGREEMENT – Three 2023 Ford F-250 Trucks, One 2023 Ford F-350 Truck – Ken Garff Ford (State Contract)

10. BID AWARDS

10.A. Master Facilities Plan Consulting Services – Galloway

11. BOND RELEASES

11.A. Antelope Meadows Phase B, Plat 2 – Into Warranty

11.B. Hidden Hollow Phase C, Plat 1 – Into Warranty

11.C. Marketplace at Eagle Mountain Town Center – Into Warranty

11.D. Brylee Farms Phase A, Plat 3 – Out of Warranty

11.E. Overland Phase B, Plat 2 – Out of Warranty

11.F. Overland Phase C, Plat 1 – Out of Warranty

11.G. Overland Trails Plat 3-B – Out of Warranty

12. SITE PLANS

12.A. SITE PLAN – America First Credit Union

13. RESOLUTIONS

13.A. RESOLUTION – A Resolution of Eagle Mountain City, Utah, Amending the Consolidated Fee Schedule for Library Fees.

MOTION: *Councilmember Burnham moved to approve the consent agenda, removing item 10.A. Master Facilities Plan Consulting Services, and placing it as a scheduled item, and amending the Processing Fee for Lost/Damaged Items in Section 4.1 of item 13.A. to a Fee for Lost/Damaged Items with the cost As Determined by the Director. Councilmember Wright seconded the motion.*

Those Voting Yes

☒ Donna Burnham
☒ Colby Curtis
☒ Jared Gray
☒ Carolyn Love
☒ Brett Wright

Those Voting No

☐ Donna Burnham
☐ Colby Curtis
☐ Jared Gray
☐ Carolyn Love
☐ Brett Wright

Those Abstaining

☐ Donna Burnham
☐ Colby Curtis
☐ Jared Gray
☐ Carolyn Love
☐ Brett Wright

Those Absent

☐ Donna Burnham
☐ Colby Curtis
☐ Jared Gray
☐ Carolyn Love
☐ Brett Wright

The motion passed with a unanimous vote.

SCHEDULED ITEMS

10. BID AWARDS

10.A. Master Facilities Plan Consulting Services – Galloway

Councilmember Curtis clarified that his concerns are not regarding the work that has been performed but are with the scope of the project. He wants to ensure the consultants are aware of considerations desired by the Council such as whether to relocate the rodeo arena or centralize municipal buildings.

Fleet and Facilities/Operations Director Jeff Weber explained the original scope had been focused on municipality administrative buildings and facilities. He added the review of the City's existing Master Plan and the Parks, Trails, and Open Space Master Plan to assess any future facilities that need to be incorporated into the plan to adhere to the dictates of the other plans. The consultants will compare existing facilities with comparable cities to draft expansion timeline plans. He confirmed that the scope of the study encompasses the items mentioned by Councilmember Curtis.

Councilmember Wright stated his opinion is that the purpose of the plan is to envision the appropriate timeframe, land purchase, actions, and locations for City buildings such as City Hall, a justice court, the police station, and the library.

Councilmember Love said she was encouraged by an example plan that included floor plans for remodeling existing buildings and floor plans for new buildings and adjacencies for facilities.

Discussion ensued regarding the relations of the Council's vision to the Facilities Plan, funding and implementation of the plan, and whether staff has the capability to research the information rather than contracting with a consultant.

Mr. Jerome advised that contracting with an outside entity will assist the City with distinguishing necessities from wants.

MOTION: *Councilmember Burnham moved to approve the Master Facilities Plan Consulting Services to Galloway in the amount of \$44,000 and authorize the Mayor to sign the contract. Councilmember Curtis seconded the motion.*

<i>Those Voting Yes</i>	<i>Those Voting No</i>	<i>Those Abstaining</i>	<i>Those Absent</i>
☒ <i>Donna Burnham</i>	☐ <i>Donna Burnham</i>	☐ <i>Donna Burnham</i>	☐ <i>Donna Burnham</i>
☒ <i>Colby Curtis</i>	☐ <i>Colby Curtis</i>	☐ <i>Colby Curtis</i>	☐ <i>Colby Curtis</i>
☒ <i>Jared Gray</i>	☐ <i>Jared Gray</i>	☐ <i>Jared Gray</i>	☐ <i>Jared Gray</i>
☒ <i>Carolyn Love</i>	☐ <i>Carolyn Love</i>	☐ <i>Carolyn Love</i>	☐ <i>Carolyn Love</i>
☒ <i>Brett Wright</i>	☐ <i>Brett Wright</i>	☐ <i>Brett Wright</i>	☐ <i>Brett Wright</i>

The motion passed with a unanimous vote.

14. ORDINANCE/PUBLIC HEARING

14.A. ORDINANCE/PUBLIC HEARING – An Ordinance of Eagle Mountain City, Utah, Approving The Village at Porters Crossing Plat 3, Amended Plat.

This item was removed from the agenda at the applicant's request.

15. PORTER'S CROSSING TOWN CENTER

- 15.A. ORDINANCE/PUBLIC HEARING – An Ordinance of Eagle Mountain City, Utah, Approving an Amendment to the Future Land Use Map of the General Plan, Rezoning Certain Lands Known as Porter's Crossing Town Center, and Approving the Fourth Amendment to the Porter's Crossing Town Center Master Development Plan.

This item was removed from the agenda at the applicant's request

- 15.B. RESOLUTION – A Resolution of Eagle Mountain City, Utah, Approving the Amended and Restated Porter's Crossing Town Center Master Development Agreement (MDA).

This item was removed from the agenda at the applicant's request.

16. MOTION

- 16.A. MOTION – Consideration of Waiver of Tax Clearance for the Dedication of Public Open Space.

Councilmember Curtis stated his understanding was that the City could only accept the dedication of land free from any encumbrance. He is uncomfortable making a goodwill gesture with tax money paid by the residents.

Councilmember Gray acknowledged that although he does not feel the City is to blame, neither does he think the applicant is completely at fault, as they were required to clean up debris left by other people.

Councilmember Burnham conceded Councilmember Gray's point but agreed with concerns about passing the expense of the developer's taxes to residents.

Councilmember Wright said while he appreciates the applicant resolving the issue, the agreement with the City required the dedication of the land. Nevertheless, the applicant had the ability to monitor and mitigate the taxes compared to the residents that had no ability to weigh in on the issue.

Councilmember Love said she understands the desire to offer a gesture of goodwill to the developer; however, it would set a precedence that could become problematic.

Councilmember Gray clarified that his intention is not to pay the taxes but to show courtesy and properly credit the developer for their positive contributions to the City during interactions on future projects.

MOTION: *Councilmember Curtis moved to deny the consideration of a waiver of tax clearance for the dedication of public open space. Councilmember Wright seconded the motion.*

<i>Those Voting Yes</i>	<i>Those Voting No</i>	<i>Those Abstaining</i>	<i>Those Absent</i>
☒ <i>Donna Burnham</i>	☐ <i>Donna Burnham</i>	☐ <i>Donna Burnham</i>	☐ <i>Donna Burnham</i>
☒ <i>Colby Curtis</i>	☐ <i>Colby Curtis</i>	☐ <i>Colby Curtis</i>	☐ <i>Colby Curtis</i>
☒ <i>Jared Gray</i>	☐ <i>Jared Gray</i>	☐ <i>Jared Gray</i>	☐ <i>Jared Gray</i>
☒ <i>Carolyn Love</i>	☐ <i>Carolyn Love</i>	☐ <i>Carolyn Love</i>	☐ <i>Carolyn Love</i>
☒ <i>Brett Wright</i>	☐ <i>Brett Wright</i>	☐ <i>Brett Wright</i>	☐ <i>Brett Wright</i>

The motion passed with a unanimous vote.

17. AGREEMENTS

17.A. AGREEMENT – Public Water Supply Agreement Between Eagle Mountain City, Utah and Oquirrh Wood Ranch, LLC.

Councilmember Burnham stated she felt that the Council did not have the necessary information to make a decision on the item at this time.

MOTION: *Councilmember Burnham moved to table a public water supply agreement between Eagle Mountain City, Utah and Oquirrh Wood Ranch, LLC. Councilmember Curtis seconded the motion.*

<i>Those Voting Yes</i>	<i>Those Voting No</i>	<i>Those Abstaining</i>	<i>Those Absent</i>
☒ <i>Donna Burnham</i>	☐ <i>Donna Burnham</i>	☐ <i>Donna Burnham</i>	☐ <i>Donna Burnham</i>
☒ <i>Colby Curtis</i>	☐ <i>Colby Curtis</i>	☐ <i>Colby Curtis</i>	☐ <i>Colby Curtis</i>
☒ <i>Jared Gray</i>	☐ <i>Jared Gray</i>	☐ <i>Jared Gray</i>	☐ <i>Jared Gray</i>
☒ <i>Carolyn Love</i>	☐ <i>Carolyn Love</i>	☐ <i>Carolyn Love</i>	☐ <i>Carolyn Love</i>
☒ <i>Brett Wright</i>	☐ <i>Brett Wright</i>	☐ <i>Brett Wright</i>	☐ <i>Brett Wright</i>

The motion passed with a unanimous vote.

18. RESOLUTION

18.A. RESOLUTION – A Resolution of Eagle Mountain City, Utah, Adopting the Eagle Mountain City Vision Statement, Mission Statement, and Strategic Goals.

Economic Development Director Evan Berrett presented the item and reviewed the elements of strategic planning.

Staff and the City Council determined to review the mission statement at a future meeting and discussed and amended the draft vision and strategic goals as follows:

Vision:

Eagle Mountain is a safe, growing city with a small town feel that serves families and individuals by creating reliable services and infrastructure, cultivating economic and recreational opportunities, and harmonizing protected space with the flourishing of all life.

Strategic Goals:

1. **Diverse Economic Growth.** Eagle Mountain is home to businesses of all sizes spanning several industries resulting in an expanded tax base, convenient access for all residents to essential goods and services, and growth of employment opportunities for workers at any stage of their careers.
2. **Robust Infrastructure Networks.** Eagle Mountain has expanded its infrastructure capacities to comfortably accommodate the demands of a larger population by improving transportation connections and infrastructure standards alongside state and regional partners, augmenting network capabilities, and implementing maintenance and replacement programs for all infrastructure.
3. **Unique Reputational Evolution.** Eagle Mountain is known and respected for its commitments toward, and achievements in, meeting the expectations of residents through efforts to embrace its family-centric and rural heritage, engaging in creative solutions to address resident needs, and its contributions to the prosperity of the state.
4. **Proactive Generational Planning.** Eagle Mountain is a balanced, intergenerational city that has proactively managed its growth, resulting in quality home-ownership opportunities for residents; a redundant and reliable water supply; and gathering places and amenities that provide for the social, educational, recreational, and health care needs of its residents.
5. **Interactive Environmental Stewardship.** Eagle Mountain has interlaced the preservation of the natural environment; the protection of native wildlife; and the promotion of outdoor recreation through the expansion of permanent, convenient, and interconnected trail networks; conservation of open spaces and natural features; and protection of historic sites significant to our heritage.
6. **Dynamic Service Enhancement.** Eagle Mountain is a full-service community that delivers extraordinary services and amenities to residents by attracting and retaining passionate employees, innovating throughout the organization to increase efficiency and remain fiscally conservative, and developing highly responsive communication channels to improve resident experiences.

MOTION: *Councilmember Gray moved to approve a resolution of Eagle Mountain City, Utah, adopting the Eagle Mountain City Vision Statement, Mission Statement, and Strategic Goals as discussed. Councilmember Burnham seconded the motion.*

Those Voting Yes

☒ **Donna Burnham**
☒ **Colby Curtis**
☒ **Jared Gray**
☒ **Carolyn Love**

Those Voting No

☐ **Donna Burnham**
☐ **Colby Curtis**
☐ **Jared Gray**
☐ **Carolyn Love**

Those Abstaining

☐ **Donna Burnham**
☐ **Colby Curtis**
☐ **Jared Gray**
☐ **Carolyn Love**

Those Absent

☐ **Donna Burnham**
☐ **Colby Curtis**
☐ **Jared Gray**
☐ **Carolyn Love**

☒ **Brett Wright** ☐ **Brett Wright** ☐ **Brett Wright** ☐ **Brett Wright**

The motion passed with a unanimous vote.

19. CITY COUNCIL/MAYOR'S BUSINESS

20. CITY COUNCIL BOARD LIAISON REPORTS

Councilmember Burnham

Councilmember Burnham said she appreciates the Eagle Mountain Chamber of Commerce for hosting the well-attended Business Boot Camp to assist local, small business owners. The Eagle Mountain Arts Alliance will be meeting soon to plan the upcoming year. The Eagle Mountain City Rodeo was awarded the Best Small Rodeo in our circuit. She is proud of the hard work of the rodeo volunteers.

Mayor Pro Tempore Love

Mayor Pro Tempore Love thanked the American Legion for their service. They will host a blood drive on December 30. The Legion would like to be added to the facilities plan for consideration for a permanent location to be able to provide continuing services for veterans in need.

Mr. Jerome stated that American Legion Post 111 was provided a State flag with the proposed new design and it is currently flying at the roundabout on Eagle Mountain Boulevard and Pony Express Parkway.

Councilmember Wright

Councilmember Wright said a member of the Parks and Recreation Board has resigned and another member's term expires at the end of the year. The Youth Council will assist with the Christmas Village and hope to attend the legislative session.

Councilmember Gray

Councilmember Gray said he has been unable to meet with the Library Advisory Board.

Councilmember Curtis

Councilmember Curtis said the Senior Citizen Advisory Board continues their dedicated work in providing activities. He confirmed with staff that the City Council and Planning Commission will have a joint meeting on November 22 at 5:30 p.m.

21. COMMUNICATION ITEMS

21.A. Financial Report

21.B. Upcoming Planning Items

22. ADJOURNMENT

MOTION: ***Councilmember Gray moved to adjourn at 9:04 p.m. Councilmember Curtis seconded the motion.***

Those Voting Yes

☒ ***Donna Burnham***
☒ ***Colby Curtis***
☒ ***Jared Gray***
☒ ***Carolyn Love***
☒ ***Brett Wright***

Those Voting No

☐ ***Donna Burnham***
☐ ***Colby Curtis***
☐ ***Jared Gray***
☐ ***Carolyn Love***
☐ ***Brett Wright***

Those Abstaining

☐ ***Donna Burnham***
☐ ***Colby Curtis***
☐ ***Jared Gray***
☐ ***Carolyn Love***
☐ ***Brett Wright***

Those Absent

☐ ***Donna Burnham***
☐ ***Colby Curtis***
☐ ***Jared Gray***
☐ ***Carolyn Love***
☐ ***Brett Wright***

The motion passed with a unanimous vote.

The meeting was adjourned at 9:04 p.m.

Approved by the City Council on December 6, 2022.

Fionnuala B. Kofoed, MMC
City Recorder

EAGLE MOUNTAIN CITY COUNCIL
2023 MEETING SCHEDULE

Eagle Mountain City Council Chambers, 1650 E. Stagecoach Run, Eagle Mountain, Utah

The Eagle Mountain City Council, at its regularly scheduled meeting on December 6, 2022, adopted the following meeting schedule for the year 2023.

	Work Sessions	4:00 p.m.
	Policy Sessions	7:00 p.m.
January 3, 17		July 18 (Independence Day 4 th)
February 7, 21		August 1 (Primary Election 15 th)
March 7, 21		September 5, 19
April 4, 18 (Spring Break 3 rd - 7 th)		October 3, 17 (Fall Break 19 th - 23 rd)
May 2, 16		November 21 (Election Day 7 th)
June 6, 20		December 5

The public is invited to participate in all City Council meetings and may monitor or listen to open portions of electronic meetings at <https://eaglemountaincity.com/cityrecorder/citymeetings-portal#meetingdocs>.

If you need a special accommodation to participate in a City Council meeting, please call the City Recorder's Office at least 3 working days prior to the meeting at 801-789-6610.



**EAGLE MOUNTAIN CITY
CITY COUNCIL MEETING
DECEMBER 6, 2022**

TITLE:	RESOLUTION - A Resolution of Eagle Mountain City, Utah, Appointing Marcus Draper as City Attorney for Eagle Mountain City.		
ITEM TYPE:	Resolution		
FISCAL IMPACT:			
APPLICANT:			
GENERAL PLAN DESIGNATION	CURRENT ZONE	ACREAGE	COMMUNITY

PUBLIC HEARING:

No

PREPARED BY:

Paul Jerome, Admin

PRESENTED BY:

Mayor Tom Westmoreland

RECOMMENDATION:

Staff recommends that the City Council considers the appointment of Marcus Draper as the Eagle Mountain City Attorney.

BACKGROUND:

Consistent with Eagle Mountain Municipal Code 2.17.010, Mayor Westmoreland, with the advice and consent of the City Council desires to appoint Marcus Draper as the Eagle Mountain City Attorney.

ITEMS FOR CONSIDERATION:

REQUIRED FINDINGS:

PLANNING COMMISSION ACTION/RECOMMENDATION:

ATTACHMENTS:

[RES--Appointment of City Attorney](#)

RESOLUTION NO. R- -2022

**A RESOLUTION OF EAGLE MOUNTAIN CITY, UTAH,
APPOINTING MARCUS DRAPER TO THE OFFICE OF
CITY ATTORNEY OF EAGLE MOUNTAIN CITY**

PREAMBLE

WHEREAS, the Mayor desires to appoint Marcus Draper to the office of City Attorney of Eagle Mountain City; and

WHEREAS, Eagle Mountain Municipal Code Section 2.17.010 Process for Appointing Officers states that the Mayor, with the advice and consent of the City Council, shall appoint a qualified person to the office of City Attorney; and

WHEREAS, Marcus Draper has the credentials, experience, and professionalism to be appointed to the office of City Attorney.

NOW THEREFORE, BE IT RESOLVED by the City Council of Eagle Mountain City that Marcus Draper is hereby appointed to the office of City Attorney of Eagle Mountain City.

This Resolution shall become effective immediately upon its passing.

ADOPTED by the City Council of Eagle Mountain City, Utah, this 6th day of December, 2022.

EAGLE MOUNTAIN CITY, UTAH

Tom Westmoreland, Mayor

ATTEST:

Lianne Pengra, CMC
Chief Deputy Recorder

CERTIFICATION

The above Resolution was adopted by the City Council of Eagle Mountain City on the 6th day of December, 2022.

Those voting yes:

☐ Donna Burnham

☐ Colby Curtis

☐ Jared Gray

☐ Carolyn Love

☐ Brett Wright

Those voting no:

☐ Donna Burnham

☐ Colby Curtis

☐ Jared Gray

☐ Carolyn Love

☐ Brett Wright

Those excused:

☐ Donna Burnham

☐ Colby Curtis

☐ Jared Gray

☐ Carolyn Love

☐ Brett Wright

Those abstaining:

☐ Donna Burnham

☐ Colby Curtis

☐ Jared Gray

☐ Carolyn Love

☐ Brett Wright

Lianne Pengra, CMC
Chief Deputy Recorder



**EAGLE MOUNTAIN CITY
CITY COUNCIL MEETING
DECEMBER 6, 2022**

TITLE:	ORDINANCE/PUBLIC HEARING - An Ordinance of Eagle Mountain City, Utah, Adopting the Second Amendment to the Fiscal Year 2022-2023 Annual Budget.		
ITEM TYPE:	Ordinance		
FISCAL IMPACT:			
APPLICANT:	City Staff		
GENERAL PLAN DESIGNATION	CURRENT ZONE	ACREAGE	COMMUNITY

PUBLIC HEARING:

Yes

PREPARED BY:

Lianne Pengra, Admin

PRESENTED BY:

Kimberly Ruesch

RECOMMENDATION:

Staff recommends that the City Council approve an ordinance of Eagle Mountain City, Utah, adopting the second budget amendment of the Fiscal Year 2022-2023 Annual Budget.

BACKGROUND:

ITEMS FOR CONSIDERATION:

REQUIRED FINDINGS:

PLANNING COMMISSION ACTION/RECOMMENDATION:

N/A

ATTACHMENTS:

[ORD--FY 2023 Budget Amendment #2](#)

[EXHIBIT--FY 2023 Budget Amendment #2](#)

ORDINANCE NO. O- -2022

AN ORDINANCE OF EAGLE MOUNTAIN CITY, UTAH AMENDING THE FISCAL YEAR 2022-2023 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 2022-2023; 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, 2022, and ends on the last day of June, 2023.

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 2022-2023.

ADOPTED by the City Council of Eagle Mountain City this 6th day of December, 2022.

EAGLE MOUNTAIN CITY, UTAH

Tom Westmoreland, Mayor

Lianne Pengra, CMC
Chief Deputy Recorder

CERTIFICATION

The above Ordinance was adopted by the City Council of Eagle Mountain City, Utah on this 6th day of December, 2022.

Those voting yes:

☐ Donna Burnham

☐ Colby Curtis

☐ Jared Gray

☐ Carolyn Love

☐ Brett Wright

Those voting no:

☐ Donna Burnham

☐ Colby Curtis

☐ Jared Gray

☐ Carolyn Love

☐ Brett Wright

Those excused:

☐ Donna Burnham

☐ Colby Curtis

☐ Jared Gray

☐ Carolyn Love

☐ Brett Wright

Those abstaining:

☐ Donna Burnham

☐ Colby Curtis

☐ Jared Gray

☐ Carolyn Love

☐ Brett Wright

Lianne Pengra, CMC
Chief Deputy Recorder

Posted on _____ by _____ .

Exhibit A

Date: November 30, 2022

To: Mayor and Council

From: Kimberly Ruesch, Finance Director

Re: FY 2022-2023 Amendment to the Budget

Fund Type	FY 2022-23 Original Budget	Amendmended Budget	
		10/4/2022	12/6/2022
General Fund	\$ 29,380,967	\$ 54,580,276	\$ 27,904,217
Special Revenue Funds	\$ 28,683,722	\$ 28,722,842	\$ 33,126,631
Enterprise Funds	\$ 39,283,611	\$ 48,323,665	\$ 48,558,493
Internal Service Funds	\$ 2,365,756	\$ 2,541,226	\$ 2,541,226
Capital Projects General Fund	\$ 13,269,091	\$ 39,341,744	\$ 36,990,644
Debt Funds	\$ 62,500	\$ 62,500	\$ 2,106,469
Redevelopment Agency	\$ 9,256,544	\$ 9,256,544	\$ 9,256,544
Total Budget	\$ 122,302,191	\$ 182,828,797	\$ 160,484,224
Increase/(Decrease)		\$ 60,526,606	\$ (22,344,573)

The 2nd amendment to the fiscal year 2022-2023 budget will result in an overall decrease to Eagle Mountain City's budget. However, there are several requests included in this budget that result in an increase to spending that I would like to bring to your attention.

- General Fund – There are a few items in this request that would increase spending in the amount of \$155,149. These items can be found in greater detail in the following pages but are primarily needed for enhancements to security features and network stability of the City's IT infrastructure, enhancements to Economic Development strategies, and equipment replacement.
- Enterprise Funds – In the Sewer Fund the requested increase is \$234,828 and covers an increase to the Headworks project, and the payment of taxes related to the 40-acre land purchase made last year.

All though there are changes to other funds these changes are related to transfers and the movement of money between funds and do not result in increased spending.



Fiscal Year 2022-2023
2nd Amendment to the Budget
December 6, 2022

Fund	Current Budget	Proposed Budget	Change
General Fund	\$ 54,580,276	\$ 27,904,217	\$ (26,691,059)
Water Impact Fees	\$ 10,991,983	\$ 15,503,152	\$ 4,511,169
Wastewater Impact Fees	\$ 6,981,905	\$ 6,981,905	\$ -
Parks/Trails Impact Fees	\$ 5,832,897	\$ 6,099,853	\$ 266,956
Public Safety Impact Fee	\$ 30,000	\$ 30,000	\$ -
Stormwater Impact Fee	\$ 2,469,242	\$ 2,469,242	\$ -
Transportation Impact Fee	\$ 2,387,135	\$ 2,012,799	\$ (374,336)
Debt Service	\$ -	\$ 2,043,969	\$ 2,043,969
Capital Projects General Fund	\$ 39,341,744	\$ 36,990,644	\$ (2,351,100)
Water	\$ 31,296,275	\$ 31,296,275	\$ -
Sewer	\$ 13,050,195	\$ 13,285,023	\$ 234,828
Fleet	\$ 1,833,747	\$ 1,833,747	\$ -
Solid Waste	\$ 2,791,712	\$ 2,791,712	\$ -
Storm Drain	\$ 1,185,483	\$ 1,185,483	\$ -
Cemetery	\$ 29,680	\$ 29,680	\$ -
Utility Billing	\$ 300,430	\$ 300,430	\$ -
GIS	\$ 407,049	\$ 407,049	\$ -
Assessment Area 2013-1	\$ 62,500	\$ 62,500	\$ -
Eagle Mountain RDA	\$ 9,256,544	\$ 9,256,544	\$ -
Total Budget	\$ 182,828,797	\$ 160,484,224	\$ (22,359,573)



Budget Amendments for FY 2022-23

December 6, 2022

<u>Fund Name</u>	<u>Account</u>	<u>Current Budget</u>	<u>Proposed Budget</u>	<u>Change</u>	<u>Detail</u>	<u>Approved</u>
General Fund						
Legislative	10-11-41100-4531	\$ 75,000	\$ 100,000	\$ 25,000	Increase to cover Contractual Agreement - Lobbyist	4-Oct
Economic Development	10-18-41910-4531	\$ 5,000	\$ 90,000	\$ 85,000	Roll Budet FY 2022, \$50k ED Master Plan, \$40k Affordable Housring Plan, \$25k toward Area Master Plans	4-Oct
Economic Development	10-18-41910-6525	\$ -	\$ 600,000	\$ 600,000	Development Agreement	4-Oct
Facilities	10-19-41950-7552	\$ 40,000	\$ 77,000	\$ 37,000	Furniture for leased space - contract awarded	4-Oct
Planning	10-32-41800-2322	\$ 2,000	\$ 2,900	\$ 900	Planning Commission Alternate	4-Oct
Planning	10-32-41800-6110	\$ -	\$ 59,800	\$ 59,800	Contractual Agreement - Office Space Lease 2 Pods	4-Oct
Planning	10-32-41800-6550	\$ 75,000	\$ 200,000	\$ 125,000	Roll budget FY 2022, \$50k Trails Master Plan, \$75k Area/Community Plans	4-Oct
Building	10-33-42420-6110	\$ -	\$ 29,900	\$ 29,900	Contractual Agreement - Office Space Lease 1 Pod	4-Oct
Due to Capital Project Fund	10-61-48100-9147	\$ 4,750,666	\$ 29,587,375	\$ 24,836,709	Reduce transfer of excess revenues to capital projects (\$189,700) Increase to transfer bond proceeds to capital projects fund for construction.	4-Oct
Due to RDA	10-61-48100-9180	\$ 600,000	\$ -	\$ (600,000)	Development Agreement	4-Oct
Parks	10-41-45100-7410	\$ 10,000	\$ 41,169	\$ 31,169	Replace field grooming equipment destroyed in fire	
Due to Capital Project Fund	10-61-48100-9147	\$ 29,587,375	\$ 4,560,966	\$ (25,026,409)	Taken care of with the FY 2022 audit no longer applicable	
Information Technology	10-19-41955-4261	\$ 237,681	\$ 274,551	\$ 36,870	\$21,870 Upgrade Microsoft Office 365 accounts to Business Premium to gain access to additional security funtions and tools. \$15,000 Accela software training and reporting.	
Information Technology	10-19-41955-4211	\$ 50,000	\$ 57,000	\$ 7,000	Upgrade network/firewall switch City Hall	
Economic Development	10-18-41910-4531	\$ 90,000	\$ 137,500	\$ 47,500	Retail strategy consulting services	
Economic Development	10-18-41910-2321	\$ 9,100	\$ 11,350	\$ 2,250	ICSC Retail Conference	
Economic Development	10-18-41910-2121	\$ 18,205	\$ 18,565	\$ 360	Upgrade ED Director LinkedIn account to Business Premium	
Facilities	10-19-41950-2610	\$ 55,000	\$ 85,000	\$ 30,000	Replace 2 A/C units failed City Hall	
Facilities	10-19-41950-4531	\$ 36,440	\$ 58,440	\$ 22,000	Increase for Facilities Master Plan Bid Awarded 11/15	
Debt Service	10-71-47100-8111	\$ 1,220,703	\$ -	\$ (1,220,703)	General fund debt payments now account for in Debt Service Fund	
Debt Service	10-71-47100-8121	\$ 823,266	\$ -	\$ (823,266)	General fund debt payments now account for in Debt Service Fund	
Due to Debt Service Fund	10-61-48100-9130	\$ -	\$ 217,170	\$ 217,170	Transfer to Debt Service Fund for debt pmts	
Subtotal General Fund:				\$ (1,476,750)		

<u>Fund Name</u>	<u>Account</u>	<u>Current Budget</u>	<u>Proposed Budget</u>	<u>Change</u>	<u>Detail</u>	<u>Approved</u>
Enterprise Funds						
Water	51-45-51000-6110	\$ -	\$ 19,745	\$ 19,745	Contractual Agreement - Office Trailer Lease	4-Oct
Water	51-45-51000-	\$ -	\$ 1,822,090	\$ 1,822,090	Bid Award - Cory Wride Park and Pony Express Booster Pumps	4-Oct
Water	51-45-51000-	\$ -	\$ 500,000	\$ 500,000	Roll budget FY 2022 White Hills Well Expansion Project	4-Oct
Water	51-45-51000-	\$ -	\$ 750,000	\$ 750,000	Roll budget FY 2022 3 PRVs	4-Oct
Water	51-45-51000-	\$ -	\$ 1,500,000	\$ 1,500,000	Roll budget FY 2022 Storage Tank	4-Oct
Water	51-45-51000-	\$ -	\$ 150,000	\$ 150,000	Roll budget FY 2022 Well #3 Soft Start	4-Oct
Water	51-45-51000	\$ 3,500,000	\$ 5,111,169	\$ 1,611,169	Roll budget FY 2022 Well #7 Unity Pass	4-Oct
Water	51-45-51000	\$ -	\$ 1,150,000	\$ 1,150,000	Add budget from bond - Cedar Pass Waterline	4-Oct
Water	51-61-48000-9163	\$ 99,510	\$ 109,356	\$ 9,846	Transfer to UB for employee cost allocation	4-Oct
Sewer	52-62-48000-9163	\$ 99,510	\$ 109,356	\$ 9,846	Transfer to UB for employee cost allocation	4-Oct
Storm	59-61-48000-9163	\$ 22,691	\$ 24,936	\$ 2,245	Transfer to UB for employee cost allocation	4-Oct
Solid Waste	57-61-48000-9163	\$ 51,669	\$ 56,782	\$ 5,113	Transfer to UB for employee cost allocation	4-Oct
Solid Waste	57-45-57000-7000	\$ -	\$ 610,000	\$ 610,000	Roll budget FY 2022 Composting Yard	4-Oct
Sewer	52-81-52100-7307	\$ 3,000,000	\$ 3,900,000	\$ 900,000	Bid Award - Headworks Project Sewer Treatment Plant	4-Oct
Sewer	52-81-52100-7306	\$ 108,500.00	\$ 223,328.00	\$ 114,828.00	Taxes - land purchased in FY 2022	
Sewer	52-81-52100-7307	\$ 3,900,000.00	\$ 4,020,000.00	\$ 120,000.00	Increase to Headworks Project Sewer Treatment Plant	

Subtotal Enterprise Funds:

\$ 9,274,882

Capital Project Fund

Parks	47-81-45100-7045	\$ -	\$ 121,000	\$ 121,000	Observatory Park Grant project	4-Oct
Parks	47-81-45100-7003	\$ -	\$ 15,185	\$ 15,185	Roll budget from FY 2022 Pioneer Park	4-Oct
Parks	47-81-45100-7021	\$ 5,000,000	\$ 5,992,889	\$ 992,889	Roll budget from FY 2022 Smith Ranch Park	4-Oct
General	47-81-45100-7111	\$-	\$ 1,250,000	\$ 1,250,000	Roll budget from FY 2022 Land Acquisition	4-Oct
Facilities	47-81-41950-7048	\$-	\$ 268,579	\$ 268,579	Roll budget from FY 2022 Truck/Equip Sotrage Bldg	4-Oct
Facilities	47-81-41950-7050	\$-	\$ 25,000	\$ 25,000	Roll budget from FY 2022 Pave Senior Center Parking	4-Oct
Streets	47-81-44100-7047	\$-	\$ 250,000	\$ 250,000	Roll budget Wasatch Wing & Clay Road County Participation	4-Oct
Streets	47-81-44100-7046	\$ 501,300	\$ 4,601,300	\$ 4,100,000	Add budget from bond - Midvalley Rd	4-Oct
Streets	47-81-44100-7001	\$ 850,800	\$ 10,550,800	\$ 9,700,000	Add budget from bond - EM Blvd	4-Oct
Streets	47-81-44100-7026	\$ 999,000	\$ 10,099,000	\$ 9,100,000	Add budget from bond - Old Airport Rd	4-Oct
Streets	47-81-44100-	\$-	\$ 250,000	\$ 250,000	SR 73 Deer Crossing Detection System	4-Oct
Streets	47-81-44100-7001	\$ 10,550,800	\$ 9,700,000	\$ (850,800)	Stormwater portion of Em Blvd budgeted in impact fees	
Streets	47-81-44100-7046	\$ 4,601,300	\$ 4,100,000	\$ (501,300)	Stormwater portion of Midvalley Rd budgeted in impact fees	
Streets	47-81-44100-7026	\$ 10,099,000	\$ 9,100,000	\$ (999,000)	Stormwater portion of Old Airport Rd budgeted in impact fees	

Subtotal Capital Project Fund:

\$ 23,721,553

<u>Fund Name</u>	<u>Account</u>	<u>Current Budget</u>	<u>Proposed Budget</u>	<u>Change</u>	<u>Detail</u>	<u>Approved</u>
Internal Service Fund						
Fleet	54-45-54000-7421	\$ -	\$ 48,420	\$ 48,420	Roll budget from FY 2022 Dump Bed & Plow Equipment	4-Oct
GIS	64-46-64000-4531	\$ 50,000	\$ 150,000	\$ 100,000	Roll budget from FY 2022 Consulting Fees GIS Dashboard	4-Oct
UB	63-43-63000	\$ 180,780	\$ 207,830	\$ 27,050	Part-Time UB Clerk	4-Oct
Subtotal Capital Project Fund:				<u>\$ 175,470</u>		
Impact Fee Funds						
Stormwater	17-51-59000-4531	\$ -	\$ 39,120	39,120	Stormwater Impact Fee Facilities Plan Update	4-Oct
Water	11-61-48100-9151	\$ 7,986,023	\$ 12,497,192	4,511,169	Transfer to Water fund - infrasturcture projects rolled from FY 2022	
Parks/Trails	15-61-48100-9147	\$ 5,000,000	\$ 5,992,889	992,889	Transfer to Capital Project Smith Ranch Park additional budget rolled from FY 2022	
Parks/Trails	15-99-48700-9499	\$ 725,933	\$ -	(725,933)	Eliminate fund balance appropriation	
Transportation	18-61-48100-9179	\$ -	\$ 1,826,799	1,826,799	Due to Debt Srvc Fund for debt payments	
Transportation	18-51-44100-6310	\$ 2,201,135	\$ -	(2,201,135)	Eliminate fund balance appropriation	
Subtotal Impact Fee Funds:				<u>\$ 4,442,909</u>		
Debt Service Funds						
General Debt Service Fund	30-71-44100-8111	\$ -	\$ 1,220,703	\$ 1,220,703	Principal Pmts	
General Debt Service Fund	30-71-44100-8121	\$ -	\$ 823,266	\$ 823,266	Interest Pmts	
Subtotal Debt Service Funds:				<u>\$ 2,043,969</u>		
All amendments year to date						
Total Increase(Decrease):				<u>\$ 38,182,033</u>		



**EAGLE MOUNTAIN CITY
CITY COUNCIL MEETING
DECEMBER 6, 2022**

TITLE: ORDINANCE - An Ordinance of Eagle Mountain City, Utah,
Adopting the Eagle Mountain City Transportation Master Plan.

ITEM TYPE: Ordinance

APPLICANT: Chris Trusty

ACTION ITEM:

Yes

PUBLIC HEARING:

No

PREPARED BY:

Chris Trusty, Public Works

BACKGROUND:

A comprehensive Transportation Master Plan is critical for cities to identify how growth and development affect traffic conditions affect the ability of residents and visitors to effectively navigate throughout the City. This plan must incorporate the goals of the city of Eagle Mountain regarding the transportation systems within our jurisdiction and those regional facilities maintained by UDOT, UTA, Utah County, and neighboring communities. The City has retained Horrocks engineers to generate a Transportation Master Plan that will evaluate the needs of the City and recommend transportation infrastructure intended to meet the needs of the City. This plan will specify locations for traffic corridors ranging in size from highway to arterial and collectors, as well as locations to place traffic signals and interchanges to connect from one system to another. The evaluation considers the City's zoning map to identify and differentiate between residential densities, employment centers, schools, commercial and industrial areas to model traffic movement throughout and in and out of the City. Lastly, the plan helps to identify timing of new projects and what demands placed on the city's transportation network is caused by new growth as a basis for impact fees to be charged at building permit.

ITEMS FOR CONSIDERATION:

REQUIRED FINDINGS:

RECOMMENDATION:

Staff recommends the City Council approve an Ordinance of Eagle

Mountain City, Utah, adopting the Eagle Mountain City
Transportation Master Plan.

ATTACHMENTS:

[ORD--Transportation Master Plan](#)

[EXHIBIT--Transportation Master Plan](#)

ORDINANCE NO. O- -2022

AN ORDINANCE OF EAGLE MOUNTAIN CITY, UTAH, ADOPTING THE EAGLE MOUNTAIN CITY TRANSPORTATION MASTER PLAN

PREAMBLE

WHEREAS, the City Council of Eagle Mountain City finds that it is in the public interest to adopt the Eagle Mountain City Transportation Master Plan, as set forth more specifically in Exhibit A.

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

1. The City Council finds that all required notices, public hearings, and other requirements have been completed for the City Council to consider and approve the Transportation Master Plan, as set forth in Exhibit A.
2. The Transportation Master Plan is hereby amended 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 this 6th day of December, 2022.

EAGLE MOUNTAIN CITY, UTAH

Tom Westmoreland, Mayor

Lianne Pengra, CMC
Chief Deputy Recorder

CERTIFICATION

The above Ordinance was adopted by the City Council of Eagle Mountain City, Utah on this 6th day of December, 2022.

Those voting aye:

☐ Donna Burnham

☐ Colby Curtis

☐ Jared Gray

☐ Carolyn Love

☐ Brett Wright

Those voting nay:

☐ Donna Burnham

☐ Colby Curtis

☐ Jared Gray

☐ Carolyn Love

☐ Brett Wright

Those excused:

☐ Donna Burnham

☐ Colby Curtis

☐ Jared Gray

☐ Carolyn Love

☐ Brett Wright

Those abstaining:

☐ Donna Burnham

☐ Colby Curtis

☐ Jared Gray

☐ Carolyn Love

☐ Brett Wright

Lianne Pengra, CMC
Chief Deputy Recorder

Posted on _____ by _____ .

Exhibit A



EXECUTIVE SUMMARY

The city of Eagle Mountain, along with Utah County, has experienced significant growth and development and is expected to continue in the future. Eagle Mountain's population growth from 2010 to 2021 was 21,415 people (105.75%). Current census data (2022) shows a population of just over 49,738. Mountainland Association of Governments (MAG) projections show the population growing to 152,500 in 2060.

The population growth is the 7th fastest in the state and the 3rd fastest in the county. Eagle Mountain's population growth is high compared to other cities in Utah County. Due to city growth and the growth throughout the county, a comprehensive transportation plan must be developed and regularly maintained to combat the potential congestion caused by projected growth. This plan must incorporate the goals of the city of Eagle Mountain regarding the transportation systems within our jurisdiction and those regional facilities maintained by UDOT, UTA, Utah County, and neighboring communities.

Public Involvement

Eagle Mountain City hosted a public comment period from July 14, 2021, to August 13, 2021, for the City's Transportation Master Plan update. Eagle Mountain City used an interactive GIS comment map as the primary method for public comment. The map allowed the public to identify a specific location to comment on proposed improvements to Eagle Mountain City. Eagle Mountain City received 29 total comments on the GIS comment map.

The city promoted the information regarding the public meeting and how to comment on the TMP through the City's communication channels, including the website, e-newsletter, Facebook page, and virtual signage near City Hall. The [*Daily Herald*](#) and [i84005.com](https://www.i84005.com) helped with news coverage on the overall Transportation Master Plan comment period and the official public open house.

A public open house was held on Wednesday, July 14, from 6-8 p.m. at Eagle Mountain City Hall. Those invited to the meeting were representatives from Eagle Mountain City, Saratoga Springs, Lehi City, UDOT, Utah County, and the Mountainland Association of Governments (MAG).

Information Boards were created and displayed at the public open house to provide details and context. Approximately 24 attendees participated in the meeting. The city received a total of three written comments from attendees at the meeting.

Following the public meeting, Eagle Mountain City produced videos with Mayor Westmoreland to post on Facebook to promote the comment period. Additionally, the public involvement team prepared informational Boards to display at the Pony Express Days at the beginning of the summer to help spread awareness of the upcoming public comment period.



Roadway Network Conditions

Transportation planning is a cooperative effort of state and local agencies. All urbanized areas throughout the country are separated into Metropolitan Planning Organizations (MPO). The MPO for Utah, Summit, and Wasatch Counties is called the Mountainland Association of Governments (MAG). The responsibility of MAG is to coordinate the transportation planning for these counties.

Functional Classification and Level of Service

All vehicle trips include two distinct functions: mobility and land access; mobility and land access should share an inverse relationship; as mobility increases, land access decreases. The relative amounts of through and land-access services they provide classify street facilities. There are four primary classifications: Freeway/Expressway, Arterial, Collector, and Local Streets. As part of this TMP, the updated functional classification in Eagle Mountain includes the following roadway classifications:

- **Pkwy** (4 Lanes)
- **Major Arterial Street** (7 lanes)
- **Major Arterial Street** (5 lanes)
- **Minor Arterial Street** (4 Lanes)
- **Major Collector Street** (2 Lanes)
- **Minor Collector Street** (2 Lanes)
- **Local** (2 Lanes)

The LOS quantifies the performance of an existing street system (roadways and intersections). LOS serves as the traditional form of measurement of a roadway's functionality. The following elements determine the LOS, the number of lanes assigned to a section of road, the amount of traffic using the section of road, and the time of delay per vehicle traveling on the roadway and at intersections. Levels of service range from A (free flow where users are virtually unimpeded by other traffic on the road) to F (traffic exceeds the operating capacity of the road). In Eagle Mountain, LOS D is the minimum standard for roadways and intersections (80% of the roadway capacity).

Existing and Future Traffic Projections

For the region, future traffic is modeled using a travel demand model. Results from the model will dictate future transportation improvements along the regionally significant streets (i.e., Pony Express Pkwy, Cedar Fort Road, etc.). The travel demand model uses land use and zoning for every city to estimate future traffic demand on the transportation system. MAG produces a Regional Transportation Plan (RTP) that indicates future projects within the MPO from this model.

The MAG RTP projects alone will not alleviate all future congestion in Eagle Mountain. The travel demand model needed updating to include specific data in Eagle Mountain to estimate the future demand on Eagle Mountain's roadway network. This model focuses on all streets in Eagle Mountain to find other roadway improvements outside the MAG RTP projects necessary in Eagle Mountain to alleviate congestion. The model was run for the 10-year conditions (2030) and the 30-year conditions (2050). A No-Build Scenario was run for both conditions. A No-Build scenario looks at what would happen to the roadway network if no improvements were completed (including the MAG RTP projects).

Roadway Improvements

The output for each model is measured at a Level of Service for each roadway segment throughout the city. All roadway segments at LOS E or worse need capacity improvements. The timing of when each road segment transitions from LOS D to LOS E or worse (including local knowledge) determines the project

priority. Using the outputs from the 10-year and 2050 conditions, all roadway segments that perform at LOS E or worse indicate roadways where improvements are necessary.

Eagle Mountain is not alone financially to improve its roadway system. Other financial assistance may come from MAG, UDOT, UTA, and private sources based on the project jurisdiction. This funding is not guaranteed, but judgment has been made for which projects will be eligible for funding.

The adoption of this TMP does not indicate Eagle Mountain's fiscal responsibility to complete all projects included in this TMP. The benefit of completing a TMP is to demonstrate to organizations such as UDOT and MAG that improvements are necessary and eligible to receive financial assistance on projects in the future. As projected growth is an estimated value, Eagle Mountain is not bound to complete projects included in this TMP if there is no need in the future. Projects were separated into a 10-year and 30-year window.

There are projects that conflict with the designated wildlife corridor area. For each project that conflicts with this area, coordination with the city will be required to ensure a proper mitigation is provided as identified on the Wildlife Corridor Conflict Map located in the [Appendix](#). As these recommendations are updated based on development and growth, it is recommended to continually update this map to ensure everyone is up to date with current planning in the city.

10 Year Roadway Improvements (2021-2030)

Of the **\$192,865,000** required from Eagle Mountain to build the expected roadway projects from 2019-2030, **\$56,935,000** is eligible to be paid using impact fees. All projects included in the 10-year Capital Facilities Plan were assigned a project year based on expected development. Only the projects from 2021-2030 are impact fee eligible. For all impact fee eligible projects, reductions were calculated based on existing deficiencies, excess capacity, and pass-through traffic.

2050 Roadway Improvements

Also included in the TMP are all projects necessary for the roadway network to perform at LOS D or better for the horizon year of 2050. Although this TMP should be regularly updated, all roadway improvements must accommodate projected 2050 traffic volumes. The total cost estimate for Eagle Mountain to improve the transportation system by 2050 is **\$1,235,455,000** with Eagle Mountain financially responsible for **\$570,912,000**.

Alternative Transportation Modes

Alternative transportation intends to complement a complete road network, not replace it. Planning for alternative transportation will not decrease recommended roadway improvements. While not necessarily conducive to commuter traffic, these systems provide an alternative for residents who may not have access to a car, may not be inclined to drive, or are seeking healthier lifestyles. Included are the plans for transit, bicycle, and pedestrian improvements.

Transit

The Utah Transit Authority (UTA) is the public transportation provider in Eagle Mountain. UTA operates fixed-route buses, express buses, bus rapid transit (BRT), ski buses, light rail, and commuter rail. In this capacity, UTA currently operates one bus route in Eagle Mountain (806), which has two existing stops and runs to the Lehi Frontrunner station. The current bus stops within Eagle Mountain are at Sparrow Hawk Way and along Pony Express Parkway near Smith Ranch Rd.

Eagle Mountain Transportation Master Plan (TMP)

September 2022



As part of MAG's Trans Plan 50, there is a planned Cedar Valley Core Bus Route scheduled and funded for phase 1, which travels between American Fork and Eagle Mountain, extending coverage down to Eagle Mountain Blvd. As well, there is an unscheduled and unfunded BRT route that may be considered as demand increases. Eagle Mountain and UTA will continue to coordinate and plan for future transit needs.

Bicycle and Pedestrians

Pedestrian and bicycle safety is an important feature of any transportation master plan. People will be more inclined to walk or ride their bicycle when the experience is pleasant, they feel safe, and distances are reasonable. Eagle Mountain has an extensive paved trail system along major roadways and is home to some of the best-recognized bike trails in the state. More detailed plans to accommodate bicycles and pedestrians can be found in the City's Bicycle and Pedestrian Master Plan, which will be updated from time to time.

Other Policies and Guidelines

Policies and guidelines govern development throughout Eagle Mountain. For the roadway network, there are policies provided to maintain a safe, efficient, and familiar environment for all transportation types. There are national, regional, and local specifications which are used in Eagle Mountain. All these specifications can be accessed by contacting the city or searching the city's website <https://eaglemountaincity.com>. Eagle Mountain municipal codes and policies can be found at the following link [Eagle Mountain Municipal Code \(codepublishing.com\)](https://codepublishing.com)





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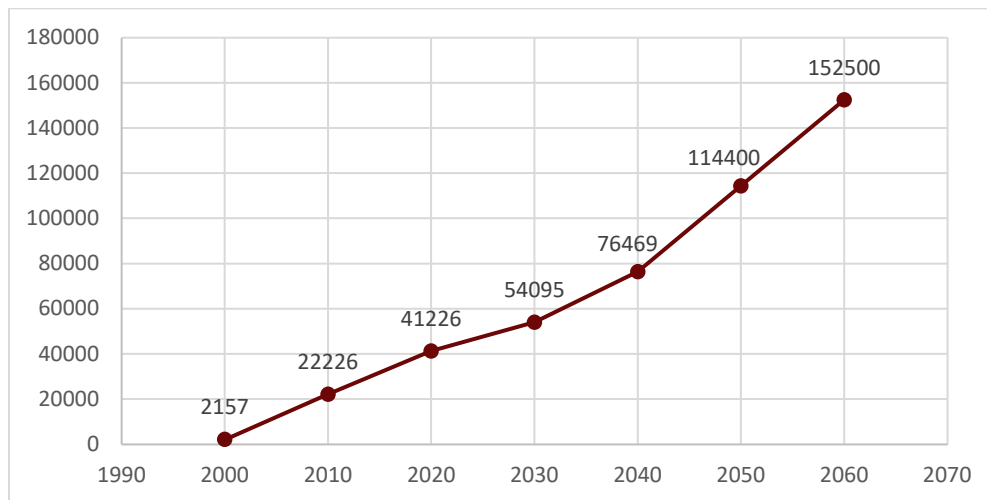
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INTRODUCTION

The city of Eagle Mountain, along with Utah County, has experienced significant growth and development, which is expected to continue in the future. Eagle Mountain's population growth from 2010 to 2021 was 22,646 people (105.75%). The current population (2021) is slightly above 44,000 according to the U.S. Census Bureau. The Mountainland Association of Governments (MAG) estimates the population to be 152,500 by the year 2060. To keep pace with projected growth, a comprehensive transportation plan must be developed and regularly maintained. This plan must incorporate the goals of Eagle Mountain regarding the transportation systems within their jurisdiction as well as those regional facilities maintained by UDOT, UTA, Utah County, and neighboring communities.

Figure 1: Eagle Mountain Population



Eagle Mountain is in northwestern Utah County and is bordered to the north by Camp Williams, to the east by Saratoga Springs, and to the west by Cedar Fort and Fairfield. Within the city there is a mix of residential, commercial, and light industrial development as well undeveloped land, particularly in the southwestern portion of the city. The city is largely residential and is set to develop several commercial and recreational spaces. A map of Eagle Mountain and the surrounding area is shown in [Figure 2](#).

This Transportation Master Plan (TMP) contains an analysis of the existing transportation network and conditions. Any major deficiencies are itemized, and potential improvement or mitigation alternatives are discussed. An analysis of the future transportation network is also included for the horizon years of 2030 and 2050. Any major UDOT projects and improvements within Eagle Mountain, such as the Cory Wride Freeway, are reflected in the future network. Any deficiencies in the future transportation network that are expected to exist and would not be accommodated by projects that are currently planned will be discussed. A list of recommended improvements and projects will then be given to aid Eagle Mountain in planning for future transportation projects as well as in working with other agencies such as UDOT or neighboring cities. This Transportation Master Plan is intended to be a useful tool to aid Eagle Mountain in taking a proactive effort in planning and maintaining the overall transportation network within their city.

Eagle Mountain as a City

Since its incorporation in 1996, Eagle Mountain has grown in population from 250 people to over 44,000 people. The Mountainland Association of Governments anticipates a population of 152,500 by 2060. Located 30 miles northwest of Provo at the base of the Lake Mountains, the city is geographically the third largest city in the state.

From a historical perspective, Eagle Mountain residents enjoy ties to their history of the Pony Express which passed through the area where the city now exists. Every summer the community celebrates Pony Express days with a fun run, carnival, parade, rodeo, and fireworks show.

The rural feeling, open space, and expansive views of undeveloped land are commonly named as reasons for moving to Eagle Mountain. Many current residents say they moved to Eagle Mountain to “get away from it all”. Most of the City is undeveloped so the majority of Eagle Mountain’s story is yet to be written. However, many also feel the values and qualities that draw people to Eagle Mountain may disappear as more people move to the city for those very same reasons. It is possible these qualities of the city will be ‘loved to death.’ Situated 40 miles southwest of Salt Lake City and 3 miles northwest of Provo on the western side of Utah Lake, Eagle Mountain was for many years removed from the growth occurring in nearby Utah and Salt Lake Counties but is now one of the fastest growing cities in the state.

With Eagle Mountain’s growth occurring as part of a larger metropolitan area, it is important for the city to be aware of its regional context. Regional issues such as growth, transportation, the economy, natural resources, air quality, and open space all impact the quality of life of residents of Eagle Mountain. Therefore, coordination with the Mountainland Association of Governments will be integral to the development of a Transportation Master Plan.



Public Involvement

It is important for this TMP to be transparent and accessible to the public. Eagle Mountain residents and business owners benefit when they know future transportation plans. Eagle Mountain desired public input to help shape the Transportation Master Plan. To fulfill that need, a public involvement team created and implemented the following:

- **Project Branding Package**
- **Social Media Outreach**
 - Facebook
 - City website
 - City e-newsletter
 - Virtual Signage near City Hall
 - Press Release to the Daily Herald and i84005.com about the study and the project website for commenting
- **Generated a contact database (included current city mailing lists)**
- **Project Website:**
 - Master plan description and purpose
 - Frequently asked questions
 - Project timeline
 - An interactive map where citizens could place their comments. This map gathered detail-oriented feedback and included a description of the (MAG) Regional Long-Range Plan.

The project website and interactive/commenting map were advertised to the public through social media. The public comment period ran from July 14, 2021, to Aug. 13, 2021. A total of 29 comments were received on the GIS comment map.

A public open house was held on Wednesday, July 14, from 6-8 p.m. at Eagle Mountain City Hall. Representatives from Eagle Mountain City, Saratoga Springs, Lehi City, UDOT, Utah County, and the Mountainland Association of Governments (MAG) were invited to the public meeting.

Information Boards were created and displayed at the public open house to provide details and context. Approximately 24 attendees participated in the public meeting. A total of three written comments were received at the public meeting.

Following the public meeting, Eagle Mountain City produced videos with Mayor Westmoreland to post on Facebook to promote the comment period. Additionally, the public involvement team prepared informational Boards to display at the Pony Express Days at the beginning of the summer to help spread awareness of the upcoming public comment period.

This information was compiled, analyzed, and categorized as either feasible or not feasible by the project team. Each viable suggestion was forwarded to the appropriate group (e.g., incorporated into the master plan, implemented by Eagle Mountain traffic department or Public Works, etc.)



ROADWAY NETWORK CONDITIONS

Transportation planning in the region is a cooperative effort of state and local agencies. All urbanized areas throughout the country are separated into areas called Metropolitan Planning Organizations (MPO) where the designated agency is responsible for coordinating the transportation planning for the area. The MPO for Utah, Summit and Wasatch Counties is called the Mountainland Association of Governments (MAG). MAG became the MPO for these counties in 1972. Included in this section is a general discussion on the methodologies used for the travel demand modeling process, functional classification of streets, and level of service for streets and intersections. Also included are the existing and future conditions for 2030 and 2050.

Travel Demand Modeling

Traffic Demand Modeling is used to project existing traffic conditions into the future. Eagle Mountain's land use plan, socioeconomic data as well as additional data obtained from Eagle Mountain and MAG serve as valuable input into the travel demand model. MAG uses a regional travel demand model which was also used for this TMP. This section discusses the socioeconomic data, land use, vehicle trip generation as well as the precautions of using the Travel Demand modeling.

Land Use and Zoning

Much of the socioeconomic data used in this study is based on the best available statewide data provided by the Governor's Office of Planning and Budget (GOPB). This data was supplemented and verified using the data provided by Eagle Mountain in the form of the current adopted general plan as of 2018, as shown in **Figure 3** (the most recent version can be found on Eagle Mountain's website at <https://eaglemountaincity.com>).

The information is the best available data for predicting future travel demands. However, land use planning is a dynamic process and the assumptions made in this report should be used as a guide and should not supersede other planning efforts especially when it comes to localized intersections and roadways.

FUTURE LAND USE & TRANSPORTATION MAP

LEGEND

Residential Categories:

- Foothill Residential
- Agricultural/Rural Density One
- Agricultural/Rural Density Two
- Neighborhood Residential One
- Neighborhood Residential Two
- Neighborhood Residential Three

Mixed Use/Commercial Categories:

- Community Commercial
- Town Center Mixed Use
- Regional Commercial
- Employment Center/Campus
- Business Park/Light Industry

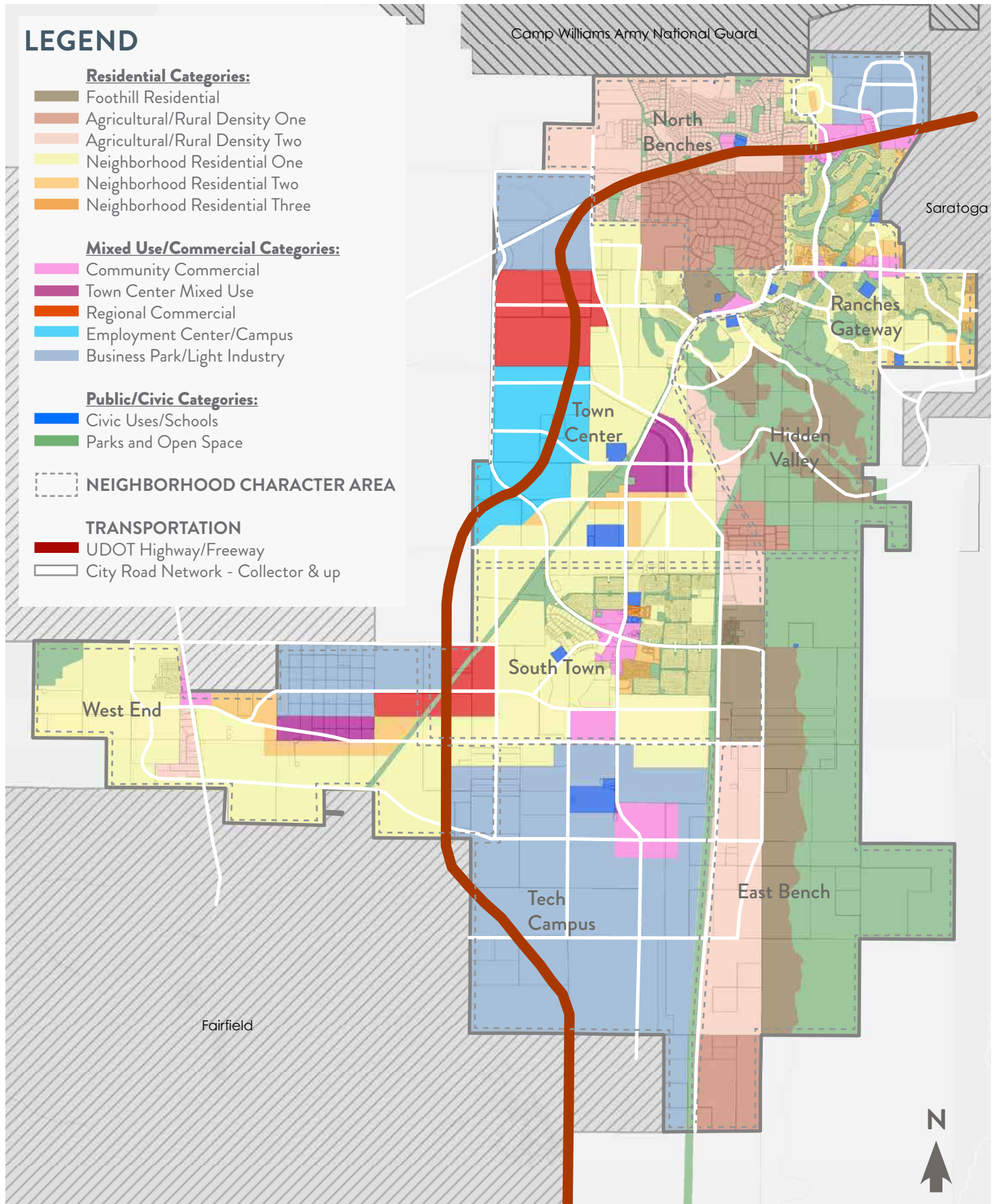
Public/Civic Categories:

- Civic Uses/Schools
- Parks and Open Space

NEIGHBORHOOD CHARACTER AREA

TRANSPORTATION

- UDOT Highway/Freeway
- City Road Network - Collector & up



Socioeconomic Conditions

Eagle Mountain's population growth from 2010 to 2021 was 21,415 people (a 105.75% increase). The current population (2021) is slightly above 44,000 according to the U.S. Census Bureau. The population is estimated to be 65,534 and 141,239 by the year 2030 and 2050, respectively. The city has an unemployment rate of 3.0% and an average household size of 4.34. The average household income in Eagle Mountain is \$91,519 with a poverty rate of 7.41%. The median age is 20 years. The median house value is \$280,700, while the median rental cost is \$1,577 per month.

Based on the current land use, zoning, demographics, and growth patterns, Eagle Mountain is projected to grow to 141,239 residents by the year 2050, a 321% increase from 2022. The forecasted growth will place increased pressure on the City's infrastructure, including the street network. Eagle Mountain is also committed to increasing residential, commercial, office, and retail within Eagle Mountain so citizens can fulfill all needs within the city boundaries. This growth will therefore have considerable impact on traffic volumes in the city. Future development and plans along major corridors have been implemented into the modeling effort.

Trip Generation

To generate vehicle trips, sections of the city are split into geographical sections called Traffic Analysis Zones (TAZ). Each TAZ contains socioeconomic data including the number of households, employment opportunities, and average income levels. This data is used to generate vehicle trips that originate in the TAZ. All trips generated in the TAZ are assigned to other TAZs based on the data within other zones. Since the MAG travel demand model predicts regional travel patterns, the TAZ structure was updated to obtain more detailed travel demand data for Eagle Mountain. This was completed by splitting larger TAZ's.

Travel Demand Model Precautions

Eagle Mountain aims to plan for and encourage responsible and sustainable growth in the city. Today's transportation system should not only accommodate existing travel demands but should also have built-in capacity to account for the demand that will be placed on the system in the future. While considering the socioeconomic data used in this report and the anticipated growth in the city, some precautions should be considered. First, the TAZ specific socioeconomic data only approximates the boundary conditions of the City and is based on data provided by MAG and the City's planning documents. Second, actual values may vary because of the large study area of the regional travel demand model, which includes the unincorporated areas around Eagle Mountain. Therefore, the recommendations in this report represent a planning level analysis and should not be used for construction of any project without review and further analysis. This document should also be considered a living document and should be updated regularly as development plans, zoning plans, and traffic patterns and trends change.

Functional Classification

All trips include two distinct functions: mobility and land access. Mobility and land access should share an inverse relationship, meaning as mobility increases land access decreases. Street facilities are classified by the relative amounts of through and land-access service they provide. There are four primary classifications: Freeway/Expressway, Arterial, Collector and Local Streets. Each classification is explained in further detail in the following paragraphs and is also represented in **Figure 4**. A more detailed description of the characteristics of the four primary functional classifications of streets are found in **Table 1**.

- **Freeways and Expressways** – Freeway and expressway facilities provide service for long distance trips between cities and states. No land access is provided by these facilities. For example, I-15.
- **Arterials** – Arterial facilities should provide service primarily for through-traffic movements. All traffic controls and the facility design are intended to provide an efficient through movement. For example, Pony Express Pkwy.
- **Collectors** – Collector facilities are intended to serve both through and land-access functions in relatively equal proportions. They are frequently used for shorter through movements associated with the distribution and collection portion of trips. For example, Ranches Pkwy.
- **Local Streets** – Local Street facilities primarily serve land-access functions. The design and control facilitate the movement of vehicles on and off the roadway network from land parcels. For example, 200 N.

Figure 4: Mobility vs. Land Access Representation

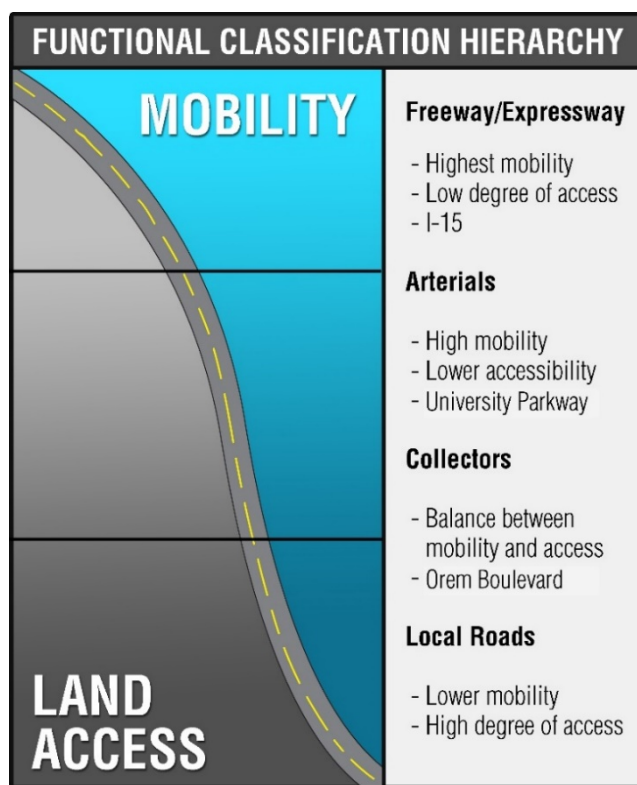


Table 1: Street Functional Classification

Characteristic	Functional Classification			
	Freeway and Expressway	Arterial	Collector	Local Street
Function	Traffic movement	Traffic movement, land access	Collect and distribute traffic between streets and arterials, land access	Land access
Typical % of Surface Street System Mileage	Not applicable	5-10%	10-20%	60-80 %
Continuity	Continuous	Continuous	Continuous	None
Spacing	4 miles	¼-2 miles	¼-1 mile	As needed
Typical % of Surface Street System Vehicle-Miles Carried	Not applicable	40-65%	10-20%	10-25 %
Direct Land Access	None	Limited: major generators only	Restricted: some movements prohibited; number and spacing of driveways controlled	Safety controls access
Minimum Roadway Intersection Spacing	1 mile	½ mile	300 feet-¼ mile	300 feet
Speed Limit	55-80 mph	40-55 mph in fully developed areas	30-40 mph	25 mph
Parking	Prohibited	Discouraged	Limited	Permitted
Comments	Supplements capacity of arterial street system & provides high-speed mobility	Backbone of street system		Through traffic should be discouraged, subject to traffic calming

In Eagle Mountain, the roadways are split into six functional classifications: Pkwy, Major Arterial, Minor Arterial, Major Collector, and Minor Collector and Local. Currently, Parkways have 4 travel lanes, Major Arterials range from 5 to 7 lanes, Minor Arterials have 4 lanes, and Major Collectors, Minor Collectors, and Local roadways have 2 lanes. A map showing the Average Daily Traffic (ADT) in Eagle Mountain is shown in [Figure 9](#).

Table 2: Functional Classifications

Functional Classification	Number of Lanes
Local	2 Lanes
Minor Collector	2 Lanes
Major Collector	2 Lanes
Minor Arterial	4 Lanes
Major Arterial	5-7 Lanes
Pkwy	4 Lanes

Typical Roadway Cross-Sections

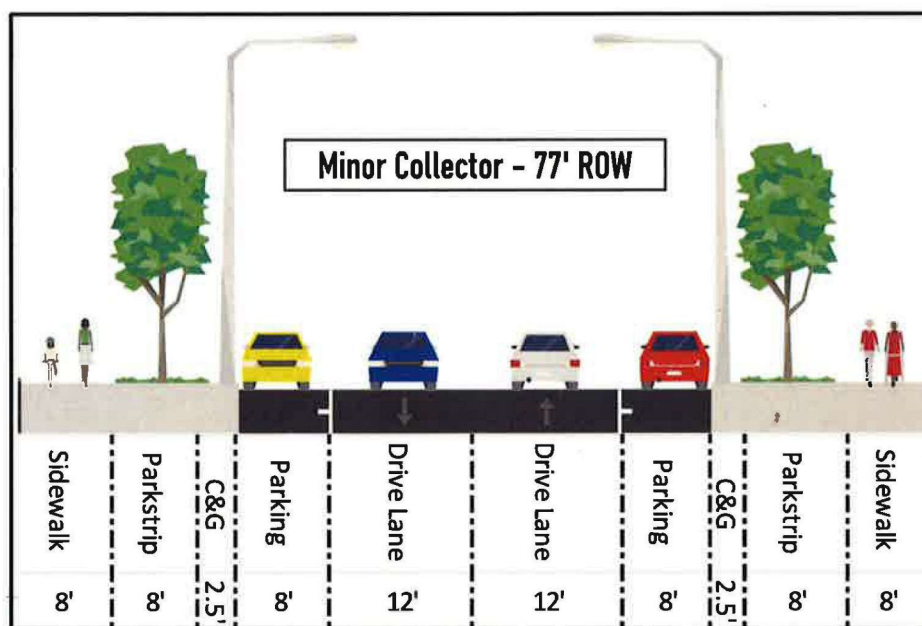
The typical cross-sections for each functional classification in Eagle Mountain were updated. In Table 16.35.130(b) of the Eagle Mountain city standards, ranges for Right of Way (ROW) width as well as pavement width for each functional classification are described. It is important for Eagle Mountain to use specific values for each cross-section. **Figure 6** shows a representation for each cross-section.

The city has emphasized connectivity and has provided sidewalks and pedestrian paths in all cross-sections. Local streets are designed to offer access from residences to the roadway network. Local streets serve many driveways and provide a collection point for a collector or arterial roadways. Local streets should be designed to minimize speed and cut-through traffic while meeting the requirements of emergency vehicles. Local streets are typically placed with driveways on both sides and have posted speed limits of 25 miles per hour. Generally, no striping is proposed on local streets. However, the city engineer may provide roadway striping as needed as a traffic calming measure. Parking may be restricted on local streets near intersections, in high-density or commercial areas, where snow removal or storage issues arise, or at other locations deemed necessary by the city.

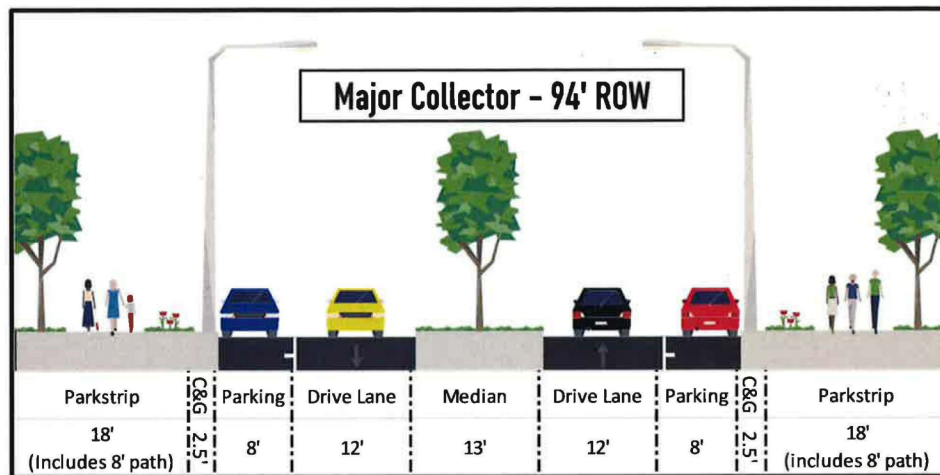
The city has delineated two types of urban collectors. Each type has two travel lanes; however, one has a 13-foot planted median. Arterial streets are defined by larger ROW's. The city has two types of arterials, the minor has 4 travel lanes, while the major has 5 to 7 travel lanes. Parkways have four travel lanes and are defined by landscaped paths on either side. The typical cross-sections per the current City code can be found online at <https://www.codepublishing.com/>.

Figure 6: Typical Cross-Sections

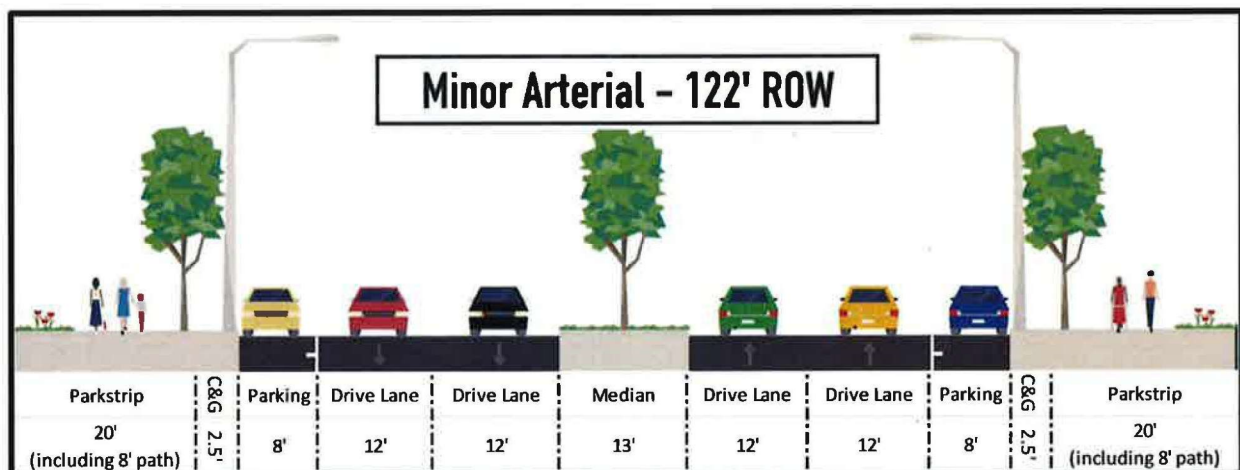
MINOR COLLECTOR STREET (77' RIGHT OF WAY)



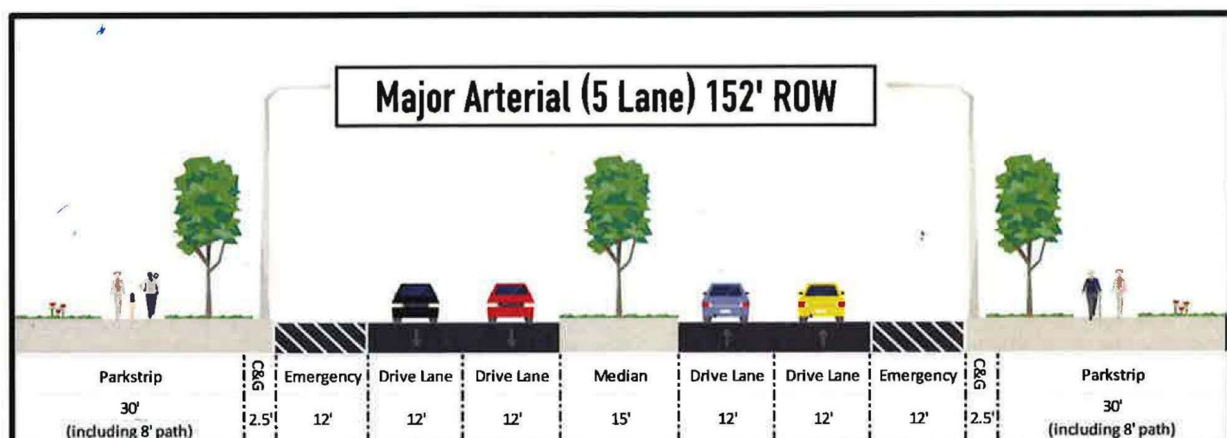
MAJOR COLLECTOR STREET (94' RIGHT OF WAY)



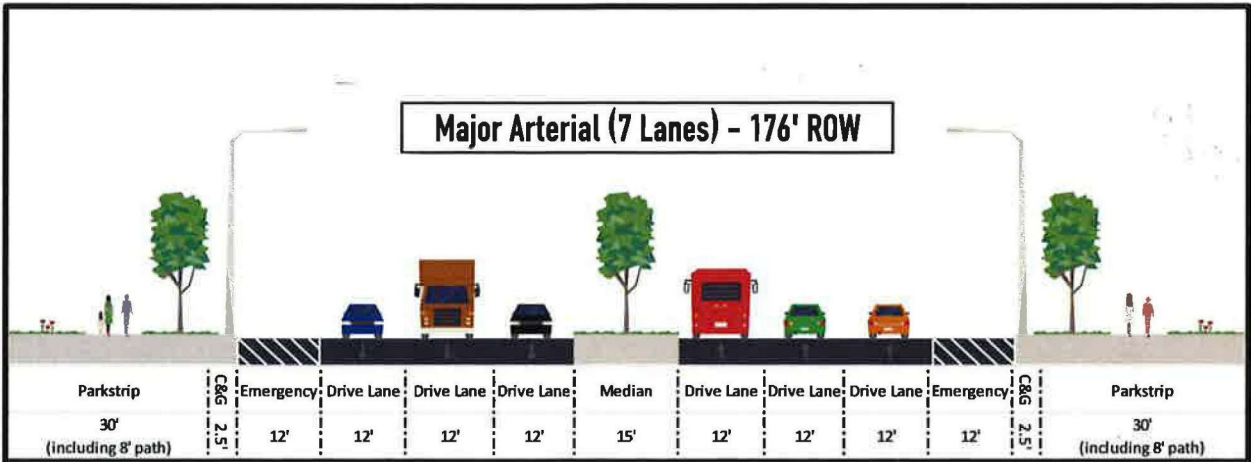
MINOR ARTERIAL STREET (122' RIGHT OF WAY)



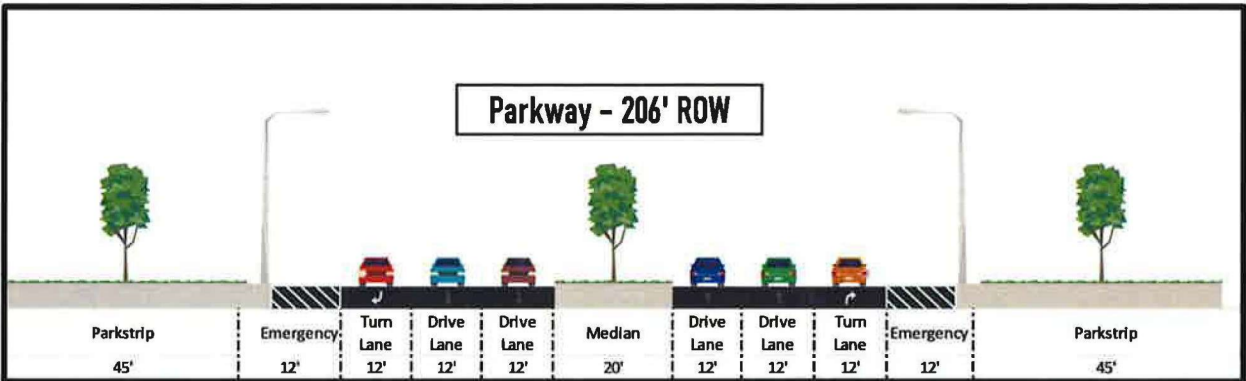
MAJOR ARTERIAL STREET (126' RIGHT OF WAY) – FIVE LANES



MAJOR ARTERIAL STREET (150' RIGHT OF WAY) – SEVEN LANES



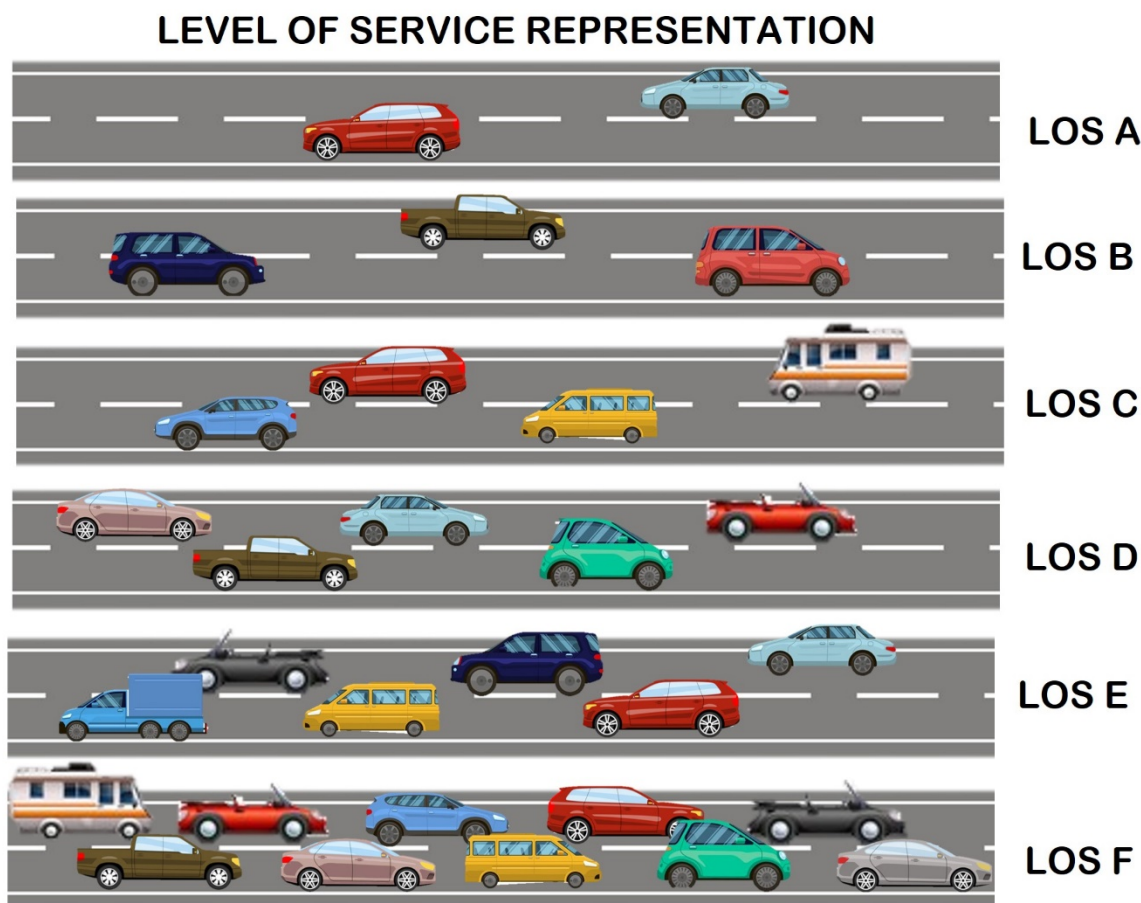
PKWY (206' RIGHT OF WAY)



Level of Service

The adequacy of an existing street system can be quantified by assigning Levels of Service (LOS) to major roadways and intersections. As defined in the *Highway Capacity Manual (HCM)*, a document published by the Transportation Research Board (TRB), LOS serves as the traditional form of measurement of a roadway's functionality. The TRB identifies LOS by reviewing elements, such as the number of lanes assigned to a roadway, the amount of traffic using the roadway and the time of delay per vehicle traveling on the roadway and at intersections. Levels of service range from A (free flow where users are virtually unimpeded by other traffic on the roadway) to F (traffic exceeds the operating capacity of the roadway) as shown in [Figure 7](#).

Figure 7: Level of Service Representation



Roadway Level of Service

Roadway LOS is used as a planning tool to quantitatively represent the ability of a particular roadway to accommodate the travel demand during the peak hours of the day. Typically, the peak hour falls within the 4:00 PM and 6:00 PM hours. The LOS is assigned during the peak hour based on the number of lanes and the lane capacity. Lane capacity is different based on the functional classification of the roadway. Roadway segment LOS can be mitigated with geometry improvements, additional lanes, two-way-left turn lanes, and access management. Intersections are not included when analyzing roadway LOS and therefore the LOS indicates if the existing number of lanes, lane widths and functional classification are adequate for the traffic volumes.

LOS D is approximately 80 percent of a roadway's capacity and is a common goal for urban streets during peak hours. A standard of LOS D for system streets (collectors and arterials) is acceptable for future planning. Attaining LOS C or better on these streets would be potentially cost prohibitive and may present societal impacts, such as the need for additional lanes and wider street cross-sections. LOS D suggests that for most times of the day, the roadways will be operating well below capacity. The peak times of the day will likely experience moderate congestion characterized by a higher vehicle density and slower than free flow speeds. Although the model uses traffic volumes during the peak hour of the day, [Table 3](#) and [Table 4](#) show estimated ADT values for LOS C, LOS D, and LOS E on Arterial and Collector Streets for reference.

Table 3: Estimated LOS based on ADT on Arterial Streets

Lanes	LOS C	LOS D	LOS E
2-3	12,400	15,100	17,700
4-5	28,500	32,800	40,300
6-7	43,000	50,500	63,400

Table 4: Estimated LOS based on ADT on Collector Streets

Lanes	LOS C	LOS D	LOS E
2	9,700	12,100	14,500
3	10,800	13,400	16,100

Intersection Level of Service

Whereas roadway LOS considers an overall picture of a roadways capacity to estimate operating conditions, intersection LOS looks at each individual vehicle movement at an intersection and provides a more precise method for quantifying operations. Since intersections are typically a source of bottlenecks in the transportation network, a detailed look into vehicle delay at each intersection should be performed on a regular basis. The methodology for calculating delay at an intersection is outlined in the *Highway Capacity Manual* (HCM) and the resulting criteria for assigning LOS to signalized and un-signalized intersections are outlined in [Table 5](#). LOS D is considered the industry standard for intersections in an urbanized area. LOS D at an intersection corresponds to an average control delay of 35-55 seconds per vehicle for a signalized intersection and 25-35 seconds per vehicle for an un-signalized intersection.

At a signalized intersection under LOS D conditions, the average vehicle will be stopped for less than 55 seconds. This is considered an acceptable amount of delay during the times of the day when roadways are most congested. Generally, traffic signal cycle lengths (the length of time it takes for a traffic signal to cycle through each movement) should be below 90 seconds. An average delay of less than 55 seconds suggests that in most cases, no vehicles will have to wait more than one cycle before proceeding through an intersection.

Un-signalized intersections are generally stop-controlled. These intersections allow major streets to flow freely, and minor intersecting streets to stop prior to entering the intersection. In cases where traffic volumes are more evenly distributed or where sight distances may be limited, four-way stop-controlled intersections are common. LOS for an un-signalized intersection is assigned based on the average control of the worst approach (always a stop approach) at the intersection. An un-signalized intersection operating at LOS D means the average vehicle waiting at one of the stop-controlled approaches will wait no longer than 35 seconds before proceeding through the intersection. This delay may be caused by large volumes of traffic on the major street resulting in fewer gaps in traffic for a vehicle to turn, or for queued

vehicles waiting at the stop sign. Roundabout LOS is also measured using the stopped controlled LOS parameters.

Table 5: Intersection Level of Service

LOS*	Signalized Intersection (sec)	Stop-Controlled/ Roundabout (sec)
A	≤10	≤10
B	>10-20	>10-15
C	>20-35	>15-25
D	>35-55	>25-35
E	>55-80	>35-50
F	≥80	≥50

*LOS F when traffic volumes exceed capacity

Intersection and roadway segment LOS problems must be solved independently of each other, as the treatment required to mitigate the congestion is different in each case. Intersection problems may be mitigated by adding turn lanes, improving signal timing, and improving corridor signal coordination.

Site Development Transportation Impacts (Traffic Impact Studies)

As growth occurs throughout the City, the impacts of proposed developments on the surrounding transportation networks will need to be evaluated prior to giving approval to build. This is accomplished by requiring that a Traffic Impact Study (TIS) be performed for any proposed development in the city based on City staff recommendations. A TIS will allow the City to determine the site-specific impacts of a development including internal site circulation, access issues, and adjacent roadway and intersection impacts. In addition, a TIS assists in defining impacts to the overall transportation system in the vicinity of the development. The area and items to be evaluated in a TIS include key intersections and roads as determined by the City Engineer on a case-by-case basis.

Each TIS will be conducted by an engineer chosen by the developer with the following qualifications:

- **Have a current Utah PE License**
- **Firm Specializing in Traffic Engineering**
- **Use of Software utilizing most recent Highway Capacity Manual (HCM) Methodologies**

A scoping meeting will be required by the developer/Traffic Engineer with the City Engineer to determine the scope of each TIS. Included in this meeting are the following discussion items:

- **Scope (Submitted to Eagle Mountain and Developer)**
- **Establish Study Area**
- **Establish Trip Generation**
- **Establish Trip Distribution**
- **Study Intersections**
- **AM/PM Peak Hours and/or Weekend Peak Hours**

TIS requirements are separated into four permit levels based on proposed Annual Daily Traffic (ADT). The basic requirements for all TIS's are included in Level I with additional requirements necessary for each level (additional ADT). For all TIS's that require Level III or IV requirements (Greater than 3000 trips generated), access to the MAG travel demand model is required.

Eagle Mountain Traffic Impact Study Requirements are included in **Appendix A: Traffic Impact Study Guidelines** of this report. The City Engineer will review the TIS or assign someone to do so and will respond in writing to the TIS report within 30 days.

Included in **Appendix A: Traffic Impact Study Guidelines**, are guidelines for developers to completing a TIS and submitting it to the city. The requirements include when a TIS will be required and what level of effort must be established in the study, who may or may not perform a TIS, and when certain elements must be included. The TIS guidelines presented follow closely the guidelines outlined by UDOT. It is important that these guidelines be fluid and that each development be treated individually, as special cases may require information than the standard requires. The City reserves the right to waive all TIS requirements as well as requiring extra information at the discretion of the City Engineer.

Existing Roadway Network Conditions

Using existing socioeconomic data as well as traffic data, the MAG Travel Demand Model can be calibrated and prepared to project traffic volumes into the future. It is also important to investigate any existing roadway or intersection deficiencies to determine if any mitigation is necessary on the existing roadway network. This section discusses the methodology used to prepare the model to project future volumes as well as existing deficiencies on the roadway network in Eagle Mountain.

Travel Demand Model Calibration

As with the TAZ structure, the MAG Travel Demand Model was calibrated to fit existing traffic conditions in Eagle Mountain. The method used to calibrate the model was to use traffic counts throughout the city. Traffic counts were collected from UDOT and include annual average daily traffic (AADT) volumes as defined in *Traffic on Utah Highways*. On city owned roadways, traffic counts were either provided by Eagle Mountain or were manually counted as part of this TMP. **Figure 8** shows the count locations throughout the city used for model calibration.

Existing Roadway and Intersection Level of Service

Using the calibrated MAG Travel Demand Model and data provided by Eagle Mountain, the LOS for each roadway segment is shown in **Figure 9**. The following roadway is currently performing at LOS E or worse.

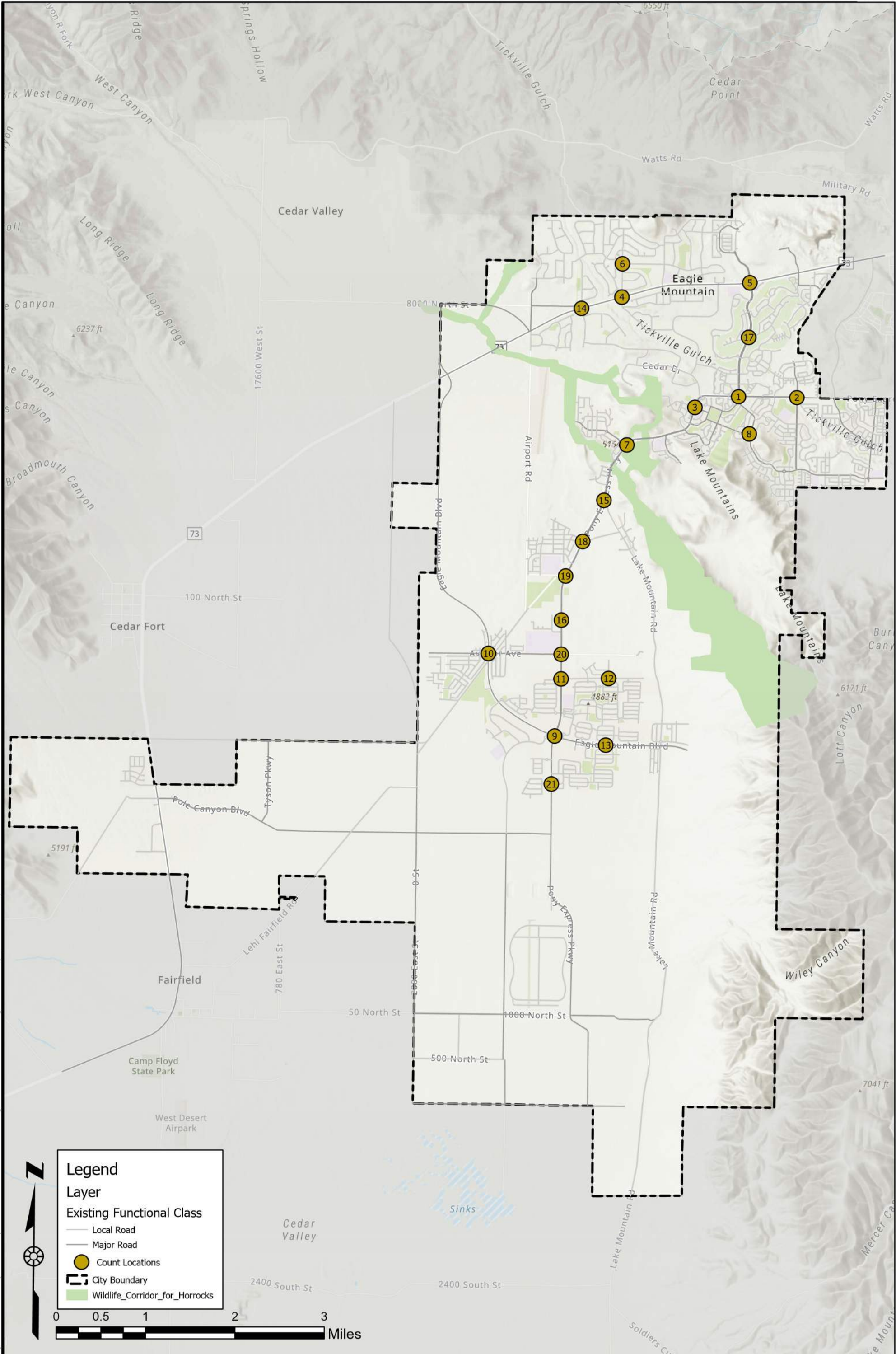
Roadway Segments

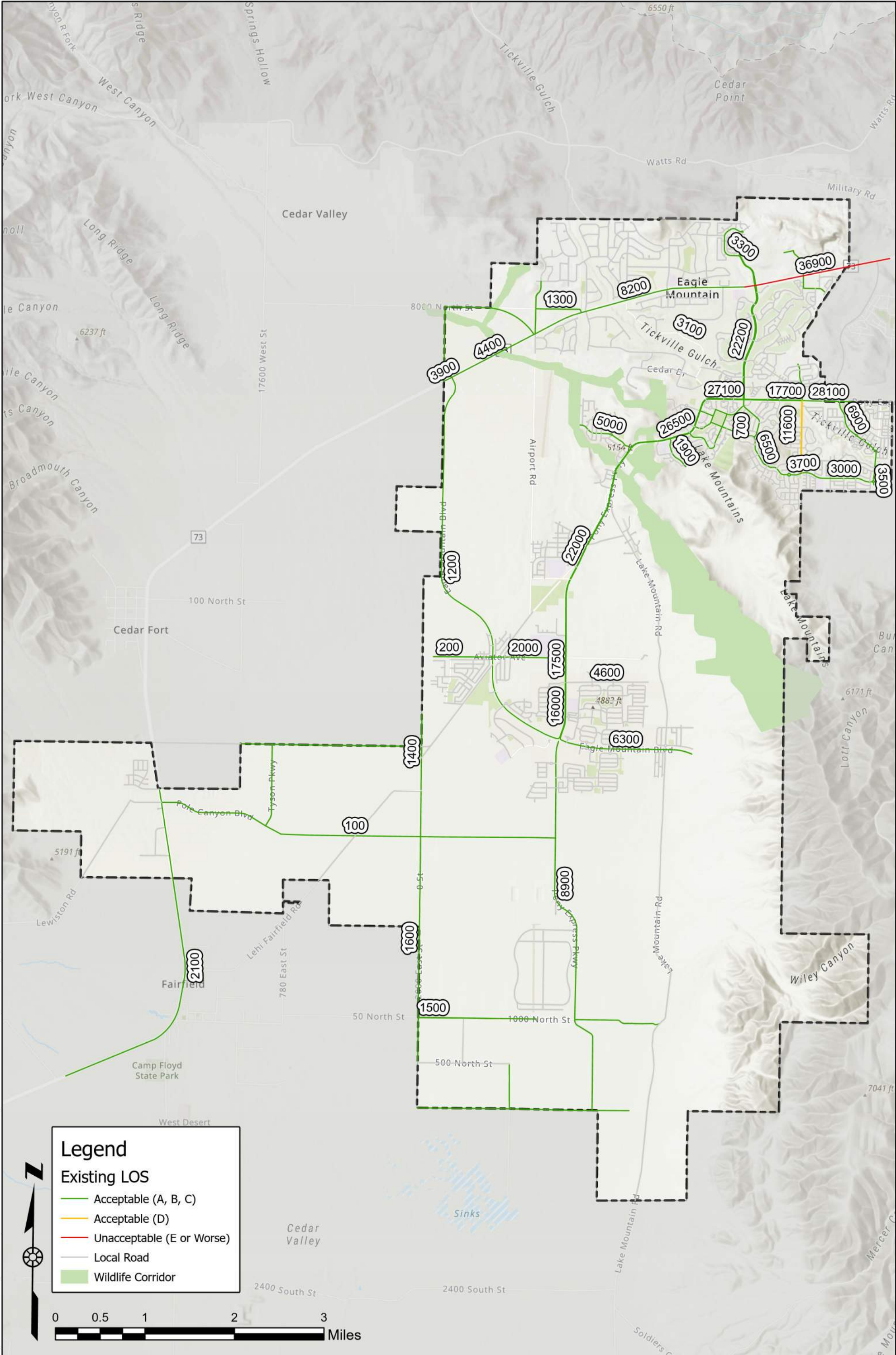
- **Cory B Wride Highway** (east of Ranches Pkwy)

Mitigations to Existing Capacity Deficiencies

In most cases, roadway capacity improvements are achieved by adding travel lanes. Eagle Mountain can gain additional capacity by striping more roadway lanes where the existing pavement width will accommodate it. This can be accomplished by eliminating on-street parking, creating narrower travel lanes, and adding two-way left turn lanes where they do not currently exist. Eagle Mountain is recommended to investigate other mitigation methods for all roadway capacity improvements before widening the roadway to save the city money.

At signalized intersections, methods to improve intersection LOS include additional left and right turning lanes and signal timing improvements. It is recommended to investigate signal timing improvements before adding additional turning lanes.





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Future Roadway Network Conditions

Two future conditions are included in this TMP. The 2030 Capital Facilities Plan (CFP) includes all roadway improvements necessary for a horizon year of 2030. The Transportation Improvement Fund (TIF) is included to indicate the funding source for all projects included in the 2030 CFP. The other condition investigates the roadway network and improvements necessary for a horizon year of 2050. Both the 2030 CFP and 2050 conditions are outlined in this section and the methodology used to incorporate the TIF to fund all the projects in the CFP. All projects will be selected based on input from city staff, elected officials as well as the public.

Wildlife Corridor

Eagle Mountain has identified a wildlife corridor that contains conflict points with existing and planned roads. Any road impacted by the wildlife corridor should incorporate other animal-human conflict mitigation measures in addition to wildlife crossings: For example, impregnable wildlife fencing, speed reduction, wildlife warning signs, roadway lighting, road narrowing, vegetation management, solar roadways, and other mitigation measures that can influence animal or human behaviors. For each project that conflicts with this corridor, there will be a coordination with the city requirement on proper mitigation. These mitigation measures will include grade crossings, bridges, or tunnel crossings. As it is unknown, the exact required mitigation measures for every project; the proposed mitigation should be updated on a project-by-project basis during engineering design. Future wildlife crossings will, at minimum, be designed in compliance with [FHWA - Center for Local Aid Support - Publications \(dot.gov\)](https://www.fhwa.gov/center-for-local-aid-support/publications). The anticipated mitigations are identified on the Wildlife Corridor Conflict Map, located in the [Appendix](#). Roads are heavily discouraged in the wildlife corridor and should not be allowed except for the minimal required roads annotated on the TMP. Any road deemed necessary to cross the wildlife corridor should have impact studies completed and include animal-human mitigation measures. As these recommendations are updated based on development and growth, it is the recommendation to continually update this map to ensure everyone is up to date with current planning in the city. The city will be proactive in securing funding for future wildlife crossing and mitigations and will work with local, state, federal, and outside organizations to achieve that goal.

2030 Capital Facilities Plan

The 2030 CFP includes all projects that will be completed by the horizon year of 2030. A “No Build” scenario is modeled to determine the roadways which will perform at LOS E or worse by 2030. Included in the list of projects are projects on the MAG Regional Transportation Plan (RTP). This section describes the details of the process used to produce a list of projects as well as a description of the Transportation Improvement Fund (TIF) for the 2030 CFP.

No Build Level of Service

A no-build scenario is intended to show what the roadway network would be like in the future if no action is taken to improve the city roadway network (including existing deficiencies). The travel demand model was used to predict this condition by applying the future growth and travel demand to the existing roadway network, as shown in [Figure 10](#). The following roadways would perform at LOS E or worse if no action were taken to improve the roadway network:

- **Cory B Wride Highway** (Airport Road to eastern border)
- **Pony Express Pkwy** (Aviator Avenue to Ranches Pkwy)

- **Pony Express Pkwy** (Porters Crossing Pkwy to eastern border)
- **Mount Airey Drive** (north of Cory Wride Highway)

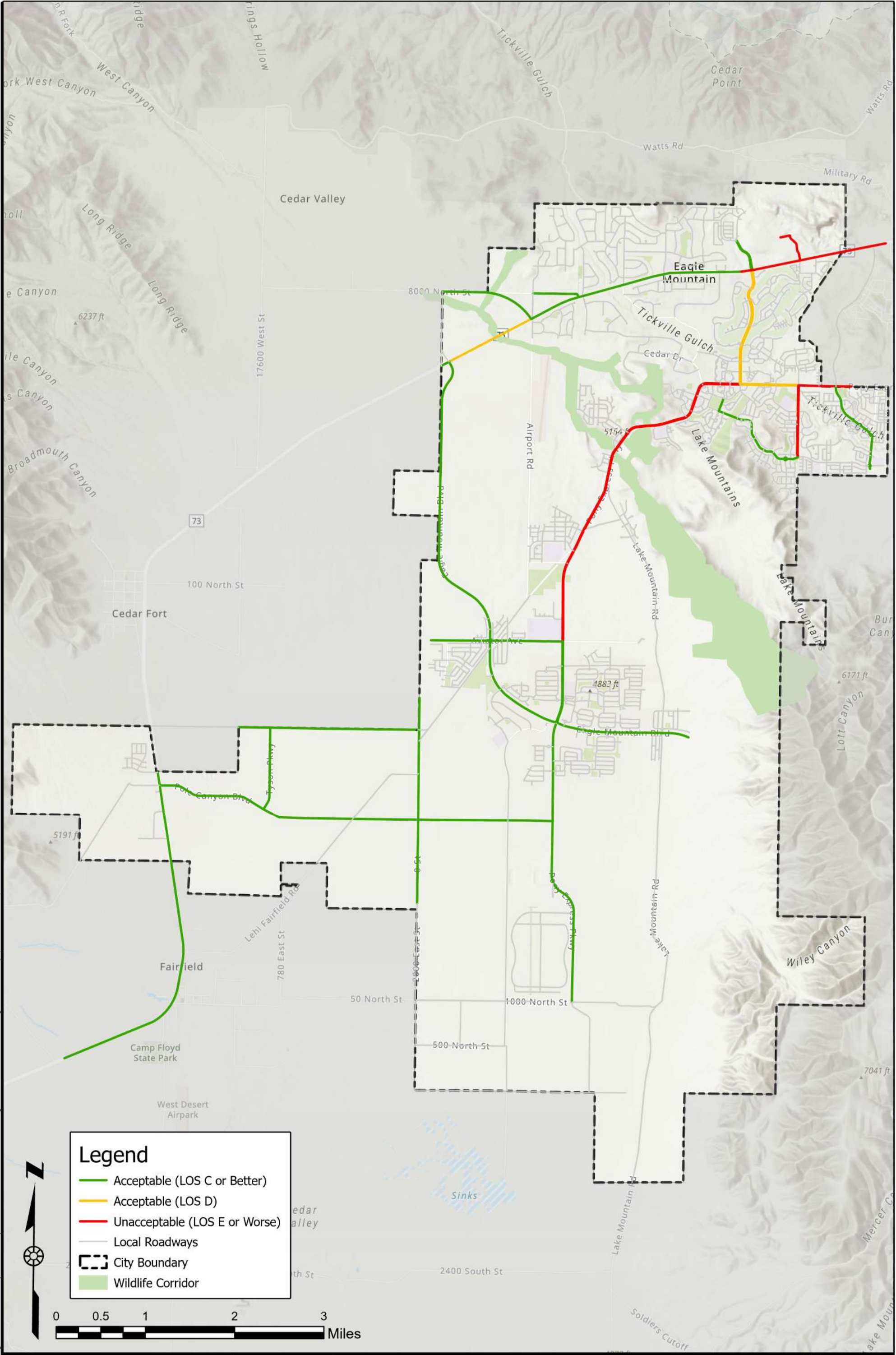
2030 Roadway Improvements

Eagle Mountain is not alone in improving the roadway network. MAG, in cooperation with UDOT, provides financial assistance for eligible projects on roadways with regional significance. Some of these projects are already included in the Regional Transportation Plan (RTP). Projects not included on the RTP of regional significance may receive financial assistance through an application process. On roadways owned and operated by UDOT, the fiscal responsibility typically falls to UDOT. It is important for Eagle Mountain to include these projects in this TMP as well as coordinate with UDOT to ensure these projects are implemented and that the projects follow access management principles. The projects in Eagle Mountain included on the RTP are shown in the following list of the RTP Phase 1 projects to be completed by 2030.

Phase 1: 2019-2030

- **Airport Rd** (Cory B Wride HWY to East Expressway) – New 5 lane road
- **Cory Wride FWY** (Mountain View Corridor to Ranches Pkwy) – New freeway, frontage roads
- **Cory Wride HWY** (Ranches Pkwy to Airport Rd) – Widen to 5 lanes
- **East Expressway** (Eagle Mountain Blvd to Eagle Mountain Blvd) – New 3 lane road
- **Mid Valley Rd** (Eagle Mountain Blvd to East Expressway) – New 3 lane road
- **Pony Express Pkwy** (Sandpiper Rd to Eagle Mountain Blvd) – Widen to 5 lanes (Complete)

Although the improvements on the RTP will improve congestion in the specific project areas, there are other areas of the city where the roadways will perform at a LOS E or worse in the coming years if not improved upon. The indicated roadway segments in the above section form the basis of the improvements included on the project map shown in [Figure 11](#). Beyond the MAG RTP, Eagle Mountain has identified new roads, capacity improvements and intersection improvements to be completed by 2030, also shown in [Figure 11](#). A description of all projects can be found in [Appendix B: Cost Estimates](#). The costs to implement these projects is found in [Cost to Implement 2030 and 2050 Projects](#).



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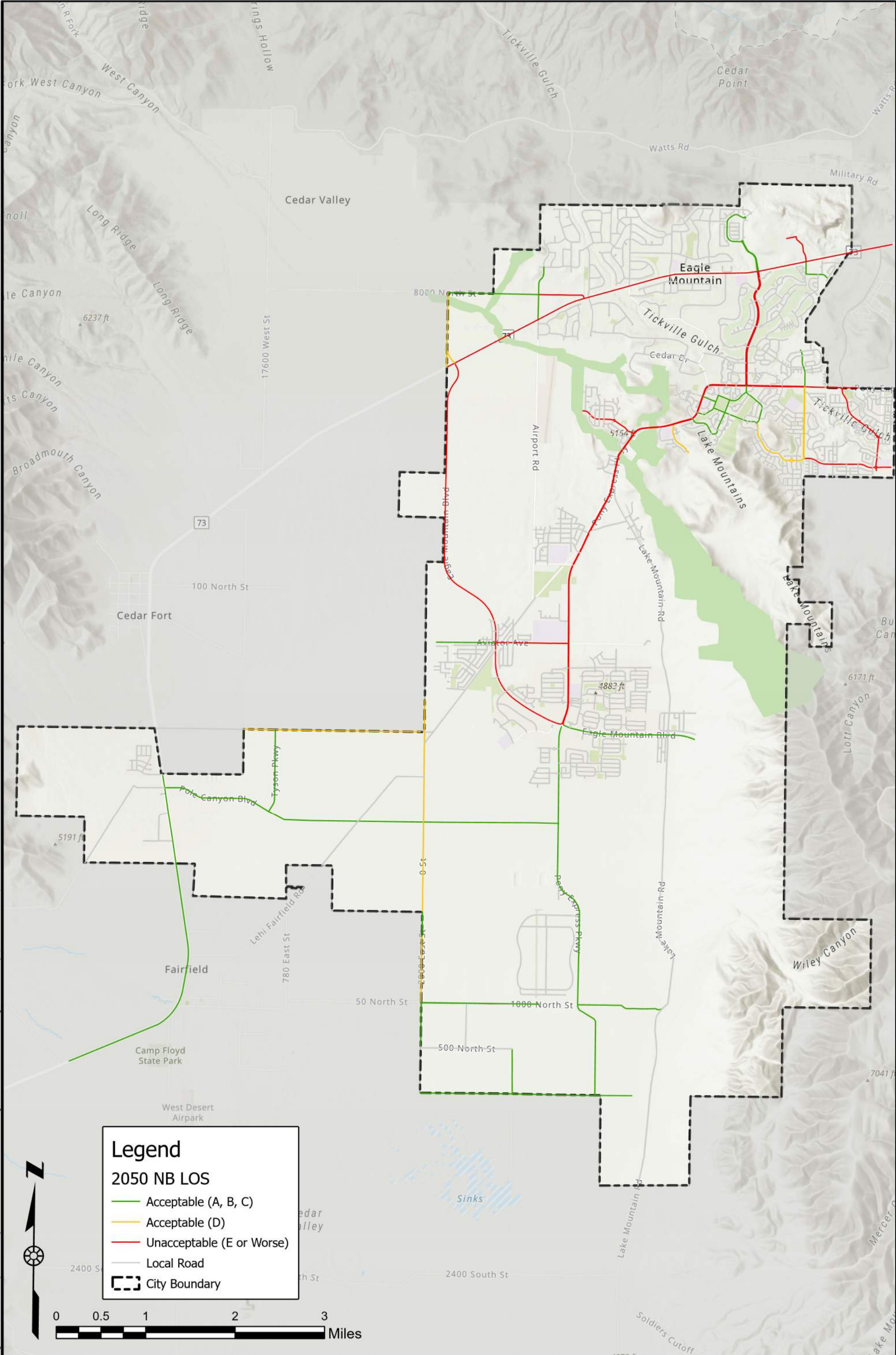
2050 Roadway Improvements

The same process was completed with a horizon year of 2050. Planning for projects necessary to improve the roadway network is important for Eagle Mountain so roadways that are not included on MAG's RTP can be added. Roadways eligible for MAG funding can be found on UDOT's Functional Classification Map on their website www.udot.utah.gov. All roadways with a four-digit route number are eligible for federal funding (All roadways with 1-3 digits are UDOT owned roadways). To indicate the projects necessary for 2050, a no build scenario was analyzed.

No Build Level of Service

As used for the 2030 roadway conditions, the no-build scenario is intended to show what the roadway network would be like in the future if no action were taken to improve the City roadway network. Using the travel demand model, **Figure 12** shows the 2050 No Build LOS. The following roadways would perform at LOS E or worse if no action were taken to improve the roadway network:

- **Cory B Wride Highway** (western border to eastern border)
- **8000 North** (Six-Mile Cutoff Road to Cory B Wride Highway)
- **Valley Drive** (Cory B Wride Highway to North Crest Road)
- **North Crest Road** (Valley Drive to North Cedar Drive)
- **North Cedar Drive** (North Crest Road to Pony Express Pkwy)
- **Ranches Pkwy** (Cory B Wride Highway to Pony Express Pkwy)
- **Mount Airey Drive** (north of Cory B Wride Highway)
- **Eagle Mountain Blvd** (Cory B Wride Highway to Pony Express Pkwy)
- **Lone Tree Pkwy** (east of Pony Express Pkwy)
- **North Silver Lake Pkwy** (Pony Express Pkwy to Golden Eagle Road)
- **Golden Eagle Road** (Porters Crossing Pkwy to eastern border)
- **Aviator Avenue** (Eagle Mountain Blvd to Pony Express Pkwy)
- **Pole Canyon Blvd** (2000 East Street to Pony Express Pkwy)
- **Pony Express Pkwy** (Eagle Mountain Blvd to eastern border)



2050 Roadway Improvements

There are many roadways in Eagle Mountain that are included on MAG's RTP. The projects included on the RTP are shown in [Figure 13](#). Included is a list of the roadway improvements included on the RTP for all three phases (2019-2050).

Phase 1: 2019-2030

- **Airport Rd** (Cory B Wride HWY to East Expressway) – New 5 Lane Road
- **Cory Wride FWY** (Mountain View Corridor to Ranches Pkwy) – New freeway, frontage roads
- **Cory Wride HWY (Ranches Pkwy to Airport Rd)** – Widen to 5 Lanes
- **East Expressway** (Eagle Mountain Blvd to Eagle Mountain Blvd) – New 3 lane road
- **Mid Valley Rd** (Eagle Mountain Blvd to East Expressway) – New 3 lane road
- **Pony Express Pkwy** (Sandpiper Rd to Eagle Mountain Blvd) – Widen to 5 lanes

Phase 2: 2031-2040

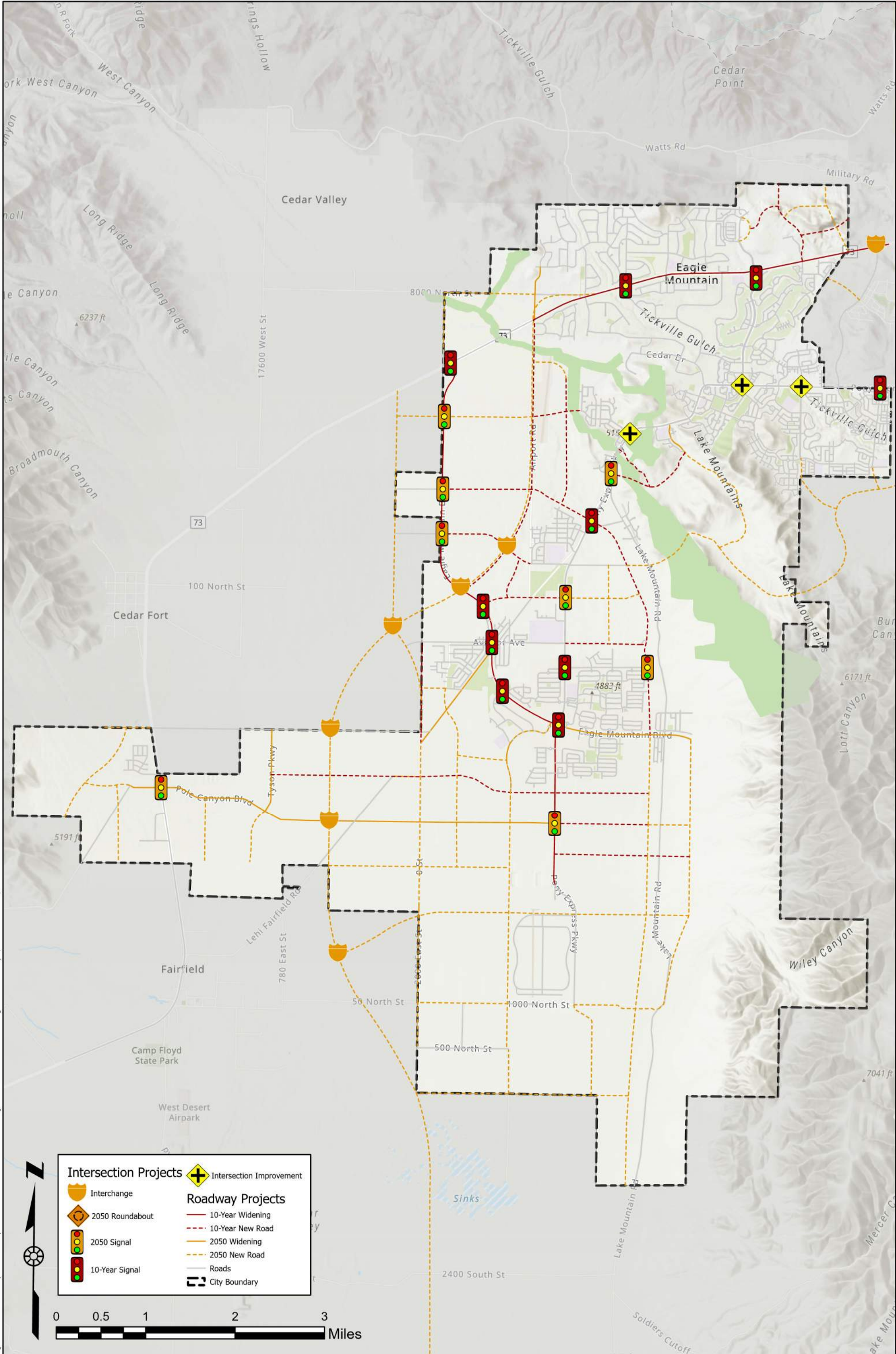
- **Cory Wride FWY** (Ranches Pkwy to East Expressway) – New Freeway
- **Eagle Mountain Blvd** (SR-73 to East Expressway) – Widen to 5 lanes
- **East Expressway** (Cedar Valley FWY to Eagle Mountain Blvd) – Widen to 5 lanes
- **Mt. Saratoga Blvd** (Cory Wride FWY to Harvest Hills Blvd) – New 3 lane road

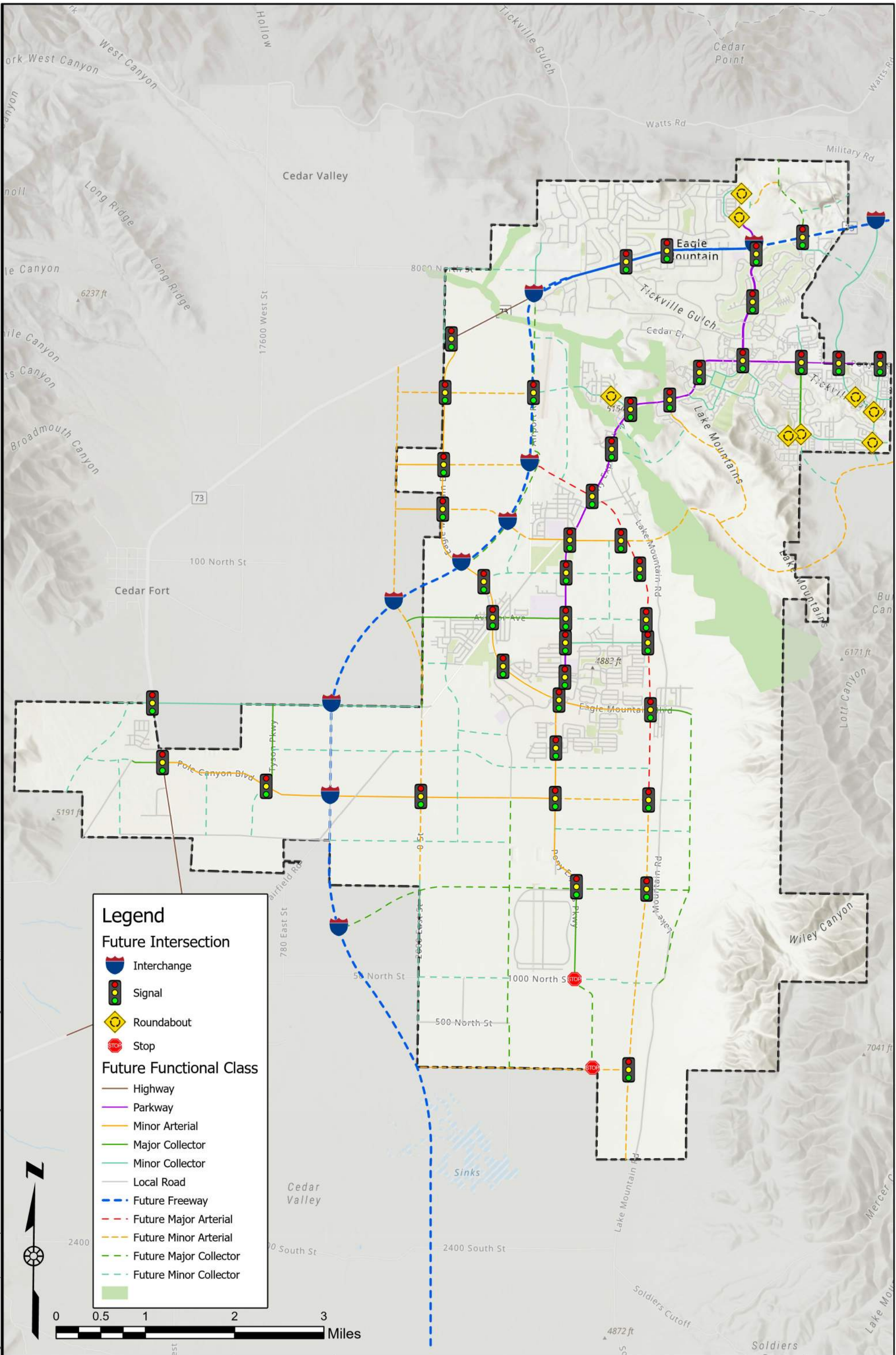
Phase 3: 2040-2050

- **Aviator Ave** (Eagle Mountain BLVD to Cedar Fort RD) – New 3 lane road
- **Cedar Valley FWY** (East Expressway to UC 4000 N) – New Freeway
- **Central Valley Rd** (UC 2400 N to Mid Valley Rd) – New 3 lane road
- **Hidden Valley Rd** (East Expressway to Redwood Rd) – New 5 lane road
- **Mid Valley Rd** (Eagle Mountain Blvd to Cedar Fort Rd) – New 3 lane road
- **UC 8000 N** (Cedar Fort Rd to UC 17200 W) – New 3 lane road

Although the improvements on the RTP will improve congestion in the specific project areas, there are many other areas of the city where the roadways will perform at a LOS E or worse in the coming years if not improved upon. The indicated roadway segments in the above section form the basis of the improvements included on the project map shown in [Figure 13](#). Beyond the MAG RTP, Eagle Mountain has identified new roads, capacity improvements and intersection improvements to be completed by 2030 and 2050, also shown in [Figure 13](#). A description of all projects can be found in [Appendix B: Cost Estimates](#).

Applying all improvements from [Figure 13](#) will improve the roadway network to function at LOS D or better. Assuming all proposed projects are completed by 2050, [Figure 14](#) represents the proposed 2050 Eagle Mountain roadway network functional classification. The costs to implement these projects is found in the section [Cost to Implement 2030 and 2050 Projects](#).





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Funding for Roadway Network Improvements

All possible revenue sources have been considered as a means of financing transportation capital improvements needed because of new growth. This section discusses the potential revenue sources that could be used to fund transportation needs as growth happens.

Transportation routes often span multiple jurisdictions and provide regional significance to the transportation network. As a result, other government jurisdictions often help pay for such regional benefits. Those jurisdictions could include the Federal Government, the State Government or the Utah Department of Transportation, or the Mountainland Association of Governments. The City will need to continue to partner and work with these other jurisdictions to ensure adequate funds are available for specific improvements necessary to maintain an acceptable LOS. The city will also need to partner with adjacent communities to ensure corridor continuity across jurisdictional boundaries (i.e., arterials connect with arterials; collectors connect with collectors, etc.).

Funding sources for transportation are essential if Eagle Mountain recommended improvements are to be built. The following paragraphs further describe the various transportation funding sources available to the city.

Federal Funding

Federal money is available to cities and counties through the federal-aid program. UDOT administers these funds. To be eligible, a project must be listed on the five-year Statewide Transportation Improvement Program (STIP).

The Surface Transportation Program (STP) funds projects for any roadway with a functional classification of a collector street or higher as established on the Functional Classification Map. STP funds can be used for both rehabilitation and new construction. The Joint Highway Committee programs a portion of the STP funds for projects around the state in urban areas. Another portion of the STP funds can be used for projects in any area of the state at the discretion of the State Transportation Commission. Transportation Enhancement funds are allocated based on a competitive application process. The Transportation Enhancement Committee reviews the applications and then a portion of those is passed to the State Transportation Commission. Transportation enhancements include 12 categories ranging from historic preservation, bicycle and pedestrian facilities and water runoff mitigation. Other federal and state trails funds are available from the Utah State Parks and Recreation Program.

MAG accepts applications for federal funds through local and regional government jurisdictions. MAG's Technical Advisory and Regional Planning committees select projects for funding every two years. The selected projects form the Transportation Improvement Program (TIP). To receive funding, projects should include one or more of the following aspects:

- **Congestion Relief** – spot improvement projects intended to improve Levels of Service and/or reduce average delay along those corridors identified in the Regional Transportation Plan as high congestion areas.
- **Mode Choice** – projects improving the diversity and/or usefulness of travel modes other than single occupant vehicles.
- **Air Quality Improvements** – projects showing demonstrable air quality benefits.
- **Safety** – improvements to vehicular, pedestrian, and bicyclist safety.

State/County Funding

The distribution of State Class B and C Program money is established by State Legislation and is administered by the State Department of Transportation. Revenues for the program are derived from State fuel taxes, registration fees, driver license fees, inspection fees, and transportation permits. Seventy-

five percent of these funds are kept by UDOT for their construction and maintenance programs. The rest is made available to counties and cities. As many of the roads in Eagle Mountain fall under UDOT jurisdiction, it is in the interests of the City that staff is aware of the procedures used by UDOT to allocate those funds and to be active in requesting the funds for UDOT owned roadways in the City.

Class B and C funds are allocated to each city and county by a formula based on population, lane miles, and land area. Class B funds are given to counties, and Class C funds are given to cities and towns. Class B and C funds can be used for maintenance and construction projects; however, thirty percent of those funds must be used for construction or maintenance projects that exceed \$40,000. The remainder of these funds can be used for matching federal funds or to pay the principal, interest, premiums, and reserves for issued bonds.

In 2005, the state senate passed a bill providing for the advance acquisition of right-of-way for highways of regional significance. This bill would enable cities in the county to better plan for future transportation needs by acquiring property to be used as future right-of-way before it is fully developed and becomes extremely difficult to acquire. UDOT holds on account the revenue generated by the local corridor preservation fund, but the county is responsible to program and control the monies. To qualify for preservation funds, the city must comply with the Corridor Preservation Process found at the following link <https://www.udot.utah.gov>.

A new source of funding for Eagle Mountain is a new statewide gas tax. As of January 1, 2016, the state will begin collecting \$0.05 per gallon of gas purchased to directly use towards transportation improvements. The inclusion of this gas tax will provide Eagle Mountain with approximately **\$440,000** annually to use towards transportation projects.

City Funding

Most cities utilize general fund revenues for their transportation programs. Another option for transportation funding is the creation of special improvement districts. These districts are organized for the purpose of funding a single specific project that benefits an identifiable group of properties. Another source of funding used by cities includes revenue bonding for projects felt to benefit the entire community.

Private interests often provide resources for transportation improvements. Developers construct the local streets within subdivisions and often dedicate right-of-way and participate in the construction of collector/arterial streets adjacent to their developments. Developers can also be considered a source of funds for projects using impact fees. These fees are assessed because of the impacts a particular development will have on the surrounding roadway system, such as the need for traffic signals or street widening.

General fund revenues are typically reserved for operation and maintenance purposes as they relate to transportation. However, general funds could be used if available to fund the expansion or introduction of specific services. As of the publishing of this Transportation Master Plan, Eagle Mountain City will have a general fund budgeted line item for transportation improvements.

General obligation bonds are debt paid for or backed by the city's taxing power. In general, facilities paid for through this revenue stream are in high demand amongst the community. Typically, general obligation bonds are not used to fund facilities that are needed because of new growth because existing residents would be paying for the impacts of new growth. As a result, general obligation bonds are not considered a fair means of financing future facilities needed because of new growth.

Certain areas might require different needs or methods of funding other than traditional revenue sources. A Special Assessment Area (SAA) can be created for infrastructure needs that benefit or encompass specific areas of the city. Creation of the SAA may be initiated by the municipality by a resolution declaring

the public health, convenience, and necessity requiring the creation of a SAA. The boundaries and services provided by the district must be specified and a public hearing held prior to creation of the SAA. Once the SAA is created, funding can be obtained from tax levies, bonds, and fees when approved by most of the qualified electors of the SAA. These funding mechanisms allow the costs to be spread out over time. Through the SAA, tax levies and bonding can apply to specific areas in the city needing and benefiting from the improvements.

Grant monies are ideal for funding projects within the city since they do not need to be paid back. Grants are not easy to come by and therefore obtaining such funding is not likely for the city and should not be considered a viable revenue source.

Impact Fees

Impact fees are a way for a community to obtain funds to assist in the construction of infrastructure improvements resulting from and needed to serve new growth. The premise behind impact fees is that if no new development occurred, the existing infrastructure would be adequate. Therefore, new developments should pay for the portion of required improvements that result from new growth. Impact fees are assessed for many types of infrastructure and facilities that are provided by a community, such as roadway facilities. According to state law, impact fees can only be used to fund growth related system improvements.

To help fund roadway improvements, impact fees should be established. These fees are collected from new developments in the city to help pay for improvements that are needed to the roadway system due to growth. At the culmination of the Transportation Master Planning process, a citywide IFFP will be developed according to state law to determine the appropriate impact fee values for the city.

Cost to Implement 2030 and 2050 Projects

The specific roadway network needs resulting from future growth throughout Eagle Mountain were identified in **Figure 14**. Updating this figure is necessary since project scopes change and development occurs throughout the Eagle Mountain. All projects for the 2030 CFP and for 2050 are in a database in **Appendix B: Cost Estimates**.

The total cost for the 2030 CFP projects is **\$193,208,000**. Eagle Mountain is financially responsible for **\$192,865,000**, with **\$56,935,000** being eligible to be paid by impact fees. A detailed description of each project is included in **Table 6** and are ordered based on the project priority for each year.

Many of the identified projects are for UDOT roads or roads which would be eligible for MAG funding assistance, such as the Cory Wride Freeway. Where a planned project occurs on a UDOT road, it is assumed that the city would not participate in funding that project. In the case of MAG eligible roadways, the City would be responsible for a 6.77% match of the total project cost. This 6.77% would need to be funded by the City with the funding mechanisms described earlier.

Also included are all projects necessary for the roadway network for 2050. Although this TMP should be regularly updated, it is necessary for all roadway improvements to accommodate projected 2050 traffic volumes. All projects included for the horizon year 2050 are listed in **Appendix B: Cost Estimates**. The total cost estimate for Eagle Mountain to improve the transportation system by 2050 is **\$1.235 Billion** dollars with Eagle Mountain financially responsible for **\$570.9 Million** dollars.

Eagle Mountain Transportation Master Plan (TMP)

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Table 6: 2050 TMP Projects

2030 Capital Facilities Plan – The City of Eagle Mountain Responsibility						
Ref. No.	Location	Total Price	Funding Source	Year	Eagle Mountain %	Eagle Mountain Total
1	New Road (Old Airport Rd): Cory B Wride HWY to East Expressway - New 5 lane road	\$16,142,000	MAG/Other Funds	2030	100%	\$16,142,000
1b	New Road (Old Airport Rd): East Expressway to Mid Valley Road - New 3 lane road	\$2,670,000	Eagle Mountain	2030	100%	\$2,670,000
1c	New Road (Old Airport Rd): Mid Valley Road to Project 57 - New 3 lane road	\$3,965,000	Eagle Mountain	2030	100%	\$3,965,000
2	New Road (Cory Wride Freeway): Mountain View Corridor to Ranches Pkwy - New freeway, frontage roads	\$459,608,000	Eagle Mountain	2050	7%	\$32,173,000
3	Cory Wride Highway Widening: Mountain View Corridor to Ranches Parkway - Widen to 5 lanes	\$7,565,000	UDOT	2050	0%	\$0
4	Cory Wride Highway Widening: Ranches Parkway to Old Airport Rd - Widen to 5 lanes	\$8,716,000	UDOT	2050	0%	\$0
5	New road (East Expressway): Eagle Mountain Blvd to Eagle Mountain Blvd - New 3 lane road	\$32,397,000	MAG/Other Funds	2030	100%	\$32,397,000
6	New Road (Foothill Blvd): Cory Wride Fwy to Stillwater Drive – New 3 lane road	\$1,902,000	Eagle Mountain	2050	100%	\$1,902,000
7	New Road (Mid Valley Road): Eagle Mountain Blvd to East Expressway - New 3 lane road	\$4,642,000	Eagle Mountain	2030	100%	\$4,642,000
8	Pony Express Parkway Widening: Sandpiper Rd to Eagle Mountain Blvd - Widen to 5 lanes	\$1,938,000	UDOT	2050	0%	\$0
9	Eagle Mountain Blvd Widening: SR-73 to East Expressway - Widen to 5 lanes	\$12,238,000	Eagle Mountain	2030	100%	\$12,238,000
10	East Expressway Widening: Cedar Valley Freeway to Eagle Mountain Blvd - Widen to 5 lanes	\$927,000	MAG/Other Funds	2050	7%	\$65,000
11	New Road (Harvest Hills Blvd): Sunflower Way to Spring Run Dr - New 3 lane road	\$300,000	MAG/Other Funds	2050	7%	\$21,000
12	New Road (Mt. Saratoga Blvd): Cory Wride Freeway to Harvest Hills Blvd - New 3 lane road	\$9,218,000	MAG/Other Funds	2050	7%	\$646,000
13	New Road (Aviator Avenue): Eagle Mountain Blvd to Cedar Fort Road - New 3 lane road	\$3,111,000	MAG/Other Funds	2050	7%	\$218,000
14	New Road (Cedar Valley Freeway): East Expressway to UC 4000 N - New freeway	\$103,200,000	MAG/Other Funds	2050	7%	\$7,224,000
15	New Road (Central Valley Road): UC 2400 N to Mid Valley road - New 3 lane road	\$465,000	MAG/Other Funds	2050	7%	\$33,000

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2030 Capital Facilities Plan – The City of Eagle Mountain Responsibility						
Ref. No.	Location	Total Price	Funding Source	Year	Eagle Mountain %	Eagle Mountain Total
16	New Road (Hidden Valley Road): East Expressway to Redwood Road - New 5 lane road	\$16,847,000	MAG/Other Funds	2050	7%	\$1,180,000
17	New Road (Mid Valley Road): Eagle Mountain Blvd to Cedar Fort Road - New 3 lane road	\$2,190,000	MAG/Other Funds	2050	7%	\$154,000
18	New Road (UC 8000 N): Cedar Fort Road to UC 17200 W - New 3 lane road	\$5,877,000	MAG/Other Funds	2050	7%	\$412,000
19	New Road (unknown N/S road): East of Old Airport Rd to East Expressway	\$10,306,000	Eagle Mountain	2030	100%	\$10,306,000
20	Brandon Park Drive Widening: Aviator Ave to Willard Park Drive - Widen to 2 lanes	\$2,244,000	Eagle Mountain	2050	100%	\$2,244,000
21	New Road (Brandon Park Drive): Willard Park Drive to south of Pole Canyon Blvd) - New 2 lane road	\$11,045,000	Eagle Mountain	2050	100%	\$11,045,000
22	New Road (Willard Peak Drive): Brandon Park Rd to O St - New 2 lane road	\$1,895,000	Eagle Mountain	2050	100%	\$1,895,000
23	New Road (unknown, west of N Wood Rd): Brandon Park Drive to N Wood Rd - New 2 lane road	\$2,560,000	Eagle Mountain	2050	100%	\$2,560,000
24	New Road (possibly W 3500 N St?): Tyson Pkwy to East Expressway - New 2 lane road	\$30,302,000	Eagle Mountain	2030	100%	\$30,302,000
25	New Road (N Wood Rd): N WOOD Road to 500 N St – New 3 lane road	\$16,017,000	Eagle Mountain	2050	100%	\$16,017,000
26	New Road (possibly Bald Eagle Way): Pony Express Pkwy to possible E Oquirrh Ranch Pkwy - New 2 lane	\$3,637,000	Eagle Mountain	2030	100%	\$3,637,000
27	New Road (possibly E Oquirrh Ranch Pkwy): Pony Express Pkwy to Hidden Valley Road -	\$7,271,000	Eagle Mountain	2030	100%	\$7,271,000
28	New Road (unknown, north of East Expressway): Eagle Mtn Blvd to Airport Rd -	\$7,611,000	Eagle Mountain	2050	100%	\$7,611,000
29	New Road (unknown, south of Cory Wride Mem Park): Eagle Mtn Blvd to Pony Express Pkwy -	\$8,464,000	Eagle Mountain	2050	100%	\$8,464,000
30	New Road (unknown, south of Cory Wride Mem Park): Project 29 above to 5000 North St -	\$8,464,000	Eagle Mountain	2050	100%	\$8,464,000
31	New Road (unknown N/S Rd): Eagle Mtn Blvd to 1000 North St	\$16,046,000	Eagle Mountain	2050	100%	\$16,046,000
32	New Road (1000 North St): 2000 East St to N Wood Rd	\$5,285,000	Eagle Mountain	2050	100%	\$5,285,000
33	New Road (unknown): Wood Road to Project 40	\$34,554,000	Eagle Mountain	2050	100%	\$34,554,000
34	New Road (unknown, west of SR-73): northern border to southern border	\$6,448,000	Eagle Mountain	2050	100%	\$6,448,000

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2030 Capital Facilities Plan – The City of Eagle Mountain Responsibility						
Ref. No.	Location	Total Price	Funding Source	Year	Eagle Mountain %	Eagle Mountain Total
35	New Road (4000 N): along northern border to SR-73	\$2,769,000	Eagle Mountain	2050	100%	\$2,769,000
36	New Road (Pole Canyon Blvd): Project 34 to W Lewiston Rd	\$2,673,000	Eagle Mountain	2050	100%	\$2,673,000
37	New Road (unknown N/S Rd, west of SR-73): Pole Canyon Blvd to Project 33 above	\$4,371,000	Eagle Mountain	2050	100%	\$4,371,000
38	New Road (unknown, N/S Rd, east of SR-73): Pole Canyon Blvd to Project 33 above	\$3,659,000	Eagle Mountain	2050	100%	\$3,659,000
39	New Road (Tyson Pkwy): Pole Canyon Blvd to Project 33 above	\$3,240,000	Eagle Mountain	2050	100%	\$3,240,000
40	New Road (unknown N/S Rd, east of Tyson Pkwy): northern border to southern border	\$9,206,000	Eagle Mountain	2050	100%	\$9,206,000
41	New Road (unknown W/E Rd): Project 33 above to N Wood Rd	\$10,532,000	Eagle Mountain	2050	100%	\$10,532,000
42	New Road (0 St): Cory Wride Hwy to Project 33 above	\$18,043,000	Eagle Mountain	2050	100%	\$18,043,000
43	New Road (2000 East St): Project 33 above to 500 North St	\$6,762,000	Eagle Mountain	2050	100%	\$6,762,000
44	New Road (Porters Crossing Pkwy): Golden Eagle Rd to Mid Valley Rd	\$3,958,000	Eagle Mountain	2050	100%	\$3,958,000
45	New Road (Silver Lake Pkwy): Golden Eagle Rd to Mid Valley Rd	\$1,168,000	Eagle Mountain	2050	100%	\$1,168,000
46	New Road (Talus Ridge Drive): Scenic Mountain Dr to Mt Saratoga Rd	\$2,452,000	Eagle Mountain	2030	100%	\$2,452,000
47	New Road (Spring Mountain Drive): Spring Run Drive to Spring Mountain Drive	\$1,886,000	Eagle Mountain	2050	100%	\$1,886,000
48	New Road (possibly Wagstaff Way): N Spring Run Drive to Spring Run Pkwy	\$1,904,000	Eagle Mountain	2030	100%	\$1,904,000
49	New Road (Spring Run Pkwy): SR-73 to northern border	\$6,001,000	Eagle Mountain	2030	100%	\$6,001,000
50	New Road (unknown W/E Rd): Spring Run Pkwy to Project 52	\$2,140,000	Eagle Mountain	2050	100%	\$2,140,000
51	New Road (possibly Wagstaff Way): Spring Run Pkwy to eastern border	\$5,682,000	Eagle Mountain	2030	100%	\$5,682,000
52	New Road (unknown N/S road just west of eastern border): SR-73 to northern border	\$3,079,000	Eagle Mountain	2050	100%	\$3,079,000
53	New Road (Pony Express Pkwy): 1000 N to southern border	\$8,540,000	Eagle Mountain	2050	100%	\$8,540,000
54	New Road (unknown W/E road): Cory Wride HWY to East Expressway	\$14,542,000	Eagle Mountain	2050	100%	\$14,542,000
55	New Road (Pole Canyon Blvd): East Expressway to Project 31 above	\$3,813,000	Eagle Mountain	2050	100%	\$3,813,000
56	New Road (unknown W/E road): Pony Express Pkwy to Project 31 above	\$10,036,000	Eagle Mountain	2050	100%	\$10,036,000
57	New Road (unknown W/E road): Eagle Mountain Blvd to Pony Express Pkwy	\$6,667,000	Eagle Mountain	2050	100%	\$6,667,000

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2030 Capital Facilities Plan – The City of Eagle Mountain Responsibility						
Ref. No.	Location	Total Price	Funding Source	Year	Eagle Mountain %	Eagle Mountain Total
58	Pole Canyon Blvd widening: W Lewiston Rd to Pony Express Pkwy	\$37,233,000	Eagle Mountain	2050	100%	\$37,233,000
59	New Road (Eagle Mountain Blvd): Cory Wride Hwy to 8000 North	\$4,543,000	Eagle Mountain	2050	100%	\$4,543,000
60	Six Mile Cutoff Rd Widening: Cory Wride Hwy to Abigail Ln	\$3,440,000	Eagle Mountain	2050	100%	\$3,440,000
61	New Road (Pole Canyon Blvd): Pony Express Pkwy to East Expressway	\$11,061,000	Eagle Mountain	2030	100%	\$11,061,000
62	New Road (Aviator Avenue): Pony Express Pkwy to East Expressway - New 3 lane road	\$6,078,000	Eagle Mountain	2030	100%	\$6,078,000
63	New Road (Lone Tree Pkwy): Old Airport Road to Seabiscuit Road	\$3,482,000	Eagle Mountain	2030	100%	\$3,482,000
64	New Road (Lone Tree Pkwy): Eagle Mountain Blvd to Old Airport Road	\$2,909,000	Eagle Mountain	2050	100%	\$2,909,000
65	Pony Express Pkwy Widening: Eagle Mountain Blvd to Eagle Mountain Public Works	\$7,985,000	Eagle Mountain	2030	100%	\$7,985,000
66	New Road (unknown W/E road): Pony Express Pkwy to East Expressway	\$3,226,000	Eagle Mountain	2050	100%	\$3,226,000
67	Wood Haven Blvd & Pony Express Pkwy - new signal	\$316,000	Eagle Mountain	2030	100%	\$316,000
68	Pony Express Pkwy & East Expressway - new signal	\$300,000	Eagle Mountain	2050	100%	\$300,000
69	Eagle Mountain Blvd & Project 57 - new signal	\$368,000	Eagle Mountain	2030	100%	\$368,000
70	Bobby Wren Blvd & Pony Express Pkwy - new signal	\$300,000	Eagle Mountain	2030	100%	\$300,000
71	Eagle Mountain Blvd & Major Street - new signal	\$330,000	Eagle Mountain	2030	7%	\$23,000
72	Pony Express Pkwy & Eagle Mountain Blvd - new signal	\$316,000	Eagle Mountain	2030	100%	\$316,000
73	Eagle Mountain Blvd and SR-73 - new signal	\$300,000	Eagle Mountain	2050	100%	\$300,000
74	Old Airport Road & East Expressway - new signal	\$300,000	Eagle Mountain	2050	100%	\$300,000
75	Pony Express Pkwy & Project 57 - new signal	\$300,000	Eagle Mountain	2050	100%	\$300,000
76	Pole Canyon Blvd & SR-73 - new signal	\$300,000	Eagle Mountain	2050	100%	\$300,000
77	Pole Canyon Blvd & Pony Express Pkwy	\$300,000	Eagle Mountain	2050	100%	\$300,000
78	New Road (Cory Wride Freeway): Ranches Pkwy to East Expressway – New Freeway, Frontage Roads	\$86,400,000	UDOT	2050	0%	\$0
79	New Road (1600 West): Aviator Avenue to 4000 North	\$4,071,000	Eagle Mountain	2030	100%	\$4,071,000

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2030 Capital Facilities Plan – The City of Eagle Mountain Responsibility						
Ref. No.	Location	Total Price	Funding Source	Year	Eagle Mountain %	Eagle Mountain Total
80	New High-T Signal: Ranches Pkwy & Campus Drive	\$1,719,000	Eagle Mountain	2030	100%	\$1,719,000
81	New Road (unknown W/E road): Cedar Valley Freeway to East Expressway	\$5,571,000	Eagle Mountain	2050	100%	\$5,571,000
82	Hidden Valley Pkwy widening: Pony Express Pkwy to Project 83	\$811,000	Eagle Mountain	2050	100%	\$811,000
83	New Road (Hidden Valley Pkwy): Locust Ave to Hidden Valley Road	\$4,897,000	Eagle Mountain	2050	100%	\$4,897,000
84	Intersection Improvement: Porter's Crossing Pkwy/Pony Express Pkwy	\$300,000	Eagle Mountain	2030	100%	\$300,000
85	Intersection Improvement: Ranches Pkwy/Pony Express Pkwy	\$121,000	Eagle Mountain	2030	100%	\$121,000
86	Intersection Improvement: Lone Tree Pkwy/Pony Express Pkwy	\$149,000	Eagle Mountain	2030	100%	\$149,000
87	New Road (unknown W/E road): Cedar Valley Freeway to Project 31	\$48,839,000	Eagle Mountain	2050	100%	\$48,839,000
Total		\$1,235,460,000				\$570,912,000



ALTERNATIVE TRANSPORTATION MODES

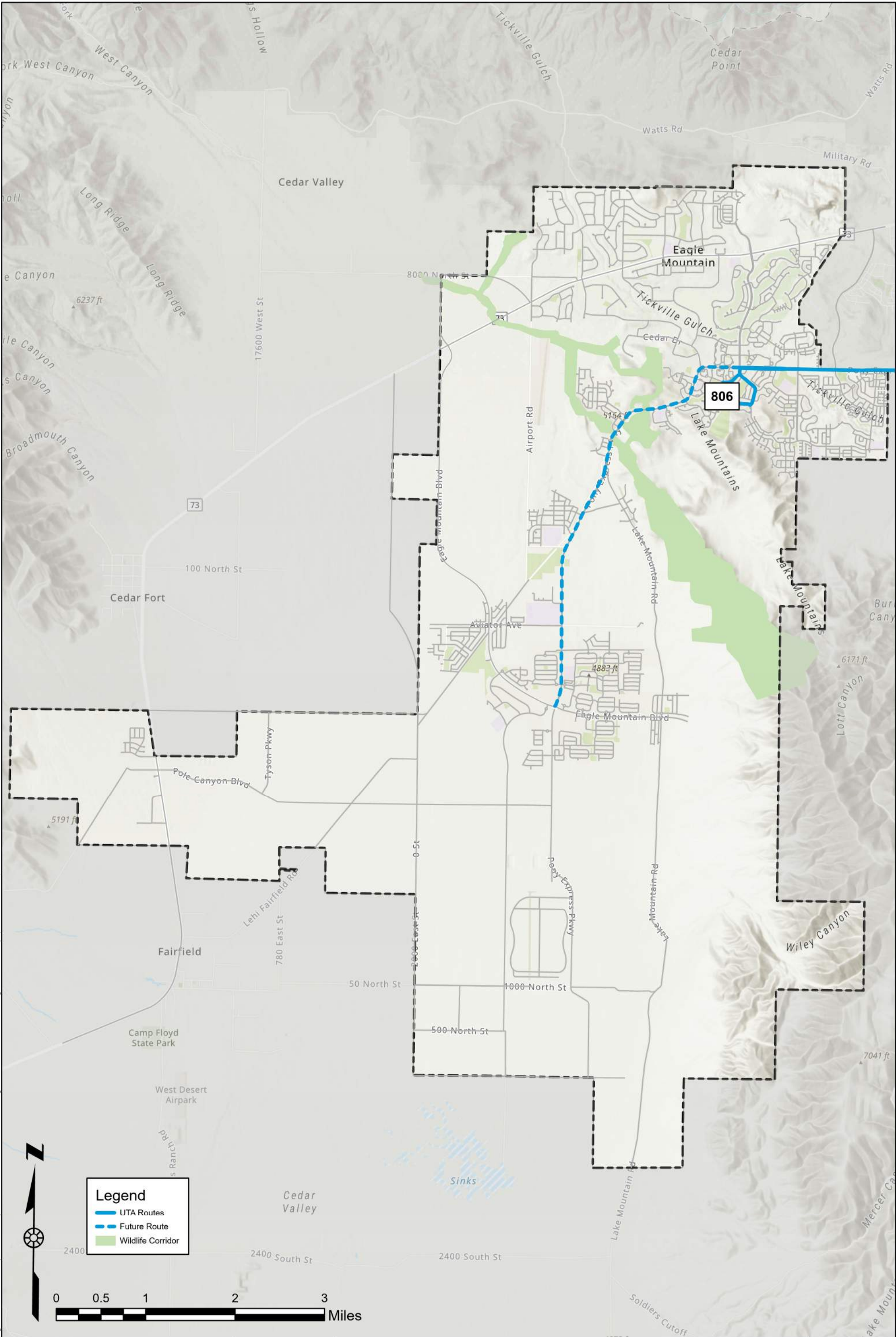
Accommodating alternative modes of transportation, including trails, sidewalks, and future transit options helps provide opportunities to those who may not have access to a vehicle, may not be inclined to drive, or are seeking healthier lifestyles. An active transportation plan allows all Eagle Mountain residents to travel within and out of Eagle Mountain. These facilities will improve the overall quality of life of the residents while aiding in congestion relief and increasing the lifespan of the City's roadway network.

Transit

The Utah Transit Authority (UTA) is the provider of public transportation throughout the Wasatch Front. UTA operates fixed route buses, express buses, bus rapid transit (BRT), ski buses, light rail, and commuter rail. In this capacity, UTA is responsible for the operation of the transit network in Eagle Mountain. It is the responsibility of both Eagle Mountain and UTA to cooperate to provide transit planning to accommodate alternative transportation options to residents as demand increases.

In 2008, the Utah Transit Authority (UTA) began Route 806, the first bus route to serve Eagle Mountain, which currently runs between Nolen Park in Eagle Mountain (western terminus) and the Lehi FrontRunner station (eastern terminus). Existing transit routes and planned future routes in Eagle Mountain are included in **Figure 15** (UTA maintains up-to-date route information at www.rideuta.com). The combined efforts of the Utah Transit Authority (UTA), UDOT, MAG, and Eagle Mountain will dictate the nature of a future expanded transit system.

As part of MAG's Trans Plan 50 there is a planned Cedar Valley Core Bus Route scheduled and funded for phase 1 which travels between American Fork and Eagle Mountain, extending coverage down to Eagle Mountain Blvd. As well, there is an unscheduled and unfunded BRT route that may be considered as demand increases. Eagle Mountain and UTA will continue to coordinate and plan for future transit needs.



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Bicycle and Pedestrians

Pedestrian and bicycle safety is one of the main features of any transportation master plan. People will be more inclined to walk or ride their bicycle when the experience is pleasant, they feel safe, and distances are reasonable. Eagle Mountain is home to some of the most recognized bike trails in the state. Bike lanes on selected roadways provide safer access for recreational users. This report provides the following descriptions of bicycle-related terms to assist readers unfamiliar with bicycle terminology and uses the terms bicycle and bike interchangeably.

- **Bikeway** - A thoroughfare suitable for bicycles that may either exist within the right-of-way of other modes of transportation, such as highways, or along a separate and independent corridor.
- **Bicycle Facilities** - A general term denoting improvements and provisions to accommodate or encourage bicycling, including parking facilities, maps, all bikeways, and shared roadways.
- **Bicycle or Multi-use Path** - A bikeway physically separated from motorized vehicular traffic and either within the highway right-of-way or within an independent right-of-way. Bike path facilities are often excellent recreational routes and can be developed where right-of-way is available. Typically, multi-use paths are a minimum of 8 feet to 10 feet wide, with an additional graded area maintained on each side of the path.
- **Bicycle Lane** - A portion of a roadway that has been designated by striping, signing, and pavement markings for the preferential or exclusive use of bicyclists. In Eagle Mountain, all bike lane widths are a minimum of 6 feet wide.
- **Signed Bike Route** - A segment of a system of bikeways designated by appropriate directional and/or informational signs.
- **Paved Shoulder** - The part of the highway that is adjacent to the regularly traveled portion of the highway, is on the same level as the highway, and when paved can serve as a bikeway. Paved shoulders should be at least four feet wide, and additional width is desirable in areas where speeds are high and/or a large percentage of trucks use the roadway.
- **Wide Outside Lane** - An outside (curb) lane on a roadway that does not have a striped bike lane but is of sufficient width for a bicyclist and motorist to share the lane with a degree of separation. A width of 14 feet is recommended to safely accommodate both motor vehicles and bicycles.
- **Bicycle Blvd** - A residential street that has been modified for bicyclist safety and access.

Eagle Mountain Bicycle & Pedestrian Master Plan can be accessed online on the city's website <https://eaglemountaincity.com>.

The highlights of the *Eagle Mountain Bicycle & Pedestrian Master Plan* include:

- Eagle Mountain has a 34-mile shared use path network. However, this network has gaps created by inconsistent development patterns. These gaps result in a lack of connectivity between destinations.
- Gaps in the system are a result of incomplete infrastructure rather than unmaintained infrastructure.
- 45% of the City's population are under the age of 16. This means they cannot drive on their own and must either rely on older adults for transportation or walk or bike for transportation.
- Eagle Mountain residents walk and bike more than their Utah County counterparts.
- Eagle Mountain residents' top two biking and walking priorities are on-street bike facilities and safe routes to school.

Complete Street Policy

Eagle Mountain is committed to providing transportation options for all modes, including bicyclists, pedestrians, motorists, commercial vehicles, and emergency vehicles. A thorough TMP is designed to accommodate all these modes for all ages and all abilities where possible. Through proper policy, Eagle Mountain can seek to achieve a wide range of benefits like improving safety, enhancing vitality, improving the visual and economic appeal of a streetscape, and improving public welfare by addressing a wide array of health and environmental problems. The city will look holistically at the transportation network to identify the best streets for walking and riding a bicycle, while also ensuring that major arterials and thoroughfares remain accessible and viable for regional travel.



APPENDIX A: TRAFFIC IMPACT STUDY GUIDELINES



Traffic Impact Study Requirements

When a Traffic Impact Study is required prepare the study according to the appropriate TIS level as shown below. The traffic study shall, at a minimum, incorporate Eagle Mountain principles and standards and national practices. Additional requirements and investigation may be imposed upon the applicant as necessary.

PERMIT LEVEL / TRAFFIC STUDY LEVEL I

Project ADT < 100 trips

No proposed modifications to traffic signals or roadway elements or geometry.

1. Study Area

- The study area, depending on the size and intensity of the development and surrounding development, may be identified by parcel boundary, area of immediate influence or reasonable travel time boundary.
- The study area may be limited to or include property frontage and include neighboring and adjacent parcels. Identify site, cross, and next adjacent up and down stream access points within access category distance of property boundaries.

2. Design Year

- Opening Day of Project

3. Analysis Conditions and Period

- Identify site traffic volumes and characteristics.
- Identify adjacent street(s) traffic volume and characteristics.

4. Identify right-of-way, geometric boundaries and physical conflicts

- Investigate existence of federal or state, no access or limited access control line.

5. Generate access point capacity analysis as necessary

- Analyze site and adjacent road traffic for the following time periods: weekday A.M. and P.M. peak hours including Saturday peak hours if required by the City Engineer. Identify special event peak hour as necessary (per roadway peak and site peak).

6. Design and Mitigation

- Identify operational concerns and mitigation measures to ensure safe and efficient operation pursuant to appropriate state highway access category.

PERMIT LEVEL / TRAFFIC STUDY LEVEL II**Project ADT 100 to 500 trips****1. Study Area**

- The study area, depending on the size and intensity of the development and surrounding development, may be identified by parcel boundary, area of immediate influence or reasonable travel time boundary.
- Intersection of site access drives with state highways and any signalized and unsignalized intersection within access category distance of property line. Include any identified queuing distance at site and study intersections

2. Design Year

- Opening Day of Project

3. Analysis Period

- Identify site and adjacent road traffic for weekday A.M. and P.M. peak hours (Saturdays if required by the City Engineer).

4. Data Collection

- Identify site and adjacent street roadway and intersection geometries.
- Identify adjacent street(s) traffic volume and characteristics.

5. Conflict / Capacity Analysis

- Diagram flow of traffic at access point(s) for site and adjacent development.
- Perform capacity analysis as determined by the City Engineer.

6. Right-of-Way Access

- Identify right-of-way, geometric boundaries and physical conflicts.
- Investigate existence of federal or state, no access or limited access control line.

7. Design and Mitigation

- Determine and document safe and efficient operational design needs based on site and study area data. Identify operational concerns and mitigation measures to ensure safe and efficient operation pursuant to appropriate state highway access category.

Project ADT 500 to 3,000 trips or peak hour < 500 trips.**1. Study Area**

- The study area, depending on the size and intensity of the development and surrounding development, may be identified by parcel boundary, area of immediate influence or reasonable travel time boundary. An acceptable traffic study boundary is 1/4-1/2 mile on each side of the project site per the City Engineer.
- Intersection of site access drives with state highways and any signalized and unsignalized intersection within access category distance of property line. Include any identified queuing distance at site and study intersections.

2. Design Year

- Opening Day of Project
- Five (5) Years after Project Completion
- Document and include all phases of development (includes out pad parcels)

3. Analysis Period

- Analyze site and adjacent road traffic for weekday A.M. and P.M. peak hours including Saturday peak hours if identified as a high Saturday use.. Identify special event peak hour as necessary (adjacent roadway peak and site peak).

4. Data Collection

- Daily and Turning Movement counts.
- Identify site and adjacent street roadway and intersection geometries.
- Traffic control devices including traffic signals and regulatory signs.
- Traffic accident data

5. Trip Generation

- Use equations or rates available in latest edition of ITE Trip Generation. Where developed equations are unavailable for intended land use, perform trip rate study and estimation following ITE procedures or develop justified trip rate agreed to by the Department.

6. Trip Distribution and Assignment

- Document distribution and assignment of existing, site, background, and future traffic volumes on surrounding network of study area.

7. Conflict/Capacity Analysis

- Diagram flow of traffic at access point(s) for site and adjacent development.
- Perform capacity analysis for daily and peak hour volumes

8. Traffic Signal Impacts

- For modified and proposed traffic signals:
 - Traffic Signal Warrants as identified.
 - Traffic Signal drawings as identified.
 - Queuing Analysis

9. Design and Mitigation.

- Determine and document safe and efficient operational design needs based on site and study area data. Identify operational concerns and mitigation measures to ensure safe and efficient operation pursuant to appropriate state highway access category.

PERMIT LEVEL / TRAFFIC STUDY LEVEL III

Project ADT 3,000 to 10,000 trips or peak hour traffic 500 to 1,200 trips.

1. Study Area

- The study area, depending on the size and intensity of the development and surrounding development, may be identified by parcel boundary, area of immediate influence or reasonable travel time boundary.
- An acceptable traffic study boundary should be based on travel time or by market area influence. Intersection of site access drives with state highways and any intersection within 1/2 mile of property line on each side of project site.

2. Design Year

- Opening Day of Project
- Five (5) Years After Opening
- Twenty (20) Years After Opening
- Document and include all phases of development (includes out pad parcels).

3. Analysis period

- For each design year analyze site and adjacent road traffic for weekday A.M. and P.M. peak hours including Saturday peak hours if identified as needed per the City Engineer. Identify special event peak hour as necessary (adjacent roadway peak and site peak).

4. Data Collection

- Daily and Turning movement counts.
- Identify site and adjacent street roadway and intersection geometries.
- Traffic control devices including traffic signals and regulatory signs.
- Automatic continuous traffic counts for at least 48 hours.
- Traffic accident data.

5. Trip Generation

- Use equations or rates available in latest edition of ITE Trip Generation. Where developed equations are unavailable for intended land use, perform trip rate study and estimation following ITE procedures or develop justified trip rate agreed to by the Department.

6. Trip Distributions and Assignment

- Document distribution and assignment of existing, site, background, and future traffic volumes on surrounding network of study area.

7. Capacity Analysis

- Level of Service (LOS) for all intersections.
- LOS for existing conditions, design year without project, design year with project.

8. Traffic Signal Impacts.

- For proposed Traffic Signals:
 - Traffic Signal Warrants as identified.
 - Traffic Signal drawings as identified.
 - Queuing Analysis.
 - Traffic Systems Analysis. Includes acceleration, deceleration and weaving.
 - Traffic Coordination Analysis

10. Accident and Traffic Safety Analysis

- Existing vs. as proposed development.

11. Design and Mitigation

- Determine and document safe and efficient operational design needs based on site and study area data. Identify operational concerns and mitigation measures to ensure safe and efficient operation pursuant to appropriate state highway access category.

PERMIT LEVEL / TRAFFIC STUDY LEVEL IV

Project ADT greater than 10,000 trips or peak hour traffic > 1,200 vehicles per hour.

1. Study Area

- The study area, depending on the size and intensity of the development, will include the surrounding roadways ½ mile from the parcel boundary or reasonable travel time boundary.

2. Design Year

- Opening Day of Project
- Five (5) Years After Opening
- Twenty (20) Years After Opening
- Document and include all phases of development (includes out pad parcels).

3. Analysis Period

- For each design year analyze site and adjacent road traffic for weekday A.M. and P.M. peak hours including Saturday peak hours as needed per the City Engineer. Identify special event peak hour as necessary (adjacent roadway peak and site peak).

4. Data Collection

- Daily and Turning movement counts.
- Identify site and adjacent street roadway and intersection geometries.
- Traffic control devices including traffic signals and regulatory signs.
- Automatic continuous traffic counts for at least 24 hours or obtain ADT from local or state agencies
- Traffic accident data.

5. Trip Generation

- Use equations or rates available in latest edition of ITE Trip Generation. Where developed equations are unavailable for intended land use, perform trip rate study and estimation following ITE procedures or develop justified trip rate agreed to by the Department.

6. Trip Distributions and Assignment

- Document distribution and assignment of existing, site, background, and future traffic volumes on surrounding network of study area.

7. Capacity Analysis

- Level of Service (LOS) for all intersections.
- LOS for existing conditions, design year without project, design year with project.

8. Traffic Signal Impacts.

- For proposed Traffic Signals:
 - Traffic Signal Warrants as identified.

- Traffic Signal drawings as identified.
- Queuing Analysis.
- Traffic Systems Analysis. Includes acceleration, deceleration and weaving.
- Traffic Coordination Analysis

9. Accident and Traffic Safety Analysis. Existing vs. Proposed Development

10. Design and Mitigation

- Determine and document safe and efficient operational design needs based on site and study area data.
- Identify operational concerns and mitigation measures to ensure safe and efficient operation pursuant to appropriate state highway access category.



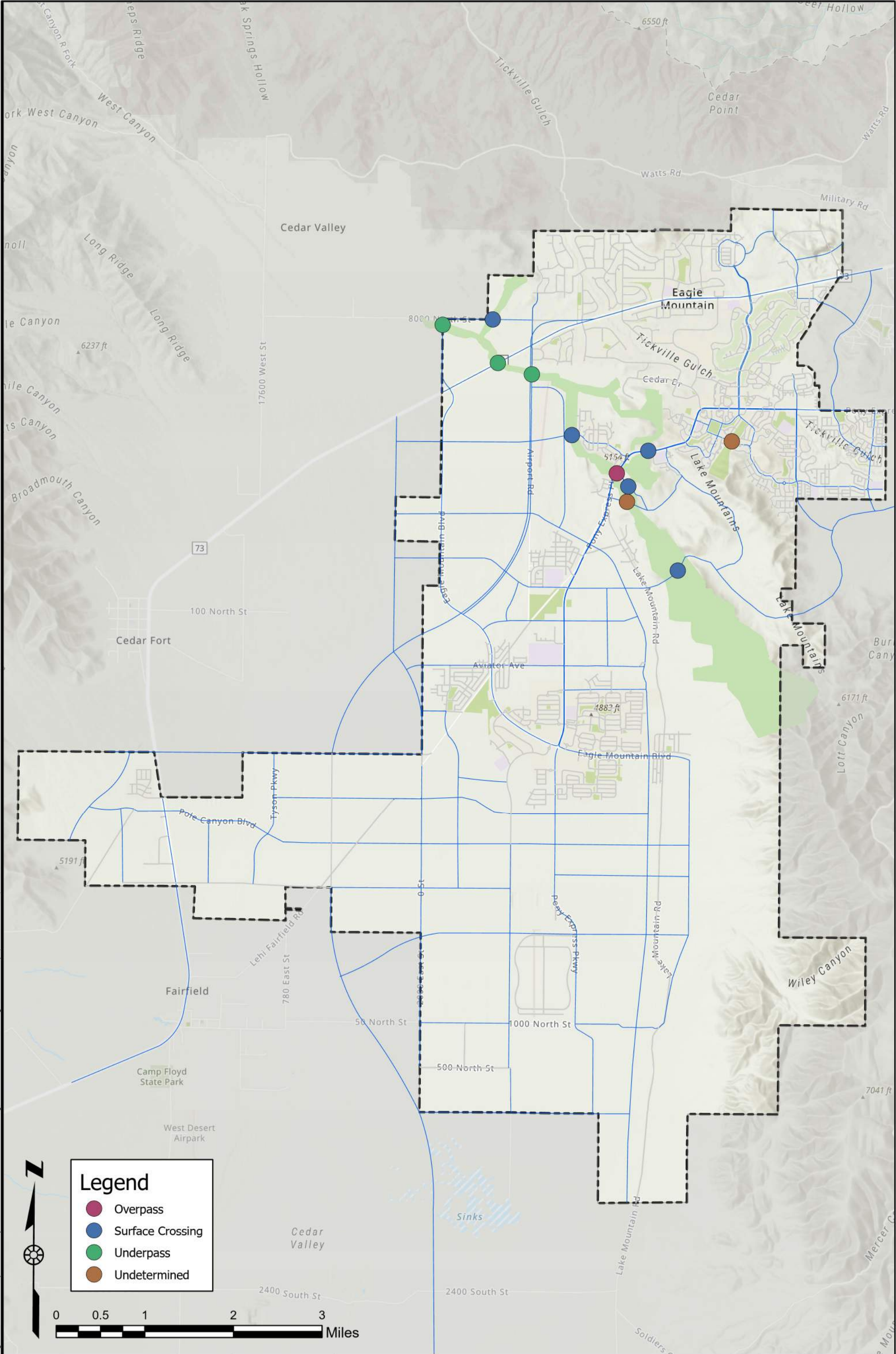
APPENDIX B: COST ESTIMATES

Project #	Project Name	Project Type	Funding	Range (yr)	Functional Class	Estimated Construction Year
1	New Road (Old Airport Rd): Cory B Wride HWY to East Expressway - New 5 lane road	New Road	Eagle Mountain	10	Major Arterial - 126' - Five Lanes	2030
1b	New Road (Old Airport Rd): East Expressway to Mid Valley Road - New 3 lane road	New Road	Eagle Mountain	10	Major Collector - 94'	2030
1c	New Road (Old Airport Rd): Mid Valley Road to Project 57 - New 3 lane road	New Road	Eagle Mountain	10	Minor Collector - 77'	2030
2	New Road (Cory Wride Freeway): Mountain View Corridor to Ranches Parkway - New freeway, frontage roads	New Road	Eagle Mountain	30	Major Arterial - 126' - Five Lanes	2050
3	Cory Wride Highway Widening: Mountain View Corridor to Ranches Parkway - Widen to 5 lanes	Capacity Improvement	UDOT	10	Major Arterial - 126' - Five Lanes	2030
4	Cory Wride Highway Widening: Ranches Parkway to Old Airport Rd - Widen to 5 lanes	Capacity Improvement	UDOT	10	Major Arterial - 126' - Five Lanes	2030
5	New road (East Expressway): Pony Express Pkwy to Eagle Mountain Blvd - New 5 lane road	New Road	MAG/Other Funds	10	Major Arterial - 126' - Five Lanes	2030
6	New Road (Foothill Boulevard): Cory Wride Fwy to Stillwater Dr - New 3 lane road	New Road	MAG/Other Funds	10	Major Collector - 94'	2030
7	New Road (Mid Valley Road): Eagle Mountain Blvd to East Expressway - New 3 lane road	New Road	Eagle Mountain	10	Major Collector - 94'	2030
8	Pony Express Parkway Widening: Sandpiper Rd to Eagle Mountain Blvd - Widen to 5 lanes	Capacity Improvement	MAG/Other Funds	10	Major Arterial - 126' - Five Lanes	2050
9	Eagle Mountain Boulevard Widening: SR-73 to East Expressway - Widen to 5 lanes	Capacity Improvement	Eagle Mountain	30	Major Arterial - 126' - Five Lanes	2030
10	East Expressway Widening: Cedar Valley Freeway to Eagle Mountain Boulevard - Widen to 5 lanes	Capacity Improvement	MAG/Other Funds	30	Major Arterial - 126' - Five Lanes	2050
11	New Road (Harvest Hills Boulevard): Sunflower Way to Spring Run Dr - New 3 lane road	New Road	MAG/Other Funds	30	Major Collector - 94'	2050
12	New Road (Mt. Saratoga Boulevard): Cory Wride Freeway to Harvest Hills Boulevard - New 3 lane road	New Road	MAG/Other Funds	30	Major Collector - 94'	2050
13	New Road (Aviator Avenue): Eagle Mountain Boulevard to Cedar Fort Road - New 3 lane road	New Road	MAG/Other Funds	30	Major Collector - 94'	2050
14	New Road (Cedar Valley Freeway): East Expressway to UC 4000 N - New freeway	New Road	MAG/Other Funds	30	Major Arterial - 126' - Five Lanes	2050
15	New Road (Central Valley Road): UC 2400 N to Mid Valley road - New 3 lane road	New Road	MAG/Other Funds	30	Major Collector - 94'	2050
16	New Road (Hidden Valley Road): East Expressway to Redwood Road - New 5 lane road	New Road	MAG/Other Funds	30	Major Arterial - 126' - Five Lanes	2050
17	New Road (Mid Valley Road): Eagle Mountain Blvd to Cedar Fort Road - New 3 lane road	New Road	MAG/Other Funds	30	Major Collector - 94'	2050
18	New Road (UC 8000 N): Cedar Fort Road to UC 17200 W - New 3 lane road	New Road	MAG/Other Funds	30	Major Collector - 94'	2050
19	New Road (unknown N/S road): East of Old Airport Rd to East Expressway	New Road	Eagle Mountain	10	Minor Collector - 77'	2030
20	Brandon Park Drive Widening: Aviator Ave to Willard Park Drive - Widen to 2 lanes	Capacity Improvement	Eagle Mountain	30	Minor Collector - 77'	2050
21	New Road (Brandon Park Drive): Willard Park Drive to south of Pole Canyon Blvd) - New 2 lane road	New Road	Eagle Mountain	30	Minor Collector - 77'	2050
22	New Road (Willard Peak Drive): Brandon Park Rd to O St - New 2 lane road	New Road	Eagle Mountain	30	Minor Collector - 77'	2050
23	New Road (unknown, west of N Wood Rd): Brandon Park Drive to N Wood Rd - New 2 lane road	New Road	Eagle Mountain	30	Minor Collector - 77'	2050
24	New Road (possibly W 3500 N St?): Tyson Parkway to East Expressway - New 2 lane road	New Road	Eagle Mountain	10	Minor Collector - 77'	2030
25	New Road (N Wood Rd): N Wood Rd to E 500 N St - New 3 lane road	New Road	Eagle Mountain	30	Major Collector - 94'	2050
26	New Road (possibly Bald Eagle Way): Pony Express Parkway to possible E Oquirrh Ranch Pkwy - New 2 lane	New Road	Eagle Mountain	10	Minor Collector - 77'	2030
27	New Road (possibly E Oquirrh Ranch Parkway): Pony Express Pkwy to Hidden Valley Road -	New Road	Eagle Mountain	10	Minor Collector - 77'	2030
28	New Road (unknown, north of East Expressway): Eagle Mtn Blvd to Airport Rd -	New Road	Eagle Mountain	30	Minor Arterial - 122'	2050
29	New Road (unknown, south of Cory Wride Mem Park): Eagle Mtn Blvd to Pony Express Pkwy -	New Road	Eagle Mountain	30	Minor Collector - 77'	2050
30	New Road (unknown, south of Cory Wride Mem Park): Project 29 above to 5000 North St -	New Road	Eagle Mountain	30	Minor Collector - 77'	2050
31	New Road (unknown N/S rd): Eagle Mtn Blvd to 1000 North St	New Road	Eagle Mountain	30	Minor Collector - 77'	2050
32	New Road (1000 North St): 2000 East St to N Wood Rd	New Road	Eagle Mountain	30	Minor Collector - 77'	2050
33	New Road (unknown): Wood Road to Project 40	New Road	Eagle Mountain	30	Minor Collector - 77'	2050
34	New Road (unknown, west of SR-73): northern border to southern border	New Road	Eagle Mountain	30	Minor Collector - 77'	2050
35	New Road (4000 N): along northern border to SR-73	New Road	Eagle Mountain	30	Minor Collector - 77'	2050
36	New Road (Pole Canyon Boulevard): Project 34 to W Lewiston Rd	New Road	Eagle Mountain	30	Minor Collector - 77'	2050
37	New Road (unknown N/S rd, west of SR-73): Pole Canyon Boulevard to Project 33 above	New Road	Eagle Mountain	30	Minor Collector - 77'	2050
38	New Road (unknown, N/S rd, east of SR-73): Pole Canyon Boulevard to Project 33 above	New Road	Eagle Mountain	30	Minor Collector - 77'	2050
39	New Road (Tyson Parkway): Pole Canyon Boulevard to Project 33 above	New Road	Eagle Mountain	30	Minor Collector - 77'	2050
40	New Road (unknown N/S rd, east of Tyson Parkway): northern border to southern border	New Road	Eagle Mountain	30	Major Collector - 94'	2050
41	New Road (unknown W/E rd): Project 33 above to N Wood Rd	New Road	Eagle Mountain	30	Minor Collector - 77'	2050
42	New Road (O St): Cory Wride Hwy to Project 33 above	New Road	Eagle Mountain	30	Major Collector - 94'	2050
43	New Road (2000 East St): Project 33 above to 500 North St	New Road	Eagle Mountain	30	Minor Collector - 77'	2050
44	New Road (Porters Crossing Parkway): Golden Eagle Rd to Mid Valley Rd	New Road	Eagle Mountain	30	Minor Collector - 77'	2050
45	New Road (SilverLake Parkway): Golden Eagle Rd to Mid Valley Rd	New Road	Eagle Mountain	30	Minor Collector - 77'	2050
46	New Road (Talus Ridge Drive): Scenic Mountain Dr to Mt Saratoga Blvd	New Road	Eagle Mountain	30	Minor Collector - 77'	2030
47	New Road (Spring Mountain Drive): Spring Run Drive to Spring Mountain Drive	New Road	Eagle Mountain	30	Minor Collector - 77'	2050
48	New Road (possibly Wagstaff Way): N Spring Run Drive to Spring Run Parkway	New Road	Eagle Mountain	10	Minor Collector - 77'	2030
49	New Road (Spring Run Parkway): SR-73 to northern border	New Road	Eagle Mountain	10	Minor Collector - 77'	2030
50	New Road (unknown W/E rd just south of norther border): Spring Run Parkway to Project 52	New Road	Eagle Mountain	30	Local Street	2050
51	New Road (possibly Wagstaff Way): Spring Run Parkway to eastern border	New Road	Eagle Mountain	10	Minor Collector - 77'	2030
52	New Road (unknown N/S road just west of eastern border): SR-73 to northern border	New Road	Eagle Mountain	30	Local Street	2050
53	New Road (Pony Express Parkway) : 1000 N to southern border	New Road	Eagle Mountain	30	Minor Arterial - 122'	2050
54	New Road (unknown W/E road): Cory Wride HWY to East Expressway	New Road	Eagle Mountain	30	Major Arterial - 126' - Five Lanes	2050
55	New Road (Pole Canyon Boulevard): East Expressway to Project 31 above	New Road	Eagle Mountain	30	Major Arterial - 126' - Five Lanes	2050
56	New Road (unknown W/E road): Pony Express Pkwy to Project 31 above	New Road	Eagle Mountain	10	Minor Collector - 77'	2030
57	New Road (unknown W/E road): Eagle Mountain Blvd to Pony Express Parkway	New Road	Eagle Mountain	10	Minor Collector - 77'	2030

58	Pole Canyon Blvd widening: W Lewiston Rd to Pony Express Pkwy	Capacity Improvement	Eagle Mountain	30	Minor Arterial - 122'	2050
59	New Road (Eagle Mountain Boulevard): Cory Wride Hwy to 8000 North	New Road	Eagle Mountain	30	Minor Collector - 77'	2050
60	Six Mile Cutoff Rd Widening: Cory Wride Hwy to Abigail Ln	Capacity Improvement	Eagle Mountain	30	Minor Collector - 77'	2050
61	New Road (Pole Canyon Boulevard): Pony Express Parkway to East Expressway	New Road	Eagle Mountain	10	Major Arterial - 126' - Five Lanes	2030
62	New Road (Aviator Avenue): Pony Express Parkway to East Expressway - New 3 lane road	New Road	Eagle Mountain	10	Major Collector - 94'	2030
63	New Road (Lone Tree Parkway): Old Airport Road to Seabiscuit Road	New Road	Eagle Mountain	10	Minor Collector - 77'	2030
64	New Road (Lone Tree Parkway): Eagle Mountain Blvd to Old Airport Road	New Road	Eagle Mountain	30	Minor Arterial - 122'	2050
65	Pony Express Parkway Widening: Eagle Mountain Blvd to Eagle Mountain Public Works	Capacity Improvement	Eagle Mountain	10	Major Arterial - 126' - Five Lanes	2030
66	New Road (unknown W/E road): Pony Express Parkway to East Expressway	New Road	Eagle Mountain	30	Minor Collector - 77'	2050
67	WoodHaven Blvd & Pony Express Pkwy - new signal	Traffic Signal	Eagle Mountain	10		2030
68	Pony Express Pkwy & East Expressway - new signal	Traffic Signal	Eagle Mountain	10		2030
69	Eagle Mountain Boulevard & Project 57 - new signal	Traffic Signal	Eagle Mountain	10		2030
70	Bobby Wren Boulevard & Pony Express Parkway - new signal	Traffic Signal	MAG/Other Funds	10		2030
71	Eagle Mountain Boulevard & Major Street - new signal	Traffic Signal	Eagle Mountain	10		2030
72	Pony Express Pkwy & Eagle Mountain Boulevard - new signal	Capacity Improvement	Eagle Mountain	10	Major Arterial - 126' - Five Lanes	2030
73	Eagle Mountain Boulevard and SR-73 - new signal	Traffic Signal	Eagle Mountain	30		2050
74	Old Airport Road & East Expressway - new signal	Traffic Signal	Eagle Mountain	30		2050
75	Pony Express Parkway & Project 57 - new signal	Traffic Signal	Eagle Mountain	30		2050
76	Pole Canyon Boulevard & SR-73 - new signal	Traffic Signal	Eagle Mountain	30		2050
77	Pole Canyon Boulevard & Pony Express Parkway	Traffic Signal	Eagle Mountain	30		2050
78	New Road (Cory Wride Freeway):Ranches Parkway to East Expressway- New freeway, frontage roads	New Road	UDOT	30	Major Arterial - 126' - Five Lanes	2050
79	New Road (1600 West): Aviator Avenue to 4000 North	New Road	Eagle Mountain	10	Major Collector - 94'	2030
80	New High-T Signal: Ranches Parkway & Campus Drive	Capacity Improvement	Eagle Mountain	10	Major Arterial - 126' - Five Lanes	2030
81	New Road (unknown W/E road): Cedar Valley Freeway to East Expressway	New Road	Eagle Mountain	30	Minor Collector - 77'	2050
82	Hidden Valley Pkwy widening: Pony Express Pkwy to Project 83	Capacity Improvement	Eagle Mountain	30	Minor Collector - 77'	2050
83	New Road (Hidden Valley Pkwy): Locust Ave to Hidden Valley Road	New Road	Eagle Mountain	30	Minor Collector - 77'	2050
84	Intersection Improvement: Porter's Crossing Pkwy/Pony Express Pkwy	Capacity Improvement	Eagle Mountain	10	Major Arterial - 126' - Five Lanes	2030
85	Intersection Improvement: Ranches Pkwy/Pony Express Pkwy	Capacity Improvement	Eagle Mountain	10	Major Arterial - 126' - Five Lanes	2030
86	Intersection Improvement: Lone Tree Pkwy/Pony Express Pkwy	Capacity Improvement	Eagle Mountain	10	Major Arterial - 126' - Five Lanes	2030
87	New Road (unknown W/E road): Cedar Valley Freeway to Project 31	New Road	Eagle Mountain	30	Major Collector - 94'	2050

A wide-angle photograph of a town nestled at the foot of a range of snow-capped mountains under a blue sky with scattered clouds. The town features numerous houses with grey roofs and some greenery. The mountains in the background are rugged and partially covered in snow.

APPENDIX C: WILDLIFE CORRIDOR CONFLICT MAP



Q:\2020\UT-2843-2012 Eagle Mountain Master Transportation Plan\Project Data\GIS\Horrocks\Pro\UT-2843-2012 Eagle Mountain MTP.aprx, 10/11/2022 6:38 AM, share.ellar



**EAGLE MOUNTAIN CITY
CITY COUNCIL MEETING
DECEMBER 6, 2022**

TITLE:	MOTION - Disposal of Significant Real Property Identified as Portions of Utah County Parcel Numbers 36:713:0052 and 54:223:0041.		
ITEM TYPE:	Motion		
FISCAL IMPACT:			
APPLICANT:	Cam Maddox, Tony Yraguen, and Devin Dickson		
GENERAL PLAN DESIGNATION Parks and Open Space	CURRENT ZONE	ACREAGE 1.27 acres of two parcels totaling 25.82 acres	COMMUNITY North Ranch

PUBLIC HEARING:

No

PREPARED BY:

Lianne Pengra, Recorder's Office

PRESENTED BY:

Chief Deputy Recorder Lianne Pengra

RECOMMENDATION:

Staff recommends the City Council consider the application for disposal of significant real property identified as portions of Utah County Parcel Numbers 36:713:0052 and 54:223:0041.

BACKGROUND:

This item was presented to the City Council on September 20, 2022. It was tabled to allow staff to evaluate the interconnectivity of this area with the overall trail system to determine the best option for all residents. Staff has not yet completed a master trails plan for this area.

The City Council may table the item until the master trails plan is in place, approve all or a portion of the requested disposal, or deny the application.

If the City Council determines that disposal is appropriate, [EMMC 3.30.060](#) allows the City Council to determine the best method to dispose of the property, including direct sale to the applicants. According to [EMMC 3.30.050](#), the valuation of the property for disposal should be calculated based on the average per acre value of unimproved agriculture land on the records of the Utah County Recorder, located within a five-mile radius of the land proposed for disposal, or other current appraisal authority in considering the fair

value of the property. For reference, attached is a graphic showing the per acre value of agriculture parcels in surrounding areas of the City.

If the property is disposed of to the applicants, they will be required to go through the amended recorded plat process, as defined in [EMMC 16.55 Plat Amendments](#).

ITEMS FOR CONSIDERATION:

REQUIRED FINDINGS:

PLANNING COMMISSION ACTION/RECOMMENDATION:

N/A

ATTACHMENTS:

[Land Disposal Application](#)

[Location](#)

[Agriculture Property Valuation](#)



Eagle Mountain City Recorder's Office Land Disposal Application

**EAGLE
MOUNTAIN**

1650 E Stagecoach Run, Eagle Mountain, UT 84005

801.789.6611 • fkofed@emcity.org • tkatwyk@emcity.org • lpengra@emcity.org

CAM MADDOX

Applicant Information TONY J. RAGUEN

Applicant Name: DEVIN DICKSON

Application Date: 8/16/2022

Phone: _____ Email: _____

Address: 1894 E. LAKE VIEW LANE ; 1848 E. LAKE VIEW LANE ;
1804 E. LAKE VIEW LANE

Land Information

General Location of the Property: EXHIBIT TRAIL AFFECTING EAST & SOUTH SIDE OF 3
36:713:0030 36:713:0029

Parcel Number: 36:713:0028 Total Area of the Subject Property: TRAIL - 1.166 ACRES
POND - .1061 ACRES

Required Materials

In order to expedite the process of review, the following materials must be finalized and submitted in their entirety. Any items that fail to be included with this application could delay the process of review.

- ☒ **Written Request.** A written request explaining where the property is located and the reasons for the disposal.
- ☒ **Scaled Site Plan.** A scaled site plan showing the following:
 - Property to be disposed of
 - Surrounding lots, landscaping, etc.
 - Existing conditions of proposed property and surrounding land
 - Dimensions and distances
 - Any public utility easements or other easements
- ☒ **Pictures.** Pictures of the proposed land to be disposed of.
- ☐ **Water Rights.** Water right documentation showing availability of water rights sufficient to serve the proposed disposal of land. If the City Engineer finds that no additional water rights are required, provide a letter from him/her stating that fact.
- ☒ **Proposed Site Plan.** Site plan showing future plans for the disposed land. (e.g., landscaping, fencing, buildings, grading, runoff, etc.).
- ☒ **Acknowledgement.** A written acknowledgement that the applicant has read Eagle Mountain Municipal Code Chapter 3.30 Disposal of City Real Property, and that the applicant is aware that if the City Council approves the disposal application, the applicant will assume full responsibility for future processing, including all fees.
- ☒ **Fee.** Non-refundable processing fee of \$150.

Applicant Certification

I certify under penalty of perjury that this application and all information submitted as a part of this application are true, complete and accurate to the best of my knowledge. Should any of the information or representations submitted in connection with this application be incorrect or untrue, I understand that Eagle Mountain City may rescind any approval, or take any other legal or appropriate action. I also acknowledge that I have reviewed the applicable sections of the Eagle Mountain Municipal Code and that items and checklists contained in this application are basic and minimum requirements only, and that other requirements may be imposed that are unique to individual projects or uses.

Signed: CAM: [Signature]

Date: 08/16/22

ONY: [Signature] 8/16/22

DEVIN: [Signature] 8/16/22

HOMES. ENDING IN CAME

WRITTEN REQUEST

To the City of Eagle Mountain:

Cameron Maddox, Tony Yraguen and Devin Dickson would like to purchase city property that is adjacent to our existing plots. We live in the North Ranch subdivision on Lake View Lane. Our house numbers are 1804, 1848 and 1894. We currently have an old, previously dissolved HOA "equine trail" that travels along the east side of the Maddox residence, then turns and heads along the south side of all three of our existing properties. This property was owned and managed by the old North Ranch HOA until it was dissolved. Now it is currently owned by the city of Eagle Mountain. The area we would like to purchase measures out to **1.166 acres.**

Secondarily, a smaller area we would like to purchase measures **.1091 acres.**

Why would we like to purchase this property?

There are many reasons we would like to list:

1. It is very rarely used. This part of the trail dead ends into a cliff looking over the Tickville/Eagle Mountain Gulch. There is no way around this cliff area unless the public is allowed to cross through the Dickson's property line very close to their house. Devin Dickson has allowed this to happen for some time. But for the 1-3 times a year that someone rides their horse down this part of the trail, they always turn around and go back the way they came when they realize the trail dead ends into a cliff.
2. Motorcycles, ATV's and UTV's abuse the trail when they use it. The few times that this trail is used by motorized OHVs, they aren't going slow. They speed down this trail behind our homes creating obnoxious noise and dust. We also feel they are putting our kids and grandkids in danger at these high speeds as they do sometimes play on the trail behind our homes unsupervised. We have had to go out and do our best to gain the attention of these riders to which they almost always ignore us and speed off. Again, the trail ends in a cliff which is absolutely dangerous to a speeding OHV user who is often underage, which makes this a recipe for disaster and a huge liability to the city. Most of these OHV riders enter from the retention pond just southeast of the trail. They ride around the pond, against city posted NO MOTORIZED VEHICLE signs, then fly up the trail behind our houses until the trail dead ends 3 houses down. These "No Motorized Vehicle" signs were put up in a couple different places around the retention pond after a couple of us neighbors complained about the speeding OHVs that were flying around the pond and trail. One neighbor even put up his own signs until the city replaced them with their own. This neighborhood has been plagued with car accidents, pedestrian accidents, and kids being hospitalized from speeding around on motorcycles, four-wheelers, side by sides and go carts. This is primarily done unsupervised, and unfortunately even deaths of children have occurred where they are out in the

neighborhood on “toys” unsupervised, causing life altering accidents. We feel this portion of the trail doesn’t provide beneficial services to the neighbors, and rather is part of a 3 house safety hazard for anyone attempting to be on this trail specifically, as it leads straight to an unsupervised, ungated cliff. The “No Motorized Vehicle” signs are repeatedly taken down which we try to put back up when we can. One of those signs the city has put up has been vandalized and is currently stolen off the post.

3. This trail has been a fire hazard and we have not seen any indication of maintenance having been done on this trail by the city in the time we’ve owned this property. We have taken it upon ourselves to maintain the trail as it borders and impacts our property. If it weren’t for us 3 homeowners trying to mow down the weeds, the trail would be covered completely with 3-4ft tall obnoxious weeds that dry out and become a fire hazard. (Please compare what the trail by our homes would look like against the present day equine trail that heads north across from the Maddox Residence or compared to how the retention pond looks). We mow our adjacent portion 6-8 times a year to keep the weeds down. We also have to pick up a lot of trash that blows through the trail and accumulates in the tall weeds. Cam Maddox has not only maintained the trail, but tried to beautify the trail by planting drought tolerant Cottonless Sioux Poplar trees and Russian Sage bushes. He waters these plants with his own water/drip system and keeps all weeds down to allow for these plants to grow. Let us be clear, we don’t blame the city for not maintaining this. There are far more important things to do and higher traffic areas that need constant/weekly maintenance. For that reason, we already treat this like an extension to our property and try to maintain the weeds and trash frequently.
4. The 3 adjacent neighbors to the south of us have never cared to maintain the trail. They all have 6ft vinyl fences. We have personally witnessed these neighbors, at various times over the years, throwing their property’s rocks over their fence onto the trail, grass clippings, and even their trash. One of the Residents, Mr. Hershberger, does occasionally spray his fence line for weeds so they don’t grow into his garden. Other than that, we have not seen any desire by these adjacent neighbors to help maintain the trail, and I assume that is because they have all built their fences on their property line and they don’t see the status of the trail, use the trail, or see the effort we put in to clean up the trail. We look at it every day and have been maintaining it on our own for several years now.
5. The trail on the East side of the Maddox residence primarily serves as an access/exit point to OHV vehicles trying to ride in the retention pond. Cam Maddox is the primary user of this trail as it borders his property. The neighbor to the east, Mr. Tim Sparks also uses the trail to access his property at times. He has also helped maintain this part of the trail that is adjacent to his property line. Tim has also planted some spruce trees to

beautify the trail as well as help Cam Maddox with multiple loads of trash and junk to the landfill. Aside from Cam and Tim, this east trail gets used as an access/exit point for OHV vehicles that ride into and around the retention pond by young kids and teens and at high speeds, even though OHV's are not allowed to ride in this area, and signs have repeatedly been placed to show this is not allowed.

6. People in other parts of the subdivision have encroached, if not, taken over their adjacent part of the trail already. If you drive around the subdivision, there are many parts of the trail that have become what look like junk yards, parking spots and weed jungles. A lot of residents have temporarily placed belongings on the trail, or even permanently taken it over. 2 of us moved into our homes here where the previous owners left multiple piles of their unwanted junk on the trail. Cam Maddox has taken multiple loads of junk and garbage to the landfill that was left on the trail behind our homes.
7. There is a part of the North Ranch trail that existed on the north end of the subdivision between Hidden Hills Rd. and Valley View Dr. that no longer exists. A lot of these resident just moved their fences into the trail many years ago and treated it like their existing property line. Now, when you look at the county parcel map, that trail has been dissolved and divvied out to the adjacent residents. How was this done? Why was this done? What fees did these residents pay for this land they took over? How do we acquire our part of the trail like they did?

SCALED SITE PLAN

Property to be disposed of:

- a. Attached you will find pictures of the property we are asking to purchase outlined in red and yellow.
 - i. The red outline is the old HOA trail. This is our primary concern and purpose of this proposal.
 - ii. The yellow outline is a secondary ask, and is a small corner of the retention pond that has been previously used as a temporary horse corral by Cam Maddox. The Maddox's feel like this weird/flat corner of the retention pond would be better cared for under their ownership and would also like to have this piece be part of what they acquire.

Surrounding lots, landscaping, etc.:

- b. Attached you will find pictures of the surrounding lots and current landscaping. All three of us residents have spent tens of thousands of dollars and countless hours on each of our front yard landscaping in the last 2 years alone. We are all trying to improve our properties from when we bought them. We can promise you that we would be great stewards of this dissolved trail property.

Existing condition of the proposed property and surrounding land:

- c. Attached you will find current pictures taken of the trail and its current state. Please compare this trail requested to be disposed of against the present-day status of the trail that heads north across the street from the Maddox residence. This will show the care and maintenance we are doing for this trail that surrounds us specifically, as the trail is not being maintained by the city. You will note that the 3 residents to the south of us all have 6ft vinyl fences all the way across their back yards. None of them have wanted to deal with the trail.

Dimensions and distances:

- d. The east side of the trail adjacent to the Maddox residence runs north and south. This part of the trail has a length of 330.15ft and a width of 50.02ft. The south side of the trail adjacent to all 3 of our properties runs east and west. This part of the trail has a length of 734.94ft and a width of 50.02ft. This comes to a total of 1.166 acres.
 - i. The retention pond disposal proposal measures 69ft east to west, 151ft northeast to southwest, and 138 ft north to south. The total sq/ft is 4754.379. This comes to a total of .1091 acres.

Public utility easements/Others:

- e. As far as we know, there are no public utilities running through the trail and they are not designated as easements.

PICTURES

Attached you will find current pictures of the trail that show direction and give clarity.

WATER RIGHTS

There are no water rights corresponding to this adjacent property. We would have to service our own residential water to this additional land if acquired. Attached is a letter from the city engineer.

PROPOSED SITE PLAN

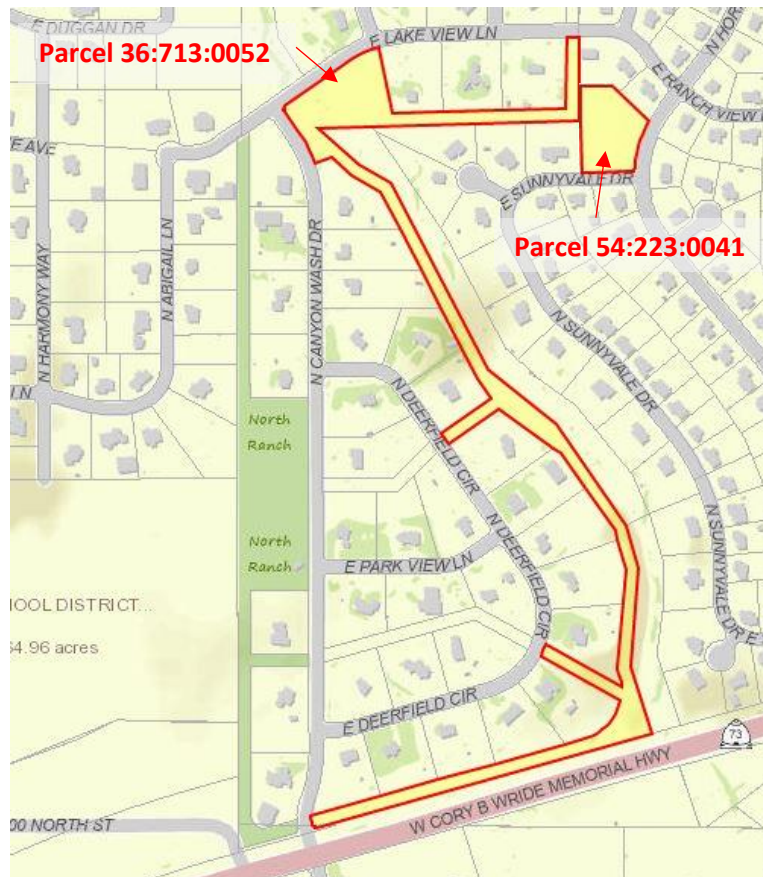
At this time, we don't have any definite plans of what we would do with the property. We are all at the stage of planting trees, shrubs, gardens, etc. We would love to continue that landscaping onto the backside of the trail if acquired. Planting trees, bushes, wildflowers, grass etc. would create far less dust and obnoxious weed growth that currently exists on the trail. We are sure that we would fence off our corresponding property lines across the newly acquired land as soon as possible.

ACKNOWLEDGEMENT

We-Cameron Maddox, Tony Yraguen and Devin Dickson have read *Eagle Mountain Municipal Code Chapter 3.30 Disposal of City Real Property* and are aware that if the City Council approves the disposal application, we will assume full responsibility for future processing, including all fees.

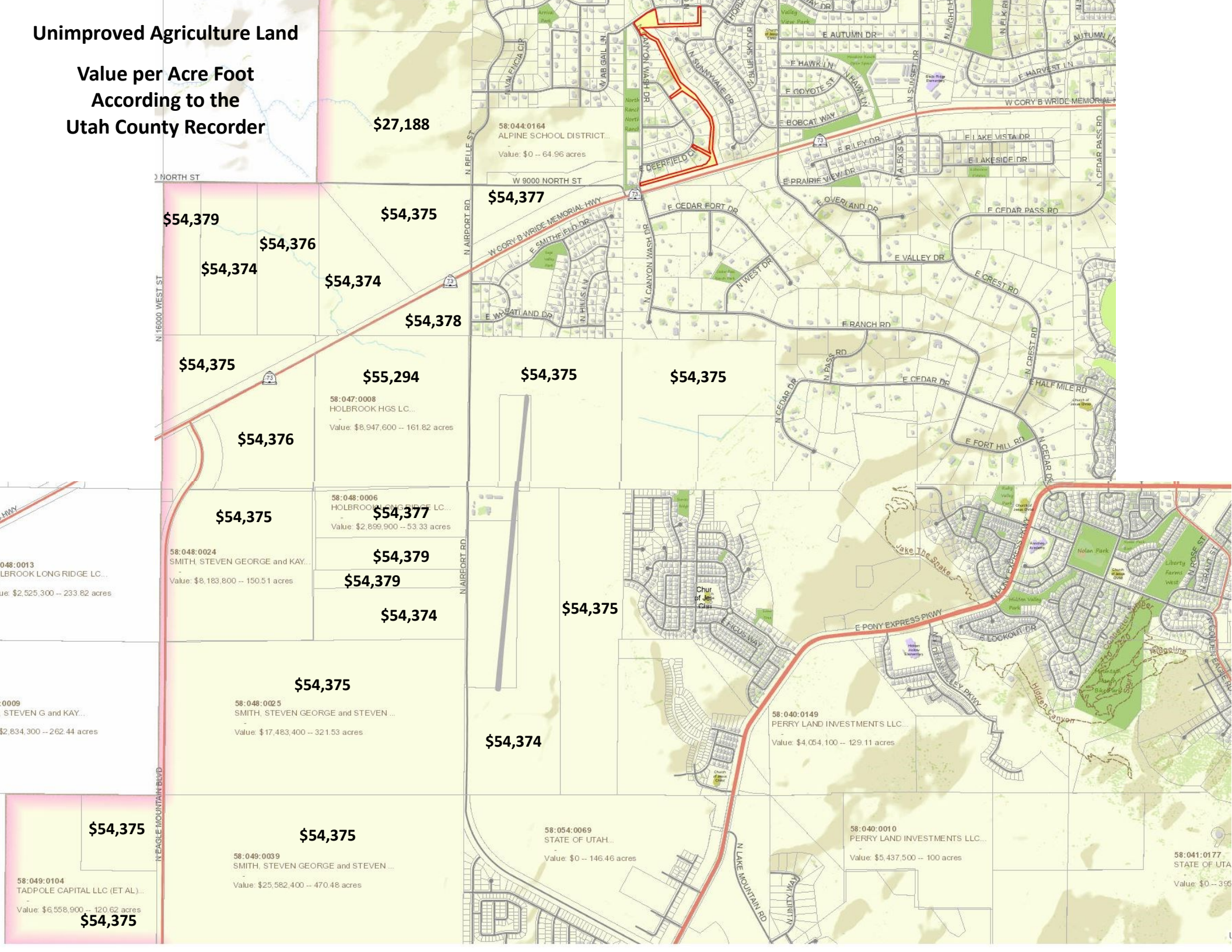
Comments and Questions

- Any consideration regarding potential fees the city can make in comparing how the exact same type of land in question (just on a different part of the exact same city owned trail) located on the north end of the North Ranch subdivision (between Hidden Hills Rd. and Valley View Dr.) was allowed to be taken over by the homeowners there and for no charge to those homeowners, would be very much appreciated.
- How did they get this land?
- Did they have to pay? If so, how much?
- How was this made legal on the parcel map?
- How did they get this recorded with the county for the property adjustments? When you look at the parcel map, there is no trail showing between those roads, so somehow this was accepted.
 - When we have casually asked residents how much they paid for this land to be acquired and how they got it recorded with the county for the parcel maps to be updated, we have been told by multiple people that they paid nothing and just took the land over years ago.



Unimproved Agriculture Land

Value per Acre Foot
According to the
Utah County Recorder



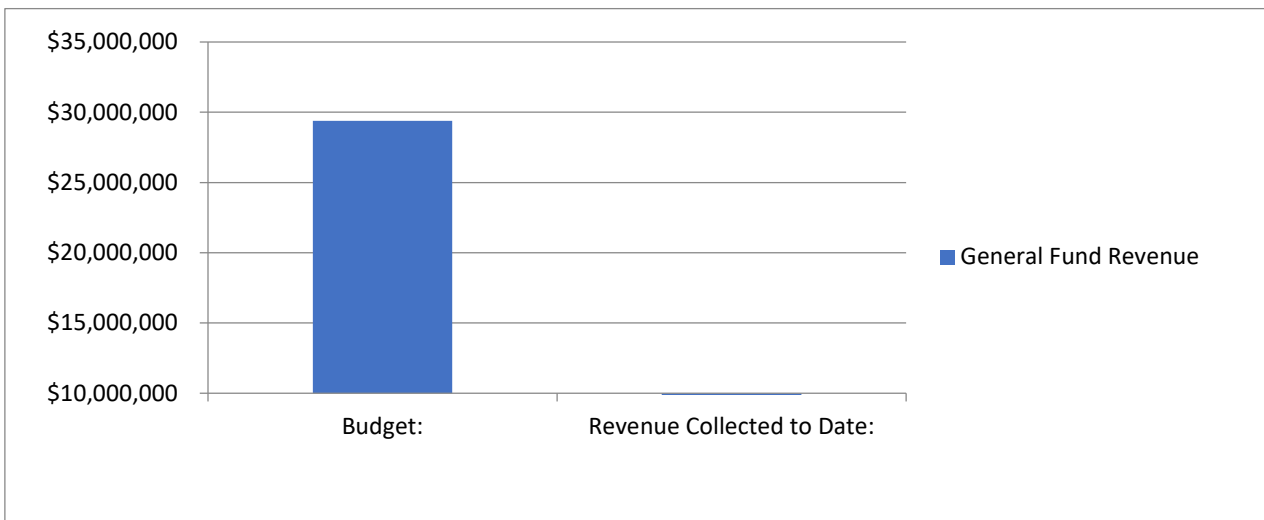
EXECUTIVE SUMMARY OF REVENUES AND EXPENSES*

Through October 2022

GENERAL FUND

General Fund Revenues

Budget: \$ 29,380,967
Revenue Collected to Date: \$ 9,811,868
Percent of Total Budget Collected: 33%
Percent of Year Completed: 33%

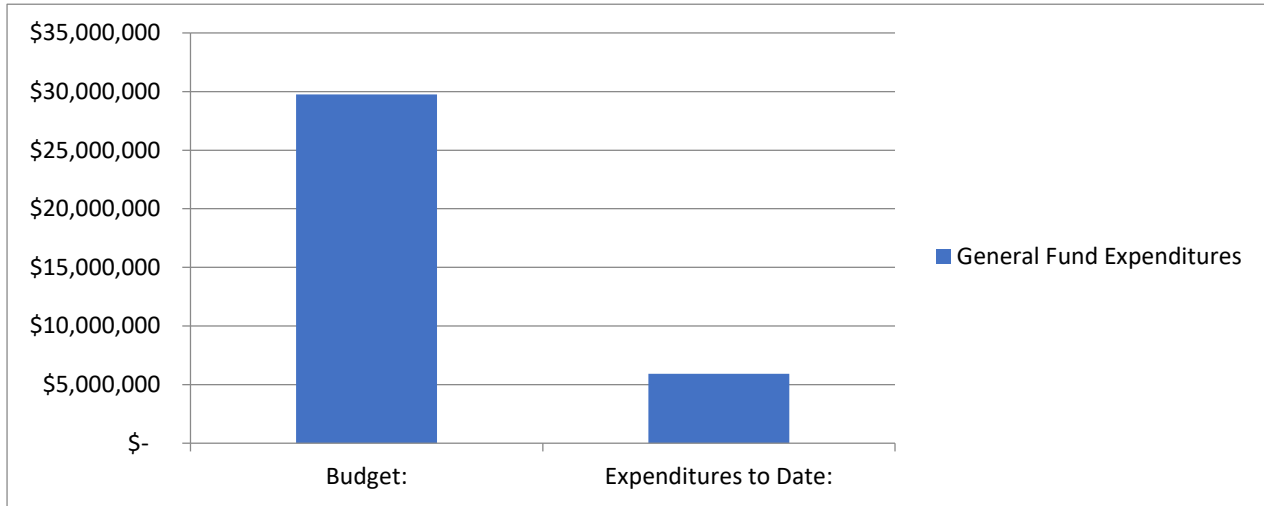


Revenue Analysis

Major Revenue Sources	Budget	To Date	% Collected
Taxes	\$ 16,430,317	\$ 4,596,132	27.97%
Licenses	\$ 25,000	\$ 7,764	31.06%
Planning Building & Eng Fees	\$ 5,756,500	\$ 927,207	16.11%
Intergovernmental Revenue	\$ 4,251,534	\$ 3,033,656	71.35%
Charges for Services	\$ 186,000	\$ 118,103	63.50%
Recreation	\$ 93,000	\$ 70,603	75.92%
Utility Revenue	\$ 3,500	\$ 1,675	47.86%
Fines & Forfeitures	\$ 107,000	\$ 106,610	99.64%
Miscellaneous Revenues	\$ 158,400	\$ 229,753	145.05%
Interfund Transactions	\$ 1,659,716	\$ 546,483	32.93%
Special Revenues & Resources	\$ 710,000	\$ 173,881	24.49%

General Fund Expenditures

Budget: \$ 29,743,567
Expenditures to Date: \$ 5,910,354
Percent of Total Budget Expended: 20%
Percent of Year Completed: 33%



Expense Analysis

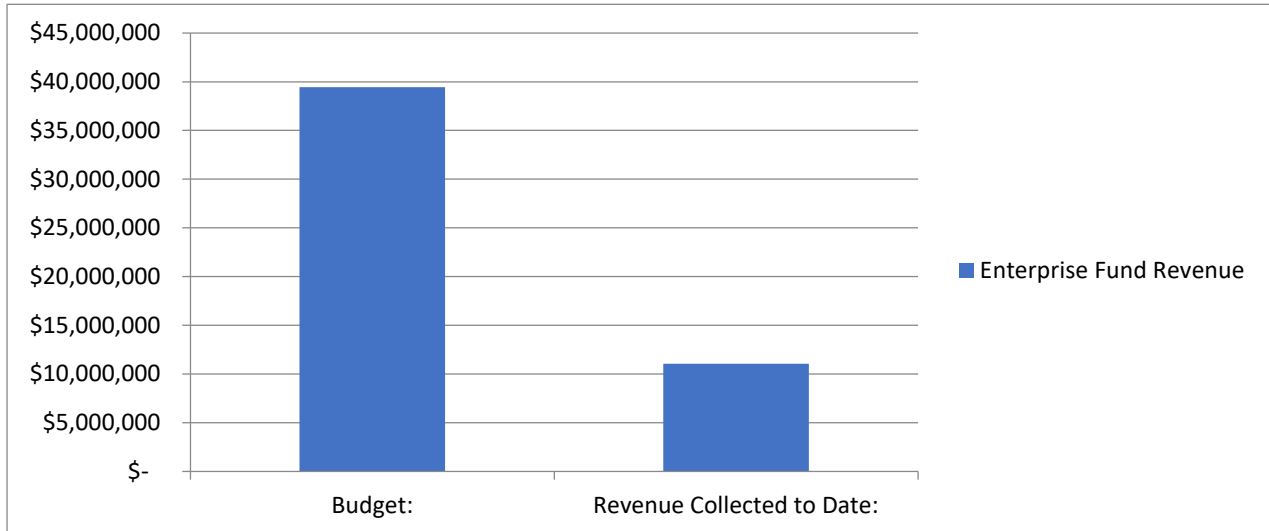
	Budget	To Date	% Expended
11 Executive	\$ 3,428,666	\$ 946,849	28%
18 Boards Commissions & Councils	\$ 2,463,853	\$ 495,037	20%
19 Non-Departmental	\$ 2,331,253	\$ 941,285	40%
21 Public Safety	\$ 5,461,011	\$ 960,424	18%
32 Planning & Zoning	\$ 1,495,081	\$ 291,806	20%
33 Building Inspections	\$ 1,576,899	\$ 419,536	27%
41 Public Works	\$ 6,192,169	\$ 1,855,416	30%
61 Interfund Transfers	\$ 4,750,666	\$ -	0%
71 Debt Service	\$ 2,043,969	\$ -	0%

Note:

ENTERPRISE FUNDS

Enterprise Fund Revenues

Budget: \$ 39,432,774
Revenue Collected to Date: \$ 11,065,807
Percent of Total Budget Collected: 28%
Percent of Year Completed: 33%



Revenue Analysis

	Budget	To Date	% Received
51 Water Fund	\$ 23,783,425	\$ 7,245,712	30%
52 Sewer Fund	\$ 12,140,349	\$ 2,572,019	21%
57 Solid Waste Fund	\$ 2,263,000	\$ 790,388	35%
59 Storm Drain Fund	\$ 1,246,000	\$ 457,689	37%

Fund 51 - Water Fund:

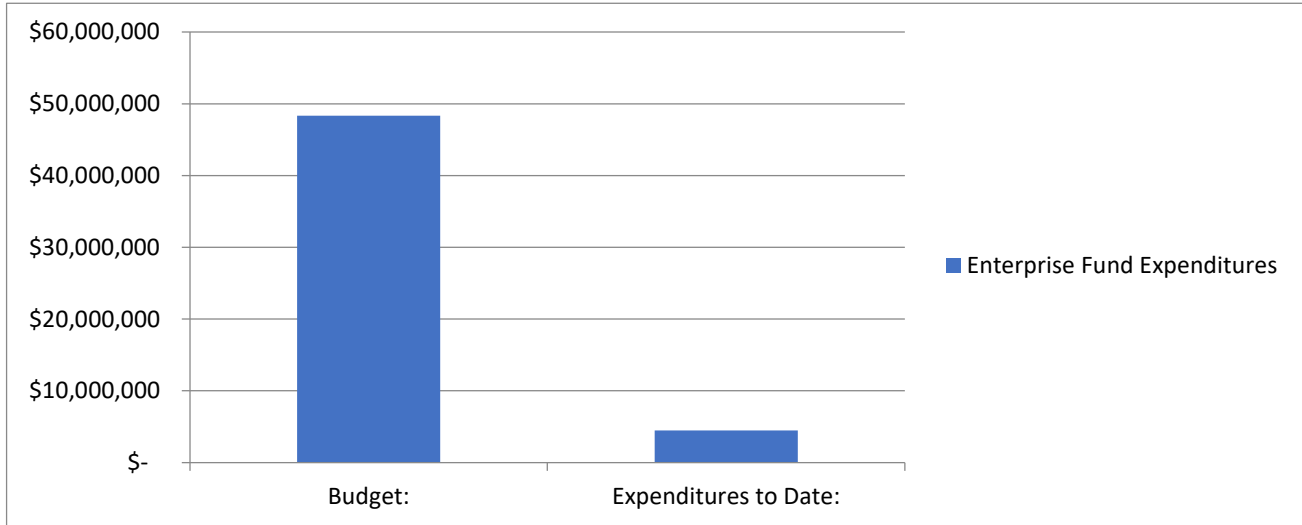
Fund 52 - Wastewater Fund:

Fund 57 - Solid Waste Fund:

Fund 59 - Storm Water Fund:

Enterprise Fund Expenditures

Budget:	\$	48,323,665
Expenditures to Date:	\$	4,490,583
Percent of Total Budget Expended:		9%
Percent of Year Completed:		33%



Expense Analysis

	Budget	To Date	% Expended	% Yr. Completed
51 Water Fund	\$ 31,296,275	\$ 2,116,431	7%	33%
52 Sewer Fund	\$ 13,050,195	\$ 1,568,131	12%	33%
57 Solid Waste Fund	\$ 2,791,712	\$ 572,264	20%	33%
59 Storm Drain Fund	\$ 1,185,483	\$ 233,756	20%	33%

Note:

Water Fund includes \$22 M. for capital project funding.

Sewer Fund includes \$5.1 M. for capital project funding.

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 10/31/2022	Committed Balance	Available Balance	Projected Available Balance by 6/30/23**
11 - Water Impact Fee Fund	\$22,901,908	\$14,570,308	\$8,331,600	\$9,621,034
12 - Wastewater Impact Fee Fund	\$3,559,900	\$6,936,129	(\$3,376,229)	(\$3,017,877)
15 - Parks/Trails Impact Fee Fund	\$5,922,261	\$5,922,261	\$0	\$131,937
16- Public Safety Impact Fee Fund	\$55,951	\$0	\$55,951	\$80,752
17 -Stormwater Impact Fee Fund	\$2,996,453	\$2,357,631	\$638,823	\$829,750
18 -Transportation Impact Fee Fund	\$3,758,520	\$1,892,165	\$1,866,355	\$2,384,158

****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.

UPCOMING PLANNING-RELATED AGENDA ITEMS

Upcoming Items

Applebee's Site Plan
Eagle Quest East Master Development Agreement
Gardner Farms Concept Plan
General Plan Amendment – Moderate Income Housing Element
Harmony Phase A, Plat 14 Site Plan
Parkway Fields Plat C Preliminary Plat & Site Plan
Pole Canyon MDA/MDP Amendment
Rush Creek Rezone
Stonebridge Corner Site Plan
Taco Bell Site Plan

Code Amendments

Commercial District Node Overlay
Industrial Zone
Landscaping Timing Requirements
Multifamily Commercial Design Standards
Neighborhood Improvement Codes
Water-wise Landscaping
Wildlife Corridor