



EAGLE MOUNTAIN CITY COUNCIL MEETING

MAY 6, 2025, 4:00 PM

**EAGLE MOUNTAIN CITY COUNCIL CHAMBERS
1650 E STAGECOACH RUN, EAGLE MOUNTAIN, UT 84005**

4:00 PM WORK SESSION – CITY COUNCIL CHAMBERS

1. DISCUSSION AND INFORMATION ITEMS

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

- 1.A. UPDATE - Mid Valley Road Feasibility Study Alignment
(anticipated time 15 minutes)
- 1.B. PRESENTATION - Firefly Development Report
(anticipated time 30 minutes)
- 1.C. 2025 LEGISLATIVE REPORT - Jacob Anderegg, ThinkUtah
(anticipated time 15 minutes)

2. AGENDA REVIEW

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

3. ADJOURN TO A CLOSED SESSION

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

7:00 PM POLICY SESSION – CITY COUNCIL CHAMBERS

4. CALL TO ORDER

5. PLEDGE OF ALLEGIANCE

6. INFORMATION ITEMS/UPCOMING EVENTS

7. RECOGNITION / INTRODUCTIONS

- 7.A. INTRODUCTION - 2025 Pony Express Days Rodeo Royalty
- 7.B. RECOGNITION - Graduates of the Inaugural Class of the Eagle Mountain Academy

- 7.C. RECOGNITION - Kaleb Horinek - 2025 Junior Shotgun CAT Games: Bronze Medal, Junior Mixed Trap Team, and 2025 Spring Selection Match: Gold Medal, Junior Men's Trap
- 7.D. RECOGNITION - Matthew Banks - Recipient of the 2024 Award for Outstanding Water Reclamation Operator of the Year (Under 5 MGD) from the Water Environment Association of Utah (WEAU)

8. APPOINTMENTS

- 8.A. Youth Council Committee Advisor

- 1. Jessi Call

9. 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.)

10. CITY COUNCIL/MAYOR ITEMS

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

CONSENT AGENDA

11. BOND RELEASES

- 11.A. Parkway Fields Phase D, Plat 1 - Into Warranty
- 11.B. Parkway Fields Phase G, Plat 1 - Into Warranty
- 11.C. Pacific Springs Phase A, Plat 5 - Into Warranty
- 11.D. Eagle Ridge Phase A, Plat 1 - Out of Warranty

12. CHANGE ORDERS

- 12.A. CHANGE ORDER - Old Airport Road Phase 3 Design, Civil Science Change Order #6

13. MINUTES

- 13.A. April 1, 2025 Minutes - Regular City Council Meeting
- 13.B. April 15, 2025 Minutes - Regular City Council Meeting

14. PRELIMINARY PLATS & SITE PLANS

- 14.A. SITE PLAN - Harmony Multi-family Elevations

14.B. SITE PLAN - Towns at Brylee Farms Elevations (Amendment)

14.C. SITE PLAN - McDonald's (City Center)

14.D. SITE PLAN - Panda Express

15. RESOLUTIONS

15.A. RESOLUTION - A Resolution of Eagle Mountain City, Utah, Awarding the Bid for the Off-Highway Trails Plan to Bike Utah in partnership with Shapeshift Terrain Parks, and Approving the Contract

15.B. RESOLUTION - A Resolution of Eagle Mountain City, Utah, Awarding the Bid for the Parks, Trails, and Open Space Master Plan Update to MHTN and Approving the Contract

15.C. RESOLUTION - A Resolution of Eagle Mountain City, Utah, Approving and Authorizing the Execution of an Interlocal Cooperation Agreement for Participation in the Utah Valley HOME Consortium

15.D. RESOLUTION - A Resolution of Eagle Mountain City, Utah, Adopting Firework Restrictions

15.E. RESOLUTION - A Resolution of Eagle Mountain City, Utah, Amending the Eagle Mountain City Consolidated Fee Schedule to Add Secondary Water User Rates, and a Table for Secondary Water Meter Connections

15.F. RESOLUTION - A Resolution of Eagle Mountain City, Utah, Appointing a Member Representative to the North Utah Valley Animal Services Special Service District Board

SCHEDULED ITEMS

16. ORDINANCES/PUBLIC HEARINGS

16.A. ORDINANCE/PUBLIC HEARING - An Ordinance of Eagle Mountain City, Utah, Amending the General Plan Future Land Use Map for Certain Lands Known as Cedar Valley Holbrook

BACKGROUND: (Presented by Senior Planner, Robert Hobbs) A request for approval to Amend the General Plan Future Land Use Map from Business Park/Light Industry to Foothill Residential on/for 73.03 acres of property located on the north side of SR-73, south of 8000 North and west of Airport Road Parcel No's. 58:047:0060, 58:047:0058, 58:047:0061, and 58:047:0062 in Eagle Mountain City.

16.B. ORDINANCE/PUBLIC HEARING - An Ordinance of Eagle Mountain City, Utah, Rezoning Certain Lands Known as Cedar Valley Holbrook

BACKGROUND: (Presented by Senior Planner, Robert Hobbs) A request for approval to rezone existing Agriculture zoned land to Foothill Residential zoning on/for 73.03 acres

of property located in the north side of SR-73, south of 8000 North and west of Airport Road Parcel No's. 58:047:0060, 58:047:0058, 58:047:0061, and 58:047:0062 in Eagle Mountain City.

- 16.C. ORDINANCE/PUBLIC HEARING - An Ordinance of Eagle Mountain City, Utah, Amending the Eagle Mountain Municipal Code Title 17 Relating to Political Signage

BACKGROUND: (Presented by Policy Analyst, John Magness) A Proposal to enact an Ordinance amending Title 17 Chapter 80.120 Exempt Signs by replacing existing language about the size and placement of political signs with more specific language about the size, placement, location, and timing of political signs (ie. pertaining to election campaigns, candidates etc.)

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

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

17. RESOLUTIONS

- 17.A. RESOLUTION - A Resolution of Eagle Mountain City, Utah, Adopting the Eagle Mountain City Tentative Budget for Fiscal Year 2025-2026 and Setting a Public Hearing for the Final Budget on June 3, 2025

18. MOTIONS

- 18.A. MOTION - Approval of the META Site Road Completion and Cross-Section Adjustment

19. TRAINING

- 19.A. TRAINING - Open & Public Meetings Act (OPMA)

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

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

21. COMMUNICATION ITEMS

- 21.A. Department Updates

22. ADJOURNMENT

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

In accordance with the Americans with Disabilities Act, Eagle Mountain City will make reasonable accommodations for participation in all Public Meetings and Work Sessions. Please call the City Recorder's Office at least 3 working days prior to the meeting at 801-789-6610. This meeting may be held telephonically to allow a member of the public body to participate. This agenda is subject to change with a minimum 24-hour notice.

CERTIFICATE OF POSTING

The undersigned, duly appointed City Recorder, does hereby certify that the above agenda notice was posted on May 2, 2025, on the Eagle Mountain City bulletin boards and website, www.eaglemountain.gov, 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.

Gina L. Olsen, CMC, City Recorder



**EAGLE MOUNTAIN CITY
CITY COUNCIL MEETING
MAY 6, 2025**

TITLE:	UPDATE - Mid Valley Road Feasibility Study Alignment (<i>anticipated time 20 minutes</i>)
ITEM TYPE:	Discussion Item
FISCAL IMPACT:	N/A
APPLICANT:	City-initiated

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

PUBLIC HEARING

No

PREPARED BY

David Salazar, Assistant City
Engineer

PRESENTED BY

David Salazar

RECOMMENDATION:

It is recommended that the City Council review the two new alignments for Mid-Valley Road.

BACKGROUND:

The engineers from Avenue Consultants took into consideration the recommendations from their last presentation to the City Council and reworked the possible alignment options to include higher speeds and reduced grades.

ITEMS FOR CONSIDERATION:

Avenue Consultants have taken the City Council's comments from their last meeting and have analyzed the proposed alignments with higher speeds and reduced grades. They are proposing two new options: one with higher speeds throughout the road, and one with some reduced speeds with much lower construction costs, both with the same travel time.

PLANNING COMMISSION ACTION/RECOMMENDATION:

N/A

ATTACHMENTS:

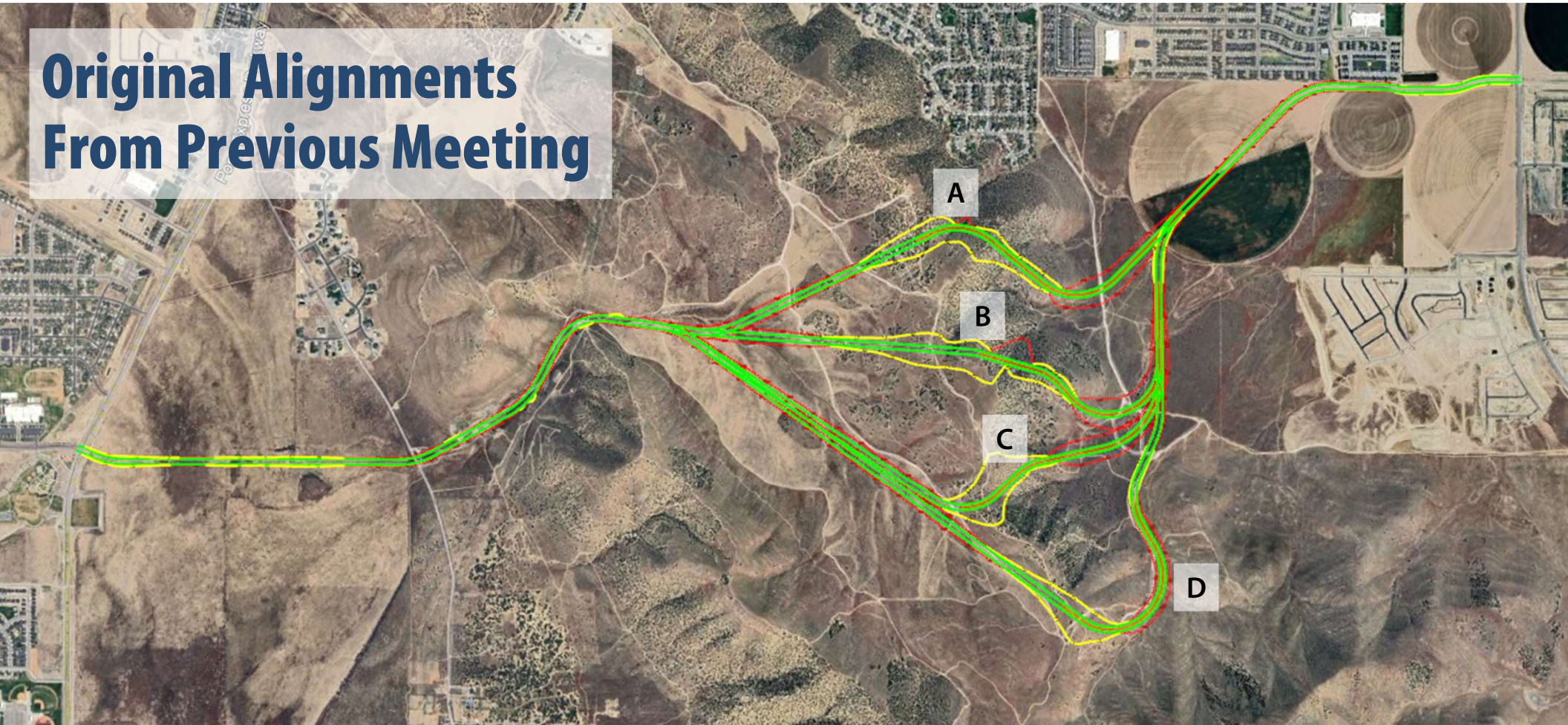
1. Mid Valley Road Study
2. Mid Valley Cost Breakdown

Mid Valley Road Alternatives Analysis

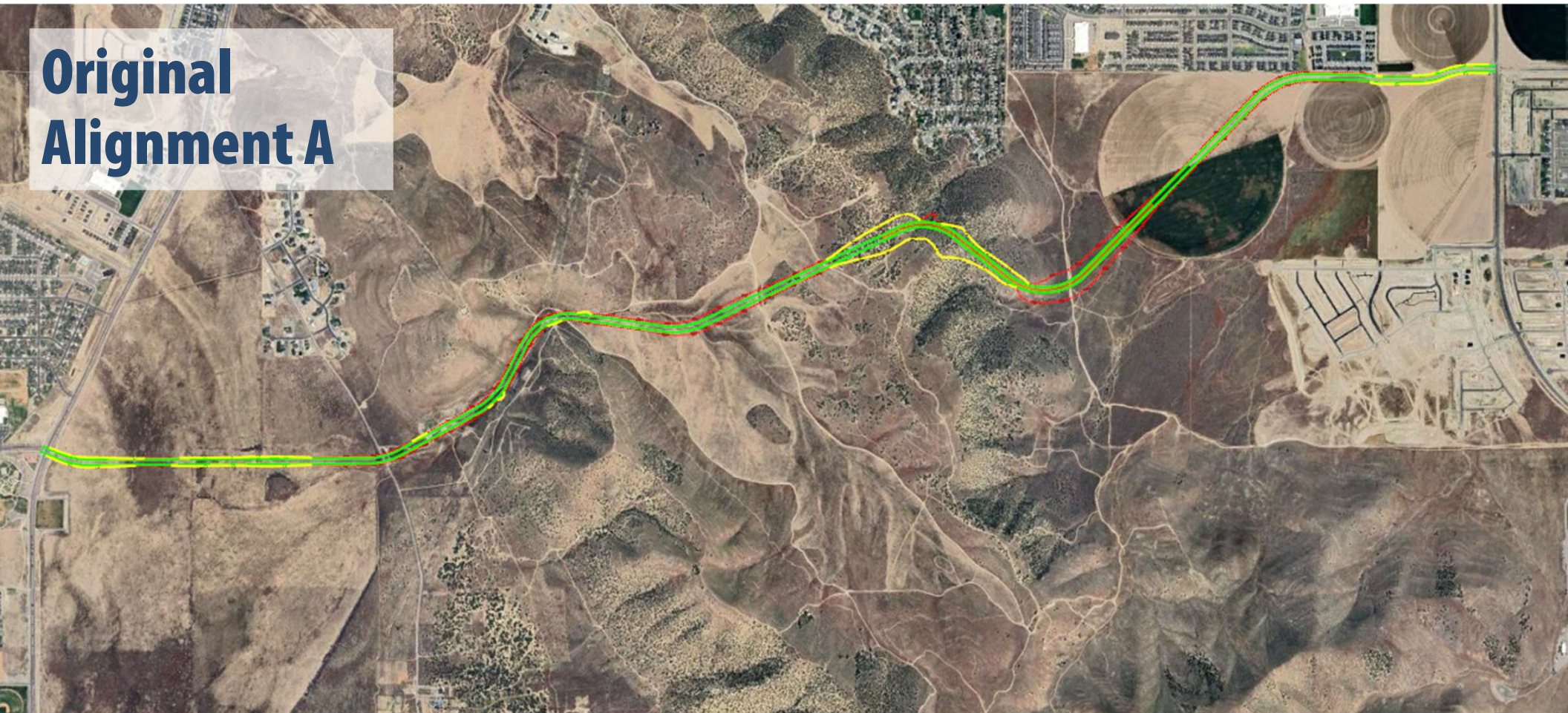
Avenue Consultants
City Council Work Session
May 06, 2025



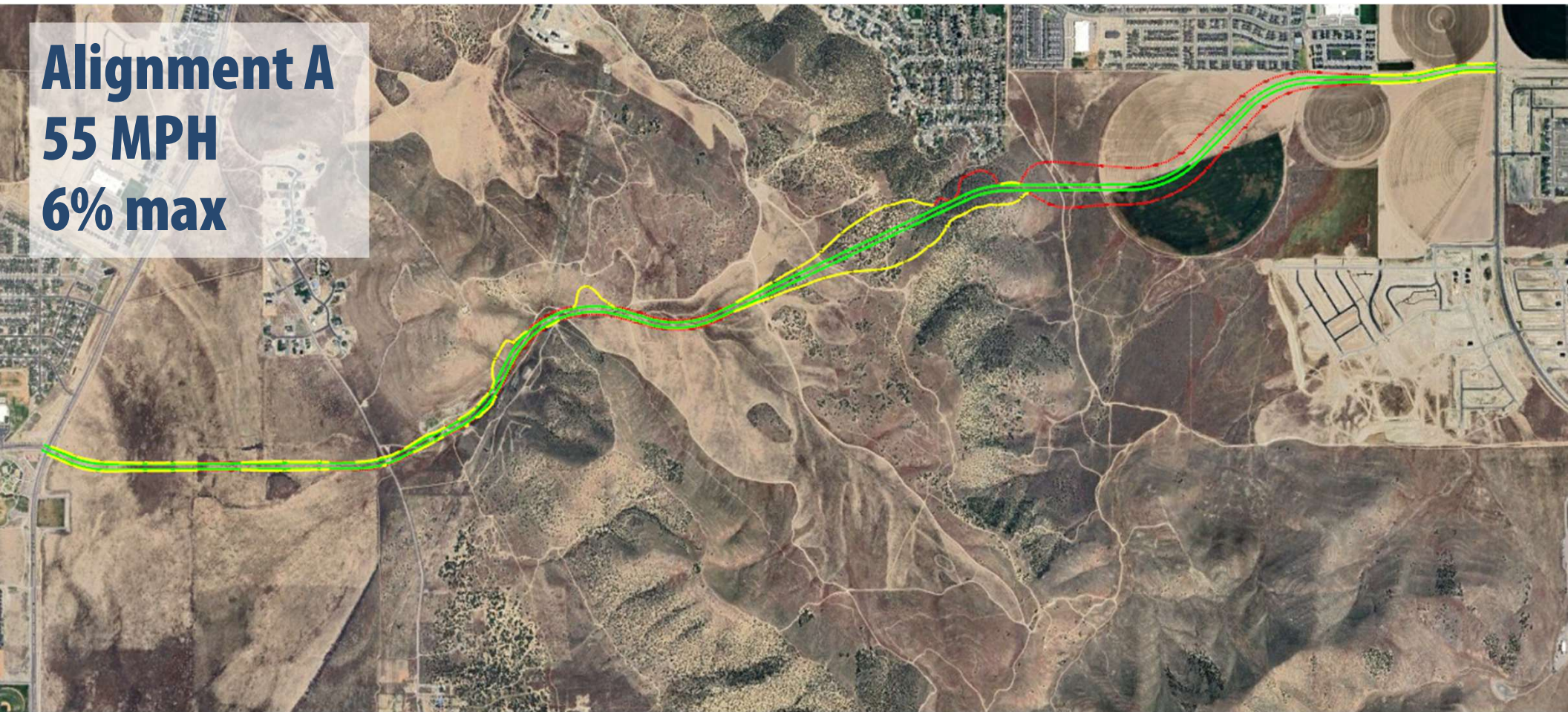
Original Alignments From Previous Meeting

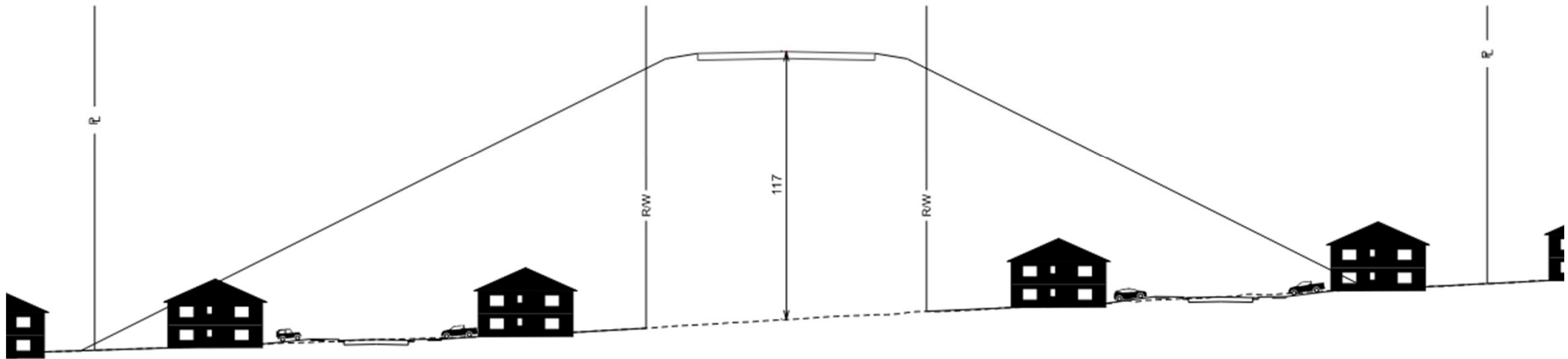


Original Alignment A



Alignment A
55 MPH
6% max



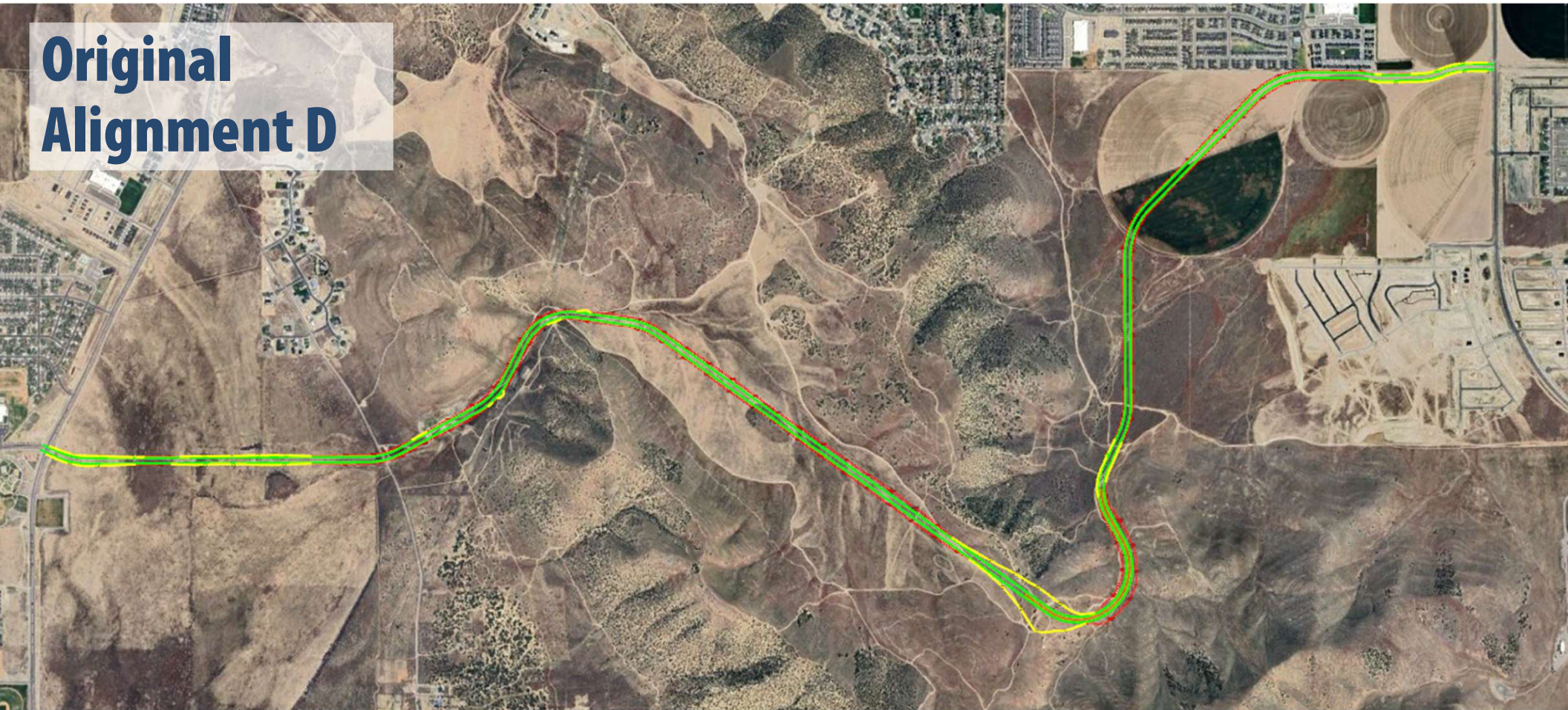


55 MPH Alignment A Edge of Pivot

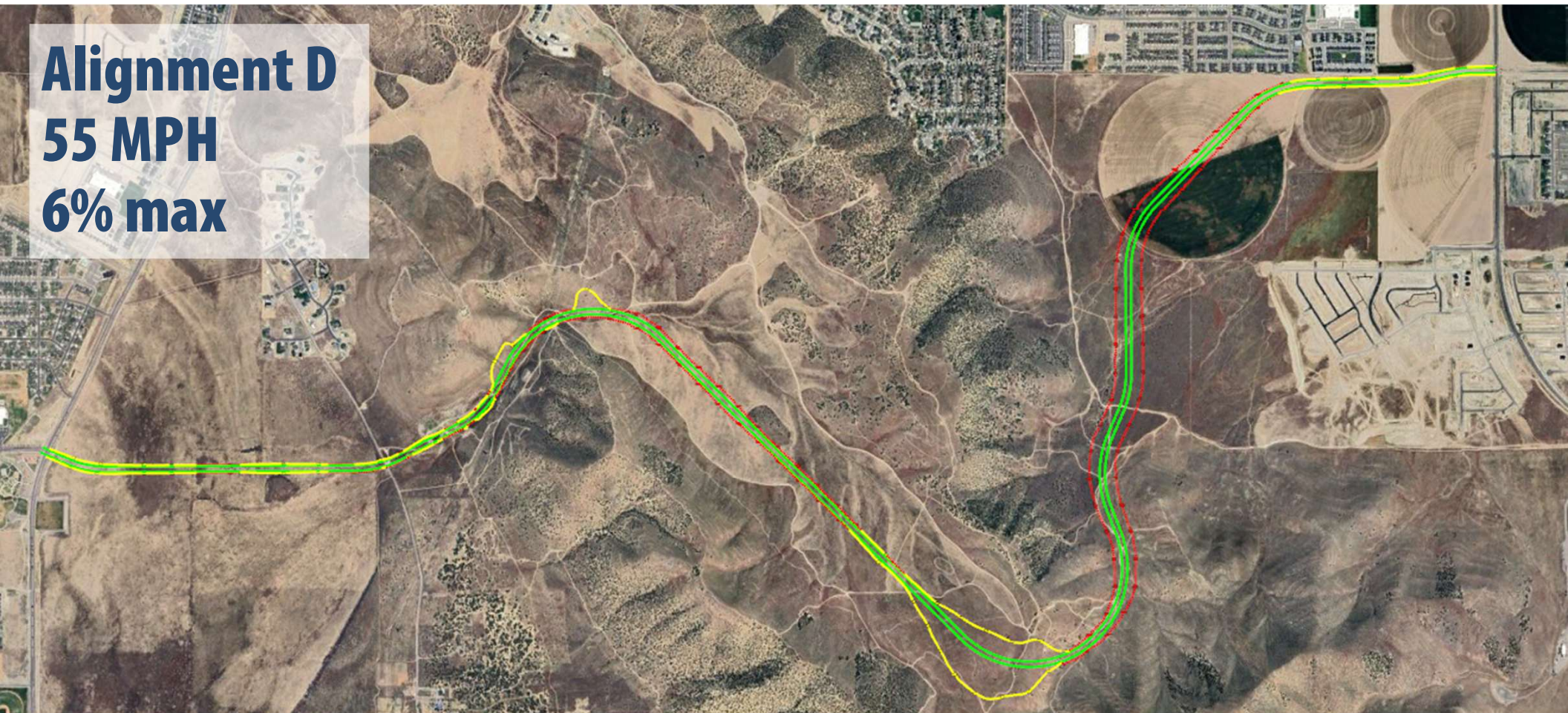
avenue | CONSULTANTS

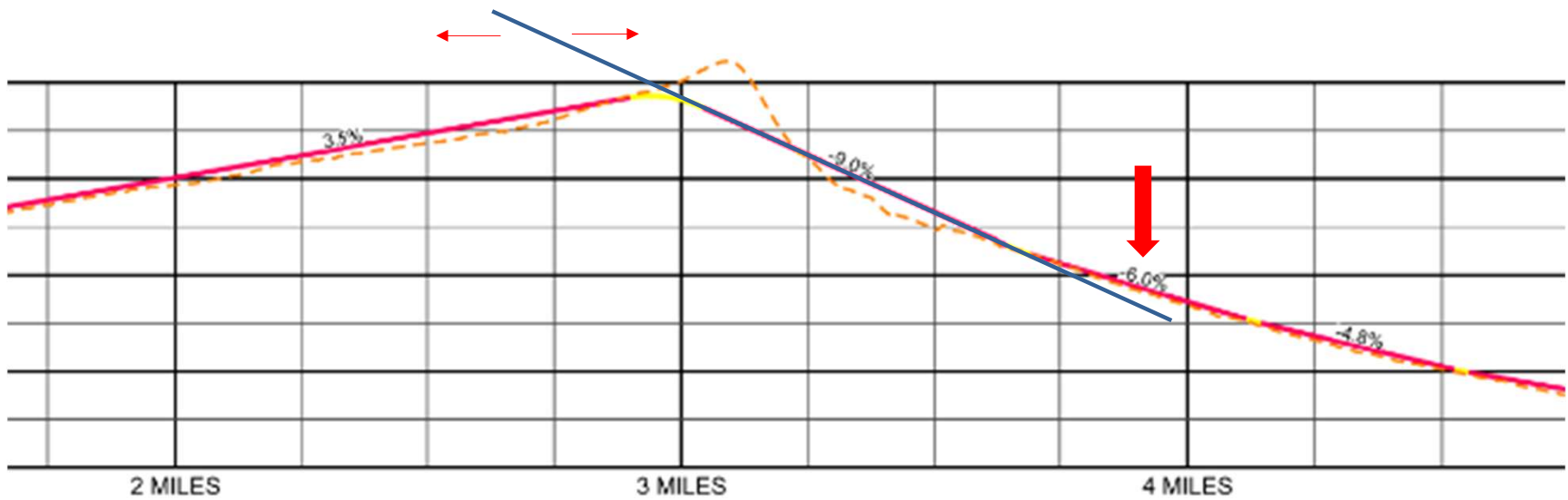


Original Alignment D



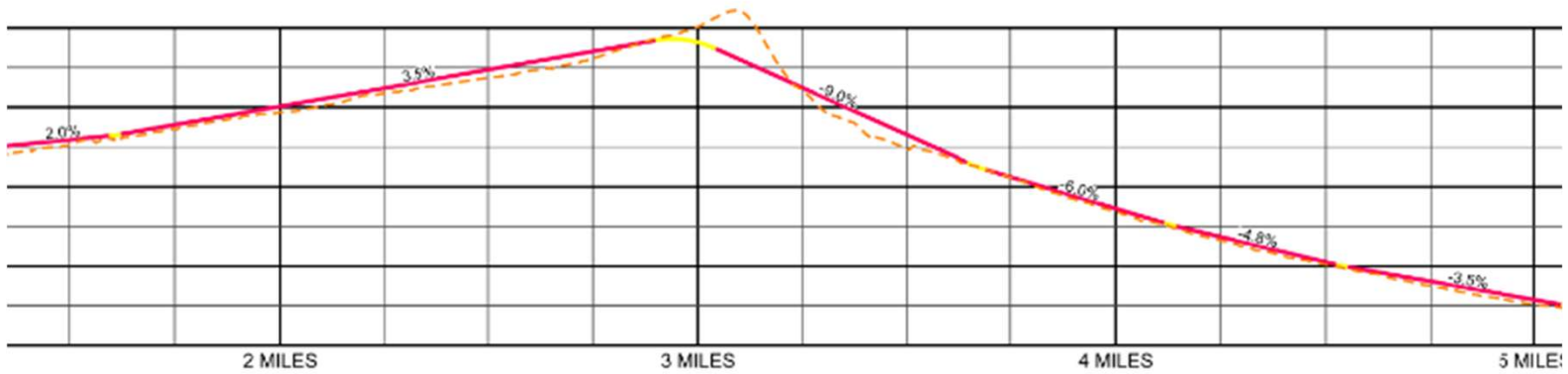
Alignment D
55 MPH
6% max



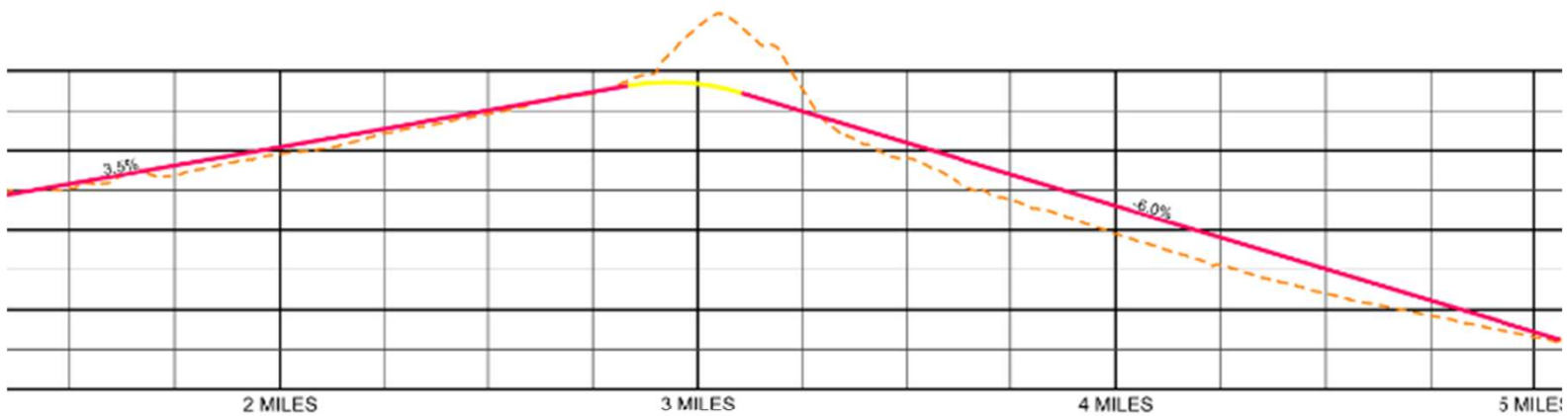


Old Alignment A Profile



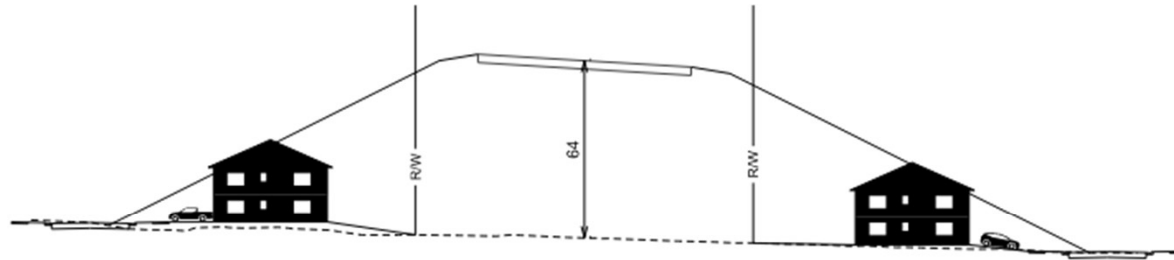


Original Alignment D Profile



55mph Alignment D Profile

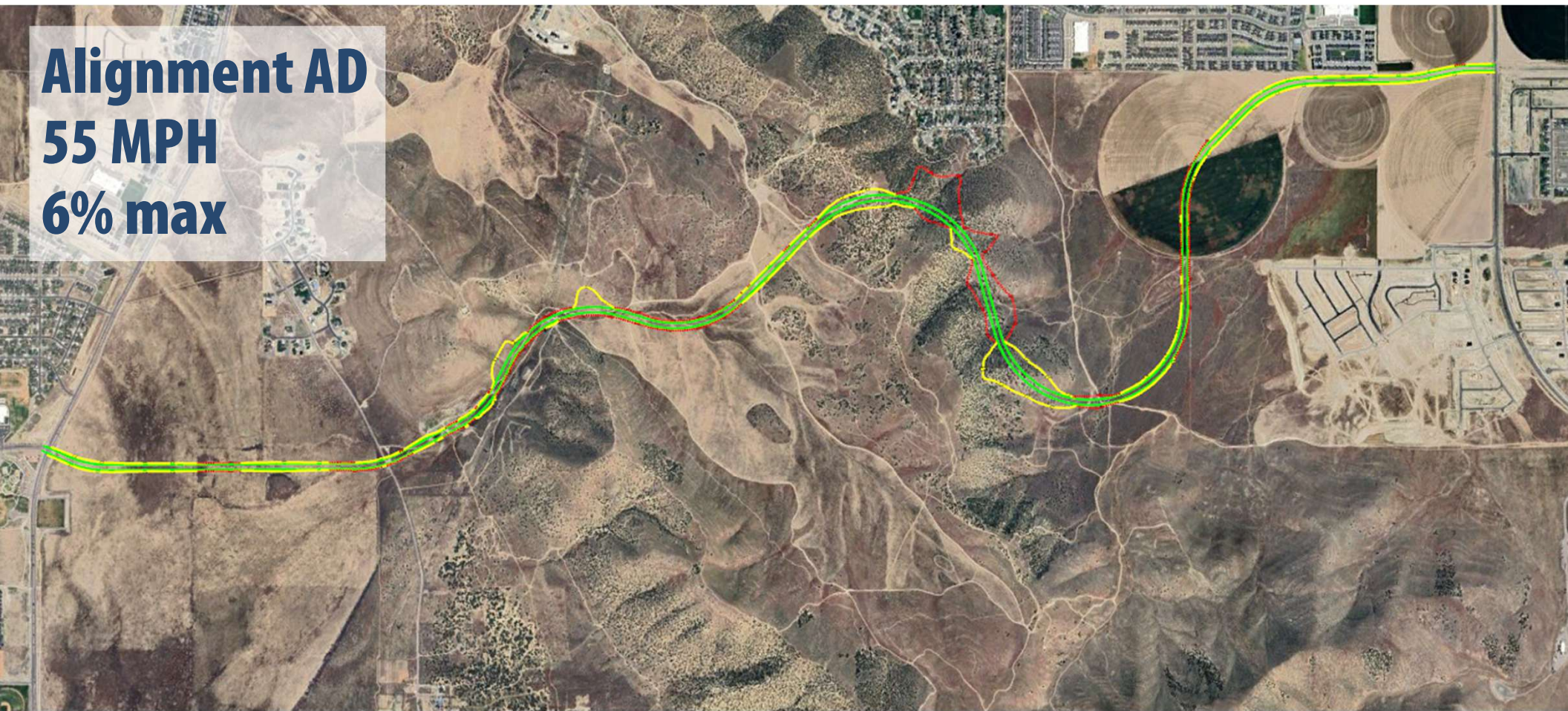


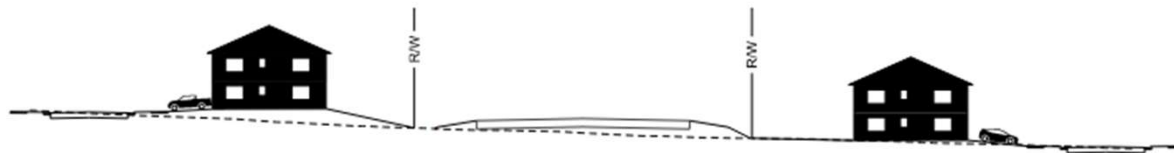


55 MPH
Alignment D
Edge of Pivot



Alignment AD
55 MPH
6% max

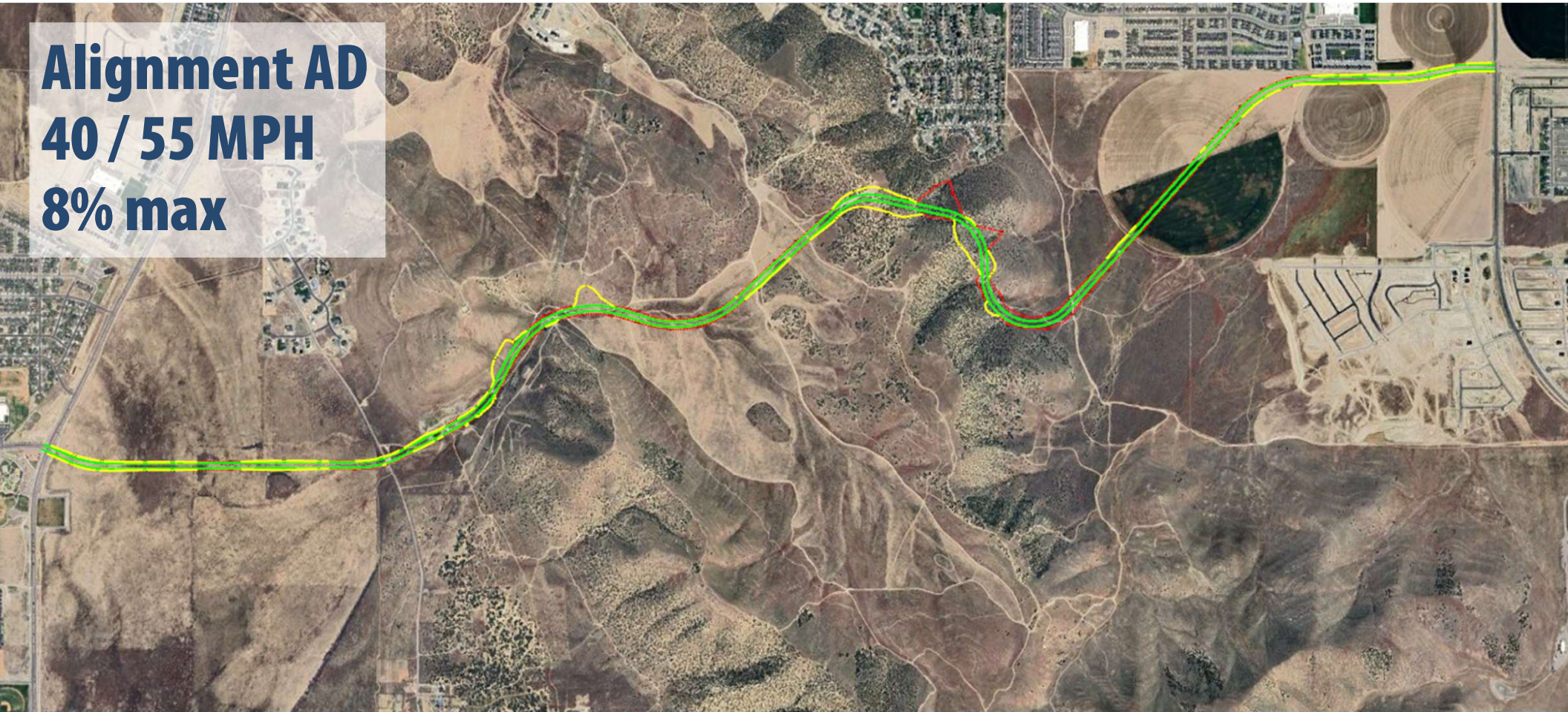




Alignment AD Edge of Pivot



Alignment AD
40 / 55 MPH
8% max



	Travel Time m:ss	Excavation cu yd	Total for "Big Ticket Items" \$	Max Fill Height (Developable area) ft	Length of unacceptable fill height (Developable area) ft
A - 40mph 9%	6:38	1,290,000	\$ 61,750,000	65	1,900
A - 55mph 6%	4:39	4,148,000	\$ 171,700,000	136	4,820
D - 40mph 9%	8:16	1,050,000	\$ 57,070,000	N/A	0
D - 55mph 6%	6:10	4,078,000	\$ 178,200,000	77	5,990
AD - 55mph 6%	5:34	1,841,000	\$ 83,300,000	17	330
AD - 40mph 8% / 55 mph 6%	5:34	704,000	\$ 35,980,000	22	730





Questions?





COST

The costs presented here are not estimates for the project, but for the major differences between the alternatives. Other data and information that are not included are assumed to be similar between the alternatives. However, we are using predicted costs for a few high-ticket items to aid in the selection of the preferred alternative.

For the earthwork portion, we are assuming that the majority of the major cuts will be rock. Quantities are priced at \$15/cu yd for regular excavation and an additional \$25/cu yd for rock excavation.

For the roadway costs, the initial assumed pavement section is 5" HMA, 6" UTBC and 18" GB. Applying this pavement design to a 5-lane roadway resulted in a cost of \$527 / ft of roadway.

The drainage amount represents an initial estimate of off-site drainage costs for the center portion only (where the alternatives differ from each other). Channels are priced at \$35/ft for minor and \$50/ft for major. Culverts are priced at \$230/ft for minor and \$550/ft for major.

EARTHWORK

	A (40mph - 9%)	A (55mph - 6%)	D (40mph - 9%)	D (55mph - 6%)	AD (55mph - 6%)	AD (40/55 mph - 8%)
Excavation (cu yd)	1,290,000	4,147,756	1,050,000	4,077,569	1,841,217	704,074
Rock (cu yd)	1,180,000	3,879,859	1,000,000	3,996,667	1,610,745	462,096
Subtotal	\$ 48,850,000	\$ 159,212,810	\$ 40,750,000	\$ 161,080,198	\$ 67,886,880	\$ 22,113,510

ROADWAY

	A (40mph - 9%)	A (55mph - 6%)	D (40mph - 9%)	D (55mph - 6%)	AD (55mph - 6%)	AD (40/55 mph - 8%)
Length (ft)	23,334	22,544	29,090	29,887	26,953	24,700
Subtotal	\$ 12,300,000	\$ 11,880,000	\$ 15,330,000	\$ 15,750,000	\$ 14,200,000	\$ 13,020,000

DRAINAGE

Minor Channels (ft)	204	0	0	161	338	336
Major Channels (ft)	1,717	0	2,410	4,765	1,479	1,442
Minor Culverts (ft)	544	1,327	959	1,156	1,462	997
Major Culverts (ft)	699	635	1,188	1,515	1,429	974
Subtotal	\$ 600,000	\$ 650,000	\$ 990,000	\$ 1,340,000	\$ 1,210,000	\$ 850,000

TOTAL

	A (40mph - 9%)	A (55mph - 6%)	D (40mph - 9%)	D (55mph - 6%)	AD (55mph - 6%)	AD (40/55 mph - 8%)
Total	\$ 61,750,000	\$ 171,742,810	\$ 57,070,000	\$ 178,170,198	\$ 83,296,880	\$ 35,983,510



**EAGLE MOUNTAIN CITY
CITY COUNCIL MEETING
MAY 6, 2025**

TITLE:	RECOGNITION - Graduates of the Inaugural Class of the Eagle Mountain Academy
ITEM TYPE:	Recognition
FISCAL IMPACT:	N/A
APPLICANT:	N/A

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

PUBLIC HEARING

No

PREPARED BY

Natalie Winterton, Grants
Coordinator/Management
Analyst
Terrence Dela Peña, Finance
Analyst

PRESENTED BY

Natalie Winterton, Terrence Dela
Peña

RECOMMENDATION:

It is recommended that the City Council officially recognize the first graduating class of the Eagle Mountain Academy. These residents spent six weeks learning about the city and touring its facilities. They have demonstrated an interest in public service and community participation. We recognize their partnership with Eagle Mountain City.

BACKGROUND:

Eagle Mountain Academy is a six-week course that provides residents a first-hand look at the City and its many functions.

The City will hold another round of Eagle Mountain Academy in the future.

ITEMS FOR CONSIDERATION:

N/A

PLANNING COMMISSION ACTION/RECOMMENDATION:

N/A

ATTACHMENTS:

None



**EAGLE MOUNTAIN CITY
CITY COUNCIL MEETING
MAY 6, 2025**

TITLE:	RECOGNITION - Kaleb Horinek - 2025 Junior Shotgun CAT Games: Bronze Medal, Junior Mixed Trap Team, and 2025 Spring Selection Match: Gold Medal, Junior Men's Trap
ITEM TYPE:	Recognition
FISCAL IMPACT:	N/A
APPLICANT:	N/A

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

PUBLIC HEARING

No

PREPARED BY

PRESENTED BY

RECOMMENDATION:

N/A

BACKGROUND:

N/A

ITEMS FOR CONSIDERATION:

N/A

PLANNING COMMISSION ACTION/RECOMMENDATION:

N/A

ATTACHMENTS:

1. Kaleb Horinek

JUNIOR MEN'S TRAP

1ST-KALEB HORINEK

2ND-WYATT SHOAF

3RD-RAMSEY BODEN

2025 SPRING SELECTION





**EAGLE MOUNTAIN CITY
CITY COUNCIL MEETING
MAY 6, 2025**

TITLE:	RECOGNITION - Matthew Banks - Recipient of the 2024 Award for Outstanding Water Reclamation Operator of the Year (Under 5 MGD) from the Water Environment Association of Utah (WEAU)
ITEM TYPE:	Recognition
FISCAL IMPACT:	N/A
APPLICANT:	Water Environment Association of Utah

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

PUBLIC HEARING

No

PREPARED BY

Brad Hickman, Public Works
Director

PRESENTED BY

Brad Hickman

RECOMMENDATION:

N/A

BACKGROUND:

It's my honor to take a moment to recognize one of Eagle Mountain City's outstanding employees who has brought distinction to both our organization and our community.

Please join me in congratulating Matthew Banks, one of our dedicated Wastewater Treatment Operators, who recently received the 2024 Award for Outstanding Water Reclamation Operator Under 5 MGD from the Water Environment Association of Utah (WEAU).

Matthew joined Eagle Mountain City on May 15, 2023, and in this short time, he has made a tremendous impact on our team and our operations. His dedication, deep knowledge, and responsible approach to his work have helped us maintain the highest standards in wastewater treatment. What sets Matthew apart is his thoughtful curiosity—he asks the kinds of questions that challenge us to improve, innovate, and grow as an industry.

His contributions not only improve the quality of our water systems but also elevate the reputation of our entire community. We are incredibly proud of Matthew for earning this well-deserved recognition, and we are equally grateful to have him as a member of the Eagle Mountain City team.

ITEMS FOR CONSIDERATION:

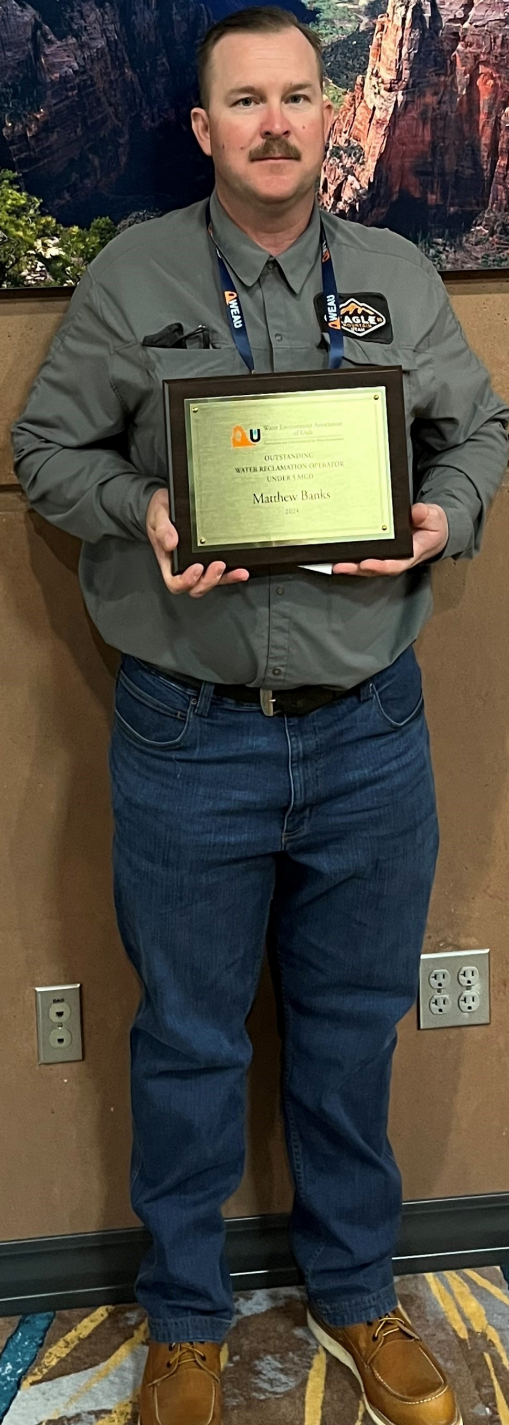
N/A

PLANNING COMMISSION ACTION/RECOMMENDATION:

N/A

ATTACHMENTS:

1. Matthew Banks Award 2024





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

ENGINEERING

Monday, April 14, 2025

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

SUBJECT: Parkway Fields phase 'D' plat 1 into warranty Bond Release

City Recorder:

The above-mentioned 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,

Vince Hogge, P.E.
Engineering Director
Eagle Mountain City

Cc: Gina Olsen, City Recorder



BOND RELEASE REQUEST LETTER
Pakway Fields phase 'D' plat 1
Reduced

Engineering Division
2565 North Pony Express Parkway
Eagle Mountain City, Utah 84043
(801) 789-6671

1st Bond Release	
Original Bond Amount:	\$ 885,512.75
Previous Release Amount:	\$ -
Amount to Release this Period:	\$ 112,768.00
Amount Remaining in Bond:	\$ 772,744.75

Bond Releases Summary	
#1	\$ 112,768.00
#2	\$ -
#3	\$ -
#4	\$ -
TOTAL	\$ 112,768.00

4/14/2025

							QUANTITIES COMPLETED			MONIES RELEASED	
ITEM	DESCRIPTION	ORIGINAL QUANTITY	REDUCED QUANTITY	UNIT	UNIT COST	TOTAL	Previous Period	This Period	% to date	This Period	To Date
1	MOBILIZATION/MISC.										
a	Mobilization	1	0.2	LS	\$10,000.00	\$2,000.00	0	1	100%	\$2,000.00	\$2,000.00
b	Site cut/fill	64580	12916	CY	\$4.25	\$54,893.00	0	64580	100%	\$54,893.00	\$54,893.00
c	SWPPP	1	0.2	LS	\$35,625.00	\$7,125.00	0	1	100%	\$7,125.00	\$7,125.00
d	Import fill-ROW	15000	3000	TON	\$16.25	\$48,750.00	0	15000	100%	\$48,750.00	\$48,750.00
2	ROAD & CONCRETE										
a	3" asphalt	208925	0	SF	\$2.05	\$0.00	0	0	0%	\$0.00	\$0.00
b	8" road base	208925	0	SF	\$1.25	\$0.00	0	0	0%	\$0.00	\$0.00
c	9" subbase	11465	0	TON	\$16.25	\$0.00	0	0	0%	\$0.00	\$0.00
d	4" asphalt (Pkwly Blvd)	62025	0	SF	\$2.45	\$0.00	0	0	0%	\$0.00	\$0.00
e	9" road base (Pkwly Blvd.)	62025	0	SF	\$1.35	\$0.00	0	0	0%	\$0.00	\$0.00
f	12" subbase (Pkwly Blvd.)	4860	0	TON	\$16.25	\$0.00	0	0	0%	\$0.00	\$0.00
g	30" type 'A' high back curb w/base	2950	0	LF	\$28.50	\$0.00	0	0	0%	\$0.00	\$0.00
h	30" type 'D' modified curb w/base	14110	0	LF	\$28.50	\$0.00	0	0	0%	\$0.00	\$0.00
i	Sidewalk prep. w/base	110995	0	SF	\$1.50	\$0.00	0	0	0%	\$0.00	\$0.00
j	6" sidewalk 8' wide (Pkwly Blvd.)	22790	0	SF	\$6.25	\$0.00	0	0	0%	\$0.00	\$0.00
k	6" sidewalk 5' wide (Local St.)	71120	0	SF	\$6.25	\$0.00	0	0	0%	\$0.00	\$0.00
l	ADA ramps	32	0	EA	\$1,650.00	\$0.00	0	0	0%	\$0.00	\$0.00
m	Gass crossing	1	0	EA	\$1,500.00	\$0.00	0	0	0%	\$0.00	\$0.00
n	Power crossing	1	0	EA	\$2,000.00	\$0.00	0	0	0%	\$0.00	\$0.00
o	Ir. Crossing	1	0	EA	\$1,500.00	\$0.00	0	0	0%	\$0.00	\$0.00
p	Rough grade	526850	0	SF	\$0.15	\$0.00	0	0	0%	\$0.00	\$0.00
q	Sawcut	1	0	LS	\$1,000.00	\$0.00	0	0	0%	\$0.00	\$0.00
3	CULINARY WATER										
a	Connect to existing	3	0	EA	\$2,500.00	\$0.00	0	0	0%	\$0.00	\$0.00
b	12" PVC C-900 water line	1465	0	LF	\$78.35	\$0.00	0	0	0%	\$0.00	\$0.00
c	8" PVC C-900 water line	7675	0	LF	\$50.00	\$0.00	0	0	0%	\$0.00	\$0.00
d	3/4" service	159	0	EA	\$2,125.00	\$0.00	0	0	0%	\$0.00	\$0.00
e	Stub & plug 12" pipe	1	0	EA	\$750.00	\$0.00	0	0	0%	\$0.00	\$0.00
f	Stub & plug 8" pipe	5	0	EA	\$750.00	\$0.00	0	0	0%	\$0.00	\$0.00
g	Fire hydrant	16	0	EA	\$8,900.00	\$0.00	0	0	0%	\$0.00	\$0.00
h	12" CW butterfly valve	7	0	EA	\$3,375.00	\$0.00	0	0	0%	\$0.00	\$0.00
i	12" CW cross	1	0	EA	\$3,250.00	\$0.00	0	0	0%	\$0.00	\$0.00
j	12" CW tee	2	0	EA	\$2,800.00	\$0.00	0	0	0%	\$0.00	\$0.00
k	8" CW gate valve	36	0	EA	\$2,900.00	\$0.00	0	0	0%	\$0.00	\$0.00
l	8" CW cross	2	0	EA	\$1,850.00	\$0.00	0	0	0%	\$0.00	\$0.00
m	8" CW tee	8	0	EA	\$1,500.00	\$0.00	0	0	0%	\$0.00	\$0.00
n	8" CW bend	8	0	EA	\$1,000.00	\$0.00	0	0	0%	\$0.00	\$0.00
o	Temp. blowoff	6	0	EA	\$1,300.00	\$0.00	0	0	0%	\$0.00	\$0.00
p	2" PI lateral service	1	0	EA	\$5,250.00	\$0.00	0	0	0%	\$0.00	\$0.00
4	PI WATER										
a	Connect to existing	3	0	EA	\$2,500.00	\$0.00	0	0	0%	\$0.00	\$0.00
b	8" PVC C-900 water line	320	0	LF	\$52.00	\$0.00	0	0	0%	\$0.00	\$0.00
c	6" PVC C-900 water line	8475	0	LF	\$44.00	\$0.00	0	0	0%	\$0.00	\$0.00
d	1" service	159	0	EA	\$2,725.00	\$0.00	0	0	0%	\$0.00	\$0.00
e	Stub & plug 8" pipe	2	0	EA	\$750.00	\$0.00	0	0	0%	\$0.00	\$0.00
f	Stub & plug 6" pipe	6	0	EA	\$750.00	\$0.00	0	0	0%	\$0.00	\$0.00
g	8" PI gate valve	3	0	EA	\$2,900.00	\$0.00	0	0	0%	\$0.00	\$0.00
h	8" PI cross	1	0	EA	\$1,850.00	\$0.00	0	0	0%	\$0.00	\$0.00
i	8" PI tee	1	0	EA	\$1,500.00	\$0.00	0	0	0%	\$0.00	\$0.00
j	6" gate valve	35	0	EA	\$2,400.00	\$0.00	0	0	0%	\$0.00	\$0.00
k	6" PI cross	1	0	EA	\$1,550.00	\$0.00	0	0	0%	\$0.00	\$0.00
l	6" PI tee	9	0	EA	\$1,200.00	\$0.00	0	0	0%	\$0.00	\$0.00
m	6" PI bend	8	0	EA	\$875.00	\$0.00	0	0	0%	\$0.00	\$0.00
n	Temp. blowoff	8	0	EA	\$1,300.00	\$0.00	0	0	0%	\$0.00	\$0.00
o	2" PI drain	6	0	EA	\$2,750.00	\$0.00	0	0	0%	\$0.00	\$0.00
5	SEWER										
a	Connect to existing	1	0	EA	\$2,200.00	\$0.00	0	0	0%	\$0.00	\$0.00
b	15" sewer main w/bedding	1465	0	LF	\$204.50	\$0.00	0	0	0%	\$0.00	\$0.00
c	10" sewer main w/bedding	2970	0	LF	\$77.80	\$0.00	0	0	0%	\$0.00	\$0.00
d	8" sewer main w/bedding	4220	0	LF	\$51.00	\$0.00	0	0	0%	\$0.00	\$0.00
e	4" SS lateral (off 10" pipe)	56	0	EA	\$1,850.00	\$0.00	0	0	0%	\$0.00	\$0.00
f	4" SS lateral (off 8" pipe)	112	0	EA	\$1,525.00	\$0.00	0	0	0%	\$0.00	\$0.00
g	60" SSMH	11	0	EA	\$7,200.00	\$0.00	0	0	0%	\$0.00	\$0.00
h	48" SSMH	23	0	EA	\$5,300.00	\$0.00	0	0	0%	\$0.00	\$0.00
6	STORM DRAIN										
a	Connect to existing	3	0	EA	\$1,800.00	\$0.00	0	0	0%	\$0.00	\$0.00
b	30" storm drainpipe w/bedding	750	0	LF	\$131.50	\$0.00	0	0	0%	\$0.00	\$0.00
c	24" storm drainpipe w/bedding	2450	0	LF	\$125.50	\$0.00	0	0	0%	\$0.00	\$0.00
d	18" storm drainpipe w/bedding	1715	0	LF	\$79.00	\$0.00	0	0	0%	\$0.00	\$0.00

e	15" storm drainpipe w/bedding	2075	0	LF	\$73.00	\$0.00	0	0	0%	\$0.00	\$0.00
f	15" perforated pipe w/bedding	210	0	LF	\$75.00	\$0.00	0	0	0%	\$0.00	\$0.00
g	12" storm drainpipe w/bedding	1250	0	LF	\$70.00	\$0.00	0	0	0%	\$0.00	\$0.00
h	3x3 storm box	2	0	EA	\$3,850.00	\$0.00	0	0	0%	\$0.00	\$0.00
i	72" SDMH	1	0	EA	\$6,250.00	\$0.00	0	0	0%	\$0.00	\$0.00
j	60" SDMH	13	0	EA	\$4,965.00	\$0.00	0	0	0%	\$0.00	\$0.00
k	Curb inlet	32	0	EA	\$3,090.00	\$0.00	0	0	0%	\$0.00	\$0.00
l	Combo box	34	0	EA	\$5,425.00	\$0.00	0	0	0%	\$0.00	\$0.00
m	Snout	3	0	EA	\$4,200.00	\$0.00	0	0	0%	\$0.00	\$0.00
n	Retention pond	1	0	LS	\$18,950.00	\$0.00	0	0	0%	\$0.00	\$0.00
TOTAL CONSTRUCTION COST						\$112,768.00					
Original 10% Bond Coverage						\$772,744.75	Released this Period \$112,768.00				
TOTAL BOND AMOUNT:						\$885,512.75					

APPROVED BY EAGLE MOUNTAIN:


Vince Hogge, P.E.
Engineering Director

4-14-2025
Date


Robert Bailif
Engineering Tech. II

4/14/25
Date



DATE: Monday, April 14, 2025
TO: Will Welsh
FROM: Robert Ballif – Engineering Tech. II
SUBJECT: Parkway Fields phase D plat 1 entering warranty-Updated

A walk-thru was performed on the above subdivision. Those in attendance were the following:

Robert Ballif-Engineering Tech. II

After performing the walk-thru of the subdivision, have the following comments:

General Notes:

- ~~1. ACAD as build files.~~
2. All water cans to be checked at time of meter install, the water cans will need to meet Eagle MTN City standards, i.e. level to 1 inch above the plane of the curb & sidewalk and the setters are to be 18 to 22 inches from top of lid to top of setter. Setters to be centered in the can. All water cans to have collar and EM City lid w/2 inch hole.
3. All stub roads that have blow offs to be brought to grade and valve boxes over the valve & the blow off with a hand tight cap on the blow off.

Gray Wolf Lane:

- ~~1. Intersection of Badger add step in storm drain manhole.~~
- ~~2. Lot #4001 clean storm drain combo and grout under the grate.~~
- ~~3. Lot #4001 back of lot on Badger place pad around fire hydrant to city spec.~~
- ~~4. Intersection Parkway Fields storm drain manhole add steps, 1 to the top & 1 to the bottom.~~
- ~~5. Intersection of Swallow storm drain manhole add step.~~
- ~~6. Lot #4010 clean storm drain manhole.~~
- ~~7. Intersection Chickadee storm drain manhole add step. Other storm drain manhole crack seal patch.~~
- ~~8. Lot #4017 storm drain combo grout.~~
- ~~9. Lot #4019 storm drain manhole add step.~~

Porcupine Dr.:

- ~~1. Intersection Gray Wolf storm drain manhole add step.~~
- ~~2. East end sewer manhole add step, crack seal patch.~~
- ~~3. East end storm drain inlet to have inlet protection.~~
- ~~4. East end fix blow off with valve tower and to grade with hand tight cap.~~

Jack Rabbit Lane:

- ~~1. Intersection of Porcupine storm drain manhole remove steps on one side and place on the other side.~~

Palisade Ave.:

- ~~1. Intersections of Porcupine storm drain manhole add step.~~

Parkway Fields Blvd.:

- ~~1. East end storm drain & inlet combo cut pipe flush with wall.~~
- ~~2. East fix blow off with valve tower and to grade with hand tight cap.~~
- ~~3. Detention pond collar and grout pipe cut pipe flush, clean out boxes, place the grates on the boxes, & certify the pond.~~
- ~~4. Lot #4138 combo box clean.~~
- ~~5. All expansion boards on the sidewalk to be 50 to 60 feet apart.~~



- ~~6. Lot #4127 sewer manhole add step.~~
- ~~7. Lot #4060 sections of curb by inlet to be replaced.~~
- ~~8. Lot #4008 back of lot fire hydrant expose valve and collar. Not inspected, not built to spec. (pot hole)~~

Cowbird Lane:

- ~~1. Intersection of Parkway Fields storm drain manhole add steps.~~
- ~~2. Intersection of Swallow storm drain manhole remove steps and place a step.~~

Swallow Dr.:

- ~~1. Lot #4060 storm drain combo cut pipe flush.~~
- ~~2. Lot #4055 sewer manhole crack seal patch.~~
- 3. Lot #4052 check curb at exit.**
- ~~4. Lot #4045 storm drain manhole add step.~~

Blackbird Dr.:

- ~~1. Intersection of Chickadee storm drain manhole patch crack seal.~~
- ~~2. Lot #4077 at corner of Swallow sag in the gutter to be fixed. Still there.~~

Chickadee Dr.:

- ~~1. Lot #4082 sewer manhole add step.~~
- ~~2. Lot #4082 section of sidewalk undermined to be replaced.~~
- ~~3. Lot #'s 4081 & 4082 storm drain inlet add inlet protection.~~
- ~~4. Lot #4086 storm drain combo clean.~~
- ~~5. Lot #4093 storm rain combo clean~~

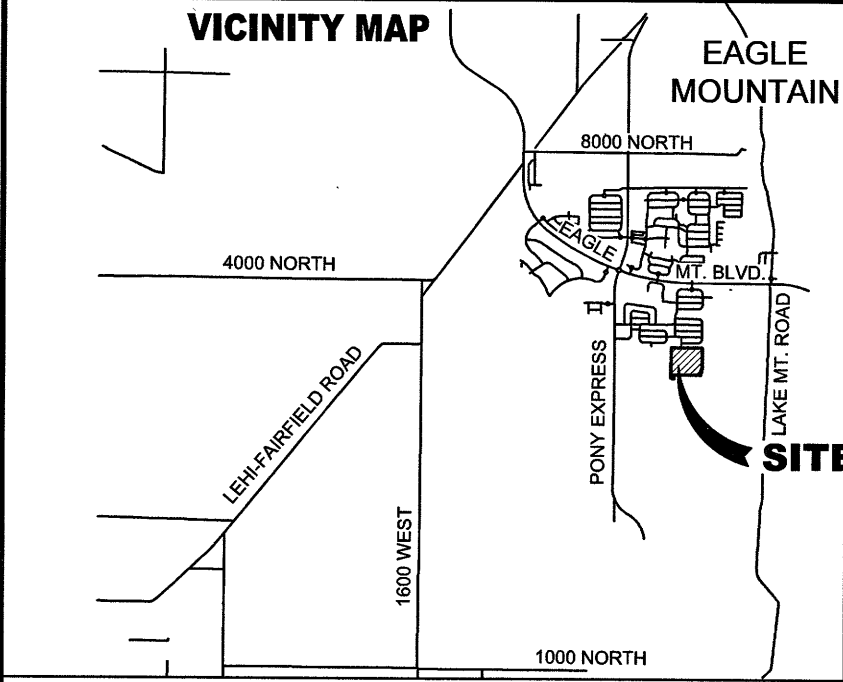
Hummingbird Dr.:

- ~~1. Lot #4096 storm drain combo grout.~~
- ~~2. Lot #4021 concrete to be fixed at the inlet.~~
- ~~3. Lot #4099 storm drain combo grout.~~
- ~~4. Lot #4103 storm drain combo clean.~~
- ~~5. Lot #4029 sewer manhole add step.~~
- ~~6. Lot #4106 storm drain combo grout.~~
- ~~7. Lot #4033 sewer manhole add step.~~
- ~~8. Lot #4033 crack seal storm drain patch.~~
- ~~9. Lot #4033 place inlet protection in the inlet.~~
- ~~10. Parcel A irrigation vault replace ring (broken) and fix irrigation setter to spec. place expansion foam where pipe goes through the walls.~~
- ~~11. East end sewer manhole add step.~~
- ~~12. East fix blow off with valve tower and to grade with hand tight cap.~~
- ~~13. East end fire hydrant is too high needs to be lowered. Finish the pad.~~

Flower Dr.:

- ~~1. Lot #4023 back of lot the sampling station to have concrete place and sections of sidewalk replaced.~~

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



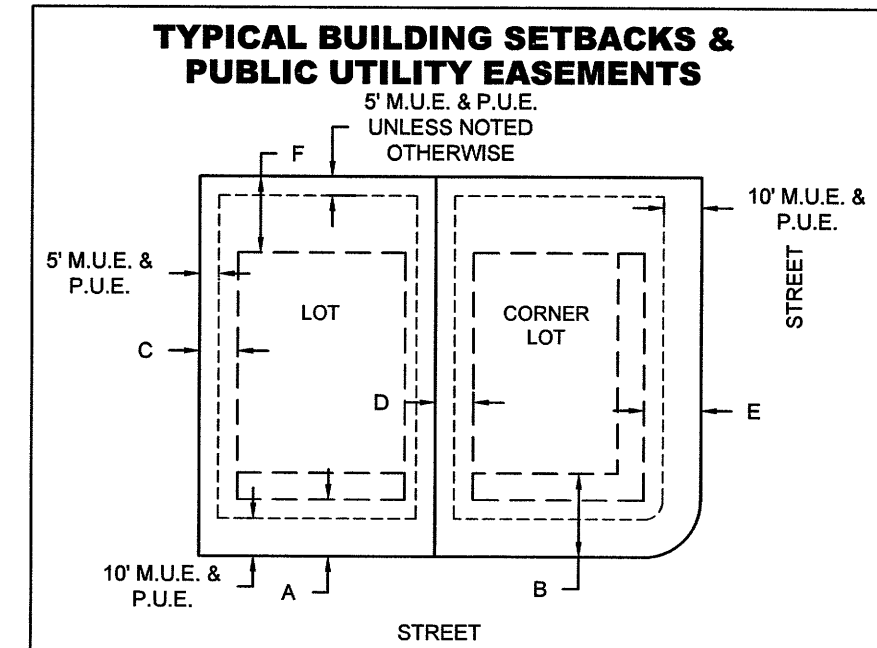
LEGEND

---	BOUNDARY LINE
---	CENTERLINE
---	EASEMENT LINE
---	EXISTING LOT LINES
---	PROPOSED LOT LINES
●	EXISTING MONUMENT
○	PROPOSED MONUMENT
NA	NO ACCESS

- NOTES:
1. TYPE II MONUMENT (ALUMINUM CAP AND REBAR) TO BE SET, #5 REBAR & CAP TO BE SET AT ALL LOT CORNERS, NAIL AND BRASS WASHER TO BE SET IN TOP OF CURB @ PROJECTION OF SIDE LOT LINES.
 2. ALL COMMON AREAS ARE MUNICIPAL UTILITY AND DRAINAGE EASEMENTS AND PUBLIC UTILITY EASEMENTS.
 3. DRIVEWAYS FOR BUILDABLE LOTS SHALL BE DESIGNED TO AVOID CONFLICTS WITH STORM WATER INLETS WHERE APPLICABLE.
 4. PARCELS A, B, & C ARE COMMON AREAS AND ARE OWNED AND MAINTAINED BY THE HOA.

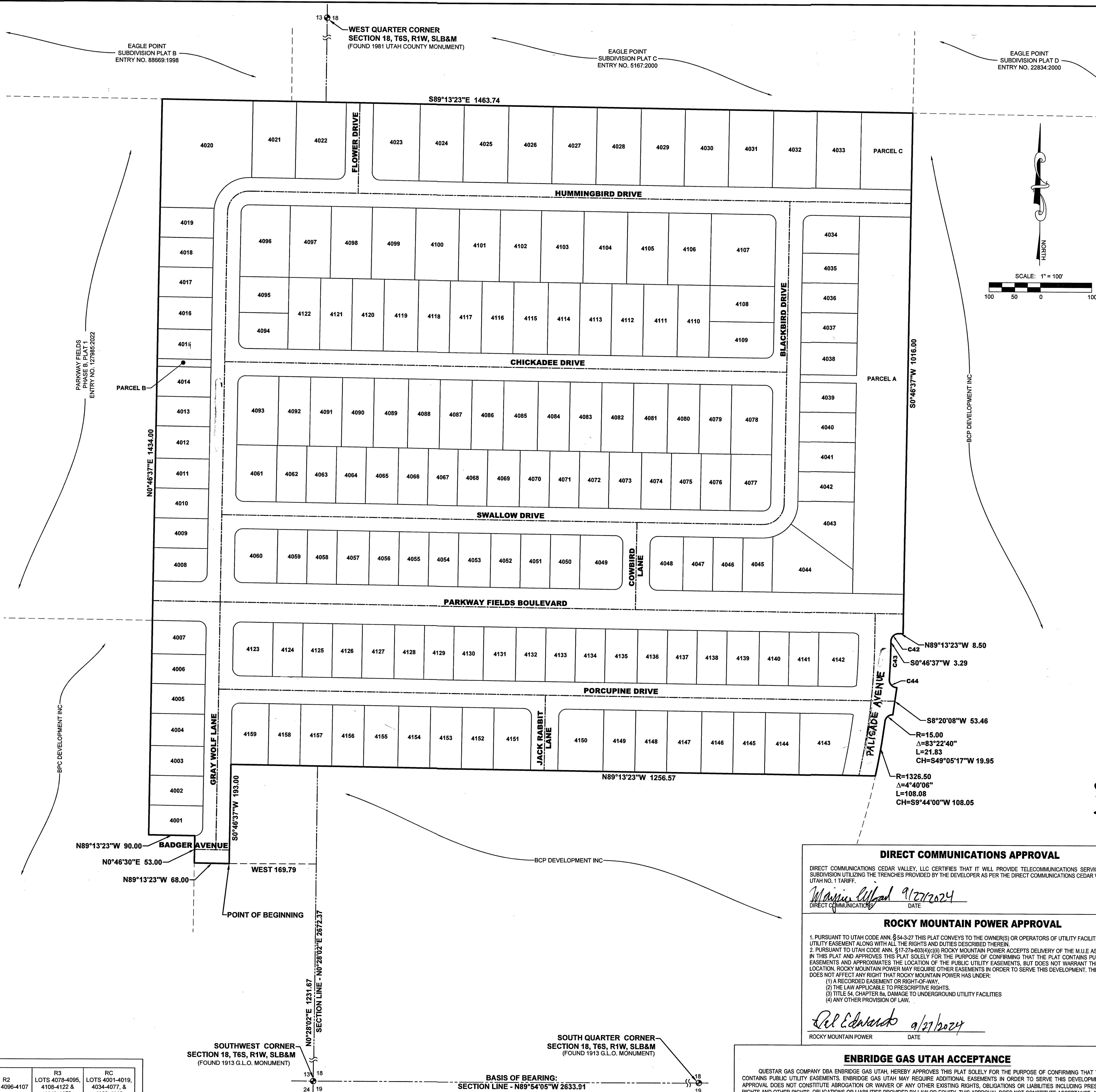
TABULATIONS

TOTAL ACREAGE:	43.89 ACRES
TOTAL ACREAGE IN LOTS:	30.74 ACRES
TOTAL ACREAGE IN ROW:	11.39 ACRES
TOTAL OPEN SPACE:	1.76 ACRES
TOTAL IMPROVED OPEN SPACE:	1.76 ACRES
OVERALL DENSITY:	3.62 LOTS/ACRE
TOTAL # OF LOTS:	159 LOTS
TOTAL ASPHALT IN PUBLIC ROADS:	312,373 SQ. FT.
TOTAL # OF STREET LIGHTS:	29 STREET LIGHTS
RC - SMALLEST LOT SIZE:	6,090 SF - 0.14 ACRES
RC - LARGEST LOT SIZE:	15,133 SF - 0.35 ACRES
RC - AVERAGE LOT SIZE:	6,633 SF - 0.15 ACRES
R1 - SMALLEST LOT SIZE:	12,750 SF - 0.29 ACRES
R1 - LARGEST LOT SIZE:	33,977 SF - 0.78 ACRES
R1 - AVERAGE LOT SIZE:	14,566 SF - 0.33 ACRES
R2 - SMALLEST LOT SIZE:	11,200 SF - 0.26 ACRES
R2 - LARGEST LOT SIZE:	17,562 SF - 0.40 ACRES
R2 - AVERAGE LOT SIZE:	12,157 SF - 0.28 ACRES
R3 - SMALLEST LOT SIZE:	6,717 SF - 0.15 ACRES
R3 - LARGEST LOT SIZE:	11,467 SF - 0.26 ACRES
R3 - AVERAGE LOT SIZE:	8,488 SF - 0.19 ACRES



SINGLE FAMILY LOTS

	R1 LOTS 4020-4033	R2 LOTS 4036-4107	R3 LOTS 4078-4095, 4108-4122 & 4143-4159	RC LOTS 4001-4019, 4034-4077, & 4123-4142
FRONT LIVING SETBACK (A)	25 Ft	25 Ft	15 Ft	15 Ft
FRONT GARAGE SETBACK (B)	25 Ft	25 Ft	22 Ft	22 Ft
GARAGE SIDE SETBACK (C)	10 Ft	10 Ft	10 Ft	10 Ft
INTERIOR SIDE (D)	10 Ft	8 Ft	8 Ft	8 Ft
STREET SIDE SETBACK (E)	15 Ft	15 Ft	15 Ft	15 Ft
REAR SETBACK (F)	25 Ft	20 Ft	20 Ft	20 Ft



SURVEYOR'S CERTIFICATE

I, CHAD A. POULSEN, DO HEREBY CERTIFY THAT I AM A PROFESSIONAL LAND SURVEYOR, AND THAT I HOLD CERTIFICATE NO. 501182 IN ACCORDANCE WITH TITLE 58, CHAPTER 22, OF UTAH STATE CODE. I FURTHER CERTIFY BY AUTHORITY OF THE OWNER(S), THAT I HAVE COMPLETED A SURVEY OF THE PROPERTY DESCRIBED ON THIS PLAT IN ACCORDANCE WITH SECTION 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 PLAT, AND THAT THIS PLAT IS TRUE AND CORRECT.

BOUNDARY DESCRIPTION

A PARCEL OF LAND LOCATED IN THE SOUTHEAST QUARTER OF SECTION 13, TOWNSHIP 6 SOUTH, RANGE 2 WEST, AND THE SOUTHWEST QUARTER OF SECTION 18, TOWNSHIP 6 SOUTH, RANGE 1 WEST, SALT LAKE BASE & MERIDIAN, DESCRIBED AS FOLLOWS: BEGINNING AT A POINT LOCATED N00°28'02"E ALONG THE SECTION LINE 1231.67 FEET AND WEST 169.79 FEET FROM THE SOUTHWEST CORNER OF SECTION 18, TOWNSHIP 6 SOUTH, RANGE 1 WEST, SALT LAKE BASE & MERIDIAN (BASIS OF BEARING: N89°54'05"W BETWEEN THE SOUTH QUARTER CORNER AND THE SOUTHWEST CORNER OF SECTION 18, T6S, R1W, SLB&M); THENCE N89°13'23"W 68.00 FEET; THENCE N00°28'02"E 63.00 FEET; THENCE N89°13'23"W 90.00 FEET TO THE EAST LINE AND ITS EXTENSION SOUTHERLY OF PARKWAY FIELDS PHASE B PLAT 1, DESCRIBED IN ENTRY NUMBER 127985-2022, IN THE OFFICIAL RECORDS OF THE UTAH COUNTY RECORDER; THENCE N00°46'37"E ALONG SAID EAST LINE AND ITS EXTENSION 1434.00 FEET TO THE SOUTH LINE OF EAGLE POINT SUBDIVISION PLAT B, DESCRIBED IN ENTRY NUMBER 88669-1998, IN THE OFFICIAL RECORDS OF THE UTAH COUNTY RECORDER; THENCE S89°13'23"E ALONG SAID SOUTH LINE AND THE SOUTH LINE OF EAGLE POINT SUBDIVISION PLAT C, DESCRIBED IN ENTRY NUMBER 5167-2000, IN THE OFFICIAL RECORDS OF THE UTAH COUNTY RECORDER, 1463.74 FEET; THENCE S00°46'37"W 1016.00 FEET; THENCE N89°13'23"W 8.50 FEET; THENCE ALONG THE ARC OF A CURVE TO THE LEFT 23.56 FEET WITH A RADIUS OF 15.00 FEET THROUGH A CENTRAL ANGLE OF 90°00'00", CHORD: S45°46'37"W 21.21 FEET; THENCE S00°46'37"W 3.29 FEET; THENCE ALONG THE ARC OF A CURVE TO THE RIGHT 70.94 FEET WITH A RADIUS OF 1326.50 FEET THROUGH A CENTRAL ANGLE OF 03°03'51", CHORD: S02°18'52"W 70.13 FEET TO A POINT OF REVERSE CURVE; THENCE ALONG THE ARC OF A CURVE TO THE LEFT 24.36 FEET WITH A RADIUS OF 15.00 FEET THROUGH A CENTRAL ANGLE OF 93°03'51", CHORD: S42°41'28"E 21.77 FEET; THENCE S08°20'08"W 53.46 FEET; THENCE ALONG THE ARC OF A NON-TANGENT CURVE TO THE LEFT 21.83 FEET WITH A RADIUS OF 15.00 FEET THROUGH A CENTRAL ANGLE OF 83°22'40", CHORD: S49°05'17"W 19.95 FEET TO A POINT OF REVERSE CURVE; THENCE ALONG THE ARC OF A CURVE TO THE RIGHT 108.08 FEET WITH A RADIUS OF 1326.50 FEET THROUGH A CENTRAL ANGLE OF 04°40'06", CHORD: S09°44'00"W 108.05 FEET; THENCE N89°13'23"W 1256.57 FEET; THENCE S00°46'37"W 193.00 FEET TO THE POINT OF BEGINNING.

CONTAINS: ±43.89 ACRES
1,911,971 SQ. FT.

SEPTEMBER 26, 2024
DATE
SURVEYOR
(Seal Set Below)

OWNERS DEDICATION

KNOW ALL MEN BY THESE PRESENTS THAT WE, 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 AND OTHER PUBLIC AREAS AS INDICATED HEREON FOR PERPETUAL USE OF THE PUBLIC. PURSUANT TO UTAH CODE 10-9A-604(D), THE OWNER(S) HEREBY CONVEYS PARCELS A, B, AND C AS INDICATED HEREON, TO THE PARKWAY FIELDS OWNERS ASSOCIATION, INC., WITH A REGISTERED ADDRESS OF 2940 WEST MAPLE LOOP DRIVE SUITE 102 LEHI, UT 84043.

IN WITNESS WHEREOF WE HAVE HEREUNTO SET OUR HANDS THIS 27th DAY OF SEPTEMBER, A.D. 2024

MANAGER
NATHAN HUTCHINSON
BCP Development INC.

CORPORATE ACKNOWLEDGMENT

STATE OF UTAH
COUNTY OF Utah
ON THIS 27th DAY OF SEPTEMBER, 2024, PERSONALLY APPEARED BEFORE ME Nathan Hutchinson, whose identity is personally known to me or proven in the basis of satisfactory evidence and who by me duly sworn/affirmed, did say that he is the Manager of BCP Development, INC. and that said document was signed by him/her in behalf of said corporation by authority of its bylaws, or resolution of its board of directors, and said Nathan Hutchinson acknowledged to me that said corporation executed the same.

NOTARY PUBLIC FULL NAME: Matt Rasband
COMMISSION NUMBER: 718363
MY COMMISSION EXPIRES: 6/1/25
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 25th DAY OF November, A.D. 2024

APPROVED BY MAYOR
APPROVED BY CITY ATTORNEY

APPROVED
ENGINEER
(Seal Set Below)

ATTEST
CLERK-RECORDER
(Seal Set Below)

COUNTY RECORDER STAMP

ENT 83418-2024 MAP 19516
ANDREA ALLEN
UTAH COUNTY RECORDER
2024 Nov 25 04:22 PM FEE 474.00 BY AS
RECORDED FOR EAGLE MOUNTAIN CITY

PARKWAY FIELDS
PHASE D, PLAT 1

LOCATED IN THE SOUTHWEST QUARTER OF SECTION 18, TOWNSHIP 6 SOUTH, RANGE 1 WEST AND THE SOUTHEAST QUARTER OF SECTION 13, TOWNSHIP 6 SOUTH, RANGE 2 WEST, SALT LAKE BASE AND MERIDIAN
EAGLE MOUNTAIN CITY, UTAH COUNTY, UTAH

SCALE: 1" = 100'

SURVEYOR'S SEAL
NOTARY PUBLIC SEAL
CITY-COUNTY ENGINEER SEAL
COUNTY RECORDER SEAL

SHEET 1 OF 3

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. 174177.

MAURICE CULBERT
DIRECT COMMUNICATIONS
DATE 9/27/2024

ROCKY MOUNTAIN POWER APPROVAL

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 THE RIGHTS AND DUTIES DESCRIBED THEREIN.
2. PURSUANT TO UTAH CODE ANN. §17-27-6(3)(a)(i)(ii) ROCKY MOUNTAIN POWER ACCEPTS DELIVERY OF THE M.U.E. AS DESCRIBED IN THIS PLAT AND APPROVES THIS PLAT SOLELY FOR THE PURPOSE OF CONFIRMING THAT THE PLAT CONTAINS PUBLIC UTILITY EASEMENTS AND APPROXIMATES THE LOCATION OF THE PUBLIC UTILITY EASEMENTS, BUT DOES NOT WARRANT THEIR PRECISE LOCATION. ROCKY MOUNTAIN POWER MAY REQUIRE OTHER EASEMENTS IN ORDER TO SERVE THIS DEVELOPMENT. THIS APPROVAL DOES NOT AFFECT ANY RIGHT THAT ROCKY MOUNTAIN POWER HAS UNDER:
(1) A RECORDED EASEMENT OR RIGHT-OF-WAY
(2) THE LAW APPLICABLE TO PRESCRIPTIVE RIGHTS
(3) TITLE 54, CHAPTER 36, DAMAGE TO UNDERGROUND UTILITY FACILITIES
(4) ANY OTHER PROVISION OF LAW.

DEL EDWARDS
ROCKY MOUNTAIN POWER
DATE 9/27/2024

ENBRIDGE GAS UTAH ACCEPTANCE

QUESTAR GAS COMPANY DBA ENBRIDGE GAS UTAH, HEREBY APPROVES THIS PLAT SOLELY FOR THE PURPOSE OF CONFIRMING THAT THE PLAT CONTAINS PUBLIC UTILITY EASEMENTS, ENBRIDGE GAS 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 OR IN THE NOTES, AND DOES NOT CONSTITUTE A GUARANTEE OF PARTICULAR TERMS OR CONDITIONS OF NATURAL GAS SERVICE. FOR FURTHER INFORMATION PLEASE CONTACT ENBRIDGE GAS UTAH'S RIGHT-OF-WAY DEPARTMENT AT 800-366-8532.

APPROVED THIS 7th DAY OF October, A.D. 2024
QUESTAR GAS COMPANY DBA ENBRIDGE GAS UTAH

BY: [Signature]
TITLE: pre-construction rep!!

LEGEND

- BOUNDARY LINE
- CENTERLINE
- EASEMENT LINE
- EXISTING LOT LINES
- PROPOSED LOT LINES
- EXISTING MONUMENT
- PROPOSED MONUMENT
- NO ACCESS



SOUTH QUARTER CORNER
SECTION 18, T6S, R1W, SLB&M
(FOUND 1913 G.L.O. MONUMENT)

BASIS OF BEARING:
SECTION LINE - N89°54'05\"/>

SOUTHWEST CORNER
SECTION 18, T6S, R1W, SLB&M
(FOUND 1913 G.L.O. MONUMENT)

POINT OF BEGINNING

#19516 2013

SHEET 2 OF 3

PARKWAY FIELDS PHASE D, PLAT 1

LOCATED IN THE SOUTHWEST QUARTER OF SECTION 18, TOWNSHIP 6 SOUTH, RANGE 1 WEST AND THE SOUTHEAST QUARTER OF SECTION 13, TOWNSHIP 6 SOUTH, RANGE 2 WEST, SALT LAKE BASE AND MERIDIAN
EAGLE MOUNTAIN CITY, UTAH COUNTY, UTAH

SCALE: 1\"/>

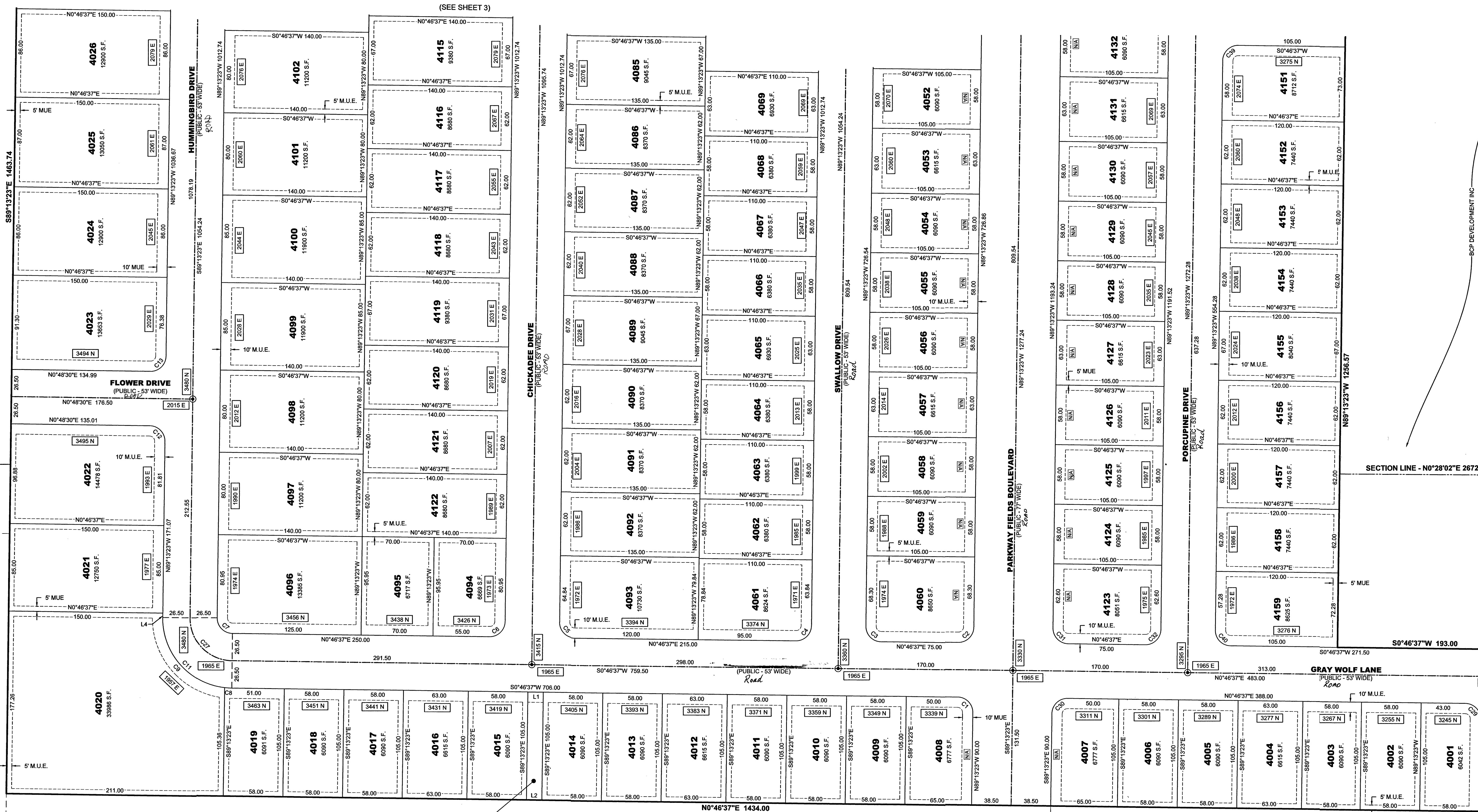
This form approved by Utah County and the municipalities therein.

LEI #19-0046

LEI
A Utah Corporation
ENGINEERS
SURVEYORS
PLANNERS
3902 N. Main Street
South Fork, UT 84656
Phone: 801.798.0555
Fax: 801.798.1330
www.leieng.com

PARKWAY FIELDS
PHASE B, PLAT 1
ENTRY NO. 127985-2022

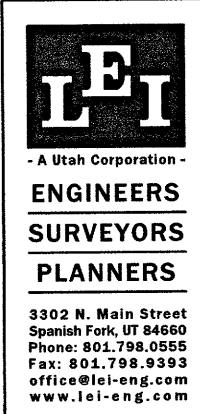
PARCEL B
COMMON AREA
(OWNED & MAINTAINED BY
THE PARKWAY FIELDS HOA)
1575 S.F.



LEGEND	
	BOUNDARY LINE
	CENTERLINE
	EASEMENT LINE
	EXISTING LOT LINES
	PROPOSED LOT LINES
	EXISTING MONUMENT
	PROPOSED MONUMENT
	NO ACCESS

CURVE TABLE				
CURVE	RADIUS	DELTA	LENGTH	CHORD
C1	15.00	90°00'00"	23.56	N45°46'37"E 21.21
C2	15.00	90°00'00"	23.56	S44°13'23"E 21.21
C3	15.00	90°00'00"	23.56	S45°46'37"W 21.21
C4	15.00	90°00'00"	23.56	S44°13'23"E 21.21
C5	15.00	90°00'00"	23.56	S45°46'37"W 21.21
C6	15.00	90°00'00"	23.56	S44°13'23"E 21.21
C7	15.00	90°00'00"	23.56	S45°46'37"W 21.21
C8	68.00	5°54'31"	7.01	N3°43'52"E 7.01
C9	68.00	84°05'29"	99.80	N48°43'52"E 91.08
C11	68.00	90°00'00"	106.81	N45°46'37"E 96.17
C12	15.00	89°58'07"	23.55	N45°47'33"E 21.21
C13	15.00	90°01'53"	23.57	S44°12'27"E 21.22
C14	15.00	90°00'00"	23.56	N44°13'23"W 21.21
C15	15.00	90°00'00"	23.56	S45°46'37"W 21.21
C16	15.00	90°00'00"	23.56	N45°46'37"E 21.21
C17	15.00	90°00'00"	23.56	N44°13'23"W 21.21
C18	15.00	90°00'00"	23.56	N45°46'37"E 21.21
C19	68.00	35°22'52"	41.99	N18°28'03"E 41.33
C20	68.00	36°48'21"	43.68	N54°33'40"E 42.93
C21	68.00	17°48'46"	21.14	N61°52'14"E 21.06
C22	68.00	90°00'00"	106.81	N45°46'37"E 96.17
C23	15.00	90°00'00"	23.56	S45°46'37"W 21.21
C24	15.00	90°00'00"	23.56	N44°13'23"W 21.21
C25	15.00	90°00'00"	23.56	N45°46'37"E 21.21
C26	15.00	90°00'00"	23.56	S44°13'23"E 21.21
C27	41.50	90°00'00"	65.19	S45°46'37"W 58.69
C28	41.50	90°00'00"	65.19	N45°46'37"E 58.69
C29	15.00	90°00'00"	23.56	N45°46'37"E 21.21
C30	15.00	90°00'00"	23.56	S44°13'23"E 21.21
C31	15.00	90°00'00"	23.56	N45°46'37"E 21.21
C32	15.00	90°00'00"	23.56	N44°13'23"W 21.21
C33	15.00	47°13'34"	12.36	S65°36'36"E 12.02
C34	1263.50	3°49'19"	84.28	S2°41'42"W 84.27
C35	21.00	28°10'22"	10.33	S76°41'28"W 10.22
C36	15.00	26°12'39"	6.86	S76°07'04"E 6.80
C37	1263.50	5°26'34"	120.03	S9°55'01"W 119.98
C38	15.00	90°00'00"	23.56	N45°46'37"E 21.21
C39	15.00	90°00'00"	23.56	S44°13'23"E 21.21
C40	15.00	90°00'00"	23.56	N45°46'37"E 21.21
C42	15.00	90°00'00"	23.56	S45°46'37"W 21.21
C43	1326.50	3°03'51"	70.94	S2°18'32"W 70.93
C44	15.00	89°03'51"	24.36	S42°41'28"E 21.77
C46	1295.00	5°00'54"	113.35	N3°17'04"E 113.32
C47	1295.00	6°33'14"	148.13	N9°04'08"E 148.05
C48	1295.00	11°34'08"	261.48	N8°33'41"E 261.04

LINE TABLE		
LINE	DIRECTION	LENGTH
L1	S0°46'37"W	15.00
L2	S0°46'37"W	15.00
L3	S0°46'37"W	15.00
L4	N89°13'23"W	4.26
L5	S0°46'37"W	13.48
L6	S0°46'37"W	5.33



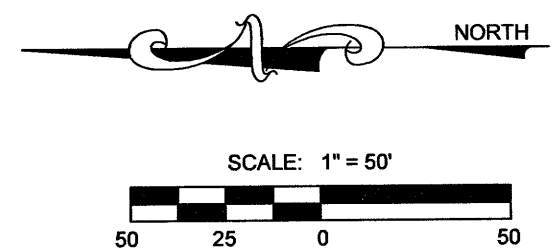
3302 N. Main Street
Spanish Fork, UT 84606
Phone: 801.788.0555
Fax: 801.788.0553
office@le-i.com
www.le-i-eng.com

EAGLE POINT
SUBDIVISION PLAT C
ENTRY NO. 2284.2000

EAGLE POINT
SUBDIVISION PLAT C
ENTRY NO. 5167.2000



(SEE SHEET 2)



ENT 83418 2024 MAP 19516
ANDREA ALLEN
UTAH COUNTY RECORDER
2024 Nov 25 04:32 PM FEE 474.00 BY AS
RECORDED FOR EAGLE MOUNTAIN CITY

PARKWAY FIELDS PHASE D, PLAT 1

LOCATED IN THE SOUTHWEST QUARTER OF SECTION 18, TOWNSHIP 6 SOUTH, RANGE 1 WEST AND THE SOUTHEAST QUARTER OF SECTION 13, TOWNSHIP 6 SOUTH, RANGE 2 WEST, SALT LAKE BASE AND MERIDIAN
EAGLE MOUNTAIN CITY, UTAH COUNTY, UTAH

SCALE: 1" = 50'

This form approved by Utah County and the municipalities therein.

SHEET 3 OF 3

LEI #19-2046

#P516 3013



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

ENGINEERING

Monday, April 14, 2025

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

SUBJECT: Parkway Fields phase 'G' plat 1 into warranty Bond Release

City Recorder:

The above-mentioned 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,

Vince Hogge, P.E.
Engineering Director
Eagle Mountain City

Cc: Gina Olsen, City Recorder



BOND RELEASE REQUEST LETTER
Pakway Fields phase 'G' plat 1
Reduced

Engineering Division
 2585 North Pony Express Parkway
 Eagle Mountain City, Utah 84043
 (801) 789-6671

1st Bond Release	
Original Bond Amount:	\$ 502,201.95
Previous Release Amount:	\$ -
Amount to Release this Period:	\$ 138,155.00
Amount Remaining in Bond :	\$ 364,046.95

Bond Releases Summary	
#1	\$ 138,155.00
#2	\$ -
#3	\$ -
#4	\$ -
TOTAL	\$ 138,155.00

4/14/2025

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	MOBILIZATION/MISC.										
a	Mobilization	1	0	LS	\$10,000.00	\$0.00	0	0	100%	\$0.00	\$0.00
b	Clear & grub	254590	0	SF	\$0.05	\$0.00	0	0	100%	\$0.00	\$0.00
c	Traffic control	1	0	LS	\$1,000.00	\$0.00	0	0	100%	\$0.00	\$0.00
d	Site cut/fill	18850	0	CY	\$4.25	\$0.00	0	0	100%	\$0.00	\$0.00
e	SWPPP	1	0.5	LS	\$17,800.00	\$8,900.00	0	1	100%	\$8,900.00	\$8,900.00
2	ROAD & CONCRETE										
a	3" asphalt	89560	0	SF	\$2.05	\$0.00	0	0	100%	\$0.00	\$0.00
b	8" road base	89560	0	SF	\$1.25	\$0.00	0	0	100%	\$0.00	\$0.00
c	9" subbase	5475	0	TON	\$16.25	\$0.00	0	0	100%	\$0.00	\$0.00
d	4" asphalt	2415	0	SF	\$2.45	\$0.00	0	0	100%	\$0.00	\$0.00
e	9" road base	24150	0	SF	\$1.35	\$0.00	0	0	100%	\$0.00	\$0.00
f	12" subbase	1950	0	TON	\$16.25	\$0.00	0	0	100%	\$0.00	\$0.00
g	30" type 'A' highback curb w/base	1130	0	LF	\$28.50	\$0.00	0	0	100%	\$0.00	\$0.00
h	30" type 'D' modified curb w/base	5590	0	LF	\$28.50	\$0.00	0	0	100%	\$0.00	\$0.00
i	Sidewalk prep. w/base	30380	0	SF	\$1.50	\$0.00	0	0	100%	\$0.00	\$0.00
j	6" sidewalk 5' wide (Local St.)	30380	6076	SF	\$6.25	\$37,975.00	0	30380	100%	\$37,975.00	\$0.00
k	3" asphalt trail (8' wide w/base)	10250	0	SF	\$4.50	\$0.00	0	0	100%	\$0.00	\$0.00
l	ADA ramps	16	16	EA	\$1,650.00	\$26,400.00	0	16	100%	\$26,400.00	\$0.00
m	Rough grade	214510	0	SF	\$0.15	\$0.00	0	0	100%	\$0.00	\$0.00
3	CULINARY WATER										
a	Connect to existing	2	0	EA	\$2,500.00	\$0.00	0	0	100%	\$0.00	\$0.00
b	8" PVC C-900 water line	3640	0	LF	\$50.00	\$0.00	0	0	100%	\$0.00	\$0.00
c	3/4" service	63	0	EA	\$2,125.00	\$0.00	0	0	100%	\$0.00	\$0.00
d	Stub & plug 8" pipe	6	0	EA	\$750.00	\$0.00	0	0	100%	\$0.00	\$0.00
e	Fire hydrant	7	0.7	EA	\$8,900.00	\$6,230.00	0	7	100%	\$6,230.00	\$0.00
f	8" CW gate valve	19	0	EA	\$2,900.00	\$0.00	0	0	100%	\$0.00	\$0.00
g	8" CW cross	2	0	EA	\$1,850.00	\$0.00	0	0	100%	\$0.00	\$0.00
h	8" CW tee	3	0	EA	\$1,500.00	\$0.00	0	0	100%	\$0.00	\$0.00
i	8" CW bend	3	0	EA	\$1,000.00	\$0.00	0	0	100%	\$0.00	\$0.00
j	Temp. blowoff	6	0	EA	\$1,300.00	\$0.00	0	0	100%	\$0.00	\$0.00
k	8" CW loop	10	0	EA	\$6,555.00	\$0.00	0	0	100%	\$0.00	\$0.00
l	2" PI lateral service	2	0	EA	\$5,250.00	\$0.00	0	0	100%	\$0.00	\$0.00
m	Collars	26	26	EA	\$600.00	\$15,600.00	0	26	100%	\$15,600.00	\$0.00
4	PI WATER										
a	Connect to existing	2	0	EA	\$2,500.00	\$0.00	0	0	100%	\$0.00	\$0.00
b	8" PVC C-900 water line	580	0	LF	\$52.00	\$0.00	0	0	100%	\$0.00	\$0.00
c	6" PVC C-900 water line	3050	0	LF	\$44.00	\$0.00	0	0	100%	\$0.00	\$0.00
d	1" service	63	0	EA	\$2,725.00	\$0.00	0	0	100%	\$0.00	\$0.00
e	Stub & plug 8" pipe	1	0	EA	\$750.00	\$0.00	0	0	100%	\$0.00	\$0.00
f	Stub & plug 6" pipe	5	0	EA	\$750.00	\$0.00	0	0	100%	\$0.00	\$0.00
g	8" PI gate valve	3	0	EA	\$2,900.00	\$0.00	0	0	100%	\$0.00	\$0.00
h	8" PI tee	1	0	EA	\$1,500.00	\$0.00	0	0	100%	\$0.00	\$0.00
i	6" gate valve	16	0	EA	\$2,400.00	\$0.00	0	0	100%	\$0.00	\$0.00
j	6" PI cross	2	0	EA	\$1,550.00	\$0.00	0	0	100%	\$0.00	\$0.00
k	6" PI tee	2	0	EA	\$1,200.00	\$0.00	0	0	100%	\$0.00	\$0.00
l	6" PI bend	4	0	EA	\$875.00	\$0.00	0	0	100%	\$0.00	\$0.00
m	6" PI loop	12	0	EA	\$6,250.00	\$0.00	0	0	100%	\$0.00	\$0.00
n	Collars	23	23	EA	\$600.00	\$13,800.00	0	23	100%	\$13,800.00	\$0.00
o	Temp. blowoff	6	0	EA	\$1,300.00	\$0.00	0	0	100%	\$0.00	\$0.00
p	2" PI drain	4	0	EA	\$2,750.00	\$0.00	0	0	100%	\$0.00	\$0.00
5	SEWER										
a	Connect to existing	1	0	EA	\$2,200.00	\$0.00	0	0	100%	\$0.00	\$0.00
b	18" sewer main w/bedding	410	0	LF	\$223.25	\$0.00	0	0	100%	\$0.00	\$0.00
c	12" sewer main w/bedding	1980	0	LF	\$102.50	\$0.00	0	0	100%	\$0.00	\$0.00
d	8" sewer main w/bedding	1525	0	LF	\$51.00	\$0.00	0	0	100%	\$0.00	\$0.00
e	4" SS lateral (off 12" pipe)	51	0	EA	\$2,275.00	\$0.00	0	0	100%	\$0.00	\$0.00
f	4" SS lateral (off 8" pipe)	12	0	EA	\$1,525.00	\$0.00	0	0	100%	\$0.00	\$0.00
g	60" SSMH	5	0	EA	\$7,200.00	\$0.00	0	0	100%	\$0.00	\$0.00
h	48" SSMH	9	0	EA	\$5,300.00	\$0.00	0	0	100%	\$0.00	\$0.00
i	Manhole collars	14	14	EA	\$650.00	\$9,100.00	0	14	100%	\$9,100.00	\$0.00
6	STORM DRAIN										
a	Connect to existing	1	0	EA	\$1,800.00	\$0.00	0	0	100%	\$0.00	\$0.00
b	36" storm drainpipe w/bedding	420	0	LF	\$165.00	\$0.00	0	0	100%	\$0.00	\$0.00
c	30" storm drainpipe w/bedding	290	0	LF	\$131.50	\$0.00	0	0	100%	\$0.00	\$0.00
d	24" storm drainpipe w/bedding	980	0	LF	\$125.50	\$0.00	0	0	100%	\$0.00	\$0.00
e	18" storm drainpipe w/bedding	950	0	LF	\$79.00	\$0.00	0	0	100%	\$0.00	\$0.00
f	15" storm drainpipe w/bedding	940	0	LF	\$73.00	\$0.00	0	0	100%	\$0.00	\$0.00
g	15" perforated pipe w/bedding	1100	0	LF	\$75.00	\$0.00	0	0	100%	\$0.00	\$0.00
h	12" storm drainpipe w/bedding	610	0	LF	\$70.00	\$0.00	0	0	100%	\$0.00	\$0.00
i	3x3 storm box	7	0	EA	\$3,850.00	\$0.00	0	0	100%	\$0.00	\$0.00
j	4x4 storm box	2	0	EA	\$3,850.00	\$0.00	0	0	100%	\$0.00	\$0.00
k	72" SDMH	6	0	EA	\$8,250.00	\$0.00	0	0	100%	\$0.00	\$0.00

i	60" SDMH	4	0	EA	\$4,965.00	\$0.00	0	0	100%	\$0.00	\$0.00
m	Curb inlet	16	0	EA	\$3,090.00	\$0.00	0	0	100%	\$0.00	\$0.00
n	Combo box	20	0	EA	\$6,425.00	\$0.00	0	0	100%	\$0.00	\$0.00
o	Double combo box	1	0	EA	\$14,200.00	\$0.00	0	0	100%	\$0.00	\$0.00
p	Snout	3	0	EA	\$4,200.00	\$0.00	0	0	100%	\$0.00	\$0.00
q	12" flared end section	2	0	EA	\$2,300.00	\$0.00	0	0	100%	\$0.00	\$0.00
r	Manhole collars	31	31	EA	\$650.00	\$20,150.00	0	31	100%	\$20,150.00	\$0.00
s	Retention pond 'A'	1	0	LS	\$15,400.00	\$0.00	0	0	100%	\$0.00	\$0.00
t	Retention pond 'B'	1	0	LS	\$22,450.00	\$0.00	0	0	100%	\$0.00	\$0.00
u	Retention pond Willow Dr.	1	0	LS	\$6,250.00	\$0.00	0	0	100%	\$0.00	\$0.00
TOTAL CONSTRUCTION COST					\$138,155.00						
Original 10% Bond Coverage					\$364,046.95						
TOTAL BOND AMOUNT:					\$502,201.95				Released this Period	\$138,155.00	

APPROVED BY EAGLE MOUNTAIN:

Vince Hodge

Vince Hodge, P.E.
Engineering Director

4-14-2025
Date

Robert Ballif
Robert Ballif
Engineering Tech. II

4/14/25
Date



DATE: Monday, April 14, 2025
TO: Will Welsh
FROM: Robert Ballif – Engineering Tech. II
SUBJECT: Parkway Fields phase G plat 1 entering warranty-Revised

A walk-thru was performed on the above subdivision. Those in attendance were the following:

Robert Ballif-Engineering Tech. II

After performing the walk-thru of the subdivision, have the following comments:

General Notes:

1. ~~ACAD as build files.~~
2. All water cans to be checked at time of meter install, the water cans will need to meet Eagle MTN City standards, i.e. level to 1 inch above the plane of the curb & sidewalk and the setters are to be 18 to 22 inches from top of lid to top of setter. Setters to be centered in the can. All water cans to have collar and EM City lid w/2 inch hole.
3. All stub roads that have blow offs to be brought to grade and valve boxes over the valve & the blow off with a hand tight cap on the blow off.
4. All fire hydrant pads are to be built to city detail standard. Place pads if they are missing.
5. Finish all sewer and storm drain testing and get it back to the city inspector.
6. Detention ponds to be certified.

Ault Blvd:

1. ~~Water is not on, BT's need to be passed off.~~
2. ~~South side of the road inlets in the pond to be grouted, cleaned and grate placed on the boxes & back filled.~~
3. ~~Lot #7039 fire hydrant clean valve, raise the hydrant. Remove one of the side caps, too many.~~
4. ~~All stub roads that have blow offs to be brought to grade and valve boxes over the valve & the blow off with a hand tight cap on the blow off.~~
5. ~~East end sewer manhole stub add step, grout pipe and clean.~~

Chokecherry Dr.:

1. ~~Lot #7039 fire hydrant lower the snake pit for the tracer wire.~~
2. ~~Lot #7026 missing lid for irrigation valve in the park strip.~~
3. ~~Detention pond on Willow and Chokecherry place metal flared end sections on the pipes.~~
4. ~~East side detention pond irrigation vault to be fixed to city spec.~~

Bigtooth Maple Ct.:

1. ~~Intersection of Chokecherry clean sewer manhole. Metal band at bottom of the manhole by the step~~
2. ~~The street sign is pointed in the wrong direction, and we need a street sign for Bigtooth Maple Dr. with an arrow pointing to the east.~~
3. ~~Lot #7032 fire hydrant valve clean.~~
4. ~~Lot #7033 PI blow off place valve boxes over valve and blow off and set them to grade.~~

Bigtooth Maple Dr.:

1. ~~All stub roads that have blow offs to be brought to grade and valve boxes over the valve & the blow off with a hand tight cap on the blow off. Missing the lids to the valve boxes on one set of blow offs.~~
2. ~~Offsite storm drain combo east clean.~~



- ~~3. Offsite sewer manhole east, clean, grout pipe, add step, & lid to be a sewer lid.~~

White Fir Dr.:

- ~~1. All stub roads that have blow offs to be brought to grade and valve boxes over the valve & the blow off with a hand tight cap on the blow off.~~
- ~~2. Offsite sewer manhole east add step.~~
- ~~3. Lot #'s 7024 & 7025 extend the sidewalk and curb to property and place property pins.~~

Willow Dr.:

- ~~1. All stub roads that have blow offs to be brought to grade and valve boxes over the valve & the blow off with a hand tight cap on the blow off.~~
- ~~2. The detention pond east grout pipes, clean inlets & place grates on boxes.~~
- ~~3. Lot #7022 & pond back of the lots extend the curb & sidewalk to property. Place property pins.~~

Capitol Reef Ave.:

- ~~1. All stub roads that have blow offs to be brought to grade and valve boxes over the valve & the blow off with a hand tight cap on the blow off.~~
- ~~2. Offsite sewer manhole to the east replace the ring, grout pipes, & add steps.~~
- ~~3. Offsite storm drain combo to the east back fill around the box, grout pipes, place ring & lid.~~
- ~~4. Extend the curb & sidewalk to property and place property pins.~~

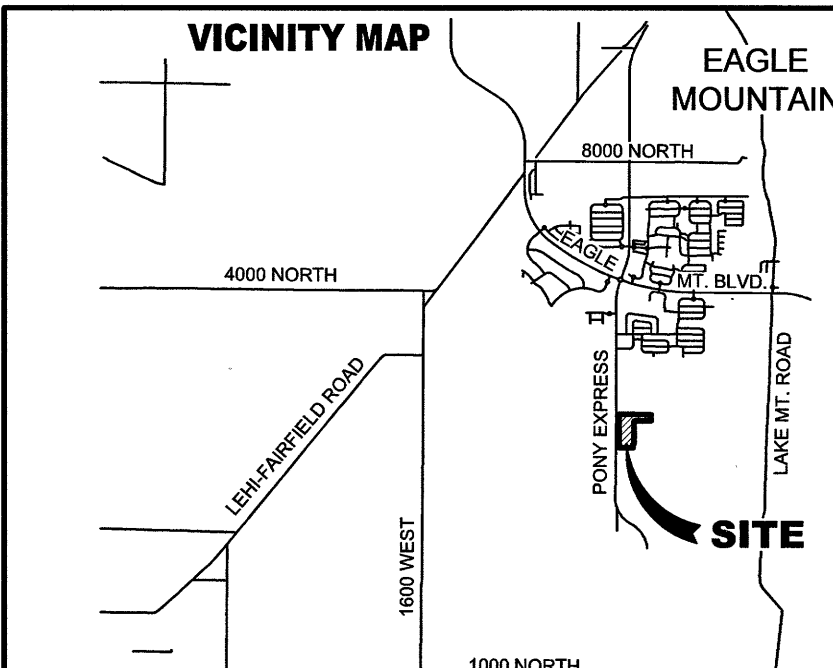
Rainbow Bridge Dr.:

- ~~1. Lot #7056 sag in the asphalt, check at exit.~~
- ~~2. Missing the stop sign at the intersection at Black Bear Ave. & Rainbow Bridge Dr.~~
- ~~3. Most of the lots are missing the sewer, water & irrigation stamps in the curb. Place a brass pin in the curb with an 'S' for sewer, 'W' for water and 'I' for irrigation. Marked with a red dot.~~
- ~~4. Lot #7063 sewer manhole add step & grout.~~

Black Bear Ave.:

- ~~1. Offsite storm drain combo boxes and manholes, replace broken rings, place lids and rings, grout pipes, & clean.~~
- ~~2. Inter section of Rainbow Bridge storm drain manhole clean, add step & grout.~~

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



NORTH QUARTER CORNER
SECTION 24, T6S, R2W, SLB&M
(MONUMENT NOT FOUND, ESTABLISHED FROM TIES)

PARKWAY FIELDS
PHASE A, PLAT 2.3
ENTRY NO. 39642-2023

SOUTHWEST CORNER
SECTION 18, T6S, R1W, SLB&M
(FOUND 1913 G.L.O. MONUMENT)

SOUTHEAST CORNER
SECTION 18, T6S, R1W, SLB&M
(FOUND 1913 G.L.O. MONUMENT)

SEPT 26, 2024
DATE

[Signature]
SURVEYOR
(See Seal Below)

OWNERS DEDICATION

KNOW ALL MEN BY THESE PRESENTS THAT WE, 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 AND OTHER PUBLIC AREAS AS INDICATED HEREON FOR PERPETUAL USE OF THE PUBLIC. PURSUANT TO UTAH CODE (10-40-404), THE OWNERS HEREBY CONVEYS PARCELS A AND B AS INDICATED HEREON, TO THE PARKWAY FIELDS OWNERS ASSOCIATION, INC., WITH A REGISTERED ADDRESS OF 2940 WEST MAPLE LOOP DRIVE SUITE 102 LEHI, UT 84043.

IN WITNESS WHEREOF WE HAVE HEREUNTO SET OUR HANDS THIS 27th DAY OF September, A.D. 2024

[Signature]
Manny

[Signature]
NATHAN HUTCHINSON

CORPORATE ACKNOWLEDGMENT

STATE OF UTAH
COUNTY OF Utah

ON THIS 27th DAY OF Sept., 2024, PERSONALLY APPEARED BEFORE ME *Nathan Hutchinson* WHOSE IDENTITY IS PERSONALLY KNOWN TO ME OR PROVEN IN THE BASIS OF SATISFACTORY EVIDENCE AND WHO BY ME DULY SWORN/AFFIRMED DID SAY THAT *she is the Manager* OF *BCP Development, Inc.* AND THAT SAID DOCUMENT WAS SIGNED BY HIM/HER IN BEHALF OF SAID CORPORATION BY AUTHORITY OF ITS BYLAWS, OR RESOLUTION OF ITS BOARD OF DIRECTORS, AND SAID *Nathan Hutchinson* ACKNOWLEDGED TO ME THAT SAID CORPORATION EXECUTED THE SAME.

NOTARY PUBLIC FULL NAME: *Matt Rasband*
COMMISSION NUMBER: *718363*
MY COMMISSION EXPIRES: *6/11/26*
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 22 DAY OF November, A.D. 2024

[Signature]
APPROVED BY MAYOR

[Signature]
APPROVED BY CITY ATTORNEY

APPROVED *[Signature]*
ENGINEER
(See Seal Below)

ATTEST *[Signature]*
CLERK-RECORDER
(See Seal Below)

COUNTY RECORDER STAMP

ENT 83417-2024 MAP# 19515
ANDREA ALLEN
UTAH COUNTY RECORDER
2024 Nov 29 04:32 PM FEE 280.00 BY AS
RECORDED FOR EAGLE MOUNTAIN CITY

PARKWAY FIELDS

PHASE G, PLAT 1

LOCATED IN THE NORTHEAST QUARTER OF SECTION 24, TOWNSHIP 6 SOUTH, RANGE 2 WEST,
CITY EAGLE MOUNTAIN, UTAH COUNTY, UTAH

SCALE: 1" = 80'

SHEET 1 OF 3

SURVEYOR'S SEAL <i>[Seal]</i> CITY OF UTAH CITY CLERK No. 501182 9/26/2024	NOTARY PUBLIC SEAL <i>[Seal]</i> MATT RASBAND NOTARY PUBLIC-STATE OF UTAH COMMISSION# 718363 COMM. EXP. 06-11-2025	CITY-COUNTY ENGINEER SEAL <i>[Seal]</i> DAVID SALAZAR 10/07/2024 STATE OF UTAH	COUNTY ENGINEER SEAL <i>[Seal]</i> EAGLE MOUNTAIN CORPORATE SEAL
---	---	--	---

This form approved by Utah County and the municipalities therein.

LEI #19-0046

R=11.00
Δ=90°22'11"
L=17.35
CH=N45°39'19"E 15.61

SECTION LINE - N88°55'00"W 2674.39

POLE CANYON BOULEVARD

POINT OF BEGINNING

BASIS OF BEARING: SECTION LINE
N89°54'05"W 2633.91

RANGE 2 WEST
RANGE 1 WEST

S0°50'25"W 90.00
R=15.00
Δ=90°00'00"
L=23.56
CH=S45°50'25"W 21.21
S0°50'25"W 53.00
R=15.00
Δ=90°00'00"
L=23.56
CH=S44°09'35"E 21.21

PARKWAY FIELDS
PHASE C, PLAT 2
ENTRY NO. 78691-2023

LEGEND

—	BOUNDARY LINE
---	CENTERLINE
- - - -	EASEMENT LINE
---	EXISTING LOT LINES
---	PROPOSED LOT LINES
⊙	EXISTING MONUMENT
⊙	PROPOSED MONUMENT
NO	NO ACCESS

NOTES:

1. ⊙ TYPE II MONUMENT (ALUMINUM CAP AND REBAR) TO BE SET. #5 REBAR & CAP TO BE SET AT ALL LOT CORNERS. NAIL AND BRASS WASHER TO BE SET IN TOP OF CURB @ PROJECTION OF SIDE LOT LINES.
2. ALL COMMON AREAS ARE MUNICIPAL UTILITY & DRAINAGE EASEMENTS AND PUBLIC UTILITY EASEMENTS.
3. PARCELS A & B ARE COMMON AREAS AND ARE OWNED AND MAINTAINED BY THE HOA.
4. DRIVEWAYS FOR BUILDABLE LOTS SHALL BE DESIGNED TO AVOID CONFLICT WITH STORM WATER INLETS WHERE APPLICABLE.

TABULATIONS

TOTAL ACREAGE:	23.30 ACRES
TOTAL ACREAGE IN LOTS:	18.32 ACRES
TOTAL ACREAGE IN ROW:	4.62 ACRES
TOTAL COMMON AREA:	0.36 ACRES
TOTAL IMPROVED OPEN SPACE:	0.36 ACRES
OVERALL DENSITY:	2.70 LOTS/ACRE
TOTAL # OF RESIDENTIAL LOTS:	63 LOTS
TOTAL # OF COMMERCIAL LOTS:	2 LOTS
TOTAL IMPROVED ROAD SURFACE:	129,070 SQ. FT.
(TBC TO TBC)	

LOT TYPE	RC	R3
SMALLEST LOT SIZE	6090 S.F. (0.14 AC.)	7241 S.F. (0.17 AC.)
AVERAGE LOT SIZE	7230 S.F. (0.17 AC.)	7480 S.F. (0.17 AC.)
LARGEST LOT SIZE	15332 S.F. (0.35 AC.)	7704 S.F. (0.18 AC.)

ENBRIDGE GAS UTAH ACCEPTANCE

QUESTAR GAS COMPANY DBA ENBRIDGE GAS UTAH, HEREBY APPROVES THIS PLAT SOLELY FOR THE PURPOSE OF CONFIRMING THAT THE PLAT CONTAINS PUBLIC UTILITY EASEMENTS. ENBRIDGE GAS 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 OR IN THE NOTES, AND DOES NOT CONSTITUTE A GUARANTEE OF PARTICULAR TERMS OR CONDITIONS OF NATURAL GAS SERVICE. FOR FURTHER INFORMATION PLEASE CONTACT ENBRIDGE GAS UTAH'S RIGHT-OF-WAY DEPARTMENT AT 800-366-8532.

APPROVED THIS 16 DAY OF October, A.D. 2024

QUESTAR GAS COMPANY DBA ENBRIDGE GAS UTAH

TITLE: *see com rep 11*

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.

[Signature]
DIRECT COMMUNICATIONS
DATE 9/27/2024

ROCKY MOUNTAIN POWER APPROVAL

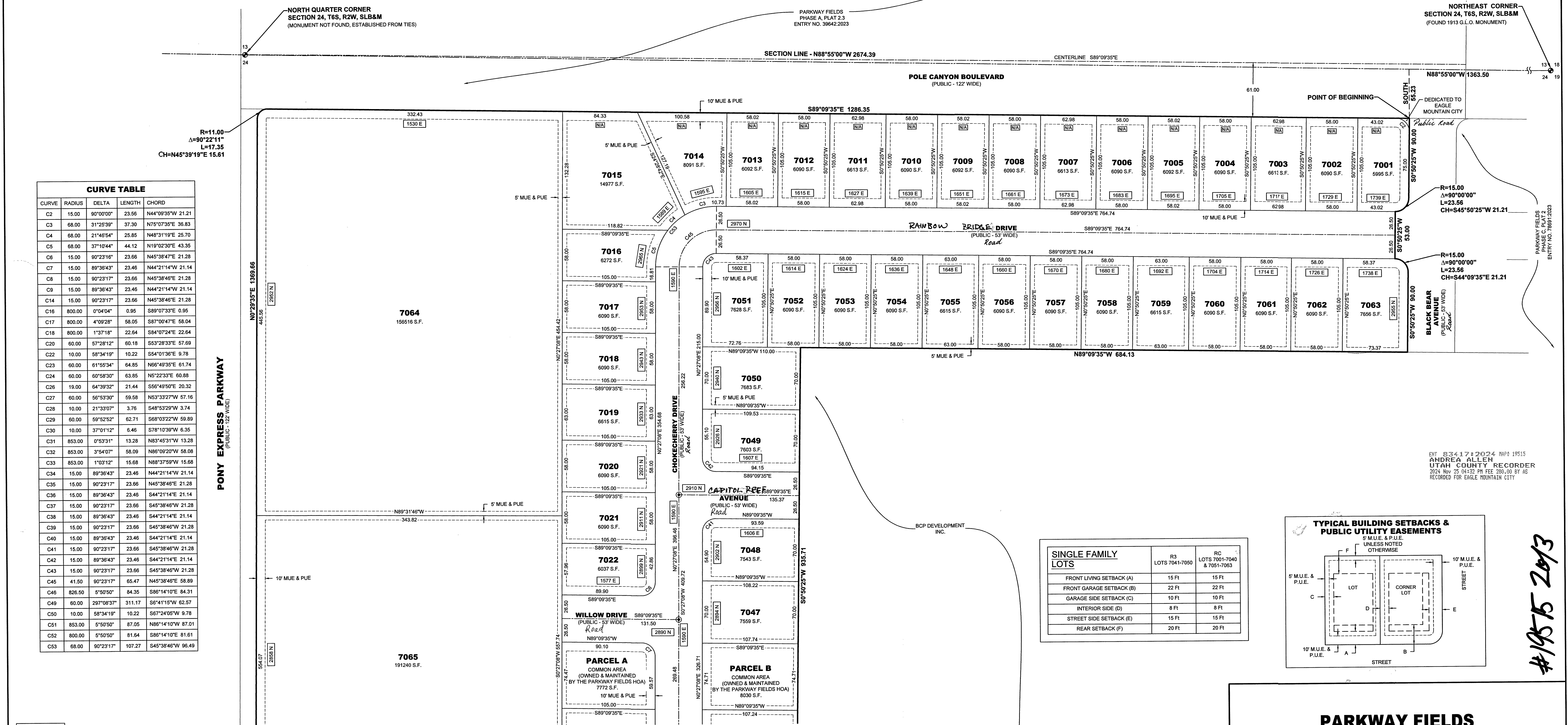
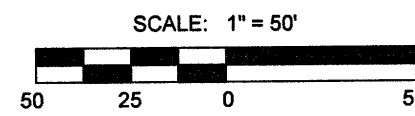
1. PURSUANT TO UTAH CODE ANN. § 54-3-27 THIS PLAT CONVEYS TO THE OWNER(S) OR OPERATORS OF UTILITY FACILITIES A PUBLIC UTILITY EASEMENT ALONG WITH ALL THE RIGHTS AND DUTIES DESCRIBED THEREIN.
2. PURSUANT TO EAGLE MOUNTAIN CITY CODE SECTION 10-4A-603 ROCKY MOUNTAIN POWER ACCEPTS DELIVERY OF THE PUE AS DESCRIBED IN THIS PLAT AND APPROVES THIS PLAT SOLELY FOR THE PURPOSE OF CONFIRMING THAT THE PLAT CONTAINS PUBLIC UTILITY EASEMENTS AND APPROXIMATES THE LOCATION OF THE PUBLIC UTILITY EASEMENTS, BUT DOES NOT WARRANT THEIR PRECISE LOCATION. ROCKY MOUNTAIN POWER MAY REQUIRE OTHER EASEMENTS IN ORDER TO SERVE THIS DEVELOPMENT. THIS APPROVAL DOES NOT AFFECT ANY RIGHT THAT ROCKY MOUNTAIN POWER HAS UNDER:
(1) A RECORDED EASEMENT OR RIGHT-OF-WAY.
(2) THE LAW APPLICABLE TO PRESCRIPTIVE RIGHTS.
(3) TITLE 54, CHAPTER 84, DAMAGE TO UNDERGROUND UTILITY FACILITIES
(4) ANY OTHER PROVISION OF LAW.

[Signature]
ROCKY MOUNTAIN POWER
DATE 9/27/2024

LEI
A Utah Corporation
ENGINEERS
SURVEYORS
PLANNERS
3502 N. Main Street
Spokane Falls, WA 99080
Phone: 509.796.9500
Fax: 509.796.9503
office@lei-eng.com
www.lei-eng.com

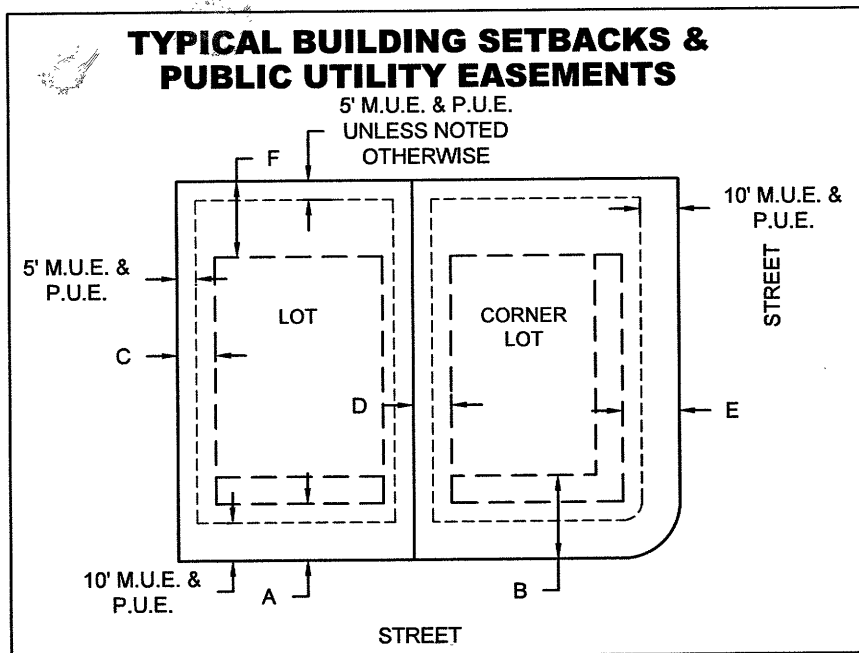
LEGEND

	BOUNDARY LINE
	CENTERLINE
	EASEMENT LINE
	EXISTING LOT LINES
	PROPOSED LOT LINES
	EXISTING MONUMENT
	PROPOSED MONUMENT
	NO ACCESS



CURVE TABLE				
CURVE	RADIUS	DELTA	LENGTH	CHORD
C2	15.00	30°00'00"	23.56	N44°03'35"W 21.21
C3	68.00	31°25'39"	37.30	N75°07'35"E 36.83
C4	68.00	21°46'54"	25.85	N45°31°19'E 25.70
C5	68.00	37°10'44"	44.12	N19°02'30"E 43.35
C6	15.00	90°23'16"	23.66	N45°38'47"E 21.28
C7	15.00	89°36'43"	23.46	N44°21°14"W 21.14
C8	15.00	90°23'17"	23.66	N45°38'46"E 21.28
C9	15.00	89°36'43"	23.46	N44°21°14"W 21.14
C14	15.00	90°23'17"	23.66	N45°38'46"E 21.28
C16	800.00	0°04'04"	0.95	S89°07'33"E 0.95
C17	800.00	4°09'28"	58.05	S87°00'47"E 58.04
C18	800.00	1°37'18"	22.64	S84°07'24"E 22.64
C20	60.00	57°28'12"	60.18	S53°28'33"E 57.69
C22	10.00	58°34'19"	10.22	S54°01'36"E 9.78
C23	60.00	61°55'34"	64.85	N65°49'35"E 61.74
C24	60.00	60°58'30"	63.85	N5°22'33"E 60.88
C26	18.00	64°39'32"	21.44	S56°49'50"E 20.32
C27	60.00	55°53'30"	59.58	S53°32'37"W 57.16
C28	10.00	21°33'07"	3.76	S48°53'29"W 3.71
C29	60.00	59°52'52"	62.71	S68°03'22"W 59.85
C30	10.00	37°01'12"	6.46	S71°10'39"W 6.39
C31	853.00	0°53'31"	13.28	N83°45°31"W 13.28
C32	853.00	3°54'07"	58.09	N86°09'20"W 58.08
C33	853.00	1°03'12"	15.68	N88°37°59"E 15.68
C34	15.00	89°38'43"	23.46	N44°21°14"W 21.14
C35	15.00	90°23'17"	23.66	N45°38'46"E 21.28
C36	15.00	89°36'43"	23.46	S44°21°14"E 21.14
C37	15.00	90°23'17"	23.66	S44°38'46"W 21.28
C38	15.00	89°36'43"	23.46	S44°21°14"E 21.14
C39	15.00	90°23'17"	23.66	S45°38'46"W 21.28
C40	15.00	89°36'43"	23.46	S44°21°14"E 21.14
C41	15.00	90°23'17"	23.66	S45°38'46"W 21.28
C42	15.00	89°36'43"	23.46	S44°21°14"E 21.14
C43	15.00	90°23'17"	23.66	S45°38'46"W 21.28
C45	41.50	90°23'17"	65.47	N45°38'46"E 58.89
C46	826.50	5°50'50"	84.35	S86°14°10"E 84.31
C47	60.00	29°08'37"	31.12	S67°41'55"W 62.57
C50	10.00	56°34°19"	10.17	S67°24'05"W 9.78
C51	853.00	5°50'50"	87.05	N86°14°10"W 87.01
C52	800.00	5°50'50"	81.54	S86°14°10"E 81.61
C53	68.00	90°23'17"	107.27	S45°38'46"W 96.49

<u>SINGLE FAMILY</u> <u>LOTS</u>	R3 LOTS 7041-7050	RC LOTS 7001-7040 & 7051-7063
FRONT LIVING SETBACK (A)	15 Ft	15 Ft
FRONT GARAGE SETBACK (B)	22 Ft	22 Ft
GARAGE SIDE SETBACK (C)	10 Ft	10 Ft
INTERIOR SIDE (D)	8 Ft	8 Ft
STREET SIDE SETBACK (E)	15 Ft	15 Ft
REAR SETBACK (F)	20 Ft	20 Ft



PARKWAY FIELDS

PHASE G, PLAT 1

LOCATED IN THE NORTHEAST QUARTER OF SECTION 24, TOWNSHIP 6 SOUTH, RANGE 2 WEST,
SALT LAKE BASE AND MERIDIAN
CITY EAGLE MOUNTAIN, UTAH COUNTY, UTAH

SCALE: 1" = 50'

SHEET 2 OF 3

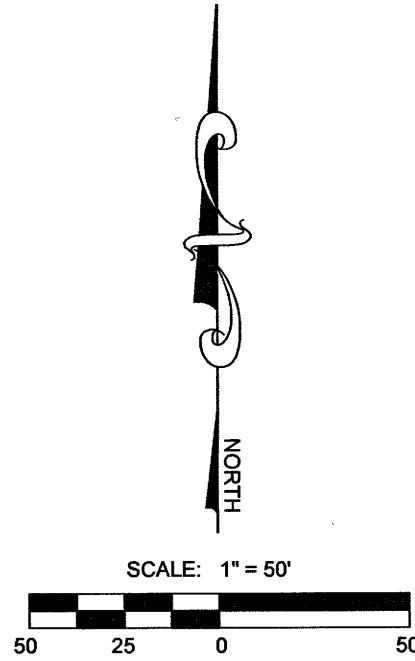
This form approved by Utah County and the municipalities therein

#19515 2013

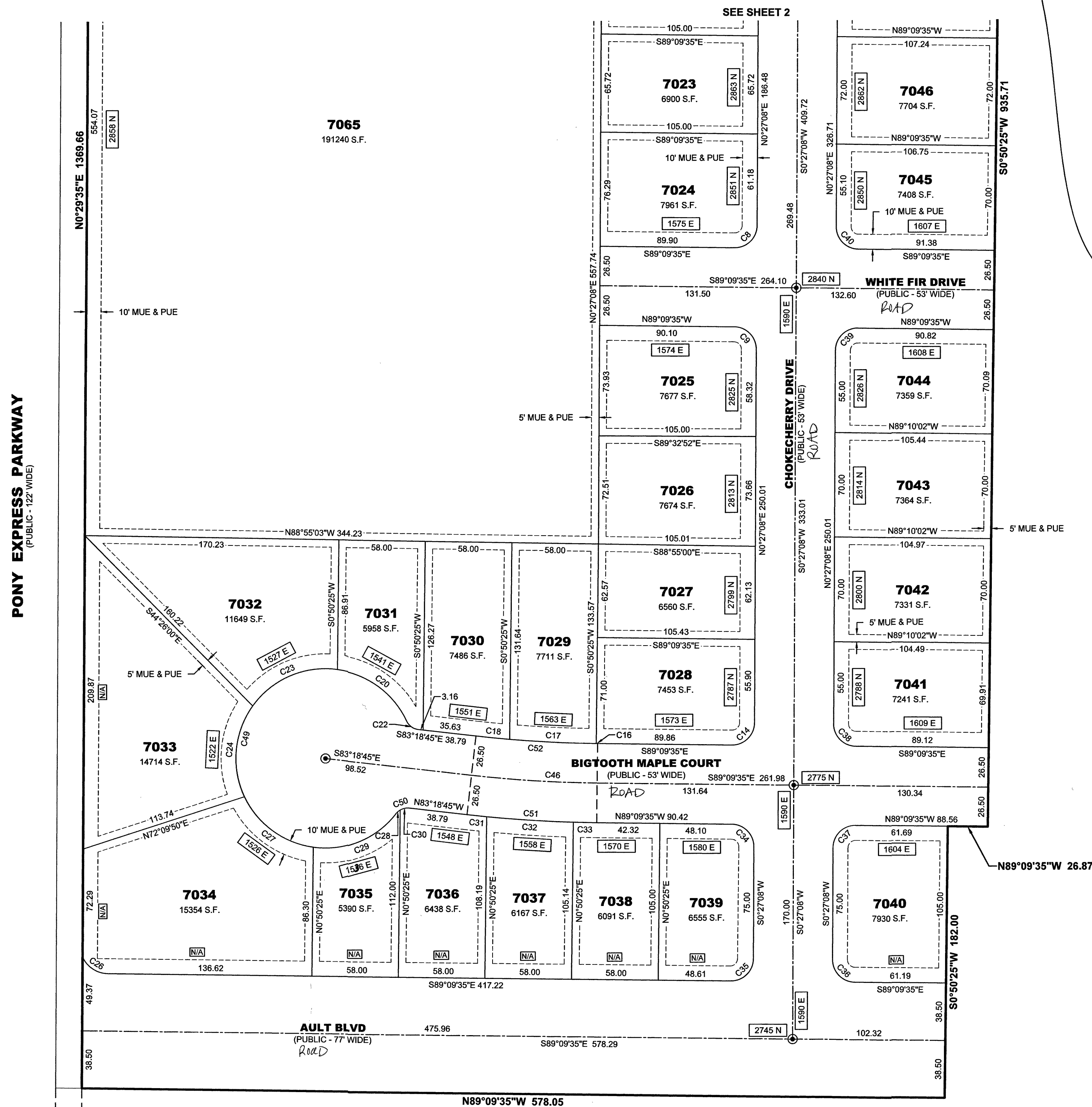


LEGEND

- BOUNDARY LINE
- CENTERLINE
- EASEMENT LINE
- EXISTING LOT LINES
- PROPOSED LOT LINES
- EXISTING MONUMENT
- PROPOSED MONUMENT
- N/A NO ACCESS



ENT 83417-2024 MAPS 19515
ANDREA ALLEN
UTAH COUNTY RECORDER
2024 Nov 25 04:32 PM FEE 280.00 BY AS
RECORDED FOR EAGLE MOUNTAIN CITY



CURVE TABLE				
CURVE	RADIUS	DELTA	LENGTH	CHORD
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C30	11.00	37°01'12"	6.46	S78°10'39"W 6.35
C31	813.00	0°53'31"	13.28	N83°45'31"W 13.28
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C33	813.00	1°03'12"	15.68	N88°37'59"W 15.68
C34	11.00	89°36'43"	23.46	N44°21'14"W 21.14
C35	11.00	90°23'17"	23.66	N45°38'46"E 21.28
C36	11.00	89°36'43"	23.46	S44°21'14"E 21.14
C37	11.00	90°23'17"	23.66	S45°38'46"W 21.28
C38	11.00	89°36'43"	23.46	S44°21'14"E 21.14
C39	11.00	90°23'17"	23.66	S45°38'46"W 21.28
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#19515-3073

LEI
A Utah Corporation
ENGINEERS
SURVEYORS
PLANNERS
3302 N. Main Street
Spanish Fork, UT 84606
Phone: 801.798.0555
Fax: 801.798.0592
office@lei-eng.com
www.lei-eng.com

PARKWAY FIELDS

PHASE G, PLAT 1

LOCATED IN THE NORTHEAST QUARTER OF SECTION 24, TOWNSHIP 6 SOUTH, RANGE 2 WEST,
SALT LAKE BASE AND MERIDIAN
CITY EAGLE MOUNTAIN, UTAH COUNTY, UTAH

SCALE: 1" = 50'

This form approved by Utah County and the municipalities therein.

SHEET 3 OF 3
LEI #19-0046



Tuesday, April 22, 2025

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

SUBJECT: Pacific Springs phase 'A' plat 5 into warranty Bond Release

City Recorder:

The above-mentioned 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,

Vince Hogge, P.E.
Engineering Director
Eagle Mountain City

Cc: Gina Olsen, City Recorder



Bond Release Request Letter
Pacific Springs phase A plat 5
Reduced

Engineering Division
2565 North Sweetwater Road
Eagle Mountain City, Utah 84043
(801) 789-6671

1st Bond Release	
Original Bond Amount:	\$ 93,820.83
Previous Release Amount:	\$ -
Amount to Release this Period:	\$ 287.19
Amount Remaining in Bond :	\$ 93,533.64

Bond Releases Summary	
#1	\$ 287.19
#2	\$ -
#3	\$ -
#4	\$ -
TOTAL	\$ 287.19

1/30/2025

							QUANTITIES COMPLETED			MONIES RELEASED	
ITEM	DESCRIPTION	ORIGINAL QUANTITY	REDUCED QUANTITY	UNIT	UNIT COST	TOTAL	Previous Period	This Period	% to date	This Period	To Date
1	SITE WORK										
a	Silt fence	1265	12.65	LF	\$3.50	\$44.28	1,265	100%	100%	\$44.28	\$0.00
b	Construction entrance	1943	19.43	SF	\$2.20	\$42.75	1,943	100%	100%	\$42.75	\$0.00
c	Inlet protection	13	0.13	EA	\$195.00	\$25.35	13	100%	100%	\$25.35	\$0.00
d	Clear & grub	55357	553.57	SF	\$0.09	\$49.82	55,357	100%	100%	\$49.82	\$0.00
e	Testing	1	0.01	LS	\$12,500.00	\$125.00	1	100%	100%	\$125.00	\$0.00
2	STREETS										
a	Roadway Asphalt Paving 3"	31635	0	SF	\$2.00	\$0.00	0	0%	100%	\$0.00	\$0.00
b	Road Base Gravel 6"	51680	0	SF	\$0.80	\$0.00	0	0%	100%	\$0.00	\$0.00
c	Engineering fill Subbase 9"	31634	0	SF	\$0.80	\$0.00	0	0%	100%	\$0.00	\$0.00
d	Roadway Asphalt Paving 4"	6580	0	SF	\$2.75	\$0.00	0	0%	100%	\$0.00	\$0.00
e	Import A1b	5500	0	TON	\$15.00	\$0.00	0	0%	100%	\$0.00	\$0.00
f	Engineering fill Subbase 12"	6580	0	SF	\$0.80	\$0.00	0	0%	100%	\$0.00	\$0.00
g	30" Curb & Gutter modified	2023	0	LF	\$29.00	\$0.00	0	0%	100%	\$0.00	\$0.00
h	30" high back curb	319	0	LF	\$32.00	\$0.00	0	0%	100%	\$0.00	\$0.00
i	Concrete Sidewalk	14192	0	SF	\$7.00	\$0.00	0	0%	100%	\$0.00	\$0.00
j	ADA ramps	8	0	EA	\$600.00	\$0.00	0	0%	100%	\$0.00	\$0.00
k	Stop/Street signs	6	0	EA	\$350.00	\$0.00	0	0%	100%	\$0.00	\$0.00
l	Streetlights	5	0	EA	\$5,150.00	\$0.00	0	0%	100%	\$0.00	\$0.00
3	SEWER										
a	8" PVC Sewer Pipe	1415	0	LF	\$54.00	\$0.00	0	0%	100%	\$0.00	\$0.00
b	48" Manholes	6	0	EA	\$5,300.00	\$0.00	0	0%	100%	\$0.00	\$0.00
c	4" sewer lateral service	22	0	EA	\$1,550.00	\$0.00	0	0%	100%	\$0.00	\$0.00
4	CULINARY WATER										
a	8" Culinary Water Pipe	1201	0	LF	\$55.00	\$0.00	0	0%	100%	\$0.00	\$0.00
b	8" Gate Valve	6	0	EA	\$3,350.00	\$0.00	0	0%	100%	\$0.00	\$0.00
c	8" tee	2	0	EA	\$1,225.00	\$0.00	0	0%	100%	\$0.00	\$0.00
d	8" bend	6	0	EA	\$705.00	\$0.00	0	0%	100%	\$0.00	\$0.00
e	Fire Hydrant w/ valve	4	0	EA	\$9,500.00	\$0.00	0	0%	100%	\$0.00	\$0.00
f	3/4" Water Service Line & Meter Box	25	0	EA	\$1,925.00	\$0.00	0	0%	100%	\$0.00	\$0.00
g	2" blow off w/valve	1	0	EA	\$2,400.00	\$0.00	0	0%	100%	\$0.00	\$0.00
5	STORM DRAIN										
a	15" RCP storm drain	1340	0	LF	\$80.00	\$0.00	0	0%	100%	\$0.00	\$0.00
b	12" RCP storm drain	61	0	LF	\$68.00	\$0.00	0	0%	100%	\$0.00	\$0.00
c	Curb inlet	3	0	EA	\$4,150.00	\$0.00	0	0%	100%	\$0.00	\$0.00
d	Combo box	3	0	EA	\$7,500.00	\$0.00	0	0%	100%	\$0.00	\$0.00
TOTAL CONSTRUCTION COST						\$287.19					
Original 10% Bond Coverage						\$93,533.64	Released this Period			\$287.19	
TOTAL BOND AMOUNT:						\$93,820.83					

APPROVED BY EAGLE MOUNTAIN:

Vince Hogge

Vince Hogge, P.E.
 Engineering Director

4-23-2025

Date

Robert Ballif
 Robert Ballif
 Engineering Tech. II

4/22/25

Date



DATE: Tuesday, April 22, 2025
TO: Vince Hogge
FROM: Robert Ballif Engineering Assistant
SUBJECT: **Pacific Springs phase 'A' plat 5 walk through-updated**

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

Robert Ballif – Engineering Tech. II

After performing a walk-through, we have the following comments:

General Notes:

1. All water cans to be checked at time of meter install, the water cans will need to meet Eagle MTN City standards, i.e. level to 1 inch above the plane of the curb & sidewalk and the setters are to be 18 to 22 inches from top of lid to top of setter. Setters to be centered in the can. All water cans to have collar and EM City lid w/2-inch hole.
2. ~~AutoCAD as build drawings.~~
3. ~~Street/stop signs placed.~~
4. ~~Remove plastic off the ADA placards.~~

Orville St.:

1. ~~Lot # 522 missing sewer stamp, place a brass pin with a 'S' stamped on the pin.~~
2. ~~Lot #521 sewer manhole ad step, storm drain manhole clean add step if needed.~~
3. ~~Lot #512 north in the park strip the irrigation service place a stamp in the curb, place a brass pin with a 'W' stamped on the pin.~~

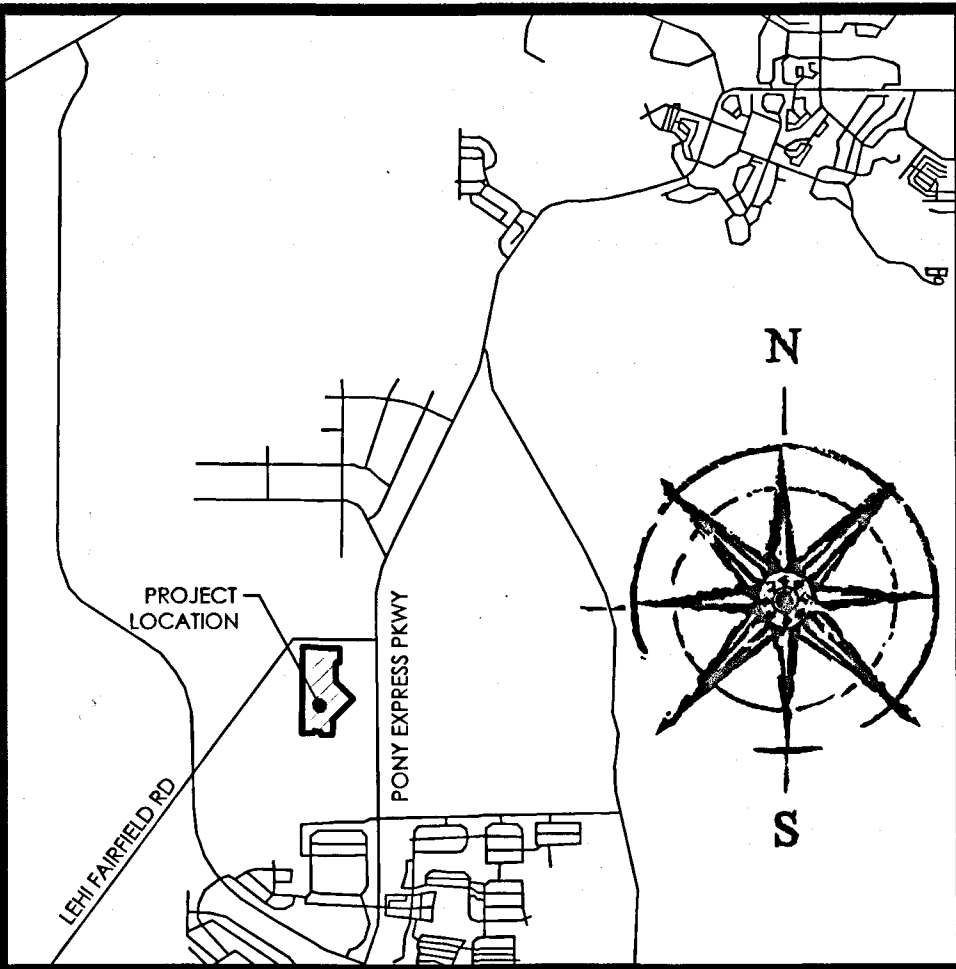
Willbur Ln.:

1. ~~Lot # 515 sewer manhole clean and lid to be a vented sewer lid, not storm drain.~~
2. ~~Lot #511 extend the curb 1 or 2 feet and place the property pin.~~

Desert Willow Dr.:

1. ~~Lot # 514 back of lot on Desert Willow clean storm drain combo box.~~
2. ~~Blowoff north side of road cap to be hand tight.~~

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



VICINITY MAP

N.T.S.

LEGEND

	BOUNDARY
	SECTION LINE
	EASEMENT
	RIGHT-OF-WAY LINE
	CENTERLINE
	BUILDING SETBACK
	EXISTING PROPERTY LINE
	SECTION MONUMENT (FOUND)
	STREET MONUMENT (TO BE SET)
	BOUNDARY MARKERS
	STREET MONUMENT (EXISTING)

GENERAL NOTES

- #5 REBAR AND CAP TO BE SET AT ALL REAR CORNERS.
- MU&DE STANDS FOR MUNICIPAL UTILITY AND DRAINAGE EASEMENT, AND WILL ALSO SERVE AS A PUBLIC UTILITY EASEMENT.

SITE TABULATIONS

• TOTAL # OF LOTS:	23 LOTS
• TOTAL ACREAGE:	5.10 ACRES
• TOTAL ACREAGE IN LOTS:	4.12 ACRES
• TOTAL R.O.W ACREAGE:	1.58 ACRES OR 68,661.39 SQFT.
• TOTAL PARCEL ACREAGE:	0.11 ACRES
• AVERAGE LOT SIZE:	0.16 ACRES OR 6,969.60 SQFT.
• LARGEST LOT SIZE:	0.27 ACRES
• SMALLEST LOT SIZE:	0.11 ACRES
• OVERALL DENSITY:	4.90 UNITS/ACRE
• TOTAL PAVED AREA:	0.87 ACRES OR 38,094.94 SQFT.

Curve Table					
CURVE	RADIUS	DELTA	LENGTH	CHORD DIRECTION	CHORD LENGTH
C1	15.00	89°47'12"	23.51	S44°31'58"E	21.17
C2	15.00	90°12'48"	23.62	S45°28'02"W	21.25
C3	419.50	0°13'43"	1.67	N00°14'46"E	1.67
C4	15.00	89°47'12"	23.51	S44°31'58"E	21.17
C5	419.50	7°30'43"	55.00	S03°37'27"E	54.96
C6	15.00	95°35'55"	25.03	S42°46'28"W	22.22
C7	419.50	7°30'43"	55.00	S11°08'10"E	54.96
C8	366.50	11°29'46"	73.54	S10°46'23"E	73.41
C9	419.50	7°30'43"	55.00	S18°38'53"E	54.96
C10	366.50	14°00'08"	89.57	S23°31'20"E	89.34
C11	419.50	7°30'43"	55.00	S26°09'36"E	54.96
C12	419.50	8°55'06"	65.30	S34°22'31"E	65.23
C13	366.50	12°28'57"	79.85	N36°45'53"W	79.69
C14	15.00	84°17'04"	22.07	S03°18'28"W	20.13
C15	15.00	90°00'00"	23.56	N89°33'00"W	21.21

Curve Table					
CURVE	RADIUS	DELTA	LENGTH	CHORD DIRECTION	CHORD LENGTH
C16	126.50	29°52'55"	65.97	S30°42'41"W	65.23
C17	73.50	14°05'05"	18.07	S38°40'57"W	18.02
C18	126.50	15°19'14"	33.83	S08°06'37"W	33.72
C19	73.50	31°11'27"	40.01	N16°02'43"E	39.52
C20	419.50	39°11'41"	286.97	S19°14'13"E	281.41
C21	393.00	44°54'38"	308.05	S22°05'41"E	300.22
C22	366.50	39°13'11"	252.83	S24°47'15"E	247.84
C23	100.00	45°12'09"	78.89	S23°03'04"W	76.86
C24	73.50	45°16'29"	58.08	S23°05'15"W	56.58
C25	126.50	45°12'08"	99.80	S23°03'04"W	97.23
C26	366.50	1°32'39"	9.88	N43°46'41"W	9.88

ENBRIDGE GAS UTAH:
Questar Gas Company, dba Enbridge Gas Utah ("Enbridge"), approves this plat solely to confirm that the plat contains public utility easements. This approval does not (a) affect any right Enbridge has under Title 54, Chapter 8a, a recorded easement or right-of-way, prescriptive rights, or any provision of law; (b) constitute acceptance of any terms contained in any portion of the plat; and (c) guarantee any terms or waive Enbridge's right to require additional easements for gas service.

QUESTAR GAS COMPANY
dba ENBRIDGE GAS UTAH

Approved this 13 DAY OF March A.D. 2025

By: [Signature]

Title: per car rep 11

PREPARED BY

FOCUS
ENGINEERING AND SURVEYING, LLC
6949 SOUTH HIGH TECH DRIVE SUITE 200
MIDVALE, UT 84047 PH: (801) 352-0075
www.focusutah.com

DIRECT COMMUNICATIONS

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

[Signature]
DIRECT COMMUNICATIONS

3/13/2025
DATE

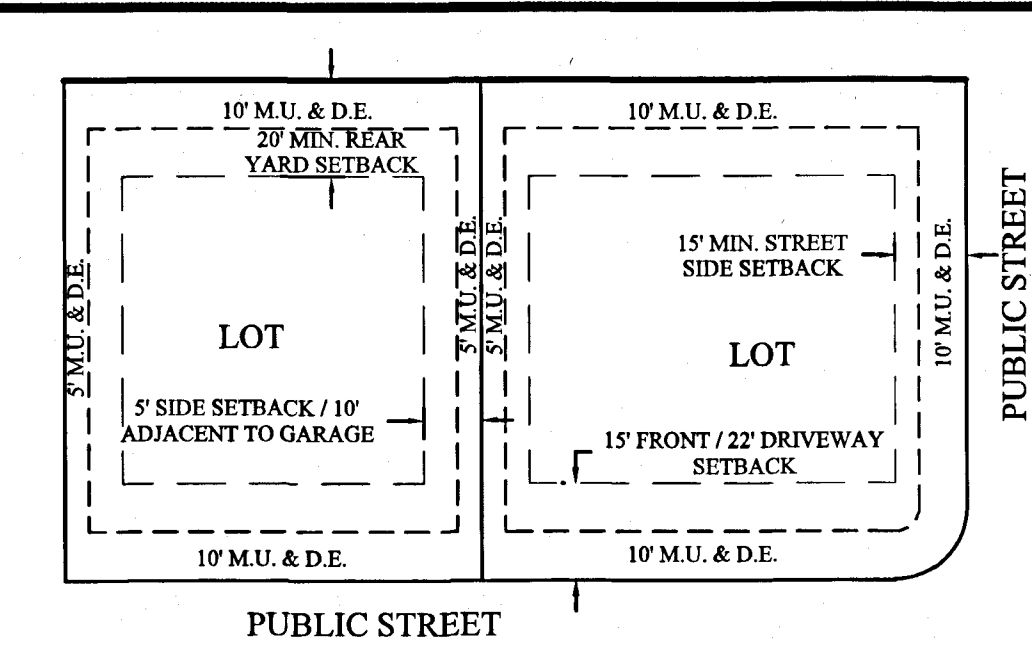
ROCKY MOUNTAIN POWER

- Pursuant to Utah Code Ann § 54-3-27 this plat conveys to the owner(s) or operators of utility facilities a public utility easement along with all the rights and duties described therein.
- Pursuant to Utah Code Ann § 10-9a-603 Rocky Mountain Power accepts delivery of the PUE as described in this plat and approves this plat solely for the purpose of confirming that the plat contains public utility easements and approximates the location of the public utility easements, but does not warrant their precise location. Rocky Mountain Power may require other easements in order to serve this development. This approval does not affect any right that Rocky Mountain Power has under:
 - A recorded easement or right-of-way
 - The law applicable to prescriptive rights
 - Title 54, Chapter 8a, Damage to Underground Utility Facilities, or
 - Any other provision of law

[Signature]
ROCKY MOUNTAIN POWER

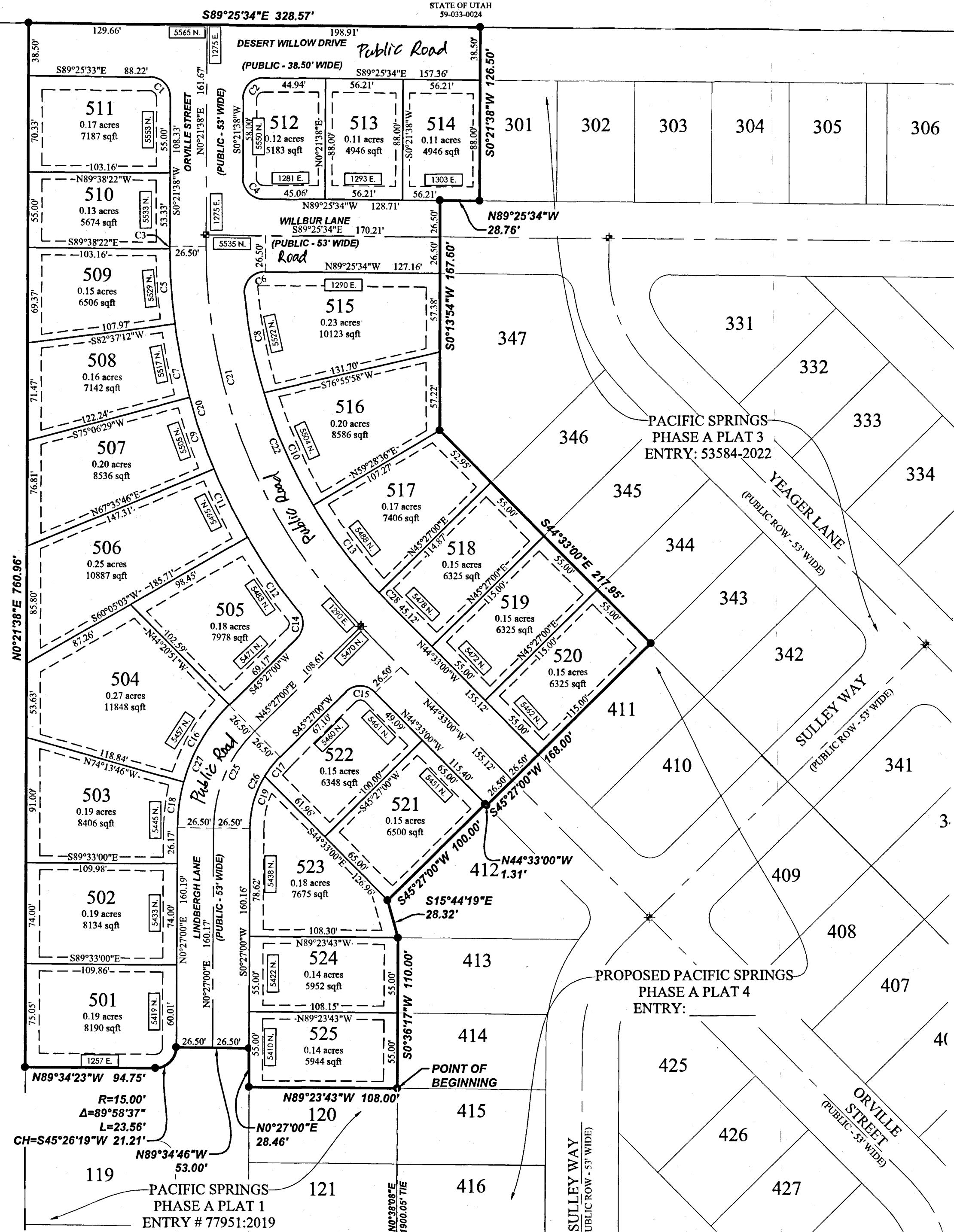
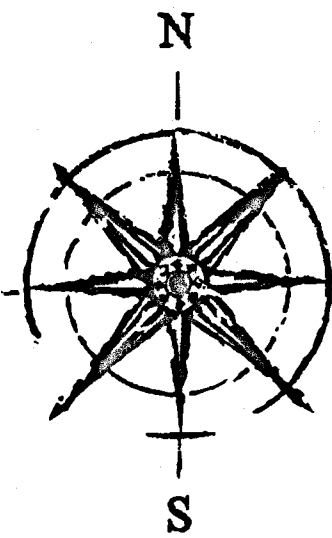
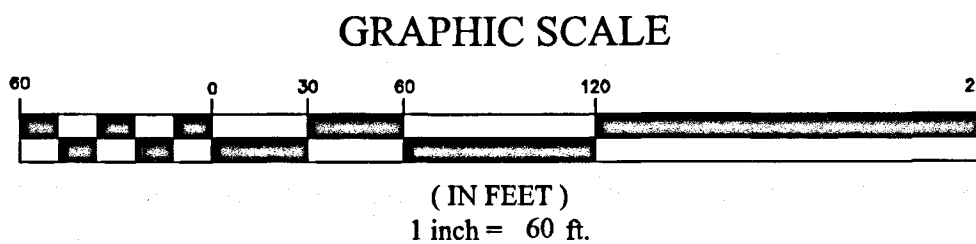
3/12/25
DATE

OWNER/DEVELOPER
RS Development, LLC
2479 Field Rose Drive
SALT LAKE CITY, UTAH 84121



TYPICAL BUILDING SETBACKS

N.T.S.
MIN SETBACK ON GARAGE SIDE IS 10'



2 1
11 12
SOUTHWEST CORNER OF
SECTION 1, T6S, R2W, SLB&M
1958 UTAH COUNTY MONUMENT

589°21'52"E 1604.15' (TIE)
BASIS OF BEARING: N89°21'52"W (SECTION LINE) MEASURED: 2685.10

1 1
12 12
SOUTH 1/4 CORNER OF
SECTION 1, T6S, R2W, SLB&M
1958 UTAH COUNTY MONUMENT

COMCAST

_____, approves this plat solely for the purpose of confirming that the plat contains public utility easements. _____ does not warrant the location of any public utility easements. This approval does not modify, affect, or waive any rights, obligations, or liabilities provided by law or equity or under any easements, rights-of-way, agreements, or laws, including, without limitation, any laws applicable to prescriptive rights. This approval does not constitute acceptance, approval, or acknowledgement of any terms contained in the plat, including those set forth in the owner's dedication and the notes, and does not constitute a guarantee of provision of telecommunications services or the terms of such services.

By: [Signature]

Title: Network Project manager

SURVEYOR'S CERTIFICATE

I, Justin Lundberg, do hereby certify that I am a Professional Land Surveyor, and that I hold License No. 12554439 in accordance with Title 58, Chapter 22 of Utah State Code. I further certify by authority of the owner(s) that I have completed a Survey of the property described on this Plat in accordance with Section 17-23-17 of said Code, and have subdivided said tract of land into lots, parcels, streets, and easements, and the same has, or will be correctly surveyed, staked and monumented on the ground as shown on this Plat, and that this Plat is true and correct.

[Signature]
Justin Lundberg
Professional Land Surveyor
License No. 12554439

03/12/25
Date

BOUNDARY DESCRIPTION

A part of the Southwest Quarter Corner of Section 1, Township 6 South, Range 2 West, Salt Lake Base and Meridian, located in Eagle Mountain City, Utah County, Utah, being more particularly described as follows:
Beginning at a point located at the northeast corner of Lot 120, PACIFIC SPRINGS PHASE A PLAT 1, according to the official plat thereof recorded August 15, 2019 as Entry No. 77951-2019 in Book 49 at Page 912 in the Utah County Recorder's Office, said point being S89°21'52"E 1604.15 feet along the Section line and N0°38'08"E 1900.05 feet from the Southwest Corner of Section 1, Township 6 South, Range 2 West, Salt Lake Base and Meridian; thence along said plat the following five (5) courses: (1) N89°23'43"W 108.00 feet; thence (2) N00°27'00"E 28.46 feet; thence (3) N89°34'46"W 53.00 feet; thence (4) Southwesterly along the arc of a non-tangent curve to the right having a radius of 15.00 feet (radius bears: N89°33'00"W) a distance of 23.56 feet through a central angle of 89°58'37" Chord: S45°26'19"W 21.21 feet; thence (5) N89°34'23"W 94.75 feet to a easterly boundary line of that Warranty Deed recorded June 11, 1992 as Entry No. 28831 in Book 2948 at Page 772 in the Utah County Recorder's Office; thence along said Deed N00°21'38"E 760.96 feet to the Quarter Section line; thence along the Quarter Section line S89°25'34"E 328.57 feet to a westerly boundary line of PACIFIC SPRINGS PHASE A PLAT 3, according to the official plat thereof recorded April 29, 2022 as Entry No. 53584-2022 in Book 49 at Page 982 in the Utah County Recorder's Office; thence along said plat the following four (4) courses: (1) S00°21'38"W 126.50 feet; thence (2) N89°25'34"W 28.76 feet; thence (3) S00°35'54"W 167.60 feet; thence (4) S44°33'00"E 217.95 feet; thence S45°27'00"W 168.00 feet; thence N44°33'00"W 1.31 feet; thence S45°27'00"W 100.00 feet; thence S15°44'19"E 28.32 feet; thence S00°36'17"W 110.00 feet to the point of beginning.
Containing 5.78 acres +/-
25 Lots

1 Parcel

OWNER'S 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, OPEN SPACES, EASEMENTS AND OTHER PUBLIC USES AS DESIGNATED ON THE PLAT AND NOW DO HEREBY DEDICATE UNDER THE PROVISIONS OF 10-9A-607, UTAH CODE, WITHOUT CONDITION, RESTRICTION OR RESERVATION TO EAGLE MOUNTAIN CITY, UTAH, ALL STREETS, WATER, SEWER AND OTHER UTILITY EASEMENTS AND IMPROVEMENTS, OPEN SPACES SHOWN AS PUBLIC OPEN SPACES, PARKS AND ALL OTHER PLACES OF PUBLIC USE AND ENJOYMENT TO EAGLE MOUNTAIN CITY, UTAH TOGETHER WITH ALL IMPROVEMENTS REQUIRED BY THE DEVELOPMENT AGREEMENT BETWEEN THE UNDERSIGNED AND EAGLE MOUNTAIN CITY FOR THE BENEFIT OF THE CITY AND THE INHABITANTS THEREOF.

OWNER(S):

PRINTED NAME OF OWNER

RS Development
AL Rafati, mgr.

AUTHORIZED SIGNATURE(S)

[Signature]
3/12/25

ENT 22980-2025 MAR 19 2025
ANDREA ALLEN
UTAH COUNTY RECORDER
2025 Mar 31 04:04 PM FEE 100.00 BY KR
RECORDED FOR EAGLE MOUNTAIN CITY

LIMITED LIABILITY ACKNOWLEDGMENT

STATE OF UTAH
S.S.
COUNTY OF Salt Lake

ON THE 13 DAY OF March A.D. 2025 PERSONALLY APPEARED BEFORE ME, THE UNDERSIGNED NOTARY PUBLIC, IN AND FOR THE COUNTY OF Salt Lake, IN SAID STATE OF UTAH, AL Rafati, WHO AFTER BEING DULY SWORN, ACKNOWLEDGED TO ME THAT HE/SHE IS THE Manager OF RS DEVELOPMENT, L.L.C., A UTAH LIMITED LIABILITY COMPANY, AND THAT HE/SHE SIGNED THE OWNER'S DEDICATION FREELY AND VOLUNTARILY FOR AND IN BEHALF OF SAID LIMITED LIABILITY COMPANY FOR THE PURPOSES THEREIN MENTIONED.

MY COMMISSION EXPIRES: 12-15-27

MY COMMISSION No. 734220

A NOTARY PUBLIC COMMISSIONED IN UTAH RESIDING IN Salt Lake COUNTY

Brian Rammell
PRINTED FULL 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 27 DAY OF March, 2025

[Signature]
APPROVED BY MAYOR

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

[Signature]
APPROVED BY CITY ATTORNEY

[Signature]
ATTEST BY CITY RECORDER
(SEE SEAL BELOW)

PACIFIC SPRINGS PHASE A PLAT 5 SUBDIVISION

LOCATED IN THE SW 1/4 OF SECTION 1, T6S, R2W,
SALT LAKE BASE & MERIDIAN
EAGLE MOUNTAIN CITY, UTAH COUNTY, UTAH

SURVEYOR'S SEAL	NOTARY PUBLIC SEAL	CITY-COUNTY ENGINEER SEAL	COUNTY RECORDER SEAL



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

ENGINEERING

Wednesday, April 23, 2025

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

SUBJECT: Eagle Ridge phase 1 out of warranty Bond Release

City Recorder:

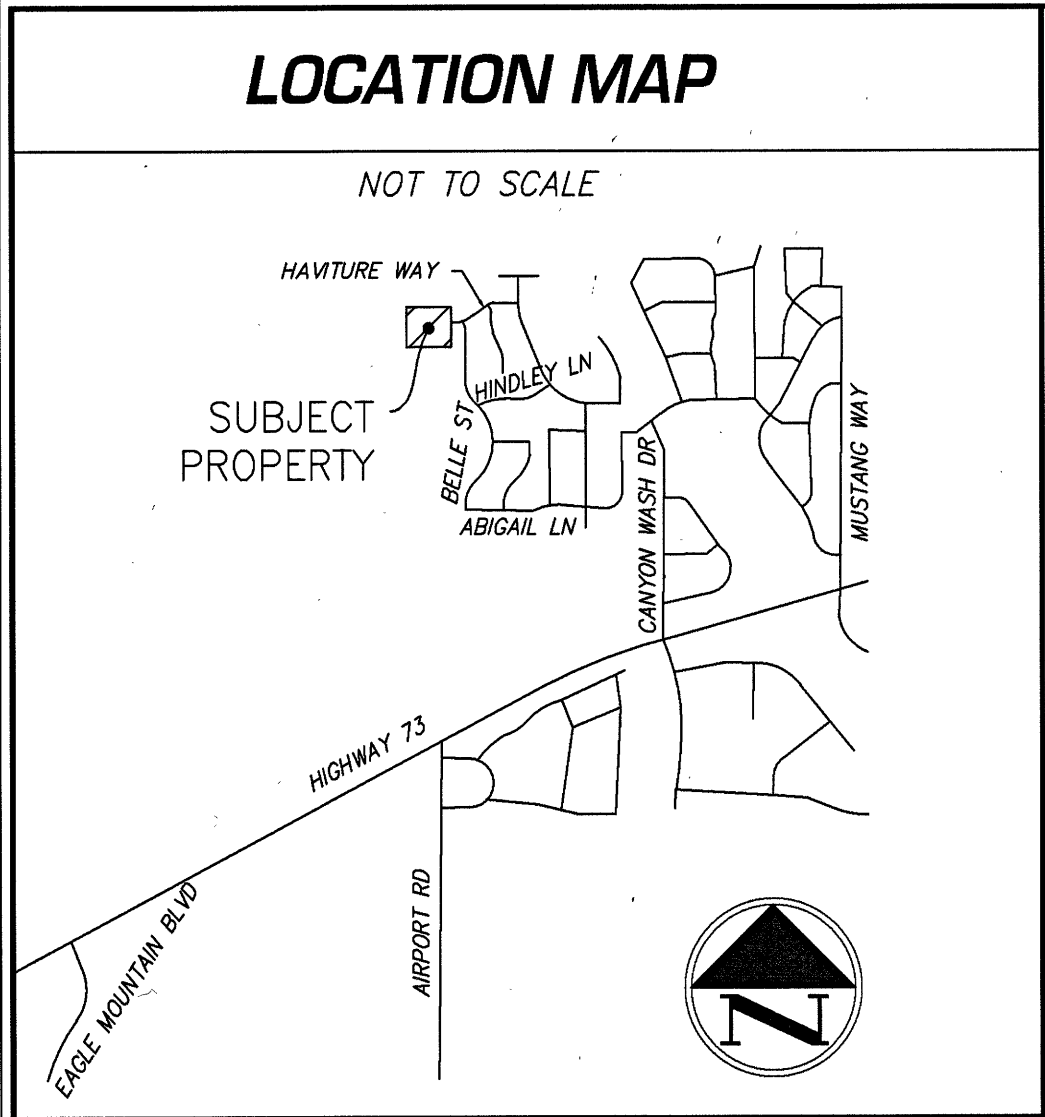
The above-mentioned subdivision has completed the required one-year maintenance period as required in their development agreement. After performing a walkthrough of this subdivision, I would recommend that the city accepts the subdivision as complete and releases all bonds placed by the developer and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

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

Sincerely,

Vince Hogge, P.E.
Engineering Director
Eagle Mountain City

Cc: Gina Olsen, City Recorder



LINE / CURVE TABLE

#	LENGTH	DIRECTION / DELTA	RADIUS	TANGENT	CHORD	CHORD BEARING
C1	9.10'	34°45'57"	15.00'	4.70'	8.96'	S72°25'11"E
C2	9.10'	34°45'57"	15.00'	4.70'	8.96'	N13°03'58"W
C3	21.36'	24°28'34"	50.00'	10.85'	21.20'	S18°12'40"E
C4	75.00'	85°56'37"	50.00'	46.58'	68.16'	S36°59'56"W
C5	39.26'	44°59'33"	50.00'	20.71'	38.26'	N77°31'59"W
C6	37.47'	85°52'50"	25.00'	23.26'	34.06'	S47°15'26"W
C7	135.62'	155°24'44"	50.00'	229.44'	97.71'	S47°15'26"W
C8	75.69'	85°52'50"	50.50'	46.99'	68.80'	S47°15'26"W
L1	50.00'	N85°40'59"W	-	-	-	-
L2	21.65'	N04°19'01"E	-	-	-	-
L3	46.99'	N89°48'09"W	-	-	-	-
L4	46.99'	S04°19'01"W	-	-	-	-

DOMINION ENERGY UTAH

QUESTAR GAS COMPANY, dba DOMINION ENERGY UTAH, HEREBY APPROVES THIS PLAT SOLELY FOR THE PURPOSES 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 ACKNOWLEDGEMENT OF ANY TERMS CONTAINED IN THE PLAT, INCLUDING THOSE SET FORTH IN THE OWNERS DEDICATION OR IN 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 1-800-366-8532

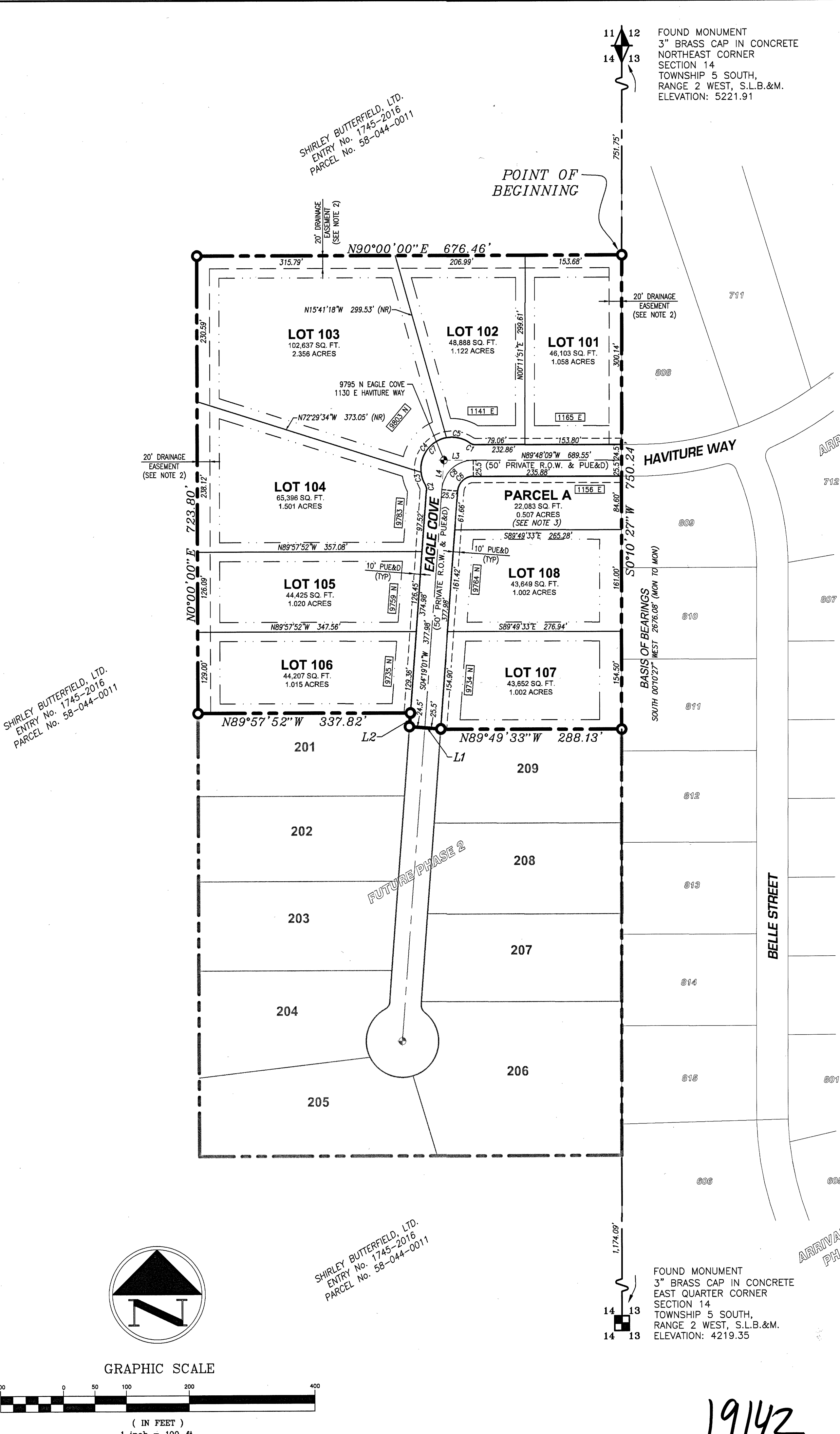
APPROVED THIS 10 DAY OF February, 2024.

DOMINION ENERGY

TITLE- pre-construction exp II

LEGEND & ABBREVIATIONS:

---	BOUNDARY LINE
---	ROADWAY CENTER LINE
---	SECTION/MONUMENT LINE
---	PUBLIC UTILITY & DRAINAGE EASEMENT (PUE&D)
---	EASEMENT, AS NOTED
---	LOT LINE
---	R.O.W. LINE
---	SETBACK LINE
+	PROPOSED STREET MONUMENT
o	BOUNDARY CORNER, NOT SET UNLESS NOTED OTHERWISE
---	RIGHT OF WAY
TYP	TYPICAL
MON	MONUMENT
3389 W	LOT ADDRESS
(R)	RADIAL
(NR)	NON RADIAL



ZONE: RD1, IN THE AGRICULTURE/RURAL RESIDENTIAL DENSITY TWO CATEGORY

SETBACKS

FRONT:	30'
FRONT GARAGE:	40'
REAR:	35'
SIDE:	15'
GARAGE SIDE:	15'
STREET SIDE:	25'

PLAT CALCULATIONS

ACREAGE SUMMARY	
LOTS:	10.077 AC
PARCELS:	0.507 AC
PUBLIC R.O.W.	0.837 AC
TOTAL AREA:	11.421 AC

AVERAGE LOT SIZE:	1.260 AC
LARGEST LOT:	2.640 AC
SMALLEST LOT:	1.002 AC
OVERALL DENSITY:	0.794
TOTAL LOTS:	8

- NOTES:
- ALL PROPERTIES ARE SUBJECT TO THE RULES AND REGULATIONS AS SET FORTH IN THE COAR'S FOR THIS PROJECT. SAID COAR'S WERE RECORDED MARCH 13, 2024 AS ENTRY NO. 15963 IN BOOK --- AT PAGE --- OF OFFICIAL RECORDS.
 - THE OWNER OF EACH LOT IS RESPONSIBLE FOR MAINTAINING THE DRAINAGE CHANNEL ACROSS HIS/HER LOT FOR THE PURPOSE OF ALLOWING WATER TO FLOW FREELY DOWN THE CHANNEL TO THE STREETS. NO MODIFICATIONS TO THE DRAINAGE SWALES AND ASSOCIATED BERM AND SIDE SLOPES IS ALLOWED.
 - PARCEL A IS DEDICATED BY THIS MAP TO THE CITY. THEY WILL BE RESPONSIBLE TO OPERATE AND MAINTAIN THE DETENTION BASIN.
 - THE 50' PRIVATE RIGHT-OF-WAY, SHOWN HEREON, IS TO SERVE AS PUBLIC UTILITY AND DRAINAGE EASEMENT AND AN ACCESS EASEMENT FOR EMERGENCY PERSONNEL AND TO BE OWNED AND MAINTAINED BY THE Eagle Ridge Subdivision OWNER'S ASSOCIATION, INC.
 - OWNER HEREBY CONVEYS TO EAGLE MOUNTAIN CITY AND ITS AGENTS A NON-EXCLUSIVE PERPETUAL EASEMENT OVER, ON AND IN THE 50' PRIVATE RIGHT-OF-WAY, SHOWN HEREON, FOR THE PURPOSE OF ACCESS TO THE STORM WATER MANAGEMENT SYSTEM AND CULINARY WATER SYSTEM AND APPURTENANCES FOR THE MANAGEMENT, INSPECTION, MAINTENANCE AND REPAIR THEREOF.
 - REBAR AND CAP TO BE SET AT REAR PROPERTY CORNERS AND AT ANGLE POINTS ALONG A PROPERTY LINE. RIVET TO BE SET IN THE TOP BACK OF CURB AT THE EXTENSION OF THE SIDE LOT LINES.

ARRIVAL SUBDIVISION PHASE B PLAT 6

ARRIVAL SUBDIVISION PHASE B PLAT 7

ARRIVAL SUBDIVISION PHASE B PLAT 8

DEVELOPER:

CONTACT: EAGLE RIDGE DEVELOPMENT, LLC

(801) 253-1237

ENGINEER:

JT Engineering, PC

7886 South 2325 East
South Weber, Utah
ph 801.866.7702
jason@jengpc.com

SURVEYOR:

LAYTON SURVEYS LLC

837 S. 500 W. SUITE 201
WOODS CROSS, UT 84010
(801)-883-1841
willis.l@laytonsurveys.com

BASIS OF BEARINGS:

THE BEARING SOUTH 00°10'27" WEST EAST QUARTER OF SECTION 14 TO THE NORTHEAST CORNER OF SECTION 14, AS SHOWN HEREON, IS THE BASIS OF BEARINGS FOR THIS MAP.

SURVEYOR'S CERTIFICATE:

I, WILLIS D. LONG, DO HEREBY CERTIFY THAT I AM A LICENSED LAND SURVEYOR LICENSED TO PRACTICE IN THE STATE OF UTAH, AND THAT I HAVE MADE A SURVEY OF THE PARCEL OF LAND SHOWN AND DESCRIBED ON THIS MAP. I ALSO CERTIFY THAT BY AUTHORITY OF THE OWNERS OF SAID PARCELS, I HAVE DIVIDED THE PROPERTY INTO LOTS, PARCELS, AND STREETS.

PROPERTY DESCRIPTION:

COMMENCING AT THE NORTHEAST CORNER OF SECTION 14, TOWNSHIP 5 SOUTH, RANGE 2 WEST, SALT LAKE BASE AND MERIDIAN AND RUNNING THENCE, SOUTH 00°10'27" WEST, ALONG THE SECTION LINE COMMON WITH SECTIONS 13 AND 14, A DISTANCE OF 751.75 FEET TO THE POINT OF BEGINNING FOR THIS DESCRIPTION; THENCE, SOUTH 00°10'27" WEST, CONTINUING ALONG SAID SECTION LINE, A DISTANCE OF 730.24 FEET; THENCE, NORTH 89°49'33" WEST, A DISTANCE OF 288.13 FEET; THENCE, NORTH 85°40'59" WEST, A DISTANCE OF 50.00 FEET; THENCE, NORTH 04°19'01" EAST, A DISTANCE OF 21.65 FEET; THENCE, NORTH 89°57'52" WEST, A DISTANCE OF 337.82 FEET; THENCE, NORTH, A DISTANCE OF 723.80 FEET; THENCE, EAST, A DISTANCE OF 676.46 FEET TO A POINT ON SAID SECTION LINE AND THE POINT OF BEGINNING FOR THIS DESCRIPTION.

CONTAINS 11.421 ACRES, MORE OR LESS

OWNERS DEDICATION:

KNOW ALL MEN BY THESE PRESENTS THAT WE, THE UNDERSIGNED OWNER(S) OF THE ABOVE DESCRIBED TRACT OF LAND, HAVING CAUSED SAID TRACT TO BE SUBDIVIDED INTO LOTS, PARCELS, AND STREETS, instruments and other public uses as depicted on the plat.

PLAT 1
EAGLE RIDGE PHASE A, SUBDIVISION

DO HEREBY DEDICATE FOR PERPETUAL USE OF THE PUBLIC ALL PARCELS OF LAND SHOWN ON THIS PLAT AS INTENDED FOR PUBLIC USE.

IN WITNESS WHEREOF, WE HAVE HEREUNTO SET OUT HANDS THIS 13th DAY OF February, A.D. 2024.

Kim Rindlisbacher Manager
Eagle Ridge Development, LLC

CORPORATE ACKNOWLEDGEMENT:

STATE OF UTAH } S.S.
COUNTY OF UTAH }

ON THE 13th DAY OF February, A.D. 2024, PERSONALLY APPEARED BEFORE ME, THE UNDERSIGNED NOTARY PUBLIC, IN AND FOR SAID COUNTY OF UTAH IN SAID STATE OF UTAH, Kim Rindlisbacher THE SIGNER OF THE ABOVE OWNERS DEDICATION, WHO AFTER BEING DULY SWORN, ACKNOWLEDGED TO ME THAT HE IS THE Manager OF Eagle Ridge Development, LLC A UTAH CORPORATION, AND THAT SAID OWNER'S DEDICATION WAS SIGNED BY HIM IN BEHALF OF SAID COMPANY WITH THE POWER AND AUTHORITY TO EXECUTE THE SAME.

July 21, 2024 My Commission Expires: Weker County NOTARY PUBLIC RESIDING AT:

ACKNOWLEDGEMENT:

STATE OF UTAH } S.S.
COUNTY OF UTAH }

ON THE 13th DAY OF February, A.D. 2024, PERSONALLY APPEARED BEFORE ME, THE UNDERSIGNED NOTARY PUBLIC, IN AND FOR SAID COUNTY OF UTAH IN SAID STATE OF UTAH, THE SIGNER() OF THE ABOVE OWNER'S DEDICATION IN NUMBER, WHO AFTER BEING DULY SWORN, ACKNOWLEDGED TO ME THAT he SIGNED IT FREELY AND VOLUNTARILY FOR THE PURPOSES THEREIN MENTIONED.

ENT 1450312024 MAPS 19112
ANDREA ALLEN
UTAH COUNTY RECORDER
2024 Mar 14 04:12 PM FEE \$8.00 BY AC
RECORDED FOR EAGLE MOUNTAIN CITY

MY COMMISSION EXPIRES: NOTARY PUBLIC RESIDING AT:

ACCEPTANCE BY LEGISLATIVE BODY:

THE CITY OF EAGLE MOUNTAIN, COUNTY OF UTAH, APPROVES THE 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 13th DAY OF March, A.D. 2024.

Mayor CITY MANAGER
City Attorney CITY ATTORNEY

COMMUNITY DEVELOPMENT DIRECTOR

APPROVED Christopher T. Webb ENGINEER (SEE SEAL BELOW) ATTEST W.D. Long CLERK-RECORDER (SEE SEAL BELOW)

EAGLE RIDGE PHASE A, PLAT 1

SUBDIVISION

EAGLE MOUNTAIN CITY UTAH COUNTY, UTAH

SCALE: 1" = 100 FEET

SURVEYOR'S SEAL

NOTARY PUBLIC SEAL

CITY-COUNTY ENGINEER SEAL

COUNTY-RECORDER SEAL

Michelle Loveland
Notary Public, State of Utah
Commission # 713140
My Commission Expires
July 29, 2024

Christopher Todd
TRUSTY
STATE OF UTAH

EAGLE MOUNTAIN
CORPORATE SEAL

THIS FORM APPROVED BY UTAH COUNTY AND THE MUNICIPALITIES THERIN



**EAGLE MOUNTAIN CITY
CITY COUNCIL MEETING
MAY 6, 2025**

TITLE:	CHANGE ORDER - Old Airport Road Phase 3 Design, Civil Science Change Order #6
ITEM TYPE:	Change Order
FISCAL IMPACT:	\$42,560
APPLICANT:	Civil Science / City-initiated

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

PUBLIC HEARING

No

PREPARED BY

David Salazar, Assistant City
Engineer

PRESENTED BY

David Salazar

RECOMMENDATION:

Staff recommends approval of Change Order #6 in the amount of \$42,560 to Civil Science for the additional design and survey that was requested by the City.

BACKGROUND:

The design of Phase 3 of Old Airport Road has been completed. During the fast-paced design, there were changes and scope added to the project by the City: These include the following:

- The City changed the road profile north of SR-73 to become a 3-lane pavement section.
- The City added a 16-inch water main along Belle St from Sage Canyon Middle School to SR-73.
- The City added sidewalks from SR-73 along Airport Road and Harmony Way to the middle school. They also added pedestrian crossings at SR-73 and Harmony Way that adhere to the Safe Routes to School standards.
- The City added an advanced warning system to the traffic signal and designed vehicle barriers for culvert crossings.
- The project and associated bid schedules were rearranged into a base bid with two alternatives and (5) different bid schedules to accommodate the City's request to break up the work for the bidding process.

Also, during design, City staff requested Civil Science to prepare (15) legal descriptions and exhibits for easements, right-of-way, and parcels for the use of Eagle Mountain City.

It should be noted that Civil Science also performed some utility design work for Ivory Homes during the design; however, all work associated with those designs was tracked separately and was invoiced directly to Ivory Homes.

Staff discussed this change order with Civil Science and was able to negotiate a fair price for the additional work requested by the City. The attached document is a result of those discussions and negotiations with Civil Science.

ITEMS FOR CONSIDERATION:

A previous small Change Order for this contract was approved internally, given the cost size and fast-paced design that was required to begin construction of the project to accommodate a completion date before the beginning of the school year.

Staff feels that Civil Science has done an excellent job on this project and is looking for reasonable compensation for the additional work that was needed to complete the requested changes made by the City.

PLANNING COMMISSION ACTION/RECOMMENDATION:

N/A

ATTACHMENTS:

1. Change Order #6

CIVIL SCIENCE INFRASTRUCTURE, INC.
Short Form Consulting Services
Contract Modification
Client/Engineer Form

Exhibit A – Modification to Professional Services Proposal

BACKGROUND

During the final stages of design for Airport Road Phase 3, the City requested the following modifications:

- Provide a 3-lane pavement section on Airport Road north of SR-73.
- Design a 16-inch water main from the southwest corner of the new middle school in Belle Street to the existing pipe and casing crossing under SR-73; connect south side of existing pipe to existing 16" main south of SR-73. (Approximately 1,650 LF)
- Design an 8-inch water main in Airport Road and Harmony Way; Design an 8-inch sewer main in Airport Road, connecting east to Belle Street.
- Add a sidewalk from Wheatland Drive north along Airport Road to Harmony Way, then east to Belle Street. Update pedestrian crossing at SR-73 to meet school walking route standards.
- Add an Advanced Warning System (AWS) to traffic signal.
- Design vehicle barriers for RCB culvert crossings.
- Split the project into 5 bid schedules to assist with funding and potential separation of bids.
- Prepare (4) legal descriptions and exhibits for slope/grading easements and remnant parcels for Parcel: 58:044:0009.
- Prepare (4) legal descriptions and exhibits for a utility easement, access easement, booster station parcel and 10-acre parcel for Parcel: 58:047:0055.
- Prepare (3) legal descriptions and exhibits for slope/grading easements and a utility easement for Parcel: 58:047:0060.
- Prepare (3) legal descriptions and exhibits for slope/grading easements and right-of-way for Parcel: 58:047:0061.
- Prepare (1) legal description and exhibit for a slope/grading easement for Parcel: 58:047:0062.

SCOPE MODIFICATION

Based on the Background outlined above, CS will provide the following services where tasks will include:

Task 022 – Widen Road North of SR-73, Add Sidewalk & Utilities

CS completed the following tasks:

- Updated CAD linework for the 3-lane pavement section, added sidewalk and utilities
- Updated grading model for the 3-lane pavement section, added sidewalk and accompanying drainage ditches
- Updated typical sections sheets; Updated PP and SS sheets, added SS sheet to reflect 3-lane pavement section and added sidewalk
- Created pressure pipe network; prepared 5 new waterline PP sheets; revised pipe size from 8" to 12" to 16" as design progressed; addressed additional city comments; coordinated with city staff; collected additional topography and aerial imagery for north section of Belle Street
- Updated pressure pipe and gravity pipe networks; prepared 6 new utility PP sheets; addressed additional city comments; coordinated with city staff

- Designed storm drain inlets, pipes and outfalls
- Revised signal design/layout to account for crosswalk and AWS; added 2 signal sheets; updated tables; addressed additional review comments from UDOT
- Designed barriers for two Phase 3 culvert crossings
- Designed barriers for Phase 2 wildlife culvert crossing
- Updated the engineer's estimate; updated the bid schedule; updated the measurement & payment; updated the plans to indicate the bid schedule limits
- Verified gravity sewer extents for future 10-acre city parcel; created exhibit.
- Provided QC for additional scope items

Task 023 – Survey Documents

CS prepared fifteen (15) legal descriptions and exhibits for easements, right-of-way, and parcels for the use of Eagle Mountain City.

ASSUMPTIONS

1. The scope items listed above complete the design phase of our contract. We assume that we're now moving into the Bidding and Construction phases. Any work completed for those phases will be billed to Tasks 019 & 020 at an hourly fee, as previously contracted.
2. Any further requested design revisions or survey documents will require a contract modification.

FEE MODIFICATION

CS proposes to complete the Scope Modification outlined above as follows:

Task Description	Fee	Fee Type	Comments
Task 022 – Widen Road North of SR-73, Add Sidewalk & Utilities	\$29,790	Lump Sum	Work already completed
Task 023 – Survey Documents	\$18,140	Lump Sum	Work already completed
Total	\$47,930		

Professional fees shown are not to exceed unless upon written authorization from the City.

Exhibit B Eagle Mountain City EM Airport Road Ph 3 - MOD #7 Hour Derivation & Cost			BUDGET / FEE SUMMARY												LABOR AMOUNT											
			Hours	Total	Labor	Engineer V		Engineer IV		Engineer II		Survey V		Survey Crew - 1-Man		Technician III		Technician II		Admin III						
						\$ 181.00		\$ 165.00		\$ 133.00		\$ 165.00		\$ 141.00		\$ 118.00		\$ 105.00		\$ 119.00						
						HR	\$	HR	\$	HR	\$	HR	\$	HR	\$	HR	\$	HR	\$	HR	\$	HR	\$			
Subtotal	Task No.	Task Description																								
\$ 29,790	022	Widen Road North of SR-73, Add Sidewalk & Utilities	2	\$ 240	\$ 238		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -	2	\$ 238					
		Update CAD grading model & linework	42	\$ 4,560	\$ 4,562	2	\$ 362		\$ -		\$ -		\$ -		\$ -		\$ -	40	\$ 4,200		\$ -					
		Create/Update CAD Pressure Pipe and Gravity Pipe Networks	17	\$ 1,860	\$ 1,861	1	\$ 181		\$ -		\$ -		\$ -		\$ -		\$ -	16	\$ 1,680		\$ -					
		Collect Additional Topography for Waterline; Process Topo	12	\$ 1,670	\$ 1,668	1	\$ 181		\$ -		\$ -	1	\$ 165	6	\$ 846	4	\$ 476		\$ -		\$ -					
		Vehicle Barrier Design for RCB Culvert Crossings	13	\$ 1,680	\$ 1,681	1	\$ 181	4	\$ 660		\$ -		\$ -		\$ -		\$ -	8	\$ 840		\$ -					
		Update Typical Sections Sheets	5	\$ 600	\$ 601	1	\$ 181		\$ -		\$ -		\$ -		\$ -		\$ -	4	\$ 420		\$ -					
		Add Demolition Sheet	5	\$ 600	\$ 601	1	\$ 181		\$ -		\$ -		\$ -		\$ -		\$ -	4	\$ 420		\$ -					
		Update 4 PP Sheets	13	\$ 1,440	\$ 1,441	1	\$ 181		\$ -		\$ -		\$ -		\$ -		\$ -	12	\$ 1,260		\$ -					
		Add 11 Utility PP Sheets	28	\$ 3,090	\$ 3,092	2	\$ 362		\$ -		\$ -		\$ -		\$ -		\$ -	26	\$ 2,730		\$ -					
		Add Culvert PP Views/Sheets for Inlets	9	\$ 1,020	\$ 1,021	1	\$ 181		\$ -		\$ -		\$ -		\$ -		\$ -	8	\$ 840		\$ -					
		Update 5 SS sheets & Add 1 SS Sheet	18	\$ 2,040	\$ 2,042	2	\$ 362		\$ -		\$ -		\$ -		\$ -		\$ -	16	\$ 1,680		\$ -					
		Update Signal Design & Sheets with Crosswalk & AWS	42	\$ 5,940	\$ 5,938	2	\$ 362	8	\$ 1,320	32	\$ 4,256		\$ -		\$ -		\$ -		\$ -		\$ -					
		QC	8	\$ 1,450	\$ 1,448	8	\$ 1,448		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -					
		Update Engineers Estimate	15	\$ 1,800	\$ 1,803	3	\$ 543		\$ -		\$ -		\$ -		\$ -		\$ -	12	\$ 1,260		\$ -					
	Update Bid Documents	15	\$ 1,800	\$ 1,803	3	\$ 543		\$ -		\$ -		\$ -		\$ -		\$ -	12	\$ 1,260		\$ -						
\$ 18,140	023	Survey Documents	0	\$ -	\$ -		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -					
		4 Legal Descriptions & Exhibits - Parcel 58-044-0009	35	\$ 4,610	\$ 4,611	2	\$ 362		\$ -		\$ -	7	\$ 1,155		\$ -	26	\$ 3,094		\$ -		\$ -					
		4 Legal Descriptions & Exhibits - Parcel 58-047-0055	35	\$ 4,610	\$ 4,611	2	\$ 362		\$ -		\$ -	7	\$ 1,155		\$ -	26	\$ 3,094		\$ -		\$ -					
		3 Legal Descriptions & Exhibits - Parcel 58-047-0060	28	\$ 3,730	\$ 3,732	2	\$ 362		\$ -		\$ -	6	\$ 990		\$ -	20	\$ 2,380		\$ -		\$ -					
		3 Legal Descriptions & Exhibits - Parcel 58-047-0061	28	\$ 3,730	\$ 3,732	2	\$ 362		\$ -		\$ -	6	\$ 990		\$ -	20	\$ 2,380		\$ -		\$ -					
		1 Legal Descriptions & Exhibits - Parcel 58-047-0062	11	\$ 1,460	\$ 1,463	1	\$ 181		\$ -		\$ -	2	\$ 330		\$ -	8	\$ 952		\$ -		\$ -					
Total			381	\$ 47,930	\$ 47,949	38	\$ 6,878	12	\$ 1,980	32	\$ 4,256	29	\$ 4,785	6	\$ 846	104	\$ 12,376	158	\$ 16,590	2	\$ 238					



EAGLE MOUNTAIN CITY COUNCIL MEETING

APRIL 1, 2025, 4:00 PM

EAGLE MOUNTAIN CITY COUNCIL CHAMBERS

1650 E STAGECOACH RUN, EAGLE MOUNTAIN, UT 84005

ELECTED OFFICIALS PRESENT: Mayor Tom Westmoreland, Councilmembers Donna Burnham, Melissa Clark, Jared Gray, Rich Wood, and Brett Wright.

CITY STAFF PRESENT: Benjamin Reeves, City Manager; Steve Mumford, Deputy City Manager; Fionnuala Kofoed, Assistant City Manager; Clifford Strachan, Director of Legislative Affairs; John Magness, Management and Policy Analyst; Evan Berrett, Economic Development Director; Gina Olsen, City Recorder; Natalie Winterton, Grants Coordinator and Management Analyst; Brandon Larsen, Planning Director; Todd Black, Wildlife Biologist and Environmental Planner; Robert Hobbs, Senior Planner; Steven Lehmitz, Planner; Lacie Messerly, Deputy Recorder; Mack Straw, Public Utility Manager; Vince Hogge, City Engineer; Jeff Weber, Fleet and Facilities Director; Brad Hickman, Public Works Director; Embret Fossum, UFA Battalion Chief; Erik Knutzen, Chief Deputy Sheriff; Tyler Maffitt, Communications Manager; Dawn Hancock, Special Events Coordinator and Jason Hall, Parks and Recreation Coordinator.

CITY STAFF PRESENT ELECTRONICALLY: Marcus Draper, City Attorney and Michele Graves, Library Director.

4:00 PM WORK SESSION – CITY COUNCIL CHAMBERS

Mayor Westmoreland called the meeting to order at 4:02 PM.

1. DISCUSSION AND INFORMATION ITEMS

1.A. DISCUSSION – Utah Inland Port Authority

[The recording of the discussion can be found online here at 00:00:31.](#)

Economic Development Director Evan Berrett, along with representatives from the Utah Inland Port Authority, presented the item. In response to a request from the City Council, the Utah Inland Port Authority representatives provided clarification on previously raised questions and addressed any new questions from the Council.

1.B. DISCUSSION – Trails at Hidden Valley Subdivision Concept Plan (formerly "Lower Hidden Valley" Subdivision)

[The recording of the discussion can be found online here at 01:18:24.](#)

Senior Planner Robert Hobbs and the applicant, Perry Homes, reviewed with the City Council development issues, and possible minor desirable modifications to the MDP/MDA's plan.

2. AGENDA REVIEW

- 12.B. Change Order #2 - Engineering Services Agreement for Traffic Signal Design at Pony Express Parkway and Eagle Mountain Blvd - Horrocks Engineers

[The recording of the discussion can be found online here at 01:36:46.](#)

Councilmembers discussed potential modifications to the road design and considered the impact the proposed roads may have on the existing and planned trail systems.

- 13.A. March 18, 2025 Minutes - Regular City Council Meeting

[The recording of the discussion can be found online here at 01:39:27.](#)

Councilmembers discussed changing “absent” to “absent due to recusal” to help clarify that councilmembers are still present, just not in the meeting.

- 14.A. SITE PLAN - UTA Park and Ride

[The recording of the discussion can be found online here at 01:42:54.](#)

Councilmembers requested to pull Item 14.A. from the Consent Agenda and move the item to Scheduled Items for further discussion.

- 15.A. RESOLUTION - A Resolution of Eagle Mountain City, Utah, Approving an Interlocal Cooperation Agreement with Utah County for the Joint Administration of the 2025 Municipal Election

[The recording of the discussion can be found online here at 01:43:27.](#)

Councilmembers discussed the terms of the Interlocal Agreement with Utah County that will jointly administer a countywide vote-by-mail Primary and General Election for the 2025 Municipal Election for Eagle Mountain City.

- 16.A. PUBLIC HEARING - Community Development Block Grant (CDBG) Projects and Funding for 2025-2026

[The recording of the discussion can be found online here at 01:44:29.](#)

It was clarified that this item is scheduled for a Public Hearing only, with no decision to be made at this time. Further discussion will be held during the upcoming Policy Session.

- 17.A. RESOLUTION/PUBLIC HEARING - A Resolution of Eagle Mountain City, Utah, Releasing a Permanent Sanitary Sewer Easement and Retaining a Temporary Sanitary Sewer Easement

[The recording of the discussion can be found online here at 01:45:00.](#)

Councilmembers requested discussion on this be held until the Policy Session to allow City Attorney Marcus Draper to participate electronically.

- 18.A. ORDINANCE/PUBLIC HEARING - An Ordinance of Eagle Mountain City, Utah, Amending the General Plan Future Land Use Map for Certain Lands Known as Big Eagle 7

[The recording of the discussion can be found online here at 01:45:24.](#)

City Planner Steven Lehmitz presented the proposed ordinance that amends the General Plan Future Land Use Map from Regional Commercial to Business Park/Light Industry for Utah County Parcel No. 59:047:0003.

3. ADJOURN TO A CLOSED SESSION

MOTION: *Councilmember Wood moved to adjourn into a Closed Session for the purpose of discussion of pending or reasonably imminent litigation; the character, professional competence, or physical or mental health of an individual; and/or the purchase, lease, or exchange of real property, pursuant to Section 52-4-205(1) of the Utah Code, Annotated. Councilmember Wright seconded the motion.*

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

The motion passed with a unanimous vote.

[The recording of the motion can be found online here at 01:58:25.](#)

The Work Session was adjourned to a Closed Session at 6:00 PM.

7:00 PM POLICY SESSION – CITY COUNCIL CHAMBERS

4. CALL TO ORDER

Mayor Westmoreland called the meeting to order at 07:22 PM.

5. PLEDGE OF ALLEGIANCE

Councilmember Wood led the Pledge of Allegiance.

6. INFORMATION ITEMS/UPCOMING EVENTS

7. PUBLIC COMMENTS

Mayor Westmoreland opened the public comment period at 7:24 PM.

The following individuals spoke during the public comment period: Jeff Ruth

Mayor Westmoreland closed the public comment period at 7:27 PM.

[The recording of the public comments can be found online here at 02:01:48.](#)

8. CITY COUNCIL/MAYOR ITEMS

The Mayor and Councilmembers offered comments to the public.

[The recording of the discussion can be found online here at 02:07:35.](#)

9. PROCLAMATIONS

9.A. PROCLAMATION - Proclaiming April 25, 2025 as Arbor Day

[The recording of the proclamation can be found online here at 02:15:15.](#)

Mayor Tom Westmoreland read the proclamation.

MOTION: *Councilmember Burnham moved to adopt a Proclamation of Eagle Mountain City, Utah, Proclaiming April 25, 2025 as Arbor Day. Councilmember Wood seconded the motion.*

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

The motion passed with a unanimous vote.

9.B. PROCLAMATION - Proclaiming April as Financial Literacy Month in Eagle Mountain City

Councilmember Wright read the proclamation.

[The recording of the proclamation can be found online here at 02:17:56.](#)

MOTION: *Councilmember Gray moved to adopt a Proclamation of Eagle Mountain City, Utah, Proclaiming April as Financial Literacy Month. Councilmember Wood seconded the motion.*

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

The motion passed with a unanimous vote.

10. APPOINTMENTS

10.A. Cemetery Advisory Board

1. Marian Burningham - Fulfilling term through December 31, 2027

MOTION: *Councilmember Wright moved to approve the appointment of Marian Burningham for a three year term, through December 31, 2027, to the Cemetery Advisory Board. Councilmember Gray seconded the motion.*

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

The motion passed with a unanimous vote.

City Recorder Gina Olsen administered the Oath of Office to Marian Burningham.

[The recording of the appointment can be found online here at 02:20:15.](#)

CONSENT AGENDA

11. BOND RELEASES

- 11.A. Silverlake Plat 33 - Out of Warranty
- 11.B. Silverlake Plat 34 - Out of Warranty
- 11.C. Majors Subdivision Plat 1 - Out of Warranty

12. CHANGE ORDERS

- 12.A. Well #8 Design Contract with Jones & DeMille Engineering - 1st Amendment
- 12.B. Change Order #2 - Engineering Services Agreement for Traffic Signal Design at Pony Express Parkway and Eagle Mountain Blvd - Horrocks Engineers

13. MINUTES

- 13.A. March 18, 2025 Minutes - Regular City Council Meeting

14. PRELIMINARY PLATS & SITE PLANS

- 14.A. SITE PLAN - UTA Park and Ride

15. RESOLUTIONS

- 15.A. RESOLUTION - A Resolution of Eagle Mountain City, Utah, Approving an Interlocal Cooperation Agreement with Utah County for the Joint Administration of the 2025 Municipal Election

MOTION: *Councilmember Wright moved to approve the Consent Agenda, removing item 14.A. to be addressed in the scheduled items. Councilmember Wood seconded the motion.*

Councilmember Gray requested that the correction to the minutes be included in the motion.

AMENDED MOTION: *Councilmember Wright moved to approve the Consent Agenda removing 14.A. to be addressed in the scheduled items and including the adjustments to the March 18, 2025 minutes as noted from Councilmember Gray in the Work Session. Councilmember Wood seconded the amended motion.*

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

The motion passed with a unanimous vote.

[The recording of the motion can be found online here at 02:23:49.](#)

SCHEDULED ITEMS

- 14.A. SITE PLAN - UTA Park and Ride

[The recording of the discussion can be found online here at 02:24:58.](#)

Planner Steven Lehmitz; UTA Representative Dede Murray; UTA Board of Trustees Jeff Acerson presented the item. Applicants explained their partnership to construct a Park and Ride location along Pony Express Parkway, underneath the power corridor. It will be accessed off Rock Creek Road, and include 56 parking stalls, and feature a signalized (HAWK) crosswalk across Pony Express Parkway.

MOTION: *Councilmember Wood moved to approve the UTA Park and ride Site Plan as presented. Councilmember Gray seconded the motion.*

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

The motion passed with a unanimous vote.

[The recording of the motion can be found online here at 02:50:17.](#)

16. PUBLIC HEARINGS

16.A. PUBLIC HEARING - Community Development Block Grant (CDBG) Projects and Funding for 2025-2026

[The recording of the discussion can be found online here at 02:51:57.](#)

Grants Coordinator and Management Analyst Natalie Winteron presented the item. Eagle Mountain City is in its second year as a Community Development Block Grant (CDBG) entitlement community, receiving funding directly from the U.S. Department of Housing and Urban Development (HUD). For the Fiscal Year 2025-2026, the City anticipates approximately \$200,000 in CDBG funding after accounting for administrative costs. Additionally, funds were reserved from the previous year to supplement this allocation, bringing the total available funding to approximately \$241,445. This is not an action item. The City Council will consider CDBG projects for the next funding year for approval after the public comment period ends on April 10, 2025.

Representative Camila Rosas, from Family Haven, Representative Heather Allen, from Friends of Utah County Justice Center, and Josh Osborne, from Tabitha's Way, each presented their respective items and answered questions from the City Council.

Mayor Westmoreland opened the Public Hearing at 8:39 PM, seeing no one, he closed the Public Hearing.

Councilmember Gray clarified that the Public Hearing portion of the April 1, 2025 meeting should be concluded; however, the overall Public Comment portion will remain open until April 10, 2025.

Natalie Winteron presented staff recommendations to Councilmembers.

[The recording of the discussion can be found online here at 03:20:09.](#)

FIX THE TIME TO ADJOURN

MOTION: *Councilmember Wright moved to fix the time to adjourn the meeting at 10:30 PM. Councilmember Wood seconded the motion.*

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

The motion passed with a unanimous vote.

[The recording of the motion can be found online here at 03:20:09.](#)

17. RESOLUTIONS/PUBLIC HEARINGS

- 17.A. RESOLUTION/PUBLIC HEARING - A Resolution of Eagle Mountain City, Utah, Releasing a Permanent Sanitary Sewer Easement and Retaining a Temporary Sanitary Sewer Easement

[The recording of the discussion can be found online here at 03:42:05.](#)

City Attorney, Marcus Draper presented the item electronically. In 2021, Oquirrh Wood Ranch LLC ("OWR") granted the City a permanent Sanitary Sewer Easement from the Tyson plant across its property to a sewer lift station. That easement is located on property that OWR now intends to sell to Tract. As part of the Firefly development, OWR intends to construct a sewer line in the Pole Canyon Blvd right-of-way that would gravity feed to the City's sewer treatment plant. The expected completion date is within the next 9 months or so. This would eliminate the need for the lift station and its associated costs. The Public Works department is supportive of this plan.

Mayor Westmoreland opened the Public Hearing at 9:04 PM, seeing no one desiring to speak, he closed the Public Hearing at 9:05 PM.

Councilmember Gray declared that he has other business dealings outside of Utah County with the owners of OWR that are unrelated with this item. Councilmember Gray and City Attorney Marcus Draper reviewed the conflict of interest provisions in City Code and determined that Councilmember Gray did not need to recuse himself.

MOTION:

Councilmember Wood moved to adopt a Resolution of Eagle Mountain City, Utah, Releasing a Permanent Sanitary Sewer Easement and Retaining a Temporary Sanitary Sewer Easement. Councilmember Burnham seconded the motion.

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

The motion passed with a unanimous vote.

[The recording of the motion can be found online here at 03:43:53.](#)

18. ORDINANCES/PUBLIC HEARINGS

- 18.A. ORDINANCE/PUBLIC HEARING - An Ordinance of Eagle Mountain City, Utah, Amending the General Plan Future Land Use Map for Certain Lands Known as Big Eagle 7

[The recording of the discussion can be found online here at 03:48:11.](#)

Mayor Westmoreland opened the Public Hearing at 9:09 PM.

City Recorder Gina Olsen asked Mayor Westmoreland if a brief background could be provided for the benefit of the public in attendance. An update was presented by Planner Steven Lehmitz and applicant Mitch Nelson.

When no one desired to speak, Mayor Westmoreland closed the Public Hearing at 9:12 PM.

MOTION: *Councilmember Wood moved to adopt an Ordinance of Eagle Mountain City, Utah, Amending the General Plan Future Land Use Map for Certain Lands Known as Big Eagle 7. Councilmember Clark seconded the motion.*

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

The motion passed with a unanimous vote.

[The recording of the motion can be found online here at 03:58:26.](#)

18.B. ORDINANCE/PUBLIC HEARING - An Ordinance of Eagle Mountain City, Utah, Rezoning Certain Lands Known as Big Eagle 7

[The recording of the discussion can be found online here at 03:59:26.](#)

This is a related ordinance which amends the zoning from Agriculture to Industrial and applies the Regional Technology and Industry (RTI) Overlay for Utah County Parcel No. 59:047:0003.

Mayor Westmoreland opened the Public Hearing at 9:21 PM, seeing no one desired to speak, Mayor Westmoreland closed the Public Hearing.

MOTION: *Councilmember Wright moved to adopt An Ordinance of Eagle Mountain City, Utah, Rezoning Certain Lands Known as Big Eagle 7 to industrial base zoning and apply the RTI overlay zone. Councilmember Burnham seconded the motion.*

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

The motion passed with a unanimous vote.

[The recording of the motion can be found online here at 04:00:05.](#)

18.C. ORDINANCE/PUBLIC HEARING - An Ordinance of Eagle Mountain City, Utah, Amending the Eagle Mountain Municipal Code Title 17, Zoning

[The recording of the discussion can be found online here at 04:02:56.](#)

Senior Planner, Robert Hobbs presented a proposal to enact an ordinance amending Title 17, Chapters 25.030 Land Use Table, 31.030 and 040 Allowed and Special Uses, 48.030 Allowed Uses, 52.060 Conditional Uses, 53.040 Land Uses, by replacing references to conditional uses with special uses, adding land use tables in lieu of lists of uses in each chapter, and re-labeling subsection paragraphs to accommodate changes.

Mayor Westmoreland opened the Public Hearing at 9:30 PM, seeing no one desired to speak, Mayor Westmoreland closed the Public Hearing.

MOTION: *Councilmember Wright moved to adopt An Ordinance of Eagle Mountain City, Utah, Amending the Eagle Mountain Municipal Code Title 17, Zoning as presented in the updated packet. Councilmember Wood seconded the motion.*

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

The motion passed with a unanimous vote.

[The recording of the motion can be found online here at 04:12:25.](#)

19. RESOLUTIONS

- 19.A. RESOLUTION - A Resolution of Eagle Mountain City, Utah, Supporting the Creation of a Utah Inland Port Authority Project Area in Eagle Mountain City

[The recording of the discussion can be found online here at 04:14:10.](#)

Economic Development Director Evan Berrett presented the item. In response to a request from the City Council, representatives from the Utah Inland Port Authority provided clarification on previously raised questions and addressed any additional questions presented during the meeting.

MOTION: *Councilmember Burnham moved to approve A Resolution of Eagle Mountain City, Utah, Supporting the Creation of a Utah Inland Port Authority Project Area in Eagle Mountain City. Councilmember Clark seconded the motion.*

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

The motion failed for lack of majority vote; 2:3.

[The recording of the motion can be found online here at 04:20:35.](#)

20. CITY MANAGER ITEMS

20.A. Discussion and Possible Action Regarding the Technology Selection and Construction Methodology for the Proposed Sewer Treatment Facility

[The recording of the discussion can be found online here at 04:22:24.](#)

City Manager Benjamin Reeves presented the item explaining the expansion of the processing capacity of the Eagle Mountain Sewer Treatment Plant is critically needed. Considering Eagle Mountain City's historic growth rate and available land for future expansion and a desire to evaluate infrastructure enhancements at a regional level, the Eagle Mountain City Council enlisted the services of AE2S and JWO to assist City Staff in evaluating various sewer treatment technologies and construction methodologies to determine the option that best meets the needs of the cities rapid growth.

Consultants have outlined three different technology options, which included 1.) Oxidation Ditch with Disc Filters, 2.) Aerobic Granular Sludge with Disc Filters, and 3.) Membrane Bioreactor (MBR). An extensive amount of time was spent evaluating the community's needs against the benefits of each option. Each factor was scored by frontline City staff members and professional experts. Weight and scores were given to each selection criterion which resulted in a recommendation to proceed with the implementation of the MBR Technology solution.

The primary basis for this recommendation includes:

- Flexibility and Scalability (Easiest technology to expand and scale)
- Compact Footprint (Less land required for the treatment facility)
- Exceptionally High-Quality Effluent/Type 1 Reuse Water - (Creates an ever-expanding renewable water resource)

While this technology has a higher cost of operations due to its higher energy use, the overall benefits of MBR Technology make this the preferred solution to meet Eagle Mountain City's immediate and future expansion needs.

The second consideration was whether to construct the plant utilizing a traditional Design, Bid, Build, or a Construction Manager/General Contractor (CM/GC) construction methodology. After careful consideration of the benefits afforded to the project by bringing on a Construction Manager very early in the design phase of the project, the team is recommending the use of the CM/GC Construction Methodology to provide the greatest overall value with the highest possible quality.

MOTION: *Councilmember Burnham moved to adopt implementation of the MBR technology solution and the use of CM/CG construction methodology for the proposed sewer treatment facility. Councilmember Wood seconded the motion.*

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

The motion passed with a unanimous vote.

[The recording of the motion can be found online here at 04:45:38.](#)

20.B. Discussion and Possible Action on Inclusion of a Recreation, Arts, and Parks (RAP) Sales Tax Question on the 2025 Municipal Election Ballot

[The recording of the discussion can be found online here at 04:46:54.](#)

City Manager Benjamin Reeves presented the item. Eagle Mountain City has a desire to provide a high quality of life for its residents by providing parks, trails, recreational opportunities, and cultural activities and venues for its residents and visitors to enjoy. Under Utah State Statute, funding is available for these purposes via a Recreation, Art, and Parks (RAP) Sales Tax that could be considered by Eagle Mountain City voters as a ballot measure during the 2025 Municipal Election.

Cities with a RAP Tax

Currently, all cities in Salt Lake County and most of the cities in Utah County have a RAP Tax. (Cities in Utah County with a RAP Tax include: Alpine, American Fork, Cedar Hills, Highland, Lehi, Lindon, Mapleton, Orem, Payson, Pleasant Grove, Provo, Santaquin, Saratoga Springs, Spanish Fork, Springville, Bluffdale (via SL County) and Draper (via SL County). Cities in Utah County without a RAP Tax include: Cedar Fort, Eagle Mountain, Elkridge, Fairfield, Genola, Goshen, Salem, Woodland Hills). When Eagle Mountain residents spend money in cities that have adopted a RAP Tax, those dollars stay in the city where the purchase is made—helping to fund parks, trails, arts, and recreational amenities in that community.

- Current: If Eagle Mountain had a RAP Tax in place in 2024, the City would have generated an additional \$593,755 that year. This number will continue to increase rapidly as Eagle Mountain's commercial base continues to grow with Walmart and other retail establishments.
- Rate: A RAP Tax is 0.1% of all sales made within a city's municipal boundaries. For example, the Sales Tax Rate in Saratoga Springs is 7.45% and in Eagle Mountain it is 7.35%. The difference is Saratoga Springs' RAP Tax.

Voter Approval Needed: A beneficial aspect of a RAP Tax is that the City Council can place the question before the voters to consider and decide. The City Council would not be raising taxes; rather, the City Council would be providing the voters the opportunity to make their own choice regarding their investment in their own Recreation, Arts, and Parks amenities and offerings. Additionally, this is not a permanent tax but something that must come back to the voters every ten years, thus ensuring accountability in the use of those funds to benefit the lives of those who voted for it at the ballot box.

MOTION:

Councilmember Wright moved authorize staff to begin analysis and preparation for a potential future action to place a Recreation, Arts, and Parks (RAP) Sales Tax question on the 2025 Municipal Election ballot. Councilmember Wood seconded the motion.

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

Brett Wright Yes

The motion passed with a unanimous vote.

[The recording of the motion can be found online here at 04:51:59.](#)

21. LEGISLATIVE ITEMS

21.A. UPDATE / MOTION – Legislative Priorities List

[The recording of the discussion can be found online here at 04:52:51.](#)

Director of Legislative Affairs Clifford Strachan provided an update on the item and requested Councilmembers make a motion to move the City Hall Land Acquisition and Mortgage Assistance Program items to the Completed Section of the report and other uses within Phase 1 of the Downtown Plan as a High Priority to the list.

MOTION:

Councilmember Burnham moved that the City Hall Land Acquisition and Mortgage Assistance Program items be moved to the Completed Section of the Legislative Priority List and also add Design of City Hall and other uses within Phase 1 of the Downtown Plan as a High Priority to the list. Councilmember Wright seconded the motion.

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

The motion passed with a unanimous vote.

[The recording of the motion can be found online here at 05:04:58.](#)

21.B. REPORT - Quadrennial Report on Overlay Zones in Eagle Mountain City – 2025

[The recording of the discussion can be found online here at 05:06:42.](#)

Director of Legislative Affairs, Clifford Strachan let the Councilmembers know to reach out to him if they have any additional questions on the report provided with the agenda packet.

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

The Mayor and City Council offered comments and reports on committees to which they are assigned as liaisons.

[The recording of the discussion can be found online here at 05:06:49.](#)

23. COMMUNICATION ITEMS

17.A. Upcoming Agenda Items

17.B. Department Updates

24. ADJOURNMENT

MOTION: *Councilmember Wood moved to adjourn the meeting at 10:31PM. Councilmember Gray seconded the motion.*

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

The motion passed with a unanimous vote.

[The recording of the motion can be found online here at 05:09:44.](#)

The meeting was adjourned at 10:31 PM.

Approved by the City Council on May 6, 2025.

Gina Olsen, CMC
City Recorder



EAGLE MOUNTAIN CITY COUNCIL MEETING MINUTES

APRIL 15, 2025, 4:00 PM

EAGLE MOUNTAIN CITY COUNCIL CHAMBERS

1650 E STAGECOACH RUN, EAGLE MOUNTAIN, UT 84005

ELECTED OFFICIALS PRESENT: Mayor Tom Westmoreland, Councilmembers Donna Burnham, Melissa Clark, Jared Gray, Rich Wood, and Brett Wright.

CITY STAFF PRESENT: Marcus Draper, City Attorney; Kimberly Ruesch, Director of Administrative Services; Tyler Maffitt, Communications Manager; Brandon Larsen, Planning Director; Todd Black, Wildlife Biologist and Environmental Analyst; Gina Olsen, City Recorder; Robert Hobbs, Senior Planner; Steven Lehmitz, Planner; Elizabeth Fewkes, Planner (*work session*); Vince Hogge, City Engineer; Brad Hickman, Public Works Director; David Salazar, Assistant City Engineer; Natalie Winterton, Grants Coordinator and Management Analyst; Terrence Dela Pena, Finance/Management Analyst; Mack Straw, Public Utility Manager; Jeff Weber, Fleet and Facilities Director; Zac Hilton, Public Services Manager; John Magness, Management and Policy Analyst; Embret Fossum, UFA Battalion Chief; Erik Knutzen, Chief Deputy Sheriff, and Lacie Messerly, Deputy Recorder.

CITY STAFF PRESENT ELECTRONICALLY: Benjamin Reeves, City Manager; Steve Mumford, Deputy City Manager; Fionnuala Kofoed, Assistant City Manager; and Elizabeth Fewkes, Planner (*policy session*).

4:00 PM WORK SESSION – CITY COUNCIL CHAMBERS

Mayor Westmoreland called the meeting to order at 4:03 PM.

1. DISCUSSION AND INFORMATION ITEMS

1.A. DISCUSSION - Water Use and Preservation Element of the Proposed General Plan

[The recording of the discussion can be found online here at 00:00:32.](#)

Representatives Keith Larson and Rachel Valek with Bowen, Collins, & Associates presented the Water Preservation Element Goals of the proposed General Plan, which included the following items:

- Developing a Sustainable Water Resource Plan,
- Identifying Opportunities to Most Effectively Use Water, and
- Providing Information to the City Council Regarding the Impact of Land Use on Water Management

Representatives reviewed the outcomes of water supply and provided recommendations for the City to move forward with sustainable, manageable growth.

1.B. DISCUSSION - Cedar Glen Development Concept Plan

[The recording of the discussion can be found online here at 00:47:50.](#)

Senior Planner David Stroud presented the item where the Planning Commission and City Council reviewed the first draft of a concept plat known as Cedar Glen, located east of Public Works and the wastewater treatment plant. Revisions have been made to the concept plan with the primary change of pushing residential areas farther to the east.

1.C. DISCUSSION - Open Space Plan

[The recording of the discussion can be found online here at 01:07:39.](#)

Wildlife Biologist and Open Space Manager, Todd Black presented the item. The Planning Commission has been given the draft Open Space Plan and provided general comments/input.

1.D. DISCUSSION - CDBG Recommendations

[The recording of the discussion can be found online here at 01:17:48.](#)

Management Analyst Natalie Winterton presented the item.

Eagle Mountain City has approximately \$241,000 for its 2025-2026 CDBG allocation. However, only \$35,000 of that can be allocated to public service projects. It is recommended that the Council discuss how it would like the CDBG dollars to be allocated.

The recommendations compiled in the staff report came from department heads. Although MAG is helping with the process and paperwork, the project suggestions were in no way swayed by MAG. Allocations to entities that did not make an application for this year's CDBG funds should not be considered.

An update was provided that one of the CDBG funding recommendations previously discussed by the City Council included a \$50,000 allocation for the Senior Center parking lot. However, during the April 8, 2025, budget work session, the Fleet & Facilities Director indicated that the parking lot project could be accommodated within the current year's budget, and CDBG funds would not be needed for that purpose.

As a result, the recommendations from staff reallocated the \$50,000 in available CDBG funding to the Small Business Grant program.

2. AGENDA REVIEW

10.A. SITE PLAN - McDonald's (City Center)

[The recording of the discussion can be found online here at 01:23:33.](#)

Councilmembers requested the item be removed and placed on the scheduled items for further discussion about a traffic study at this location.

The majority of concerns centered around traffic flow and the drive-thru window.

- 11.B. RESOLUTION - A Resolution of Eagle Mountain City, Utah, Expressing an Intent to Work in Partnership with the West Traverse Sentinel Landscape (WTSL) Committee for the Relocation of the Eagle Mountain City Rodeo Grounds within the Army Compatible Use Buffer (ACUB) Area Surrounding Camp Williams

[The recording of the discussion can be found online here at 01:40:15.](#)

Councilmembers requested that the item be removed and placed on the scheduled items for further discussion.

- 11.C. RESOLUTION - A Resolution of Eagle Mountain City, Utah, Approving the Fee Reduction Request of Brett Simpson for a Master Development Plan Amendment Application from \$3,350 to \$1,350

[The recording of the discussion can be found online here at 01:41:40.](#)

Councilmembers requested the item be removed and placed on the scheduled items for further discussion.

- 13.A. ORDINANCE/PUBLIC HEARING - An Ordinance of Eagle Mountain City, Utah, Amending the General Plan Future Land Use Map for Certain Lands Known as Cedar Valley Holbrook
- 13.B. ORDINANCE/PUBLIC HEARING - An Ordinance of Eagle Mountain City, Utah, Rezoning Certain Lands Known as Cedar Valley Holbrook

[The recording of the discussion can be found online here at 001:48:35.](#)

Senior Planner Robert Hobbs presented the approval to rezone existing land from Agriculture to R1, RC and CC located on the north side of SR-73.

- 13.C. ORDINANCE/PUBLIC HEARING - An Ordinance of Eagle Mountain City, Utah, Amending the General Plan Future Land Use Map for Certain Lands Known as Cedar Corners Phase 5
- 13.D. ORDINANCE/PUBLIC HEARING - An Ordinance of Eagle Mountain City, Utah, Rezoning Certain Lands Known as Cedar Corners Phase 5
- 14.A. RESOLUTION - A Resolution of Eagle Mountain City, Utah, Approving the Cedar Corners Phase 5 Development Agreement

[The recording of the discussion can be found online here at 02:01:24.](#)

Planner Steven Lehmitz presented a proposed General Plan amendment, Rezone, and Development Agreement for Utah County Parcel No. 59:007:0092, located between Cedar Corners Park and Poplar Drive.

Councilmember Wood reviewed elements of the development agreement, including a request to ensure pedestrian access and the connection of Poplar Drive and Maple Street rights-of-way. He also suggested that, given only seven lots remain for construction, the Council consider shortening the standard development timeframes for this project.

3. ADJOURNMENT

The Work Session was adjourned at 6:09 PM.

7:00 PM POLICY SESSION – CITY COUNCIL CHAMBERS

4. CALL TO ORDER

Mayor Westmoreland called the meeting to order at 07:04 PM.

5. PLEDGE OF ALLEGIANCE

Councilmember Gray led the Pledge of Allegiance.

6. INFORMATION ITEMS/UPCOMING EVENTS

7. PUBLIC COMMENTS

Mayor Westmoreland opened the public comment period at 7:09 PM; as there were no comments, he closed the public comment period.

[The recording of this item can be found online here at 02:07:46.](#)

8. CITY COUNCIL/MAYOR ITEMS

[The recording of the discussion can be found online here at 02:09:16.](#)

The Mayor and Councilmembers offered comments to the public.

Mayor Westmoreland recognized Public Works Director Brad Hickman for 20 years of service at Eagle Mountain City.

CONSENT AGENDA

9. CHANGE ORDERS

- 9.A. CHANGE ORDER - West Coast Code Consultants (WC3) - Change Order #1
CHANGE ORDER - West Coast Code Consultants (WC3) - Change Order #1

10. PRELIMINARY PLATS & SITE PLANS

- 10.A. SITE PLAN - McDonald's (City Center)

11. RESOLUTIONS

- 11.A. RESOLUTION - A Resolution of Eagle Mountain City, Utah, Approving the 2024 Municipal Wastewater Planning Program Annual Report
- 11.B. RESOLUTION - A Resolution of Eagle Mountain City, Utah, Expressing an Intent to Work in Partnership with the West Traverse Sentinel Landscape (WTSL) Committee for the Relocation of the Eagle Mountain City Rodeo Grounds within the Army Compatible Use Buffer (ACUB) Area Surrounding Camp Williams
- 11.C. RESOLUTION - A Resolution of Eagle Mountain City, Utah, Approving the Fee Reduction Request of Brett Simpson for a Master Development Plan Amendment Application from \$3,350 to \$1,350

MOTION: *Councilmember Burnham moved to approve the Consent Agenda removing Items 10.A, 11.B., and 11.C., and placing them on the scheduled items for further discussion. Councilmember Gray seconded the motion.*

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

The motion passed with a unanimous vote.

[The recording of the motion can be found online here at 02:21:19.](#)

SCHEDULED ITEMS

- 10.A. SITE PLAN - McDonald's (City Center)

[The recording of the discussion can be found online here at 02:22:01.](#)

Senior Planner David Stroud presented the item, followed by applicant representative Darrin Perkes of Dominion Engineering, who addressed the City Council and responded to questions related to the proposal.

McDonald's requests site plan approval of a franchise to be located south of City Hall, in the Commercial Community zone. This property was rezoned to a Commercial Community in 2021. The

District Preliminary Plat was recently approved, and it is anticipated that the final plat, which is approved by staff, will soon be recorded.

MOTION: *Councilmember Wood moved to table the McDonald's (City Center) Site Plan to require completion of a traffic study prior to approval. Councilmember Wright seconded the motion.*

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

The motion passed with a unanimous vote.

[The recording of the motion can be found online here at 02:45:33.](#)

DECLARATION OF CONFLICTS OF INTEREST

[The recording of the declarations can be found online here at 02:57:42.](#)

Councilmember Gray noted a conflict of interest on Item 11.B. and stated he would recuse himself from the discussion and voting on that item.

- 11.B. RESOLUTION - A Resolution of Eagle Mountain City, Utah, Expressing an Intent to Work in Partnership with the West Traverse Sentinel Landscape (WTSL) Committee for the Relocation of the Eagle Mountain City Rodeo Grounds within the Army Compatible Use Buffer (ACUB) Area Surrounding Camp Williams

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

Ryan Becker and Paul Raymond presented the item. Councilmember Wright had notified Ben Reeves about the existence of the WTSL and the ACUB areas at the north and west of Eagle Mountain City, both within and outside the City's existing municipal boundaries. He shared the benefits of enhancing the City's relationship with WTSL for the potential construction/relocation of the EMC Rodeo Grounds and other low-impact compatible public recreational amenities. He asked how the City might be able to capitalize and enhance its relationship with the WTSL Representative and begin planning towards this end. Lastly, Councilmember Wright indicated that WTSL would need to have some level of assurance that EMC is in support of this type of planning endeavor.

City Manager Ben Reeves suggested the City Council pass a non-binding resolution of intent, which would provide the opportunity for the full body of the Council to discuss this matter in an open public meeting while also providing the opportunity for the Council to publicly express its intent.

MOTION: *Councilmember Wright moved to adopt a Resolution of Eagle Mountain City, Utah, Expressing an Intent to Work in Partnership with the West Traverse Sentinel Landscape (WTSL) Committee for the Relocation of the Eagle Mountain City*

Rodeo Grounds within the Army Compatible Use Buffer (ACUB) Area Surrounding Camp Williams. Councilmember Clark seconded the motion.

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

The motion passed with a unanimous vote of 4:0.

[The recording of the motion can be found online here at 02:52:26.](#)

- 11.C. RESOLUTION - A Resolution of Eagle Mountain City, Utah, Approving the Fee Reduction Request of Brett Simpson for a Master Development Plan Amendment Application from \$3,350 to \$1,350

[The recording of the discussion can be found online here at 02:53:29.](#)

Applicant Brett Simpson and Planner Brandon Larsen requested a fee reduction for the Master Development Plan (MDP) amendment application, to go from \$3,350 to \$1,350. Mr. Simpson has stated that the purpose of his MDP amendment request is to seek a rezone, which must be done through an MDP amendment. Because of the limited scope of this amendment, which is really just a rezone, the applicant is requesting a fee reduction commensurate with a rezone application.

The applicant wants the Council to consider rezoning 4000 E. Gazelle Run. However, he must submit an MDP amendment application to have it considered. He had already submitted a fee of \$1350 in 2023 to rezone the property. This fee has not been refunded. This property has been tied up in proceedings to update the Porter's Crossing Town Center Master Development Agreement.

MOTION: *Councilmember Wood moved to waive the fee for Brett Simpson's Gazelle Run Master Development Plan Amendment Application. Councilmember Gray seconded the motion.*

Councilmembers sought clarification on the intended use of the fee and collectively expressed that the fee should be reduced rather than fully waived.

AMENDED MOTION: *Councilmember Wood moved to adopt a Resolution of Eagle Mountain City, Utah, Approving the Fee Reduction Request of Brett Simpson for a Master Development Plan Amendment Application from \$3,350 to \$1,350. Councilmember Gray seconded the motion.*

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

The motion passed with a unanimous vote.

[The recording of the motion can be found online here at 03:04:53.](#)

12. RESOLUTIONS/PUBLIC HEARINGS

- 12.A. RESOLUTION/PUBLIC HEARING - A Resolution of Eagle Mountain City, Utah, Approving Community Development Block Grant (CDBG) Projects for the Fiscal Year 2026

[The recording of the discussion can be found online here at 03:07:21.](#)

The Public Hearing was opened and continued at the April 1, 2025, City Council meeting.

Mayor Westmoreland asked if there were any comments for the public hearing. Seeing none, Mayor Westmoreland closed the Public Hearing at 8:08 PM.

Management Analyst, Natalie Winterton, Management Analyst presented the item during discussion in the work session. Councilmembers did not request any further clarification on the item.

MOTION: *Councilmember Wood moved to adopt a Resolution of Eagle Mountain City, Utah, Approving Community Development Block Grant (CDBG) Projects for the Fiscal Year 2026 as follows:*

- PUBLIC SERVICE PROJECTS:
 - LMI Cemetery Services Assistance - \$5,000
 - LMI Utility Assistance - \$15,000
 - Senior Assistance Program - \$3,000
 - LMI Back-to-School Drive - \$5,000
 - Tabitha's Way Food Pantry - \$7,292
 - **TOTALS: \$35,292**
- OTHER PROJECTS:
 - LMI Yard Cleanup - \$36,163.20
 - ADA Ramp/Crosswalk Installation at Fiona St/Airport Rd - \$20,000
 - Small Business Grants - \$150,000
 - **TOTALS: \$206,163.20**

Councilmember Burnham seconded the motion.

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

The motion passed with a unanimous vote.

[The recording of the motion can be found online here at 03:08:06.](#)

13. ORDINANCES/PUBLIC HEARINGS

- 13.A. ORDINANCE/PUBLIC HEARING - An Ordinance of Eagle Mountain City, Utah, Amending the General Plan Future Land Use Map for Certain Lands Known as Cedar Valley Holbrook

[The recording of the discussion can be found online here at 03:08:46.](#)

Senior Planner Robert Hobbs presented the item which is a request to amend the General Plan Future Land Use Map from Business Park/Light Industry to Neighborhood Residential One, Neighborhood Residential Two and Community Commercial on/for 73.03 acres of property located in the north side of SR-73, south of 8000 North and west of Airport Road Parcel No's. 58:047:0060, 58:047:0058, 58:047:0061, and 58:047:0062 in Eagle Mountain City.

Mayor Westmoreland opened the Public Hearing at 8:37 PM. No one desired to speak and Mayor Westmoreland closed Public Hearing.

MOTION: *Councilmember Wood moved to table an Ordinance of Eagle Mountain City, Utah, Amending the General Plan Future Land Use Map for Certain Lands Known as Cedar Valley Holbrook. Councilmember Wright seconded the motion.*

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

The motion passed with a unanimous vote.

[The recording of the motion can be found online here at 04:06:19.](#)

- 13.B. ORDINANCE/PUBLIC HEARING - An Ordinance of Eagle Mountain City, Utah, Rezoning Certain Lands Known as Cedar Valley Holbrook

[The recording of the discussion can be found online here at 04:06:44.](#)

This item is related to the previous item and is a request to rezone existing Agriculture zoned land to R1, RC, and CC zoning for 73.03 acres of property located in the north side of SR-73, south of 8000 North, and west of Airport Road Parcel #s 58:047:0060, 58:047:0058, 58:047:0061, and 58:047:0062 in Eagle Mountain City.

Mayor Westmoreland opened the Public Hearing at 9:07 PM. No one desired to speak and Mayor Westmoreland closed the Public Hearing.

MOTION: *Councilmember Burnham moved to table an Ordinance of Eagle Mountain City, Utah, Rezoning Certain Lands Known as Cedar Valley Holbrook. Councilmember Wright seconded the motion.*

Donna Burnham	Yes
Melissa Clark	Yes

Jared Gray	Yes
Rich Wood	Yes
Brett Wright	Yes

The motion passed with a unanimous vote.

[The recording of the motion can be found online here at 04:07:10.](#)

- 13.C. ORDINANCE/PUBLIC HEARING - An Ordinance of Eagle Mountain City, Utah, Amending the General Plan Future Land Use Map for Certain Lands Known as Cedar Corners Phase 5

[The recording of the discussion can be found online here at 04:08:49.](#)

Planner Steven Lehmitz presented the item, which is a proposed General Plan amendment of Utah County Parcel No. 59:007:0092, located between Cedar Corners Park and Poplar Drive. The proposal would change the Future Land Use Map from Neighborhood Residential 1 to Neighborhood Residential 2. This item was tabled at the January 7, 2025, City Council meeting to allow time for a development agreement to be drafted, ensuring the project is constructed in accordance with the approved concept plan.

Mayor Westmoreland opened the Public Hearing at 9:13 PM No one desired to speak and Mayor Westmoreland closed the Public Hearing.

MOTION: *Councilmember Wood moved to adopt an Ordinance of Eagle Mountain City, Utah, Amending the General Plan Future Land Use Map for Certain Lands Known as Cedar Corners Phase 5 from Neighborhood Residential 1 to Neighborhood Residential 2. Councilmember Burnham seconded the motion.*

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

The motion passed with a unanimous vote.

[The recording of the motion can be found online here at 04:12:39.](#)

- 13.D. ORDINANCE/PUBLIC HEARING - An Ordinance of Eagle Mountain City, Utah, Rezoning Certain Lands Known as Cedar Corners Phase 5

[The recording of the discussion can be found online here at 04:13:27.](#)

This item is the counterpart to the previously approved General Plan amendment. It is a proposed rezone of Utah County Parcel No. 59:007:0092, located between Cedar Corners Park and Poplar Drive. The proposal would change the zone from Residential to RC. This item was also tabled at the January 7, 2025, City Council meeting, allowing time for a development agreement to be drafted, ensuring the project is constructed per the approved concept plan.

Mayor Westmoreland opened the Public Hearing at 9:14 PM. No one desired to speak and Mayor Westmoreland closed the Public Hearing.

MOTION: *Councilmember Wright moved to adopt an Ordinance of Eagle Mountain City, Utah, Rezoning Certain Lands Known as Cedar Corners Phase 5 from Residential to RC Zone. Councilmember Wood seconded the motion.*

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

The motion passed with a unanimous vote.

[The recording of the motion can be found online here at 04:13:50.](#)

14. RESOLUTIONS

14.A. RESOLUTION - A Resolution of Eagle Mountain City, Utah, Approving the Cedar Corners Phase 5 Development Agreement

[The recording of the discussion can be found online here at 04:14:21.](#)

Planner Steven Lehmitz presented this final item related to Cedar Corners. This property was originally part of the Cedar Corners residential development. The preliminary plat for the project was approved on January 16, 2007, and showed this section being subdivided into seven lots. The rest of the project has been completed as originally approved, but on January 7, 2025, the City Council considered the applicant's General Plan amendment and rezone applications.

Following the public hearings, the Council tabled the applications and requested that the applicant propose a development agreement that would ensure the subject property is platted and built out as shown on the concept plan.

MOTION: *Councilmember Wood moved to adopt a Resolution of Eagle Mountain City, Utah, Approving the Cedar Corners Phase 5 Development Agreement with the following additions:*

- 1. That the applicant work with Planning staff on establishing a benchmark for when construction can be started;*
- 2. That the pedestrian rights of way are connecting, and the two roads are connecting on either side of Poplar Drive and Maple Street.*

Councilmember Wright seconded the motion.

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

The motion passed with a unanimous vote.

[The recording of the motion can be found online here at 04:14:33.](#)

15. PRESENTATION

15.A. PRESENTATION - Attainable Housing at Triumph

[The recording of the presentation can be found online here at 04:15:24.](#)

Scot Hazard, representing the Real Estate Group, provided a presentation on the proposed attainable housing initiative at Triumph, highlighting key aspects of the development and its potential impact on the community.

16. LEGISLATIVE ITEMS

16.A. UPDATE / MOTION – Legislative Priorities List

16.B. REPORT - Utah Legislature's 2025 General Session

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

[The recording of the discussion can be found online here at 05:28:13.](#)

The Mayor and City Council offered comments and reports on committees to which they are assigned as liaisons.

18. COMMUNICATION ITEMS

18.A. Upcoming Agenda Items

19. ADJOURNMENT

MOTION: *Councilmember Brett Wright moved to adjourn the meeting at 10:38 PM.
Councilmember Clark seconded the motion.*

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

The motion passed with a unanimous vote.

[The recording of the adjournment can be found online here at 05:37:12.](#)

The meeting was adjourned at 10:38 PM.

Approved by the City Council on May 6, 2025.

Gina Olsen, CMC
City Recorder



**EAGLE MOUNTAIN CITY
CITY COUNCIL MEETING
MAY 6, 2025**

TITLE:	SITE PLAN - Harmony Multi-family Elevations
ITEM TYPE:	Site Plan
FISCAL IMPACT:	N/A
APPLICANT:	Flagship Homes

CURRENT GENERAL PLAN DESIGNATION & ZONE	ACREAGE
Neighborhood Residential One / Residential	9.61

PUBLIC HEARING

No

PREPARED BY

David Stroud, Senior Planner

PRESENTED BY

David Stroud

RECOMMENDATION:

Staff recommends the City Council consider the proposed elevation change as it relates to EMMC, the Harmony agreement, and approve the revised townhome elevations.

BACKGROUND:

The Harmony MF1 plat was recorded in December 2024 with site plan approval previously granted. Subsequently, Flagship Homes applied for building permits to start construction of the 116 townhome units. When Staff reviewed the submitted building plans, it was determined that the approved elevations did not match the elevations of the building permit. Discussion with the City Attorney determined a site plan application was needed.

This is more of a site plan amendment than a full site plan, as the elevations are proposed to change and nothing more. However, the City does not have a mechanism to process a site plan amendment. The revised elevations fit within the recorded townhome footprint, and utilities are not affected.

ITEMS FOR CONSIDERATION:

Side by side renderings of the approved elevations and proposed elevations are included as an attachment. Primary differences are that the detached garage was removed, and the garage is now contained within the structure. The side elevation shows a side door with an awning. This element was removed on the revised elevations of the building permit and Staff encouraged the applicant to keep this architectural element. The shed roof over the rear of the units has been removed due to the relocation of the garage.

17.72.040 states:

All facades of commercial and multifamily structures shall be designed with consistent architectural style, detail, and trim features as the primary facade. The side and rear do use materials as located on the front and the style is similar.

Multifamily buildings shall contain overhanging eaves and multiple roof planes when pitched roofs are used. Complies.

Buildings shall include facade modulation (stepping portions of the facade), horizontal and vertical divisions (textures or materials), window patterns, offsets, recesses, projections, varied front setbacks or staggered and jogged unit planes within the same structure, and other techniques to help identify individual residential units in a multifamily structure, and to avoid large, featureless and/or panelized surfaces on commercial buildings. Large uninterrupted expanses of a building wall are prohibited. The front contains facade modulation while the side and rear contain vertical division with the use of different materials and an awning. Awnings have been added to the rear elevation above the garages.

Multifamily townhome buildings shall incorporate a majority of the following architectural detailing: decorative shutters, bay windows, popouts, trellis or arbor structures, porches, decorative gables, dormer windows, exposed timbers, balconies, columns, turrets, decorative trim and moldings, detailed grilles and railings, architectural lighting, decorative masonry pattern, window grids, and decorative doors and windows. All sides of a building shall include the chosen details, where applicable. As identified by the applicant, the proposed elevations use popouts, porches, columns, decorative trim and moldings, grills and railings, architectural lighting, decorative masonry pattern, window grids, and decorative doors and windows.

Multifamily structures shall utilize at least two exterior materials, including stucco, vinyl or fiber/cement siding, decorative rock/stone, brick, or other material deemed appropriate by the planning director. Each material shall be used on a minimum of 30 percent of the building, and used on all sides of the building. Other materials may be included as accents. The two primary exterior materials are stucco (39%) and cement fiber siding (57%) with secondary use of brick (4%).

Garage doors shall not be the most prominent or visible feature on a building. They shall be accessed from the side or rear, or set back from the front facade. If garages are visible from the street, white doors are discouraged. Decorative doors are encouraged. Garage doors are accessed internally as on the approved site plan and are decorative.

Development Agreement:

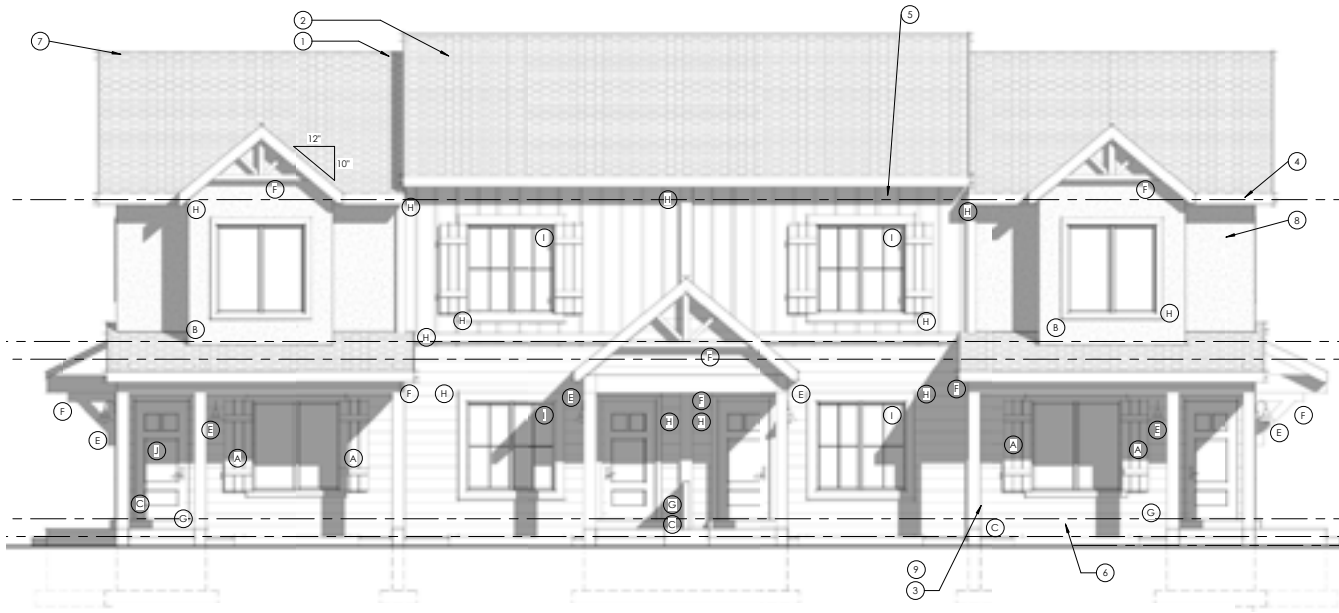
*All homes on lots within the project shall have 'carriage' style, or decorative, garage doors. The front of all homes will have at least two textures, including rock, brick, stucco, or decorative material, similar to Hardy board. The texture shall wrap around the front of the home at least until the first windows along each side of the home. Typical vinyl siding will not be used on the front of the homes. **Complies.***

PLANNING COMMISSION ACTION/RECOMMENDATION:

The Planning Commission recommends the City Council approve the amended elevations of the Harmony Multi-Family 1 development.

ATTACHMENTS:

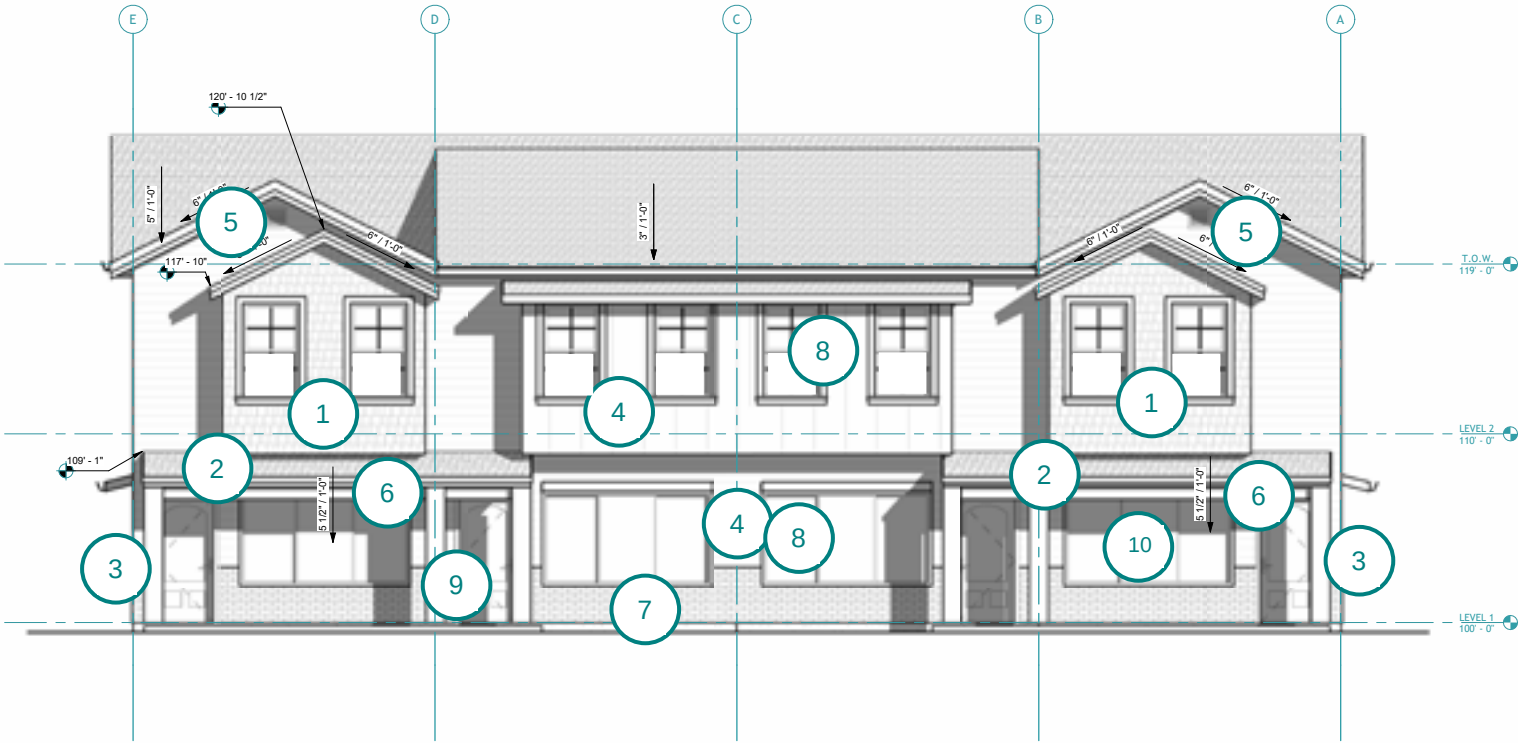
1. Elevations



FRONT ELEVATION FROM SITE PLAN APPROVAL

ARCHITECTURAL DETAILING

#	Comments
A	Decorative shutters
B	Popouts
C	Porch
D	Decorative gables
E	Architectural lighting
F	Exposed timbers
G	Columns
H	Decorative trim
I	Window grids
J	Decorative door



FRONT ELEVATION FROM BUILDING PERMIT SET (with proposed enhancements)

ARCHITECTURAL ELEMENTS
1. POPOUTS
2. PORCHES
3. COLUMNS
4. DECORATIVE TRIM AND MOLDINGS
5. DETAILED GRILLES AND RAILINGS
6. ARCHITECTURAL LIGHTING
7. DECORATIVE MASONRY PATTERN
8. WINDOW GRIDS
9. DECORATIVE DOORS
10. WINDOWS

Exterior Material Percentages

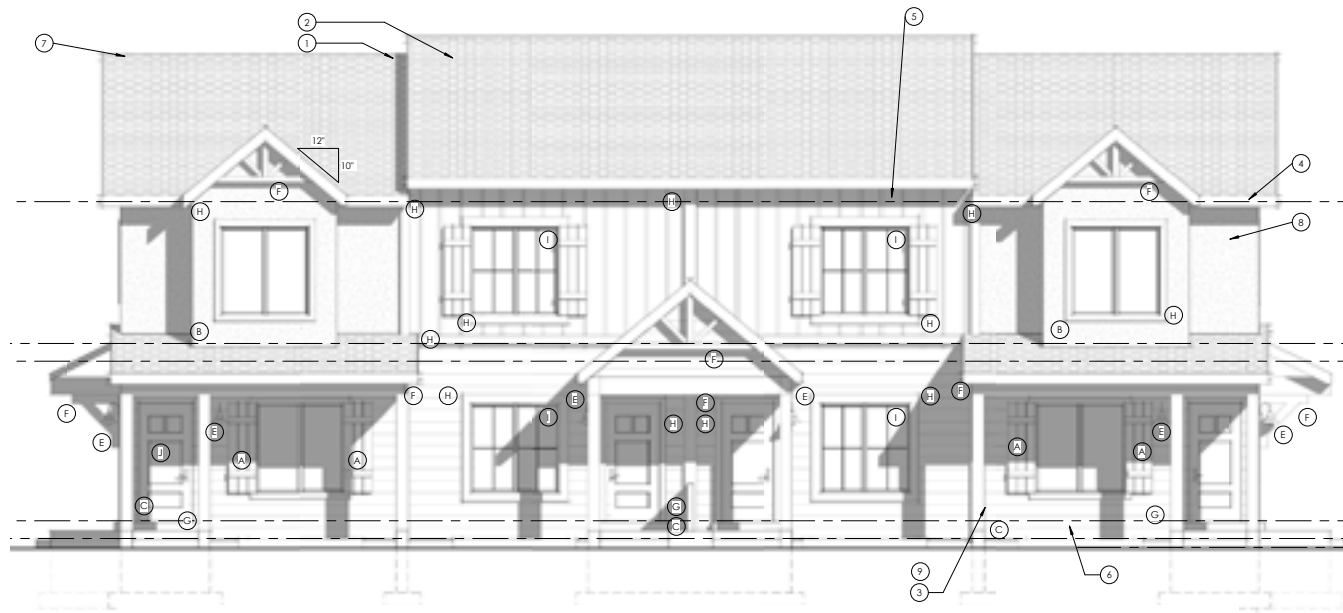
Fiber Cement Siding 57%

Fiber Cement Lap Siding (43%)
Fiber Cement Board & Batten Siding (8%)
Fiber Cement Shake Siding (6%)

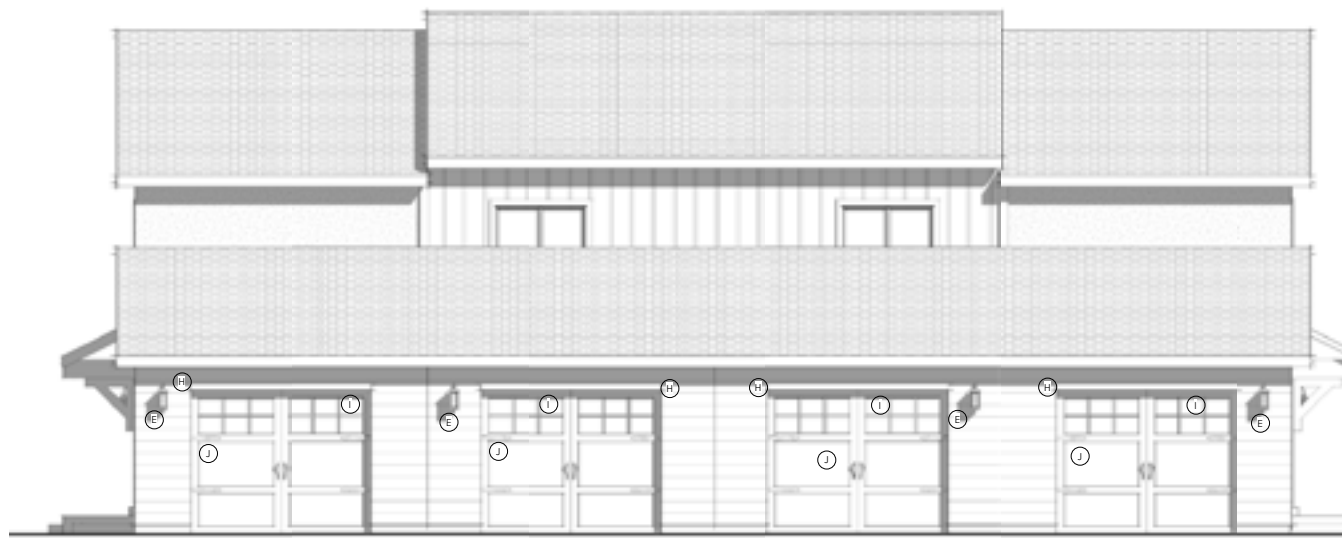
Stucco 39%

Brick 4%

Total 100%



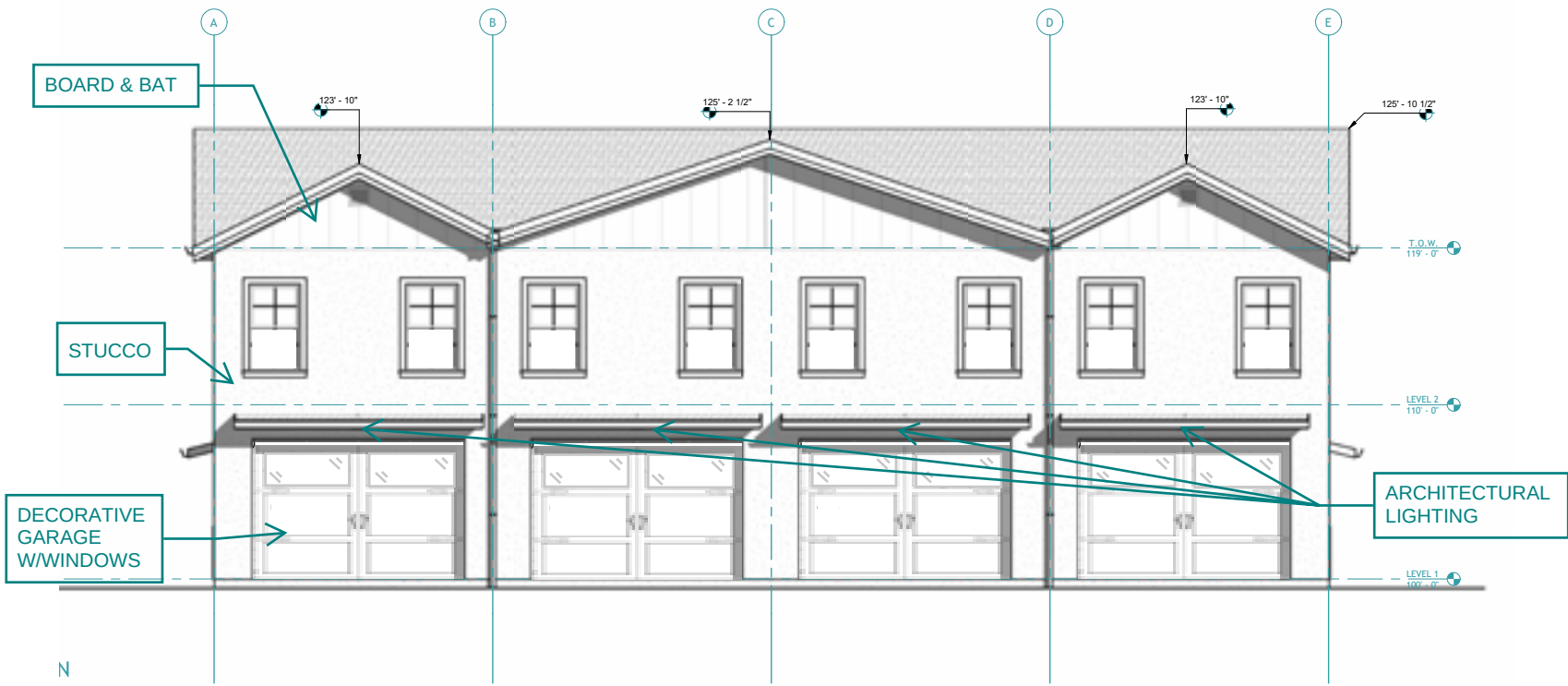
FRONT ELEVATION FROM SITE PLAN APPROVAL



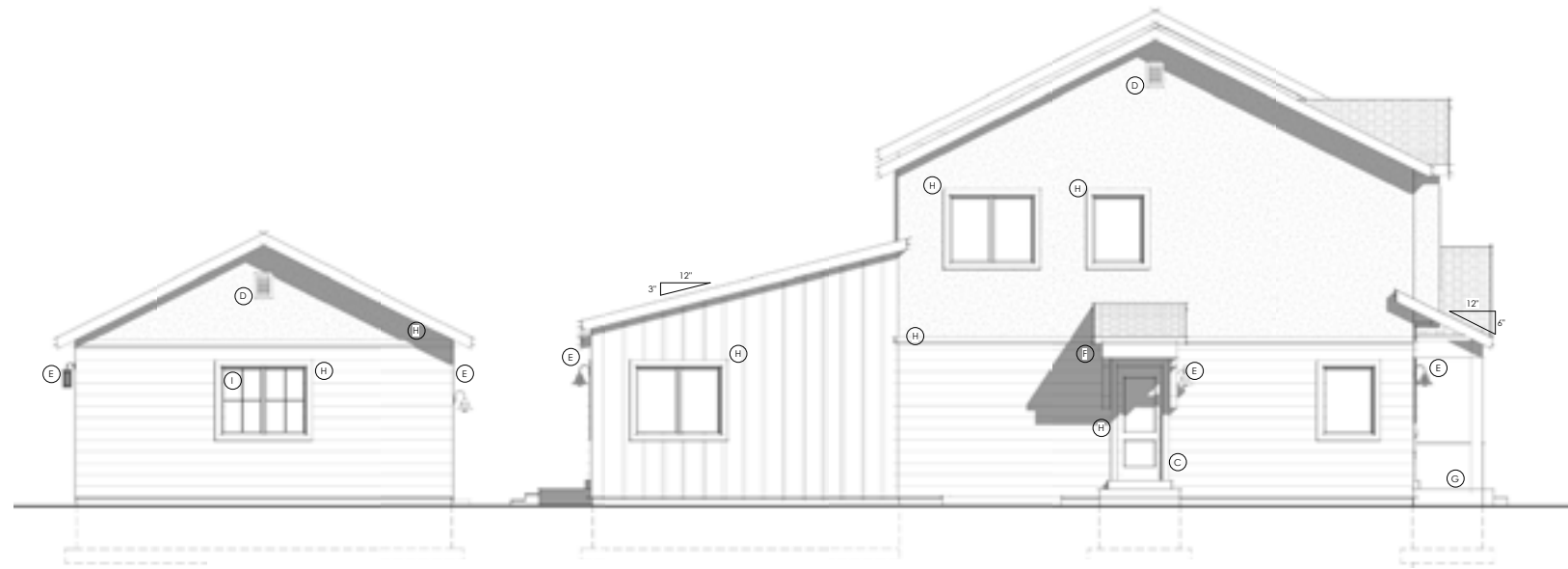
REAR ELEVATION FROM SITE PLAN APPROVAL



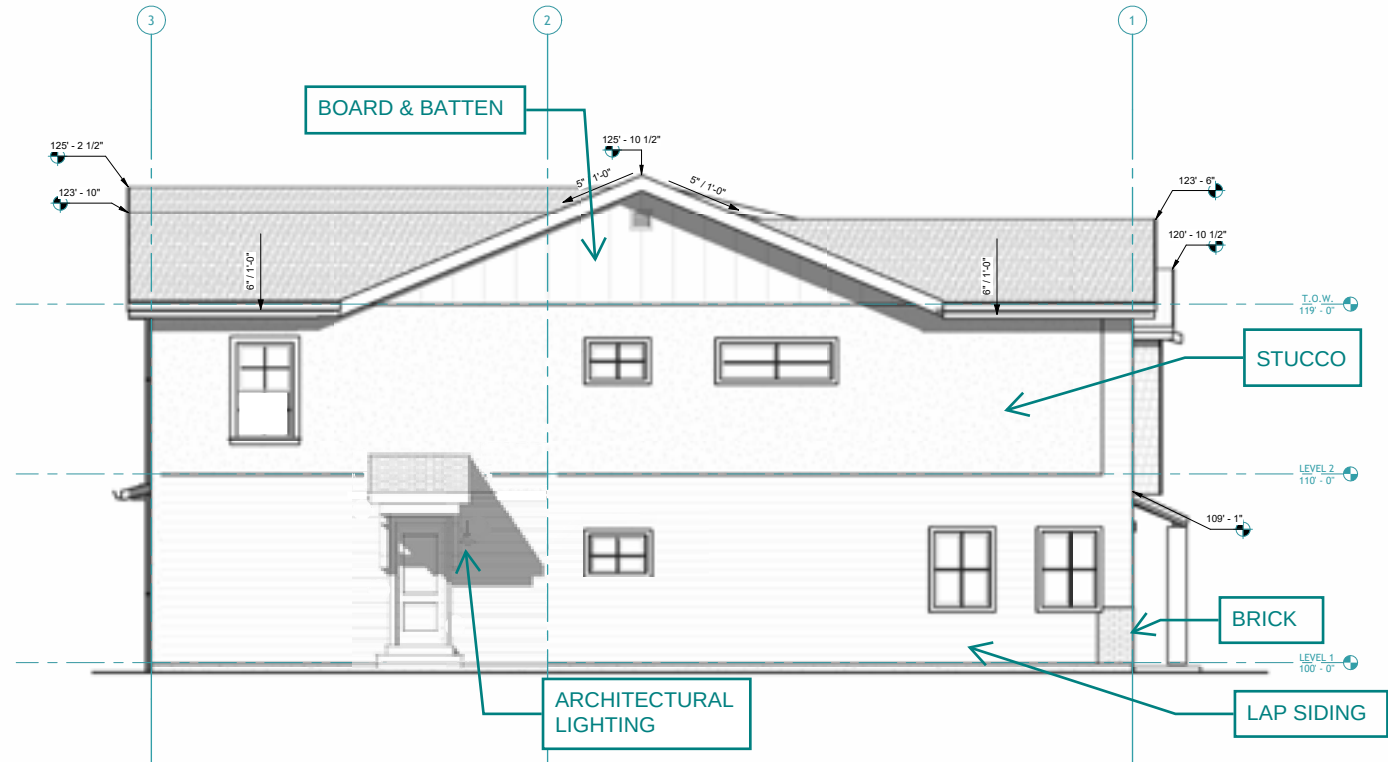
FRONT ELEVATION FROM BUILDING PERMIT SET (with proposed enhancements)



REAR ELEVATION FROM BUILDING PERMIT SET (with proposed enhancements)



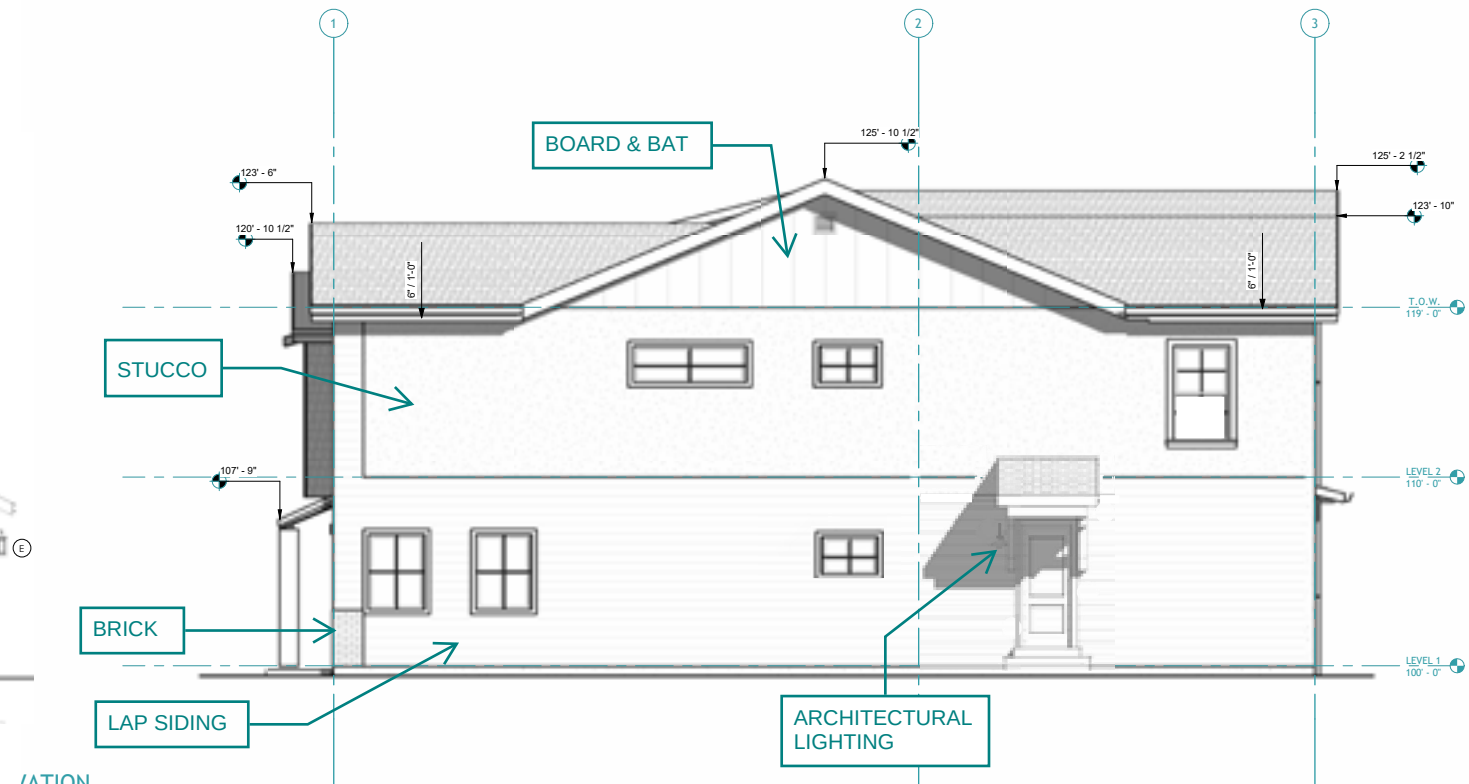
SIDE ELEVATION FROM SITE PLAN APPROVAL



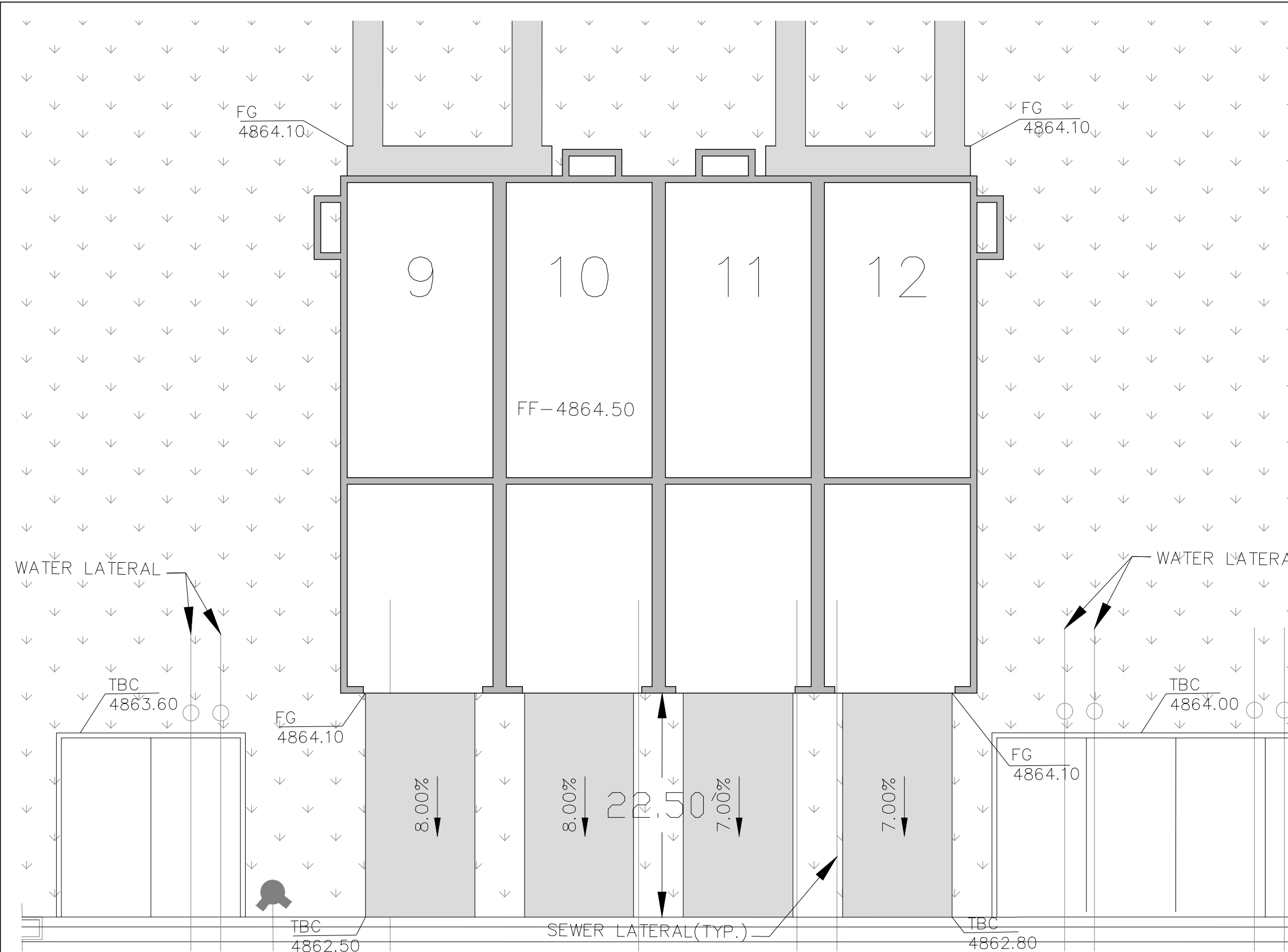
SIDE ELEVATION FROM BUILDING PERMIT SET (with proposed enhancements)



SIDE ELEVATION FROM SITE PLAN APPROVAL



SIDE ELEVATION FROM BUILDING PERMIT SET (with proposed enhancements)



- NOTE:
1. ALL CONSTRUCTION TO BE PER EAGLE MOUNTAIN CITY STANDARDS.
 2. CONTRACTOR SHALL INSTALL & MAINTAIN SILT FENCE UNTIL PERMANENT LANDSCAPING HAS BEEN ESTABLISHED.
 3. CONSULT GEOTECHNICAL ENGINEER FOR COMPACTION REQUIREMENTS FOR FILL PLACEMENTS UNDER FOUNDATION.
 4. ELEVATIONS SHOWN ARE FINISHED GROUND ELEVATIONS.
 5. DUST, MUD AND EROSION SHALL BE CONTROLLED BY WHATEVER MEANS NECESSARY, AND THE ROADWAY SHALL BE KEPT CLEAN OF MUD AND DEBRIS AT ALL TIMES.
 6. BUILDER/OWNER SHALL REPLACE ANY SIDEWALK OR CURB AND GUTTER ALONG THE FRONTAGE OF THIS PROJECT, THAT IS FOUND TO BE DEFECTIVE, AS DIRECTED BY THE CITY INSPECTOR.
 7. CONTRACTOR TO FIELD VERIFY LOCATION AND ELEVATION OF EXISTING SEWER LATERAL PRIOR TO CONSTRUCTION TO VERIFY SEWERABILITY OF BASEMENT.
 8. CONSTRUCTION TOILET PROVIDED FOR EVERY 6 HOMES UNDER CONSTRUCTION & LOCATED ON THE CURB.
 9. CONTRACTOR TO VERIFY GRADES AND ELEVATIONS OF ADJACENT BUILDING AND NOTIFY PROJECT ENGINEER OF ANY DISCREPANCIES.

REVISIONS			
NO.	DATE	DESCRIPTION	BY
1			
2			
3			
4			

DESIGNED BY: TGT
DRAWN BY: TGT
CHECK BY: TGT
DATE: 12/18/24

CDDO FILE
J:\FLAGSHIP\HARMONY\HARMONY\HDSOUTH\SITEPLANS\MF1SITEPLANS

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

EAGLE MOUNTAIN
UTAH

HARMONY MULTI-FAMILY

BUILDING 9-12 SITE PLAN

JOB
MF1
SHEET NO.
1

HARMONY PHASE A PLAT MF1 RECORDED PLAT



**EAGLE MOUNTAIN CITY
CITY COUNCIL MEETING
MAY 6, 2025**

TITLE:	Towns at Brylee Farms Site Plan/Elevations Amendment
ITEM TYPE:	Site Plan
FISCAL IMPACT:	N/A
APPLICANT:	Ross Holliday

CURRENT GENERAL PLAN DESIGNATION & ZONE	ACREAGE
General Plan Designations: Neighborhood Residential 3 and Employment Center/Campus Zone: Residential - Tier III	About 10 Acres

PUBLIC HEARING

No

PREPARED BY

Steven Lehmitz, Planner

PRESENTED BY

Steven Lehmitz

RECOMMENDATION:

Staff recommends that the City Council consider the comments provided in this report and decide whether the application meets the City's site design and multifamily architectural standards. If the City Council chooses to approve the application, Staff recommends the following condition:

1. The Applicant needs to add at least one additional architectural detail element to the side elevations.

BACKGROUND:

Brylee Estates/Farms is located at the northwest corner of the Eagle Mountain Boulevard and Aviator Avenue intersection. The "Towns at Brylee Farms" (Phase B) is on the north end of the project.

On November 6, 2024, the City Council approved the Development Agreement for the Towns at Brylee Farms that reinstated the preliminary plat and allowed the project to continue development. Part of the Agreement requires the developer to construct at least 40 three-story townhomes with garages no less than 600 square feet. The remaining units will be two-stories with typical garages. The original site plan approval was for three-story townhomes and the introduction of two-story units necessitates a Site Plan Amendment. The Applicant is proposing updated elevations for approval.

ITEMS FOR CONSIDERATION:

EMMC 17.72.030 Site design.

A. Building Location -- 2. All of the proposed townhome buildings front the streets on which they are located. There will be building sides that face streets. No entrances are provided on those facades and the walls could be considered blank in some areas.

C. Multifamily Parking/Garages -- Garages are located on the front facade. They are not staggered or set back. However, it is very difficult to set garages back on townhomes and the City has historically not strictly enforced this standard.

EMMC 17.72.040 Architectural standards.

A. Architectural Style/Theme -- Complies

B. Main Entrance -- Complies

C. Roof Desing -- Complies

D. Building Articulation -- Complies

E. Architectural Detailing -- 2. Multifamily townhome buildings shall incorporate a majority (9/17) of the following architectural detailing: decorative shutters, **bay windows**, **popouts**, trellis or arbor structures, **porches**, **decorative gables**, dormer windows, exposed timbers, balconies, **columns**, turrets, **decorative trim** and moldings, detailed grilles and railings, **architectural lighting**, decorative masonry pattern, window grids, and **decorative doors** and windows. All sides of a building shall include the chosen details, where applicable.

-- Staff identified 8 (bolded) architectural details on the proposed elevations. The applicant must provide at least one additional architectural element.

F. Building Materials -- Complies

G. Building Color -- Complies

H. Multifamily Garage Doors -- See the comment for EMMC 17.72.030(C).

I. Lighting -- Complies

K. Mechanical Equipment -- Not shown how mechanical equipment will be screened, though the applicant states that it will happen.

** Note: Townhome buildings will have 4 to 7 units.

PLANNING COMMISSION ACTION/RECOMMENDATION:

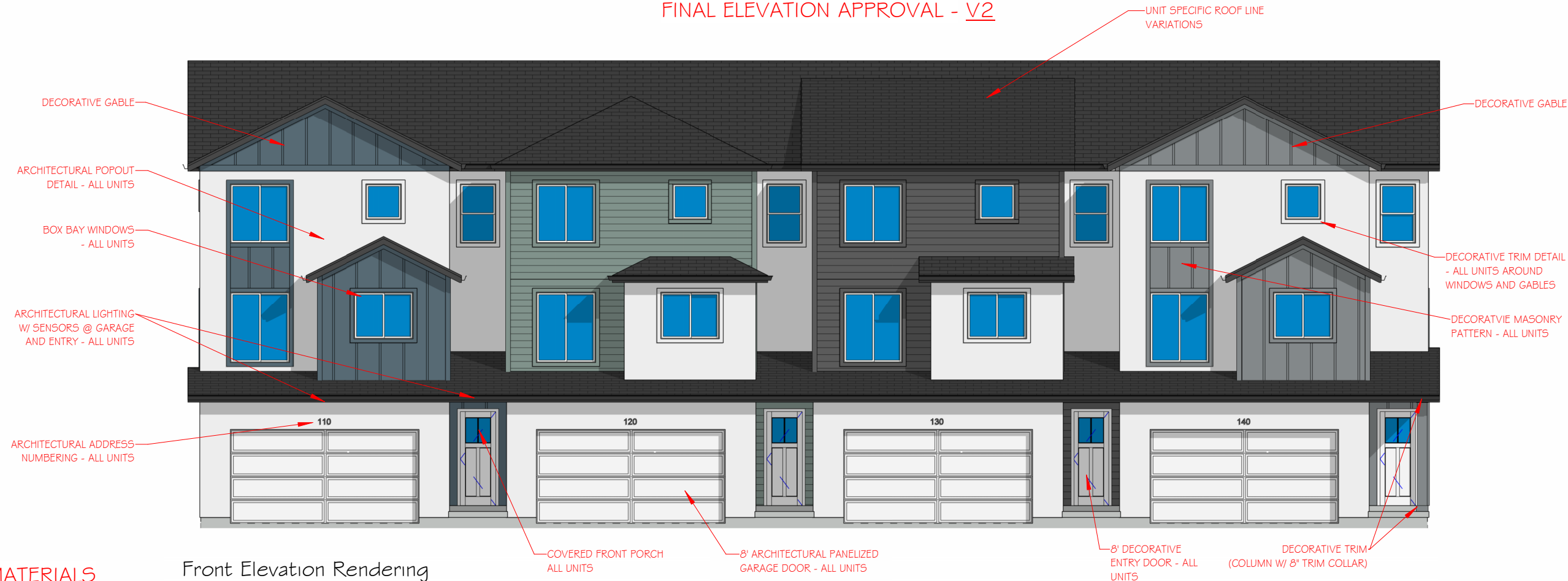
The Planning Commission forwarded a positive recommendation (5-0) for the proposed Towns at Brylee Farms elevations with the following condition:

1. The Applicant needs to add at least one additional architectural detail element to the side elevations.

ATTACHMENTS:

1. Elevations
2. Approved Final Plat

FINAL ELEVATION APPROVAL - V2



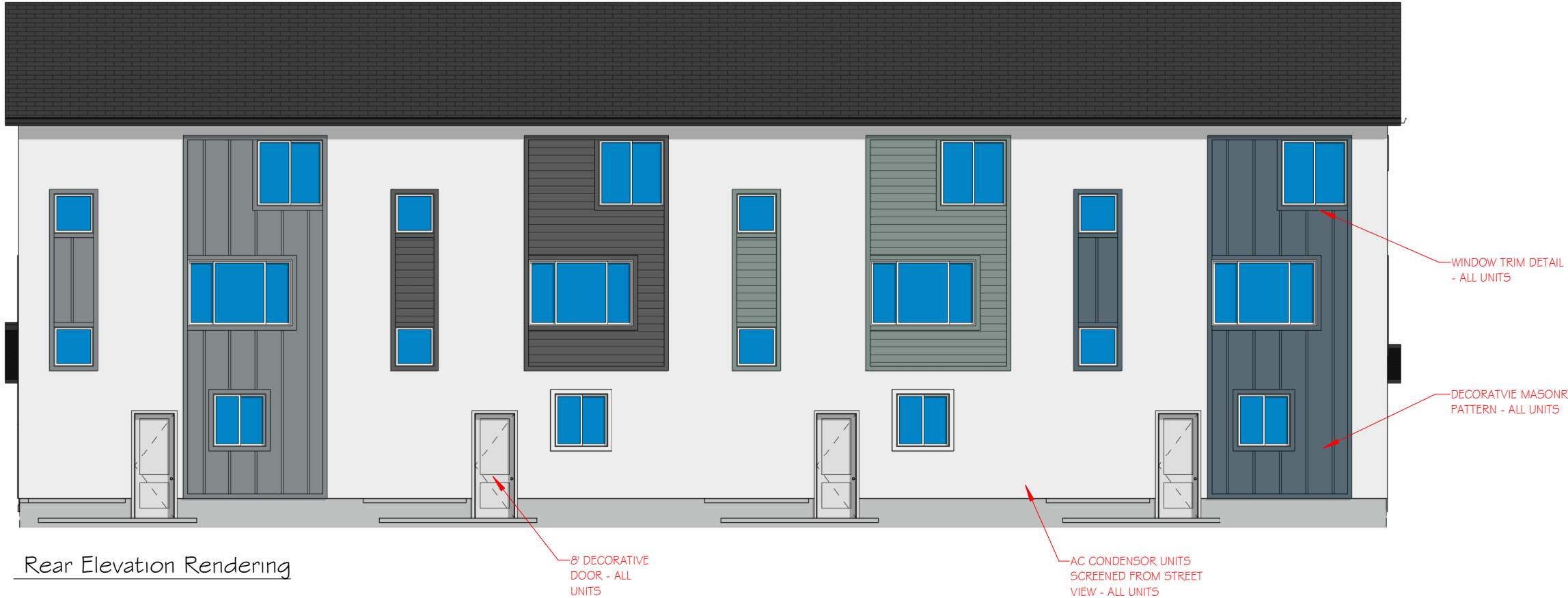
Front Elevation Rendering

EXTERIOR MATERIALS SCHEDULE

LAP SIDING SF =	1,086
BOARD & BATTEN SF=	1,597
STUCCO SF=	5,066
FOUNDATION PLASTER SF =	435

EXTERIOR MATERIALS CALCULATION

TOTAL EXTERIOS SF:	7,753
30% SIDING REQUIREMENT SF:	2,326
TOTAL SIDING SF:	2,683
CURRENT SIDING % OF TOTAL:	34%



Rear Elevation Rendering



TIMBER VALLEY DESIGN

THE DESIGNS SHOWN AND DESCRIBED HEREIN INCLUDING ALL TECHNICAL DRAWINGS, GRAPHIC REPRESENTATION & MODELS THEREOF, ARE PROPRIETARY & CAN NOT BE COPIED, DUPLICATED, OR COMMERCIALY EXPLOITED IN WHOLE OR IN PART WITHOUT THE SOLE AND EXPRESS WRITTEN PERMISSION FROM ELEMENT HOMES LLC.

THESE DRAWINGS ARE AVAILABLE FOR LIMITED REVIEW AND EVALUATION BY CLIENTS, CONSULTANTS, CONTRACTORS, GOVERNMENT AGENCIES, VENDORS, AND OFFICE PERSONNEL ONLY IN ACCORDANCE WITH THIS NOTICE.

BRYLEE FARMS
TOWNHOMES 3 STORY
4 PLEX ELEVATIONS

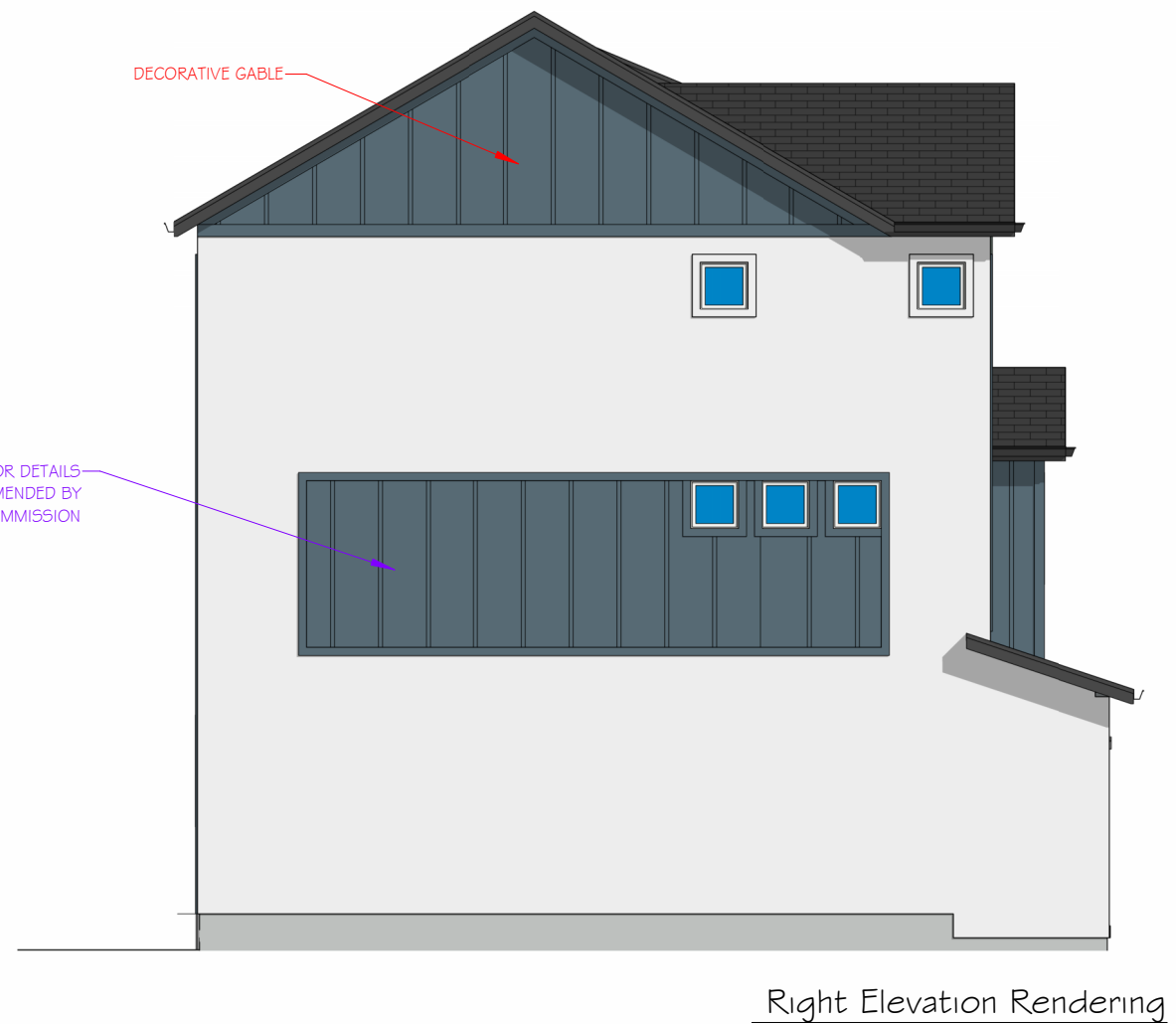
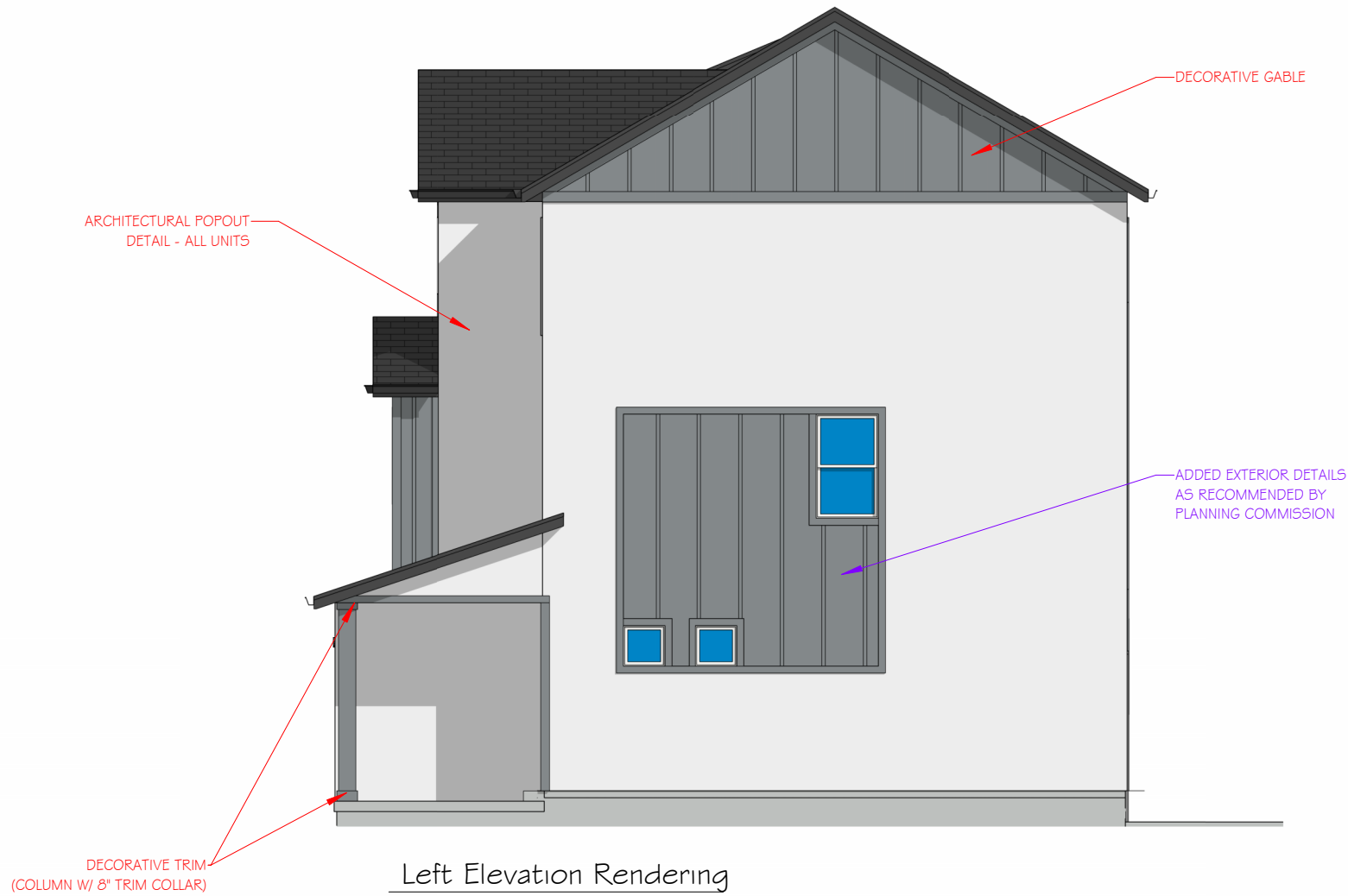
04/30/2025

BRYLEE FARMS

TOWNHOMES

FRONT/REAR
ELEVATIONS
RENDERINGS

A2.3



TIMBER VALLEY
DESIGN

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BRYLEE FARMS
TOWNHOMES 3 STORY
4 PLEX ELEVATIONS

04/30/2025

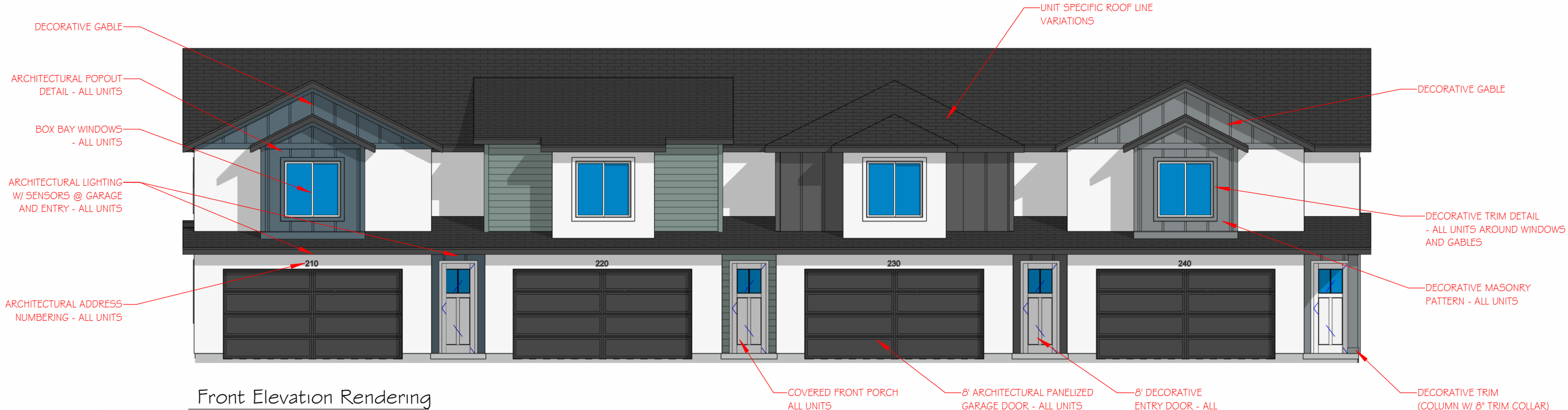
BRYLEE FARMS

TOWNHOMES

SIDE
ELEVATIONS
RENDERINGS

A2.4

FINAL ELEVATION APPROVAL - V2



EXTERIOR MATERIAL SCHEDULES

BOARD AND BATTEN SF: 1,412
LAP SIDING SF: 297
STUCCO SF: 3,221

EXTERIOR MATERIAL CALCULATION

TOTAL EXTERIOR SF: 4,930
30% SIDING REQUIREMENT SF: 1,479
TOTAL SIDING SF: 1,709
CURRENT SIDING % OF TOTAL: 34%



TIMBER VALLEY
DESIGN

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DESCRIBED HEREIN INCLUDING ALL
TECHNICAL DRAWINGS, GRAPHIC
REPRESENTATION & MODELS
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GOVERNMENT AGENCIES, VENDORS,
AND OFFICE PERSONNEL ONLY IN
ACCORDANCE WITH THIS NOTICE.

BRYLEE FARMS
TOWNHOMES 2 STORY
4 PLEX ELEVATIONS

04/30/2025

BRYLEE FARMS

TWNHOMES
2-STORY

FRONT/REAR
ELEVATIONS
RENDERINGS

A2.3



TIMBER VALLEY
DESIGN

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BRYLEE FARMS
TOWNHOMES 2 STORY
4 PLEX ELEVATIONS

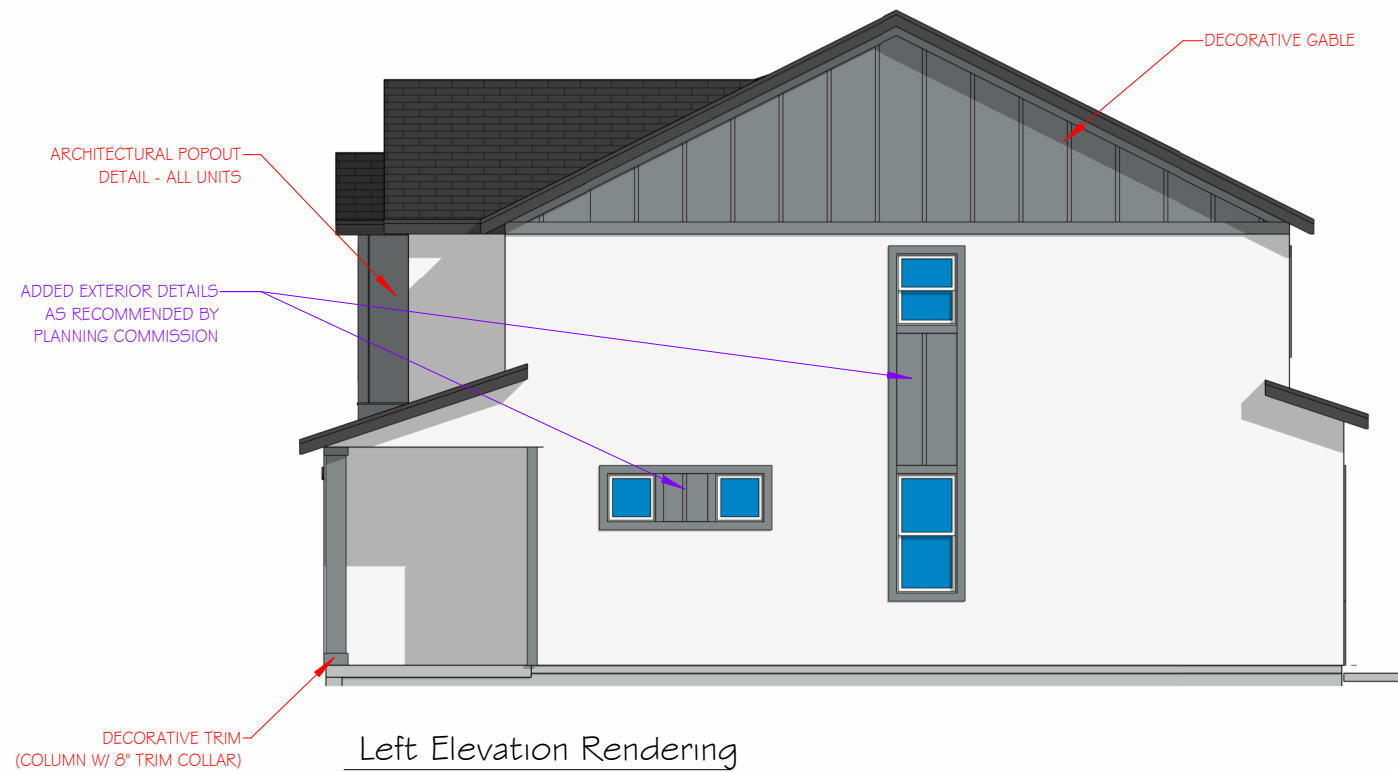
04/30/2025

BRYLEE FARMS

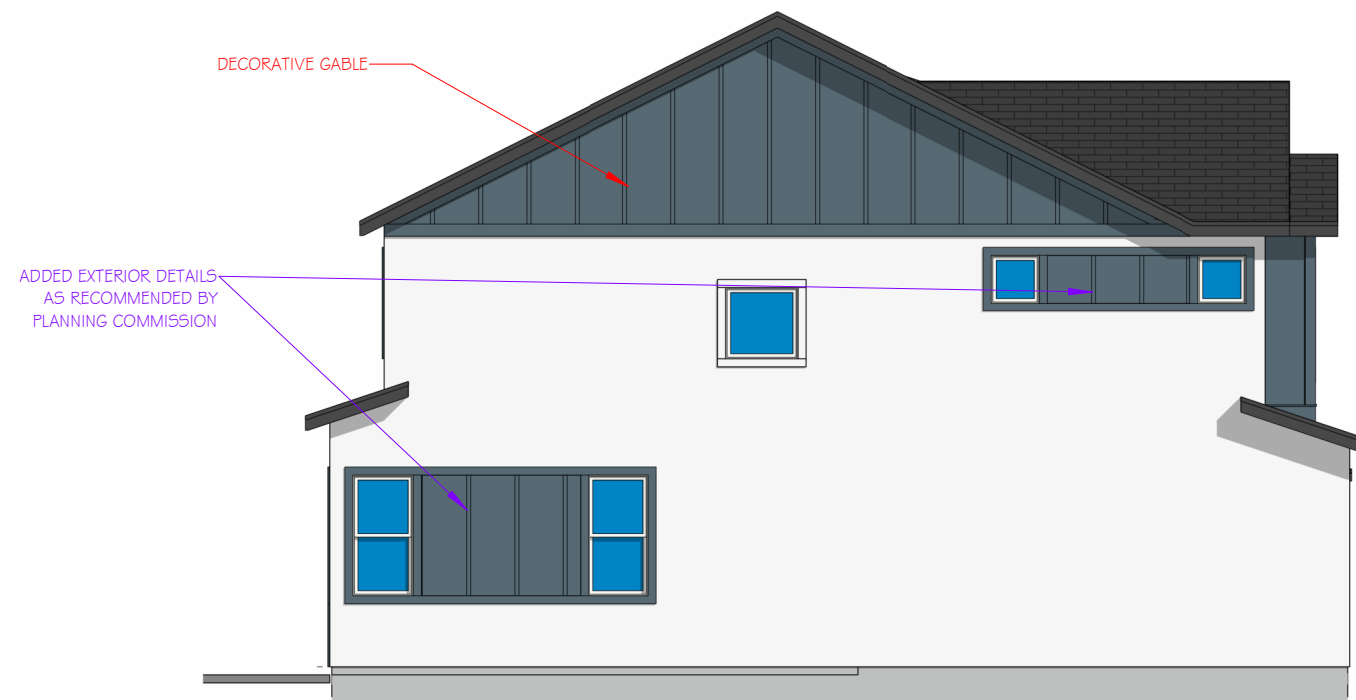
TWNHOMES
2-STORY

SIDE
ELEVATIONS
RENDERINGS

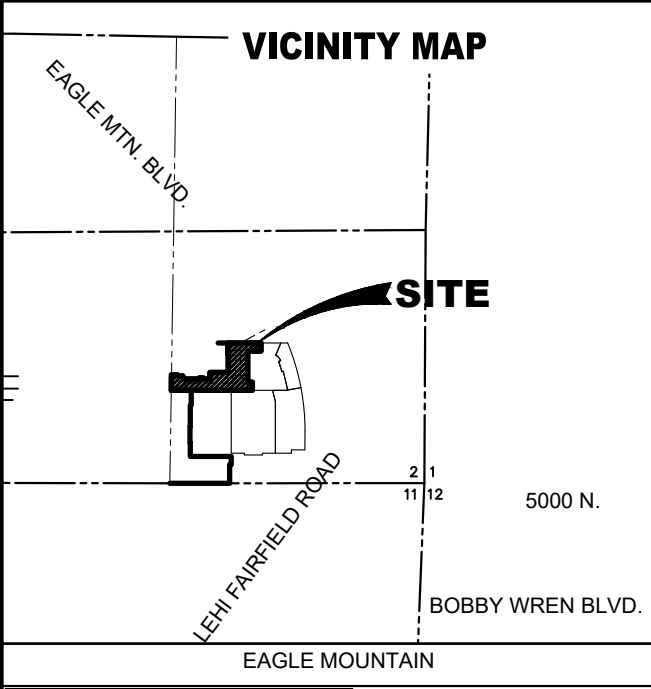
A2.4



Left Elevation Rendering



Right Elevation Rendering

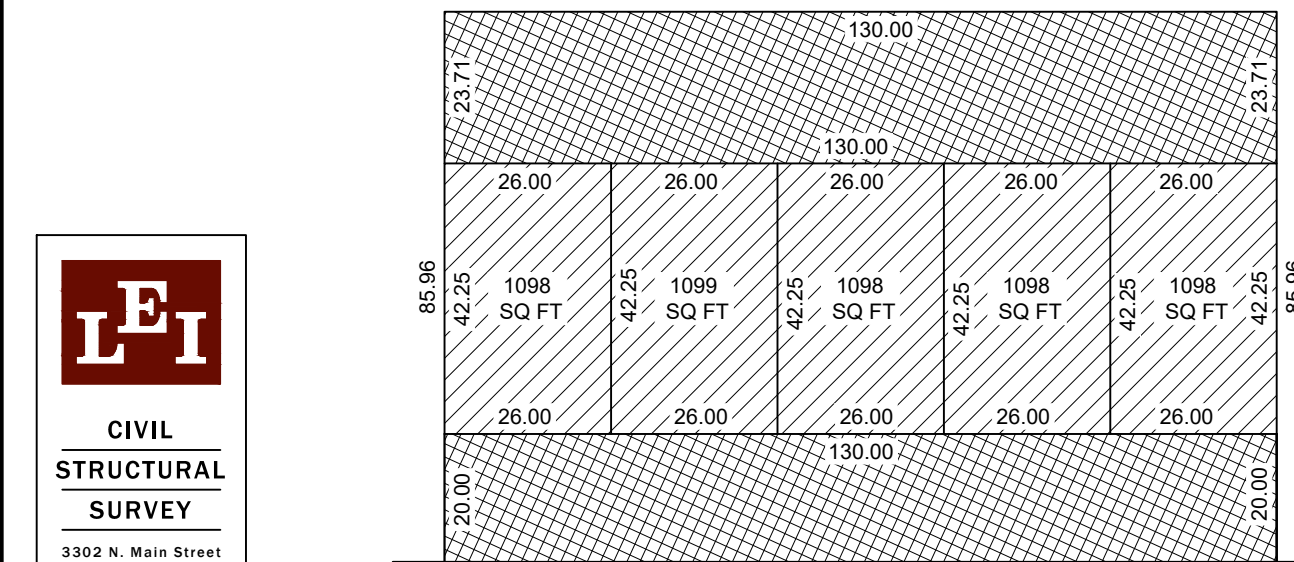
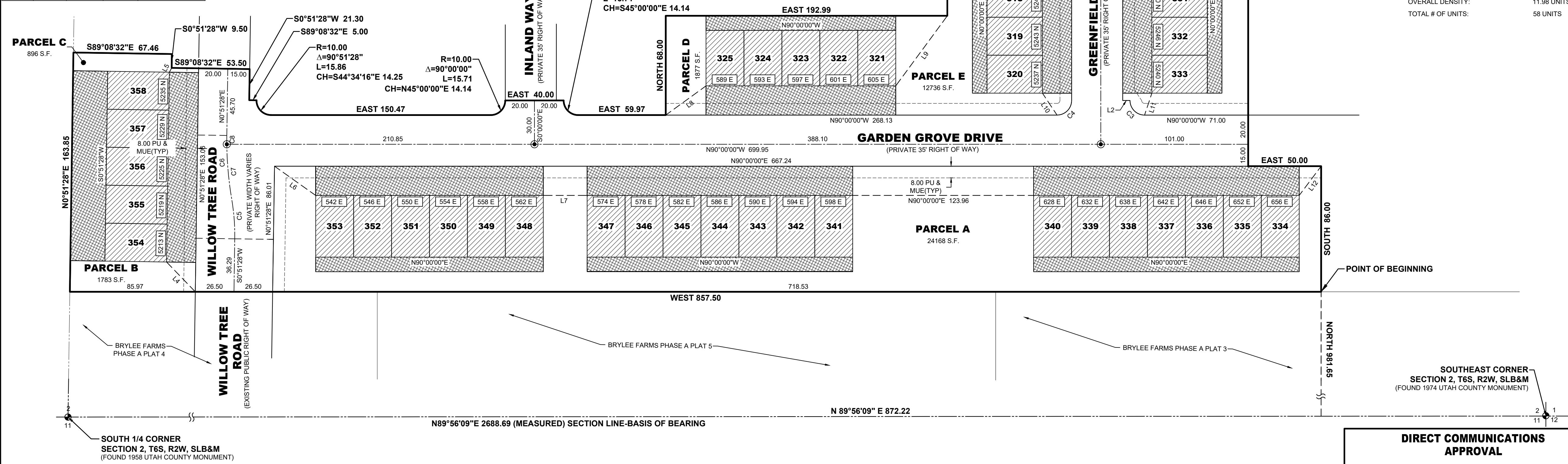


LINE TABLE		
LINE	DIRECTION	LENGTH
L1	S11°18'36"W	20.40
L2	S89°59'59"E	5.00
L3	S0°00'00"E	5.00
L4	N44°00'18"W	28.35
L5	S27°40'46"W	3.32
L6	N54°39'21"W	34.57
L7	N90°00'00"E	30.04
L8	S54°04'08"W	34.08
L9	N36°24'16"E	59.64
L10	S33°41'24"E	18.03
L11	S18°26'06"W	15.81
L12	N36°56'55"E	25.03
L13	S0°00'00"E	20.00
L14	N0°00'00"E	20.00
L15	N45°00'01"E	14.14
L16	N18°26'06"W	15.81
L17	S36°50'37"E	24.99
L18	N90°00'00"E	20.01

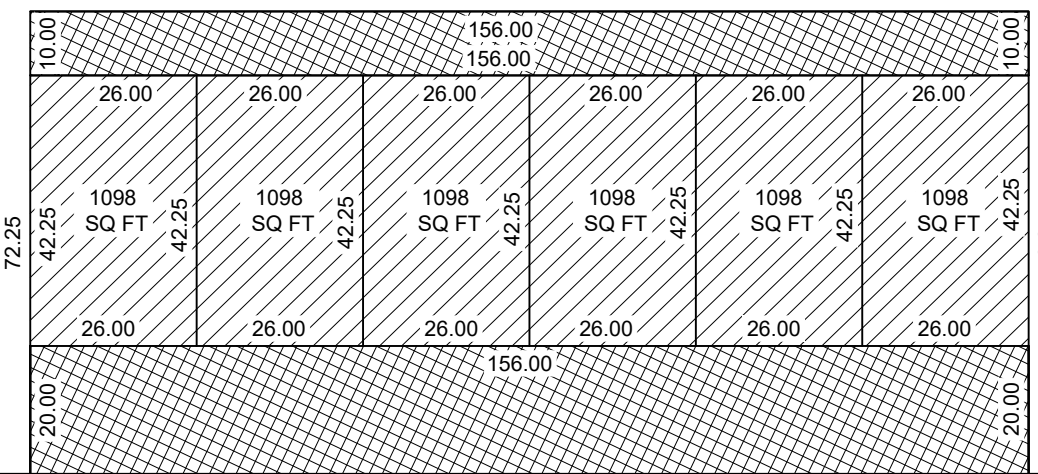
CURVE TABLE				
CURVE	RADIUS	DELTA	LENGTH	CHORD
C1	10.00	90°00'00"	15.71	N45°00'00"W 14.14
C2	15.00	90°00'00"	23.56	N45°00'00"E 21.21
C3	10.00	90°00'00"	15.71	N45°00'00"W 14.14
C4	10.00	90°00'00"	15.71	N45°00'00"E 14.14
C5	150.00	10°30'33"	27.51	S4°23'48"E 27.47
C6	237.50	10°30'33"	43.56	S4°23'48"E 43.50
C7	237.50	9°02'54"	37.51	N5°07'38"W 37.47
C8	237.50	1°27'39"	6.06	N0°07'39"E 6.06

NOTES:

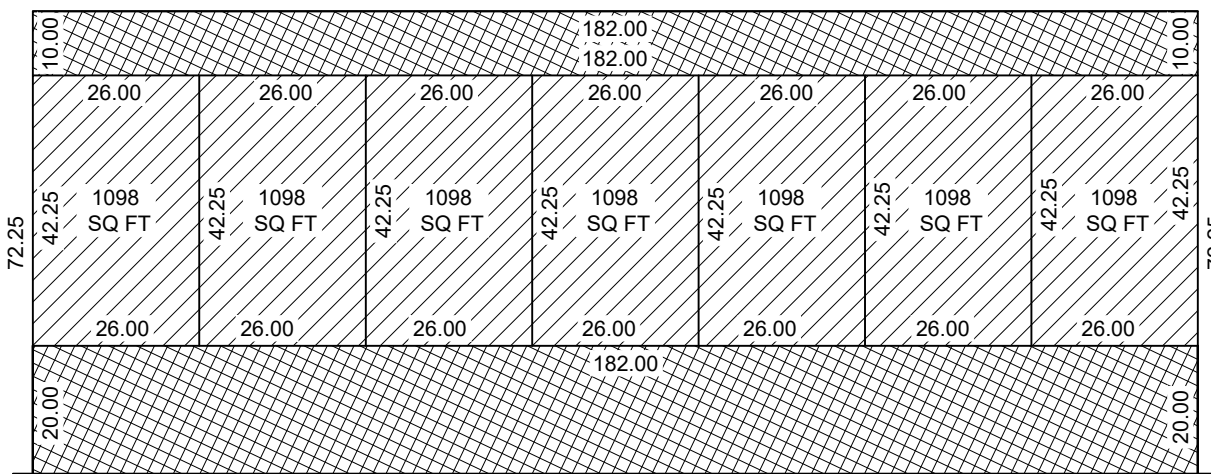
1. TYPE II MONUMENT (ALUMINUM CAP AND REBAR) TO BE SET. #5 REBAR & CAP TO BE SET AT ALL LOT CORNERS. NAIL AND BRASS WASHER TO BE SET IN TOP OF CURB @ PROJECTION OF SIDE LOT LINES.
2. ALL SITE PLANS SUBMITTED WITH BUILDING PERMIT APPLICATION SHALL SHOW THE LOCATION OF UTILITY CONNECTIONS. NO WATER METERS ALLOWED IN DRIVEWAYS.
3. ALL COMMON AREAS SHALL BE DEDICATED TO THE TOWNS AT BRYLEE FARMS OWNERS SUB ASSOCIATION.
4. ALL PRIVATE ROADWAY AREAS TO BE PUBLIC UTILITY AND MUNICIPAL UTILITY EASEMENTS.



5 PLEX
LOTS 354-358



6 PLEX
LOTS 348-353



7 PLEX
LOTS 334-347

THE TOWNS AT BRYLEE FARMS PHASE B PLAT 3

LOCATED IN THE SOUTHEAST QUARTER OF SECTION 2, TOWNSHIP 6 SOUTH,
RANGE 2 WEST, SALT LAKE BASE AND MERIDIAN
EAGLE MOUNTAIN, UTAH

FIELDSTONE CONSTRUCTION AND
MANAGEMENT SERVICES INC.

EMPYRE MULE INC.

LEGEND	
	BOUNDARY LINE
	CENTERLINE
	EASEMENT LINE
	EXISTING LOT LINES
	PROPOSED LOT LINE
	PROPOSED MONUMENT
	EXISTING MONUMENT
	LIMITED COMMON AREA
	PRIVATE AREA
	COMMON AREA

SURVEYOR'S CERTIFICATE

I, CHAD A. POULSEN, DO HEREBY CERTIFY THAT I AM A PROFESSIONAL LAND SURVEYOR, AND THAT I HOLD CERTIFICATE NO. 501182 IN ACCORDANCE WITH TITLE 58, CHAPTER 22, OF UTAH STATE CODE. I FURTHER CERTIFY BY AUTHORITY OF THE OWNER(S), THAT I HAVE COMPLETED A SURVEY OF THE PROPERTY DESCRIBED ON THIS PLAT IN ACCORDANCE WITH SECTION 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 PLAT, AND THAT THIS PLAT IS TRUE AND CORRECT.

BOUNDARY DESCRIPTION

A PORTION OF THE SOUTHEAST QUARTER OF SECTION 2, TOWNSHIP 6 SOUTH, RANGE 2 WEST, SALT LAKE BASE & MERIDIAN, LOCATED IN EAGLE MOUNTAIN, UTAH, DESCRIBED AS FOLLOWS:
BEGINNING AT THE SOUTHWEST CORNER OF THE TOWNS AT BRYLEE FARMS SUBDIVISION PHASE B, PLAT "2", ENTRY NUMBER 127877-2021, ACCORDING TO THE OFFICIAL PLAT THEREOF IN THE OFFICE OF THE UTAH COUNTY RECORDER, LOCATED N89°56'09"E ALONG THE SECTION LINE 872.22 FEET AND NORTH 981.65 FEET FROM THE SOUTH QUARTER CORNER OF SECTION 2, TOWNSHIP 6 SOUTH, RANGE 2 WEST, SALT LAKE BASE & MERIDIAN; THENCE ALONG THE NORTH LINE OF BRYLEE FARMS SUBDIVISION PHASE A, PLAT "3", ENTRY NUMBER 90148-2021 AND BRYLEE FARMS SUBDIVISION PHASE A, PLAT "4", ENTRY NUMBER 43827-2022 AND BRYLEE FARMS SUBDIVISION PHASE A, PLAT "5", ENTRY NUMBER 3414-2023, ACCORDING TO THE OFFICIAL PLAT THEREOF IN THE OFFICE OF THE UTAH COUNTY RECORDER, WEST 857.50 FEET TO THE QUARTER SECTION LINE; THENCE ALONG SAID QUARTER SECTION LINE N00°51'28"E 163.85 FEET; THENCE S89°08'25"E 67.46 FEET; THENCE S00°51'28"W 9.50 FEET; THENCE S89°08'32"E 53.50 FEET; THENCE S00°51'28"W 21.30 FEET; THENCE S89°08'32"E 5.00 FEET; THENCE ALONG THE ARC OF A NON-TANGENT CURVE TO THE LEFT 15.86 FEET WITH A RADIUS OF 10.00 FEET THROUGH A CENTRAL ANGLE OF 90°51'28", CHORD: S44°34'16"E 14.25 FEET; THENCE EAST 150.47 FEET; THENCE ALONG THE ARC OF A CURVE TO THE LEFT 15.71 FEET WITH A RADIUS OF 10.00 FEET THROUGH A CENTRAL ANGLE OF 90°00'00", CHORD: N45°00'00"E 14.14 FEET; THENCE EAST 40.00 FEET; THENCE ALONG THE ARC OF A NON-TANGENT CURVE TO THE LEFT 15.71 FEET WITH A RADIUS OF 10.00 FEET THROUGH A CENTRAL ANGLE OF 90°00'00", CHORD: S45°00'00"E 14.14 FEET; THENCE EAST 59.97 FEET; THENCE NORTH 68.00 FEET; THENCE EAST 192.99 FEET; THENCE NORTH 190.00 FEET; THENCE WEST 4.38 FEET; THENCE NORTH 121.00 FEET; THENCE EAST 351.00 FEET TO THE NORTHWEST CORNER OF SAID THE TOWNS AT BRYLEE FARMS SUBDIVISION PHASE B, PLAT "2"; THENCE ALONG SAID SUBDIVISION THE FOLLOWING FIVE (5) COURSES: SOUTH 86.00 FEET; THENCE WEST 140.48 FEET; THENCE SOUTH 328.00 FEET; THENCE EAST 50.00 FEET; THENCE SOUTH 86.00 FEET TO THE POINT OF BEGINNING.

CONTAINS: ±4.84 ACRES
210,840 SQ. FT.

DATE	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 AND OTHER PUBLIC AREAS AS INDICATED HEREON FOR PERPETUAL USE OF THE PUBLIC, PURSUANT TO UTAH CODE 10-9A-604(D), THE OWNER(S) HEREBY CONVEYS THE COMMON AREA, AS INDICATED HEREON, TO THE TOWNS AT BRYLEE FARMS OWNERS SUB ASSOCIATION, WITH A REGISTERED ADDRESS OF 134 W 13100 SOUTH, SUITE 200 DRAPER, UT 84020.	
IN WITNESS WHEREOF WE HAVE HEREUNTO SET OUR HANDS THIS _____ DAY OF _____, A.D. 20 _____	
STATE OF UTAH	S.S.
COUNTY OF _____	ON THE _____ DAY OF _____, A.D. 20 _____, PERSONALLY APPEARED BEFORE ME
	THE SIGNER(S) OF THE FOREGOING DEDICATION WHO DULY ACKNOWLEDGE TO ME THAT THEY DID EXECUTE THE SAME.
ACKNOWLEDGMENT	
NOTARY PUBLIC FULL NAME: _____	
COMMISSION NUMBER: _____	
MY COMMISSION EXPIRES: _____	
A NOTARY PUBLIC COMMISSIONED IN UTAH	
ACCEPTANCE BY LEGISLATIVE BODY	
THE _____ OF _____ 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 _____ DAY OF _____, A.D. 20 _____	
APPROVED BY _____	ATTEST _____
ENGINEER (See Seal Below)	CLERK-RECORDER (See Seal Below)
ENBRIDGE GAS UTAH ACCEPTANCE	
QUESTAR GAS COMPANY DBA ENBRIDGE GAS UTAH, HEREBY APPROVES THIS PLAT SOLELY FOR THE PURPOSE OF CONFIRMING THAT THE PLAT CONTAINS PUBLIC UTILITY EASEMENTS. ENBRIDGE GAS 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 OR IN THE NOTES, AND DOES NOT CONSTITUTE A GUARANTEE OF PARTICULAR TERMS OR CONDITIONS OF NATURAL GAS SERVICE. FOR FURTHER INFORMATION PLEASE CONTACT ENBRIDGE GAS UTAH'S RIGHT-OF-WAY DEPARTMENT AT 800-366-8532.	
QUESTAR GAS COMPANY DBA ENBRIDGE GAS UTAH	
APPROVED THIS _____ DAY OF _____, 20 _____	
BY: _____	
TITLE: _____	

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.

DIRECT COMMUNICATIONS _____ DATE _____

ROCKY MOUNTAIN POWER APPROVAL

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 THE RIGHTS AND DUTIES DESCRIBED THEREIN.
2. PURSUANT TO UTAH CODE ANN. § 17-27a-603(a)(iv) ROCKY MOUNTAIN POWER ACCEPTS DELIVERY OF THE PUE AS DESCRIBED IN THIS PLAT AND APPROVES THIS PLAT SOLELY FOR THE PURPOSE OF CONFIRMING THAT THE PLAT CONTAINS PUBLIC UTILITY EASEMENTS AND APPROXIMATES THE LOCATION OF THE PUBLIC UTILITY EASEMENTS, BUT DOES NOT WARRANT THEIR PRECISE LOCATION. ROCKY MOUNTAIN POWER MAY REQUIRE OTHER EASEMENTS IN ORDER TO SERVE THIS DEVELOPMENT. THIS APPROVAL DOES NOT AFFECT ANY RIGHT THAT ROCKY MOUNTAIN POWER HAS UNDER:

- (1) A RECORDED EASEMENT OR RIGHT-OF-WAY.
- (2) THE LAW APPLICABLE TO PRESCRIPTIVE RIGHTS.
- (3) TITLE 54, CHAPTER 8a, DAMAGE TO UNDERGROUND UTILITY FACILITIES
- (4) ANY OTHER PROVISION OF LAW.

ROCKY MOUNTAIN POWER

DATE

PHASE B PLAT "3"

THE TOWNS AT BRYLEE FARMS

SUBDIVISION

LOCATED IN THE SOUTHEAST QUARTER OF SECTION 2, TOWNSHIP 6 SOUTH,
RANGE 2 WEST, SALT LAKE BASE & MERIDIAN
EAGLE MOUNTAIN, UTAH

SCALE: 1" = 40'

SURVEYOR'S SEAL	NOTARY PUBLIC SEAL	CITY-COUNTY ENGINEER SEAL	COUNTY-RECORDER SEAL

This form approved by Utah County and the municipalities therein.

LEI #18-0021



**EAGLE MOUNTAIN CITY
CITY COUNCIL MEETING
MAY 6, 2025**

TITLE:	SITE PLAN - McDonald's (City Center)
ITEM TYPE:	Site Plan
FISCAL IMPACT:	N/A
APPLICANT:	Darrin Perkes, Dominion Engineering

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

PUBLIC HEARING

No

PREPARED BY

David Stroud, Senior Planner

PRESENTED BY

David Stroud

RECOMMENDATION:

Staff recommends the City Council approve the McDonald's site plan in accordance with the Planning Commission recommendations that:

1. Recordation of The District final plat before a building permit is applied for; and
2. All roof-mounted mechanical equipment is/be screened from view.

BACKGROUND:

The District Preliminary Plat was recently approved, and it is anticipated the final plat, which is approved by Staff, will soon be recorded. McDonald's requests site plan approval of a franchise to be located south of City Hall, in the Commercial Community zone. This property was rezoned to a Commercial Community in 2021.

The City Council continued this item from the April 15 meeting. There was some concern about the traffic study and if it made any recommendations for the site. The City Engineer has reviewed the study and has no improvement additions to the site based on the study.

ITEMS FOR CONSIDERATION:

Site Plan Development Standards: The following are standards required for all site plans in any zoning district (17.100.050)

- A. Use of Property:** The entire parcel is to be built, landscaped, or paved, thus the proposal complies with 17.100.050.A.
- B. Screening Requirements:** The project is located within a commercial district, and does not abut any agriculture or residential property, therefore it complies with 17.100.050.B.
- C. Access Requirements:** The building is accessed via an internal roadway that connects to a public ROW in compliance with 17.100.050.C.
- D. Off-Street Truck Loading Space:** This use does not require the frequent distribution of materials via and therefore does not provide off-street truck loading space.
- E. Utilities:** All utilities are shown as being underground and in proper easements in

compliance with 17.100.050 E.F.

Grading and Drainage: The applicant has provided grading and draining plans that have been reviewed by the City Engineer.

Commercial Design Standards: The following are design standards for the site and building design of commercial developments.

17.72.030.A. requires buildings be located at or near the front setback with pedestrian access leading to the primary entrance and with landscaping between the building and the street. The building is located adjacent to Pony Express Parkway, with pedestrian access provided from the Pony Express Trail.

17.72.030.A.1. requires the primary entrance of a commercial building to orient towards the street and the sidewalk. Orienting the primary entrance to a parking area without addressing the street-facing facade with entrances, display windows, awnings, increased architectural elements, increased landscaping, and/or other pedestrian-oriented features is prohibited. The main entrance to the building is located on the east elevation, which opens to the main parking area, with the rear (west elevation) facing towards Pony Express Parkway. Additional landscaping is to be maintained as part of the Pony Express Parkway ROW. It is the opinion of Staff that the architecture and landscaping components are sufficient to provide needed elements when facing a public ROW.

17.72.030.B. requires surface parking to be located at the rear or side of a commercial building and prohibits parking between the building and the street. In this case, parking is located to the side and front of the building; however, the front faces a private access road, not Pony Express Parkway, which lessens the visual impact. The building includes some architectural articulation. While additional articulation would be beneficial, the footprint and design are consistent with other nearby structures.

Architectural Standards: The following architectural elements shall be applied to commercial development. Minor variations to these standards may be considered.

17.72.040.A. requires that commercial buildings be similar in style to adjacent buildings, and that all facades of the building be designed with consistent architectural style, detail, and trim features as the primary facade. The proposed building is the first in this development. It is the opinion of Staff that the elevations largely comply with code (articulation has been pointed out to the applicant, and the building does contain elements of articulation).

17.72.040.B states that: "the main entrance of a structure should orient to major sidewalks, pedestrian ways, plazas, courtyards, or other public spaces. It shall be clearly identifiable, and consist of a sheltering element such as a porch, stoop, awning, arcade, or portico." The main entrance of the structure orients towards the parking area. The pedestrian entrance is readily identifiable and uses an awning structure. The drive-through elevation also contains awnings over windows where customer transactions are made.

17.72.040.C. states: "the primary roof form of a structure should help reduce the perceived scale of the building. All commercial buildings shall contain either a sloping roof with overhanging eaves, or a decorative parapet and multiple roof planes and heights..." The proposed building has multiple parapets. The drive-through elevation is fairly uniform in height, but does have architectural relief on the east end.

17.72.040.D. requires vertical and horizontal articulation. The building includes vertical and horizontal elements, awnings, and various materials providing visual articulation.

17.72.040.E.1. states: "Commercial buildings shall incorporate a majority of the following architectural details: reveals, canopies, awnings, popouts, columns, decorative trim and molding, architectural lighting, ornamental cornices, decorative masonry pattern, decorative doors and windows, exposed timbers and trellis structures, all side of a building shall include chosen details" The proposal uses awnings, popouts, columns, architectural lightings, and decorative windows.

17.72.040.F.2. states: "All commercial buildings shall avoid large panelized products or featureless surfaces. Commercial buildings shall utilize an appropriate mixture of building materials on all sides..." It shall be up to the Planning Commission to determine if the elevations meet this standard. In Staff's opinion, the elevations use an acceptable combination of materials, textures, and colors.

17.72.040.G. states "Buildings should not be restricted to using desert landscape colors such as beige, tan, grays, browns etc. A wide palette of colors is recommended and it is the opinion of Staff that the elevations comply with this requirement.

Parking. Table 17.55.120(c), Required Parking by Land Use, requires Restaurants (Fast Food/Drive-Thru) to have one stall per 125 square feet of area which is 36 stalls; 41 stalls are provided.

Bike Racks. The applicant is providing bike racks in compliance with 17.35.050.K.

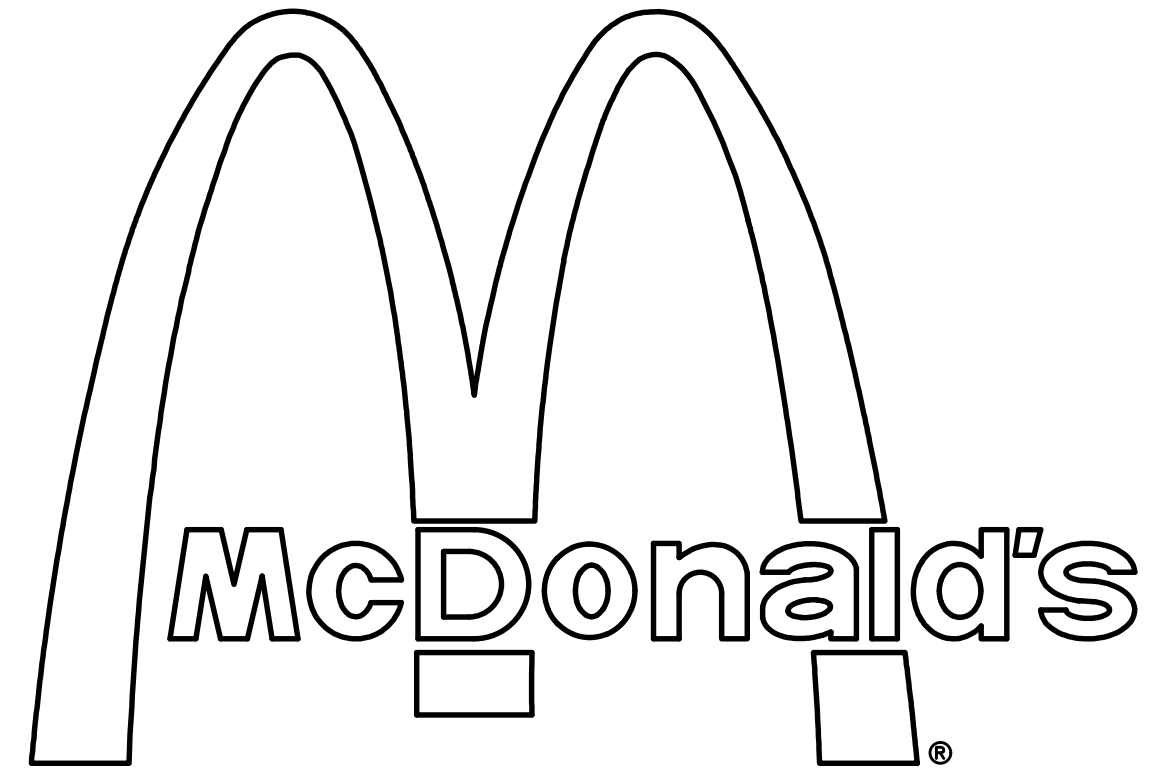
PLANNING COMMISSION ACTION/RECOMMENDATION:

The Planning Commission recommended that the City Council approve the McDonald's site plan with the following conditions:

1. Recordation of The District final plat before a building permit is applied for; and
2. All roof-mounted mechanical equipment is/be screened from view.

ATTACHMENTS:

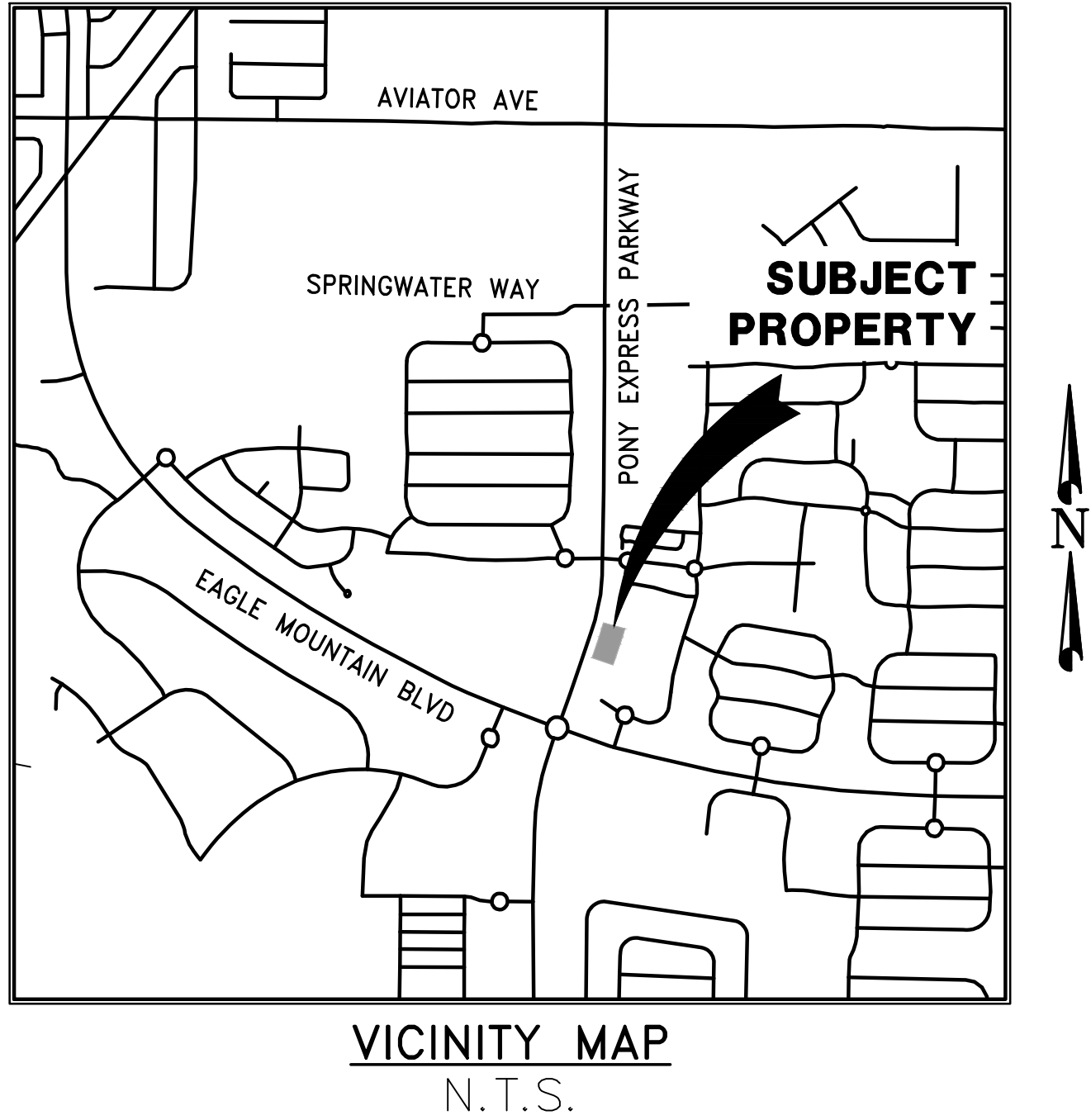
1. Civil Drawings
2. Elevations
3. HVAC Sitrine
4. Lighting Plan
5. The District TIS



4248 NORTH 1650 EAST
EAGLE MOUNTAIN, UTAH

SITE 043-0330

SITE IMPROVEMENT PLANS (CIVIL PACKAGE)



ISSUE DATE	DESCRIPTION	REVISION
11-12-24	CITY SUBMITTAL #1	
02-10-25	CITY SUBMITTAL #2	A
03-13-25	CITY SUBMITTAL #3	B

INDEX OF SHEETS				
REVISION			SHEET NO.	SHEET
		B A		COVER SHEET
			1 of 2	ALTA/NSPS LAND TITLE SURVEY
			2 of 2	ALTA/NSPS LAND TITLE SURVEY
			C0.1	GENERAL NOTES
		B A	C0.2	EMC GENERAL NOTES
			C0.3	DEMOLITION PLAN
		B A	C1.0	SITE IMPROVEMENT PLAN
		B A	C1.1	DRIVE-THRU LAYOUT PLAN
		B A	C1.2	LITTER PICKUP PLAN
		B A	C2.0	UTILITY PLAN
		B A	C3.0	OVERALL GRADING & DRAINAGE PLAN
			C3.1	DRAINAGE DETAILS - CALCS
			C3.2	DRAINAGE DETAILS - STORMTECH
			C3.3	DRAINAGE DETAILS - BARRACUDA
			C3.4	DRAINAGE DETAILS - STORMTECH + BARRACUDA
		B A	C4.0	EROSION CONTROL PLAN
		A	C5.1	MCDONALD'S FOUNDATION AND MISC. DETAILS
			C5.2	MCDONALD'S SIGNS & FOOTINGS DETAILS
			C5.3	TRASH ENCLOSURE DETAILS
			C5.4	MISCELLANEOUS SITE DETAILS
		A	C5.5	STANDARD DETAILS
			C5.6	ADA SITE DETAILS
		A	C5.7	SWPPP DETAILS
			C5.8	MCDONALD'S DRIVE THRU LAYOUT PLAN (REFERENCE ONLY)
			C5.9	DIGITAL BOARD - FOUNDATION PLANS
			C5.10	DRIVE THRU WIRING DETAILS
			C5.11	APPROACH AND RAMP DETAILS
		B A	C5.12	LOT LIGHTING DETAILS
		B A		PHOTOMETRIC LIGHTING PLAN
		B A	L1.1	LANDSCAPE PLAN
		B A	L1.2	IRRIGATION PLAN
		B A	A2.0	BUILDING ELEVATIONS
		B A	A2.1	BUILDING ELEVATIONS
		B A		COLOR BUILDING ELEVATIONS

FOR
McDONALD'S CORPORATION
4643 South Ulster Street, Suite 1300
Denver, Colorado 80237
(303) 779-0444

PREPARED BY
**Dominion**
Engineering Associates, L.C.
5684 South Green Street
Murray, Utah 84123 801-713-3000



Path: F:\McDONALDS\Utah\Eagle Mountain\TOWN CENTER 43-0330\SURVEY\dwg\TOWN CENTER 43-0330 ALTA.dwg | plot date: October 28, 2024 | plotted by: brett

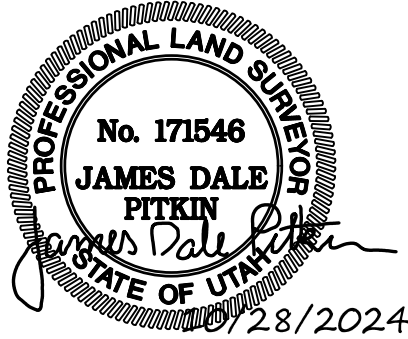
SURVEYOR’S CERTIFICATE

To: McDonald’s Corporation, a Delaware corporation; McDonald’s USA, LLC, a Delaware limited liability company; McDonald’s Real Estate Company, a Delaware corporation; Fidelity National Title Insurance Company, National Commercial Services & Chicago Title Insurance Company;

This is to certify that this map or plat and the survey on which it is based were made in accordance with the 2021 Minimum Standard Detail Requirements for ALTA/NSPS Land Title Surveys, jointly established and adopted by ALTA and NSPS and includes Items 1, 2, 3, 4, 5, 6(a), 6(b), 7(a), 7(b)(1), 7(c), 8, 9, 10, 11, 13, 14, 16, 17, 18, 19 & 20 of Table A thereof. The on-site measurements were completed on December 7, 2023.

Date: October 28, 2024

James D. Pitkin, PLS
License No. 171546



NARRATIVE

An ALTA/NSPS Land Title Survey of the subject property was requested by McDonald’s Corporation for future design considerations. A Commitment for Title Insurance prepared by Chicago Title Insurance Company, Commitment No. U0050040–801–T81–R2D Amendment No. 4, Effective October 24, 2024, was provided and relied upon for the preparation of this survey.

The Basis of Bearings for this survey is South 89°31’17” East 2666.44 feet measured along the Section line between the South Quarter corner and the Southeast corner of Section 12, Township 6 South, Range 2 West, Salt Lake Base & Meridian.

The Benchmark utilized for the elevations shown is the Utah County brass cap monument marking the Southeast Corner of said Section 12 as shown on the Utah County Surveyor’s State Plane Coordinate & Dependent Resurvey Plat of said Township 6 South, Range 2 West, Salt Lake Base & Meridian at 4867.22 feet (NAVD88).

SURVEYOR’S NOTES

- A. This survey is prepared to and complies with the requirements set forth in the McDonald’s Survey Order Form and Minimum Requirements unless superceded by the 2021 Minimum Standard Detail Requirements for ALTA/NSPS Land Title Surveys, dated Feb. 23, 2021. Table A, Item 20 was utilized to include additional statements such as “affects” or “does not affect” and specific statements by McDonald’s shown in [brackets] for the exceptions.
- B. The “Field Description” is a requirement of the McDonald’s Survey Order Form and Minimum Requirements and represents the project site for development as shown on the concept plan provided.
- C. The subject property is located within an area identified as Zone “X” (Areas determined to be outside the 500–year floodplain) per Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) No. 49049C0275F (Not Printed), Effective Date: June 19, 2020, for Community No. 490258, City of Eagle Mountain.
- D. A Zoning report or letter was not provided. The current zone from Eagle Mountain City’s Zoning Lookup Map indicates the subject property lies within the Community Commercial (CC) District. Section 17.35.040 of the Eagle Mountain City Code discloses the following Setback Requirements: 1. Front Yard – 10’ Minimum/25’ Maximum, 2. Side Yard – None (Equal to building height if adjacent to residential), 3. Rear Yard – 20’ (35’ if adjacent to residential). Maximum Height: 50’ (Measured from the average of the highest finished grade and the lowest finished grade of the structure to the highest point of the roof, excluding ancillary structures). Section 17.55.110 of the Eagle Mountain City Code indicates 1 parking stall is required per 125 sq. ft. of gross floor area for fast food/drive–thru restaurants. Graphically depicted Front Yard Setbacks are measured from the proposed right–of–way dedication (See Note H).
- E. No parking spaces were observed on the vacant land.
- F. Utilities shown have been located from visible indications surveyed on the subject property and from information provided. The surveyor has not physically located the underground utilities and makes no guarantees that the utilities shown hereon compromise all such utilities in the area either in service or abandoned.
- G. No evidence of recent earth moving work, building construction, or building additions were observed.
- H. No evidence of proposed changes in street right of way lines or recent street or sidewalk construction or repairs was observed. A preliminary plat provided by the client indicates a 26’ wide right–of–way dedication along the easterly line of Pony Express Parkway (Sweetwater Road) and is shown.
- I. No evidence of the property being used as a dump, sump or sanitary landfill were observed.
- J. The parcels & lots shown are contiguous, no gaps or gores are apparent from the information provided for this survey or apparent from the recorded plat and deed description information listed.
- K. No encroachments were observed at the time of the survey.

RECORD DESCRIPTIONS

(Title Commitment No. U0050040–801–T81–R2D Amendment No. 4, Effective October 24, 2024)

PARCEL 1:

All of future Lot 4 of the forthcoming The District at Eagle Mountain Subdivision, being a part of the Southeast Quarter of Section 12, Township 6 South, Range 2 West, Salt Lake Base and Meridian, being further described as follows:

Beginning at a point 1027.73 feet North 00°27’04” East along the Section line and 2114.38 feet West from the Southeast corner of Section 12, Township 6 South, Range 2 West, Salt Lake Base and Meridian, and running thence North 71°03’24” West 177.50 feet; thence North 18°56’36” East 176.88 feet to a point of curvature with a 1876.00 foot radius to the left; thence northerly 117.58 feet along the arc of said curve through a central angle of 03°35’28” (chord bears North 17°08’52” East 117.35 feet); thence South 74°38’52” East 177.50 feet to a point on a 2053.50 foot radius non–tangent curve to the right; thence southerly 128.71 feet along the arc of said curve through a central angle of 03°35’28” (chord bears South 17°08’52” West 128.69 feet); thence South 18°56’36” West 176.88 feet to the point of beginning.

PARCEL 2:

Together with the beneficial rights as granted by that certain Declaration dated _____, 2024 and recorded _____, 2024 as Entry No. _____ of Official Records.

A portion of Parcel Numbers: 59:044:0112 & 59:044:0175

FIELD DESCRIPTION OF PROJECT SITE

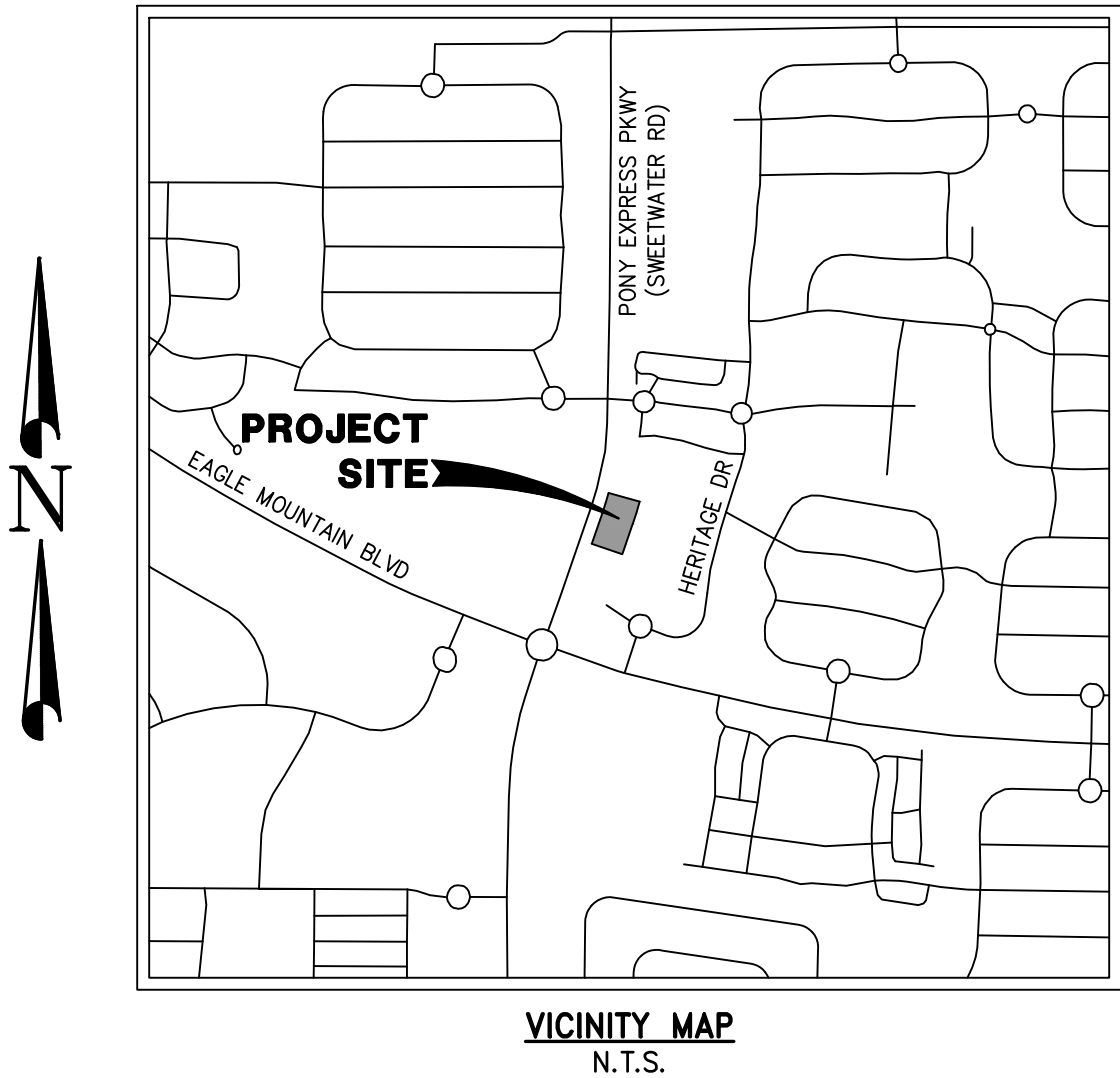
All of future Lot 4 of the forthcoming The District at Eagle Mountain Subdivision, located in the Southeast Quarter of Section 12, Township 6 South, Range 2 West, Salt Lake Base and Meridian, Eagle Mountain City, Utah County, Utah, more particularly described as follows:

BEGINNING at a point 551.63 feet South 89°31’17” East along the Section line and 1010.06 feet North 00°28’43” East from the South Quarter corner of Section 12, Township 6 South, Range 2 West, Salt Lake Base and Meridian, and running thence North 71°03’24” West 177.50 feet; thence North 18°56’36” East 176.88 feet to a point of curvature with a 1876.00 foot radius to the left; thence northerly 117.58 feet along the arc of said curve through a central angle of 03°35’28” (chord bears North 17°08’52” East 117.56 feet); thence South 74°38’25” East 177.50 feet to a point on a 2053.50 foot radius non–tangent curve to the right; thence southerly 128.71 feet along the arc of said curve through a central angle of 03°35’28” (chord bears South 17°08’52” West 128.69 feet); thence South 18°56’36” West 176.88 feet to the POINT OF BEGINNING.

Contains 53,254 square feet or 1.222 acres, more or less.

REFERENCES

- 1. Commitment for Title Insurance & associated documentation prepared by Chicago Title Insurance Company, Commitment No. U0050040–801–T81–R2D Amendment No. 4, Effective October 24, 2024.
- 2. The Landing at Eagle Mountain Phase I Plat recorded October 22, 1997 as Entry No. 83279:1997, Map Filing No. 7290.
- 3. Eagle Mountain Boulevard Plat recorded October 23, 1997 as Entry No. 83435:1997, Map Filing No. 7292.
- 4. Sweetwater Road Plat recorded October 23, 1997 as Entry No. 83436:1997, Map Filing No. 7293.
- 5. Eaglepark Subdivision Phase 1 Plat recorded April 15, 1998 as Entry No. 36958:1998, Map Filing No. 7492.
- 6. The Landing at Eagle Mountain Phase II Plat recorded May 15, 1998 as Entry No. 48683:1998, Map Filing No. 7534.
- 7. Mountain View Subdivision Phase 1 recorded August 6, 1998 as Entry No. 78428:1998, Map Filing No. 7679.
- 8. Mountain View Subdivision Phase 2 recorded August 5, 1999 as Entry No. 87702:1999, Map Filing No. 8172.
- 9. Town Center Access Dedication Map Heritage Drive Plat recorded November 24, 1999 as Entry No. 123521:1999, Map Filing No. 8323.
- 10. Town Center East Subdivision Plat “A” recorded March 13, 2000 as Entry No. 19636:2000, Map Filing No. 8464.
- 11. The Landing at Eagle Mountain Phase 3 Plat recorded December 12, 2000 as Entry No. 98557:2000, Map Filing No. 8867.
- 12. Mountain View Ranch Subdivision Phase 3 recorded May 28, 2003 as Entry No. 79606:2003, Map Filing No. 10010.
- 13. The Landing at Eagle Mountain Phase A – Plat 4 recorded March 6, 2020 as Entry No. 29325L2020, Map Filing No. 16985.
- 14. The Marketplace at Eagle Mountain Town Center Plat recorded July 19, 2021 as Entry No.127110:2021, Map Filing No. 17808.
- 15. Records of Survey No. 99–208, 18–288, & 22–521.
- 16. Preliminary Plat of The District at Eagle Mountain Subdivision prepared by AWA Engineering provided by the client.



SCHEDULE B, PART II EXCEPTIONS

(Title Commitment No. U0050040–801–T81–R2D Amendment No. 4, Effective October 24, 2024)

1–10 Standard exceptions, not matters of survey or intentionally deleted exceptions are not shown or addressed.

11 Application for Assessment and Taxation of Agricultural Land, recorded April 25, 2012 as Entry No. 33948:2012 contains multiple descriptions, all blanket in nature, that includes Tax Parcel No. 59:044:0012. [Affects subject property]

12–13 Standard exceptions, not matters of survey or intentionally deleted exceptions are not shown or addressed.

14 Special Warranty Deed recorded June 19, 1978 as Entry No. 23832 in Book 1656 at Page 102 contains multiple descriptions, all blanket in nature, that the subject property lies within. [Affects subject property]

15 Restrictive Covenant Precluding the Residential of Other Non–Agricultural Use of the Land recorded December 10, 1980 as Entry No. 43710 in Book 1884 at Page 169 contains multiple descriptions, all blanket in nature, that the subject property lies within. [Affects subject property]

16 Intentionally deleted

17 Restrictive Covenant Precluding the Residential or Other Non–Agricultural Use of the Land recorded January 13, 1982 as Entry No. 853, in Book 1959 at Page 109 contains multiple descriptions, all blanket in nature, that the subject property lies within. [Affects subject property]

18 Agreement Regarding Restrictive Covenant Precluding the Residential or Other Non–Agricultural Use of Land recorded February 24, 1986 as Entry No. 5415, in Book 2283 at Page 491 contains multiple descriptions, all blanket in nature, that the subject property lies within. [Affects subject property]

19 Trust Deed, dated April 25, 1994, recorded April 26, 1994 as Entry No. 34898 in Book 3428 at Page 382, Assignment of Trust Deed and Trust Note recorded July 18, 2007 as Entry No. 103893:2007, Affidavit of Correction recorded June 05, 2014 as Entry No. 38268:2014, and Notice of Default and Election to Sell Trust Property recorded August 4, 2014 as Entry No. 54106:2014, Substitution of Trustee recorded September 17, 2018 as Entry No. 88975:2018 contains multiple descriptions, all blanket in nature, that includes Tax Parcel No. 59:044:0112. [Affects subject property]

20 Intentionally deleted

21 Intentionally deleted

22 Intentionally deleted

23 Master Declaration of Covenants for Eagle Mountain Properties Communities Master Association recorded October 29, 2009 as Entry No. 113261:2009, Amended Covenants, Conditions, Restrictions and/or Easements recorded December 13, 2010 as Entry No. 108314:2010, Amended Covenants, Conditions, Restrictions and/or Easements recorded May 25, 2018 as Entry No. 49096:2018, Amended Covenants, Conditions, Restrictions and/or Easements recorded June 14, 2019 as Entry No. 54420:2019, Amended Covenants, Conditions, Restrictions and/or Easements recorded September 17, 2019 as Entry No. 92248:2019, Amended Covenants, Conditions, Restrictions and/or Easements recorded November 8, 2019 as Entry No. 117084:2019, Amended Covenants, Conditions, Restrictions and/or Easements recorded July 30 2021 as Entry No. 133535:2021, Amended Covenants, Conditions, Restrictions and/or Easements recorded August 23, 2021 as Entry No. 146829:2021, Amended Covenants, Conditions, Restrictions and/or Easements recorded December 17, 2021 as Entry No. 209239:2021, and Amended Covenants, Conditions, Restrictions and/or Easements recorded September 27, 2023 as Entry No. 64076:2023 contains multiple descriptions, all blanket in nature, that include Tax Parcel No’s. 59:044:0041 & 59:044:0112. Document includes multiple blanket easements and a 10’ wide landscape and signage easement (Measured from the front edge of the sidewalk.) and are shown. [Affects subject property]

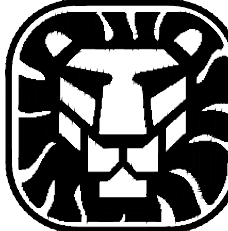
24 Notice of Reinvestment Fee Covenant recorded May 20, 2010 as Entry No. 41553:2010 contains multiple descriptions, all blanket in nature, that includes Tax Parcel No. 59:044:0112. [Affects subject property]

25 Intentionally deleted

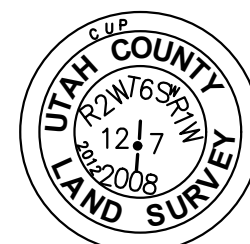
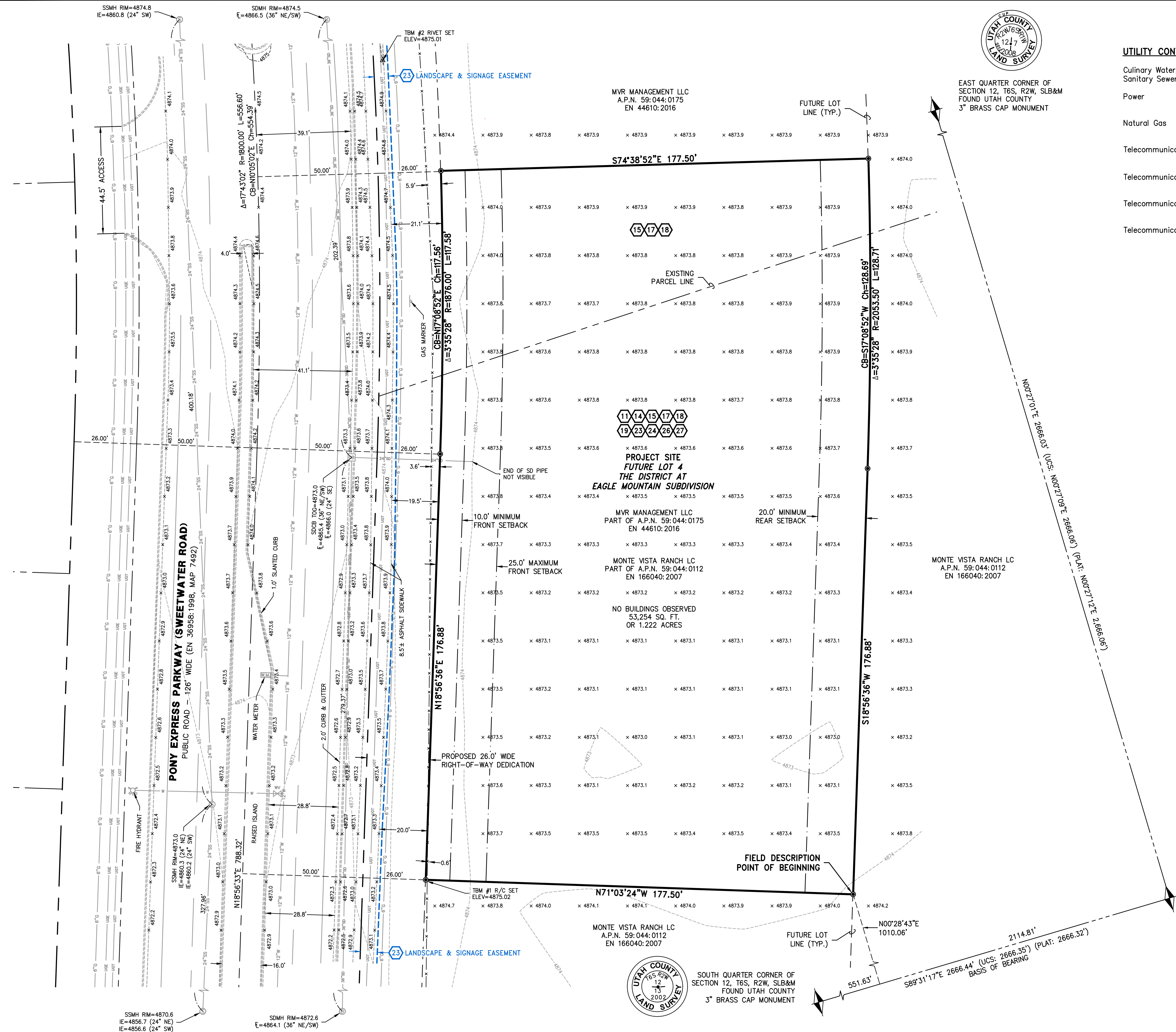
26 Unrecorded Lease disclosed in that Application for Assessment and Taxation of Agricultural Land recorded April 25, 2012 as Entry No. 33948:2012 contains multiple descriptions, all blanket in nature, that includes Tax Parcel No. 59:044:0112. [Affects subject property]

27 Communications Easement Agreement recorded August 15, 2018 as Entry No. 77533:2018 contains multiple descriptions, all blanket in nature, that includes Tax Parcel No. 59:044:0112. [Affects subject property]

28–30 Standard exceptions, not matters of survey or intentionally deleted exceptions are not shown or addressed.

DRAWN BCD 12.2023 DATE CHECKED JDP 12.2023 DATE DESIGNED DATEPROJECT ENGINEER APPROVED JDP DATEPROJECT MANAGER	McDONALD’S CORPORATION EAGLE MOUNTAIN CITY, UTAH COUNTY, UTAH	 Dominion Engineering Associates, L.C. 5684 South Green Street Murray, Utah 84123 801–713–3000	ALTA/NSPS LAND TITLE SURVEY EAGLE MOUNTAIN, UT - LC-43-0330 LOCATED IN THE SOUTHEAST QUARTER OF SECTION 12, TOWNSHIP 6 SOUTH, RANGE 2 WEST, SALT LAKE BASE & MERIDIAN	PROJECT NO. 3463	
				SHEET NO. 1 of 2	
				2 UPDATED TITLE COMMITMENTBCD10.28.24	1 CORRECTED EXCEPTION NUMBERSBCD01.24.24
				0 RELEASED FOR REVIEWJDP12.18.23	NO. REVISIONS BY DATE FILE NAME: MCD EM CC SCALE: N/A

Path: P:\McDONALDS\Utah\Eagle Mountain\TOWN CENTER 43-0330\SURVEY\dwg\TOWN CENTER 43-0330 ALTA.dwg | plot date: October 28, 2024 | plotted by: brett



EAST QUARTER CORNER OF
SECTION 12, T6S, R2W, SLB&M
FOUND UTAH COUNTY
3" BRASS CAP MONUMENT

UTILITY CONTACTS

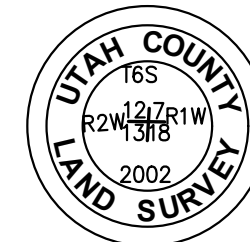
Culinary Water, Storm Drain & Sanitary Sewer	Eagle Mountain City	801-789-6670 ctrusty@emcity.org
Power	Rocky Mountain Power	801-886-7007 rmplanninganddesignrequests@pacifiCorp.com
Natural Gas	Dominion Energy	801-324-3970 map.requests@dominionenergy.com
Telecommunications	Comcast	435-224-2356 jeff.houston@telecom.ca
Telecommunications	Lumen/CenturyLink	385-479-7345 james.chidester@lumen.com
Telecommunications	Direct Communications	801-789-2800 marjorie@directcomfiber.com
Telecommunications	FirstDigital Telecom	801-456-1095 bbalmforth@firstdigital.com



LEGEND

	SUBJECT PROPERTY BOUNDARY LINE
	ADJACENT PROPERTY LINES
	SECTION LINE
	CENTER LINE
	RIGHT-OF-WAY LINE
	EASEMENT LINE (LINE TYPE & COLOR VARIES)
	SETBACK LINE
	SECTION MONUMENTS FOUND, NOT FOUND (AS NOTED)
	SURVEY MONUMENTS FOUND (AS NOTED)
	SET REBAR & CAP MARKED "DOMINION ENGINEERING" (UNLESS OTHERWISE NOTED)
	EXISTING BARBED WIRE FENCE
	EDGE OF EXISTING IMPROVEMENTS ± (AS NOTED)
	CULINARY WATER LINES ±
	SANITARY SEWER LINES ±
	STORM DRAIN LINES ±
	UNDERGROUND POWER LINES ±
	FIBER OPTIC LINES ±
	NATURAL GAS LINES ±
	EXISTING WATER MANHOLE, METER, VALVE
	EXISTING SANITARY SEWER MANHOLE, CLEAN OUT
	EXISTING STORM DRAIN MANHOLE, CATCH BASINS
	EXISTING FIRE HYDRANT
	RECORD BEARINGS AND/OR DISTANCES
	EXISTING ONE FOOT ELEVATION CONTOUR LINE
	EXISTING SPOT ELEVATION
	TITLE EXCEPTION REFERENCE NUMBERS

SOUTHEAST CORNER OF
SECTION 12, T6S, R2W, SLB&M
FOUND UTAH COUNTY
3" BRASS CAP MONUMENT
BENCHMARK=4867.22' (NAV88)



DRAWN	BCD 12.2023	CHECKED	JDP 12.2023
DESIGNED		PROJECT ENGINEER	
APPROVED	JDP	PROJECT MANAGER	

McDONALD'S CORPORATION
EAGLE MOUNTAIN CITY, UTAH COUNTY, UTAH

Dominion
Engineering Associates, L.C.
5684 South Green Street
Murray, Utah 84123 801-713-3000

ALTA/NSPS LAND TITLE SURVEY EAGLE MOUNTAIN, UT - LC-43-0330
LOCATED IN THE SOUTHEAST QUARTER OF SECTION 12, TOWNSHIP 6 SOUTH, RANGE 2 WEST, SALT LAKE BASE & MERIDIAN

				PROJECT NO.		3463	
2	UPDATED TITLE COMMITMENT	BCD	10.28.24	SHEET NO.		2 of 2	
1	CORRECTED EXCEPTION NUMBERS	BCD	01.24.24				
0	RELEASED FOR REVIEW	JDP	12.18.23				
NO.	REVISIONS	BY	DATE	FILE NAME:	SCALE:	1"=20'	
				MCD EM CC			

GENERAL NOTES:

- THE CONTRACTOR SHALL BE COMPETENT, KNOWLEDGEABLE AND HAVE SPECIAL SKILLS ON THE NATURE, EXTENT AND INHERENT CONDITIONS OF THE WORK TO BE PERFORMED. CONTRACTOR SHALL ALSO ACKNOWLEDGE THAT THERE ARE CERTAIN PECULIAR AND INHERENT CONDITIONS EXISTENT IN THE CONSTRUCTION OF THE PARTICULAR FACILITIES, WHICH MAY CREATE, DURING THE CONSTRUCTION PROGRAM, UNUSUAL OR PECULIAR UNSAFE CONDITIONS HAZARDOUS TO PERSONS, PROPERTY AND THE ENVIRONMENT. CONTRACTOR SHALL BE AWARE OF SUCH PECULIAR RISKS AND HAVE THE SKILL AND EXPERIENCE TO FORESEE AND TO ADOPT PROTECTIVE MEASURES TO ADEQUATELY AND SAFELY PERFORM THE CONSTRUCTION WORK WITH RESPECT TO SUCH HAZARDS.

CLEARING AND GRADING NOTES:

1. CONTRACTOR SHALL PERFORM EARTHWORK IN ACCORDANCE WITH THE EAGLE MOUNTAIN CITY STANDARD SPECIFICATIONS.
2. THE EXISTING TOPOGRAPHY SHOWN ON THESE PLANS IS BASED ON TOPO SURVEY PERFORMED BY DOMINION ENGINEERING.
3. CONTRACTOR SHALL TAKE NECESSARY MEASURES TO PREVENT EROSION ONTO ADJACENT PROPERTY AND IN DRAINAGE FACILITIES. CONTRACTOR RESPONSIBLE TO CONTROL DUST AND MUD ON SURROUNDING STREETS.

DEWATERING NOTES:

1. THE CONTRACTOR SHALL FURNISH, INSTALL, OPERATE AND MAINTAIN ALL MACHINERY, APPLIANCES, AND EQUIPMENT TO MAINTAIN ALL EXCAVATIONS FREE FROM WATER DURING CONSTRUCTION. THE CONTRACTOR SHALL DISPOSE OF THE WATER SO AS NOT TO CAUSE DAMAGE TO PUBLIC OR PRIVATE PROPERTY, OR TO CAUSE A NUISANCE OR MENACE TO THE PUBLIC OR VIOLATE THE LAW. THE DEWATERING SYSTEM SHALL BE INSTALLED AND OPERATED SO THAT THE GROUND WATER LEVEL OUTSIDE THE EXCAVATION IS NOT REDUCED TO THE EXTENT WHICH WOULD CAUSE DAMAGE OR ENDANGER ADJACENT STRUCTURES OR PROPERTY. ALL WORK FOR DEWATERING SHALL BE INCLUDED IN THE PRICE BID FOR ALL EXCAVATION. THE STEEL WATER LEVEL SHALL BE DRAWN DOWN TO A MINIMUM OF 1 FOOT BELOW THE BOTTOM OF EXCAVATIONS TO MAINTAIN THE UNDISTURBED STATE OF NATURAL SOILS. THE PLACEMENT OF ANY FILL TO THE SPECIFIED DENSITY. THE CONTRACTOR SHALL HAVE ON HAND, PUMPING EQUIPMENT AND MACHINERY IN GOOD WORKING CONDITION FOR EMERGENCIES, AND SHALL HAVE WORKMEN AVAILABLE FOR ITS OPERATION. DEWATERING SYSTEMS SHALL OPERATE CONTINUOUSLY UNTIL BACKFILL HAS BEEN COMPLETED TO 1 FOOT ABOVE THE NORMAL STATIC GROUNDWATER LEVEL.

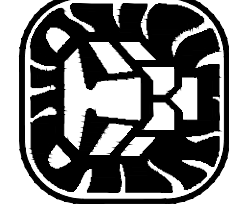
UNDERGROUND UTILITIES:

1. THE INFORMATION SHOWN ON THE PLANS WITH REGARD TO THE EXISTING UTILITIES AND/OR IMPROVEMENTS WAS DERIVED FROM FIELD INVESTIGATIONS AND/OR RECORD INFORMATION. THE ENGINEER DOES NOT GUARANTEE THESE LOCATIONS TO BE EITHER TRUE OR EXACT. PRIOR TO CONSTRUCTION, IT SHALL BE THE CONTRACTOR'S SOLE RESPONSIBILITY TO VERIFY ALL EXISTING IMPROVEMENTS AND TO EXPOSE ALL EXISTING UNDERGROUND UTILITIES RELATED TO THE PROJECT, INCLUDING BUT NOT LIMITED TO SEWER, STORM DRAIN, WATER, IRRIGATION, GAS, ELECTRICAL, ETC. AND SHALL NOTIFY THE ENGINEER FORTY-EIGHT (48) HOURS IN ADVANCE OF EXPOSING THE UTILITIES, SO THAT THE EXACT LOCATION AND ELEVATION CAN BE VERIFIED AND DOCUMENTED. THE COST ASSOCIATED TO PERFORM THIS WORK SHALL BE INCLUDED IN EITHER THE LUMP SUM CLEARING COST OR IN THE VARIOUS ITEMS OR WORK. IF LOCATION AND/OR ELEVATION DIFFERS FROM THAT SHOWN ON THE DESIGN PLANS, PROVISIONS TO ACCOMMODATE NEW LOCATION/ELEVATION MUST BE MADE PRIOR TO CONSTRUCTION.
2. PRIOR TO COMMENCING ANY WORK, IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO HAVE EACH UTILITY COMPANY LOCATE IN THE FIELD, THEIR MAIN AND SERVICE LINES. THE CONTRACTOR SHALL NOTIFY BLUE STAKES AT 1-800-662-4111 48 HOURS IN ADVANCE OF PERFORMING ANY EXCAVATION WORK. THE CONTRACTOR SHALL RECORD THE BLUE STAKE ORDER NUMBER AND FURNISH ORDER NUMBER TO OWNER AND ENGINEER PRIOR TO ANY EXCAVATION. IT WILL BE THE CONTRACTOR'S SOLE RESPONSIBILITY TO DIRECTLY CONTACT ANY OTHER UTILITY COMPANIES THAT ARE NOT MEMBERS OF BLUE STAKES. IT SHALL BE THE CONTRACTOR'S SOLE RESPONSIBILITY TO PROTECT ALL EXISTING UTILITIES SO THAT NO DAMAGE RESULTS TO THEM DURING THE PERFORMANCE OF THIS CONTRACT. ANY REPAIRS NECESSARY TO DAMAGE UTILITIES SHALL BE PAID FOR BY THE CONTRACTOR. THE CONTRACTOR SHALL BE REQUIRED TO COOPERATE WITH OTHER CONTRACTORS AND UTILITY COMPANIES INSTALLING NEW STRUCTURES, UTILITIES AND SERVICE TO THE PROJECT.
3. THE CONTRACTOR SHALL PROVIDE ALL SHORING, BRACING, SLOPING OR OTHER PROVISIONS NECESSARY TO PROTECT WORKMEN FOR ALL AREAS TO BE EXCAVATED TO A DEPTH OF 4 FEET OR MORE. FOR EXCAVATIONS 4 FEET OR MORE IN DEPTH, THE CONTRACTOR SHALL COMPLY WITH OSHA STANDARDS AND REQUIREMENTS.
4. PRIOR TO OPENING AN EXCAVATION, CONTRACTOR SHALL ENDEAVOR TO DETERMINE WHETHER UNDERGROUND INSTALLATIONS; I.E. SEWER, WATER, FUEL, ELECTRIC LINES, ETC. WILL BE ENCOUNTERED AND IF SO, WHERE SUCH UNDERGROUND INSTALLATIONS ARE LOCATED. WHEN THE EXCAVATION APPROACHES THE APPROXIMATE LOCATION OF SUCH AN INSTALLATION, THE EXACT LOCATION SHALL BE DETERMINED BY CAREFUL PROBING OR HAND DIGGING; AND, WHEN IT IS UNCOVERED, ADEQUATE PROTECTION SHALL BE PROVIDED FOR THE EXISTING INSTALLATION. ALL KNOWN OWNERS OF UNDERGROUND FACILITIES IN THE AREA CONCERNED SHALL BE ADVISED OF PROPOSED WORK AT LEAST 48 HOURS PRIOR TO THE START OF ANY EXCAVATION.
5. IN CASES OF HIGH GROUNDWATER, IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO USE RUBBER GASKET JOINTS ON ALL PRE CAST PIPES. THE COST FOR RUBBER GASKET JOINTS SHALL BE INCLUDED IN THE UNIT PRICES OF PIPE.
6. THE CONTRACTOR SHALL PROVIDE CLAY DAMS IN UTILITY TRENCHES TO PREVENT CHANNELING OF SUBSURFACE WATER, DURING AND AFTER CONSTRUCTION. CONSTRUCT CLAY DAMS AT THE TOP OF GRADE BREAKS AND AT THE FOLLOWING INTERVALS:
TRENCHES WITH SLOPES < 10% = DAMS AT 500' INTERVALS
TRENCHES WITH SLOPES ≥ 10% = DAMS AT 100' INTERVALS
7. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO INSTALL PIPE OF ADEQUATE CLASSIFICATION WITH SUFFICIENT BEDDING TO MEET ALL REQUIREMENTS AND RECOMMENDATIONS OF EAGLE MOUNTAIN CITY FOR H-20 LOAD REQUIREMENTS.
8. ALL UNDERGROUND UTILITIES SHALL BE IN PLACE PRIOR TO INSTALLATION OF CURB, GUTTER AND STREET PAVING.

GENERAL EROSION CONTROL NOTES

1. PRE CONSTRUCTION MEETING IS REQUIRED WITH THE CITY PRIOR TO DISTURBANCE.
 2. IN THE EVENT A CHANGE OCCURS ON THIS APPROVED SITE PLAN WHICH INVOLVES ENLARGING THE AREA OF DISTURBANCE, THE CONTRACTOR SHALL CONTACT EAGLE MOUNTAIN CITY EROSION CONTROL INSPECTOR PRIOR TO THE DISTURBANCE.
 3. THE CONTRACTOR WILL FILL OUT "EROSION AND SEDIMENT CONTROL PLAN" INSPECTION AND MAINTENANCE FORM EVERY SEVEN DAYS AND WITHIN 24 HOURS OF A RAINFALL EVENT AND/OR A HEAVY SNOW MELT. PROVIDE COPIES OF MAINTENANCE FORM TO EAGLE MOUNTAIN CITY EROSION CONTROL INSPECTOR AND OWNER AT WEEKLY CONSTRUCTION MEETINGS.
 4. THE CONTRACTOR WILL COMPLY WITH THE INSTALLATION AND MAINTENANCE OF THE "BEST MANAGEMENT PRACTICE" (BMP) USED ON THE EROSION AND SEDIMENT CONTROL PLANS UNTIL THE REVEGETATION BOND HAS BEEN 100% RELEASED.
 5. THE CONTRACTOR SHALL OBTAIN THE UTAH POLLUTION DISCHARGE ELIMINATION SYSTEM PERMIT FOR STORM WATER DISCHARGE ASSOCIATED WITH CONSTRUCTION ACTIVITY AND PROVIDE EVIDENCE TO THE CITY AT THE PRE CONSTRUCTION MEETING.
 6. THE CONTRACTOR WILL MAINTAIN STREETS TO BE FREE FROM SOIL AND DEBRIS 24 HOURS PER DAY, SEVEN DAYS A WEEK.
 7. THE CONTRACTOR WILL MAINTAIN THE EROSION CONTROL DEVICES UNTIL THE GROUND COVER HAS BEEN ESTABLISHED.
 8. DUST CONTROL MEASURES WILL BE ON SITE AND IN WORKING ORDER WHEN SOIL IS DISTURBED. DUST CONTROL WILL BE USED 24 HOURS, SEVEN DAYS PER WEEK AS CONDITIONS DICTATE. THE CONTRACTOR WILL INCREASE EQUIPMENT AS NEEDED TO CONTROL DUST.
 9. THE CONTRACTOR WILL PREVENT SEDIMENTS FROM ENTERING UTILITIES BY INSTALLING FILTER FABRIC AROUND STRUCTURES.
 10. VEGETATION WILL BE DISPOSED OF IN ONE OR MORE OF THE FOLLOWING WAYS:
 - HAULING TO APPROVED LAND FILL
 - SHREDDING
 - CHIPPING
 - BURNING WITH APPROVED PERMIT
- BRUSH MAY BE STOCKPILED AT TOES OF FILLS FOR TEMPORARY EROSION CONTROL.
11. REMOVE NATIVE TREES WITHIN AREAS OF DISTURBANCE ONLY.
 12. ALL EXCAVATED MATERIAL MUST BE KEPT WITHIN THE "LIMITS OF MASS GRADING DISTURBANCE".
 13. PLACE GEOTEXTILE STYLE SILT FENCES PRIOR TO ANY EXCAVATIONS INDICATED BY THE EROSION CONTROL DRAWINGS. THE EROSION/SEDIMENTATION CONTROL (E.S.C.) MEASURES SHOWN ARE THE MINIMUM REQUIREMENTS FOR THE ANTICIPATED.

DOMINION
Engineering Associates, L.C.
5684 South Green Street
Murray, Utah 84123 801-713-3000



M CORPORATION

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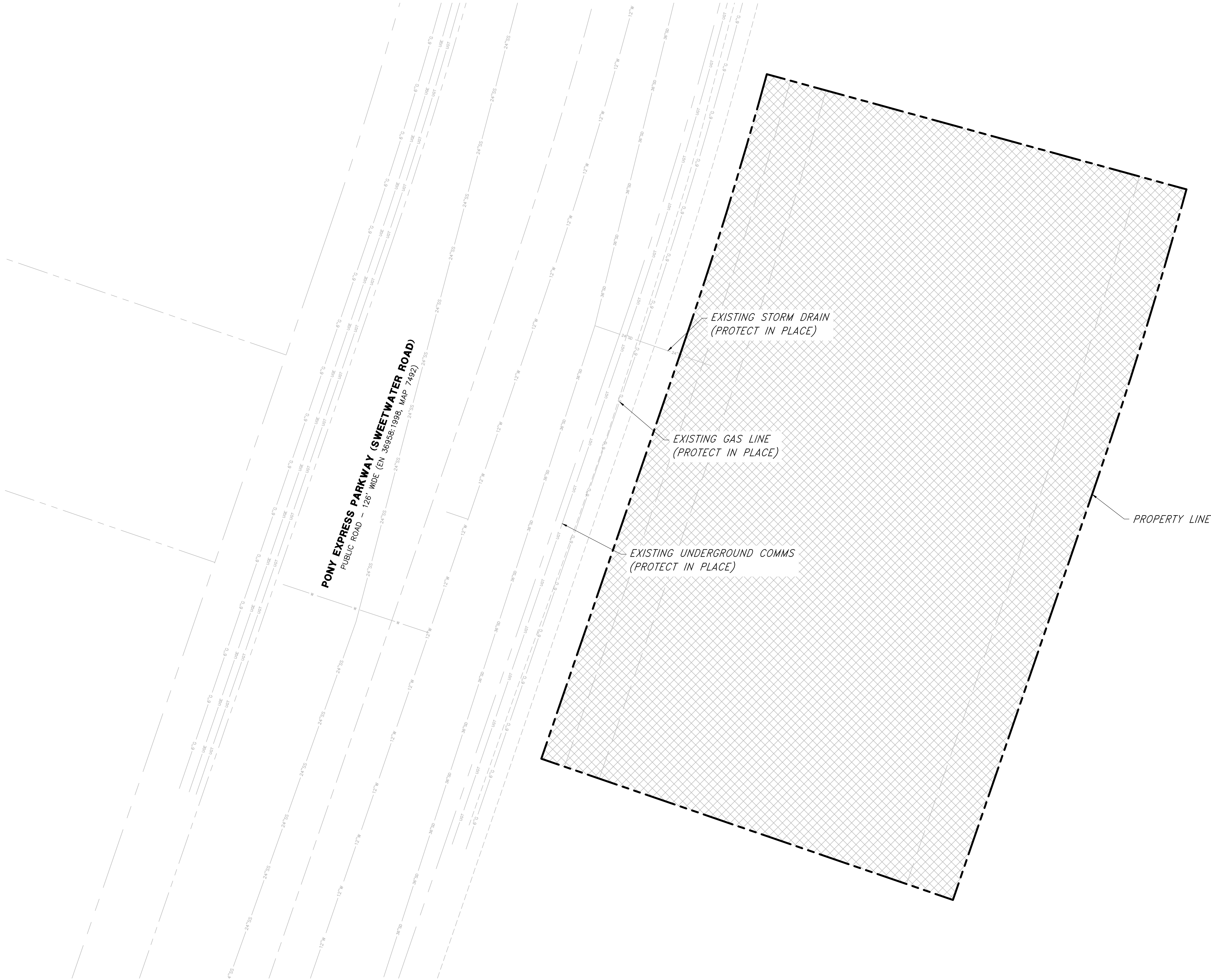
OFFICE ADDRESS
DENVER REGION: 1613 S. ILL ST. STE 1300 DENVER CO 80237

C0.1	SHEET NO.	TITLE		DRAWN BY
		MCDONALD'S SITE IMPROVEMENT PLANS		
		EAGLE MOUNTAIN, UTAH		STD ISSUE DATE
		GENERAL NOTES		REVIEWED BY
				DATE REVIEWED
	SITE ID	SITE ADDRESS		DATE ISSUED
	043-0330	4248 NORTH 1650 EAST, EAGLE MOUNTAIN, UTAH		

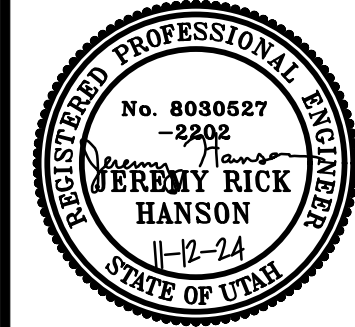
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UTILITY CONTACTS		
WATER	CITY OF EAGLE MOUNTAIN – CHRIS TRUSTY	801-789-6671
STORM	CITY OF EAGLE MOUNTAIN – CHRIS TRUSTY	801-789-6671
SEWER	CITY OF EAGLE MOUNTAIN – CHRIS TRUSTY	801-789-6671
ELECTRIC POWER	ROCKY MOUNTAIN POWER	801-469-3981
GAS	DOMINION ENERGY– BROOKE SMITH	801-789-1113
TELEPHONE	DIRECT COMMUNICATIONS – MARJORIE CLIFFORD	801-789-2800
HEALTH DEPT.	UTAH COUNTY – BECKY WORLAND	801-851-7525

DEMOLITION PLAN



CLEAR AND GRUB



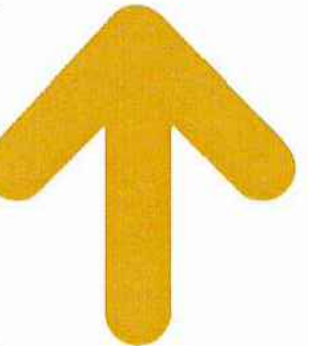
McDONALD'S SITE IMPROVEMENT PLANS
EAGLE MOUNTAIN, UTAH
DEMOLITION PLAN

McDONALD'S CORPORATION
1800 S. WYOMING AVE. SUITE 400
DENVER, CO 80202

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OFFICE ADDRESS
DENVER REGION: 4643 S. ULSER ST., SUITE 1300, DENVER, CO 80237

SHEET NO.	TITLE	DRAWN BY			
		STD	ISSUE	DATE	
C0.3	McDONALD'S SITE IMPROVEMENT PLANS EAGLE MOUNTAIN, UTAH DEMOLITION PLAN	—	—	—	—
		DATE	REVIEWED	DATE	ISSUED
43-0330	4248 NORTH 1650 EAST, EAGLE MOUNTAIN, UTAH	—	—	—	—
REV	DATE	REV	DATE	REV	DATE
BY	DESCRIPTION	BY	DESCRIPTION	BY	DESCRIPTION



NOTE: ALL SIGNAGE IS TO BE PERMITTED BY A SEPARATE SIGN PERMIT.

PARKING SIGNAGE

- (01) DIGITAL MAIN MENU BOARD—SEE DETAILS SHEET C5.9
- (02) ORDER HERE CANOPY—SEE DETAIL SHEET C5.2
- (03) VEHICLE DETECTOR LOOP—SEE DETAILS SHEET C5.8
- (36) VEHICLE DETECTOR LOOP AT DRIVE—THRU WINDOWS
- (04) DIGITAL PRE—BROWSE MENU BOARD—SEE DETAILS SHEET C5.9
- (05) "DOUBLE ARM GATEWAY"/HEIGHT DETECTOR SIGN WITH
"ANY LANE/ANY TIME" SIGN ATTACHED—SEE DETAILS SHEET C5.1
- (06) 4" CONCRETE FILLED BOLLARD—SEE DETAIL SHEET C5.1
- (07) DIRECTIONAL SIGN (APPROX. LOCATION), SEE DETAILS, SHEET
- (08) MCDelivery ORDER SIGNS (BOLLARD REQUIRED IF PLACED ON
ASPHALT)
- (09) ROLL FORWARD TURN LEFT SIGN—SEE DETAIL THIS SHEET
- (10) ROLL FORWARD PULL AHEAD SIGN—SEE DETAIL THIS SHEET
- (11) ROLL FORWARD PICK UP SIGN—SEE DETAIL THIS SHEET
- (12) MOBILE ORDER SIGNS (BOLLARD REQUIRED IF PLACED ON
ASPHALT)—SEE DETAIL THIS SHEET
- (13) PAINT GRAPHICS WHITE DIRECTIONAL PAINT MARKINGS
AROUND SITE
- (14) ROLL FORWARD DIRECTIONAL ARROW PAVEMENT MARKING (TYP.)
SEE DETAIL THIS SHEET
- (15) ROLL FORWARD 6-INCH YELLOW DASHED STRIPING PER
McDONALD'S STANDARDS
- (16) ROLL FORWARD 8-INCH YELLOW STRIPE PER McDONALD'S
STANDARDS
- (17) 6-INCH YELLOW STRIPING (MERGE POINT) PER McDONALD'S
STANDARDS
- (18) 6-INCH YELLOW STRIPING (TYP.) PER McDONALD'S STANDARDS
- (19) PAINT GRAPHICS MARKINGS PAINTED PWS123 YELLOW AROUND SITE (TYP.)
PER McDONALD'S STANDARDS
- (20) 8-INCH YELLOW STRIPING (TYP.) PER McDONALD'S STANDARDS

SHEET NO.	TITLE	DRAWN BY	PREPARED FOR	McDONALD'S CORPORATION 1915 West 1000 North Salt Lake City, Utah 84119-1000	Dominion Engineering Associates, L.C. 5664 South Green Street Murray, Utah 84123 801-715-5000						REVISIONS PER CITY REVIEW	REVISIONS PER CITY REVIEW	DESCRIPTION
							STD ISSUE DATE	REVIEWED BY	DATE REVIEWED	DATE ISSUED			
C1.1	McDONALD'S SITE IMPROVEMENT PLANS EAGLE MOUNTAIN, UTAH DRIVE—THRU LAYOUT PLAN							B	3/13/25	2/10/25	REV	DATE	RY



M CORPORATION
KPOC DRWG. 104-8905, LIMS 6051

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OFFICE ADDRESS: 4613 S. HILTED ST. SUITE 1300 DENVER, CO 80037

TITLE	DESCRIPTION	SITE ID	SITE ADDRESS	DATE ISSUED	DATE REVIEWED	REVIEWED BY	SID ISSUE DATE	ISSUED BY
McDONALD'S SITE IMPROVEMENT PLANS EAGLE MOUNTAIN, UTAH	DRIVE-THRU LAYOUT PLAN	04-03-0370	4296 N. NORTH 1650 E. EAGLE MOUNTAIN, UTAH	—	—	—	—	—

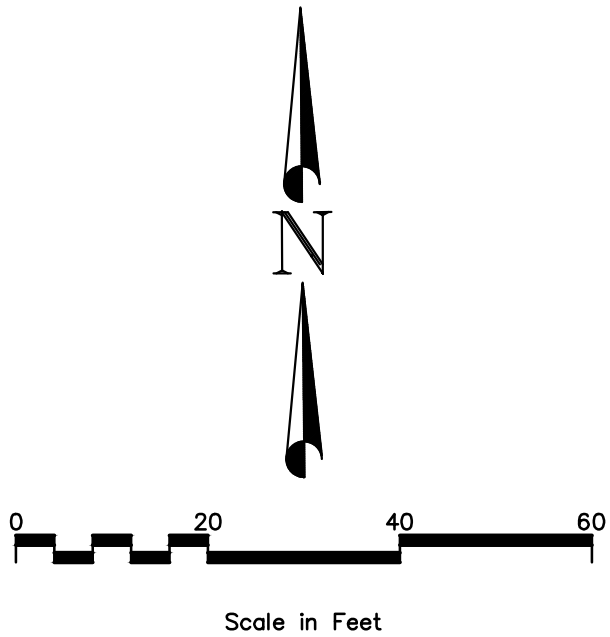
C1.1

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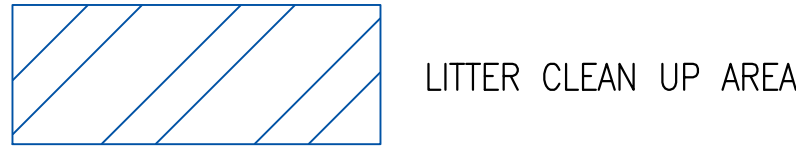


UTILITY CONTACTS		
WATER	CITY OF EAGLE MOUNTAIN – CHRIS TRUSTY	801-789-6671
STORM	CITY OF EAGLE MOUNTAIN – CHRIS TRUSTY	801-789-6671
SEWER	CITY OF EAGLE MOUNTAIN – CHRIS TRUSTY	801-789-6671
ELECTRIC POWER	ROCKY MOUNTAIN POWER	801-469-3981
GAS	DOMINION ENERGY– BROOKE SMITH	801-789-1113
TELEPHONE	DIRECT COMMUNICATIONS – MARJORIE CLIFFORD	801-789-2800
HEALTH DEPT.	UTAH COUNTY – BECKY WORLAND	801-851-7525

LITTER CLEANUP PLAN



ITEM	DESCRIPTION	SCHEDULE
DUMPSTER	COLLECTED BY WASTE MANAGEMENT COMPANY AS NEEDED.	TYPICALLY 2x-3x WEEK AS NEEDED PER VOLUME.
EXTERNAL TRASH CAN	EMPLOYEES INSPECT AND EMPTY EXTERNAL TRASH CANS AS NEEDED. EXACT LOCATION DETERMINED BY OWNER.	EMPTIED AS NEEDED. MINIMUM OF 1x PER DAY. HOURLY SITE CHECKS PERFORMED BY CREW MEMBERS FOR FILLED RECEPTACLES.
SITE INSPECTION & CLEAN UP	CREW MEMBERS TO WALK SITE AND INSPECTION FOR DEBRIS.	HOURLY SITE CHECKS PERFORMED BY CREW MEMBER FOR DEBRIS.
INTERIOR REFUSE	INTERIOR KITCHEN REFUSE IS COLLECTED AND TEMPORARILY STORED IN BINS INSIDE RESTAURANT. FILLED BINS ARE TRANSPORTED TO THE EXTERIOR DUMPSTER ON A AS NEEDED BASIS. NO REFUSE IS TEMPORARILY STORED ON THE EXTERIOR OUTSIDE OF THE DUMPSTER.	COMPLETED AS NEEDED. MINIMUM OF 2x PER DAY.
INTERIOR CUSTOMER RECEPTACLES	INTERIOR CUSTOMER WASTE RECEPTACLES ARE INSPECTED AND EMPTIED BY CREW MEMBERS AS NEEDED. A MINIMUM OF 2 RECEPTACLES ARE PROVIDED IN LOBBY. EXACT LOCATION DETERMINED BY OWNER.	COMPLETED AS NEEDED. MINIMUM OF 2x PER DAY. HOURLY LOBBY CHECKS BY CREW MEMBERS ARE PREFORMED FOR FILLED WASTE RECEPTACLES.



UTILITY NOTE
THE UNDERGROUND UTILITIES SHOWN HAVE BEEN LOCATED FROM ABOVE GROUND SURVEY TIES AND/OR EXISTING UTILITY DRAWINGS AND VERBAL EXPLANATIONS. THE SURVEYOR MAKES NO GUARANTEE THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT POSITION INDICATED, ALTHOUGH HE DOES STATE THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM THE INFORMATION MADE AVAILABLE TO HIM. BEFORE DIGGING, CONTACT EACH UTILITY ENTITY SO THAT THEY MAY MARK THEIR LOCATIONS ON THE GROUND.

REGISTERED PROFESSIONAL ENGINEER
No. 8030527
JEREMY RICK HANSON
STATE OF UTAH

DOMINION
Engineering Associates, L.C.
5684 South Green Street
Murray, Utah 84123 801-713-3000

PREPARED FOR:
M CORPORATION
4800 S. WILCOX - 4800 S. WILCOX - 4800 S. WILCOX
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DATE: 03/13/25
BY: JRH

TITLE
McDONALD'S SITE IMPROVEMENT PLANS
EAGLE MOUNTAIN, UTAH

DESCRIPTION
LITTER CLEANUP PLAN

DRAWN BY
—

STD ISSUE DATE
—

REVIEWED BY
—

DATE REVIEWED
—

DATE ISSUED
—

SHEET NO.
C1.2

SITE ID
C43-0330

SITE ADDRESS
4248 NORTH 1650 EAST, EAGLE MOUNTAIN, UTAH

OFFICE ADDRESS
4843 S. ULSTER ST. SUITE 1300, DENVER, CO 80237



- ## UTILITY PLAN NOTES

1. CONTRACTOR IS TO COORDINATE ALL UTILITIES WITH MECHANICAL AND ELECTRICAL DRAWINGS.
2. WATER CONSTRUCTION SHALL ADHERE TO EAGLE MOUNTAIN CITY STANDARDS AND SPECIFICATIONS AND WHEN NOT PRESENT TO APWA STANDARDS AND SPECIFICATIONS.
3. SANITARY SEWER CONSTRUCTION SHALL ADHERE TO EAGLE MOUNTAIN CITY STANDARDS AND SPECIFICATIONS AND WHEN NOT PRESENT TO APWA STANDARDS AND SPECIFICATIONS.

THE UNDERGROUND UTILITIES SHOWN HAVE BEEN LOCATED FROM ABOVE GROUND SURVEY METHODS AND/OR EXISTING UTILITY DRAWINGS AND VERBAL EXPLANATIONS. THE SURVEYOR/FURTHER MAKES NO GUARANTEE THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION POSITION INDICATED, ALTHOUGH HE DOES STATE THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM THE INFORMATION MADE AVAILABLE TO HIM. BEFORE DIGGING, CONTACT EACH UTILITY ENTITY SO THAT THEY MAY MARK THEIR LOCATIONS ON THE GROUND.

- 1 INSTALL EXTERNAL GAS METER (APPROXIMATE LOCATION)
- 2 INSTALL 72± L.F. OF GAS LINE PER DOMINION ENERGY GAS STANDARDS TO CONNECTION POINT AT EXIST. GAS MAIN (APPROXIMATE LOCATION). CONTRACTOR TO FIELD VERIFY EXACT LOCATION, TYPE OF EXISTING GAS LINE (SIZE DETERMINED BY DOMINION ENERGY GAS) BEFORE NEW LINE TO BUILDING IS INSTALLED.
- 3 INSTALL 65± L.F. OF 2" COMMUNICATION CONDUIT PER CENTURY LINK COMMUNICATIONS STANDARDS & SPECIFICATIONS
- 4 INSTALL 340± L.F. OF 6" UNDERGROUND POWER SERVICE CONDUIT FROM GROUNDSLEEVE BOX TO NEW TRANSFORMER.
- 5 INSTALL 4 - 4" CONDUITS FOR A TOTAL OF 98± L.F. OF UNDERGROUND POWER SERVICE CONDUIT FROM CT CABINET TO NEW TRANSFORMER. INSTALL CONDUIT TO THE BUILDING FOR POWER ON ALL DIRECTIONAL SIGNS AND MONUMENT SIGN-TYPICAL
- 6 EXISTING CONDUIT TO NEW GROUNDSLEEVE BOX.
- 7 CONTRACTOR TO PROVIDE PADVAULT FOR 3ph PADMOUNT TRANSFORMER PER RMP STANDARDS & SPECIFICATIONS. CONTRACTOR TO COORDINATE WITH ROCKY MOUNTAIN POWER.
- 8 NEW CT CABINET. CONTRACTOR TO PROVIDE PER ROCKY MOUNTAIN POWER STANDARDS & SPECIFICATIONS
- 9 FREEZELESS YARD HYDRANT WITH THREADED WATER CONNECTION
- 10 1" PVC CONDUIT FOR POWER TO TRASH ENCLOSURE
- 11 INSTALL 142± L.F. 6" UNDERGROUND POWER SERVICE CONDUIT FROM TRANSFORMER TO ACCESS DRIVE FOR FUTURE USE. CAP CONDUIT 2' FROM CURB.
- 12 EXISTING SECTIONALIZER
- 13 PROPOSED GROUND SLEEVE BOX, CONTRACTOR TO PROVIDE EXCAVATION, COORDINATE WITH ROCKY MOUNTAIN POWER

- 01 INSTALL 153± L.F. OF 2" POLYETHYLENE WATERLINE WITH ALL THE NECESSARY BENDS AND CONNECTIONS
- 02 INSTALL 2" WATER METER IN EXISTING VAULT PER EAGLE MOUNTAIN CITY STANDARD DRAWING NO. 4. CONNECT TO EX. WATER STUB.
- 03 SEE PLUMBING PLANS FOR CONTINUATION OF WATERLINE
- 04 WATER/SEWER CROSSING - MAINTAIN MIN. 18" OF VERTICAL SEPARATION ABOVE SEWER
- 05 INSTALL 156± L.F. OF 3/4" POLYETHYLENE WATERLINE WITH ALL THE NECESSARY BENDS AND CONNECTIONS FROM BUILDING TO YARD HYDRANT IN TRASH ENCLOSURE

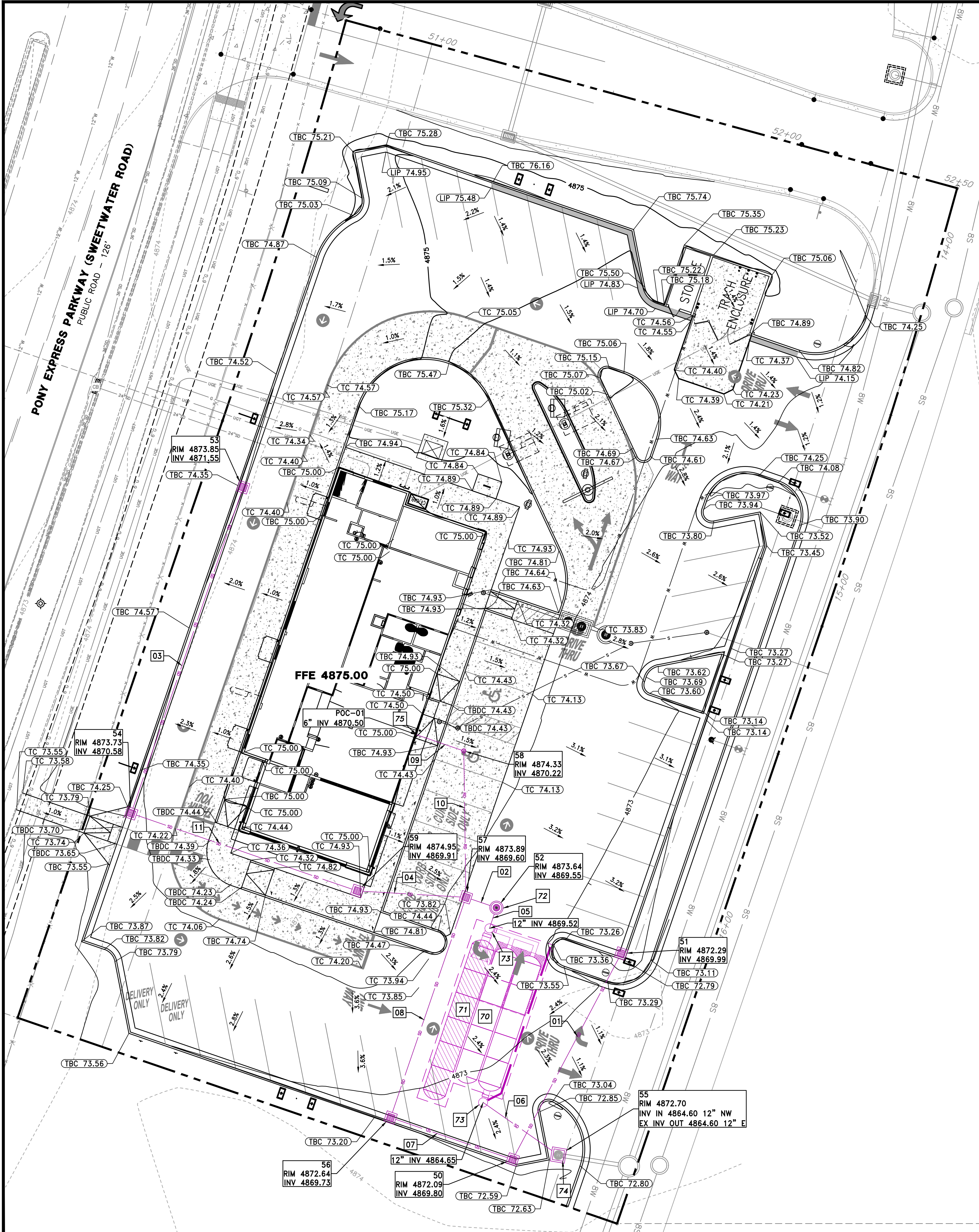
01	INSTALL 23.0 LF± OF 4" PVC SDR-35 SEWER PIPE. SLOPE AT 13.777%
02	INSTALL 3.1 LF± OF 4" PVC SDR-35 SEWER PIPE. SLOPE AT 13.09%
03	INSTALL 5.5 LF± OF 4" PVC SDR-35 SEWER PIPE. SLOPE AT 11.20%
04	INSTALL 21.6 LF± OF 4" PVC SDR-35 SEWER PIPE. SLOPE AT 12.688%
05	INSTALL 5.4 LF± OF 4" PVC SDR-35 SEWER PIPE. SLOPE AT 7.97%
06	INSTALL 54.2 LF± OF 4" PVC SDR-35 SEWER PIPE. SLOPE AT 7.97%

NAME	
GSSCO-01	INSTALL 4" SEWER CLEANOUT PER APWA STANDARDS. SEE PLAN FOR INVERT AND RIM ELEVATIONS.SEE DETAILS SHEET C5.5 DETAIL C
GSSCO-02	INSTALL 4" SEWER CLEANOUT PER APWA STANDARDS. SEE PLAN FOR INVERT AND RIM ELEVATIONS.SEE DETAILS SHEET C5.5 DETAIL C
GSSCO-03	INSTALL 4" SEWER CLEANOUT PER APWA STANDARDS. SEE PLAN FOR INVERT AND RIM ELEVATIONS.SEE DETAILS SHEET C5.5 DETAIL C
GSSCO-04	INSTALL 4" SEWER CLEANOUT PER APWA STANDARDS. SEE PLAN FOR INVERT AND RIM ELEVATIONS.SEE DETAILS SHEET C5.5 DETAIL C
GSSCO-05	INSTALL 4" SEWER CLEANOUT PER APWA STANDARDS. SEE PLAN FOR INVERT AND RIM ELEVATIONS.SEE DETAILS SHEET C5.5 DETAIL C
GSGT-01	INSTALL OIL AND GREASE SEPARATOR PER APWA STANDARDS. SEE PLAN FOR INVERT AND RIM ELEVATIONS.SEE DETAILS SHEET C5.5 DETAIL A
SSMH-01	INSTALL 4' DIA. CONC. SEWER SAMPLING MANHOLE PER APWA STANDARDS. SEE PLAN FOR INVERT AND RIM ELEVATIONS.



SHEET NO.	TITLE	DATE	BY
C2.0	MCDONALD'S SITE IMPROVEMENT PLANS		
	EAGLE MOUNTAIN, UTAH		
	DESCRIPTION		
	UTILITY PLAN		
SITE ID	SITE ADDRESS	REV	DATE
043-0330	4248 NORTH 1650 EAST, EAGLE MOUNTAIN, UTAH	A	2/10/25
		B	3/13/25
		REVISES PER CITY REVIEW	
		REVISES PER CITY REVIEW	
		DESCRIPTION	
		BY	

path: P:\McDONALD\Utah\Eagle Mountain\TOWN CENTER 43-0330\0\DESIGN\CAD\SHEET FILES\ file name: C3.0 GRADING PLAN.dwg | plot date: March 13, 2025 | plotted by: GarrisonGalley



STORM DRAIN PIPE CALLOUTS

- 01 INSTALL 65.2 LF± OF 12" CLASS III RCP. SLOPE AT 0.29%
- 02 INSTALL 9.0 LF± OF 12" CLASS III RCP. SLOPE AT 0.50%
- 03 INSTALL 96.6 LF± OF 12" CLASS III RCP. SLOPE AT 1.00%
- 04 INSTALL 30.5 LF± OF 12" CLASS III RCP. SLOPE AT 1.02%
- 05 INSTALL 6.1 LF± OF 12" CLASS III RCP. SLOPE AT 0.50%
- 06 INSTALL 25.7 LF± OF 12" CLASS III RCP. SLOPE AT 0.20%
- 07 INSTALL 36.2 LF± OF 12" CLASS III RCP. SLOPE AT 0.20%
- 08 INSTALL 65.2 LF± OF 12" CLASS III RCP. SLOPE AT 0.20%
- 09 INSTALL 14.1 LF± OF 6" PVC SLOPE AT 2.00%
- 10 INSTALL 41.0 LF± OF 6" PVC SLOPE AT 1.51%
- 11 INSTALL 67.0 LF± OF 12" CLASS III RCP. SLOPE AT 1.00%

STORM DRAIN STRUCTURE CALLOUTS

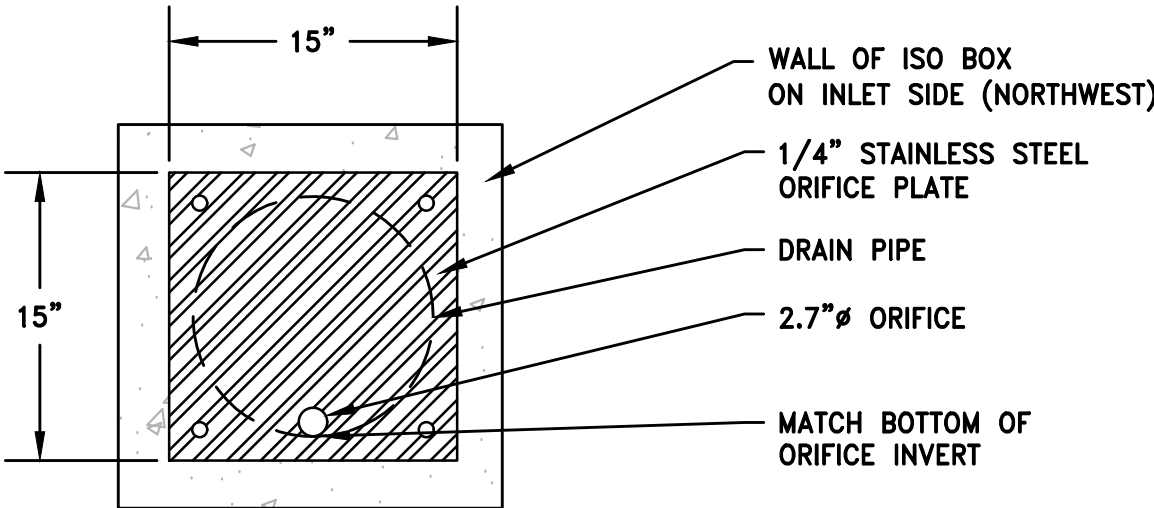
- 50 INSTALL 2'X2' (INSIDE DIMENSIONS) CONCRETE CATCH BASIN WITH H-20 RATED FRAME AND GRATE PER APWA STANDARDS RIM SEE PLAN: INV 4869.80
- 51 INSTALL 2'X2' (INSIDE DIMENSIONS) CONCRETE CATCH BASIN WITH H-20 RATED FRAME AND GRATE PER APWA STANDARDS RIM SEE PLAN: INV 4869.99
- 52 INSTALL ADS BARRACUDA MAX S3 PER MANUFACTURER'S SPECIFICATIONS. SEE DETAIL SHEET C3.3. RIM 4873.64 : INV 4869.55
- 53 INSTALL 2'X2' (INSIDE DIMENSIONS) CONCRETE CATCH BASIN WITH H-20 RATED FRAME AND GRATE PER APWA STANDARDS RIM SEE PLAN: INV 4871.55
- 54 INSTALL 2'X2' (INSIDE DIMENSIONS) CONCRETE CATCH BASIN WITH H-20 RATED FRAME AND GRATE PER APWA STANDARDS RIM SEE PLAN: INV 4870.58
- 55 INSTALL 3'X3' (INSIDE DIMENSIONS) CONCRETE ISO BOX WITH SNOOT PER EAGLE MOUNTAIN CITY STANDARD DRAWING NO. 18 & 19 - SEE DETAIL B/C5.5 RIM 4872.70 : INV 4864.60
- 56 INSTALL 2'X2' (INSIDE DIMENSIONS) CONCRETE CATCH BASIN WITH H-20 RATED FRAME AND GRATE PER APWA STANDARDS RIM SEE PLAN: INV 4869.73
- 57 INSTALL 2'X2' (INSIDE DIMENSIONS) CONCRETE CATCH BASIN WITH H-20 RATED FRAME AND GRATE PER APWA STANDARDS RIM 4873.89 : INV 4869.60
- 58 INSTALL STORM DRAIN CLEANOUT PER APWA STANDARDS RIM 4874.33 : INV 4870.22
- 59 INSTALL 2'X2' (INSIDE DIMENSIONS) CONCRETE CATCH BASIN WITH H-20 RATED FRAME AND GRATE PER APWA STANDARDS RIM 4874.95 : INV 4869.91

STORM DRAIN CALLOUTS

- 70 INSTALL ADS STORMTECH DETENTION SYSTEM PER MANUFACTURER'S SPECIFICATIONS AND DETAIL SHEET C3.2
- 71 ADS STORMTECH ISOLATION ROW - SECONDARY WATER QUALITY TREATMENT
- 72 ADS BARRACUDA MAX S3 - PRIMARY WATER QUALITY TREATMENT
- 73 INSTALL 30" ADS NYOPLAST PER MANUFACTURER'S SPECIFICATIONS - SEE DETAIL SHEET C3.2
- 74 CONNECT TO EXISTING STORM DRAIN STUB WITH ISO BOX. INSTALL 2.7" DIAMETER ORIFICE PLATE ON INLET OF ISO BOX #55 TO RESTRICT FLOW - SEE DETAIL A THIS SHEET.
- 75 SEE PLUMBING PLANS FOR CONTINUATION OF ROOF DRAIN LINE

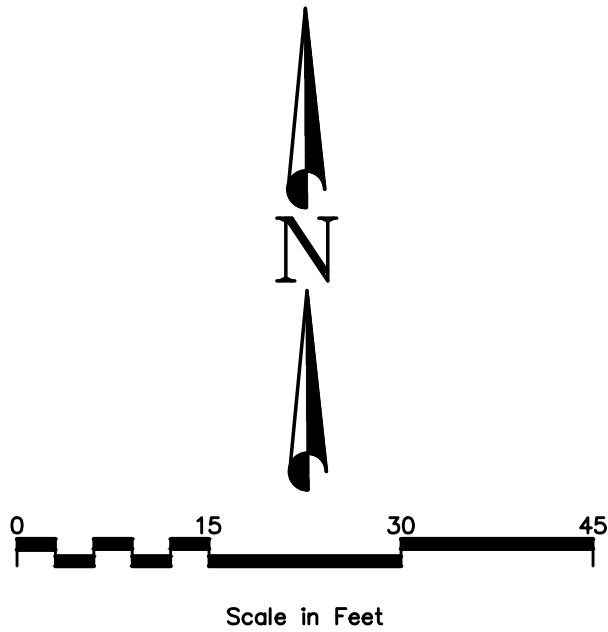
GRADING NOTES

- SLOPES NOT TO EXCEED 3:1.
- ALL EARTHWORK SHALL COMPLY WITH THE GEOTECHNICAL INVESTIGATION PREPARED BY UES. PROJECT NO. 4430.2300027 DATED JANUARY 22, 2024. SEE FOR ADDITIONAL INFORMATION ABOUT THE SITE SOIL CONDITIONS AND PAVEMENT SPECIFICATIONS.
- CONTRACTOR IS TO COORDINATE ALL UTILITIES WITH MECHANICAL AND ELECTRICAL DRAWINGS.
- GRADING AND DRAINAGE CONSTRUCTION SHALL ADHERE TO APWA STANDARDS AND SPECIFICATIONS.



A ORIFICE PLATE DETAIL

SCALE: NTS



UTILITY NOTE

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REGISTERED PROFESSIONAL ENGINEER
No. 8080027
JERRY RICK HANSON
2/2/25
STATE OF UTAH

DOMINION
Engineering Associates, L.C.
5684 South Green Street
Murray, Utah 84123 801-713-3000

PREPARED FOR:
M CORPORATION
KNOX DRIVE - JAY BROOK, UTAH 84051

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OFFICE ADDRESS:
DENVER REGION: 4643 S. ULLSTER ST., SUITE 1300, DENVER, CO 80237

DRAWN BY:
STD ISSUE DATE:
REVIEWED BY:
DATE REVIEWED:
DATE ISSUED:
DATE REVIEWED:

DESCRIPTION:
McDONALD'S SITE IMPROVEMENT PLANS
EAGLE MOUNTAIN, UTAH
GRADING AND DRAINAGE PLAN

SHEET NO:
043-0351
SITE ADDRESS:
4248 NORTH 1650 EAST, EAGLE MOUNTAIN, UTAH

REVISIONS PER CITY REVIEW
8 3/12/25
REVISIONS PER CITY REVIEW
A 2/10/25

DATE
REV
BY

C3.0

Land Use	%	C	Area (sf)
Roof	8	0.95	3,690
Paved	70	0.95	32,048
Landscaped	22	0.2	10,363
		0.78	

3,249

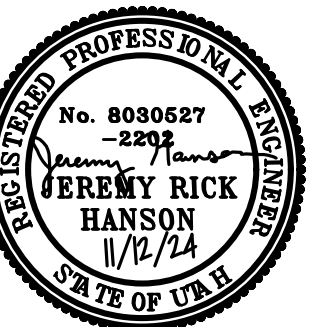
Q	0.42	High water elev	69.52	
H	4.92	Invert Elev	64.60	
		A=	0.0396	ft^2
g	32.2	=	5.71	in^2
C	0.6			
Diameter =			2.7	inches

Restriction Rate (cfs/ac)	0.40
Total Area (ac)	1.06
Total Area (sf)	46,102
Infiltration rate (in/hr)	0
Infiltration surface length (ft)	0.0
Infiltration surface width (ft)	0.0

Land Use	%	C	Area (sf)
Roof	8	0.95	3,690
Paved	70	0.95	32,048
Landscaped	22	0.2	10,363
		0.78	

Lapsed Time (min)	Rainfall Intensity (in/hr)	Accumulated Rainfall (in)	Accumulated Flow (cf)	Allowable Discharge (cf)	Infiltration Discharge (cf)	Required Storage (cf)
15	3.81	0.95	2,858	381	0	2,477
30	2.56	1.28	3,843	762	0	3,081
60	1.59	1.59	4,773	1,524	0	3,249
120	0.86	1.71	5,133	3,048	0	2,085
180	0.57	1.71	5,133	4,572	0	561
360	0.30	1.82	5,464	9,144	0	-3,680
720	0.17	2.04	6,124	18,288	0	-12,164
1440	0.09	2.15	6,454	36,576	0	-30,122

Required detention storage (cf)	3,249	Detention Provided (cf)	3,639
Unit storage per acre (cf/ac)	3,070		
Allowable release rate (cfs)	0.42		



WILLIAMS CORPORATION
KROC DRIVE - OAK BROOK, ILLINOIS 60521
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DENVER REGION:

DENVER REGION: 4643 S. ULSTER ST., SUITE 1300, DENVER, CO 80237

[illegible]

ISSUE DATE -

REVIEWED BY

TE REVIEWED

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McDONALD'S SITE IMPROVEMENT PLANS
EAGLE MOUNTAIN, UTAH

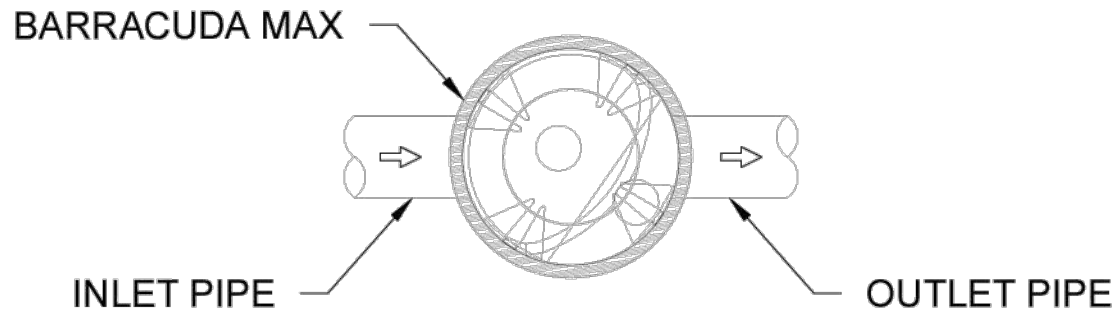
DESCRIPTION
DRAINAGE DETAILS - CAIC'S

4248 NORTH 1650 EAST, EAGLE MOUNTAIN, UTAH

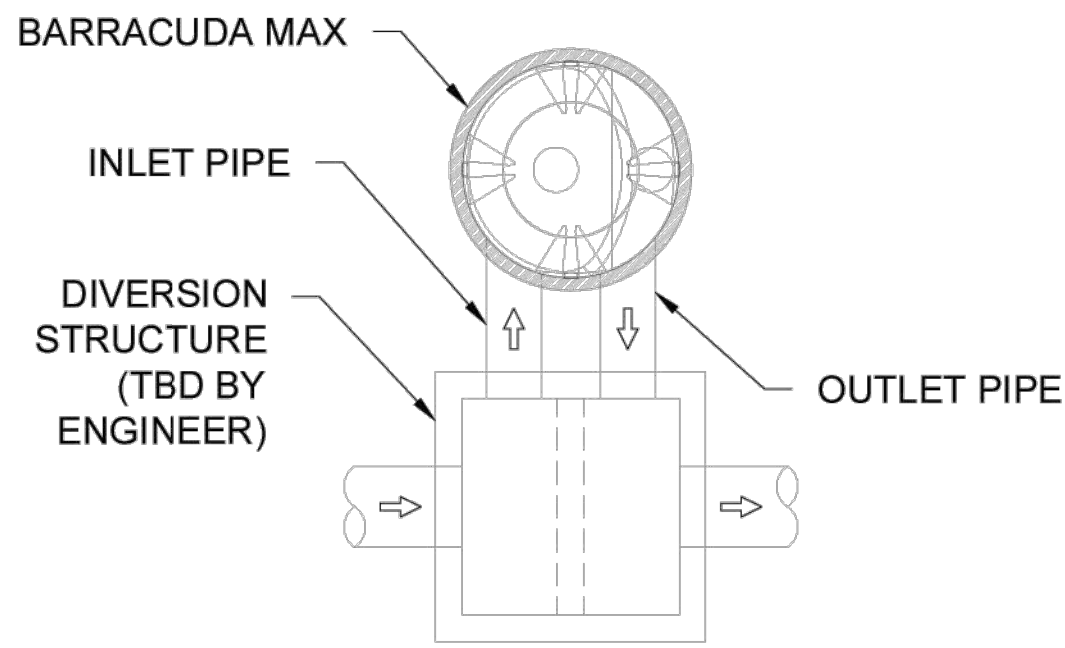
C3.1

BARRACUDA MAX MINIMUM RIM TO INVERT OUT	
MODEL	INCH (MM)
S3	36 (914)
S4	36 (914)
S6	39 (991)
S8	41 (1041)

THE S3, S4, S6, AND S8 CAN BE INSTALLED IN A STANDARD 36" (900 mm), 48" (1200 mm), 72" (1800 mm), AND 96" (2400 mm) PRECAST MANHOLE, RESPECTIVELY. THE S3 AND S4 CAN BE PROVIDED FACTORY INSTALLED WITHIN A 36" (900 mm) AND 48" (1200 mm) ADS HP MANHOLE AND DELIVERED TO THE JOBSITE.



ONLINE CONFIGURATION

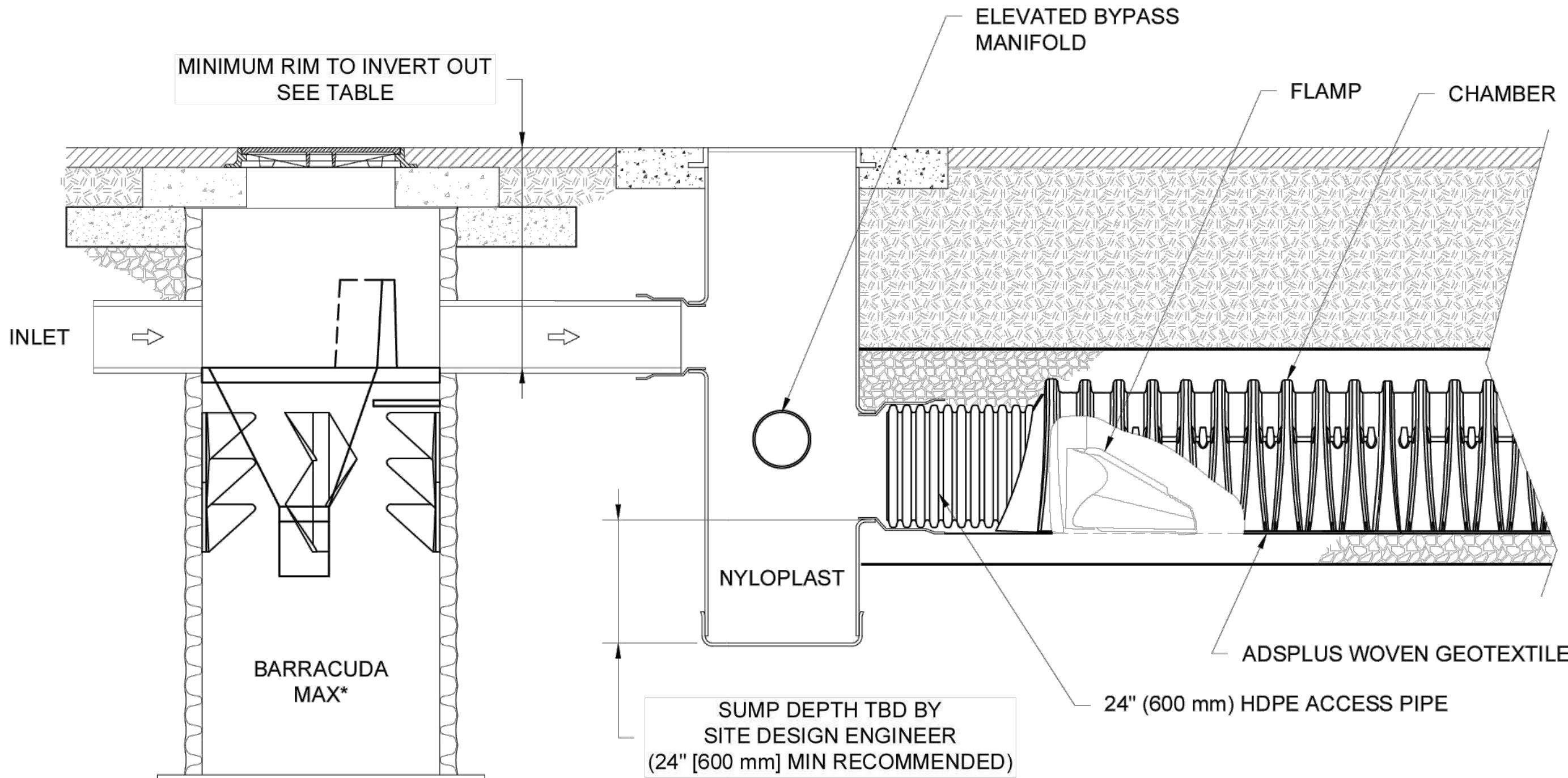


OFFLINE CONFIGURATION

ISOLATOR ROW PLUS FLOW RATES			
CHAMBER MODEL	SURFACE LOADING RATE GPM/FT² (L/S/m²)	EFFECTIVE FILTRATION TREATMENT AREA FT² (m²)	MTFR CFS (L/S)*
SC-160	4.13 (2.8)	11.45 (1.064)	0.11 (2.983)
SC-310	4.13 (2.8)	17.7 (1.644)	0.16 (4.612)
SC-740	4.13 (2.8)	27.8 (2.583)	0.26 (7.244)
DC-780	4.13 (2.8)	27.8 (2.583)	0.26 (7.244)
SC-800	4.13 (2.8)	27.3 (2.541)	0.25 (7.128)
MC-3500	4.13 (2.8)	42.9 (3.986)	0.40 (11.178)
MC-4500	4.13 (2.8)	30.1 (2.796)	0.28 (7.843)
MC-7200	4.13 (2.8)	50.0 (4.645)	0.46 (13.028)

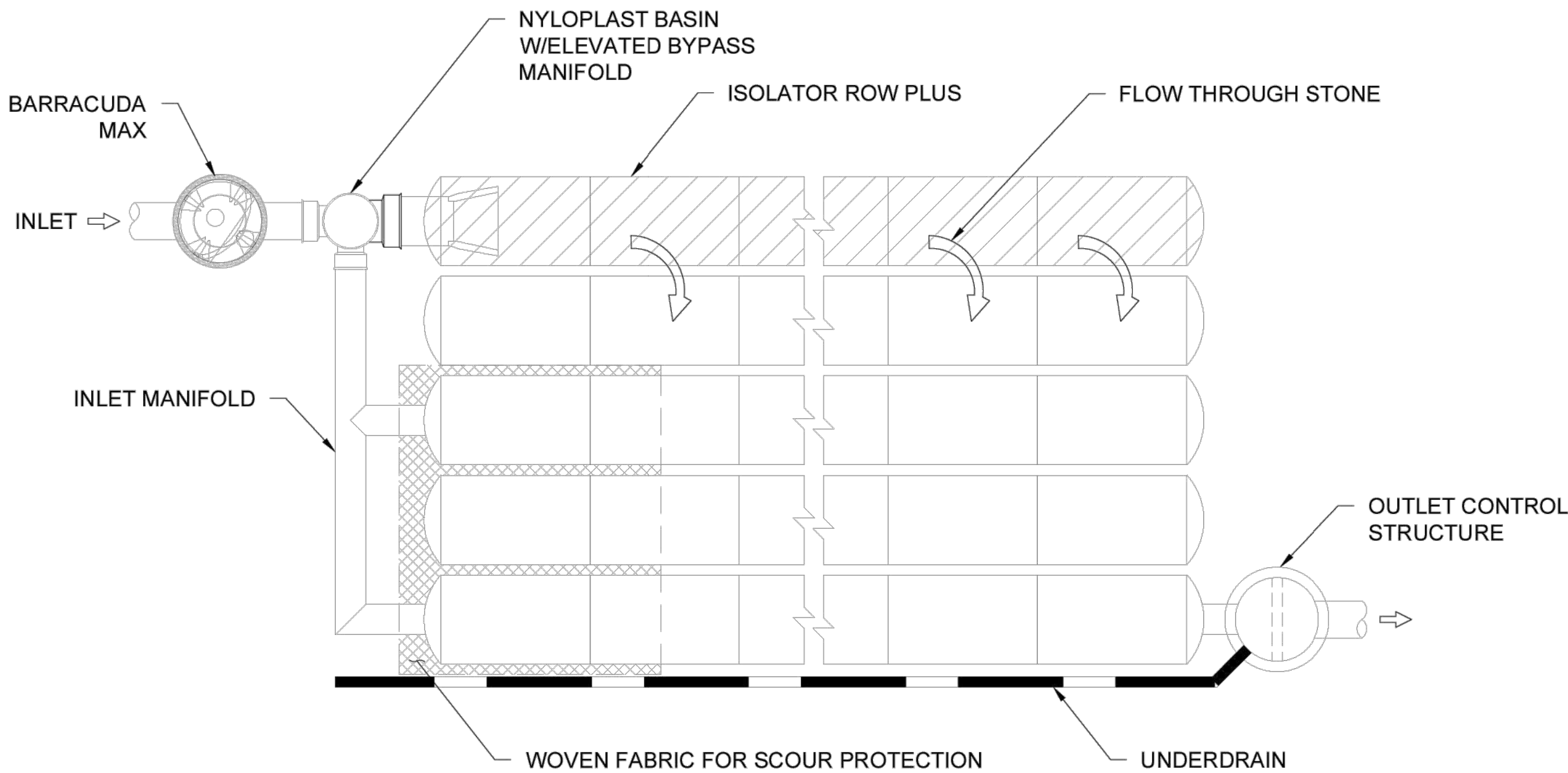
* PER CHAMBER LOADING RATES BASED ON NJCAT VERIFICATION TESTING OF THE STORMTECH SC-740 ISOLATOR ROW PLUS IN ACCORDANCE WITH NJDEP LABORATORY PROTOCOL TO ACCESS TOTAL SUSPENDED SOLIDS REMOVAL BY FILTRATION MANUFACTURED TREATMENT DEVICES, 2013.

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BARRACUDA MAX & ISOLATOR ROW PLUS CROSS SECTION/PROFILE

NTS



BARRACUDA MAX & ISOLATOR ROW PLUS SCHEMATIC

NTS

KEY BENEFITS OF THE BARRACUDA MAX

- SINGLE MANHOLE DESIGN
- VARIABLE INLET/OUTLET ANGLE CONFIGURATIONS (NOT JUST 180 DEGREE ORIENTATION)
- INTERNAL BYPASS FOR INLINE INSTALLATION (WHERE APPLICABLE)
- ALL UNITS CAN BE INSTALLED INTO A STANDARD PRECAST MANHOLE
- 3' & 4' UNITS CAN BE FACTORY FABRICATED IN HP MANHOLES FOR QUICK DELIVERY WITH A LIGHT, EASY TO INSTALL STRUCTURE
- IN-STOCK COMPONENTS FOR QUICK DELIVERY
- NO ELEVATION LOSS BETWEEN THE INLET AND OUTLET
- SURFACE INSPECTION AND MAINTENANCE WITH NO CONFINED SPACE ENTRY
- DESIGNED FOR EASY MAINTENANCE USING A VACUUM TRUCK OR SIMILAR EQUIPMENT
- FIELD ENGINEERS AND INTERNAL ENGINEERING SERVICES DEPARTMENT TO ASSIST ENGINEERING WITH SIZING/DETAILS

BARRACUDA DESIGN TOOL

<https://www.ads-pipe.com/water-quality-design-tool>

BARRACUDA MAX TREATMENT FLOW (80% TSS)

MODEL	CFS (L/s)
S3	0.85 (24.1)
S4	1.52 (43.0)
S6	3.40 (96.3)
S8	6.08 (172.2)

BARRACUDA MAX CAN BE CONFIGURED WITH AN OIL POUCH OR TRASH GUARD FOR ENHANCED TREATMENT.

KEY BENEFITS OF A BARRACUDA MAX & ISOLATOR PLUS DESIGN

- ENHANCED SEDIMENT REMOVAL BY COMBINING TWO INDUSTRY PROVEN DEVICES
- EXTENDED MAINTENANCE CYCLES
- EASY TO INSTALL AND CONFIGURE TO SPECIFIC SITE CONSTRAINTS
- ONLINE DESIGN TOOLS ALLOW DESIGNERS TO EASILY CREATE LAYOUTS AND DETAILS

KEY BENEFITS OF STORMTECH CHAMBERS

- LARGE FAMILY OF CHAMBERS TO FIT YOUR SITE
- EASILY CONFIGURABLE FOR IRREGULAR SHAPED BEDS
- MEETS PRODUCT REQUIREMENTS OF ASTM F2418 AND ASTM F2922 AND DESIGN REQUIREMENTS OF ASTM F2787
- EXCEED AASHTO LRFD DESIGN SPECIFICATIONS FOR HS-20 LIVE LOADS & DEEP BURIAL EARTH LOADS
- PATENTED ISOLATOR ROW PLUS FOR LESS FREQUENT MAINTENANCE, WATER QUALITY AND LONG-TERM PERFORMANCE
- THIRD PARTY VERIFIED PERFORMANCE
- FIELD ENGINEERS AND INTERNAL ENGINEERING SERVICES DEPARTMENT TO ASSIST ENGINEERING WITH LAYOUTS

STORMTECH DESIGN TOOL

<https://designtool.ads-pipe.com/>

STORMTECH® + WQ STD DETAIL

BARRACUDA® & ISOLATOR ROW PLUS®

DATE: 2/10/22 DRAWN: KLJ CHECKED: KMS
DRAWING #: 1401

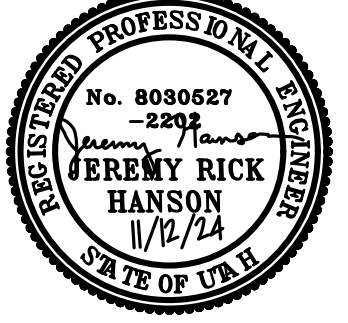
DESCRIPTION

ADS™
Advanced Drainage Systems, Inc.

4640 TRUEMAN BLVD
HILLIARD, OH 43026

1 SHEET
OF 1

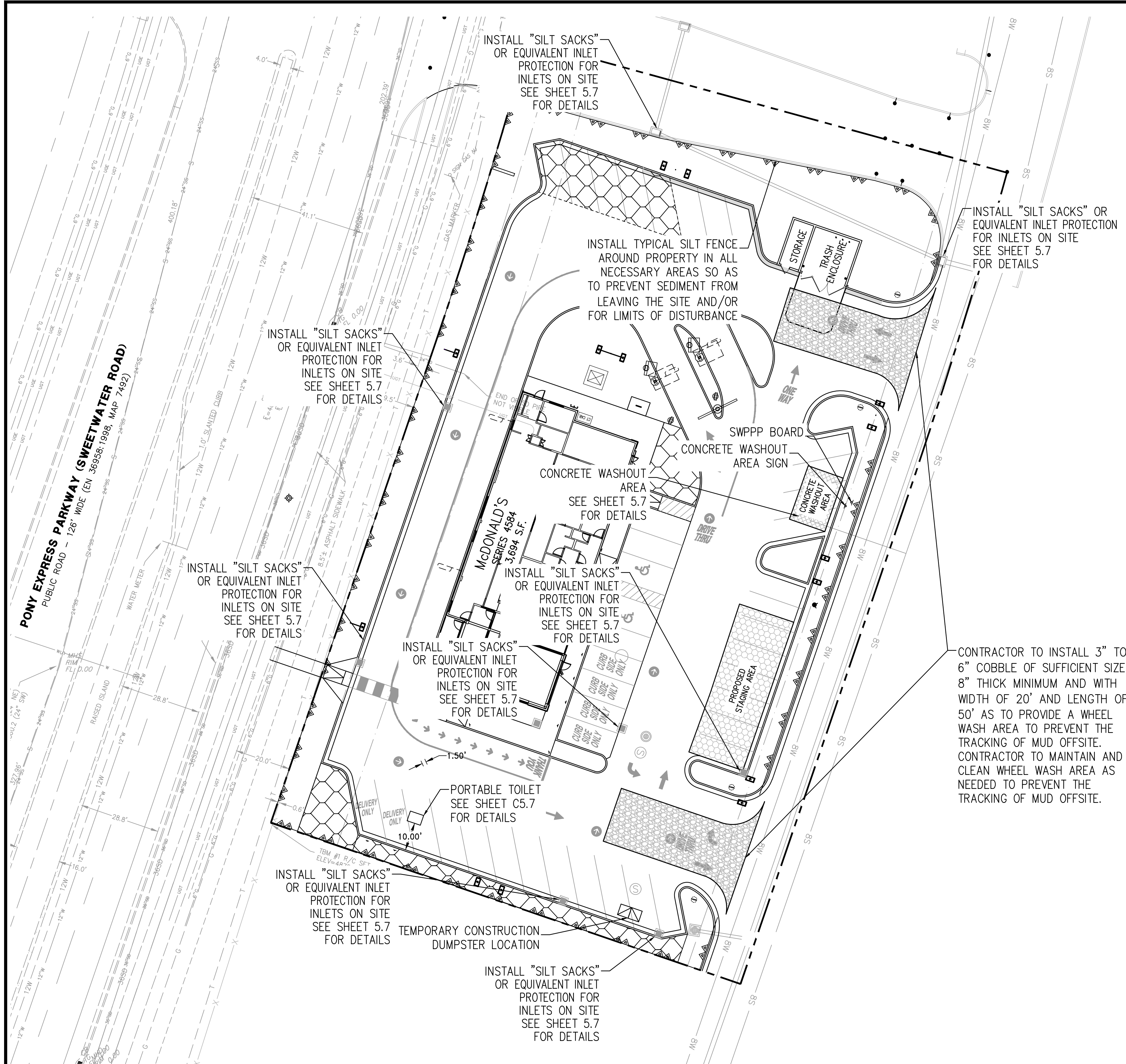
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PREPARED FOR: M CORPORATION
KOC DRIVE - OAK BROOK, ILLINOIS 60061
THESE DRAWINGS AND SPECIFICATIONS ARE THE CONFIDENTIAL AND PROPRIETARY PROPERTY OF ADVANCED DRAINAGE SYSTEMS, INC. (ADS). NO PART OF THESE DRAWINGS OR SPECIFICATIONS MAY BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, WITHOUT WRITTEN AUTHORIZATION FROM ADS. THE CONTRACT DOCUMENTS SHALL BE THE ONLY AUTHORITY FOR THE DESIGN AND CONSTRUCTION OF THE PROJECT. ANY CHANGES TO THE DESIGN OR CONSTRUCTION SHALL BE MADE IN WRITING AND SIGNED BY A REGISTERED PROFESSIONAL ENGINEER OR ARCHITECT. ANY VIOLATION OF THESE TERMS SHALL BE CONSIDERED A BREACH OF THE CONTRACT AND SUBJECT TO LEGAL ACTION.

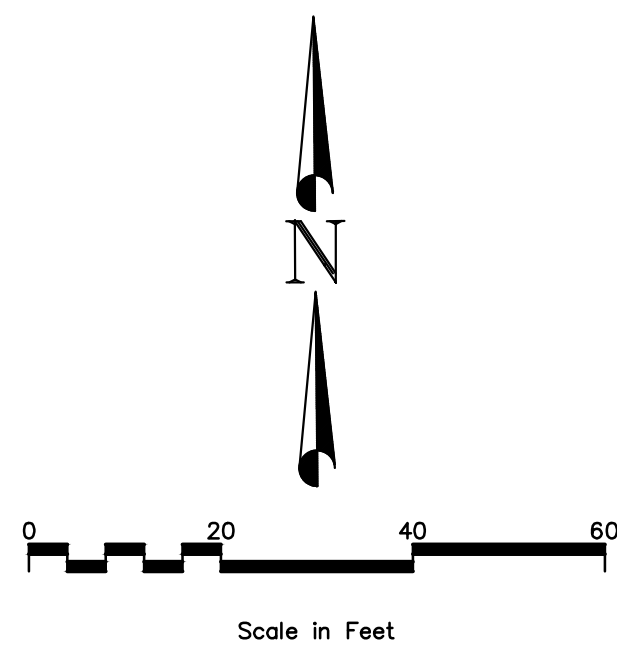
DRAWN BY: STD
ISSUE DATE: -
REVIEWED BY: -
DATE REVIEWED: -
DATE ISSUED: -
OFFICE ADDRESS: 4640 TRUEMAN BLVD, HILLIARD, OH 43026
DENVER REGION: 4643 S. ULLSTER ST., SUITE 1300, DENVER, CO 80237

SHEET NO. C3.4



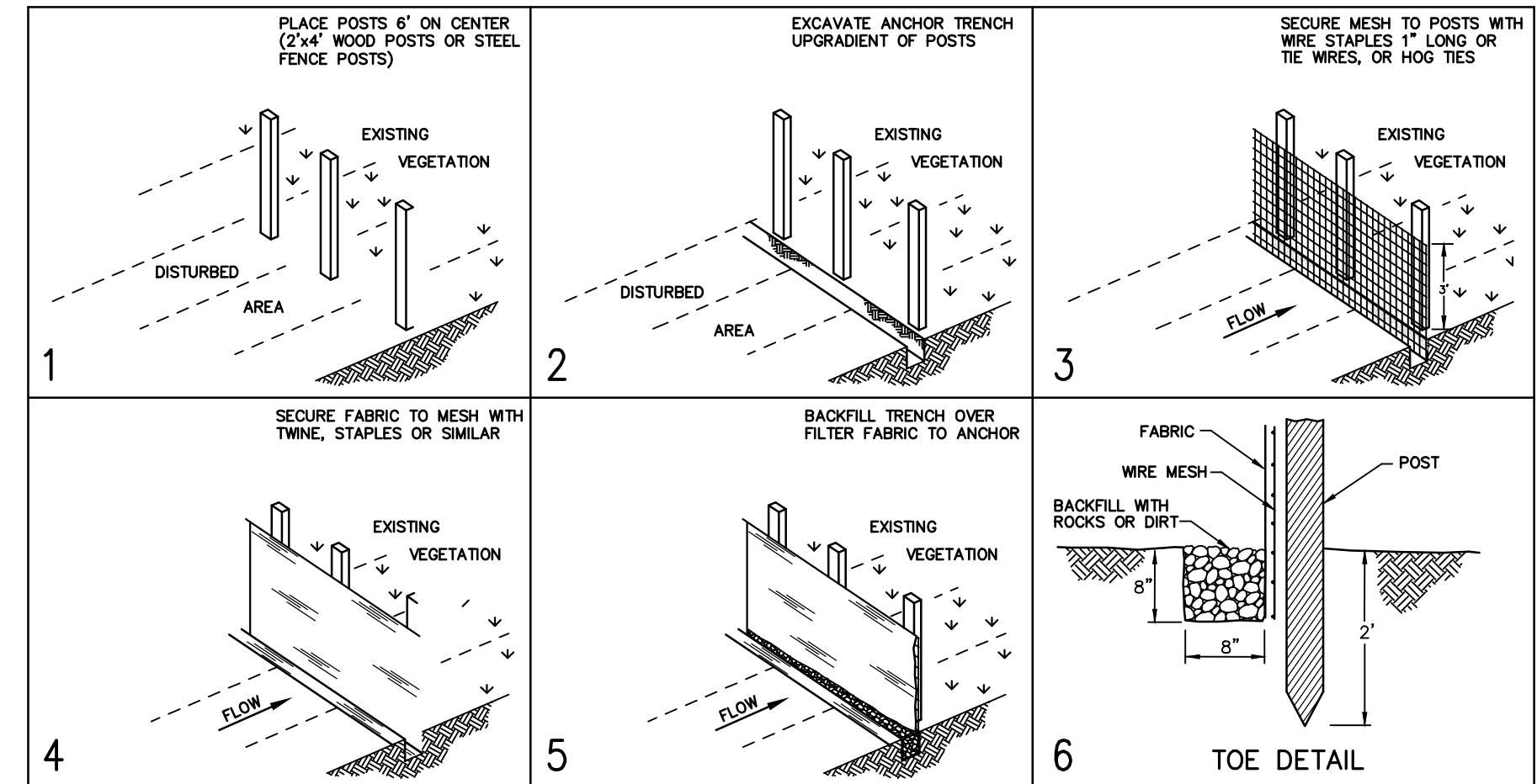
UTILITY CONTACTS		
WATER	CITY OF EAGLE MOUNTAIN – CHRIS TRUSTY	801–789–6671
STORM	CITY OF EAGLE MOUNTAIN – CHRIS TRUSTY	801–789–6671
SEWER	CITY OF EAGLE MOUNTAIN – CHRIS TRUSTY	801–789–6671
ELECTRIC POWER	ROCKY MOUNTAIN POWER	801–469–3981
GAS	DOMINION ENERGY– BROOKE SMITH	801–789–1113
TELEPHONE	DIRECT COMMUNICATIONS – MARJORIE CLIFFORD	801–789–2800
HEALTH DEPT.	UTAH COUNTY – BECKY WORLAND	801–851–7525

EROSION CONTROL PLAN



SILT FENCE DETAIL

DEFINITION:	A TEMPORARY SEDIMENT BARRIER CONSISTING OF FILTER FABRIC STRETCHED ACROSS AND SECURED TO SUPPORTING POSTS AND ENTRENCHED.
PURPOSE:	TO FILTER STORM WATER RUNOFF FROM UPGRADIENT DISTURBED AREA AND TRAP SEDIMENT ON SITE.
APPLICATION:	● PERIMETER CONTROL: PLACE FENCE AT DOWNGRADIENT LIMITS OF DISTURBANCE ● SEDIMENT BARRIER: PLACE FENCE AT TOE OF SLOPE OR SOIL STOCKPILE ● PROTECTION OF EXISTING WATERWAYS: PLACE FENCE AT TOP OF STREAM BANK ● INLET PROTECTION: PLACE FENCE SURROUNDING CATCHBASINS



- LIMITATIONS:**
- RECOMMENDED MAXIMUM DRAINAGE AREA OF 0.5 ACRE PER 100 FEET OF FENCE
 - RECOMMENDED MAXIMUM UPGRADIENT SLOPE LENGTH OF 150 FEET
 - RECOMMENDED MAXIMUM UPHILL GRADE OF 2:1 (50%)
 - RECOMMENDED MAXIMUM FLOW RATE OF 0.5 cfs
 - PONDING SHOULD NOT BE ALLOWED BEHIND FENCE

- INSTALLATION:**
- PLACE POSTS 6 FOOT ON CENTER ALONG CONTOUR (OR USE PREASSEMBLED UNIT) AND DRIVE 2 FEET MINIMUM INTO GROUND. EXCAVATE AN ANCHOR TRENCH IMMEDIATELY UPGRADIENT OF POSTS.
 - SECURE WIRE MESH (14 GAUGE MIN. WITH 6 INCH OPENINGS) TO UPSLOPE SIDE OF POSTS. ATTACH WITH HEAVY DUTY WIRE STAPLES 1 INCH LONG, TIE WIRES OR HOG RINGS.
 - CUT FABRIC TO REQUIRED WIDTH, UNROLL ALONG LENGTH OF BARRIER AND DRAPE OVER BARRIER. SECURE FABRIC TO MESH WITH TWINE, STAPLES, OR SIMILAR, WITH TRAILING EDGE EXTENDING INTO ANCHOR TRENCH.
 - BACKFILL TRENCH OVER FILTER FABRIC TO ANCHOR.

- MAINTENANCE:**
- INSPECT IMMEDIATELY AFTER ANY RAINFALL AND AT LEAST DAILY DURING PROLONGED RAINFALL.
 - LOOK FOR RUNOFF BYPASSING ENDS OF BARRIERS OR UNDERCUTTING FENCE.
 - REPAIR OR REPLACE DAMAGED AREAS OF THE FENCE AND REMOVE ACCUMULATED SEDIMENT.
 - REANCHOR FENCE AS NECESSARY TO PREVENT SHORTCUTTING.
 - REMOVE ACCUMULATED SEDIMENT WHEN IT REACHES 1/2 THE HEIGHT OF THE FENCE.

SWPPP NOTES

1. TRACKING PAD WILL BE 3" TO 6" COBBLE, 8" THICK MIN., WITH WIDTH OF 20' AND LENGTH OF 50'. AS SOON AS FOUNDATION IS BACK FILLED. ALL VEHICLES WILL ENTER SITE AT THIS POINT
2. INSTALL A 3" CURB CUT BACK ON THE PARK STRIP FROM PROPERTY LINE TO PROPERTY LINE AS SOON AS FOUNDATION IS BACK FILLED.
3. PORTABLE TOILETS MUST BE PLACED, PROPERLY ANCHORED, BEHIND THE SIDEWALK OR 10' AWAY FROM CURB OR EDGE OF ASPHALT.
4. CONCRETE WASHOUT. DESIGNATE AREA AND TRAIN SUB-CONTRACTORS TO WASH CONCRETE, STUCCO, AND PAINT IN THE WASH OUT AREA.
5. IF USING A CONCRETE PUMP TRUCK, A WATER TIGHT CONTAINER WILL BE PLACED UNDER TH EHOPPER TO CATCH CONCRETE SPILLS AND WASH OUT WATER.
6. SEDIMENT BAGS. PLACE BAGS IN THE GUTTER NEAR THE DOWN STREAM PROPERTY LINE AND PROTECT INLETS NEAR THE CONSTRUCTION SITE.
7. SILT FENCE OR EARTH BERM TO BE INSTALLED PERPENDICULAR TO THE DOWN HILL SLOPES
8. IF NECESSARY, A PERIMETER CONTROL FENCE WILL BE INSTALLED AROUND THE PROJECT TO CHANNEL ACCESS TO THE SITE THROUGH THE TRACKING PAD.
9. DUMPSTER. GARBAGE MUST BE CONTAINED AND REMOVED REGULARLY.
10. STREET SWEEPING. STREET AND GUTTERS WILL BE SWEEPED AT THE END OF THE WORK DAY OR AS NEEDED.
11. DUST CONTROL. TAKE NECESSARY ACTIONS TO KEEP DUST DOWN.

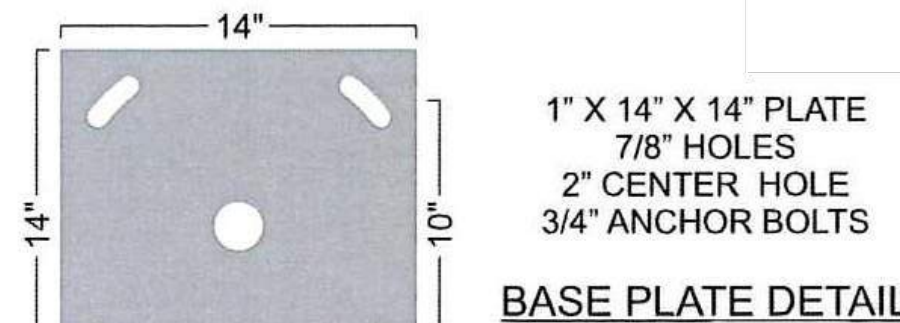
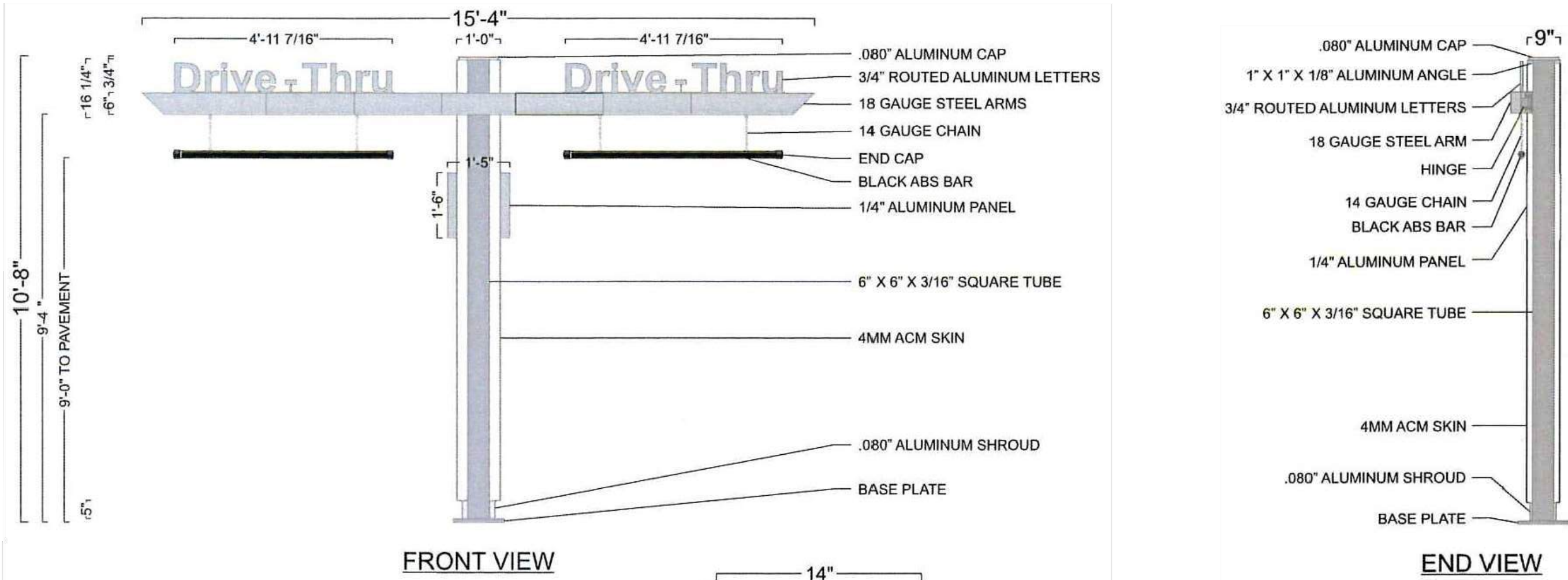


UTILITY NOTE

THE UNDERGROUND UTILITIES SHOWN HAVE BEEN LOCATED FROM ABOVE GROUND SURVEY TIES AND/OR EXISTING UTILITY DRAWINGS AND VERBAL EXPLANATIONS. THE SURVEYOR MAKES NO GUARANTEE THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT POSITION INDICATED, ALTHOUGH HE DOES STATE THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM THE INFORMATION MADE AVAILABLE TO HIM. BEFORE DIGGING, CONTACT EACH UTILITY ENTITY SO THAT THEY MAY MARK THEIR LOCATIONS ON THE GROUND.

[illegible]

path: P:\McDONALD\S\Utah\Eagle Mountain\TOWN CENTER 43-0330\DESIGN\CAD\SHEET FILES\ file name: C5.1 MCD SITE DETAIL.S.dwg | plot date: February 10, 2025 | plotted by: GarrisonGalley



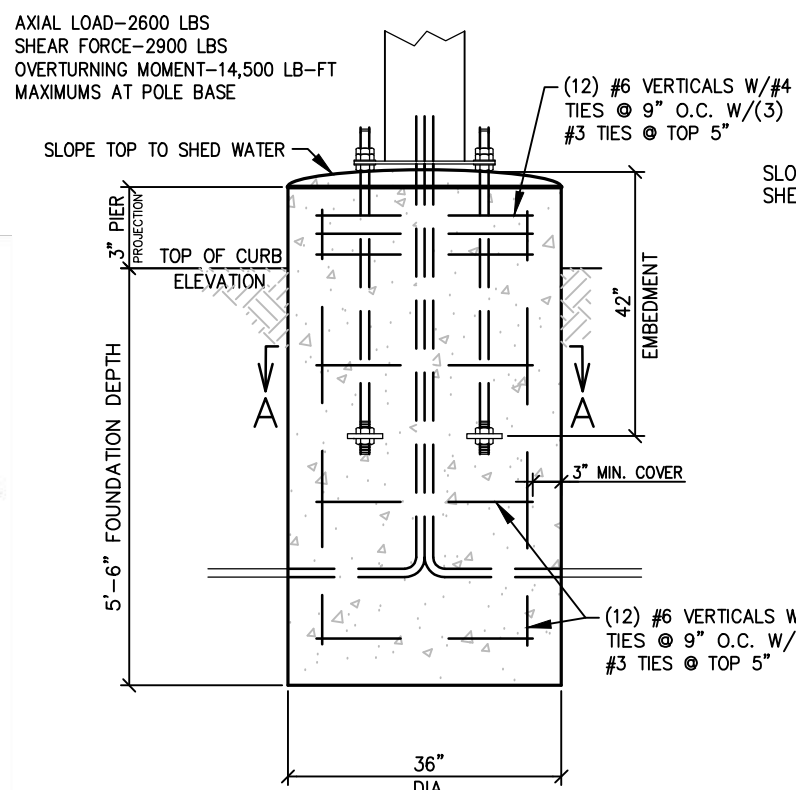
POLE COVER DETAIL
DESIGN FACTOR: TBD
4MM CHARCOAL ACM POLE COVER
.080" ALUMINUM CAP AND SHROUD
EXTERIOR FINISH:
POLE COVER - PRE-FINISHED CHARCOAL
SHROUD AND BASE PLATE - MATCH B.M. 1631 MIDNIGHT OIL

CLEARANCE BAR DETAIL
BLACK ACM PIPE W/ 180-25 GOLD VINYL STRIPES APPLIED 1ST SURFACE
SQUARE FEET: BOXED = 163.56
ACTUAL = 20.22

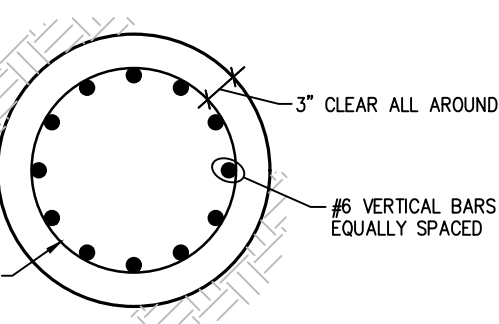
PANEL DETAIL
1/4" ALUMINUM PANEL W/ 1ST SURFACE PAINT & VINYL DECO.:
MATCH PMS 123 C GOLD - BACK-GROUND, COPY & ARROW
3630-22 BLACK - LANES

SWING ARM DETAIL
DESIGN FACTOR: TBD
18 GAUGE STEEL ARM WITH HINGE W/ 1ST SURFACE PAINT AND VINYL DECORATION:
MATCH PMS 123 C GOLD - SWING ARM
7725-12 BLACK - "CLEARANCE 9 FEET" COPY
BLACK - COPY OUTLINE

"DRIVE-THRU" LETTER DETAIL
3/4" ROUTED ALUMINUM LETTERS W/ 1ST SURFACE VINYL DECORATION:
180-25 GOLD - "DRIVE-THRU" COPY
BLACK - COPY OUTLINE

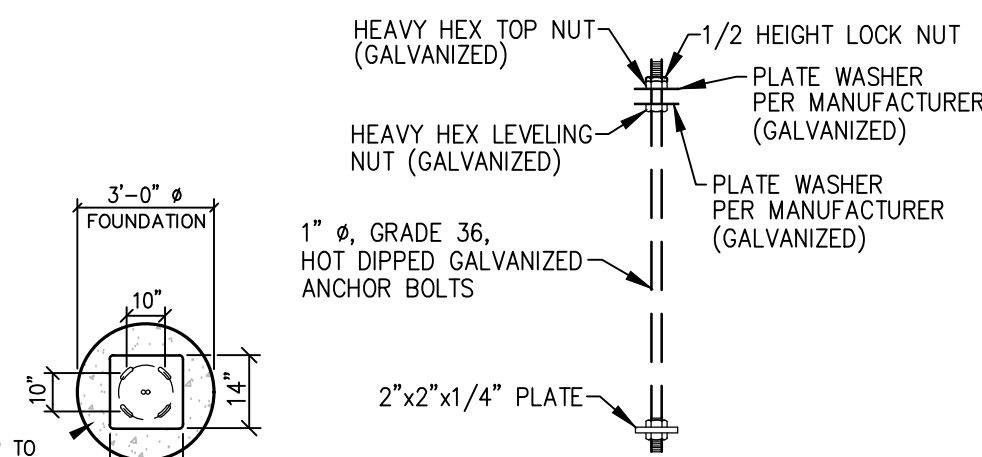


FOUNDATION
DOUBLE ARM GATEWAY
N.T.S.



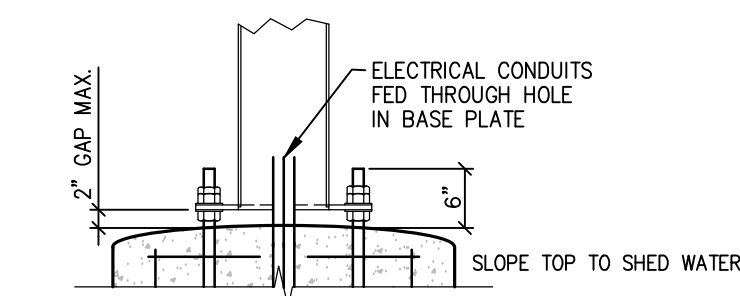
SECTION A-A
N.T.S.

NOTES:
-TOP OF PIERS SHALL BE SLOPED SUCH THAT MOISTURE CANNOT ACCUMULATE.
-USE F1554 GRADE 36 BOLTS MINIMUM
-USE HOT DIPPED GALVANIZED BOLTS
-ANCHOR BOLTS TO BE SET IN ACCORDANCE WITH AISC CODE OF STANDARD PRACTICE
-ANCHOR RODS, NUTS, AND WASHERS SHALL BE SHIPPED AS AN ASSEMBLY FROM THE SIGN/LIGHTING MANUFACTURER
-DO NOT CUT ANCHOR BOLTS AFTER INSTALLATION OF POLE
-ELECTRICAL CONTRACTOR TO PROVIDE INFORMATION ON CONDUIT AND ELECTRICAL REQUIREMENTS.



ANCHOR BOLT PATTERN
N.T.S.

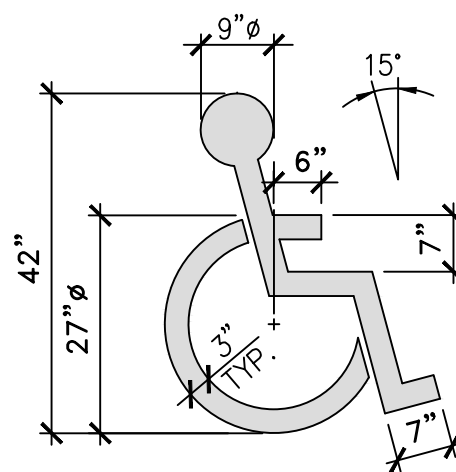
NOTES:
-TOP OF PIERS SHALL BE SLOPED SUCH THAT MOISTURE CANNOT ACCUMULATE.
-ANCHOR RODS, NUTS, AND WASHERS SHALL BE SHIPPED AS AN ASSEMBLY FROM THE SIGN/LIGHTING MANUFACTURER
-DO NOT CUT ANCHOR BOLTS AFTER INSTALLATION OF POLE



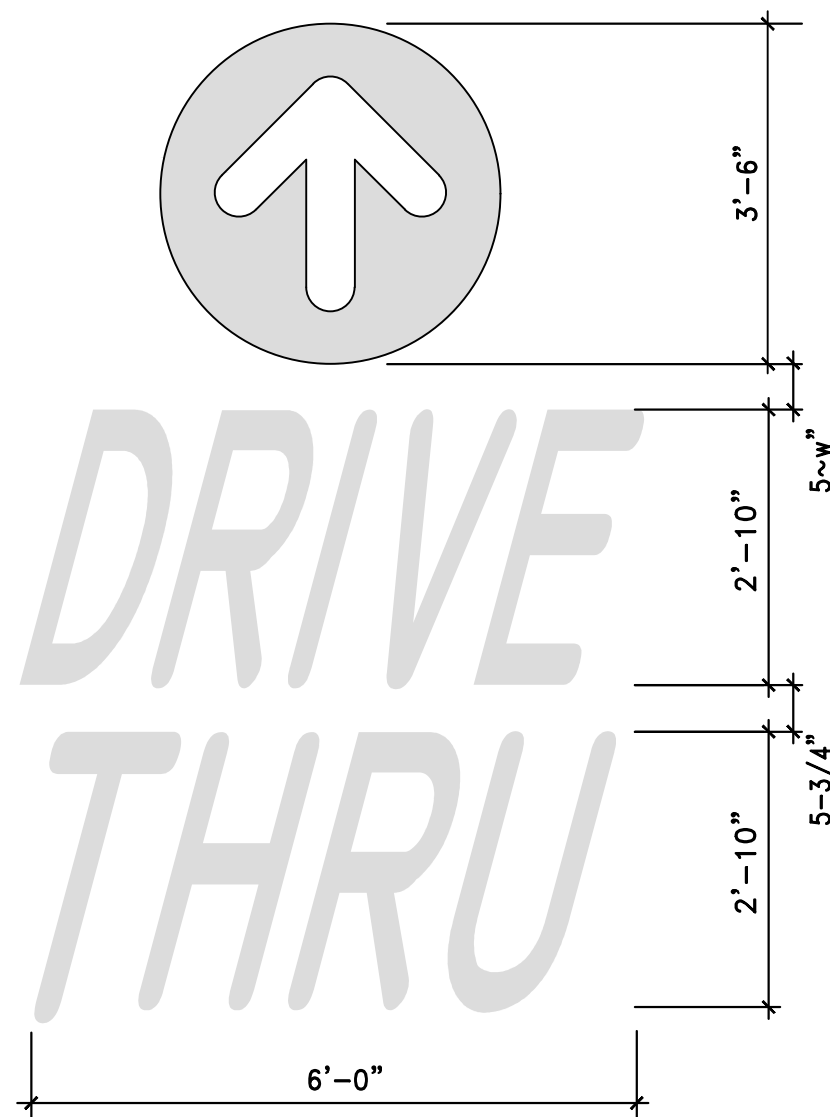
CONNECTION DETAILS
N.T.S.

DOUBLE ARM GATEWAY/CLEARANCE SIGN BASE FOUNDATION DETAIL

WIND SPEED: 115 MPH EXPOSURE "C"

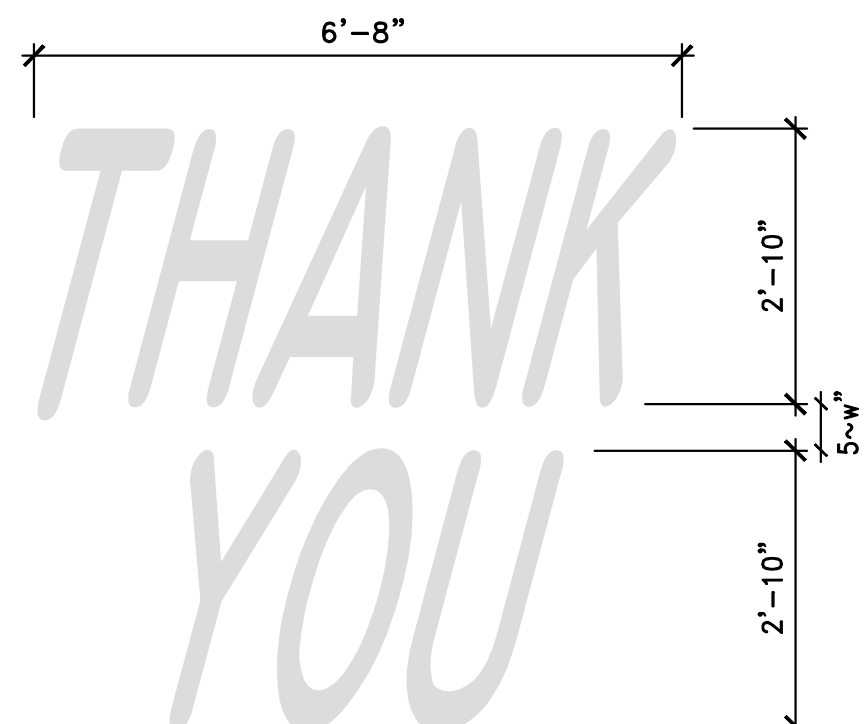


PAINTED HANDICAPPED
PARKING SYMBOL
N.T.S.



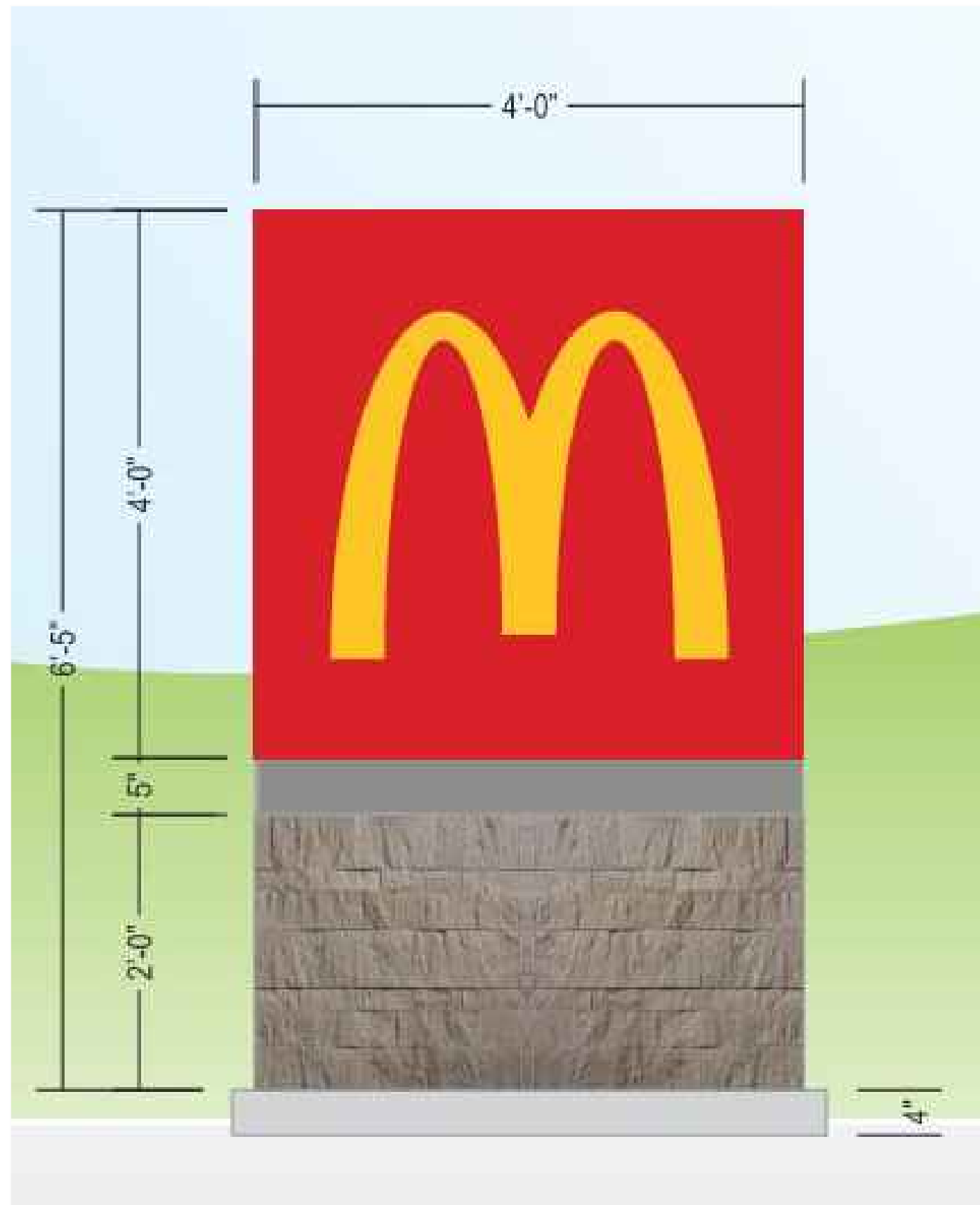
NOTE: ALL TEXT AND ARROWS SHALL BE PAINTED YELLOW (PMS 123)

PAINTED "DRIVE THRU"
N.T.S.



NOTE: ALL TEXT SHALL BE PAINTED YELLOW (PMS 123)

PAINTED "THANK YOU"
N.T.S.



NOTE: SIGNAGE DEPICTION IS FOR INFORMATIONAL PURPOSES ONLY.
ALL SIGNAGE IS TO BE PERMITTED BY A SEPARATE SIGN PERMIT

MONUMENT SIGN
N.T.S.

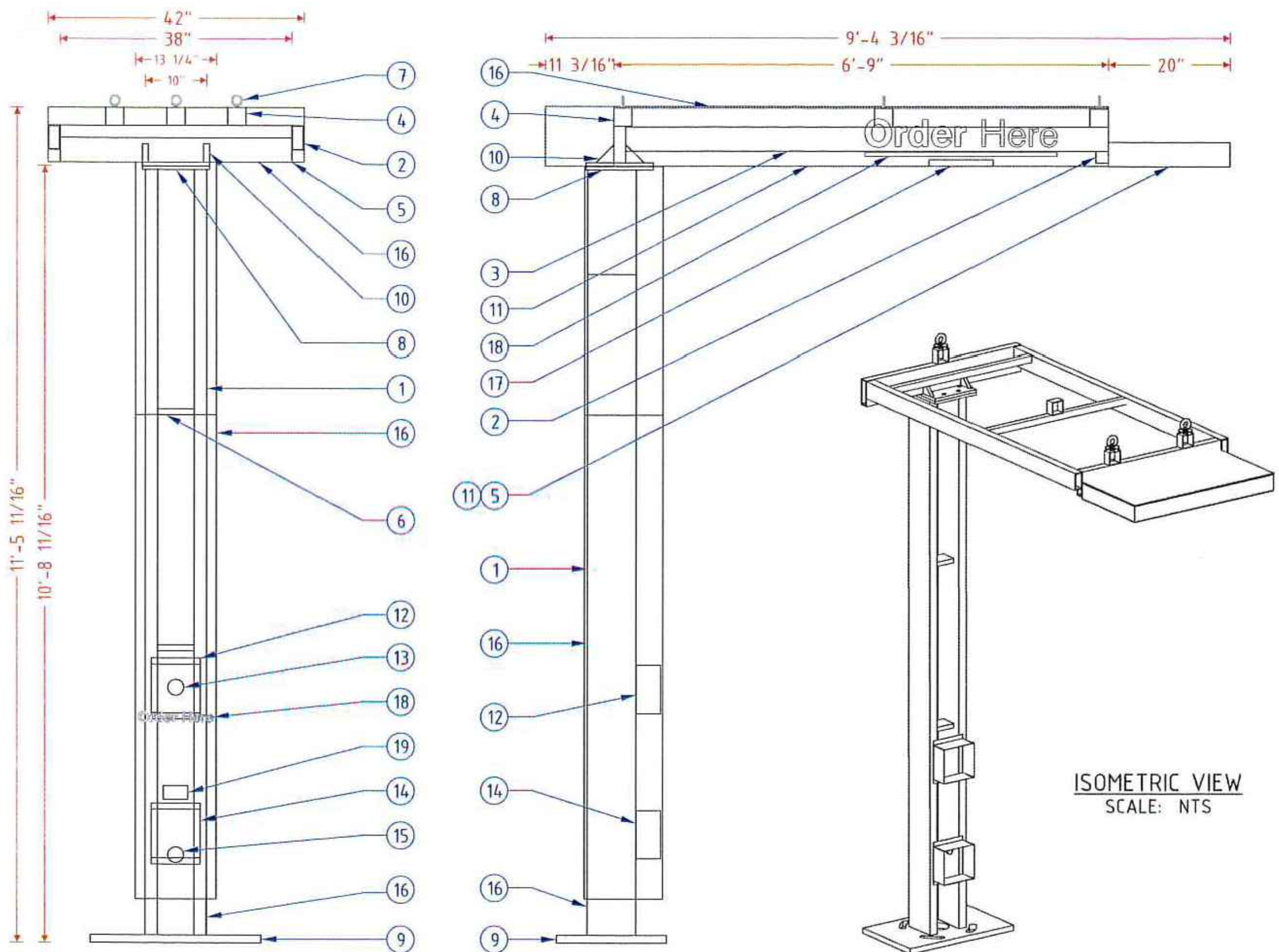
GENERAL NOTES:

- THE FOLLOWING CODES WERE USED IN DESIGN:
 - IBC 2018
 - ASCE 7-16
 - ACI 318-14
- WIND SPEED 130 MPH (ULTIMATE WIND SPEED)
- EXPOSURE C
- 50 PSF SNOW LOADING
- ALL FOOTING EXCAVATIONS ARE TO BE CLEAR OF WATER AND FOREIGN MATTER BEFORE PLACING CONCRETE
- MINIMUM ALLOWABLE LATERAL SOIL BEARING PRESSURE OF 100 PSF/FT (X2)
- SITE SOIL CONDITIONS TO BE CONFIRMED BY GEOTECHNICAL ENGINEER, IF ASSUMED SOIL CONDITIONS ARE NOT PRESENT, FOUNDATION SHALL BE DESIGNED BY A LICENSED STRUCTURAL ENGINEER TAKING IN TO ACCOUNT ACTUAL SITE SOIL CONDITIONS
- TOP 6" OF SOIL NEGLECTED IN EMBEDMENT DEPTH CALCULATIONS (EMBEDMENT DEPTHS SHOWN ARE FROM GRADE)

- CONCRETE:
 - ALL FOOTINGS SHALL BEAR ON FIRM UNDISTURBED RESIDUAL SOIL AND/OR ENGINEERED EARTH FILL COMPACTED TO 98% OF ITS MAXIMUM DRY DENSITY AS PER ASTM D 698-70 (STANDARD PROCTOR) UNLESS NOTED OTHERWISE
 - ALL PIERS TO EXTEND TO FROST DEPTH AS DETERMINED BY LOCAL JURISDICTION
 - TOP OF PIERS SHALL BE SLOPED SUCH THAT MOISTURE CANNOT ACCUMULATE
 - MINIMUM CONCRETE STRENGTH (F'C=4,500 PSI) SHALL CONFORM WITH McDONALD'S CAST-IN-PLACE CONCRETE SPECIFICATIONS SECTION 2.13-A
 - USE OF ADMIXTURES SHALL CONFORM TO McDONALD'S CAST-IN-PLACE CONCRETE SPECIFICATION SECTION 2.6
 - AIR ENTERTAINMENT SHALL CONFORM WITH McDONALD'S CAST-IN-PLACE CONCRETE SPECIFICATIONS 2.6-A AND 2.13-A
 - WATER CONTENT RATIO SHALL CONFORM TO McDONALD'S CAST-IN-PLACE CONCRETE SPECIFICATIONS SECTION 2.13-A
 - FOUNDATION CONCRETE TO BE TESTED PER McDONALD'S CAST-IN-PLACE CONCRETE SPECIFICATIONS SECTION 3.14
 - PROVIDE A MINIMUM 3" OF CONCRETE COVER OVER ALL EMBEDDED STEEL
 - REINFORCEMENT PLACEMENT SHALL CONFORM TO McDONALD'S CAST-IN-PLACE CONCRETE SPECIFICATIONS SECTIONS 3.2 & 3.5 PERFORMED BY GENERAL CONTRACTOR
 - ANCHOR RODS TO BE SET IN ACCORDANCE WITH AISC CODE OF STANDARD PRACTICE
 - DO NOT PLACE POLES ON CONCRETE UNTIL CONCRETE HAS CURED PER McDONALD'S CAST-IN-PLACE CONCRETE SPECIFICATION SECTION 3.11-E
 - CAST CONCRETE DIRECTLY AGAINST EXCAVATED HOLE SIDES
 - ASTM A-615, GR 60 REBAR, BLACK

- STEEL:
 - STEEL PIPE SECTION: ASTM A53 OR A252 TYPE E GRADE B (Fy=35 KSI)
 - HSS ROUND SECTION: ASTM A500 GRADE B (Fy= 42 KSI)
 - HSS SQUARE/RECTANGULAR SECTIONS: ASTM A500 GRADE B (Fy= 46 KSI)
 - HEADED ANCHOR RODS ASTM F1554 GR 55, AN ACCEPTABLE ALTERNATIVE IS ASTM F1554 GR 55, S1 WHEN THE EMBEDDED END OF THE ROD IS THREADED AND THE NUT TACK WELDED PRIOR TO GALVANIZATION
 - STEEL ANGLES, CHANNELS, STRUCTURAL SHAPES AND PLATES: ASTM A36
 - REINFORCEMENT: ASTM A615 GRADE 60- BY GENERAL CONTRACTOR
 - NUTS: ASTM A563A, HEAVY HEX
 - WASHERS: ASTM F844 A36
 - USE ASTM A153 CLASS C OT DIPPED GALVANIZED BOLTS AND FASTENERS.
 - ANCHOR RODS, NUTS, AND WASHERS SHALL BE SHIPPED AS AN ASSEMBLY FROM THE SIGN/LIGHTING MANUFACTURER
 - NO FIELD HEATING TO BEND STEEL SHALL BE ALLOWED WITHOUT ENGINEER'S APPROVAL
 - DO NOT CUT ANCHOR RODS AFTER INSTALLATION OF POLE
 - AFTER INSTALLATION, ALL EXPOSED STEEL SHALL BE PAINTED WITH AN ENAMEL PAINT TO INHIBIT CORROSION
 - ANY FIELD WELDING SHALL FIRST BE VERIFIED BY ENGINEER AND PERFORMED IN ACCORDANCE WITH AWS D1.1
 - REFER TO SIGN MANUFACTURER DRAWINGS AND INSTRUCTIONS FOR ADDITIONAL INFORMATION

SHEET NO.	TITLE	DATE	REV	DATE	DESCRIPTION	BY
C5.1	McDONALD'S SITE IMPROVEMENT PLANS EAGLE MOUNTAIN, UTAH	2/10/25				
	DESCRIPTION McDONALD'S FOUNDATION AND MISC. DETAILS					
	SITE ID C43-0330	4248 NORTH 1650 EAST, EAGLE MOUNTAIN, UTAH				
	OFFICE ADDRESS 4643 S. ULSTER ST. SUITE 1300, DENVER, CO 80237					
	PREPARED FOR: M CORPORATION 1800 E 19th Avenue, Suite 1000, Denver, CO 80202 THESE DRAWINGS AND ANY INFORMATION CONTAINED HEREIN ARE THE PROPERTY OF MCDONALD'S CORPORATION AND SHALL NOT BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT THE WRITTEN PERMISSION OF MCDONALD'S CORPORATION. THE SERVICES OF PROFESSIONAL ENGINEERS AND ARCHITECTS ARE REQUIRED FOR THE CONTRACT DOCUMENTS FOR REUSE ON ANOTHER PROJECT IS NOT AUTHORIZED.					



FRAME & LAMP DETAIL

CROSS SECTION A-A

18" X 28" X 1 1/4" PLATE
1 3/8" SLOTTED HOLES
1" BOLTS

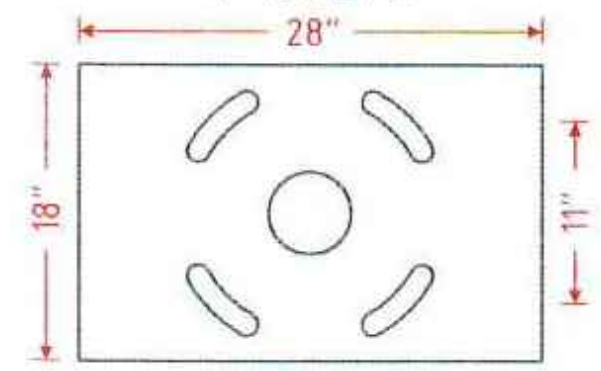


PLATE DETAIL

11" X 11" X 5/8" PLATE
3/4" HOLES
5/8" BOLTS

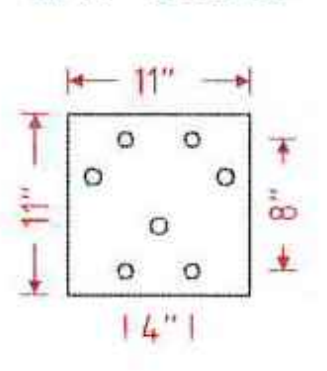


PLATE DETAIL

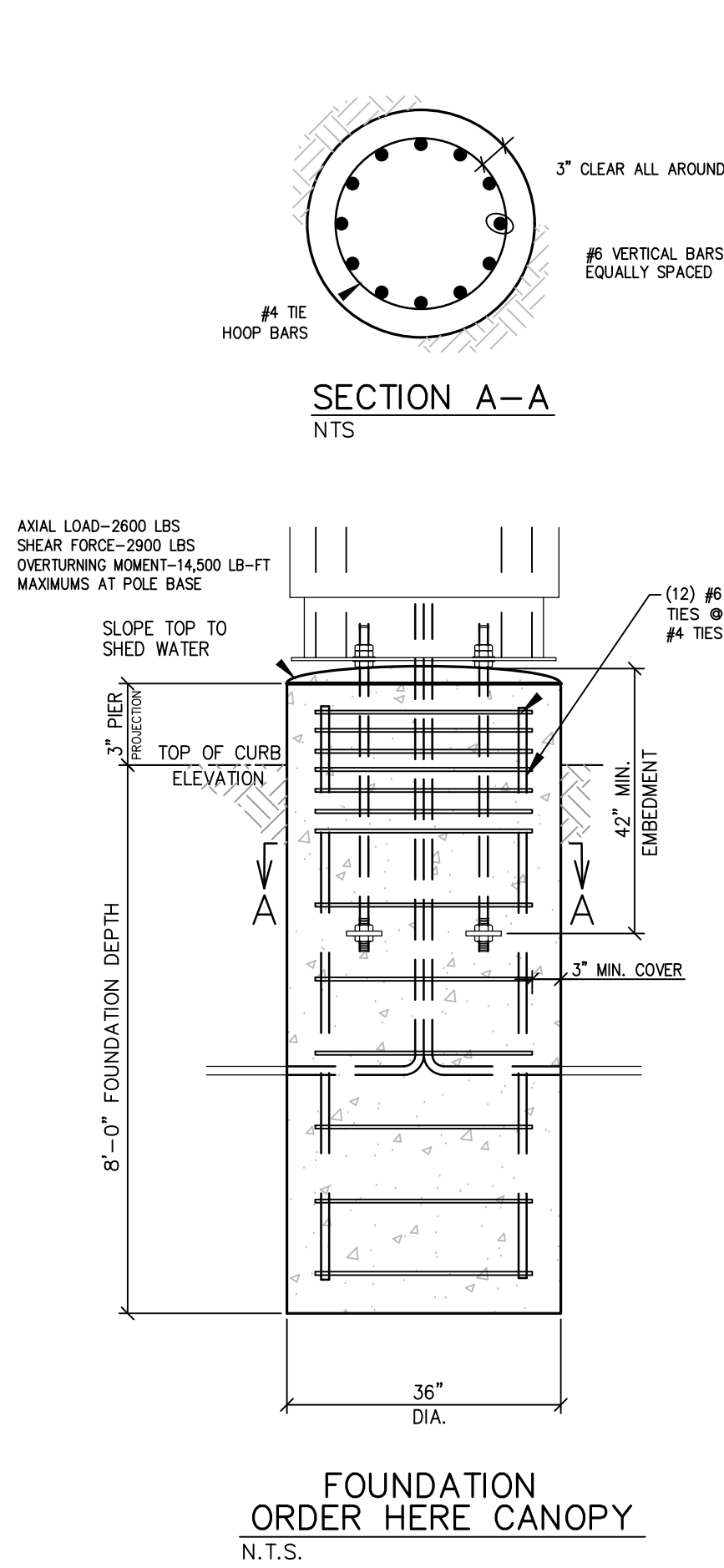
MCDONALD'S SPRINGBOARD OHC SPECIFICATIONS	
NO.	PART/DESCRIPTION
1	2" X 8" X 3/16" RECTANGULAR TUBE
2	2" X 6" X 1/4" RECTANGULAR TUBE
3	2" X 4" X 1/4" RECTANGULAR TUBE
4	3" X 3" X 3/16" SQUARE TUBE
5	1" X 4" X 1/8" RECTANGULAR TUBE
6	C4 ALUMINUM C-CHANNEL
7	1/2" EYEBOLTS (3)
8	11" X 11" X 5/8" TOP PLATES (2) (SEE PLATE DETAILS)
9	18" X 28" X 1 1/4" BASE PLATE (SEE PLATE DETAILS)
10	3" X 3" X 3/4" GUSSETS
11	.063" ALUMINUM SKIN
12	.063" ALUMINUM BENT SP10 SPEAKER BOX HOLDER
13	SPEAKER OPENING
14	.063" ALUMINUM BENT DM 4/DM 5 MICROPHONE BOX HOLDER
15	MICROPHONE OPENING
16	ACM CLADDING
17	SLOAN LED LIGHT WITH POWER SUPPLY
18	REFLECTIVE WHITE 680-10 VINYL
19	ADA STICKER

NOTES:

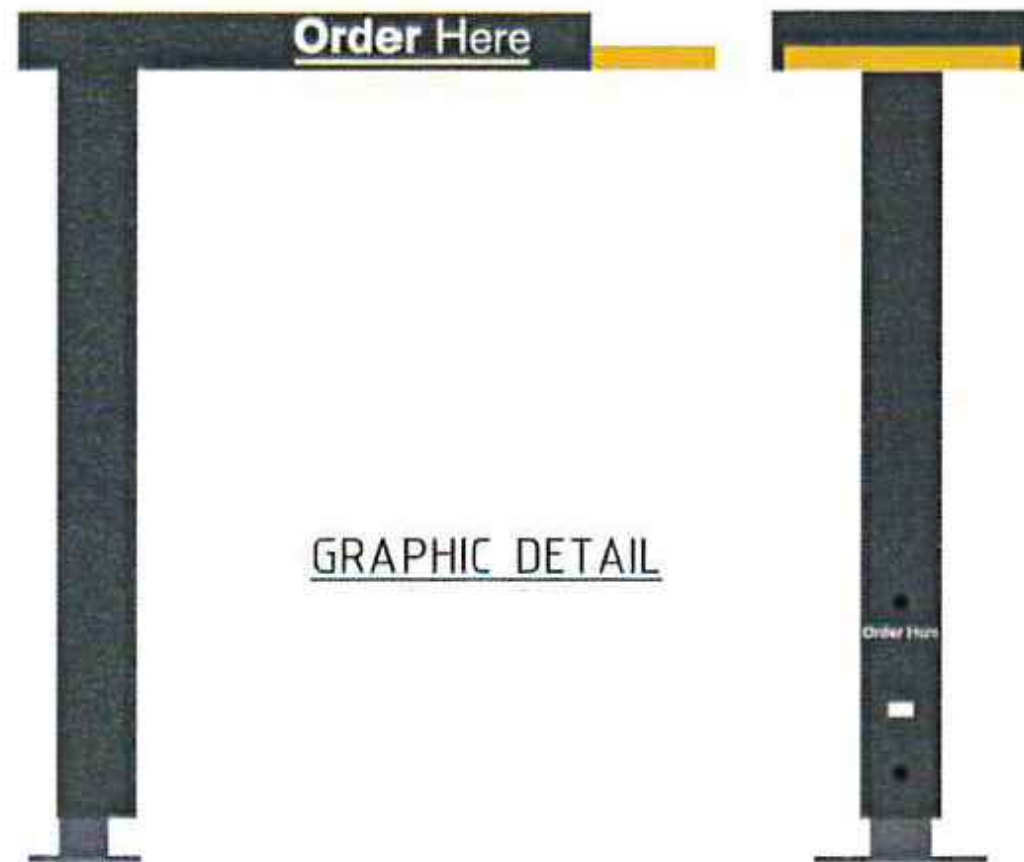
- DESIGN FACTOR: TO BE DETERMINED
- 2" X 8" X 3/16 RECTANGULAR TUBE FRAME
- ACM AND .063" ALUMINUM SKIN
- EXTERIOR FINISH:
 - BASE PLATE - PAINT BM 1631 MIDNIGHT OIL
 - TUBE AND TOP ACM - PAINT CHARCOAL
 - SPRINGBOARD TIP AND UNDERSIDE - PAINT PMS 123 C GOLD
- ACM/SKIN REMOVABLE FOR SERVICE
- U.L. LISTED
- ELECTRICAL: 0.64 AMPS/120 VOLTS

ORDER HERE CANOPY (COD) DETAIL

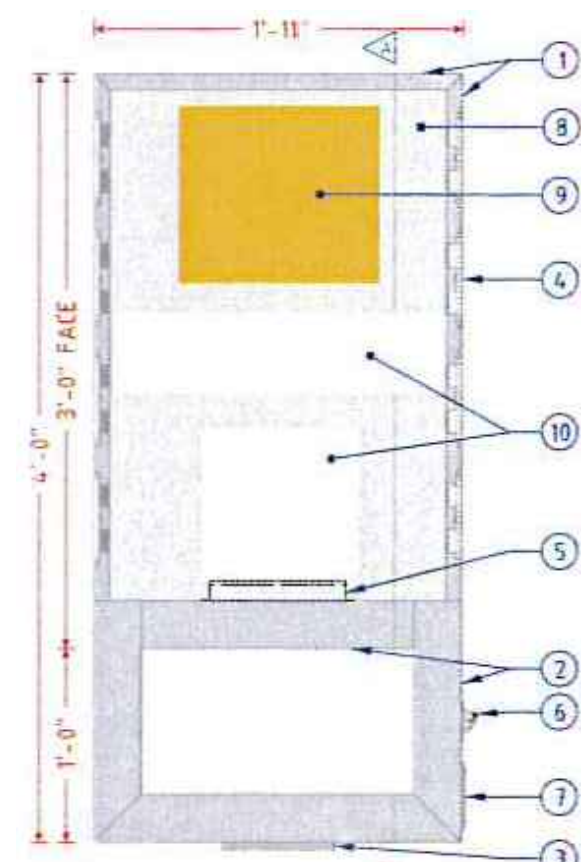
NOT TO SCALE WIND SPEED: 115 MPH EXPOSURE "C"



FOUNDATION
ORDER HERE CANOPY
N.T.S.



GRAPHIC DETAIL



FRAME & LAMP DETAIL

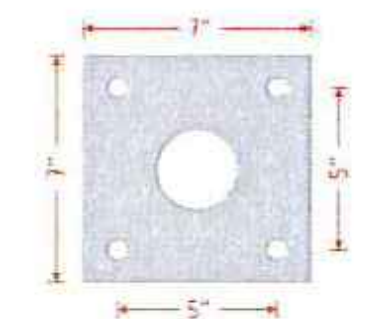
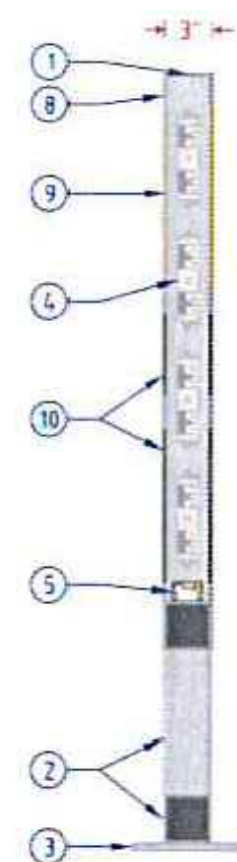


PLATE DETAIL



CROSS SECTION A-A

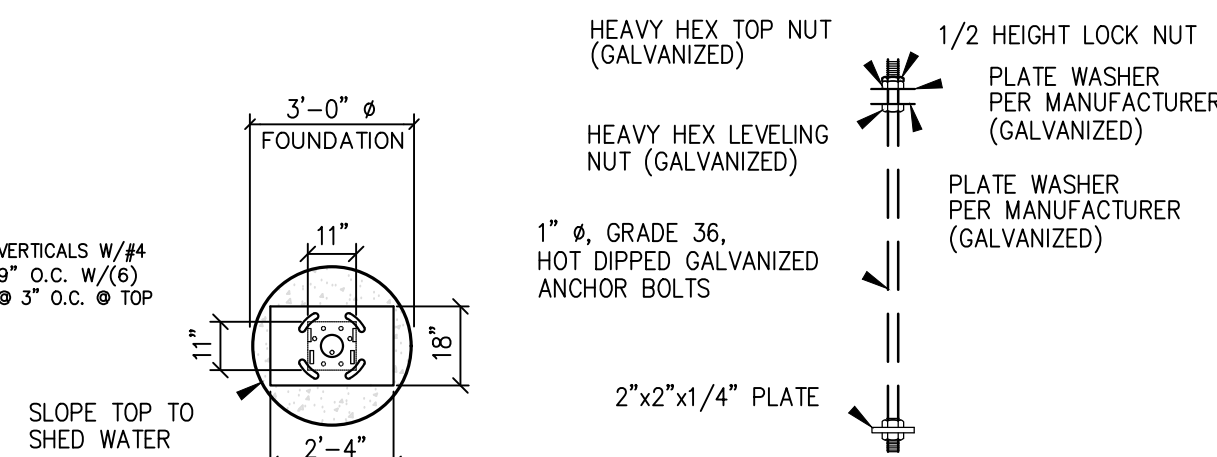


NEW GEN DIRECTIONAL SIGN DETAILS

NOT TO SCALE WIND SPEED: 115 MPH EXPOSURE "C"

NOTES:

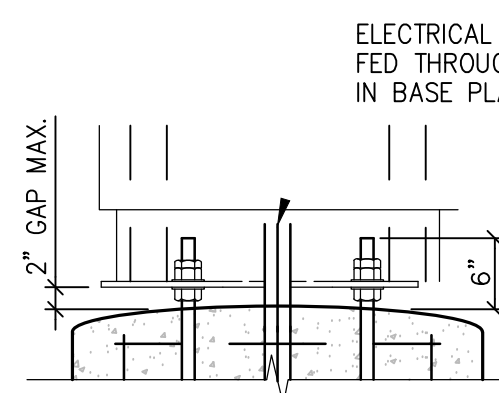
- TOP OF PIERS SHALL BE SLOPED SUCH THAT MOISTURE CANNOT ACCUMULATE.
- USE F1554 GRADE 36 BOLTS MINIMUM
- USE HOT DIPPED GALVANIZED BOLTS
- ANCHOR BOLTS TO BE SET IN ACCORDANCE WITH AISC CODE OF STANDARD PRACTICE
- ANCHOR RODS, NUTS, AND WASHERS SHALL BE SHIPPED AS AN ASSEMBLY FROM THE SIGN/LIGHTING MANUFACTURER
- DO NOT CUT ANCHOR BOLTS AFTER INSTALLATION OF POLE
- ELECTRICAL CONTRACTOR TO PROVIDE INFORMATION ON CONDUIT AND ELECTRICAL REQUIREMENTS.



ANCHOR BOLT PATTERN
N.T.S.

NOTES:

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- DO NOT CUT ANCHOR BOLTS AFTER INSTALLATION OF POLE



CONNECTION DETAILS
N.T.S.

ORDER HERE CANOPY FOUNDATION DETAIL

N.T.S.

GENERAL NOTES:

- THE FOLLOWING CODES WERE USED IN DESIGN:
 - IBC 2018
 - ASCE 7-16
 - ACI 318-14
- WIND SPEED 130 MPH (ULTIMATE WIND SPEED)
- EXPOSURE C
- 50 PSF SNOW LOADING
- ALL FOOTING EXCAVATIONS ARE TO BE CLEAR OF WATER AND FOREIGN MATTER BEFORE PLACING CONCRETE
- MINIMUM ALLOWABLE LATERAL SOIL BEARING PRESSURE OF 100 PSF/FT (X2)
- SITE SOIL CONDITIONS TO BE CONFIRMED BY GEOTECHNICAL ENGINEER, IF ASSUMED SOIL CONDITIONS ARE NOT PRESENT, FOUNDATION SHALL BE DESIGNED BY A LICENSED STRUCTURAL ENGINEER TAKING IN TO ACCOUNT ACTUAL SITE SOIL CONDITIONS
- TOP 6" OF SOIL NEGLECTED IN EMBEDMENT DEPTH CALCULATIONS (EMBEDMENT DEPTHS SHOWN ARE FROM GRADE)

CONCRETE:

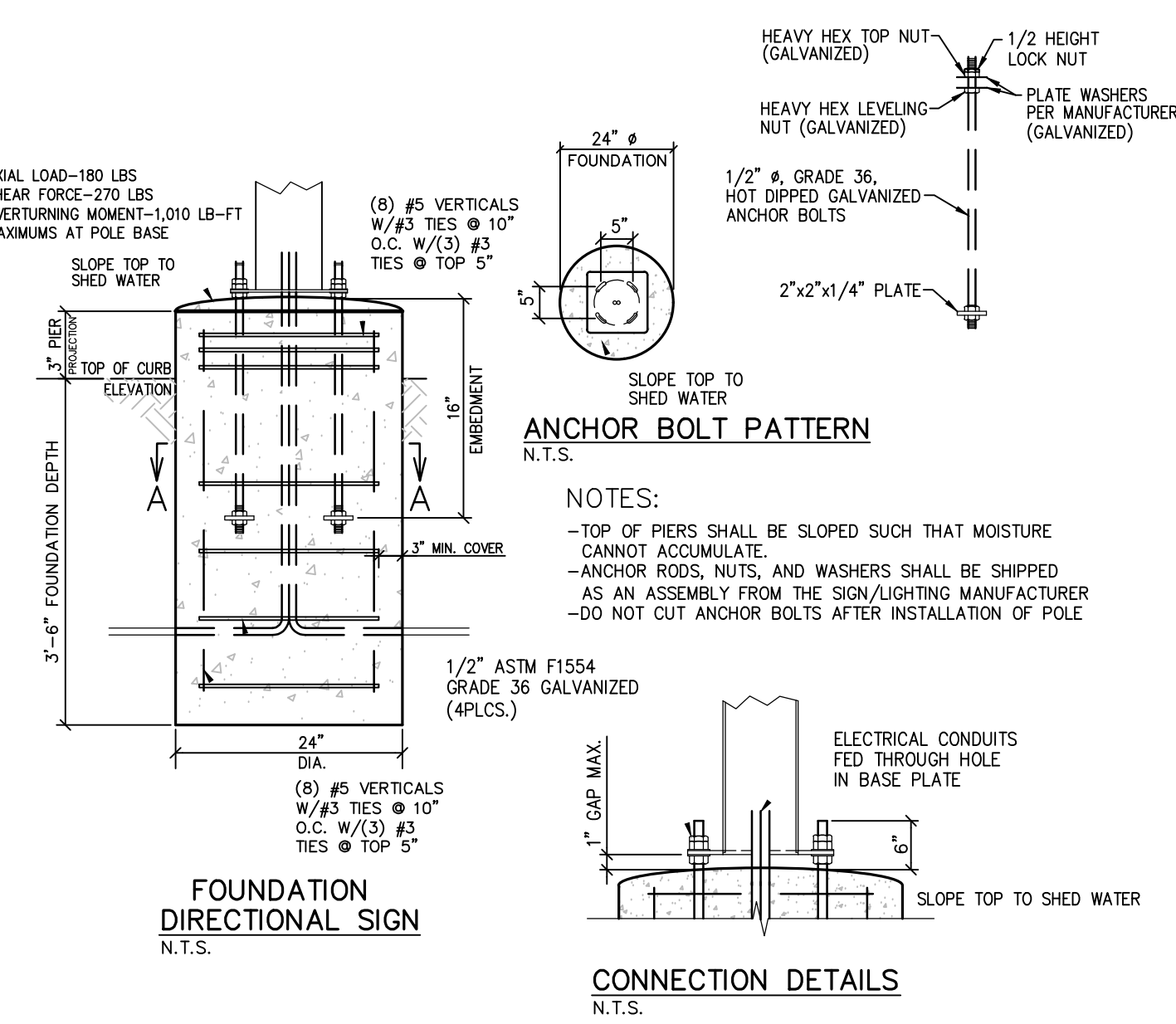
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- ALL PIERS TO EXTEND TO FROST DEPTH AS DETERMINED BY LOCAL JURISDICTION
- TOP OF PIERS SHALL BE SLOPED SUCH THAT MOISTURE CANNOT ACCUMULATE
- MINIMUM CONCRETE STRENGTH (F'c=4,500 PSI) SHALL CONFORM WITH McDONALD'S CAST-IN-PLACE CONCRETE SPECIFICATIONS SECTION 2.13-A
- USE OF ADMIXTURES SHALL CONFORM TO McDONALD'S CAST-IN-PLACE CONCRETE SPECIFICATION SECTION 2.6
- AIR ENTERTAINMENT SHALL CONFORM WITH McDONALD'S CAST-IN-PLACE CONCRETE SPECIFICATIONS 2.6-A AND 2.13-A
- WATER CONTENT RATIO SHALL CONFORM TO McDONALD'S CAST-IN-PLACE CONCRETE SPECIFICATIONS SECTION 2.13-A
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- PROVIDE A MINIMUM 3" OF CONCRETE COVER OVER ALL EMBEDDED STEEL
- REINFORCEMENT PLACEMENT SHALL CONFORM TO McDONALD'S CAST-IN-PLACE CONCRETE SPECIFICATIONS SECTIONS 3.2 & 3.5 PERFORMED BY GENERAL CONTRACTOR
- ANCHOR RODS TO BE SET IN ACCORDANCE WITH AISC CODE OF STANDARD PRACTICE
- DO NOT PLACE POLES ON CONCRETE UNTIL CONCRETE HAS CURED PER McDONALD'S CAST-IN-PLACE CONCRETE SPECIFICATION SECTION 3.11-E
- CAST CONCRETE DIRECTLY AGAINST EXCAVATED HOLE SIDES
- ASTM A-615, GR 60 REBAR, BLACK

STEEL:

- STEEL PIPE SECTION: ASTM A53 OR A252 TYPE E GRADE B (Fy=35 KSI)
- HSS ROUND SECTION: ASTM A500 GRADE B (Fy= 42 KSI)
- HSS SQUARE/RECTANGULAR SECTIONS: ASTM A500 GRADE B (Fy= 46 KSI)
- HEADED ANCHOR RODS ASTM F1554 GR 55, AN ACCEPTABLE ALTERNATIVE IS ASTM F1554 GR 55, S1 WHEN THE EMBEDDED END OF THE ROD IS THREADED AND THE NUT TACK WELDED PRIOR TO GALVANIZATION
- STEEL ANGLES, CHANNELS, STRUCTURAL SHAPES AND PLATES: ASTM A36
- REINFORCEMENT: ASTM A615 GRADE 60- BY GENERAL CONTRACTOR
- NUTS: ASTM A563A, HEAVY HEX
- WASHERS: ASTM F844 A36
- USE ASTM A153 CLASS C OT DIPPED GALVANIZED BOLTS AND FASTENERS.
- ANCHOR RODS, NUTS, AND WASHERS SHALL BE SHIPPED AS AN ASSEMBLY FROM THE SIGN/LIGHTING MANUFACTURER
- NO FIELD HEATING TO BEND STEEL SHALL BE ALLOWED WITHOUT ENGINEER'S APPROVAL
- DO NOT CUT ANCHOR RODS AFTER INSTALLATION OF POLE
- AFTER INSTALLATION, ALL EXPOSED STEEL SHALL BE PAINTED WITH AN ENAMEL PAINT TO INHIBIT CORROSION
- ANY FIELD WELDING SHALL FIRST BE VERIFIED BY ENGINEER AND PERFORMED IN ACCORDANCE WITH AWS D1.1
- REFER TO SIGN MANUFACTURER DRAWINGS AND INSTRUCTIONS FOR ADDITIONAL INFORMATION

NOTES:

- TOP OF PIERS SHALL BE SLOPED SUCH THAT MOISTURE CANNOT ACCUMULATE.
- USE F1554 GRADE 36 BOLTS MINIMUM
- USE HOT DIPPED GALVANIZED BOLTS
- ANCHOR BOLTS TO BE SET IN ACCORDANCE WITH AISC CODE OF STANDARD PRACTICE
- ANCHOR RODS, NUTS, AND WASHERS SHALL BE SHIPPED AS AN ASSEMBLY FROM THE SIGN/LIGHTING MANUFACTURER
- DO NOT CUT ANCHOR BOLTS AFTER INSTALLATION OF POLE
- ELECTRICAL CONTRACTOR TO PROVIDE INFORMATION ON CONDUIT AND ELECTRICAL REQUIREMENTS.



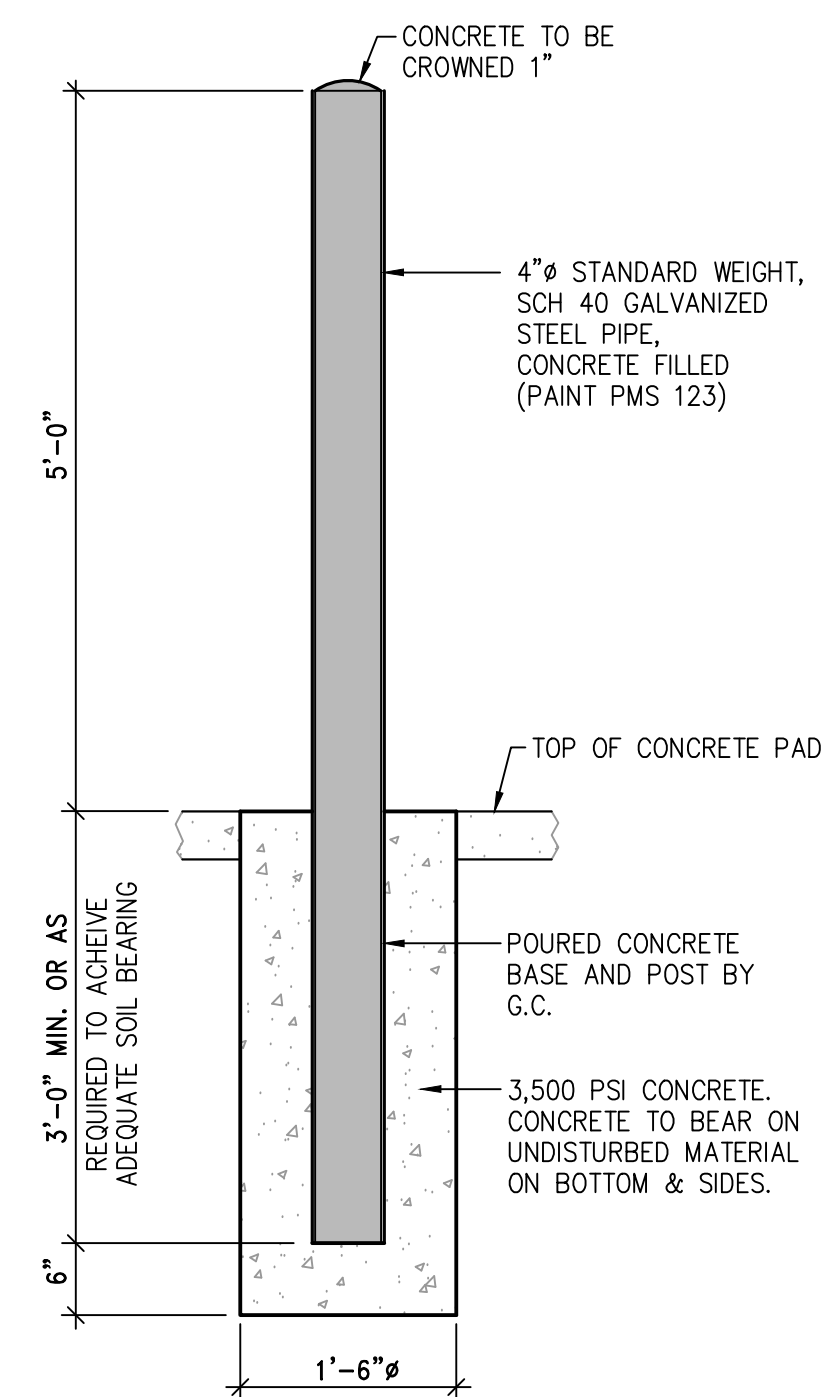
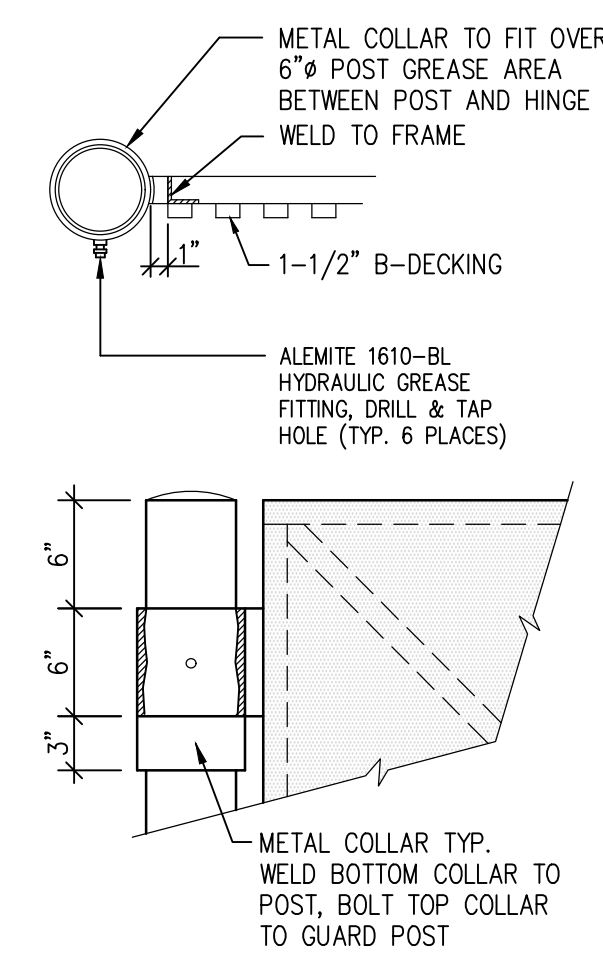
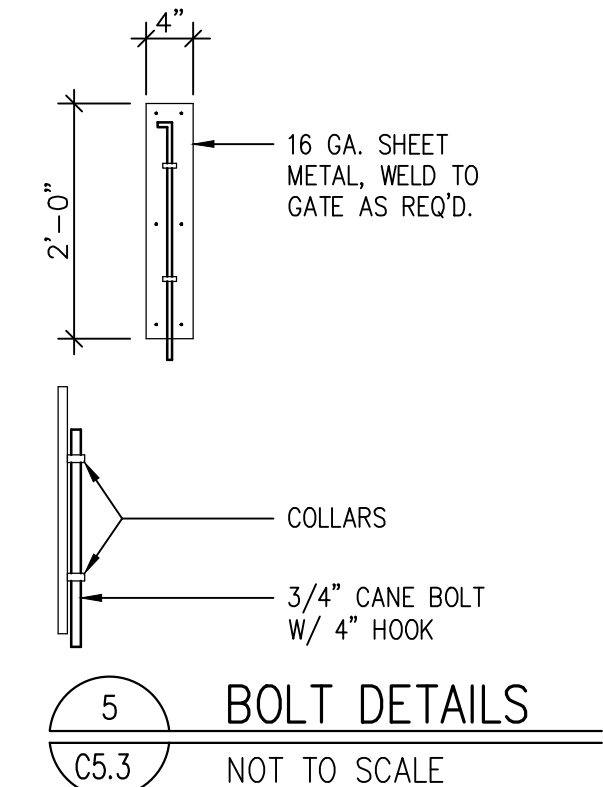
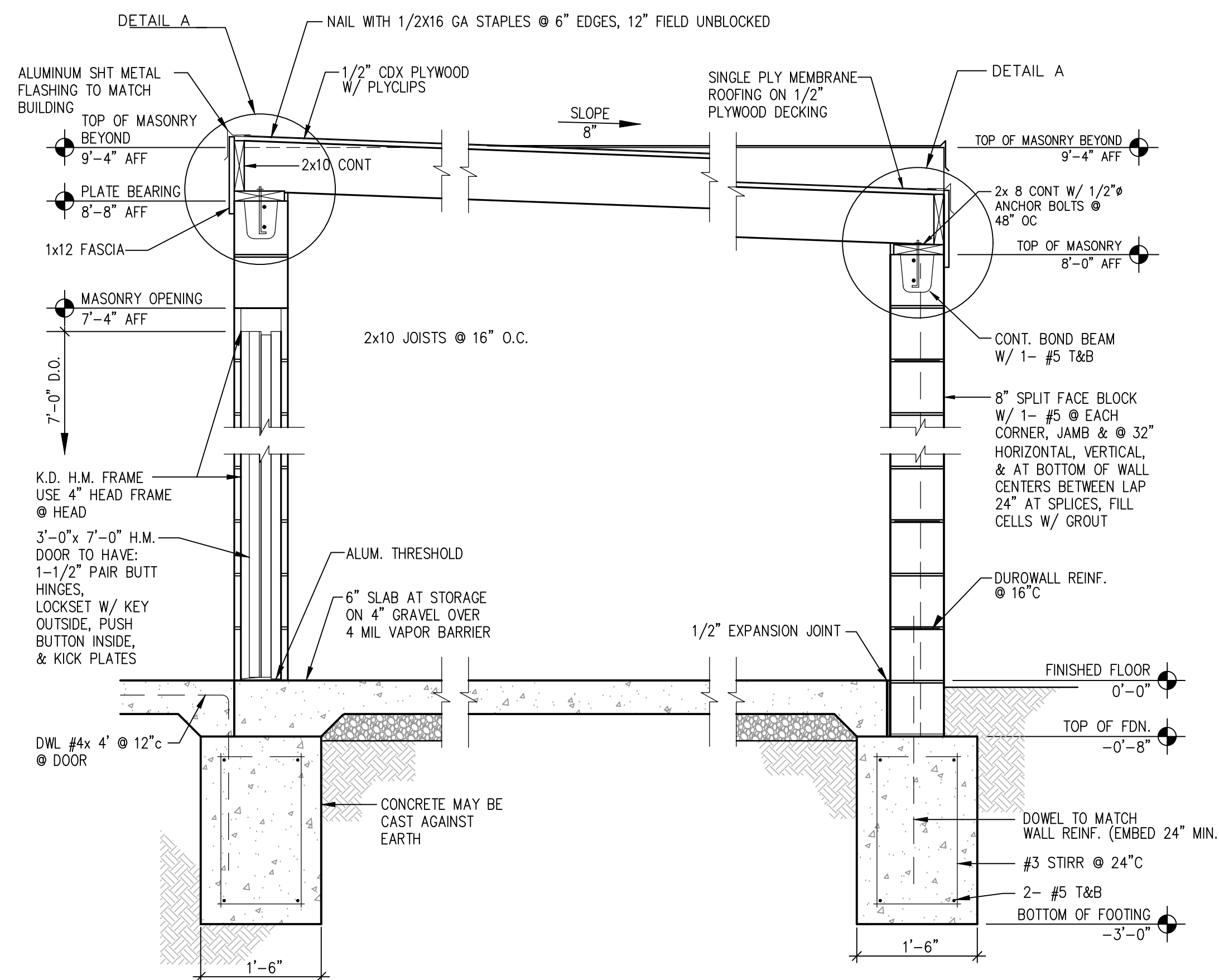
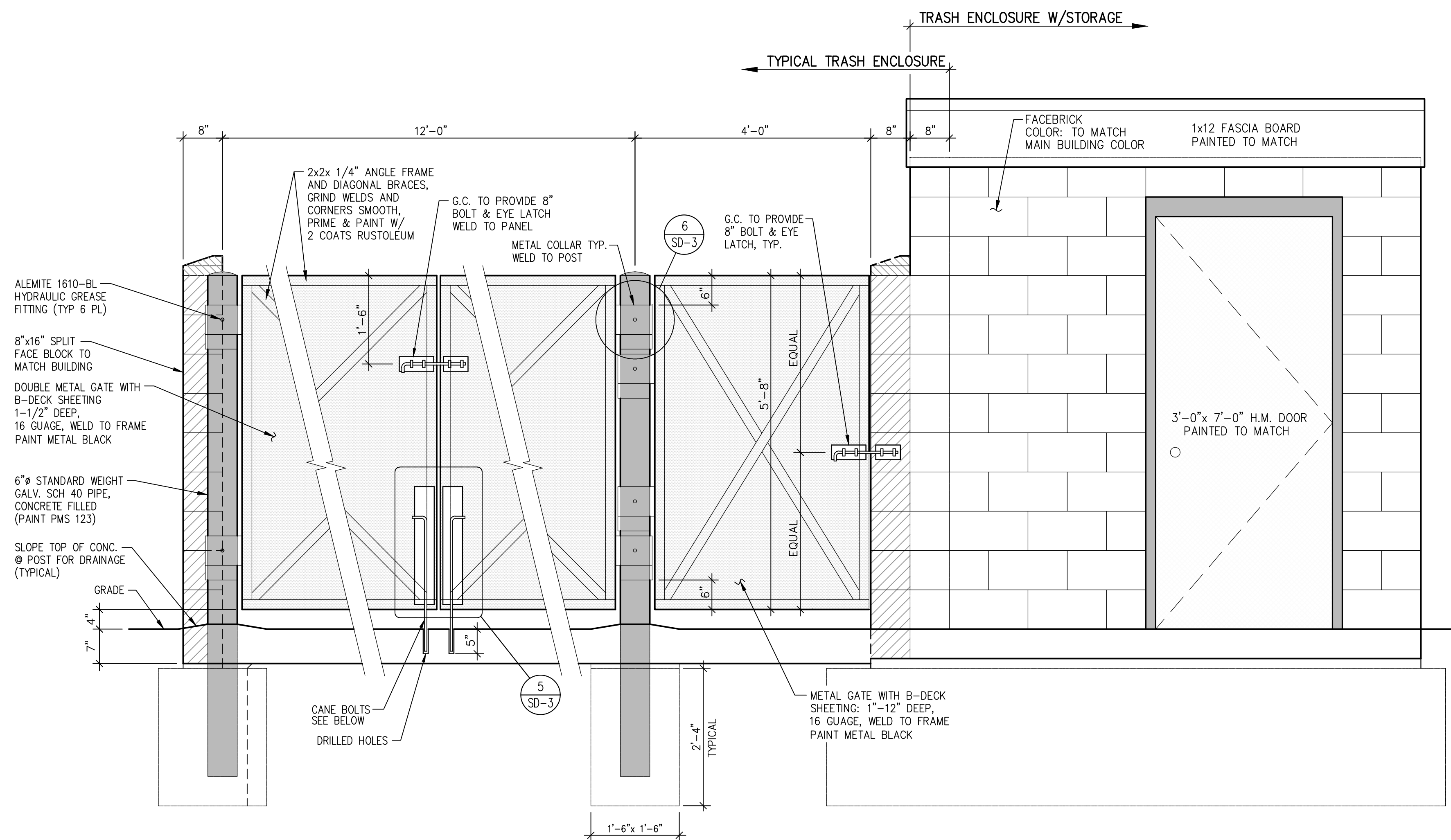
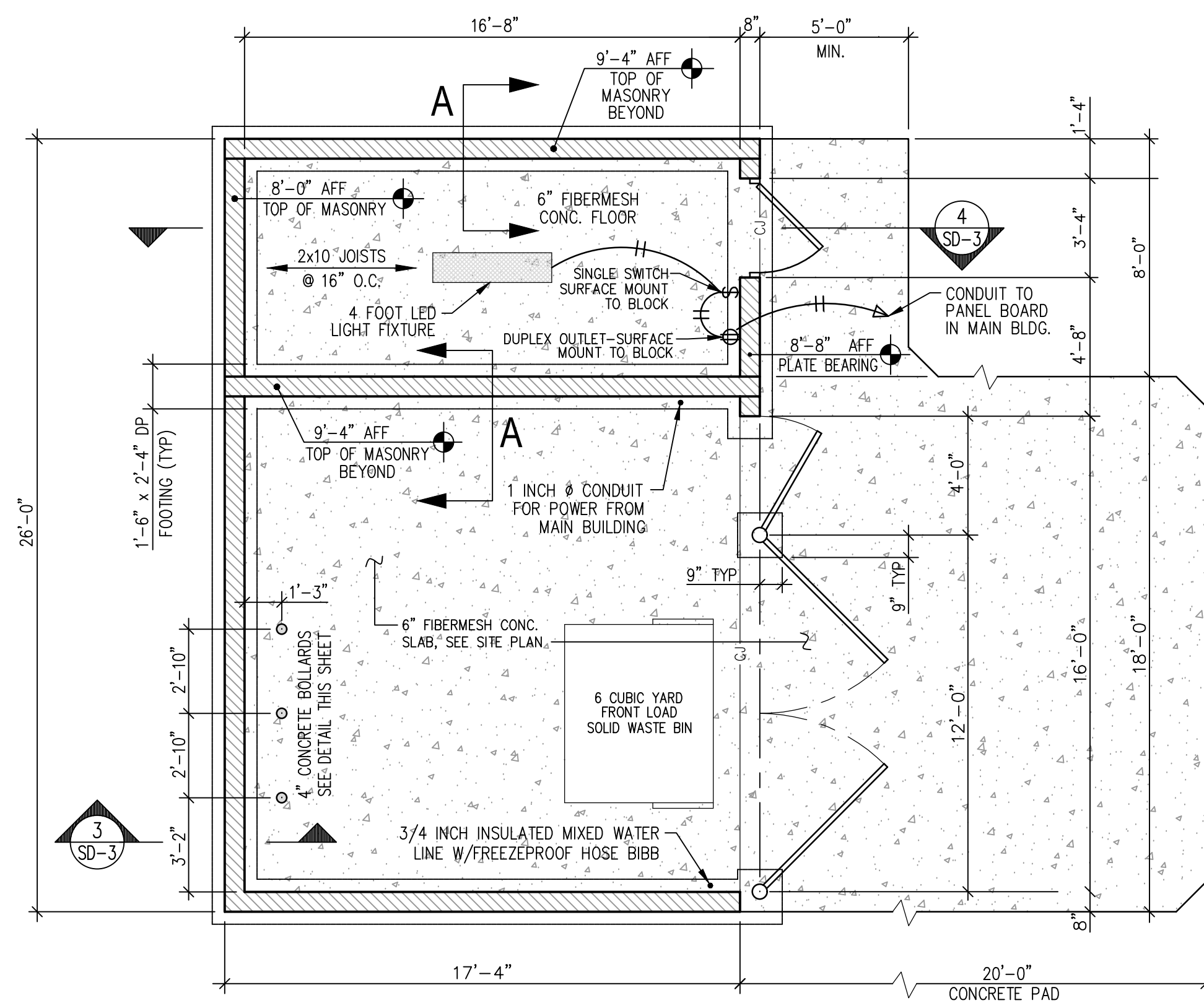
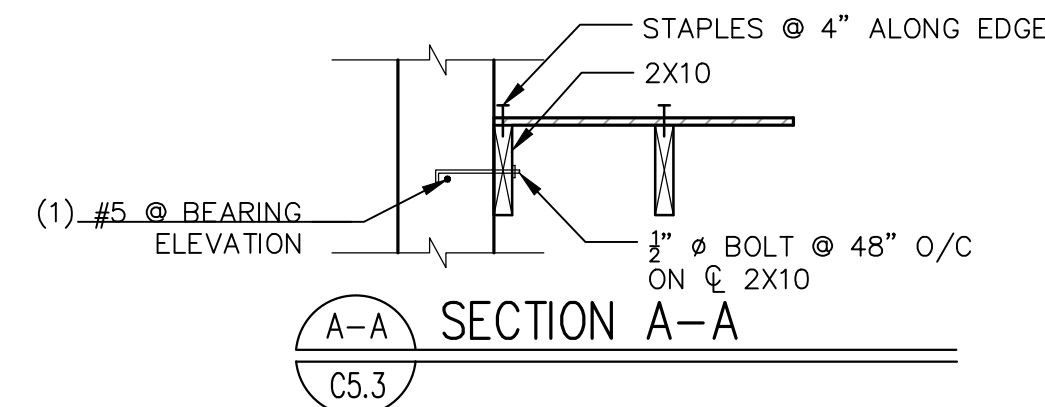
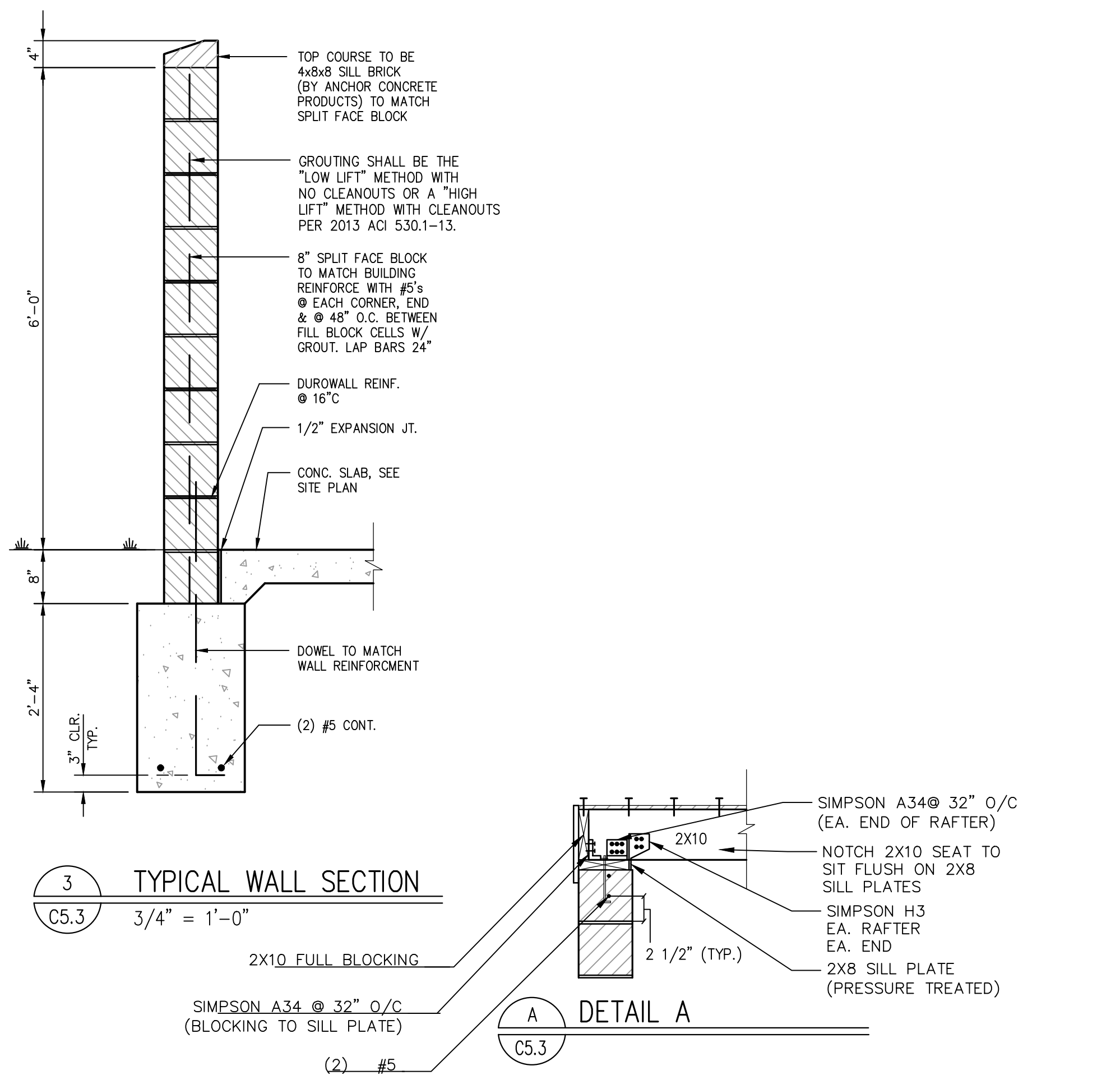
FOUNDATION
DIRECTIONAL SIGN
N.T.S.

CONNECTION DETAILS
N.T.S.

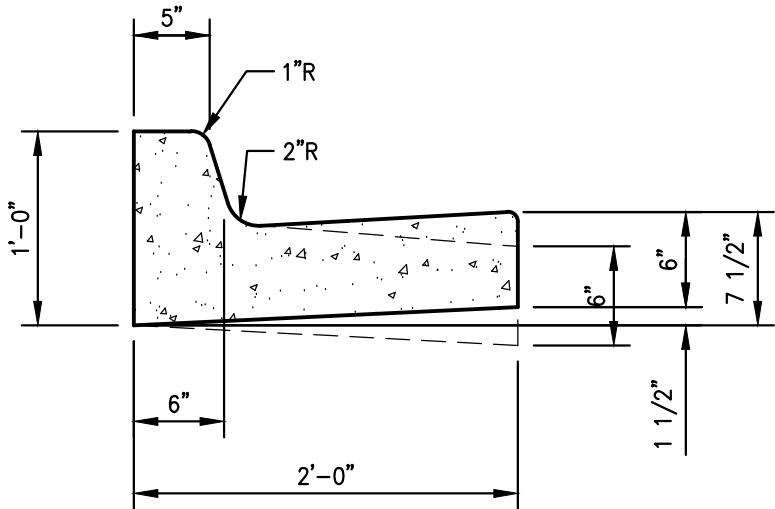
DIRECTIONAL SIGN FOUNDATION DETAIL

N.T.S.

SHEET NO.	TITLE	DRAWN BY	STD. ISSUE DATE	REVIEWED BY	DATE REVIEWED	DATE ISSUED	OFFICE ADDRESS	DENVER REGION: 4643 S. ULSTER ST., SUITE 1300, DENVER, CO 80237	DESCRIPTION	DATE	REV	BY
C5.2	McDONALD'S SITE IMPROVEMENT PLANS EAGLE MOUNTAIN, UTAH McDONALD'S SIGNS & FOOTINGS DETAILS	M CORPORATION	PREPARED FOR:	THESE DRAWINGS AND ANY SIGN, LIGHTING, OR OTHER PROPERTY OF McDONALD'S CORPORATION AND SHALL NOT BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT THE WRITTEN PERMISSION OF McDONALD'S CORPORATION. ANY VIOLATION OF THIS NOTICE SHALL BE SUBJECT TO THE FULL AND EXCLUSIVE JURISDICTION OF THE COURT OF THE STATE OF UTAH.	No. 8030527 -220- JEREMY RICK HANSON 1/17/24 STATE OF UTAH	REGISTERED PROFESSIONAL ENGINEER						

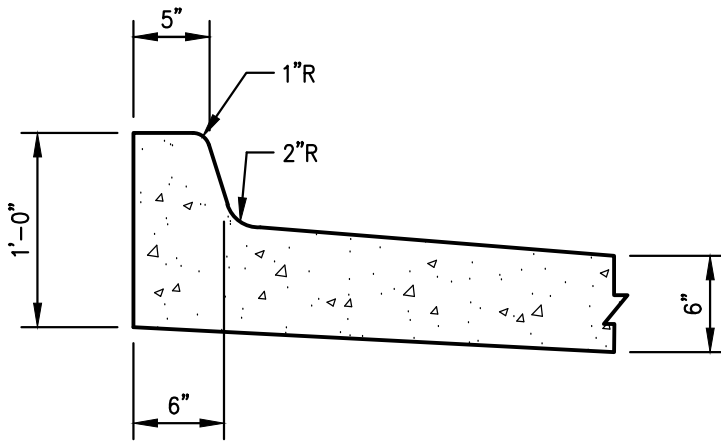


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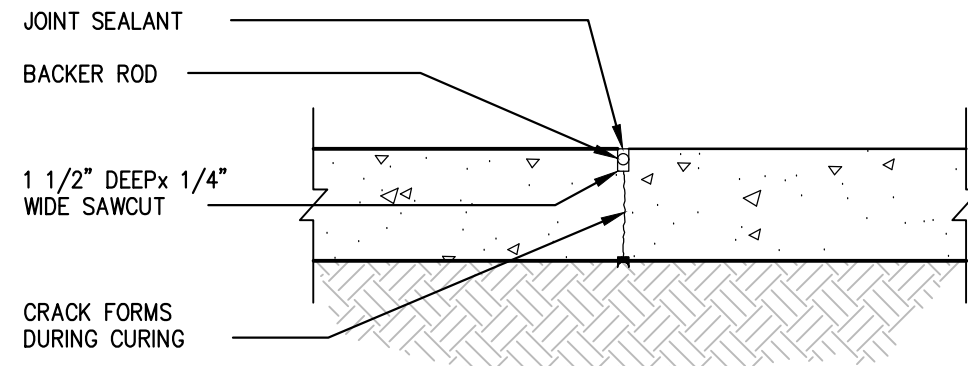


- NOTES:
1. PROVIDE CONTRACTION JOINTS @ 15' CC & EXPANSION JOINTS @ 75' CC
 2. REFER TO GRADING PLAN FOR SPILL GUTTER

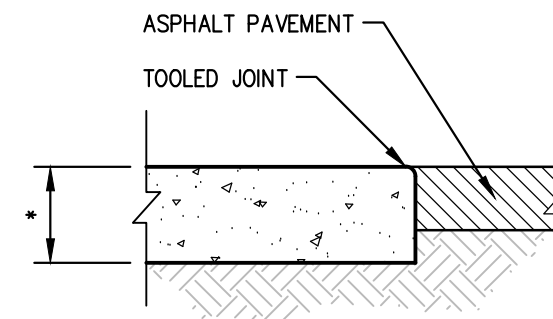
1 CONCRETE CURB & GUTTER
C5.4 1" = 1'-0"



2 INTEGRAL CONCRETE CURB & GUTTER
C5.4 1" = 1'-0"

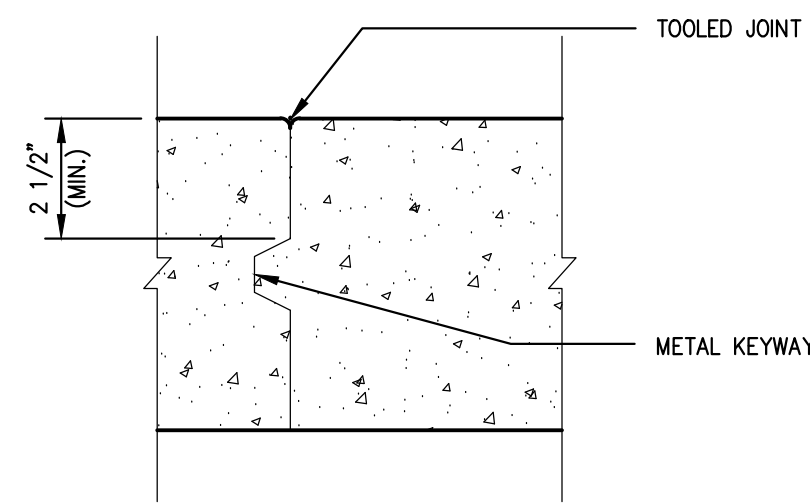


3 CONTRACTION JOINT
C5.4 1" = 1'-0"

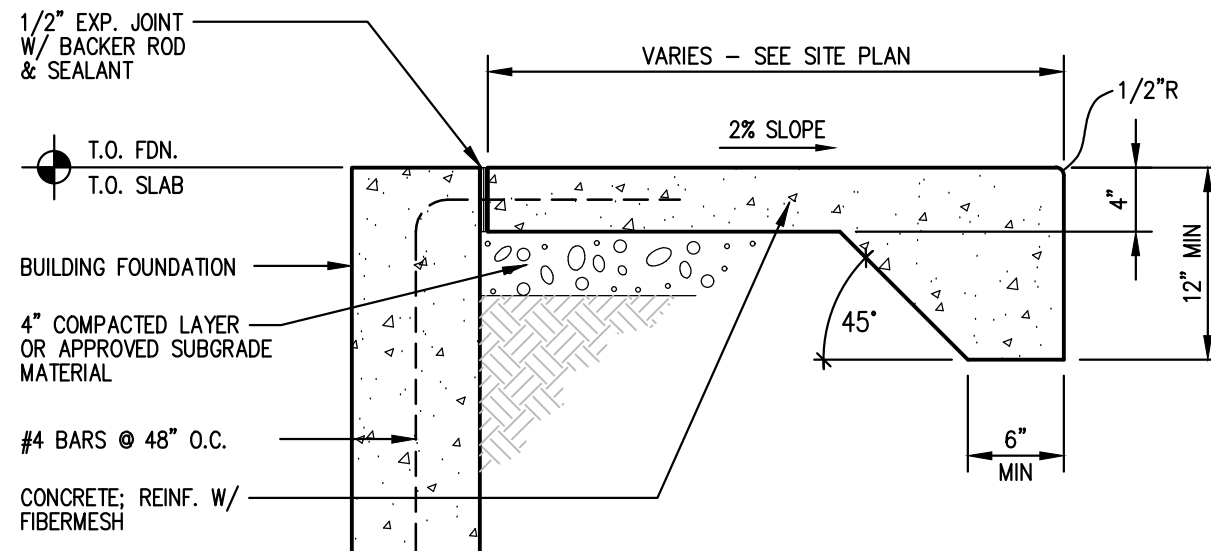


* SEE SITE PLAN

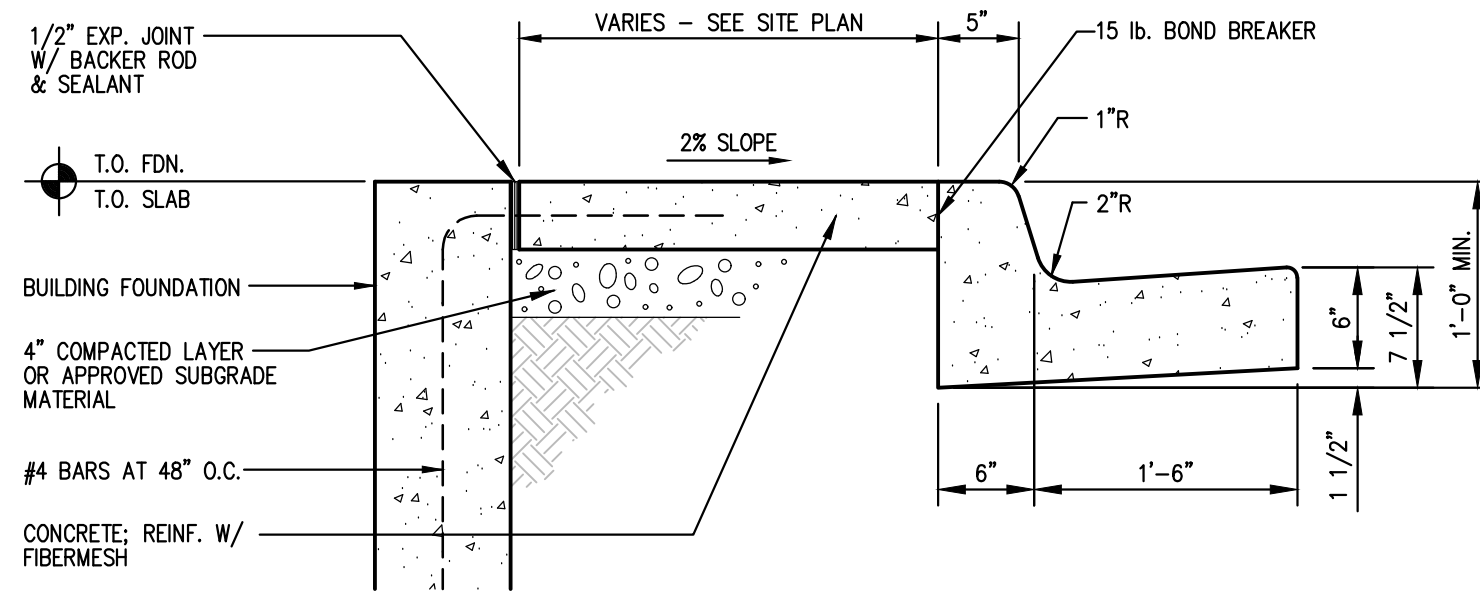
4 TERMINAL JOINT W/ASPHALT PAVEMENT
C5.4 1" = 1'-0"



5 CONSTRUCTION JOINT
C5.4 3" = 1'-0"

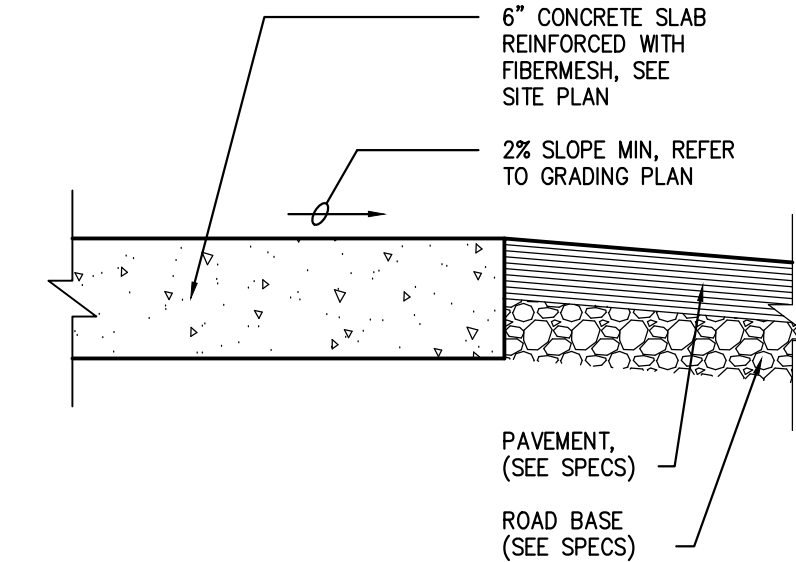


6 SIDEWALK AT BACK OF BUILDING
C5.4 1" = 1'-0"



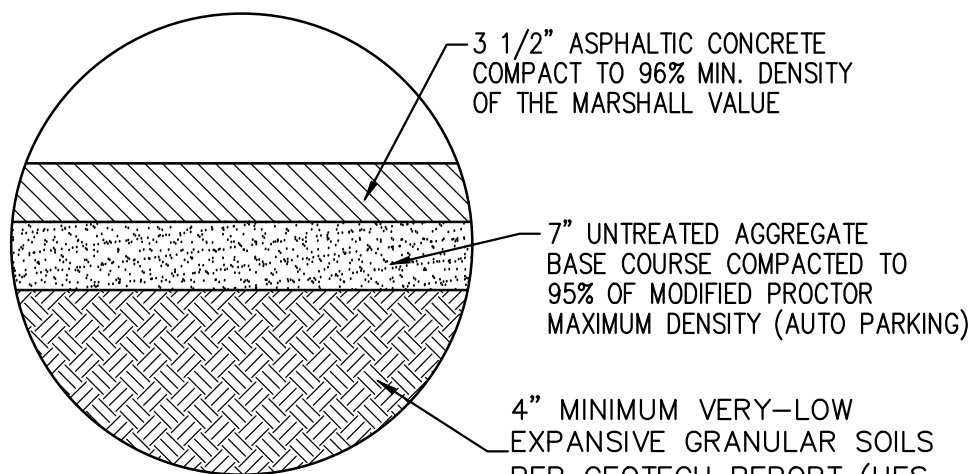
- NOTES:
1. PROVIDE CONTRACTION JOINTS AT 15' C.C. AND EXPANSION JOINTS AT 75' C.C.

7 CONCRETE BUILDING WALK
C5.4 1" = 1'-0"



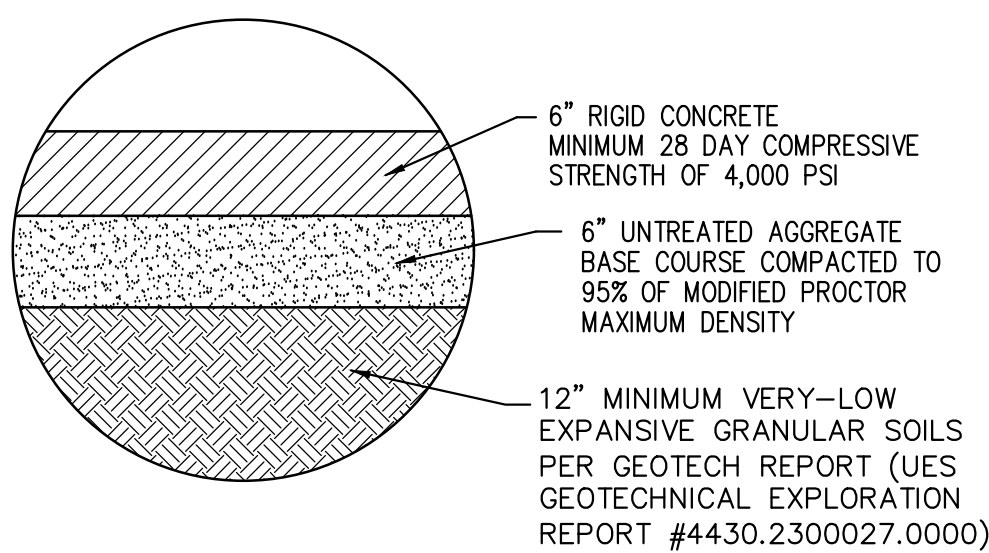
NOTE:
SLOPE PAVEMENT FOR PROPER DRAINAGE, SEE GRADING PLAN

8 DRIVE THRU LANE DETAIL
C5.4 1-1/2" = 1'-0"



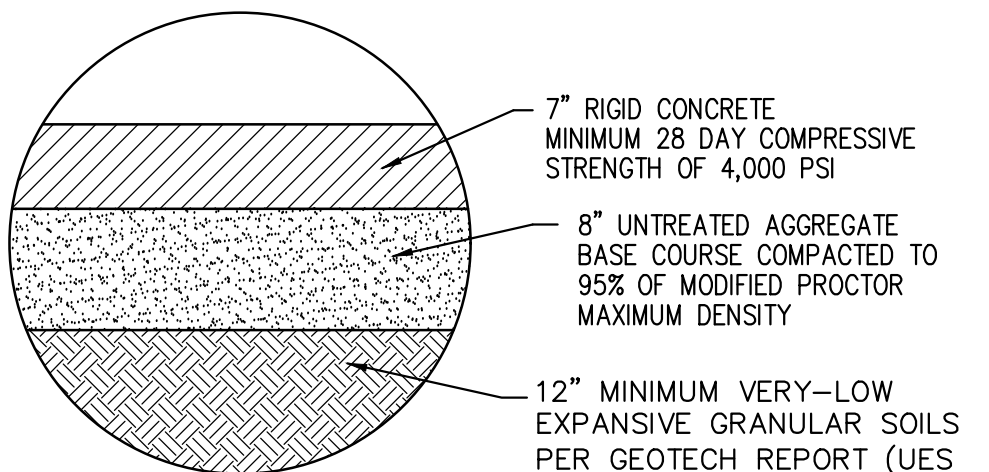
NOTE:
SUBGRADE PREPARATION SHOULD INCLUDE REWORKING AND COMPACTING THE UPPERMOST 12-INCHES OF NATIVE SOILS TO A MINIMUM OF 95 PERCENT OF THE MDD AS DETERMINED BY ASTM D-1557.

9 ASPHALT FLEXIBLE PAVEMENT SECTION
C5.4 N.T.S. PER UES GEOTECHNICAL REPORT DATED 01-22-24



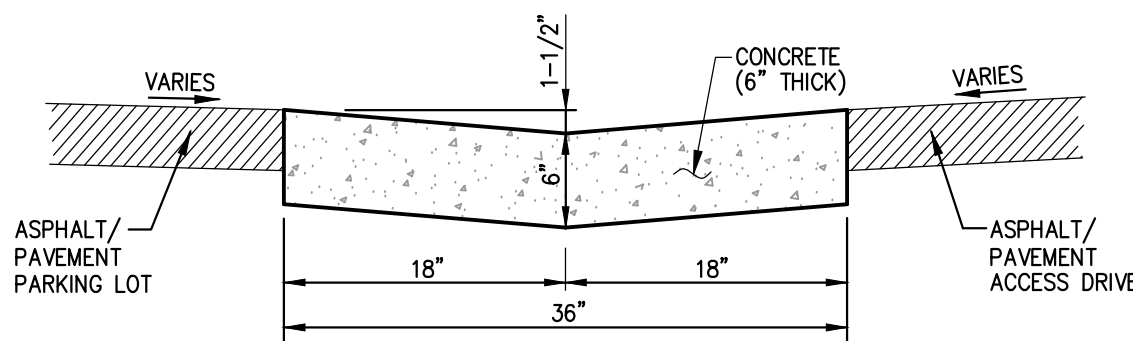
NOTE:
SUBGRADE PREPARATION SHOULD INCLUDE REWORKING AND COMPACTING THE UPPERMOST 12-INCHES OF NATIVE SOILS TO A MINIMUM OF 95 PERCENT OF THE MDD AS DETERMINED BY ASTM D-1557.

10 CONCRETE RIGID PAVEMENT SECTION
C5.4 N.T.S. PER UES GEOTECHNICAL REPORT DATED 01-22-24

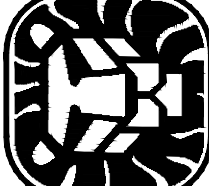


NOTE:
SUBGRADE PREPARATION SHOULD INCLUDE REWORKING AND COMPACTING THE UPPERMOST 12-INCHES OF NATIVE SOILS TO A MINIMUM OF 95 PERCENT OF THE MDD AS DETERMINED BY ASTM D-1557.

11 TRASH ENCLOSURE CEMENT SECTION
C5.4 N.T.S. PER UES GEOTECHNICAL REPORT DATED 01-22-24



12 36" CONCRETE WATERWAY
C5.4 1" = 1'-0"

SHEET NO.		TITLE		DRAWN BY		PREPARED FOR		SITE ID		SITE ADDRESS		DENVER REGION		OFFICE ADDRESS		DATE		DESCRIPTION		BY	
C5.4		McDONALD'S SITE IMPROVEMENT PLANS EAGLE MOUNTAIN, UTAH MISCELLANEOUS SITE DETAILS		-		-		43-0330		4248 NORTH 1650 EAST, EAGLE MOUNTAIN, UT		-		-		-		-		-	
McDONALD'S CORPORATION 1955 McDonald's Corporation 2000 McDonald's Corporation 2005 McDonald's Corporation 2010 McDonald's Corporation 2015 McDonald's Corporation 2020 McDonald's Corporation 2025 McDonald's Corporation THESE DRAWINGS AND ANY INFORMATION CONTAINED HEREIN ARE THE PROPERTY OF MCDONALD'S CORPORATION AND SHALL NOT BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT THE WRITTEN PERMISSION OF MCDONALD'S CORPORATION. ANY VIOLATION OF THIS NOTICE SHALL BE SUBJECT TO LEGAL ACTION. DATE: 11/12/24 BY: JEREMY RICK HANSON STATE OF UTAH REGISTERED PROFESSIONAL ENGINEER No. 8030527 -3289																					



GENERAL

A. Before backfilling around concrete box, secure inspection of installation by ENGINEER.

2. PRODUCTS

A. Base Course: Untreated base course, APWA Section 32 11 23. Do not use gravel as a base course without ENGINEER's permission.

B. Backfill: Common fill, APWA Section 31 05 13. Maximum particle size 2-inches.

C. Concrete: Class 4000, APWA Section 03 30 04.

D. Reinforcement: Deformed, 60 ksi yield grade steel, ASTM A615.

E. PVC Pipe: APWA Section 33 05 07.

3. EXECUTION

A. Base Course Placement: APWA Section 32 11 23. Maximum lift thickness it 6-inches before compaction. Compaction is 95 percent or greater relative to a modified proctor density, APWA Section 31 23 26.

B. Reinforcement Placement: APWA Section 03 20 00.

C. Concrete Placement: APWA Section 03 30 10. Provide 1/2-inch radius edges. Apply a broom finish. Apply a curing agent.

D. Fill annular space around pipe wall penetrations with waterproof sealer.

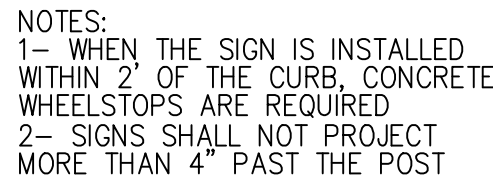
E. Backfill: Provide backfill against the box walls. Pave gravel and recycled RAP aggregate is NOT ALLOWED. Water jetting is NOT allowed. Maximum lift thickness is 8-inches before compaction. Compaction is 95 percent or greater relative to a standard proctor density, APWA Section 31 23 26.



DETAIL (C)



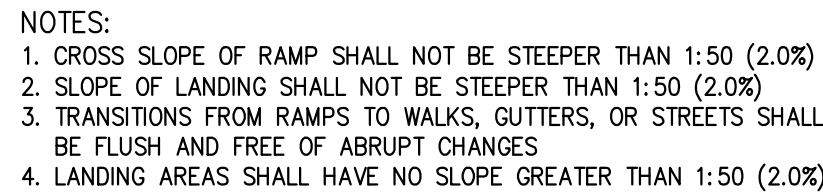
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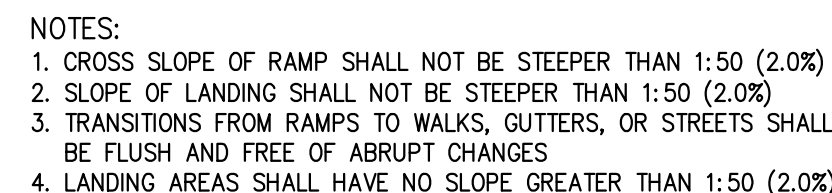
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N.T.S.

[illegible]

path: P:\McDONALD\Utah\Eagle Mountain\TOWN CENTER 43-0330\DESIGN\CAD\Sheet FILES\ file name: C5.7 SWPPP DETAILS.dwg | plot date: February 12, 2025 | plotted by: GarrisonGalley

BMP: Concrete Waste Management

CWM

OBJECTIVES

- Housekeeping Practices
- Contain Waste
- Minimize Disturbed Areas
- Stabilize Disturbed Areas
- Protect Slopes/Channels
- Control Site Perimeter
- Control Internal Erosion

DESCRIPTION:
Prevent or reduce the discharge of pollutants to storm water from concrete waste by conducting washout off-site, performing on-site washout in a designated area, and training employees and subcontractors.

APPLICATIONS:
This technique is applicable to all types of sites.

INSTALLATION/APPUCATION CRITERIA:

- Store dry and wet materials under cover, away from drainage areas.
- Avoid mixing excess amounts of fresh concrete or cement on-site.
- Perform washout of concrete trucks off-site or in designated areas only.
- Do not wash out concrete trucks into storm drains, open ditches, streets, or streams.
- Do not allow excess concrete to be dumped on-site, except in designated areas.
- When washing concrete to remove fine particles and expose the aggregate, avoid creeling runoff by draining the water within a bermed or level area. (See Earth Berm Barrier Information sheet.)
- Train employees and subcontractors in proper concrete waste management.

LIMITATIONS:

- Off-site washout of concrete wastes may not always be possible.

MAINTENANCE:

- Inspect subcontractors to ensure that concrete wastes are being properly managed.
- If using a temporary pit, dispose hardened concrete on a regular basis.

TARGETED POLLUTANTS

- High Impact
- Medium Impact
- Low or Unknown Impact

IMPLEMENTATION REQUIREMENTS

- Capital Costs
- O&M Costs
- Maintenance
- Training

High Medium Low

Materials Adapted from Salt Lake County Engineering Division Guidance Document

DETAIL (A)

APPLICATION

- As per Eagle Mountain City code 15.50.070, Inlet protection must meet or exceed ASTM D8057.
- Use inlet protection methods to trap sediment and debris from runoff before it enters the stormwater system.
- Ideal for areas near storm drains, curb inlets, and other drainage structures.
- Not intended for high-flow areas without additional support measures.

SUBMITTAL AND OPERATION PROCEDURE

- Submit manufactures detail to the oversight authority and attach to this detail.
- Attached manufacturer installation and maintenance literature.
- Ensure the devices are securely fastened and properly positioned to maximize effectiveness.
- Regularly inspect and maintain the devices to ensure they are functioning correctly.
- Use appropriate types of inlet protection based on site-specific conditions.
- Do not install drop inlet systems without overflows in sag locations where hydroplaning is a risk.
- Install inlet protection measures that remove sediment from discharges prior to entry into any storm drain inlet that carries storm water flow from your site to surface water of the state, provided you have authority to access the storm drain inlet.
- Clean, or remove and replace, the protection measures as sediment accumulates, the filter becomes clogged, and/or performance is compromised. Where there is evidence of sediment accumulation adjacent to the inlet protection measure, remove the deposited sediment by the end of the same business day in which it is found

ALTERNATIVE DESIGN

- Alternative inlet protection devices may be used if they demonstrate equal or better performance to ASTM D8057.
- Submit alternatives to the oversight authority for approval.
- Document any alternative designs with detailed installation procedures and maintenance requirements.

MAINTENANCE

- Inspect inlet protection devices regularly, especially after storm events.
- Remove accumulated sediment and debris as needed to maintain effectiveness.
- Repair or replace damaged inlet protection devices prior to the next wet condition risk.
- Ensure a clear area around inlet protection devices to facilitate inspections and maintenance.

DATE: 12/10/2024
REVISION: 1
SCALE: VARIES

EAGLE MOUNTAIN CITY

EAGLE

STANDARD DETAILS FOR
SWPPP INLET PROTECTION

DRAWING NO:
30

DETAIL (B)

APPLICATION

- Provide temporary sanitary facilities when permanent facilities are too far from activities or are unavailable.

INSTALLATION/USE PROCEDURE

- Locate portable toilets away from waters of the state, and at least 10 feet from any storm water conveyance, inlet, curb and gutter, or conduit to a waterway.
- Wherever possible, locate portable toilets upon natural ground and not on impervious surfaces such as asphalt, concrete, or similar.
- Prepare a level surface and provide clear access to the toilet(s) for servicing and for on-site personnel
- Secure portable toilets to prevent tipping

ALTERNATIVE DESIGN

- If it is not possible to locate toilets away from waters of the state, storm water conveyances, or paved surfaces, evaluate the need for additional controls such as secondary containment, additional surface preparation, or berms and implement as appropriate

MAINTENANCE

- Portable toilets should be maintained in good working order by licensed service
- Portable toilets should be inspected daily to detect any leaks.
- Damaged toilets must be repaired/replaced immediately
- All waste must be deposited in the sanitary sewer system for treatment with appropriate agency approval.

PERFORMANCE

- Portable toilets must be placed, secured, and maintained in such a way that sanitary waste is contained without leaks.
- Portable toilets must be placed, secured, and maintained in such a way that in the event of a spill or leak, sanitary waste would not enter any waters of the state, storm water conveyance, inlet, curb and gutter, or conduit to a waterway.

GENERAL

- The operator is responsible for selecting effective BMPs.

DATE: 12/10/2024
REVISION: 1
SCALE: VARIES

EAGLE MOUNTAIN CITY

EAGLE

STANDARD DETAILS FOR
SWPPP PORTABLE TOILET

DRAWING NO:
29

DETAIL (C)

SILT FENCE

DEFINITION: A TEMPORARY SEDIMENT BARRIER CONSISTING OF FILTER FABRIC STRETCHED ACROSS AND SECURED TO SUPPORTING POSTS AND ENTRENCHED.

PURPOSE: TO FILTER STORM WATER RUNOFF FROM UPGRADIENT DISTURBED AREA AND TRAP SEDIMENT ON SITE.

MAINTENANCE:

- INSPECT IMMEDIATELY AFTER ANY RAINFALL AND AT LEAST DAILY DURING PROLONGED RAINFALL.
- LOOK FOR RUNOFF BYPASSING ENDS OF BARRIERS OR UNDERCUTTING FENCE.
- REPAIR OR REPLACE DAMAGED AREAS OF THE FENCE AND REMOVE ACCUMULATED SEDIMENT.
- REANCHOR FENCE AS NECESSARY TO PREVENT SHORTCUTTING.
- REMOVE ACCUMULATED SEDIMENT WHEN IT REACHES 1/2 THE HEIGHT OF THE FENCE.

INSTALLATION:

- PLACE POSTS 6 FOOT ON CENTER ALONG CONTOUR (OR USE PREASSEMBLED UNIT) AND DRIVE 2 FEET MINIMUM INTO GROUND. EXCAVATE AN ANCHOR TRENCH IMMEDIATELY UPGRADIENT OF POSTS.
- SECURE WIRE MESH (14 GAUGE MIN. WITH 6 INCH OPENINGS) TO UPSLOPE SIDE OF POSTS. ATTACH WITH HEAVY DUTY WIRE STAPLES 1 INCH LONG, TIE WIRES OR HOG RINGS.
- CUT FABRIC TO REQUIRED WIDTH, UNROLL ALONG LENGTH OF BARRIER AND DRAPE OVER BARRIER. SECURE FABRIC TO MESH WITH TWINE, STAPLES, OR SIMILAR, WITH TRAILING EDGE EXTENDING INTO ANCHOR TRENCH.
- BACKFILL TRENCH OVER FILTER FABRIC TO ANCHOR.

DETAIL (D)

CONSTRUCTION TRACKOUT PAD

NOTES FOR STABILIZED CONSTRUCTION ENTRANCE:

- PLACE GEOTEXTILE FABRIC BENEATH LIMITS OF STONE.
- PREVENT VEHICLES LEAVING THE CONSTRUCTION SITE TO TRACK MUD ONTO PAVED ROADS.

DETAIL (E)

SHEET NO.

C5.7

TITLE

McDONALD'S SITE IMPROVEMENT PLANS
EAGLE MOUNTAIN, UTAH
DESCRIPTION: SWPPP DETAILS

DRAWN BY

—

STD ISSUE DATE

—

REVIEWED BY

—

DATE REVIEWED

—

DATE ISSUED

—

SITE ID

043-0330

SITE ADDRESS

4248 NORTH 1650 EAST, EAGLE MOUNTAIN, UT

OFFICE ADDRESS

4643 S. ULSTER ST., SUITE 1300, DENVER, CO 80237

PREPARED FOR:

M CORPORATION
1800 S. WYOMING AVE. SUITE 200, DENVER, CO 80202
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REGISTERED PROFESSIONAL ENGINEER
No. 8030527
JEREMY RICK
HANSON
12/10/25
STATE OF UTAH

DOMINION
Engineering Associates, L.C.
5684 South Green Street
Murray, Utah 84123 801-713-3000

REVISIONS

PER CITY REVIEW

DATE

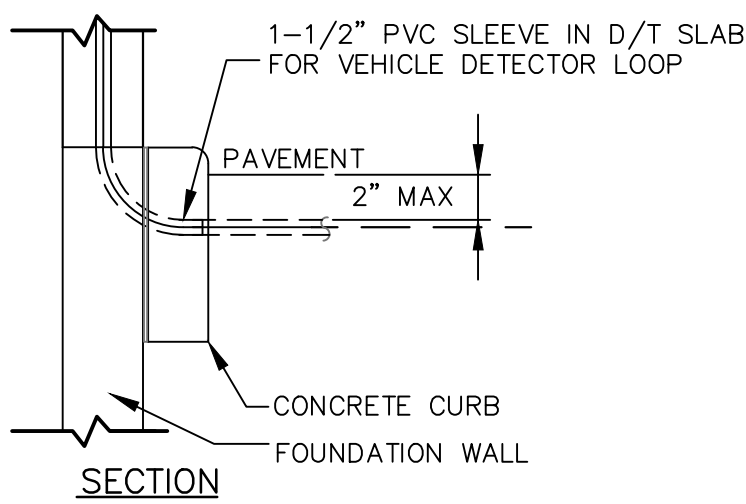
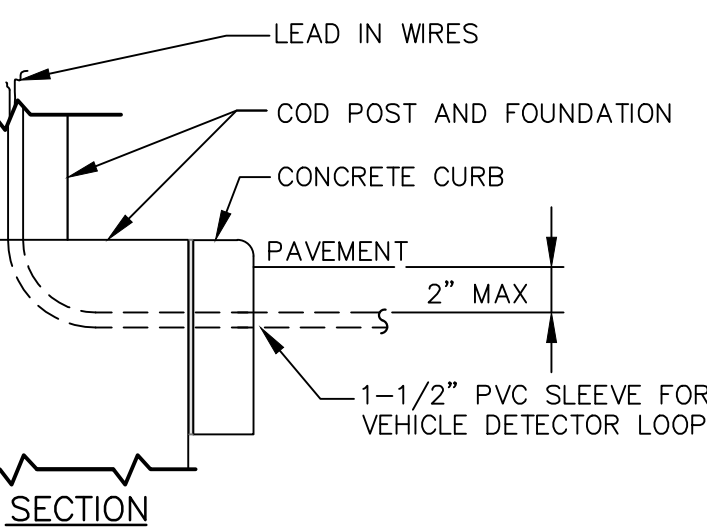
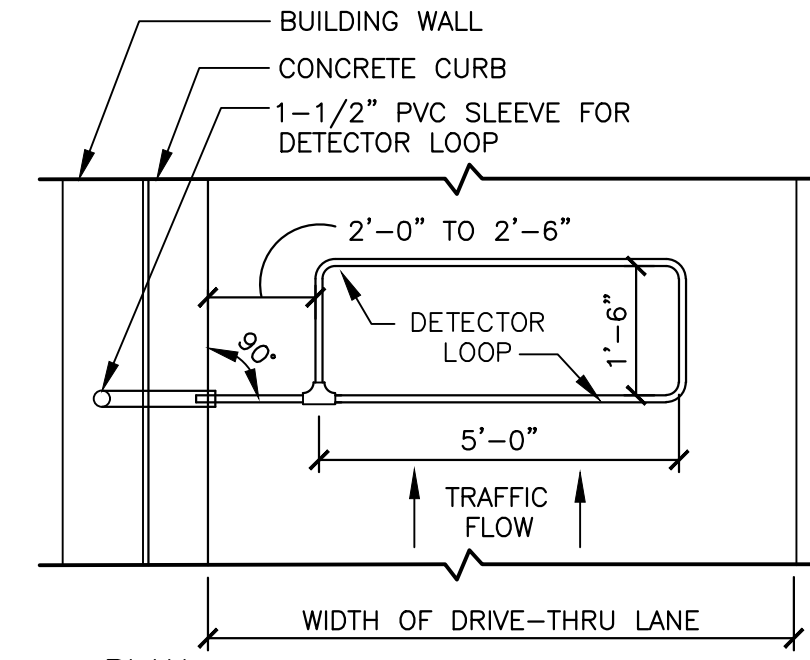
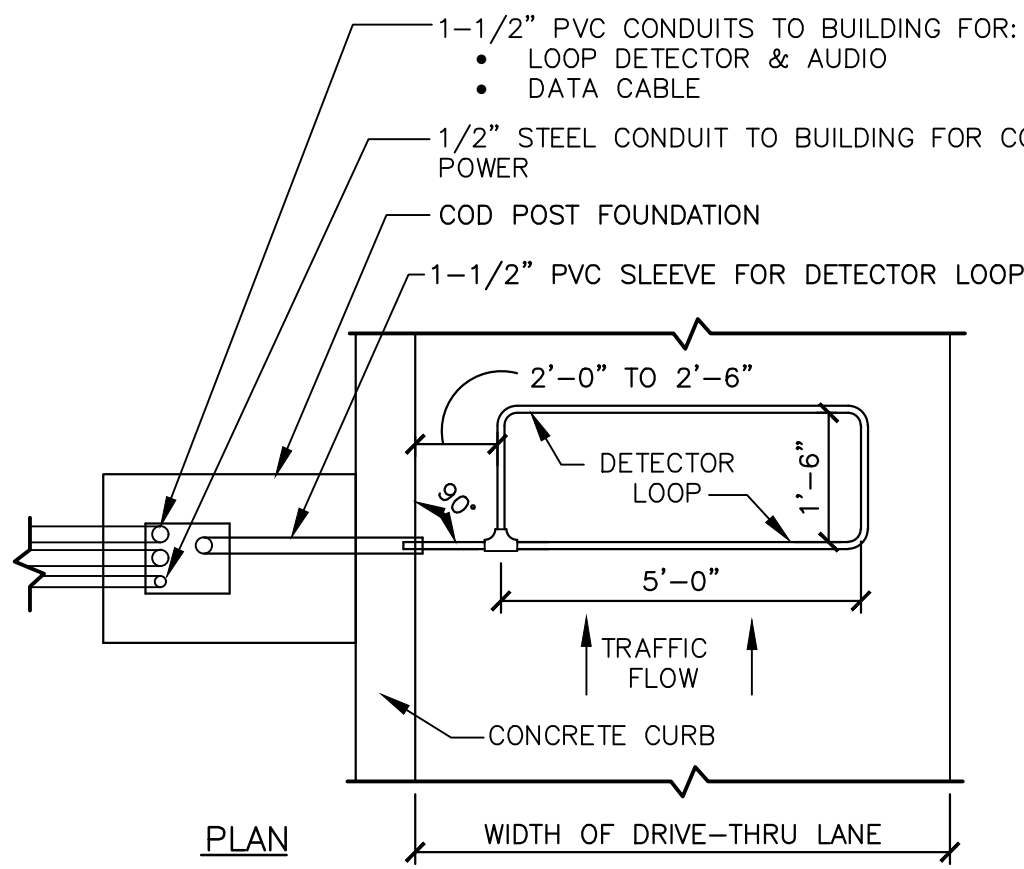
DESCRIPTION

BY

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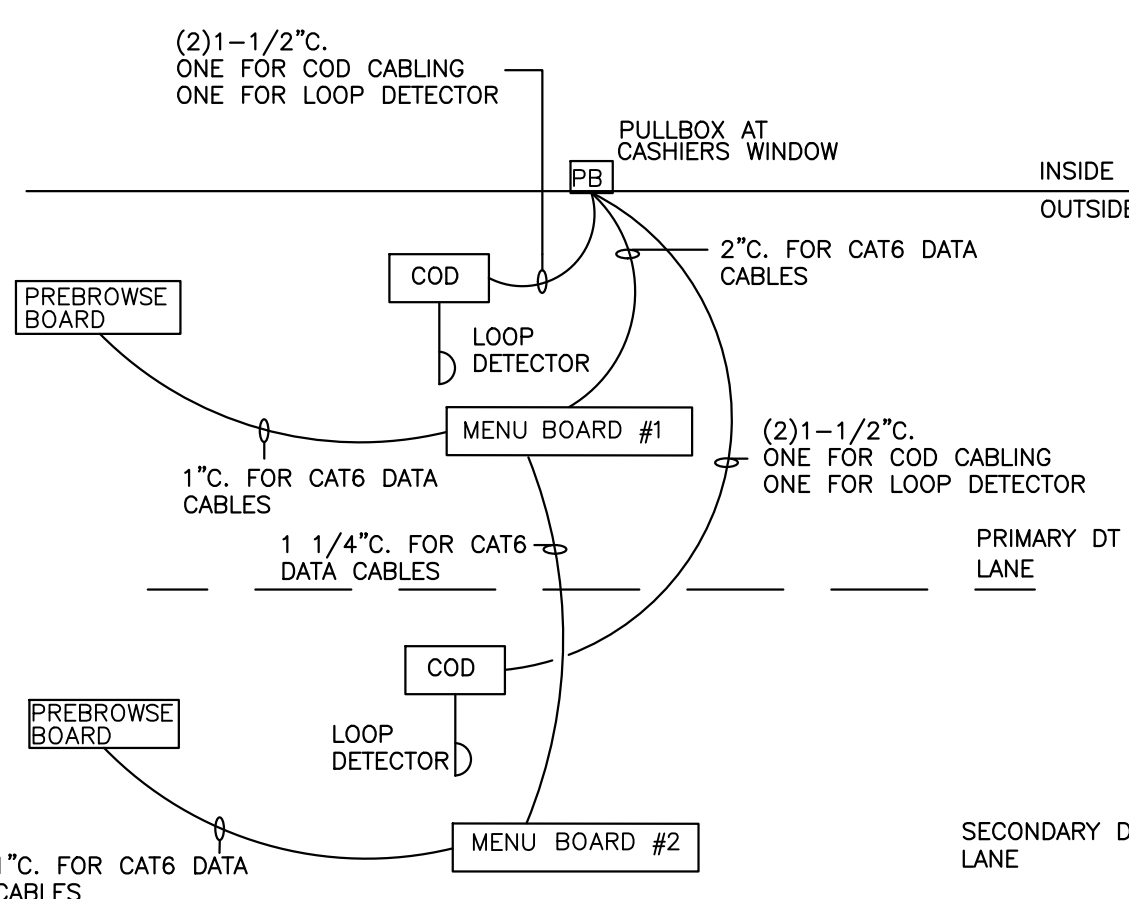
NOTES

1. VERIFY CONDUIT SIZES AND LAYOUT WITH DETECTOR LOOP MANUFACTURER.
2. CENTER VEHICLE DETECTOR LOOP IN DRIVE THRU LANE. INSTALL PER MFR. RECOMMENDATIONS.
3. NO STEEL (REBAR OR ELECTRICAL WIRE) SHALL BE USED WITHIN 2' OF LOOP.
4. DETECTOR LOOP MANUFACTURERS:
DETECTOR LOOPS MAY BE BY ONE OF THE FOLLOWINGS COMPANIES OR EQUAL.
3M: 1-800-328-0033
HME: 1-800-848-4468
5. DETECTOR LOOP MATERIAL:
PVC TUBING 1/2" I.D. 100 PSI LOOP MADE FROM ONE LENGTH OF THIN FOURTEEN GAUGE STRANDED WIRE. LEAD-IN IS PRE-TWISTED AT FACTORY.
6. DETECTOR LOOP CONSTRUCTION:
FORMED WITH ONE CONTINUOUS LENGTH OF PVC WITH NO SHARP CORNERS AS DETAILED. WIRE LOOPED, FORMED, & PIGTAILED AS DETAILED.



A - C.O.D. DETECTOR LOOP

B - DT WINDOW DETECTOR LOOP

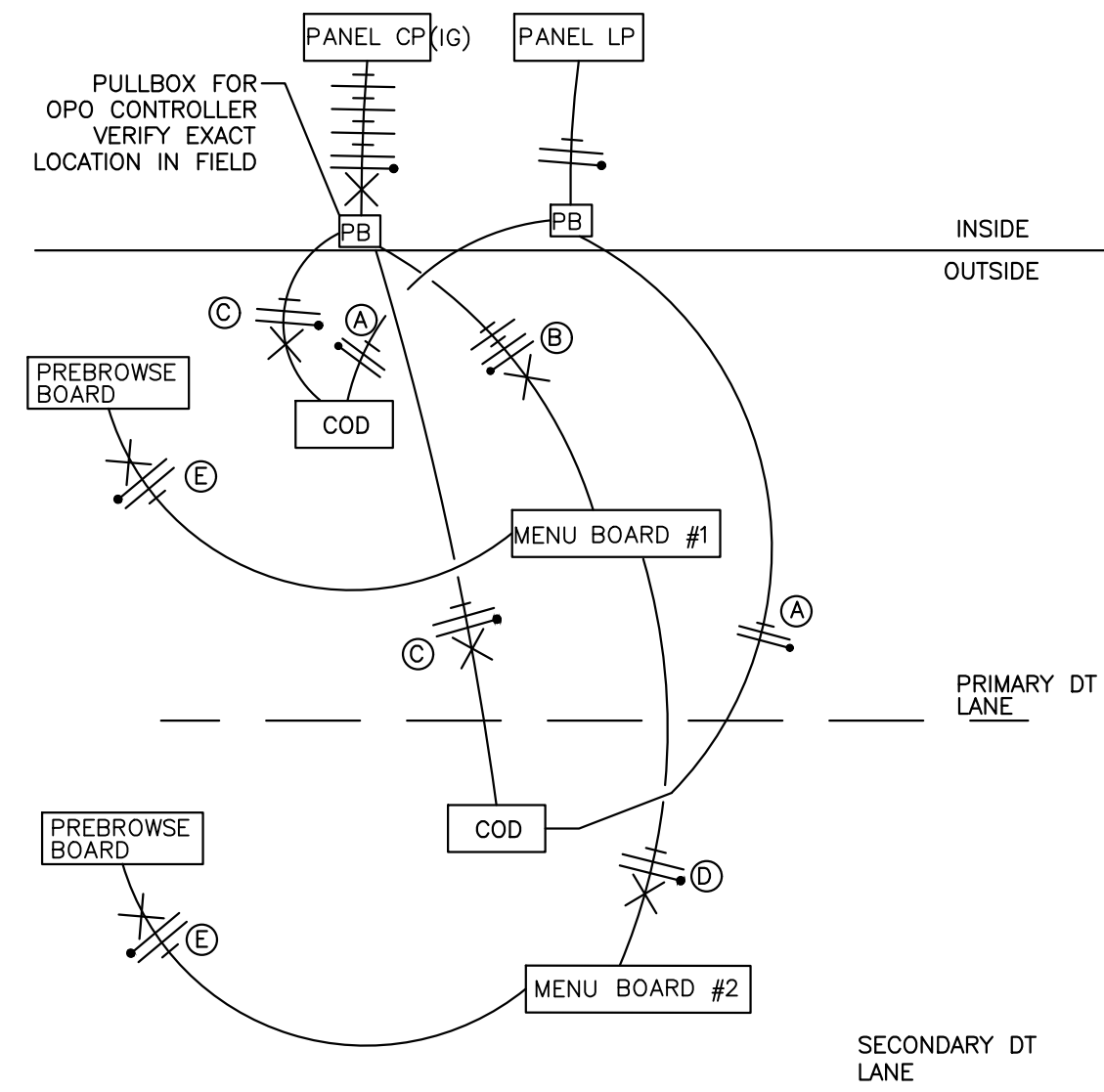


3 DT LOW VOLTAGE CONDUIT DIAGRAM
C5.8 NOT TO SCALE

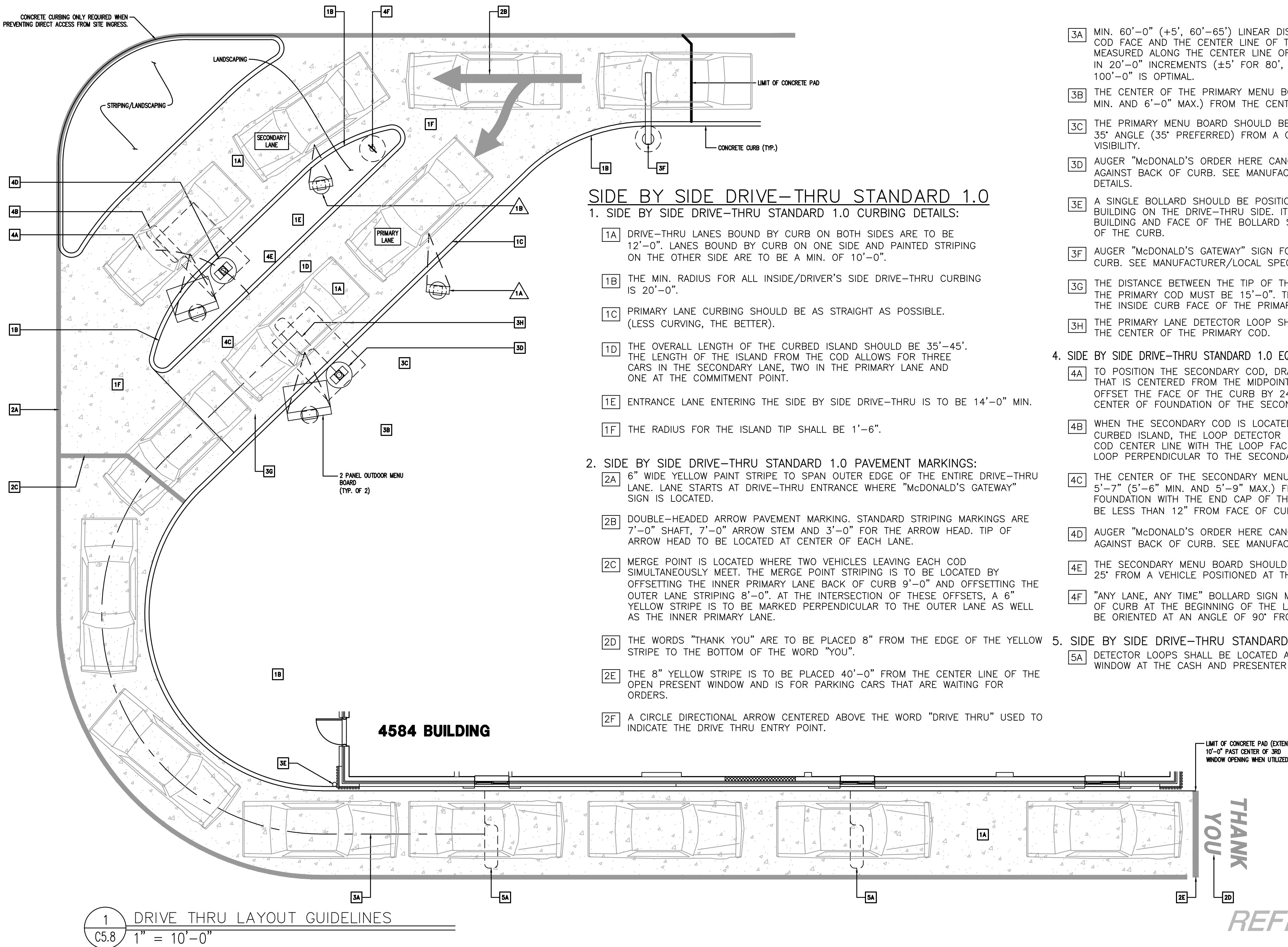
NOTE:

- * VERIFY EXACT CIRCUITS & QUANTITIES OF CIRCUITS WITH PANEL SCHEDULES AND MANUFACTURERS INSTALLATION INSTRUCTIONS.
- FOR EXISTING LOCATIONS:
 - * VERIFY EXISTING CP PANEL HAS AMPACITY AND SUFFICIENT SPARES/SPACE FOR TWO (2) NEW 20A/1P CIRCUITS. UPGRADE CP PANEL TO 42 CIRCUITS IF NECESSARY.
 - * VERIFY EXISTING PULLBOXES ARE SIZED FOR NEW CONDUIT ROUTING. MODIFY PULLBOXES IF NECESSARY.

- A 2#12 & 1#12 GND. TO LP-1 FOR COD CANOPY LIGHTING.
- B 4#12 & 1#12 GND & 1#12 ISOLATED GND., TO CP FOR ISOLATED GROUND POWER TO MENUBOARDS AND MEDIA PLAYERS.
- C 2#12 & 1#12 GND & 1#12 ISOLATED GND., TO CP FOR ISOLATED GROUND POWER TO COD'S. EACH COD SHALL BE ON ITS OWN SEPARATE CIRCUIT.
- D 2#12 & 1#12 GND & 1#12 ISOLATED GND., TO CP FOR ISOLATED GROUND POWER TO MENUBOARDS AND MEDIA PLAYERS.
- E 2#12 & 1#12 GND & 1#12 ISOLATED GND., TO CP FOR ISOLATED GROUND POWER TO FOR PRESELL BOARDS AND MEDIA PLAYER.



4 DRIVE THRU POWER DIAGRAM
C5.8 NOT TO SCALE



SIDE BY SIDE DRIVE-THRU STANDARD 1.0

1. SIDE BY SIDE DRIVE-THRU STANDARD 1.0 CURBING DETAILS:

- 1A DRIVE-THRU LANES BOUND BY CURB ON BOTH SIDES ARE TO BE 12'-0". LANES BOUND BY CURB ON ONE SIDE AND PAINTED STRIPING ON THE OTHER SIDE ARE TO BE A MIN. OF 10'-0".
- 1B THE MIN. RADIUS FOR ALL INSIDE/DRIVER'S SIDE DRIVE-THRU CURBING IS 20'-0".
- 1C PRIMARY LANE CURBING SHOULD BE AS STRAIGHT AS POSSIBLE. (LESS CURVING, THE BETTER).
- 1D THE OVERALL LENGTH OF THE CURBED ISLAND SHOULD BE 35'-45". THE LENGTH OF THE ISLAND FROM THE COD ALLOWS FOR THREE CARS IN THE SECONDARY LANE, TWO IN THE PRIMARY LANE AND ONE AT THE COMMITMENT POINT.
- 1E ENTRANCE LANE ENTERING THE SIDE BY SIDE DRIVE-THRU IS TO BE 14'-0" MIN.
- 1F THE RADIUS FOR THE ISLAND TIP SHALL BE 1'-6".

2. SIDE BY SIDE DRIVE-THRU STANDARD 1.0 PAVEMENT MARKINGS:

- 2A 6" WIDE YELLOW PAINT STRIPE TO SPAN OUTER EDGE OF THE ENTIRE DRIVE-THRU LANE. LANE STARTS AT DRIVE-THRU ENTRANCE WHERE "McDONALD'S GATEWAY" SIGN IS LOCATED.
- 2B DOUBLE-HEADED ARROW PAVEMENT MARKING. STANDARD STRIPING MARKINGS ARE 7'-0" SHAFT, 7'-0" ARROW STEM AND 3'-0" FOR THE ARROW HEAD. TIP OF ARROW HEAD TO BE LOCATED AT CENTER OF EACH LANE.
- 2C MERGE POINT IS LOCATED WHERE TWO VEHICLES LEAVING EACH COD SIMULTANEOUSLY MEET. THE MERGE POINT STRIPING IS TO BE LOCATED BY OFFSETTING THE INNER PRIMARY LANE BACK OF CURB 9'-0" AND OFFSETTING THE OUTER LANE STRIPING 8'-0". AT THE INTERSECTION OF THESE OFFSETS, A 6" YELLOW STRIPE IS TO BE MARKED PERPENDICULAR TO THE OUTER LANE AS WELL AS THE INNER PRIMARY LANE.
- 2D THE WORDS "THANK YOU" ARE TO BE PLACED 8" FROM THE EDGE OF THE YELLOW STRIPE TO THE BOTTOM OF THE WORD "YOU".
- 2E THE 8" YELLOW STRIPE IS TO BE PLACED 40'-0" FROM THE CENTER LINE OF THE OPEN PRESENT WINDOW AND IS FOR PARKING CARS THAT ARE WAITING FOR ORDERS.
- 2F A CIRCLE DIRECTIONAL ARROW CENTERED ABOVE THE WORD "DRIVE THRU" USED TO INDICATE THE DRIVE THRU ENTRY POINT.

- 3A MIN. 60'-0" (+5', 60'-65') LINEAR DISTANCE BETWEEN THE CENTER LINE OF THE COD FACE AND THE CENTER LINE OF THE OPEN ORDER BOOTH WINDOW AS MEASURED ALONG THE CENTER LINE OF THE LANE. THIS MAY ONLY BE INCREASED IN 20'-0" INCREMENTS (+5' FOR 80', 100', AND 120') TO A MAX OF 120'. 100'-0" IS OPTIMAL.
- 3B THE CENTER OF THE PRIMARY MENU BOARD FOUNDATION IS TO BE 5'-3" (5'-0" MIN. AND 6'-0" MAX.) FROM THE CENTER OF THE COD FOUNDATION.
- 3C THE PRIMARY MENU BOARD SHOULD BE AT AN ANGLE OF APPROXIMATELY 25° TO 35° ANGLE (35° PREFERRED) FROM A CAR POSITIONED AT THE COD AND WITH 100% VISIBILITY.
- 3D AUGER "McDONALD'S ORDER HERE CANOPY" COD/CANOPY FOUNDATION TIGHT AGAINST BACK OF CURB. SEE MANUFACTURER/LOCAL SPECIFICATIONS FOR DETAILS.
- 3E A SINGLE BOLLARD SHOULD BE POSITIONED AT THE CORNER OF THE BUILDING ON THE DRIVE-THRU SIDE. IT SHOULD BE FLUSH AGAINST THE BUILDING AND FACE OF THE BOLLARD SHOULD BE TIGHT AGAINST THE BACK OF THE CURB.
- 3F AUGER "McDONALD'S GATEWAY" SIGN FOUNDATION TIGHT AGAINST BACK OF CURB. SEE MANUFACTURER/LOCAL SPECIFICATIONS FOR DETAILS.
- 3G THE DISTANCE BETWEEN THE TIP OF THE CURBED ISLAND AND THE CENTER LINE OF THE PRIMARY COD MUST BE 15'-0". THIS MEASUREMENT IS TAKEN PARALLEL TO THE INSIDE CURB FACE OF THE PRIMARY LANE.
- 3H THE PRIMARY LANE DETECTOR LOOP SHOULD BE PERPENDICULAR TO THE CENTER OF THE PRIMARY COD.
- 4. SIDE BY SIDE DRIVE-THRU STANDARD 1.0 EQUIPMENT POSITIONING FOR SECONDARY LANE:
 - 4A TO POSITION THE SECONDARY COD, DRAW AN ARC WITH A 14' RADIUS THAT IS CENTERED FROM THE MIDPOINT OF THE ISLAND TIP. THEN OFFSET THE FACE OF THE CURB BY 24" TO DETERMINE THE LOCATION OF CENTER OF FOUNDATION OF THE SECONDARY COD.
 - 4B WHEN THE SECONDARY COD IS LOCATED AT 14'-0" FROM THE TIP OF THE CURBED ISLAND, THE LOOP DETECTOR IS TO BE 2'-0" FORWARD OF THE COD CENTER LINE WITH THE LOOP FACING FORWARD AND THE DETECTOR LOOP PERPENDICULAR TO THE SECONDARY COD WHEN POSSIBLE.
 - 4C THE CENTER OF THE SECONDARY MENU BOARD FOUNDATION SHALL BE 5'-7" (5'-6" MIN. AND 5'-9" MAX.) FROM CENTER OF THE COD FOUNDATION WITH THE END CAP OF THE SECONDARY MENU BOARD NOT BE LESS THAN 12" FROM FACE OF CURB.
 - 4D AUGER "McDONALD'S ORDER HERE CANOPY" COD/CANOPY FOUNDATION TIGHT AGAINST BACK OF CURB. SEE MANUFACTURER/LOCAL SPECIFICATIONS FOR DETAILS.
 - 4E THE SECONDARY MENU BOARD SHOULD BE AT AN ANGLE OF APPROXIMATELY 25° FROM A VEHICLE POSITIONED AT THE COD AND WITH 100% VISIBILITY.
 - 4F "ANY LANE, ANY TIME" BOLLARD SIGN MUST BE A MIN. OF 1'-6" FROM FACE OF CURB AT THE BEGINNING OF THE LANDSCAPE ISLAND. BOLLARD SIGN IS TO BE ORIENTED AT AN ANGLE OF 90° FROM THE CURB.
- 5. SIDE BY SIDE DRIVE-THRU STANDARD 1.0 DETECTOR LOOP:
 - 5A DETECTOR LOOPS SHALL BE LOCATED AT THE CENTER OF THE OPENING WINDOW AT THE CASH AND PRESENTER BOOTHS.

REFERENCE ONLY

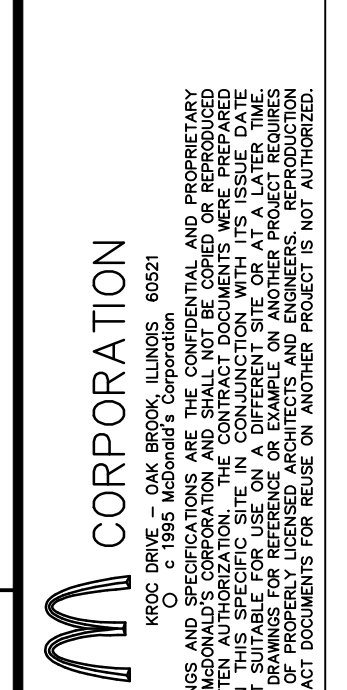
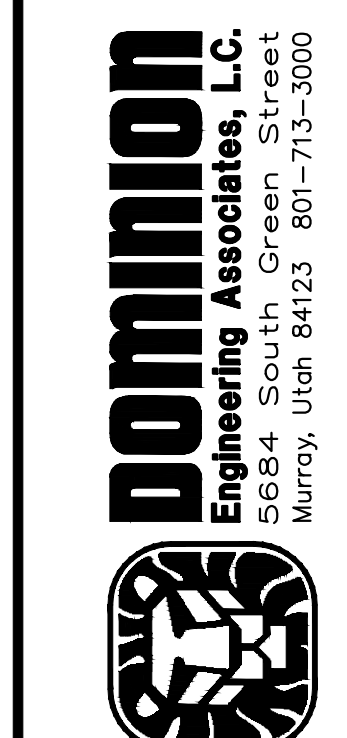
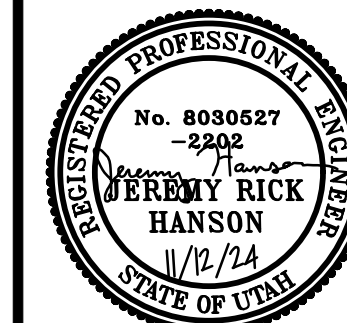
SIDE BY SIDE DRIVE-THRU STANDARD 1.0 FEATURES:

1. SIDE BY SIDE DRIVE-THRU STANDARD 1.0 EQUIPMENT:

- 1A PRE-BROWSE BOARD MUST BE MIN. 12" FROM FACE OF CURB (18" TO 24" PREFERRED). THE DISTANCE BETWEEN THE PRIMARY COD AND PRE-BROWSE BOARD IS TO BE 15' AS MEASURED ALONG THE FACE OF THE CURB. THIS IS MEASURED FROM THE CENTER OF THE PRE-BROWSE BOARD FOUNDATION TO THE CENTER OF THE COD FOUNDATION. THE ANGLE (APPROXIMATELY 50°) OF THE PRE-BROWSE BOARD SHOULD MAXIMIZE VISIBILITY TO THE SECOND CAR FROM COD.
- 1B PRE-BROWSE BOARD MUST BE MIN. 12" FROM FACE OF CURB (18" PREFERRED). THE DISTANCE BETWEEN THE SECONDARY COD AND PRE-BROWSE BOARD IS TO BE 15' AS MEASURED ALONG THE FACE OF THE CURB. THIS IS MEASURED FROM THE POINT PERPENDICULAR TO THE CENTER OF THE PRE-BROWSE BOARD FOUNDATION TO THE POINT PERPENDICULAR TO THE CENTER OF THE COD FOUNDATION. THE ANGLE OF THE PRE-BROWSE BOARD SHOULD MAXIMIZE VISIBILITY TO THE SECOND CAR FROM COD (PREFERRED 35°).

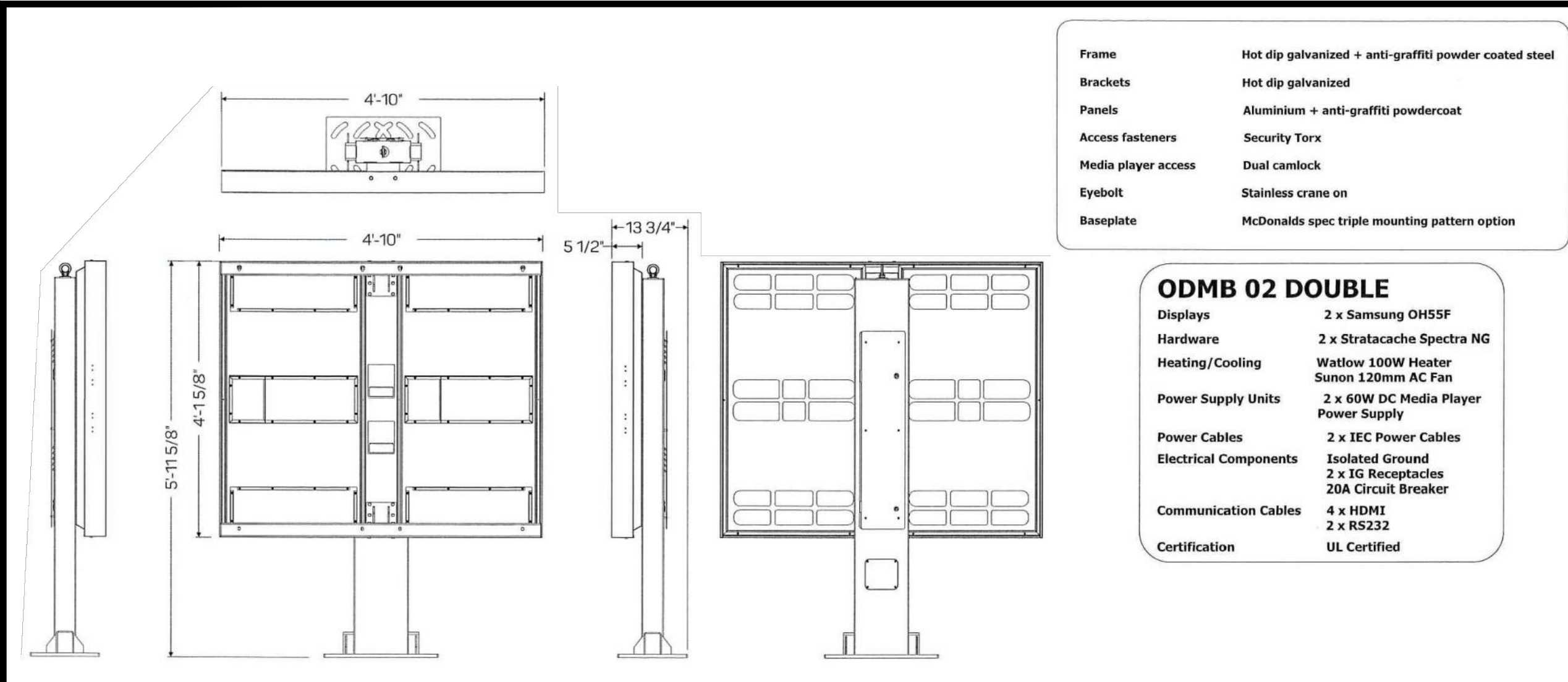
GENERAL NOTES

1. DRIVE-THRU ELEMENTS:
COD, DRIVE-THRU PYLON/CLEARANCE POLE AND BOLLARD SIGN SHALL BE CONSISTENT WITH THE STANDARD BUILDING DESIGN DRIVE-THRU ELEMENTS.
OTHER DESIGNS MAY NOT BE USED.
2. CONTRACTOR SHALL COORDINATE WITH APPLICABLE PLANS, McDONALD'S AREA CONSTRUCTION MANAGER, CONTENT SUPPLIER AND SIGNAGE SUPPLIER TO DETERMINE EXACT LOCATION, ORIENTATION, MOUNTING HEIGHTS, AND NUMBER OF BOARDS AND OTHER DRIVE-THRU ELEMENTS TO BE INSTALLED AT THIS SITE. ALL WORK TO BE COORDINATED WITH OTHER TRADES.
3. CONTACT McDONALD'S AREA CONSTRUCTION MANAGER FOR DRIVE-THRU ELEMENT FOOTING AND WIRING REQUIREMENTS NOT SHOWN. (INFORMATION ALSO AVAILABLE THROUGH VENDOR WEBSITES) SIGNAGE MANUFACTURER TO PROVIDE FOOTING ANCHORS & TEMPLATES TO G.C. PRIOR TO FOUNDATION POURING.
4. SEE DETAIL 2 THIS SHEET FOR DETECTOR LOOP INFORMATION, DETAIL 3 THIS SHEET FOR LOW VOLTAGE CONDUIT DIAGRAM AND DETAIL 4 THIS SHEET FOR DRIVE THRU POWER DIAGRAM; VENDOR'S SPECIFICATIONS SHALL GOVERN UPON ANY DISCREPANCIES.
5. CONTRACTOR TO COORDINATE THE RESPONSIBILITIES OF THE ELECTRICAL CONTRACTOR, CONTENT SUPPLIER AND THE SIGN SUPPLIER.
6. CONTRACTOR TO INSTALL PRE-FORMED, PRE-WIRED VEHICLE DETECTOR LOOP.
7. CONTRACTOR SHALL VERIFY CONDUIT SIZES REQUIRED BY VEHICLE LOOP DETECTOR SUPPLIER.
8. IF 12" MIN. CLEARANCE CANNOT BE ATTAINED OR IF THERE IS A HIGH CHANCE OF AN IMPACT, A BOLLARD MAY BE INSTALLED TO PROTECT THE APPROPRIATE BOARD(S). 100% VISIBILITY OF THE BOARD(S) IS REQUIRED AFTER BOLLARD PLACEMENT.
9. MENU BOARDS SHALL BE PLACED TO ALLOW FRONT ACCESS CLEARANCE: 100% ACCESS IS REQUIRED.



DRAWN BY	STD. ISSUE DATE	REVIEWED BY	DATE REVIEWED	DATE ISSUED	OFFICE ADDRESS
McDONALD'S SITE IMPROVEMENT PLANS					4643 S. ULSTER ST., SUITE 1300, DENVER, CO 80237
EAGLE MOUNTAIN, UTAH					
DESCRIPTION					
McDONALD'S DRIVE-THRU LAYOUT PLAN					
SITE ID	SITE ADDRESS	DATE ISSUED	DATE REVIEWED	DATE ISSUED	OFFICE ADDRESS
043-0330	4248 NORTH 1650 EAST, EAGLE MOUNTAIN, UT				

C5.8



GENERAL NOTES

- THE FOLLOWING CODES WERE USED IN DESIGN:
 - IBC 2018
 - ASCE 7-16
 - ACI 318-14
- WIND SPEED 130 MPH (ULTIMATE WIND SPEED)
- EXPOSURE C
- 50 PSF SNOW LOADING
- ALL FOOTING EXCAVATIONS ARE TO BE CLEAR OF WATER AND FOREIGN MATTER BEFORE PLACING CONCRETE
- MINIMUM ALLOWABLE LATERAL SOIL BEARING PRESSURE OF 100 PSF/FT (X2)
- SITE SOIL CONDITIONS TO BE CONFIRMED BY GEOTECHNICAL ENGINEER, IF ASSUMED SOIL CONDITIONS ARE NOT PRESENT, FOUNDATION SHALL BE DESIGNED BY A LICENSED STRUCTURAL ENGINEER TAKING IN TO ACCOUNT ACTUAL SITE SOIL CONDITIONS
- TOP 6" OF SOIL NEGLECTED IN EMBEDMENT DEPTH CALCULATIONS (EMBEDMENT DEPTHS SHOWN ARE FROM GRADE)

CONCRETE:

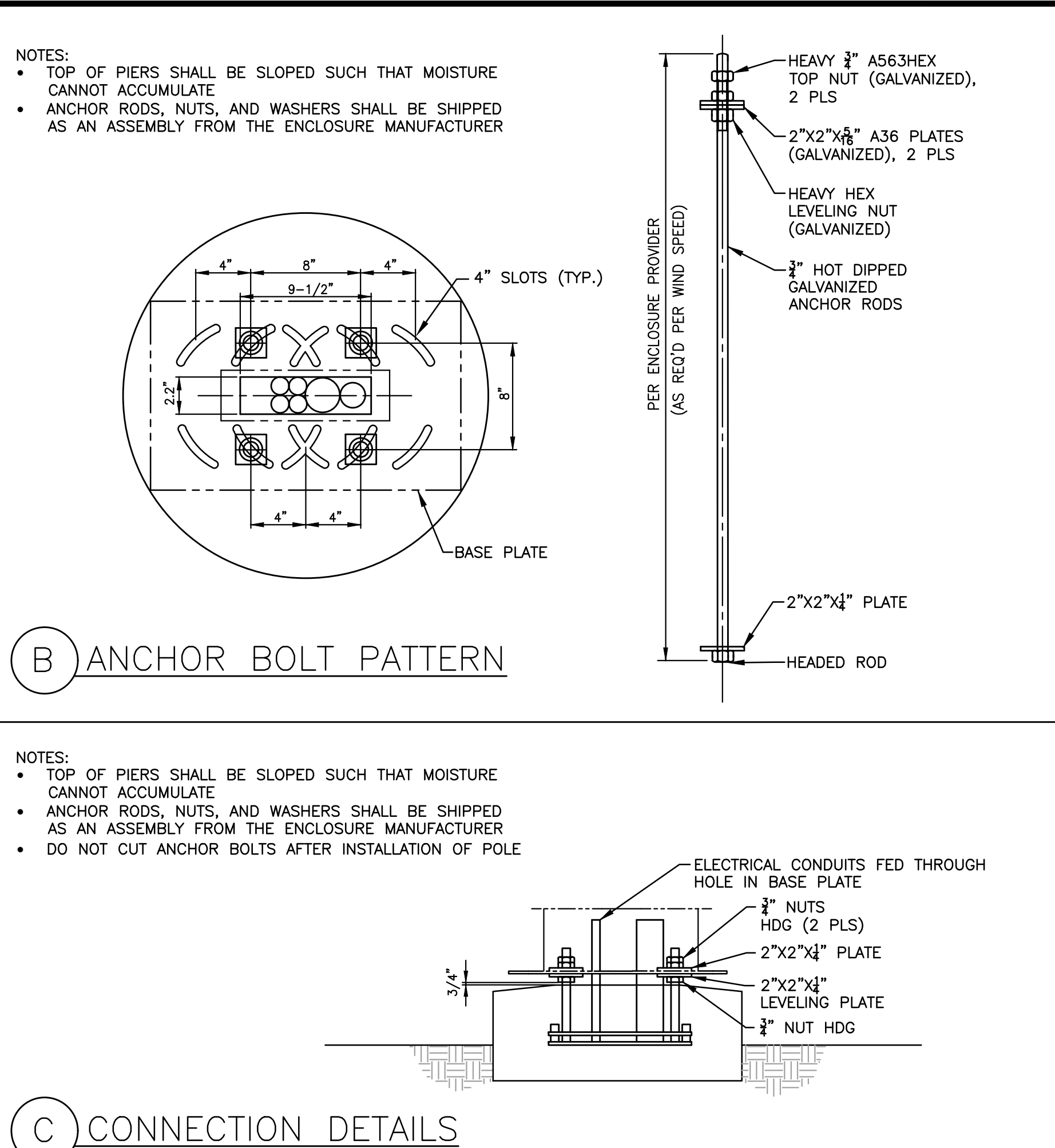
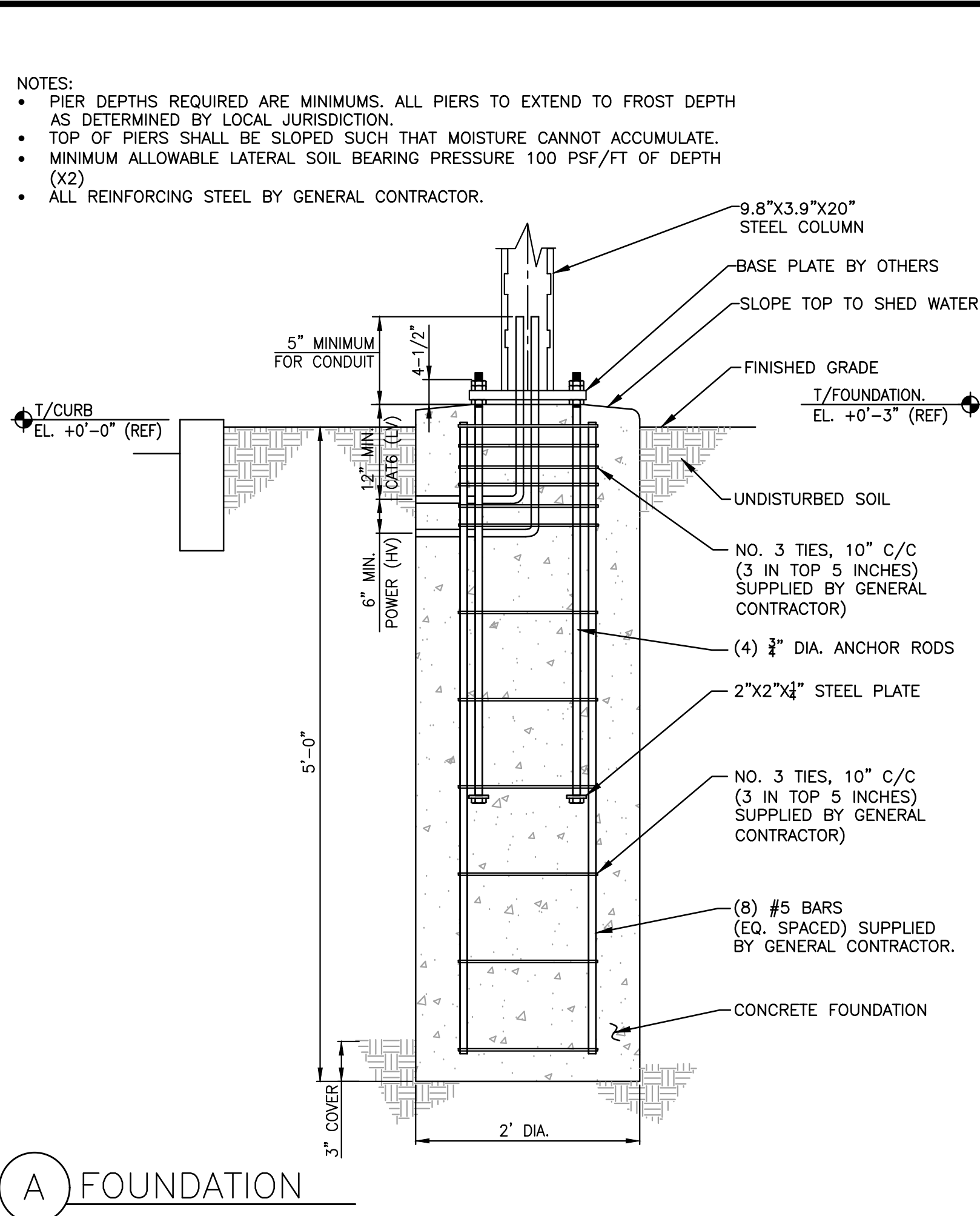
- ALL FOOTINGS SHALL BEAR ON FIRM UNDISTURBED RESIDUAL SOIL AND/OR ENGINEERED EARTH FILL COMPACTED TO 98% OF ITS MAXIMUM DRY DENSITY AS PER ASTM D 698-70 (STANDARD PROCTOR) UNLESS NOTED OTHERWISE
- ALL PIERS TO EXTEND TO FROST DEPTH AS DETERMINED BY LOCAL JURISDICTION
- TOP OF PIERS SHALL BE SLOPED SUCH THAT MOISTURE CANNOT ACCUMULATE

-MINIMUM CONCRETE STRENGTH ($f'_c=4,500$ PSI) SHALL CONFORM WITH MCDONALD'S CAST-IN-PLACE CONCRETE SPECIFICATIONS SECTION 2.13-A

- USE OF ADMIXTURES SHALL CONFORM TO MCDONALD'S CAST-IN-PLACE CONCRETE SPECIFICATION SECTION 2.6
- AIR ENTERTAINMENT SHALL CONFORM WITH MCDONALD'S CAST-IN-PLACE CONCRETE SPECIFICATIONS 2.6-A AND 2.13-A
- WATER CONTENT RATIO SHALL CONFORM TO MCDONALD'S CAST-IN-PLACE CONCRETE SPECIFICATIONS SECTION 2.13-A
- FOUNDATION CONCRETE TO BE TESTED PER MCDONALD'S CAST-IN-PLACE CONCRETE SPECIFICATIONS SECTION 3.14
- PROVIDE A MINIMUM 3" OF CONCRETE COVER OVER ALL EMBEDDED STEEL
- REINFORCEMENT PLACEMENT SHALL CONFORM TO MCDONALD'S CAST-IN-PLACE CONCRETE SPECIFICATIONS SECTIONS 3.2 & 3.5 PERFORMED BY GENERAL CONTRACTOR
- ANCHOR RODS TO BE SET IN ACCORDANCE WITH AISC CODE OF STANDARD PRACTICE
- DO NOT PLACE POLES ON CONCRETE UNTIL CONCRETE HAS CURED PER MCDONALD'S CAST-IN-PLACE CONCRETE SPECIFICATION SECTION 3.11-E
- CAST CONCRETE DIRECTLY AGAINST EXCAVATED HOLE SIDES
- ASTM A-615, GR 60 REBAR, BLACK

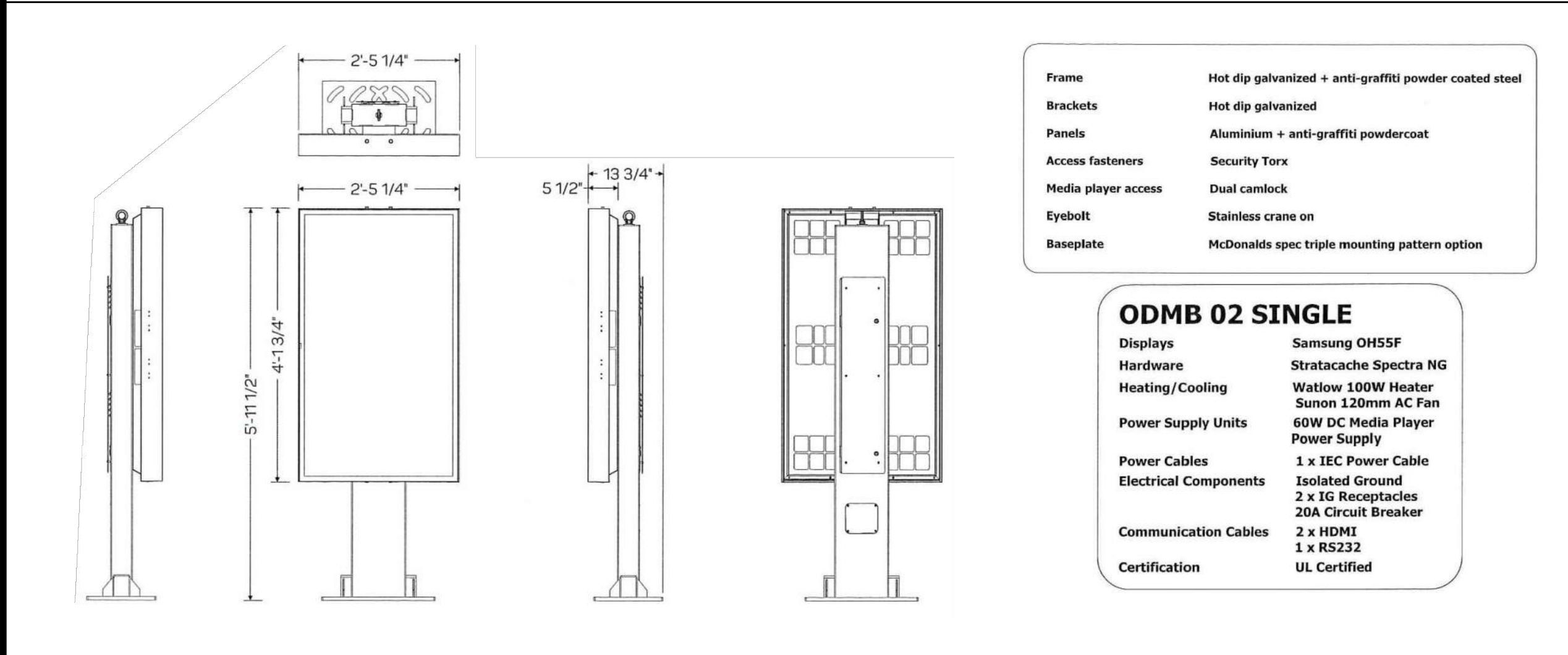
STEEL:

- STEEL PIPE SECTION: ASTM A53 OR A252 TYPE E GRADE B ($F_y=35$ KSI)
- HSS ROUND SECTION: ASTM A500 GRADE B ($F_y=42$ KSI)
- HSS SQUARE/RECTANGULAR SECTIONS: ASTM A500 GRADE B ($F_y=46$ KSI)
- HEADED ANCHOR RODS ASTM F1554 GR 55, S1 WHEN THE EMBEDDED END OF THE ROD IS THREADED AND THE NUT TACK WELDED PRIOR TO GALVANIZATION.
- STEEL ANGLES, CHANNELS, STRUCTURAL SHAPES AND PLATES: ASTM A36
- REINFORCEMENT: ASTM A615 GRADE 60- BY GENERAL CONTRACTOR
- NUTS: ASTM A563A, HEAVY HEX
- WASHERS: ASTM F844 A36
- USE ASTM A153 CLASS C OT DIPPED GALVANIZED BOLTS AND FASTENERS.
- ANCHOR RODS, NUTS, AND WASHERS SHALL BE SHIPPED AS AN ASSEMBLY FROM THE SIGN/LIGHTING MANUFACTURER
- NO FIELD HEATING TO BEND STEEL SHALL BE ALLOWED WITHOUT ENGINEER'S APPROVAL
- DO NOT CUT ANCHOR RODS AFTER INSTALLATION OF POLE
- AFTER INSTALLATION, ALL EXPOSED STEEL SHALL BE PAINTED WITH AN ENAMEL PAINT TO INHIBIT CORROSION
- ANY FIELD WELDING SHALL FIRST BE VERIFIED BY ENGINEER AND PERFORMED IN ACCORDANCE WITH AWS D1.1
- REFER TO SIGN MANUFACTURER DRAWINGS AND INSTRUCTIONS FOR ADDITIONAL INFORMATION



1 DIGITAL MENU BOARD

C5.13 SCALE: NONE



GENERAL NOTES

- THE FOLLOWING CODES WERE USED IN DESIGN:
 - IBC 2018
 - ASCE 7-16
 - ACI 318-14
- WIND SPEED 130 MPH (ULTIMATE WIND SPEED)
- EXPOSURE C
- 50 PSF SNOW LOADING
- ALL FOOTING EXCAVATIONS ARE TO BE CLEAR OF WATER AND FOREIGN MATTER BEFORE PLACING CONCRETE
- MINIMUM ALLOWABLE LATERAL SOIL BEARING PRESSURE OF 100 PSF/FT (X2)
- SITE SOIL CONDITIONS TO BE CONFIRMED BY GEOTECHNICAL ENGINEER, IF ASSUMED SOIL CONDITIONS ARE NOT PRESENT, FOUNDATION SHALL BE DESIGNED BY A LICENSED STRUCTURAL ENGINEER TAKING IN TO ACCOUNT ACTUAL SITE SOIL CONDITIONS
- TOP 6" OF SOIL NEGLECTED IN EMBEDMENT DEPTH CALCULATIONS (EMBEDMENT DEPTHS SHOWN ARE FROM GRADE)

CONCRETE:

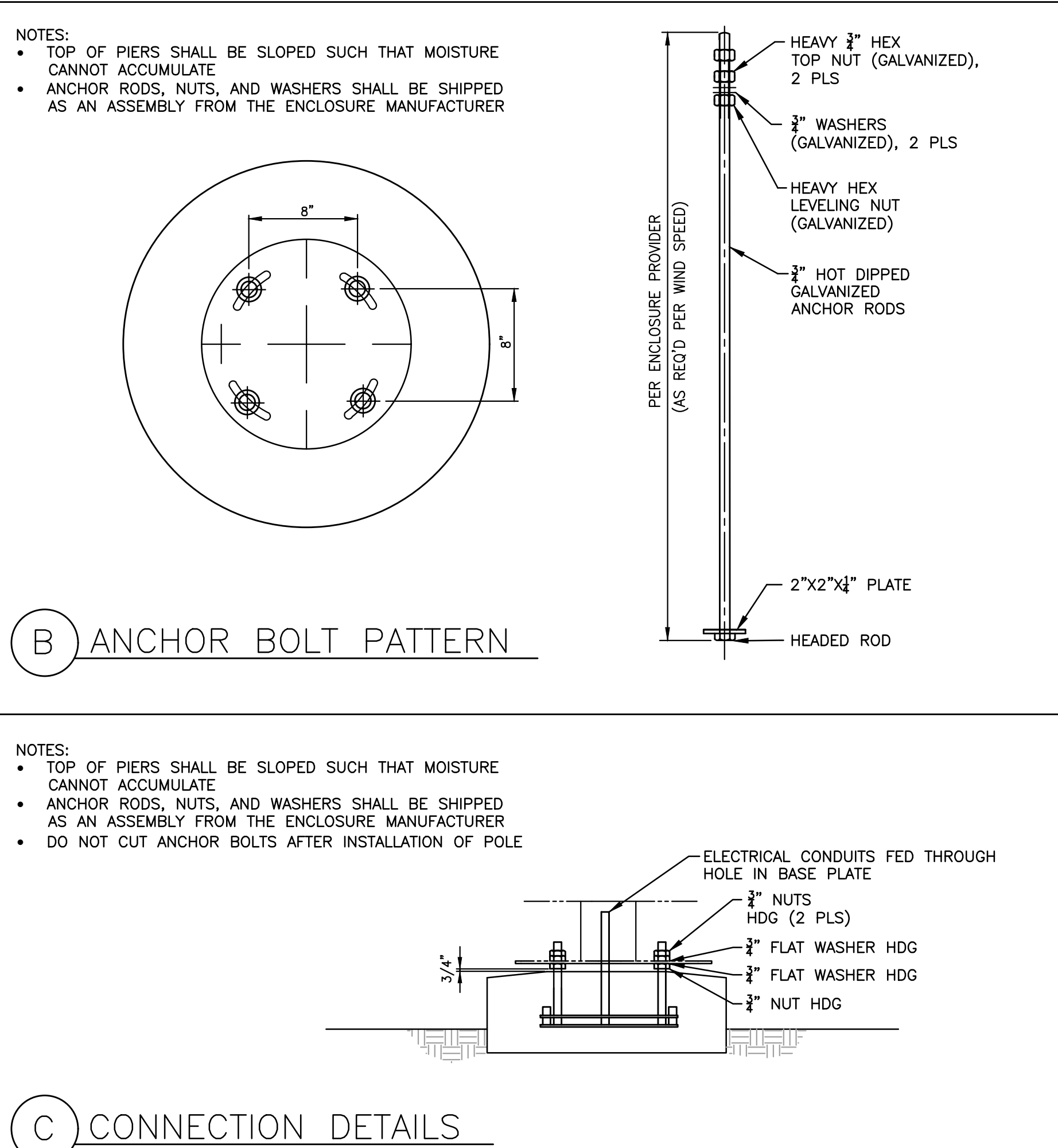
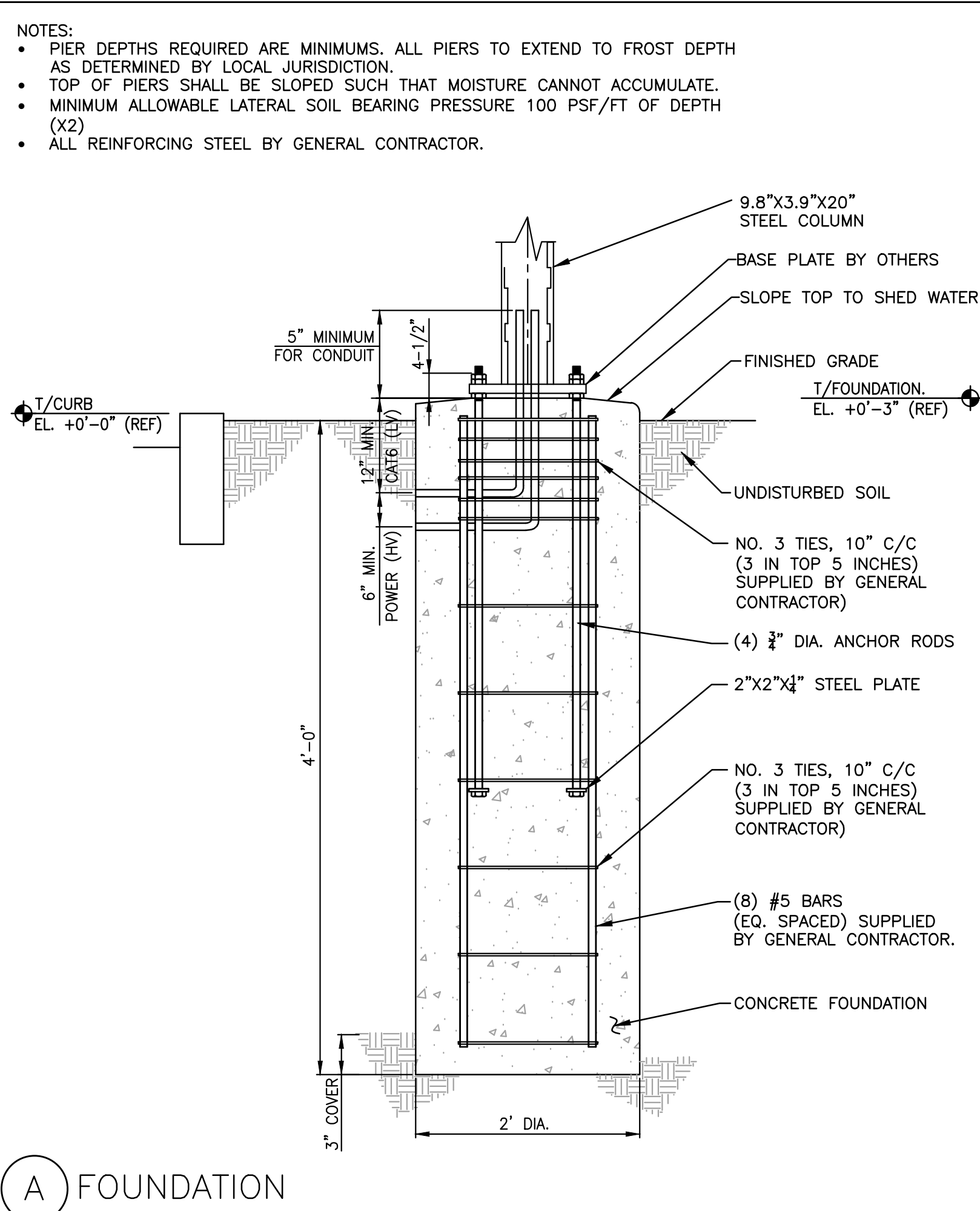
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- ALL PIERS TO EXTEND TO FROST DEPTH AS DETERMINED BY LOCAL JURISDICTION
- TOP OF PIERS SHALL BE SLOPED SUCH THAT MOISTURE CANNOT ACCUMULATE

-MINIMUM CONCRETE STRENGTH ($f'_c=3,000$ PSI) SHALL CONFORM WITH MCDONALD'S CAST-IN-PLACE CONCRETE SPECIFICATIONS SECTION 2.13-A

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- AIR ENTERTAINMENT SHALL CONFORM WITH MCDONALD'S CAST-IN-PLACE CONCRETE SPECIFICATIONS 2.6-A AND 2.13-A
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- CAST CONCRETE DIRECTLY AGAINST EXCAVATED HOLE SIDES
- ASTM A-615, GR 60 REBAR, BLACK

STEEL:

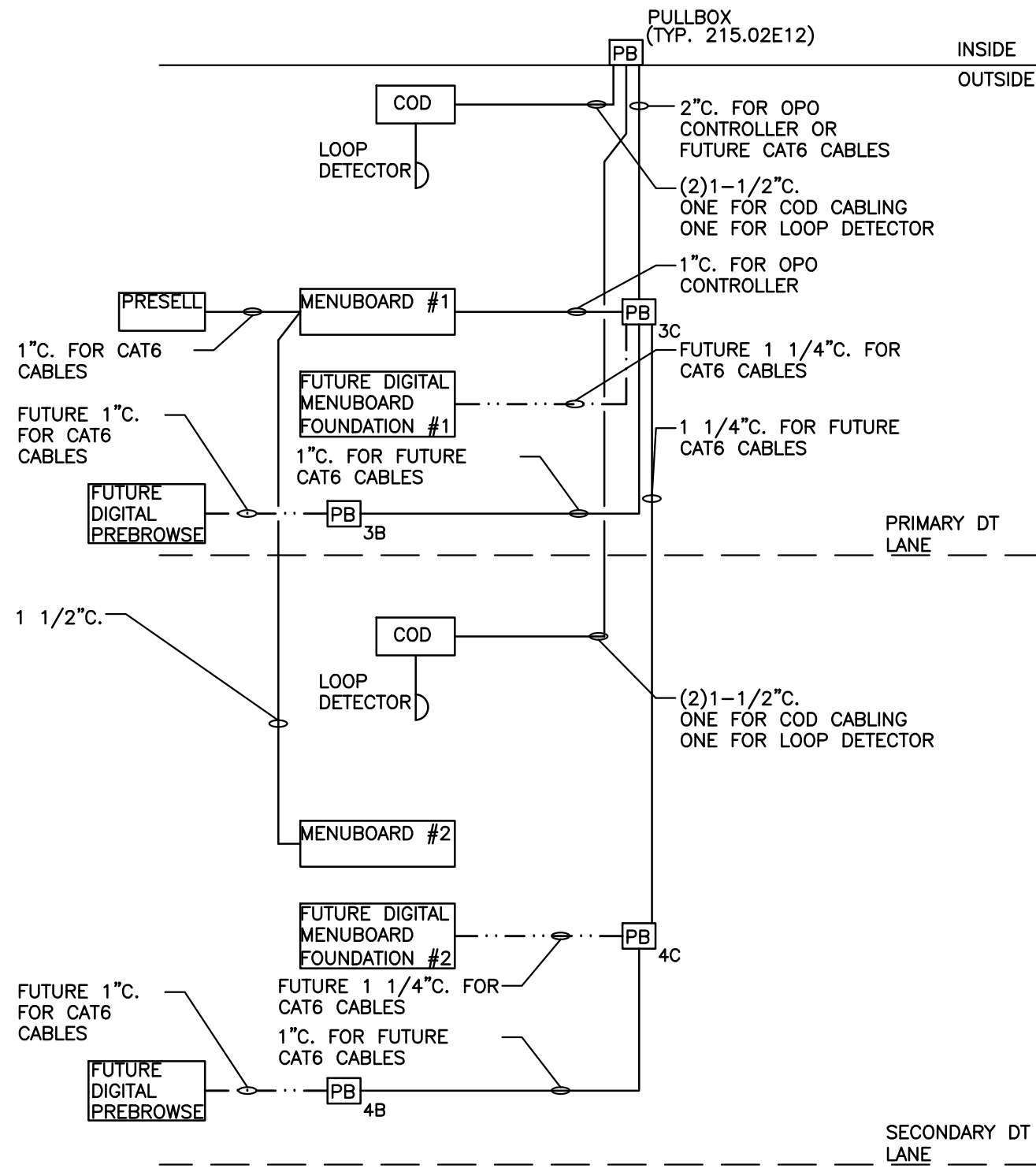
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- HSS ROUND SECTION: ASTM A500 GRADE B ($F_y=42$ KSI)
- HSS SQUARE/RECTANGULAR SECTIONS: ASTM A500 GRADE B ($F_y=46$ KSI)
- HEADED ANCHOR RODS ASTM F1554 GR 55, S1 WHEN THE EMBEDDED END OF THE ROD IS THREADED AND THE NUT TACK WELDED PRIOR TO GALVANIZATION.
- STEEL ANGLES, CHANNELS, STRUCTURAL SHAPES AND PLATES: ASTM A36
- REINFORCEMENT: ASTM A615 GRADE 60- BY GENERAL CONTRACTOR
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- WASHERS: ASTM F844 A36
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- NO FIELD HEATING TO BEND STEEL SHALL BE ALLOWED WITHOUT ENGINEER'S APPROVAL
- DO NOT CUT ANCHOR RODS AFTER INSTALLATION OF POLE
- AFTER INSTALLATION, ALL EXPOSED STEEL SHALL BE PAINTED WITH AN ENAMEL PAINT TO INHIBIT CORROSION
- ANY FIELD WELDING SHALL FIRST BE VERIFIED BY ENGINEER AND PERFORMED IN ACCORDANCE WITH AWS D1.1
- REFER TO SIGN MANUFACTURER DRAWINGS AND INSTRUCTIONS FOR ADDITIONAL INFORMATION



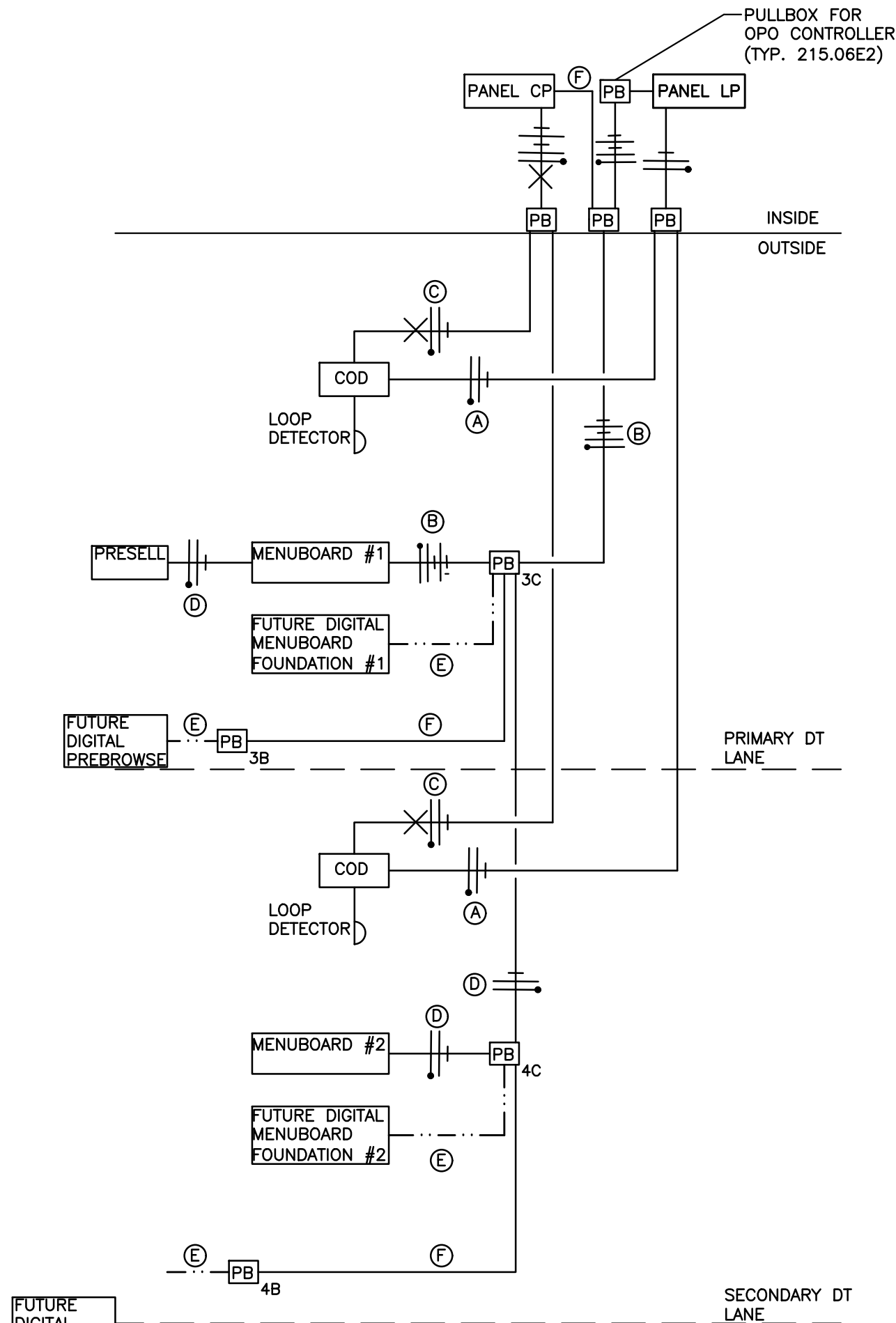
2 DIGITAL PRE-BROWSE BOARD

C5.13 SCALE: NONE

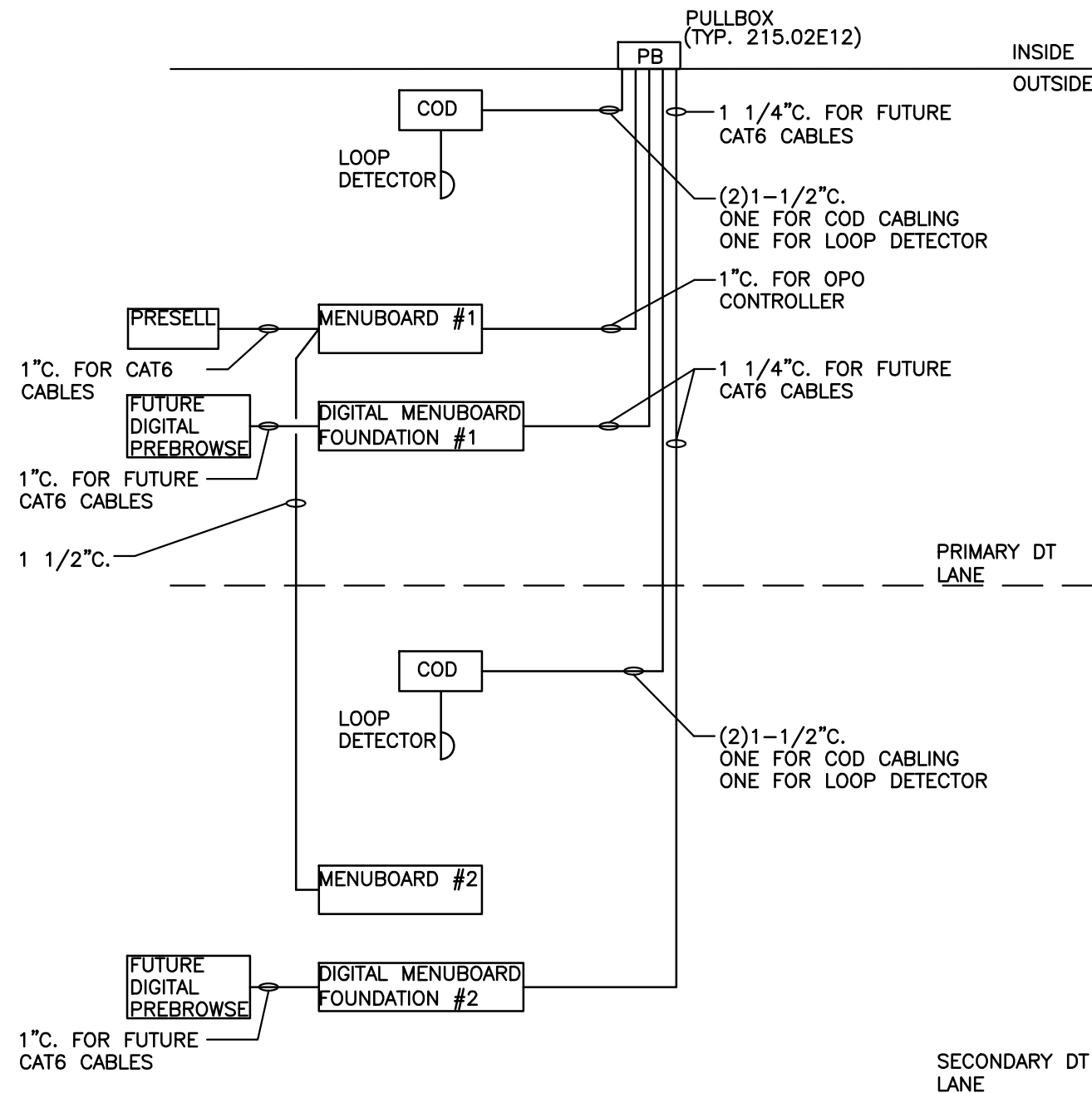
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No. 8030527		JERRY RICK HANSON		11/12/24		STATE OF UTAH			
REGISTERED PROFESSIONAL ENGINEER		DOMINION Engineering Associates, L.C.		5684 South Green Street		Murray, Utah 84123 801-713-3000			
M CORPORATION		KNOX DRIVE - OAK BROOK, ILLINOIS 60021		THESE DRAWINGS AND SPECIFICATIONS ARE THE CONFIDENTIAL AND PROPRIETARY PROPERTY OF DOMINION ENGINEERING ASSOCIATES, L.C. (DCA). NO PART OF THESE DRAWINGS OR SPECIFICATIONS SHALL BE REPRODUCED, COPIED, OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT THE WRITTEN AUTHORIZATION OF DCA. THE CONTRACT DOCUMENTS WERE PREPARED BY DCA AND ARE NOT TO BE USED FOR ANY OTHER PROJECT OR FOR ANY OTHER PURPOSE. ANY REUSE OR MODIFICATION OF THESE DRAWINGS OR SPECIFICATIONS WITHOUT THE WRITTEN AUTHORIZATION OF DCA IS STRICTLY PROHIBITED.		DRAWN BY		PREPARED FOR	
TITLE		McDONALD'S SITE IMPROVEMENT PLANS		STD ISSUE DATE		-			
DESCRIPTION		EAGLE MOUNTAIN, UTAH		REVIEWED BY		-			
DIGITAL BOARD - FOUNDATION PLANS		DATE REVIEWED		-		-			
SITE ID		043-0330		DATE ISSUED		-			
SITE ADDRESS		4248 NORTH 1650 EAST, EAGLE MOUNTAIN, UT		OFFICE ADDRESS		DENVER REGION: 4643 S. ULLSTER ST., SUITE 1300, DENVER, CO 80237			
SHEET NO.		C5.9		DENVER REGION: 4643 S. ULLSTER ST., SUITE 1300, DENVER, CO 80237		-			



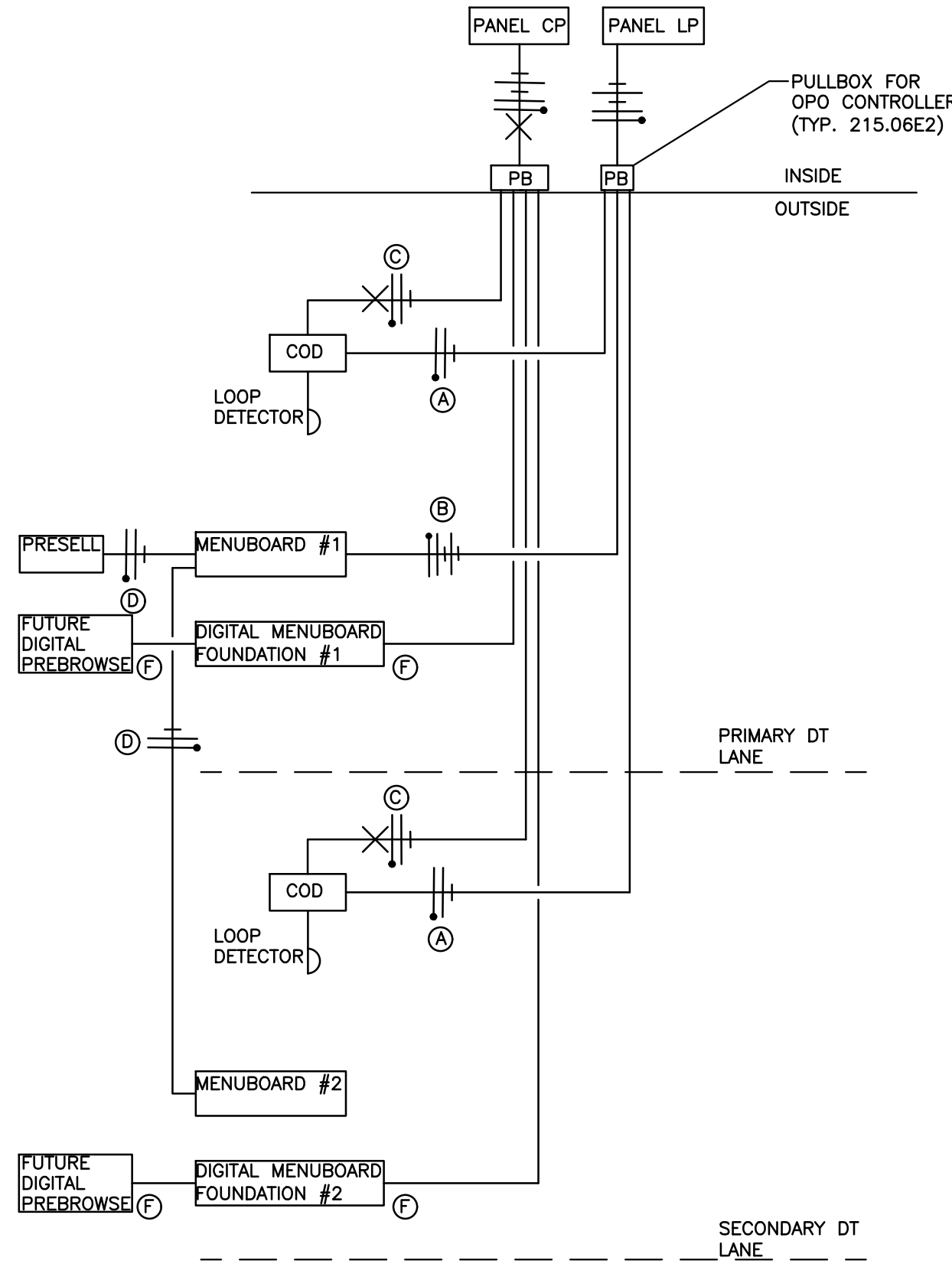
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C5.10 NOT TO SCALE



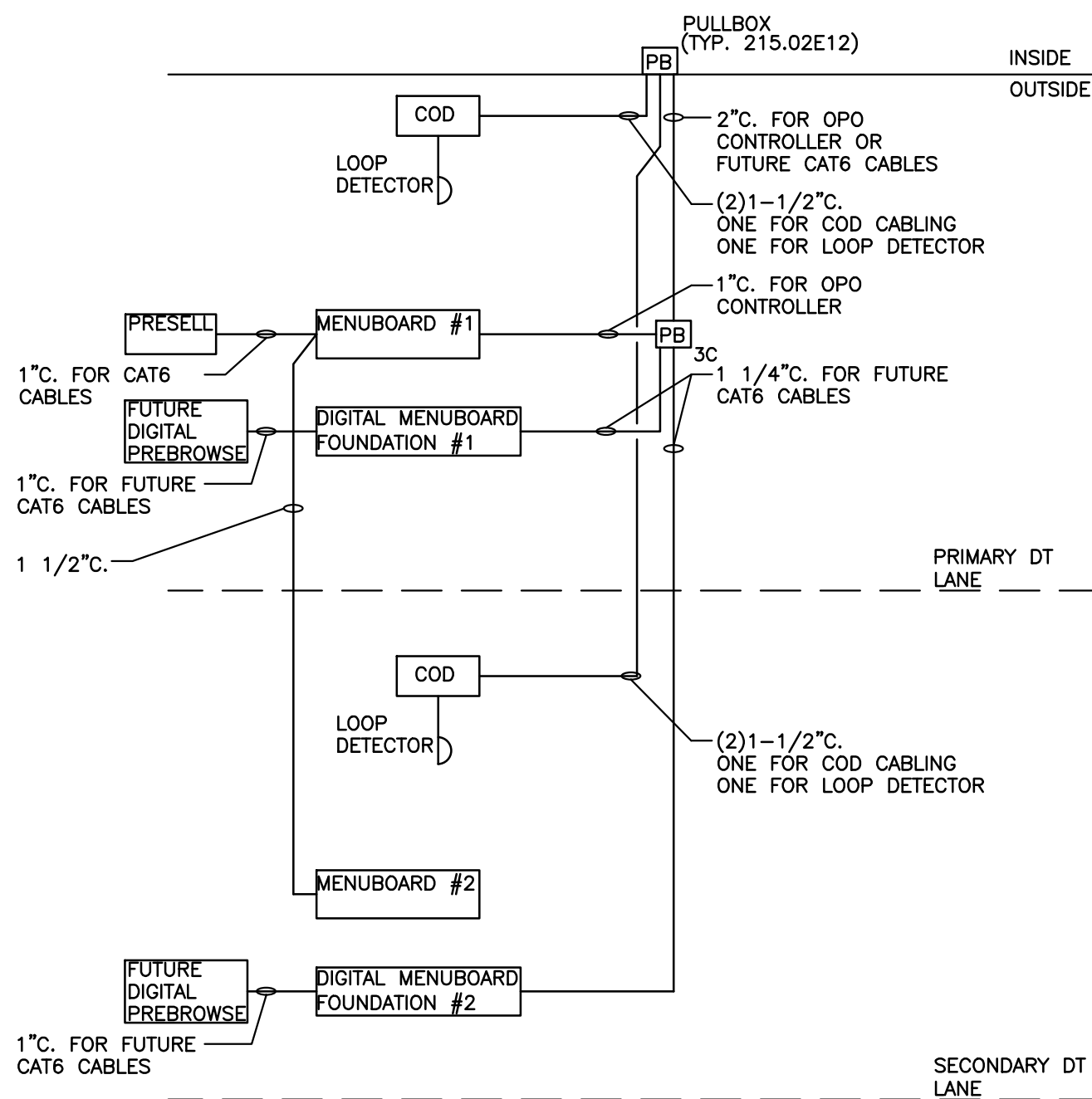
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C5.10 NOT TO SCALE



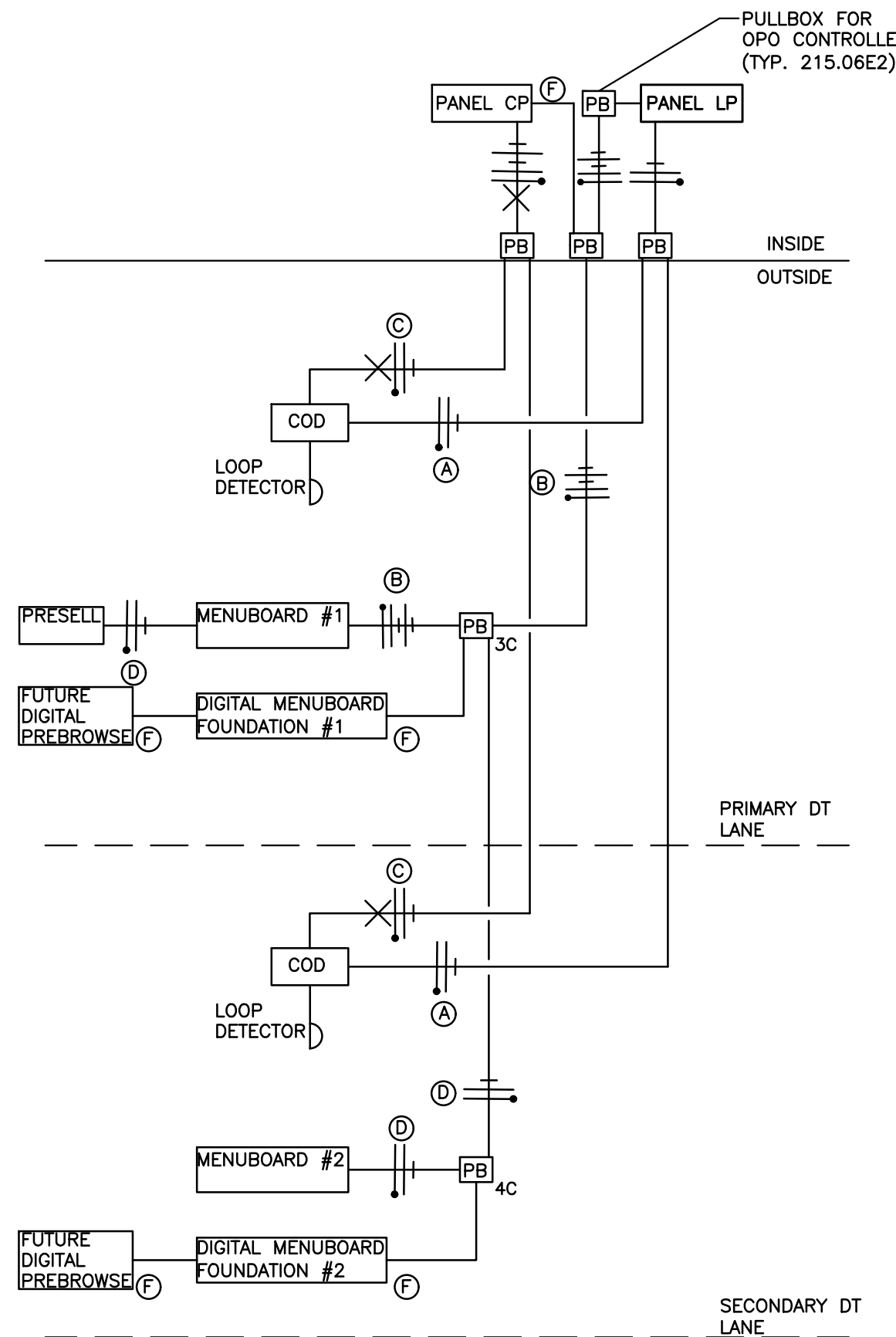
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C5.10 NOT TO SCALE



4 DT POWER DIAGRAM (OPTION 2.0A)
C5.10 NOT TO SCALE



5 DT LOW VOLTAGE CONDUIT DIAGRAM (OPTION 2.0B)
C5.10 NOT TO SCALE



6 DT POWER DIAGRAM (OPTION 2.0B)
C5.10 NOT TO SCALE

GENERAL NOTES:

- COORDINATE ALL CONDUIT AND CIRCUITING REQUIREMENTS WITH MANUFACTURER'S INSTALL INSTRUCTIONS.
- ALL PULLBOXES/HANDHOLES SHOWN SHALL BE A MINIMUM OF TIER 8 QUAZITE OR EQUAL.

ELECTRICAL POWER NOTES:

- PROVIDE TWO (2) SPARE 20A/1P BREAKERS WITHIN CP PANEL FOR FUTURE OUTDOOR DIGITAL MENUBOARDS
- MANUFACTURER'S INSTALLATION INSTRUCTIONS FOR TRADITIONAL OPO MENUBOARDS REQUIRES SEPARATE DEDICATED NEUTRALS ARE PROVIDED TO MENU BOARD AND PRESELL BOARD FOR EACH CIRCUIT (PLC AND LIGHTING)

POWER DIAGRAMS TAGS:

- ②#12 & 1#12 GND., TO LP-1 FOR COD CANOPY LIGHTING (TYP. LP-1:23)
- ④#12 & 1#12 GND.,3/4"C TO LP-1 FOR OPO MENU BOARD #1 LIGHTING AND PLC (TYP. LP-1:23,25).
- ②#12 & 1#12 GND & 1#12 ISOLATED GND., TO CP FOR ISOLATED GROUND POWER TO COD'S. EACH COD SHALL BE ON ITS OWN SEPARATE CIRCUIT (TYP. CP:14,18).
- ②#12 & 1#12 GND., TO LP-1 FOR OPO MENU BOARD #2 AND PRESELL BOARD LIGHTING (TYP. LP-1:23)
- ⑥ FUTURE 3/4" CONDUIT FOR FUTURE OUTDOOR DIGITAL MENUBOARD OR PRESELL POWER.
- ⑦ 3/4" CONDUIT WITH PULL STRINGS FOR FUTURE MENUBOARD OR PRESELL BOARD POWER.

KEY:

- CONDUIT
- - - CONDUIT TO PULLED IN FUTURE (ONCE FOUNDATIONS ARE INSTALLED)
- PB PULLBOX
- XX SUBSCRIPT INDICATES RELATIVE LOCATION. REFER TO ODMB DRAWING.

215



236.1



Mid-block curb cut assembly

236.3



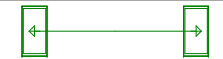
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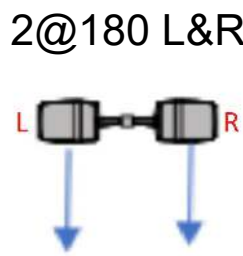
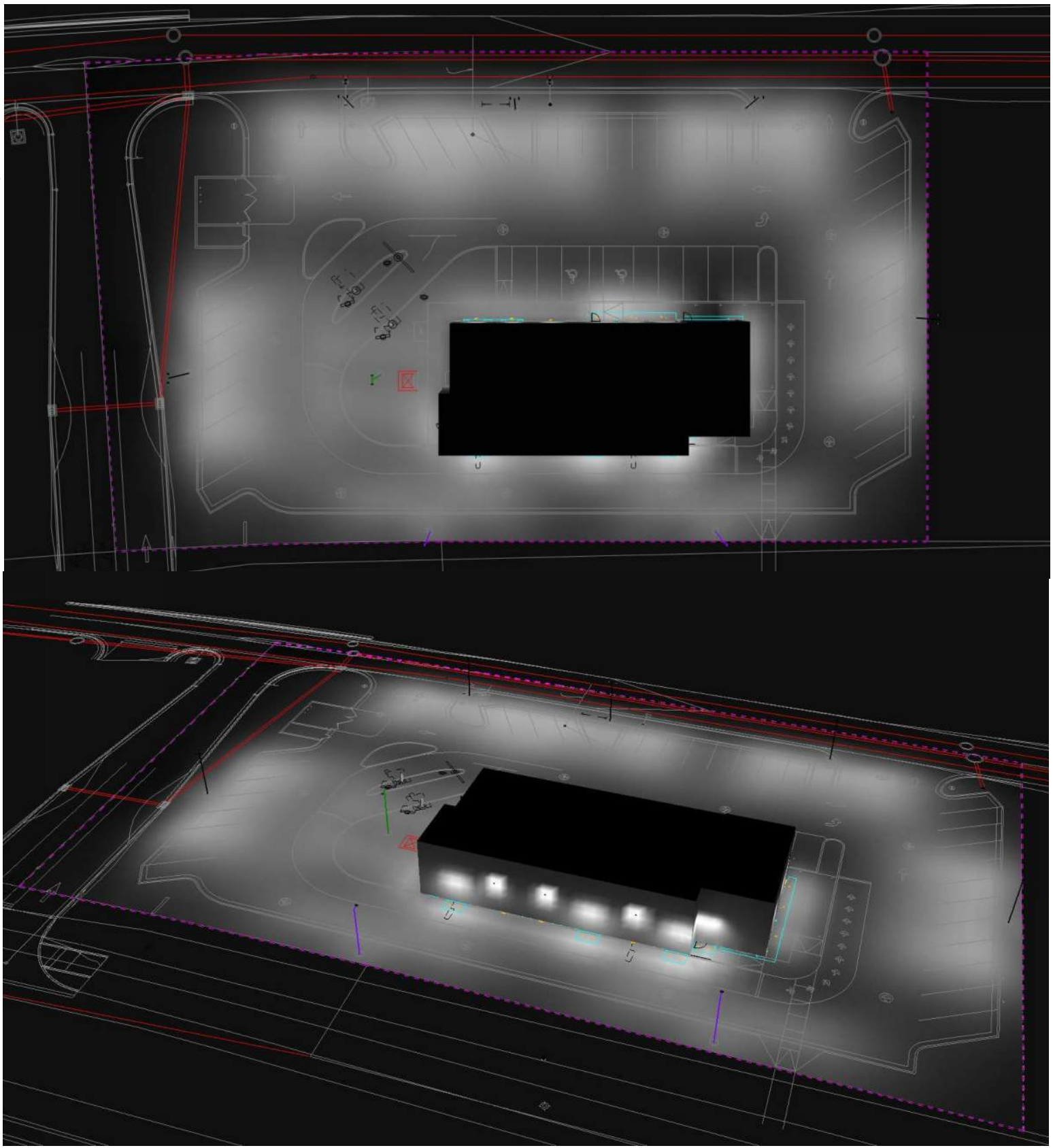
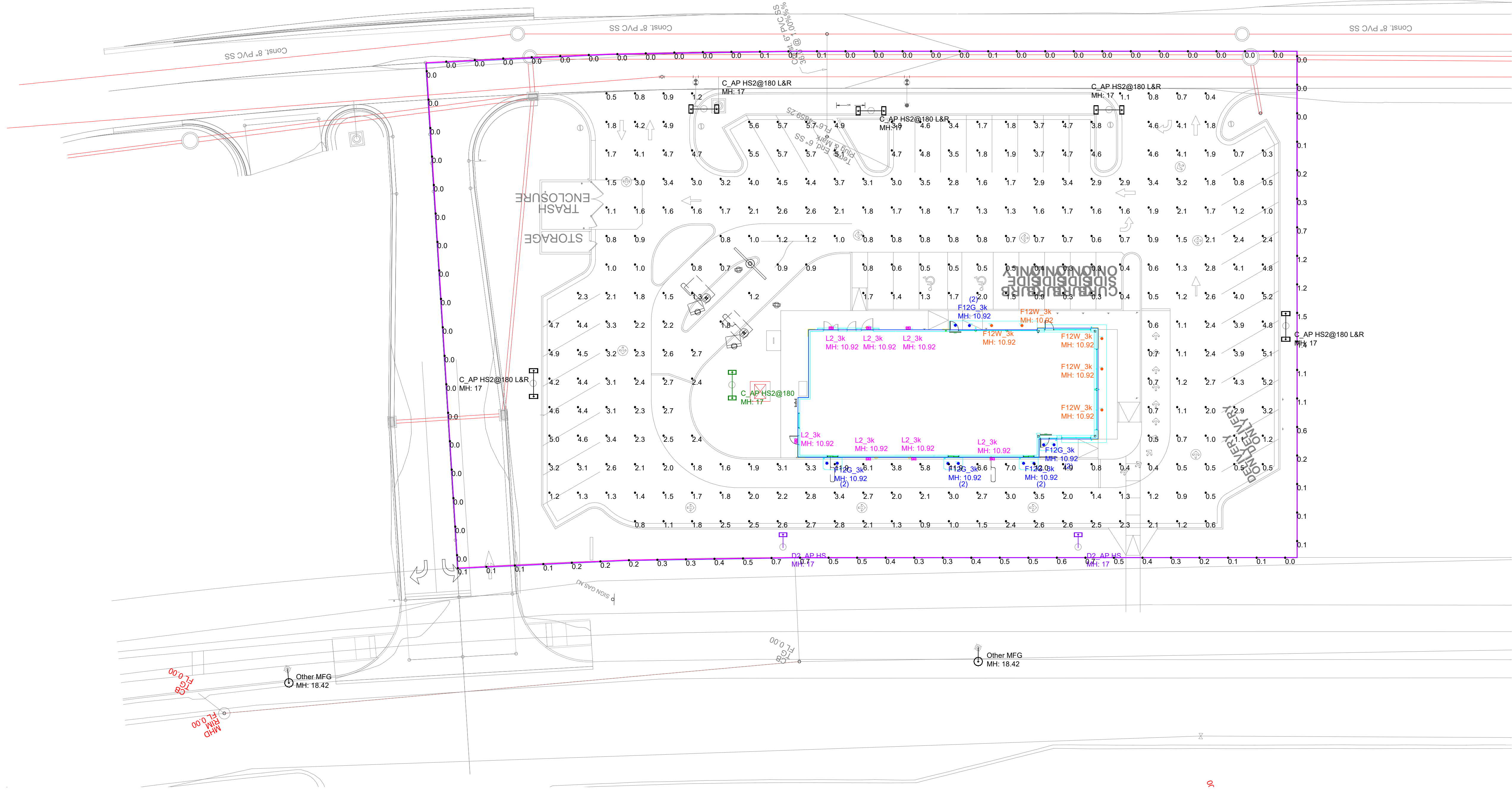
1. THE FOOTCANDLE LEVELS AS SHOWN ARE BASED ON THE FOLLOWING CRITERIA. ANY SUBSTITUTIONS IN SPECIFIED FIXTURES OR CHANGES TO LAYOUT WILL AFFECT LIGHTING LEVELS SHOWN AND WILL NOT BE THE RESPONSIBILITY OF SECURITY LIGHTING.

2. DISTANCE BETWEEN READINGS _____ 10'

Calculation Summary							
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
PAVED SURFACE READINGS	Illuminance	Fc	2.40	12.0	0.3	8.00	40.00
PROPERTY LINE READINGS	Illuminance	Fc	0.21	1.5	0.0	N.A.	N.A.

Luminaire Schedule											
Symbol	Qty	Label	Arrangement	LLF	Description	Lum. Watts	EPA	Mtg Height	Pole Type	Arr. Lum. Lumens	Total Lumens
	1	C_AP HS2@180	Back-Back	0.850	VP-1-160L-50-AP-4W-BTS-40F-HSS-90-B	52	1.214	17	SES-14-40-1-TA-GL-xx (4")	13268	13268
	5	C_AP HS2@180 L&R	2@180 L&R	0.850	VP-1-160L-50-AP-4W-BTS-40F-HSS-90-B	52	1.214	17	SES-14-40-1-TA-GL-xx (4")	13268	9174
	2	D2_AP HS	Single	0.850	VP-1-160L-35-AP-2-BTS-40F-HSS-90-B	35	0.607	17	SES-14-40-1-TA-GL-xx (4")	4587	66340
	10	F12G_3k	SINGLE	0.850	LB6-10LDM-30K9GD	11.9	n/a	10.92	on bldg	1296	12960
	5	F12W_3k	SINGLE	0.850	LB6-10LDM-30K9WH	11.9	n/a	10.92	on bldg	1296	12520
	7	L2_3k	SINGLE	0.850	RWSC-36L-3K-DO-U-PS	14.4	n/a	10.92	on bldg	1565	6260
	2	Other MFG	Single	1.000	MPL3 P30S 40K XXXXX SG3 Contrirbution only	91.87	n/a	street	street	13685	street

TOTAL SITE LUMENS: 120,522



Pole Fixtures Are Full Cutoff
Tilt=0
Calculation Grids Are At Grade
Pole Light Mounting Height=17ft
(14' Pole + 3' Base)

Near Observatory
Ordinance:
shield, full cutoff, 17ft mtg ht pole max
LPS - not available, using LED "AP"
AMBER CCT/CRI & 3000K on building
Minimize spill
Motion sensing
<100,000 lumens per acre (site is 1.22 acre)
include building lights

CITY COMMENTS:
wants adjacent street lighting by
other mfg as contribution

PROJECT WIND LOAD CRITERIA BASED ON:
ASCE 7-10 WIND SPEEDS (3-SEC PEAK GUST MPH)
50 YEAR MEAN RECURRENCE INTERVAL
ALLOWED EPA 20.4 @ WIND LOAD 90 MPH

Regional Drawing
43-0330

1. THIS LIGHTING DESIGN IS BASED ON INFORMATION SUPPLIED BY OTHERS TO SECURITY LIGHTING SYSTEMS. SITE DETAILS PROVIDED HEREON ARE REPRODUCED ONLY AS A VISUALIZATION AID. FIELD DEVIATIONS MAY SIGNIFICANTLY AFFECT PREDICTED PERFORMANCE. PRIOR TO INSTALLATION, CRITICAL SITE INFORMATION (POLE LOCATIONS, ORIENTATION, MOUNTING HEIGHT, ETC.) SHOULD BE COORDINATED WITH THE CONTRACTOR AND/OR SPECIFIER RESPONSIBLE FOR THE PROJECT.

2. LUMINAIRE DATA IS TESTED TO INDUSTRY STANDARDS UNDER LABORATORY CONDITIONS. OPERATING VOLTAGE AND NORMAL MANUFACTURING TOLERANCES OF LAMP, BALLAST, AND LUMINAIRE MAY AFFECT FIELD RESULTS.

3. CONFORMANCE TO FACILITY CODE AND OTHER LOCAL REQUIREMENTS IS THE RESPONSIBILITY OF THE OWNER AND/OR THE OWNER'S REPRESENTATIVE.

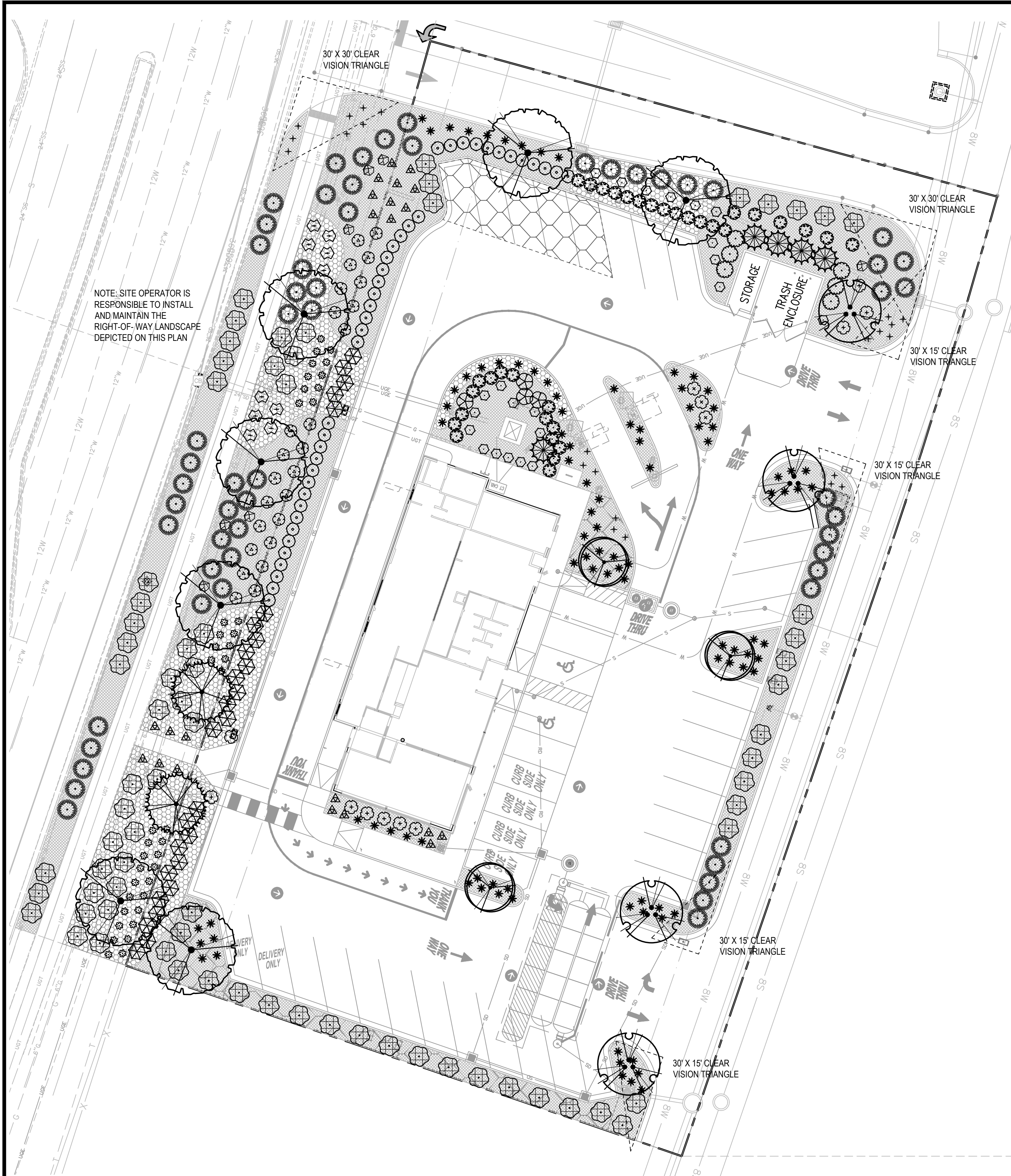
4. THIS LAYOUT MAY NOT MEET TITLE 24 OR LOCAL ENERGY REQUIREMENTS. IF THIS LAYOUT NEEDS TO BE COMPLIANT WITH TITLE 24 OR OTHER ENERGY REQUIREMENTS, PLEASE CONSULT FACTORY WITH SPECIFIC DETAILS REGARDING PROJECT REQUIREMENTS SO THAT REVISIONS MAY BE MADE TO THE DRAWING.



2100 Golf Road, Suite 400, Rolling Meadows, IL 60009 1-800-544-4848	
UNLESS OTHERWISE SPECIFIED, ALL DIMENSIONS ARE IN INCHES	
SCALE 1"=20' 0"	
DRAWN BY DSJ	
POINT-BY-POINT FOOTCANDLE PLOT FOR MCDONALDS 4245 Pony Express Parkway Eagle Mountain, UT 84005	
NATIONAL STORE NUMBER 40435	
DATE 3/13/2025	DRAWING NUMBER A242574C.AGI

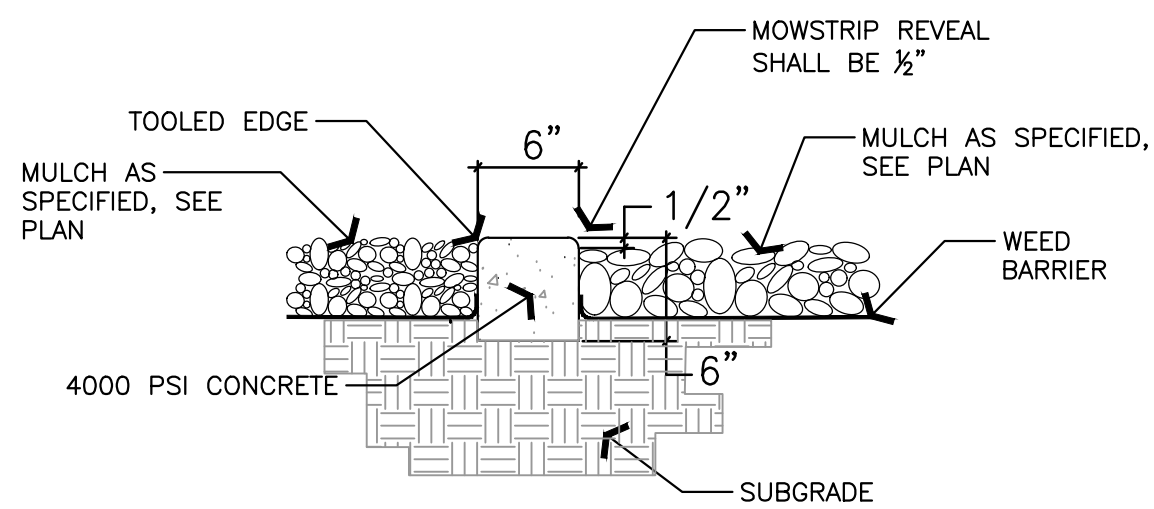
THIS DRAWING MEETS OR EXCEEDS MCDONALDS CURRENT ILLUMINATION SPECIFICATIONS OF A 3-4 FOOTCANDLE AVERAGE, UNLESS SUPERSEDED BY OTHER REQUIREMENTS.

Path: P:\McDONALD\Sutah Eagle Mountain\TOWN CENTER 43-0330\DESIGN\CAD\SHEET FILES\
file name: L1.X LANDSCAPE PLAN.dwg | plot date: March 18, 2025 | plotted by: DarrinPerkes



NOTES:

1. CONTROL JOINTS SHALL BE PLACED AT 5' ON CENTER.
2. EXPANSION JOINTS SHALL BE PLACED AT 20' ON CENTER, AND AT ALL HARD SURFACE ABUTMENTS.
3. CONCRETE EDGING SHALL BE INSTALLED TO SEPARATE ALL DIFFERING MULCH AREAS.

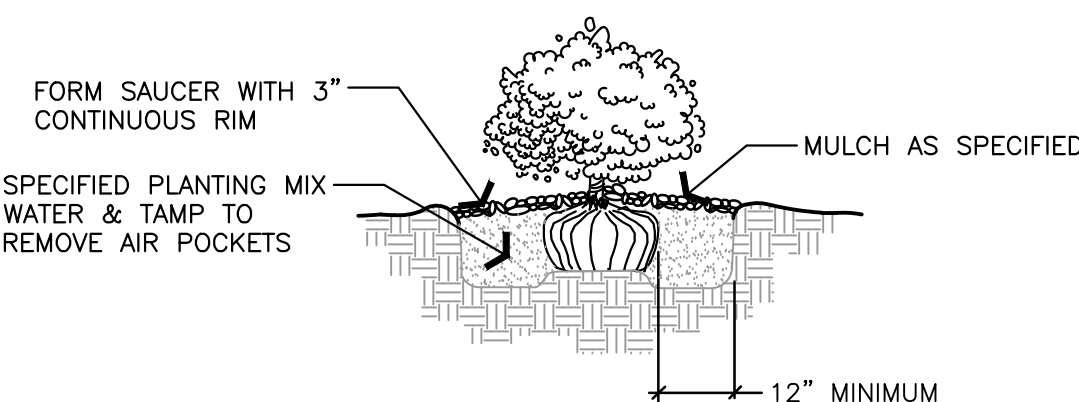


LANDSCAPE PLAN

PLANTING NOTES:

1. LANDSCAPE BIDS MUST BE IN A DETAILED UNIT PRICE FORMAT SHOWING COST BREAKDOWN OF ALL LANDSCAPE ELEMENTS. ANY ELEMENT MAY BE ADDED OR DELETED BY THE LANDSCAPE ARCHITECT OR OWNER. CONTRACTOR COMPENSATION WILL BE ADJUSTED ACCORDING TO THE UNIT PRICE BIDS. ANY SUBSTITUTION MUST BE BY LANDSCAPE ARCHITECT APPROVAL. LANDSCAPE ARCHITECT WITHOUT JUSTIFICATION MAY DISALLOW BIDS AND SELECT CONTRACTOR REGARDLESS OF BID FIGURES. THE LANDSCAPE ARCHITECT WILL CONTACT THE OWNER'S CONSTRUCTION REPRESENTATIVE BEFORE BEGINNING CONSTRUCTION TO SCHEDULE A PRE-CONSTRUCTION MEETING. CONTRACTOR OR SUBCONTRACTORS PARTICIPATION IN CONSTRUCTION OF THIS PLAN MUST BE LICENSED BY THE STATE OF UTAH FOR THE TYPE OF WORK BEING PERFORMED.
2. CODES, LAWS, REGULATIONS, AND PERMITS BY FEDERAL, STATE, COUNTY AND CITY AGENCIES FOR DESIGN CONCEPT, MATERIALS AND WORKMANSHIP MUST BE RESEARCHED AND SATISFIED BY THE CONTRACTOR. REPORT ANY PROBLEMS OR REQUIREMENTS TO THE LANDSCAPE ARCHITECT. LIMITED TO THE CONTRACTOR VERIFY THE REGULATIONS FOR AND SECURE ANY PERMITS BEFORE BEGINNING CONSTRUCTION. THE COST FOR THE PERMIT FEES MAY BE SUBMITTED TO THE OWNER FOR REIMBURSEMENT. CALL BLUE STAKES AND REFER TO DRAINAGE AND CIVIL PLANS BEFORE ANY TRENCHING OR EXCAVATION.
3. CONSTRUCTION CLEAN UP MUST BE PERFORMED DAILY, AND ALL HARDCAPE ELEMENTS MUST BE WASHED FREE OF DIRT AND MUD ON FINAL CLEAN UP. CONSTRUCTION MUST OCCUR IN A TIMELY MANNER.
4. LANDSCAPE PLANS AND DETAIL DRAWINGS ARE SCHEMATIC ONLY. DISCREPANCIES MAY EXIST. INCLUDING BUT NOT LIMITED TO BUILDING LOCATION, PROPERTY LINES, ANY DIMENSIONS SPECIFIED OR IMPLIED. THE CONTRACTOR WILL BE REQUIRED TO ADJUST PLANS AS NECESSARY TO RETAIN CONCEPT INTEGRITY. CONTACT LANDSCAPE ARCHITECT IF DISCREPANCIES EXIST.
5. PLANT MATERIAL EXCAVATION. CALL BLUE STAKE AND MAKE REFERENCE TO DRAINAGE AND CIVIL PLANS BEFORE EXCAVATION FOR PLANT MATERIAL. ALL HOLES MUST ALLOW FOR A MINIMUM OF TWELVE (12) INCHES OF SPECIFIED PLANTING MIX BACKFILL MATERIAL ON ALL SIDES OF ROOT BALL FOR SHRUBS, AND 3X BALL DIAMETER FOR TREES.
6. PLANT MATERIAL BACKFILL MUST BE A WELL MIXED COMBINATION OF 1/3 NATURAL SOIL, 1/3 ORGANIC COMPOSTED MATERIAL, DEEP WATER ALL PLANT MATERIAL IMMEDIATELY AFTER PLANTING. ADD BACKFILL MATERIAL TO DEPRESSIONS AS NECESSARY.
7. PREPARE SUBGRADE SOIL BY APPLYING HERBICIDE PER MANUFACTURER RECOMMENDATIONS TO WEEDS IN ALL LANDSCAPE AREAS. REPEAT HERBICIDE APPLICATION AFTER THREE DAYS TO SURVIVING WEEDS. REPEAT AS NECESSARY UNTIL WEEDS HAVE BEEN CONTROLLED. AFTER WEEDS HAVE BEEN CONTROLLED LOOSEN SUBGRADE TO A MINIMUM DEPTH OF 4". REMOVE STICKS, ROOTS, EXTRANEOUS MATTER, AND STONES LARGER THAN 3". SPREAD TOPSOIL AND AMENDMENTS AND THOROUGHLY BLEND TO A MINIMUM DEPTH OF 6". SOIL AMENDING SHALL INCLUDE COMPOSTED ORGANIC MATERIAL ADDED AT A RATE OF THREE CUBIC YARDS PER 1000 SQUARE FEET. ALL SOD AREAS AND SHRUB AND PERENNIAL PLANTER AREAS SHALL HAVE THE SOIL AMENDED. INDIVIDUAL ISOLATED SHRUBS AND PERENNIALS SHALL HAVE THE AMENDED SOIL INSTALLED A MINIMUM OF 6" AROUND THE PERIMETER OF THE ROOTBALL DURING PLANT INSTALLATION. ORGANIC AMENDMENTS SHALL MEET THE "COMPOSTED SOIL GUIDELINES FOR LANDSCAPING" BY ISAMAN, KOENIG, CERNY, USU EXTENSION, 3 MARCH 2003.
8. TOP SOIL MUST BE A PREMIUM QUALITY DARK SANDY LOAM, FREE OF ROCKS, CLODS, ROOTS, AND PLANT MATTER. THE TOPSOIL SHALL BE EVENLY SPREAD. TOPSOIL SHALL BE SPREAD TO A DEPTH OF TWO INCHES (2") IN REVEGETATION AREAS AND FOUR INCHES (4") IN ALL SOD, SHRUB, OR PERENNIAL PLANTER BEDS AND PARKING LOT ISLANDS. THE FINISHED GRADE OF THE TOPSOIL SHALL BE SMOOTH WITH NO HUMPS OR DEPRESSIONS PRIOR TO SEEDING, SOD, OR PLANT INSTALLATION.
9. IT IS THE CONTRACTORS RESPONSIBILITY TO VERIFY ALL QUANTITIES LISTED ON THE PLANS AND THE AVAILABILITY OF ALL PLANT MATERIALS IN THEIR SPECIFIED SIZES PRIOR TO SUBMITTING A BID. LISTED QUANTITIES FOR MULCH AND SOD ARE PLAN VIEW QUANTITIES AND DO NOT ACCOUNT FOR ANY INCREASE IN MATERIAL NEEDED FOR SLOPES. THE CONTRACTOR MUST NOTIFY THE LANDSCAPE ARCHITECT PRIOR TO REQUESTING A BID. CONTRACTOR DETERMINES A QUANTITY DEFICIENCY OR AVAILABILITY PROBLEM WITH A SPECIFIC MATERIAL.
10. FERTILIZER FOR SOD AREAS SHALL BE PELLETED, N-P-K AS APPROVED BY LANDSCAPE ARCHITECT FOR SEASONAL ADJUSTMENT. USE 20 LBS PER 5,000 SQUARE FEET OR AS PER MANUFACTURER'S SPECIFICATIONS. SPREAD EVENLY ON A CAREFULLY PREPARED TOPSOIL LAYER JUST PRIOR TO LAYING SOD.
11. IT IS THE CONTRACTORS RESPONSIBILITY TO REMOVE TREE GUYING AND STAKING IN A TIMELY MANNER ONCE STAKED TREES HAVE TAKEN ROOT. NO STAKING SHALL REMAIN BEYOND THE ONE YEAR WARRANTY PERIOD.
12. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING THE LANDSCAPE CONTRACTOR DURING ESTABLISHMENT (30 DAYS AFTER FINAL ACCEPTANCE OF ENTIRE PROJECT). RESPONSIBILITIES INCLUDE WEED CONTROL, MOWING, AND IRRIGATION RUN TIME ADJUSTMENTS. NOTIFY OWNER AND CONSTRUCTION REPRESENTATIVE WHEN ESTABLISHMENT PERIOD HAS ENDED TO INSURE ONGOING MAINTENANCE. THE OWNER IS RESPONSIBLE FOR LANDSCAPE MAINTENANCE AND UPKEEP ONCE ESTABLISHMENT PERIOD HAS EXPIRED.
13. ALL PLANT MATERIAL AND LANDSCAPE ELEMENTS WILL BE GUARANTEED FOR ONE YEAR AFTER FINAL ACCEPTANCE. ANY ITEMS THAT ARE NOT FIRST CLASS PREMIUM QUALITY WILL BE REPLACED BY THE CONTRACTOR AT NO COST TO THE OWNER. IF ANY PLANT MATERIAL IS NOT PREMIUM QUALITY OR APPEARS STRESSED IN ANY WAY DURING THE GUARANTEE PERIOD WILL REQUIRE REPLACEMENT. THE CONTRACTOR MUST SCHEDULE A PRE AND POST GUARANTEE MEETING WITH THE OWNER'S REPRESENTATIVE FOR INSPECTION. FAILURE TO DO SO WILL MEAN THE OFFICIAL GUARANTEE PERIOD HAS NOT BEEN ACTIVATED OR DE-ACTIVATED.
14. A PRE-EMERGENT HERBICIDE SHALL BE APPLIED PER MANUFACTURER SPECIFICATIONS PRIOR TO WEED BARRIER AND MULCH PLACEMENT. MULCH TO BE APPLIED TO ALL PLANTING AREAS FOR SHRUBS, PERENNIALS, AND ANNUALS. MULCH FOR ANNUALS AND PERENNIALS SHALL BE 2 INCHES DEEP. MULCH COVER SHALL BE A 3" LAYER OF SOIL, PEEL WOOD, BARK, GRAVEL OR COBBLE MULCH OVER DEWITT PRO 5 WEED BARRIER WILL BE REQUIRED IN ALL LANDSCAPE BEDS FOR SHRUBS AND PERENNIALS. SEE PLANS FOR MULCH TYPE IN LANDSCAPE AREAS. MULCH SHALL BE EVENLY SPREAD ON A CAREFULLY PREPARED GRADE TO THE MINIMUM DEPTH NOTED ON THE PLAN. THE TOP OF ALL AREAS OF MULCH SHALL BE AT THE GRADE OF THE ADJACENT CURB, WALK, OR EDGE OF PAVEMENT.
15. SPECIFICATIONS FOR LANDSCAPE AND IRRIGATION CONSTRUCTION SHALL BE THE CURRENT APWA "MANUAL OF STANDARD SPECIFICATIONS".
16. ALL OF ALL LANDSCAPE MATERIALS SHALL BE APPROVED BY THE LANDSCAPE ARCHITECT PRIOR TO COMMENCING WORK. PROVIDER INFORMATION AND SAMPLES SHALL BE SUBMITTED OF ANY GRAVEL OR WOOD MULCHES. NURSERY STOCK SUBMITTAL SHALL INCLUDE PROVIDER INFORMATION WITH A LIST OF PLANT MATERIALS BEING PROVIDED BY THE NURSERY.

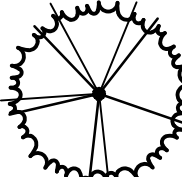
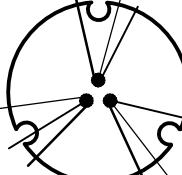
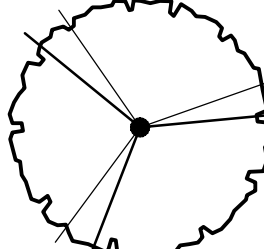
NOTES:
PLANT MATERIAL BACKFILL MUST BE A WELL MIXED COMBINATION OF $\frac{1}{3}$ NATIVE SOIL, $\frac{1}{3}$ TOPSOIL, AND $\frac{1}{3}$ ORGANIC COMPOSTED MATERIAL
SHRUB HOLES MUST ALLOW FOR A MINIMUM OF 12" OF PLANTING MIX BACKFILL ON ALL SIDES OF ROOT BALL FOR SHRUBS AND PERENNIALS



SHRUB PLANTING

SCALE: NTS

PLANT SCHEDULE

SYMBOL	BOTANICAL / COMMON NAME	CONT	CAL	SIZE	QTY
TREES					
	CEDRUS ATLANTICA 'GLAUCA' / BLUE ATLAS CEDAR 30" H X 20" W	B & B		6' HT.	2
	PINUS NIGRA 'ARNOLD SENTINEL' / ARNOLD SENTINEL AUSTRIAN BLACK PINE 25" H X 7" W	B & B		6' HT.	5
	SYRINGA RETICULATA 'IVORY SILK' / IVORY SILK JAPANESE TREE LILAC 25" H X 20" W	B & B	2"CAL		4
	TILIA CORDATA 'GREENSPIRE' / GREENSPIRE LITTLELEAF LINDEN HEIGHT 40"	B & B	2"CAL		7
	ZELKOVA SERRATA 'MUSASHINO' / SAWLEAF ZELKOVA 40" H X 20" W	B & B	2"CAL		3

SYMBOL	BOTANICAL / COMMON NAME	CONT	QTY
SHRUBS			
	BERBERIS THUNBERGII 'CRIMSON PYGMY' / CRIMSON PYGMY BARBERRY 2' H X 4' W, 12.6 SF	3 GAL	25
	BUDDLEJA X 'SMINBDPT' / PUGSTER PINK® BUTTERFLY BUSH 2' H X 3' W, 7.1 SF	2 GAL	10
	BUXUS MICROPHYLLA 'BULHOUSE' / SPRINTER® LITTLELEAF BOXWOOD 4' H X 4' W, 12.6 SF	3 GAL	40
	EUONYMUS ALATUS 'COMPACTUS' / COMPACT BURNING BUSH 5' H X 5' W, 19.6 SF	5 GAL	6
	FORSYTHIA X 'UMNFOR01' / FIRST EDITIONS® SPRING FLING™ FORSYTHIA 5' H X 5' W, 19.6 SF	2 GAL	27
	PHYSOCARPUS OPULIFOLIUS 'ZLEYELZ' / RASPBERRY LEMONADE™ NINEBARK 4' H X 4' W, 12.6 SF	2 GAL	34
	SPIRAEA X BIMALDA 'DENISTAR' / FIRST EDITIONS® SUPERSTAR™ SPIREA 3' H X 4' W, 12.6 SF	2 GAL	13
	SYRINGA PATULA 'MISS KIM' / MISS KIM KOREAN LILAC 5' H X 5' W, 19.6 SF	2 GAL	4

ANNUALS/PERENNIALS

	CALAMAGROSTIS X ACUTIFLORA 'KARL FOERSTER' / FEATHER REED GRASS 4" H X 3" W, 7.1 SF	1 GAL
	HELIOTRICHON SEMPERVIRENS 'SAPPHIRE' / SAPPHIRE BLUE OAT GRASS 2" H X 2" W, 3.1 SF	1 GAL
	HEMEROCALLIS X 'STELLA DE ORO' / STELLA DE ORO DAYLILY 18" X 24", 3.1 SF	1 GAL
	JUNIPERUS HORIZONTALIS 'BLUE CHIP' / BLUE CHIP JUNIPER 1" H X 8" W, 50.3 SF	3 GAL
+	LAVANDULA ANGUSTIFOLIA 'MUNSTEAD' / MUNSTEAD ENGLISH LAVENDER 2" H X 2" W, 3.1 SF	1 GAL
*	PENISTEMON ALPECUROIDES 'TIFT PA18' / CAYENNE STERILE FOUNTAIN GRASS 30" H X 24" W, 3.1 SF	1 GAL
	RHUS TRILOBATA 'AUTUMN AMBER' / AUTUMN AMBER SUMAC 1" H X 8" W, 50.3 SF	2 GAL

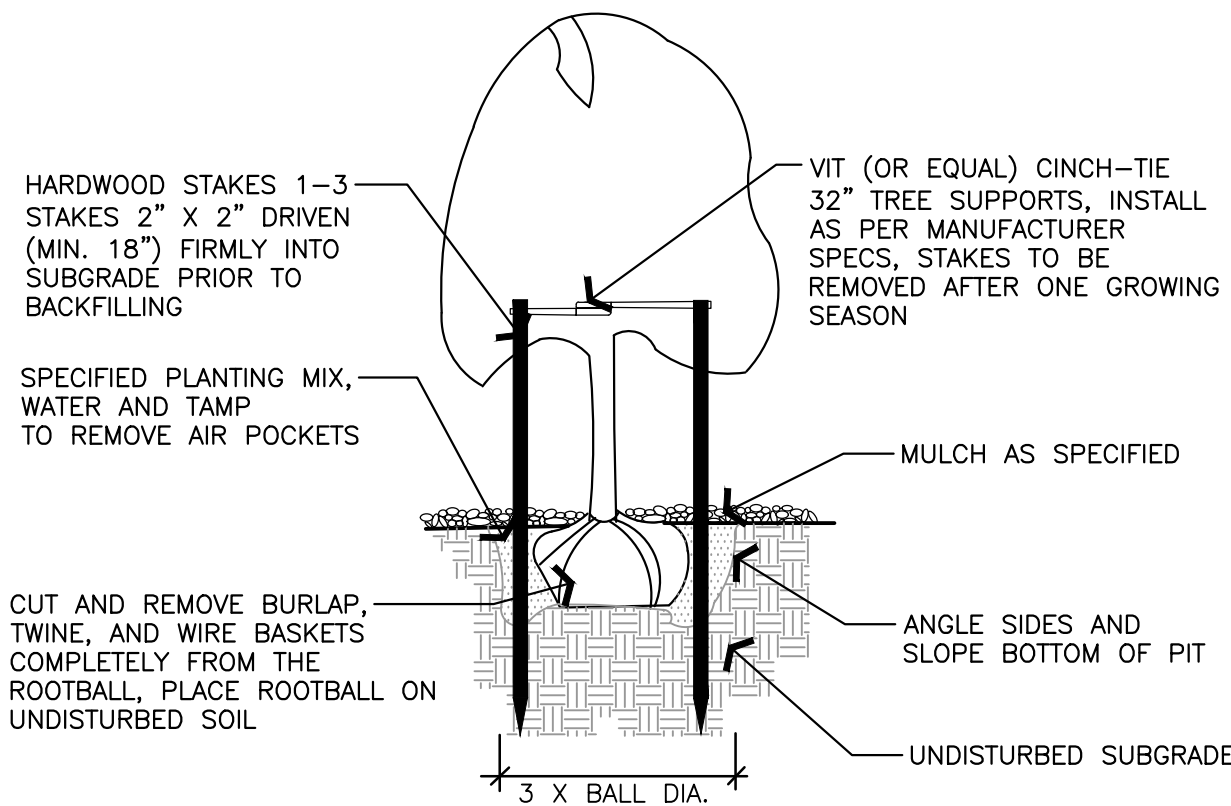
<u>SOD/MULCH</u>	<u>NAME</u>	<u>QTY</u>
	4" DEPTH OF 1 1/2" CRUSHED GRAVEL IN EARTH TONES OF PURPLE, RED, GREY, BROWN, AND CREAM OVER DEWITT PRO 5 WEED BARRIER	13,174 SF
	4" DEPTH OF 2" 4" NEPHITI COBBLE IN EARTH TONES OF CREAM, PURPLE, TAN, AND BROWN, OVER DEWITT PRO 5 WEED BARRIER	5,199 SF
	8-12 CF LANDSCAPE BOULDER	7 BOULDERS

NOTE: LANDSCAPE AREAS SHALL HAVE 50% PLANT COVERAGE AT MATURITY, SEE PLANT SCHEDULE FOR INDIVIDUAL PLANT COVERAGE

LANDSCAPE COVERAGE CALCULATION
TOTAL LANDSCAPE PROVIDED = 18,373 SF
LANDSCAPE COVERAGE REQUIRED = 9,554 SF (50%)
LANDSCAPE COVERAGE PROVIDED = 9,776 SF (52.4%)

NOTES:

- PLANT SO THAT TOP OF ROOT BALL IS 1" ABOVE THE FINISHED GRADE
- STAKE ABOVE FIRST BRANCHES OR AS NECESSARY FOR FIRM SUPPORT. STAKE FOR SUPPORT AGAINST PREVAILING WINDS.



TREE PLANTING AND STAKING

SCALE: NTS

TITLE	DRAWN BY	PREPARED FOR:
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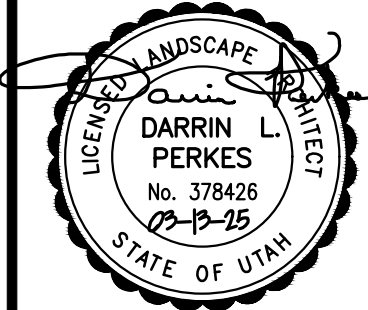
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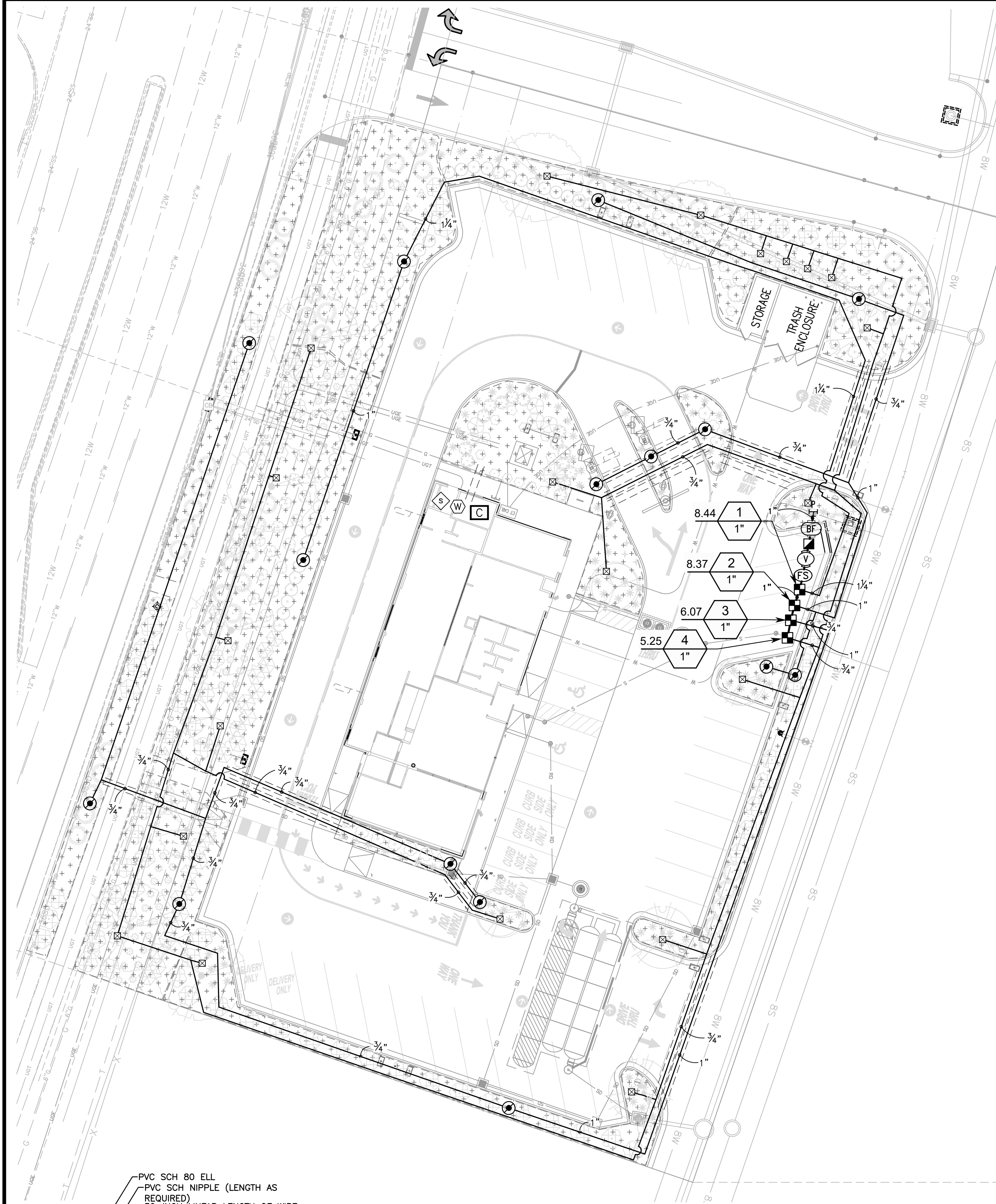
DOMINION
Engineering Associates, L.C.
5684 South Green Street
Murray, Utah 84123 801-713-3000



				DLP
				DLP
				BY
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	A	02.20.25	PER CITY REVIEW	
	REV	DATE	DESCRIPTION	

REV	DATE
A	02.20.2021

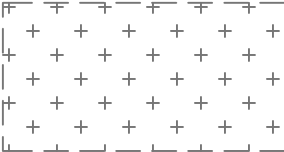
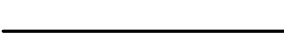
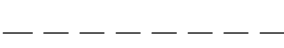
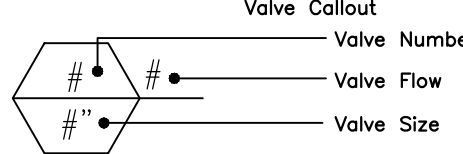
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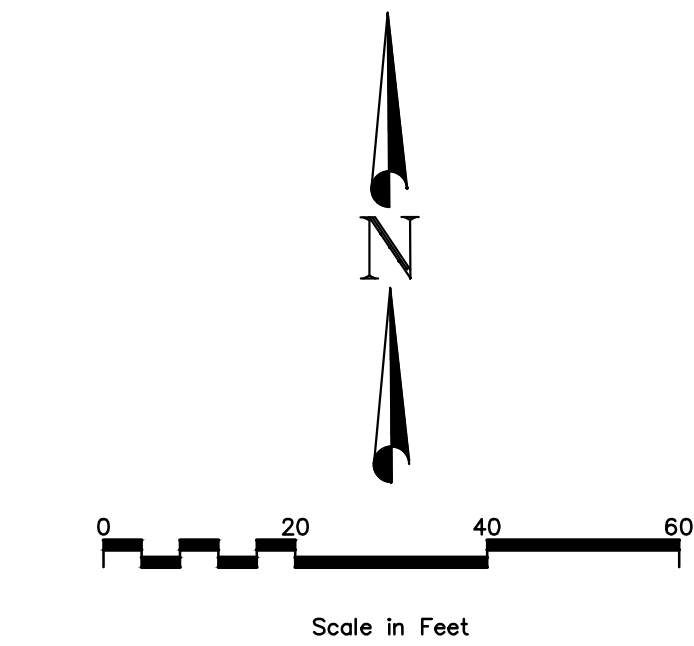
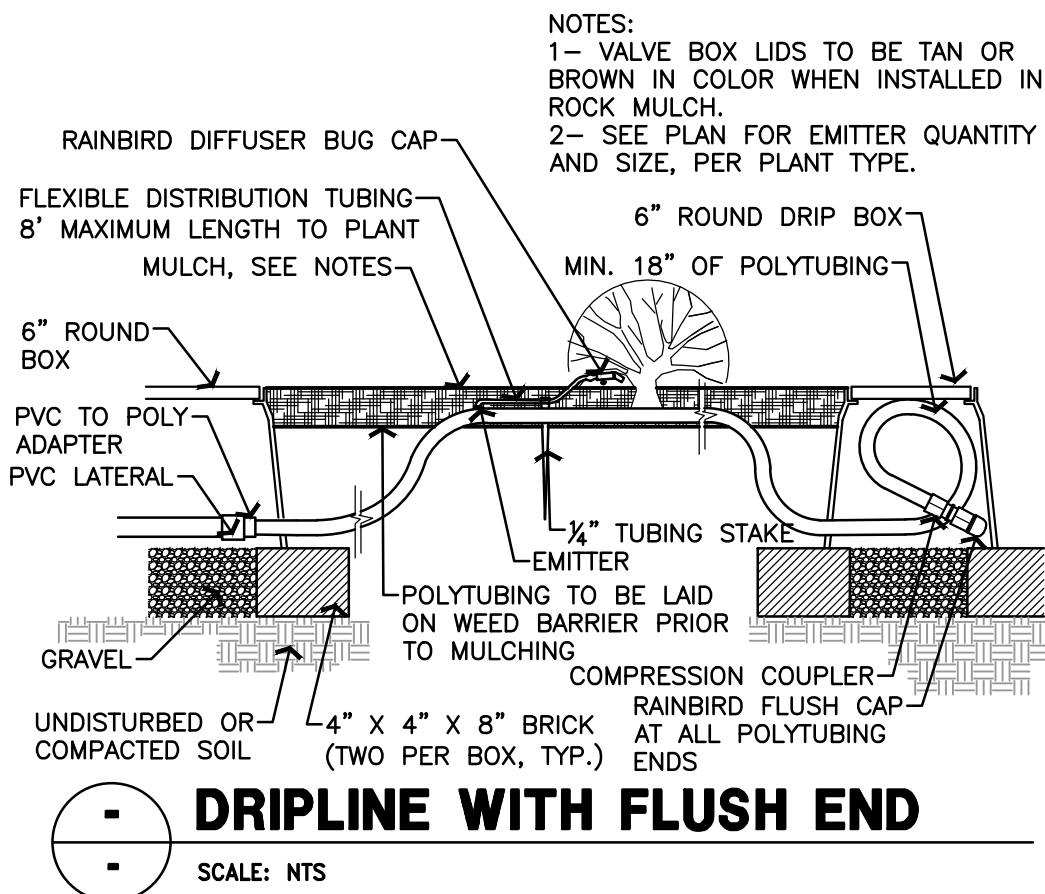
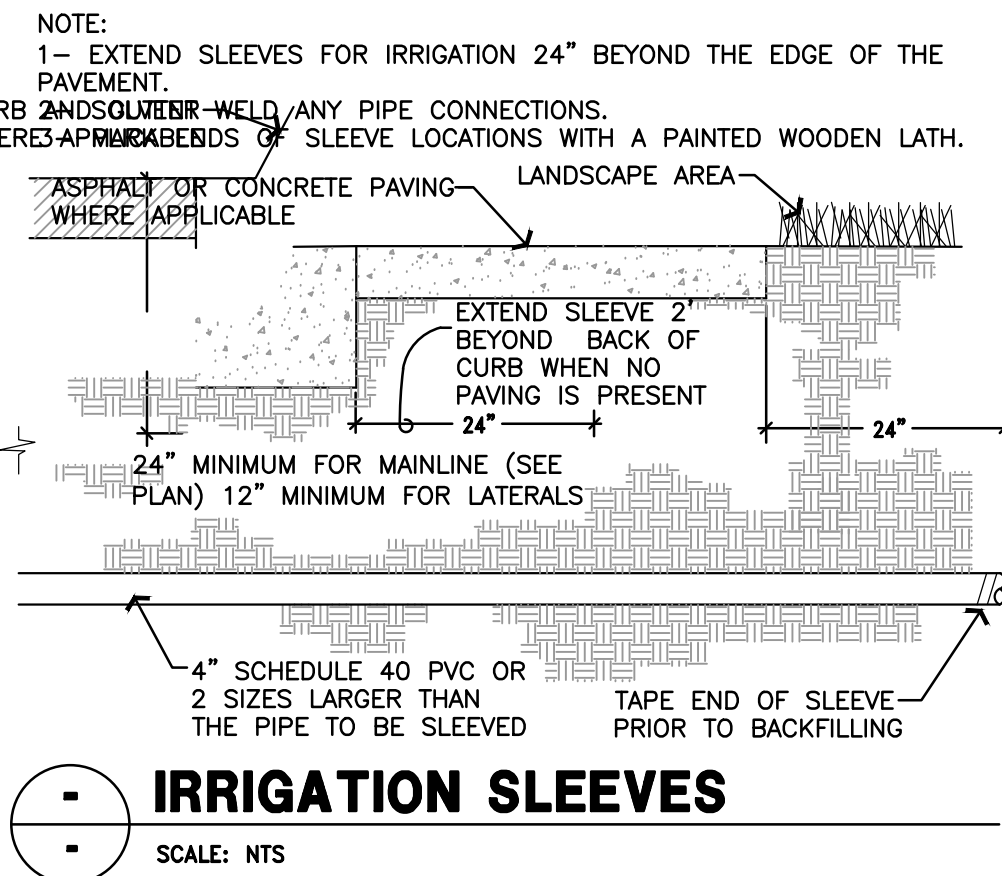
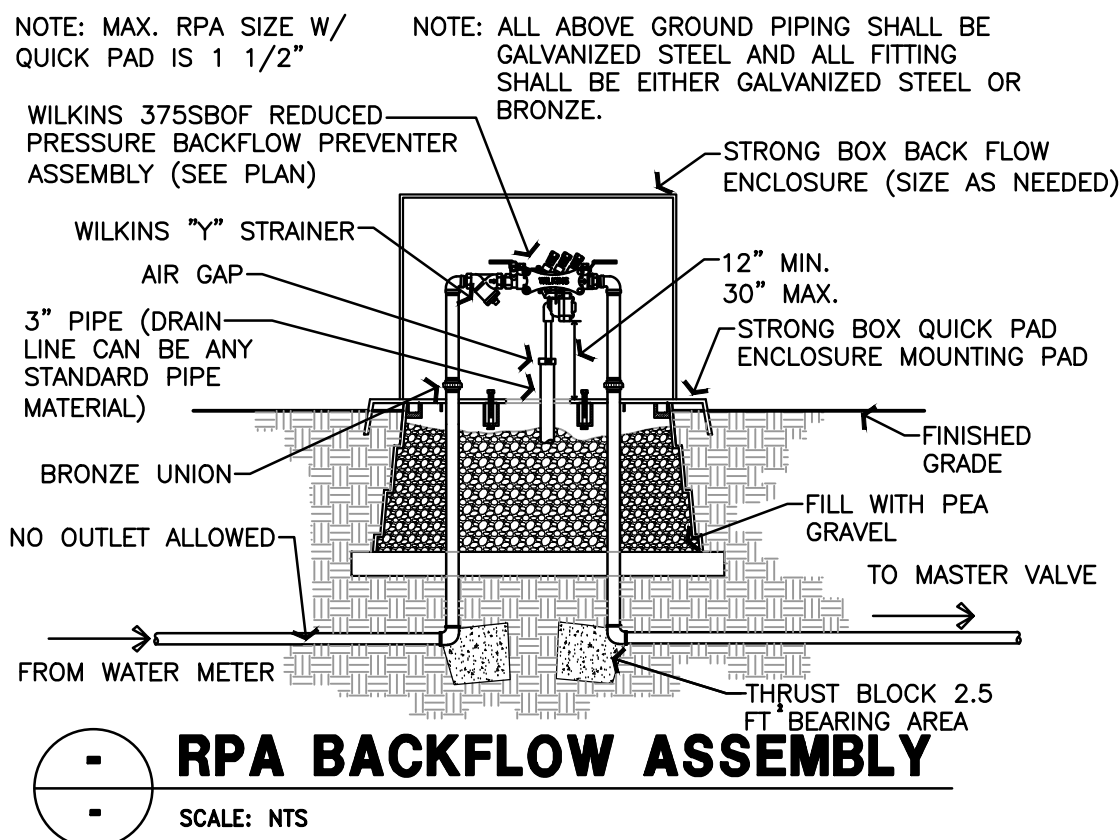
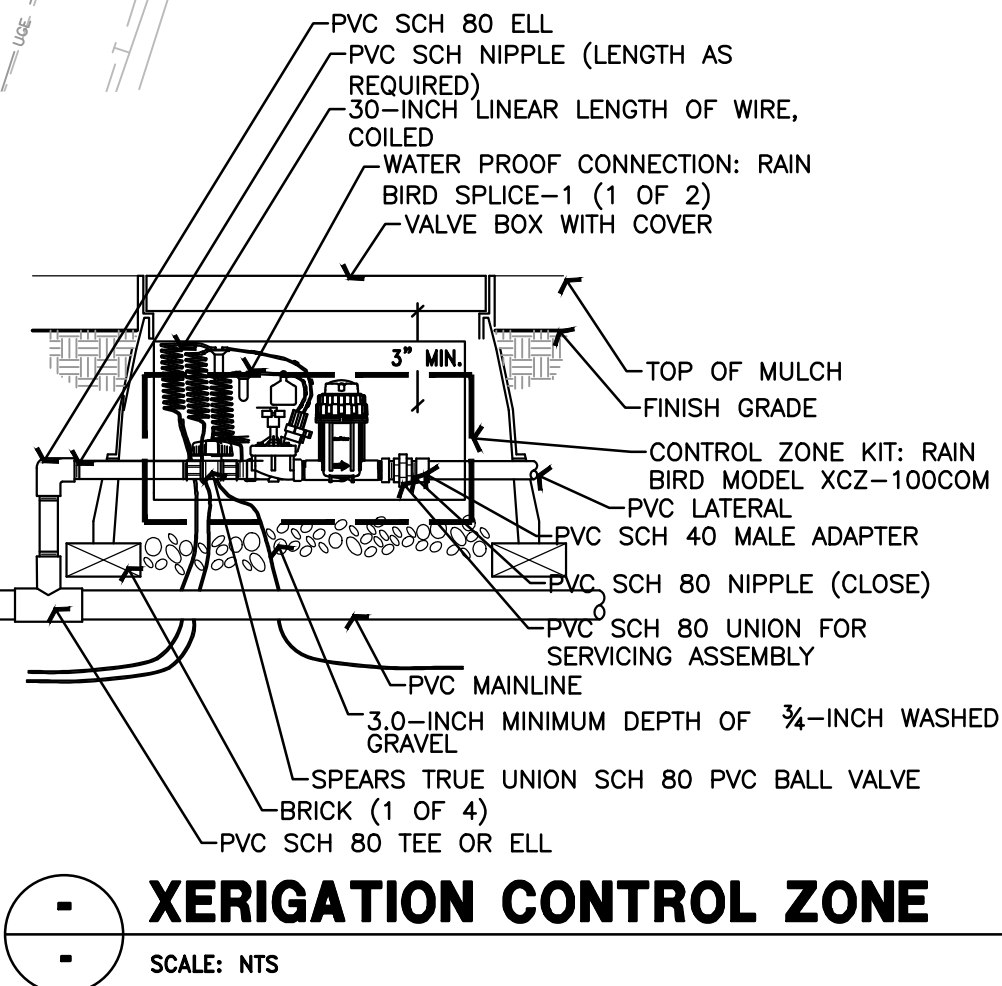


IRRIGATION NOTES:

1. IRRIGATION SYSTEM BID MUST BE IN A DETAILED UNIT PRICE FORMAT SHOWING COST BREAKDOWN FOR EACH SYSTEM COMPONENT. ANY SYSTEM ELEMENT OR COMPONENT MAY BE ADDED TO OR DELETED BY LANDSCAPE ARCHITECT AND CONTRACTOR COMPENSATION ADJUSTED ACCORDING TO THE UNIT PRICE BID. LANDSCAPE ARCHITECT WITHOUT JUSTIFICATION MAY DISALLOW BIDS AND SELECT CONTRACTORS REGARDLESS OF BID FIGURES. IRRIGATION CONTRACTOR MUST CONTACT LANDSCAPE ARCHITECT BEFORE BEGINNING CONSTRUCTION. A PRE CONSTRUCTION MEETING MAY BE REQUIRED. CONTRACTOR OR SUBCONTRACTORS PARTICIPATION IN CONSTRUCTION MUST BE LICENSED BY THE STATE OF UTAH FOR THE TYPE OF WORK BEING PERFORMED.
2. IRRIGATION SYSTEM COMPONENTS MUST BE PREMIUM QUALITY ONLY AND INSTALLED TO MANUFACTURES REQUIREMENTS AND SPECIFICATIONS. THE CONTRACTOR IS RESPONSIBLE FOR CHECKING STATE AND LOCAL LAWS FOR ALL SPECIFIED MATERIALS AND WORKMANSHIP. SUBSTITUTIONS MUST BE APPROVED BY LANDSCAPE ARCHITECT. PROVIDE OWNER AND MAINTENANCE PERSONNEL WITH INSTRUCTION MANUAL AND ALL PRODUCTS DATA TO OPERATE, CHECK, WINTERIZE, REPAIR, AND ADJUST SYSTEM. ANY CHANGES MUST BE DOCUMENTED AND SUBMITTED TO LANDSCAPE ARCHITECT IN AN AS BUILT PLAN FORMAT.
3. IRRIGATION SYSTEM GUARANTEE FOR ALL MATERIALS AND WORKMANSHIP SHALL BE ONE YEAR FROM THE TIME OF PROJECT ACCEPTANCE. GUARANTEE WILL INCLUDE, BUT IS NOT LIMITED TO WINTERIZING, SPRING ACTIVATION, REPAIR, TRENCH SETTING, BACKFILLING DEPRESSIONS, AND REPAIRING FREEZE DAMAGE. CONTRACTOR MUST CONTACT LANDSCAPE ARCHITECT TO SCHEDULE PRE AND POST GUARANTEE INSPECTION MEETINGS. FAILURE TO DO SO WILL MEAN THE OFFICIAL GUARANTEE PERIOD HAS NOT BEEN ACTIVATED OR DE-ACTIVATED.
4. IRRIGATION SYSTEM STATIC PRESSURE MUST BE CHECKED BY THE CONTRACTOR BEFORE CONSTRUCTION BEGINS. CONTACT LANDSCAPE ARCHITECT IF MEASURED STATIC PRESSURE IS UNDER 60 OR OVER 80 P.S.I.
5. IRRIGATION SYSTEM CHECK MUST BE DONE BEFORE THE SYSTEM IS BACKFILLED. IRRIGATION MAINLINE AND EACH CONTROL VALVE SECTION MUST BE FLUSHED AND PRESSURE CHECKED. ASSURE THE COMPLETE SYSTEM HAS NO DOCUMENTED PROBLEMS AND FULL HEAD TO HEAD COVERAGE WITH ADEQUATE PRESSURE FOR SYSTEM OPERATION. ADJUST SYSTEM TO AVOID SPRAY ON BUILDING, HARDSCAPE, AND ADJACENT PROPERTY. ANY PROBLEMS OR PLAN DISCREPANCIES MUST BE REPORTED TO THE LANDSCAPE ARCHITECT.
6. IT IS THE CONTRACTORS RESPONSIBILITY TO VERIFY ALL QUANTITIES BASED UPON THE PLAN PRIOR TO COMPLETION OF A CONSTRUCTION COST ESTIMATE. FIELD VERIFICATION OF ALL IRRIGATION PIPING AND EQUIPMENT NECESSARY TO COMPLETE CONSTRUCTION IS THE RESPONSIBILITY OF THE CONTRACTOR.
7. IRRIGATION LATERALS AND FITTINGS MUST BE SCHEDULE 40 P.V.C. THREE QUARTER (3/4) INCH MINIMUM SIZE. SOLVENT WELD ALL JOINTS AS PER MANUFACTURES SPECIFICATIONS FOR MEASURED STATIC P.S.I. TEFLON TAPE ALL THREADED FITTINGS. THE MINIMUM DEPTH OF LINES SHALL BE TWELVE (12) INCHES. FLOWS IN G.P.M. FOR UN-SIZED LINES OR CHANGES SHALL BE (3/4 INCH-1-8 G.P.M.), (1 INCH-9-12 G.P.M.), (1 1/4 INCH-13-22 G.P.M.), (1-1/2 INCH-23-30 G.P.M.), (2 INCH-31-50 G.P.M.), (2-1/2 INCH-51-70 G.P.M.), (3 INCH-71-110 G.P.M.).
8. IRRIGATION MAIN LINE THAT ARE 4" OR GREATER MUST BE CLASS 200 RING AND GASKET PIPE WITH HARCO DUCTILE IRON FITTINGS. 3" AND SMALLER MAINLINES SHALL BE SCHEDULE 40 PVC PIPE WITH SCHEDULE 80 FITTINGS. SOLVENT WELD ALL JOINTS AS PER MANUFACTURES SPECIFICATIONS FOR MEASURED STATIC PRESSURE. USE TEFLON TAPE ON ALL THREADED JOINTS. LINE DEPTH MUST BE TWENTY FOUR (24) INCHES MINIMUM.
9. THRUST BLOCKS FOR MAINLINES 2"-3" SHALL BE INSTALLED WITH A MINIMUM OF TWO AND A HALF (2 1/2) CUBIC FOOT OF CONCRETE WHEREVER A CHANGE IN DIRECTION OR A "T" OCCURS.
10. CONTROL WIRE MUST BE UF-UL LISTED, COLOR CODED, COPPER CONDUCTOR, DIRECT BURIAL, USE 14 GAUGE MINIMUM WIRING WITH ALL CONNECTIONS MADE WITH WATERTIGHT RAINBIRD SPLICE-1 WATERPROOF CONNECTORS AND CONTAINED IN VALVE BOXES. PROVIDE 24" OF SLACK WIRE AT EACH REMOTE CONTROL VALVE IN VALVE BOXES AND SLACK AT ALL CHANGES IN DIRECTION. TAPE WIRE TO THE UNDERSIDE OF THE MAINLINE EVERY TWENTY (20) FEET. WIRING SHALL HAVE SEPARATE COLORS FOR COMMON, CONTROL, AND SPARE. PROVIDE ONE SPARE WIRE FOR EVERY 5 REMOTE CONTROL VALVES, WITH SPARE AVAILABLE AT ALL VALVE MANIFOLDS OR CLUSTERS. ALL SPARE WIRE SHALL BE "HOME RUN" TO THE CONTROLLER AND COMMON SHALL BE END RUN.
11. RISERS FOR SPRAY HEADS AND ROTORS UP TO 7 GPM SHALL BE RAINBIRD SPX SWING PIPE (OR APPROVED EQUAL) WITH SB SERIES BARB FITTINGS. RISERS FOR HEADS OVER 7 GPM SHALL BE RAINBIRD TSJ SERIES SWING JOINTS (OR APPROVED EQUAL), SIZE TO MATCH INLET SIZE OF HEAD.
12. CONTROL VALVE, SIZE, TYPE, QUANTITY, AND LOCATION TO BE APPROVED BY LANDSCAPE ARCHITECT. INSTALL A RAINBIRD 1" PEB FOR ZONES UP TO 30 GPM, 1 1/2" FOR ZONES OF 30-80 GPM, AND 2" VALVE FOR ZONES OVER 80 GPM. INSTALL IN HEAVY DUTY PLASTIC VANDAL PROOF BOX. SIZE BOXES ACCORDING TO VALVE NUMBERS FOR EASE OF MAINTENANCE AND REPAIR. INSTALL FOUR (4) CUBIC FEET OF PEA GRAVEL FOR SUMP IN BASE OF BOXES.
13. QUICK COUPLERS SHALL BE A RAINBIRD 44LRC WITH A LASCO 1" UNITIZED SWING JOINT ASSEMBLY AND 1" BRASS INSERT 90° ELL OUTLET, SUPPORT WITH REBAR IN EACH RETAINER LUG. INSTALL WHERE SHOWN ON THE PLANS.
14. IRRIGATION SYSTEM BACKFILL MUST OCCUR ONLY AFTER SYSTEM CHECK IS COMPLETED AS SPECIFIED. USE ONLY ROCK FREE CLEAN FILL AROUND PIPES, VALVES, DRAINS, OR ANY IRRIGATION SYSTEM COMPONENTS. WATER SETTLE ALL TRENCHES AND EXCAVATIONS.
15. ALL IRRIGATION PIPE RUNNING THROUGH WALLS, UNDER SIDEWALK, ASPHALT, OR OTHER HARD SURFACE SHALL BE SLEEVED PRIOR TO PAVING. IT IS THE IRRIGATION CONTRACTORS RESPONSIBILITY TO COORDINATE SLEEVING WITH CONCRETE AND PAVEMENT CONTRACTORS. SLEEVES WILL BE SCHEDULE 40 P.V.C. THE DEPTH FOR MAIN LINE SLEEVES SHALL BE TWENTY FOUR (24) INCHES MINIMUM. DEPTH FOR LATERAL SLEEVES SHALL BE TWELVE (12) INCHES MINIMUM. SLEEVES SHALL BE A MINIMUM OF TWO SIZES LARGER THAN THE PIPE TO BE SLEEVED. ALL VALVE WIRING SHALL BE CONTAINED IN SEPARATE SLEEVING.
16. PLANS ARE DIAGRAMMATIC AND APPROXIMATE DUE TO SCALE. WHERE POSSIBLE, ALL PIPING IS TO BE INSTALLED WITHIN THE PLANTING AREAS. NO TEES, ELLS, OR CHANGES IN DIRECTION SHALL OCCUR UNDER HARDSCAPE.
17. SPRAY HEADS ADJACENT TO HARDSCAPE PAVING SHALL BE SPACED AWAY 1"-3". SPRAY HEADS ADJACENT TO WALLS, BUILDINGS, FENCES OR STRUCTURES SHALL BE SPACED AWAY A MINIMUM OF 6".
18. THE IRRIGATION SYSTEM SHALL BE INSTALLED FOR PROPER DRAINAGE AND WINTERIZATION. NO LINE SAGS OR SADDLES SHALL OCCUR IN IRRIGATION MAIN OR LATERAL LINES. ALL PIPING SHALL HAVE A MINIMUM .5% POSITIVE SLOPE TO END OF LINES. INSTALL KING DRAINS AT ALL LOW POINTS AND ENDS OF LATERAL LINES. PROVIDE SYSTEM WITH MANUAL COMPRESSION AIR BLOWOUT ABILITY THROUGH QUICK COUPLERS. THE OWNER MUST BE INFORMED OF WINTERIZING SCHEDULE FOR BLOWING OUT SYSTEM.
19. UPON COMPLETION OF IRRIGATION MODIFICATIONS, THE CONTRACTOR SHALL VISUALLY INSPECT THE IRRIGATION SYSTEM AND VERIFY THAT ALL IRRIGATION ZONES OPERATE PROPERLY. ANY UNDER IRRIGATED OR UNIRRIGATED AREAS SHALL BE IDENTIFIED, AND THE CONTRACTOR SHALL MAKE ADJUSTMENTS OR ADDITIONS TO THE SYSTEM TO CORRECT IRRIGATION DEFICIENCIES.
20. DRIP SYSTEM PIPING SHALL CONSIST OF A RIGID SCHEDULE 40 PVC PIPE DISTRIBUTION SYSTEM CONNECTING DRIP IRRIGATED PLANTER AREAS. POLYTUBING OR DRIP LINE SHALL BE RUN OFF THE RIGID PVC IN EACH PLANTING AREA OR ISLAND WITH A PVC TO POLYTUBING ADAPTER. ALL TRANSITION POINTS AND POLYTUBING ENDS SHALL TERMINATE WITH A FLUSH CAP IN A DRIP BOX WITH A TAN OR BROWN LID. NO POLYTUBING SHALL RUN UNDER PAVEMENT.
21. THE LANDSCAPE CONTRACTOR SHALL PROVIDE IRRIGATION AS-BUILT DRAWINGS OF THE IRRIGATION SYSTEM TO THE OWNERS CONSTRUCTION REPRESENTATIVE. ALL IRRIGATION COMPONENTS ADDED, DELETED, OR MODIFIED IN THE FIELD SHALL BE NOTED ON THE PLAN. NOTE TAP SIZE, LINE SIZE, AND STATIC PRESSURE AT POINT OF CONNECTION.

IRRIGATION SCHEDULE

SYMBOL	MANUFACTURER/MODEL/DESCRIPTION	QTY	PSI
	RAIN BIRD RWS-B-C 1400 SERIES ROOT WATERING SYSTEM WITH 4.0IN. DIAMETER X 36.0IN. LONG WITH LOCKING GRATE, SEMI-RIGID MESH TUBE, AND CHECK VALVE. RAIN BIRD BUBBLER OPTION AS INDICATED: 1401 0.25 GPM, 1402 0.5 GPM, 1404 1.0 GPM, 1408 2.0 GPM.	21	30
SYMBOL	MANUFACTURER/MODEL/DESCRIPTION	QTY	
	RAIN BIRD XC2-100-LC WIDE FLOW DRIP CONTROL KIT, FOR LIGHT COMMERCIAL USES. 1IN. PEB VALVE, WITH 1IN. PRESSURE REGULATING 40PSI BASKET FILTER. 0.3-20 GPM.	4	
	PIPE TRANSITION POINT IN DRIP BOX PIPE TRANSITION POINT FROM PVC LATERAL TO DRIP TUBING WITH RISER IN 6IN. DRIP BOX.	15	
	AREA TO RECEIVE DRIP EMITTERS RAIN BIRD XB-PC SINGLE OUTLET, PRESSURE COMPENSATING DRIP EMITTERS. FLOW RATES OF 0.5 GPH-BLUE, 1.0 GPH-BLACK, AND 2.0 GPH-RED. COMES WITH A SELF-PIERCING BARB INLET X BARB OUTLET. Emitter Notes: 05PC emitters (2 assigned to each 1 gal plant) 20PC emitters (2 assigned to each 2 gal plant) 20PC emitters (2 assigned to each 3 gal plant) 20PC emitters (2 assigned to each 5 gal plant)	17,692 SF 414 326 246 12	
SYMBOL	MANUFACTURER/MODEL/DESCRIPTION	QTY	
	RAIN BIRD 44-LRC 1IN. BRASS QUICK-COUPLING VALVE, WITH CORROSION-RESISTANT STAINLESS STEEL SPRING, LOCKING THERMOPLASTIC RUBBER COVER, AND 2-PIECE BODY.	1	
	RAIN BIRD PEB 1" 1IN, 1-1/2IN, 2IN, 3IN. PLASTIC INDUSTRIAL MASTER VALVES. LOW FLOW OPERATING CAPABILITY, GLOBE CONFIGURATION.	1	
	1' ZURN 375 1" REDUCED PRESSURE PRINCIPLE ASSEMBLY. INSTAL IN A STRONGBOX ENCLOSURE ON A CONCRETE PAD.	1	
	RAIN BIRD ESP4ME3 4 STATION, HYBRID MODULAR OUTDOOR CONTROLLER. FOR RESIDENTIAL OR LIGHT COMMERCIAL USE. LNK WIFI MODULE AND FLOW SENSOR READY. CONTRACTOR TO COORDINATE ELECTRICAL SOURCE. EXACT LOCATION OF CONTROLLER TO BE DETERMINED BY OWNER. EPA WATERSENSE CERTIFIED WITH THE LNK2WIFI MODULE UPGRADE.	1	
	RAIN BIRD LNK2WIFI UPGRADES CONTROLLERS (ESP-M, ESP-RZXE, ST8) TO HAVE WEATHER 1 DATA FOR ET-BASED ADJUSTMENTS (WATERSENSE APPROVED) & WIFI CAPABILITIES. EPA WATERSENSE CERTIFIED.	1	
	RAIN BIRD WR2-RFC WIRELESS RAIN AND FREEZE SENSOR COMBO. INCLUDES 1 RECEIVER AND 1 RAIN/FREEZE SENSOR TRANSMITTER.	1	
	RAIN BIRD FG100 1IN. FG100 FLOW SENSORS W/ NPT UNION FITTINGS. OPERATING RANGE 11.4 LPM-94.6 LPM. SIZE FOR FLOW NOT ACCORDING TO PIPE SIZE. NO STRAIGHT PIPE REQUIREMENTS. POINT OF CONNECTION 1"	1 1	
	IRRIGATION LATERAL LINE: PVC SCHEDULE 40	2,448 LF	
	IRRIGATION MAINLINE: PVC SCHEDULE 40	38.9 LF	
	PIPE SLEEVE: PVC CLASS 200 SDR 21	489.5 LF	
	Valve Callout Valve Number Valve Flow Valve Size		



IRRIGATION PLAN

LICENSED LANDSCAPE ARCHITECT

DARRIN PERKES

No. 378426

07-19-15

STATE OF UTAH

DOMINION

Engineering Associates, L.C.

5684 South Green Street

Murray, Utah 84123

801-713-3000

PREPARED FOR:

McDONALD'S SITE IMPROVEMENT PLANS

EAGLE MOUNTAIN, UTAH

DESCRIPTION: IRRIGATION PLAN

DRAWN BY:

STD ISSUE DATE:

REVIEWED BY:

DATE REVIEWED:

DATE ISSUED:

SHEET NO.

McDONALD'S SITE IMPROVEMENT PLANS

EAGLE MOUNTAIN, UTAH

DESCRIPTION: IRRIGATION PLAN

SITE ID:

043-0330

4248 NORTH 1850 EAST, EAGLE MOUNTAIN, UTAH

OFFICE ADDRESS:

4643 S. ULSTER ST., SUITE 1300, DENVER, CO 80237

BY:

DLP

DLP

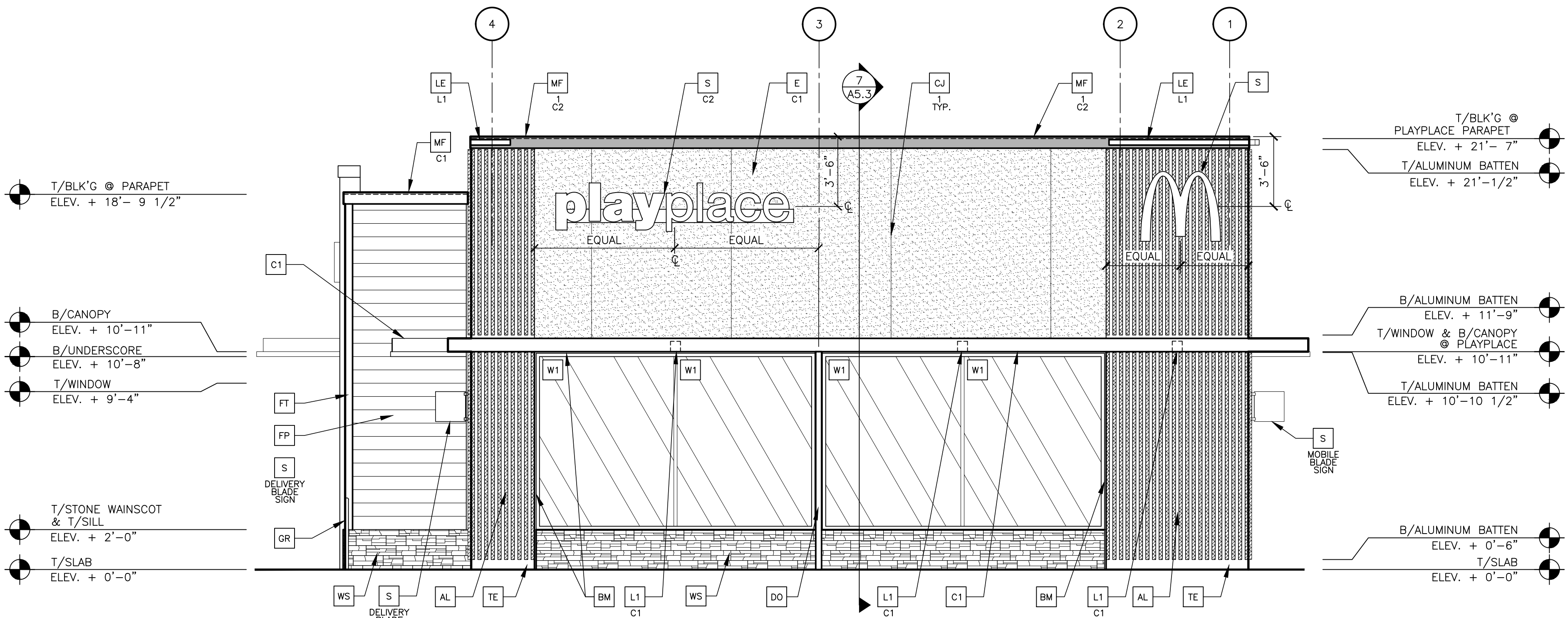
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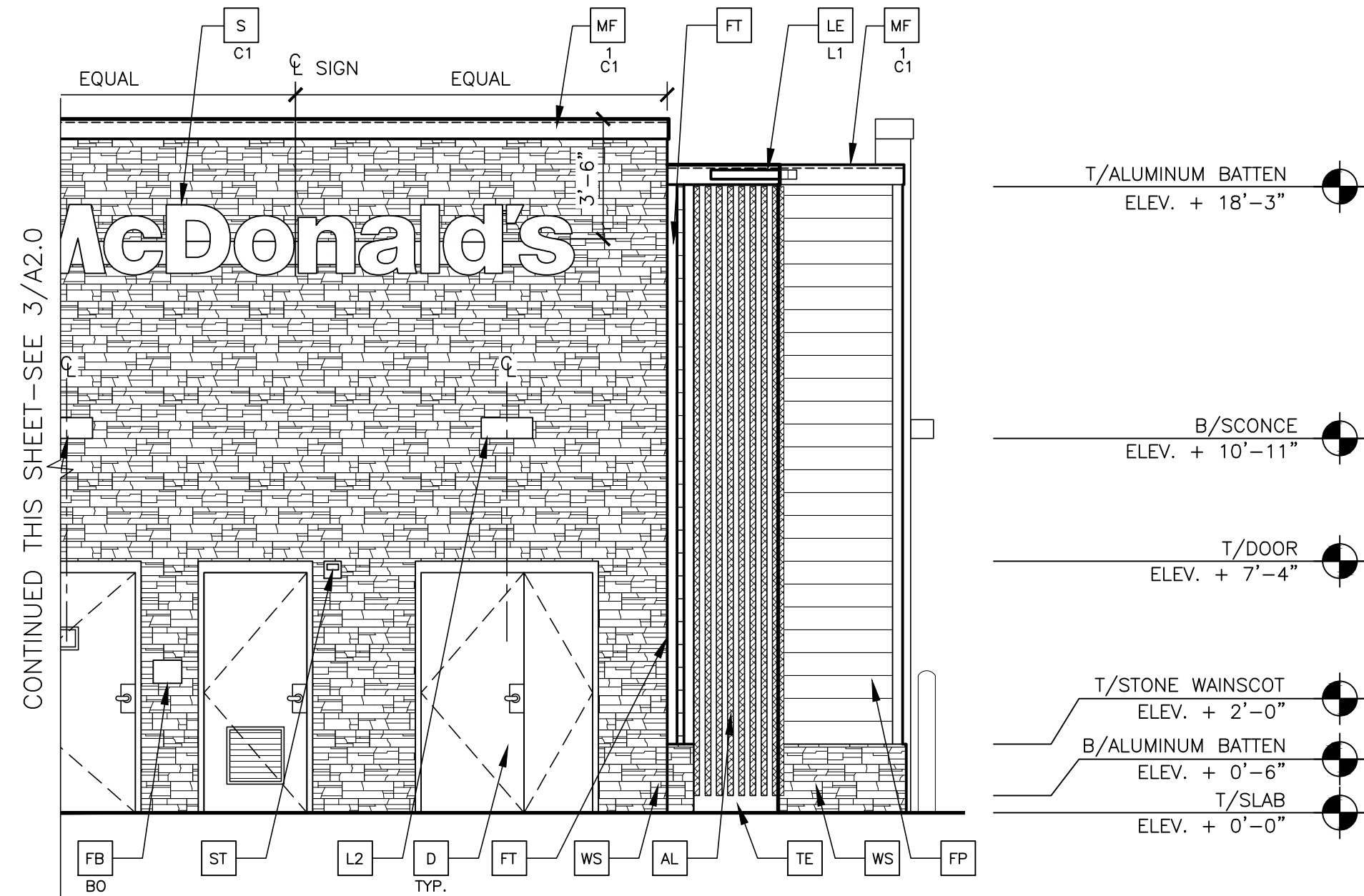
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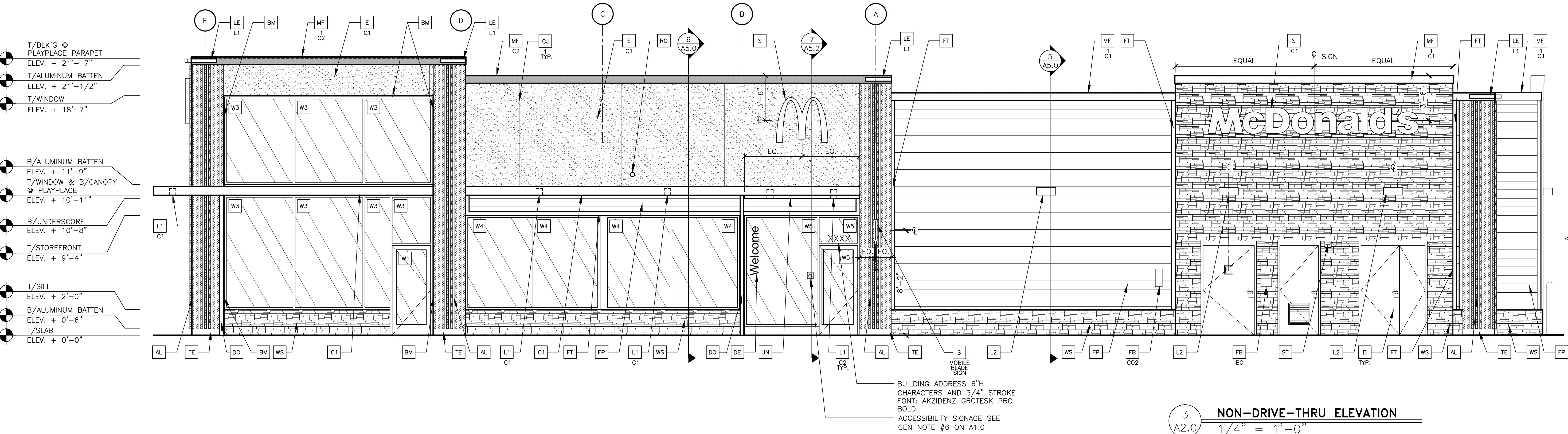
DESCRIPTION



1
A2.0 FRONT ELEVATION
1/4" = 1'-0"



2
A2.0 NON-DRIVE-THRU ELEVATION
1/4" = 1'-0"



3
A2.0 NON-DRIVE-THRU ELEVATION
1/4" = 1'-0"

KEY NOTES:

- AL ALUMINUM BATTEN SYSTEM
SIZE: 2"x2" PROFILE
COLOR: WOOD GRAIN, BACKRAIL UNFINISHED, ENDCAP PAINTED TO MATCH SUBSTRATE: 1/2" EXTERIOR HIGH DENSITY OVERLAY (HDO) PLYWOOD, BB, GROUP 1, HDO BOTH FACES, APA TRADEMARKED, COURSE GRIT SAND SURFACES PRIOR TO PRIMING, PRIME AND PAINT BOTH SIDES AND ALL EDGES PRIOR TO INSTALLATION.
SUBSTRATE COLOR: "IRON ORE" SW 7069 BY SHERWIN WILLIAMS
- AP ALPOLIC METAL PANEL (COLOR: DON GRAY)
- C1 ALUMINUM CANOPY SYSTEM W/FASCIA
COLOR: WHITE
- C2 ALUMINUM CANOPY SYSTEM
COLOR: RAL 7022
- CJ CONTROL JOINT
1-TYPE: 1 = EIFS
2 = HOLLOW METAL DOOR
PAINT: "GAUNTLET GREY" SW7019 BY SHERWIN WILLIAMS
- DE DECAL BY GRAPHICS SUPPLIER
SURFACE APPLIED, FIELD INSTALLED, PRE CUT, PRE SPACED.
SUPPLIERS:
VOMELA (865) 330-7337, ann.bowen@vomela.com
GFX INTERNATIONAL (847) 543-4600, mcdonaldsdecor@gfxi.com
- DO DOWNSPOUT
3" DOWNSPOUT BY CANOPY SYSTEM MANUFACTURER
COLOR: RAL 7022
- E EXTERIOR INSULATION FINISH SYSTEM (E.I.F.S.)
C1-COLOR:
C1 = "IRON ORE" SW 7069 BY SHERWIN WILLIAMS
- EJ EXPANSION JOINT, SEE DETAIL 7/A4.1

- FB CO2 = BULK CO2 FILL BOX (EQPM SCHEDULE ITEM 49.00)
BO = BULK OIL FILL BOX (EQPM SCHEDULE ITEM 700.18)
- FP FIBER CEMENT LAP SIDING: SMOOTH HARDI-BEARD PLANK BY JAMES HARDIE, 8-1/4" WIDTH, 7" EXPOSURE, H25
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3 1/2" WIDTH, 3/4" THICK, H25
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- GR GUARD RAIL -SEE SITE PLAN FOR EXACT LOCATION AND LENGTH
PAINT: "IRON ORE" SW 7069 BY SHERWIN WILLIAMS
- L1 RECESSED DOWN LIGHT FIXTURE - SEE ELECTRICAL
C1-COLOR:
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C2= GOLD
- L2 RADIAL SCONCE LIGHT FIXTURE - SEE ELECTRICAL
COLOR: PLATINUM SILVER

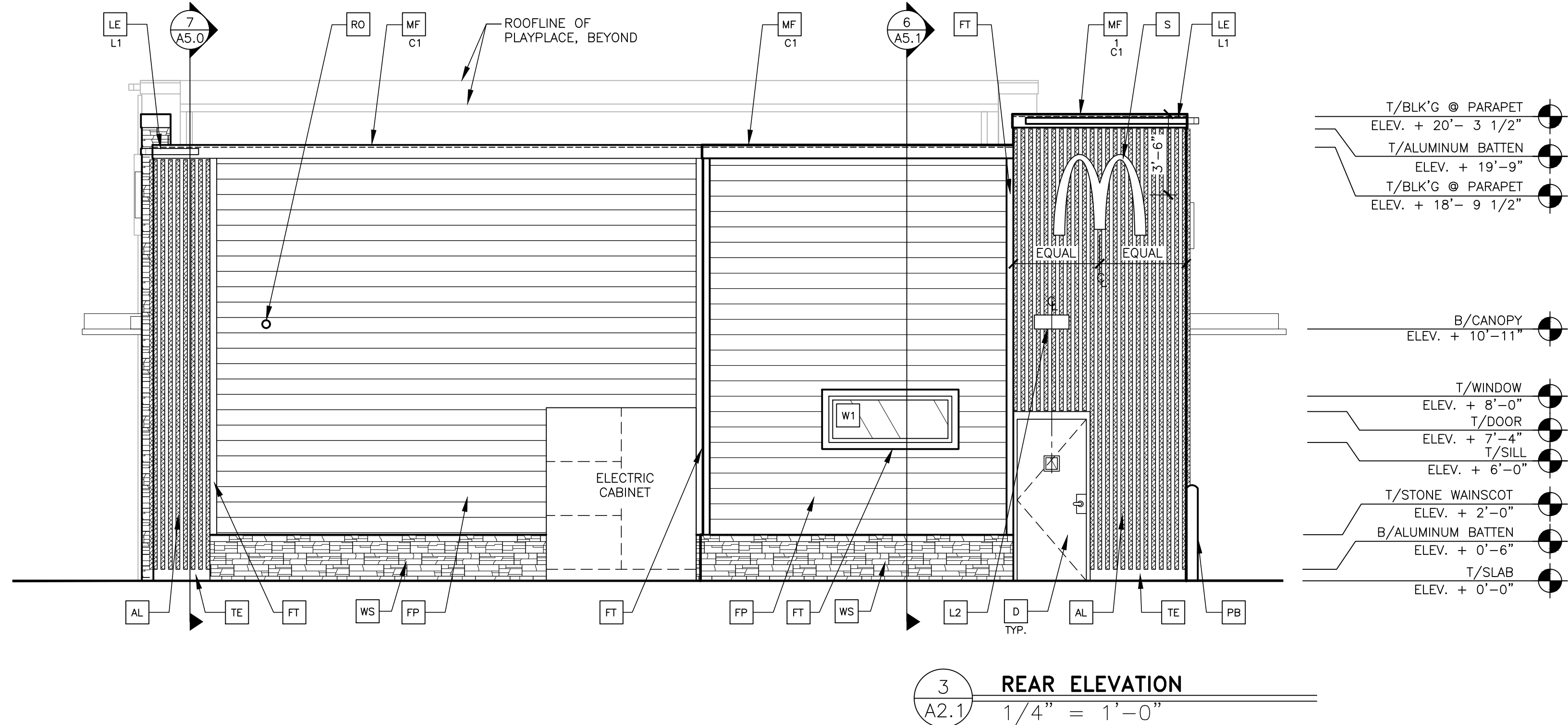
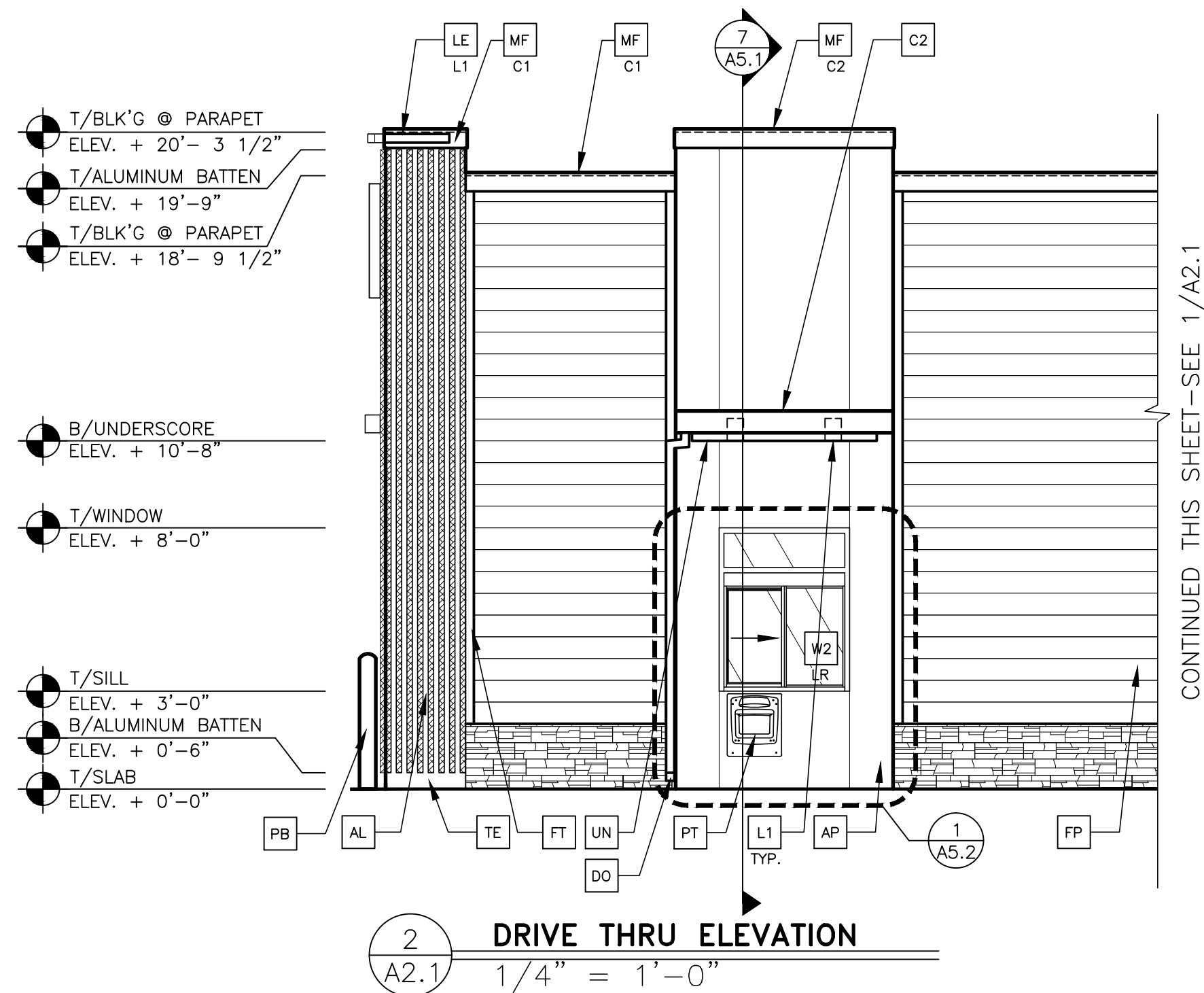
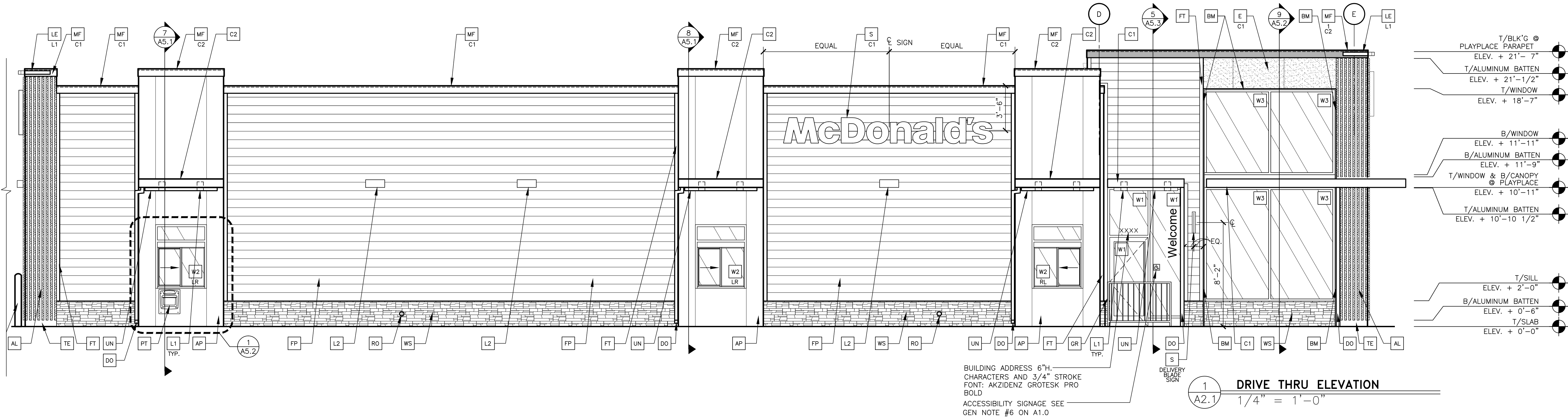
- LE ACCENT LIGHTING - SEE ELECTRICAL
L1-LED LIGHT:
L1 = SLIM LED (DOWN ONLY)
L2 = UP ONLY FLOOD FIXTURE
- MF PRE-FAB ANCHOR-TITE METAL FASCIA
C1-COLOR:
C1= WEATHERED ZINC
C2= RAL 7022
- PB PIPE BOLLARD - PAINTED YELLOW
- PT (RMHC) COIN COLLECTOR
MODEL: #WPT STD
CALL 1-888-743-7435 TO ORDER

- RO ROOF DRAIN OVERFLOW PIPE PAINT TO MATCH SURROUNDING MATERIAL
- S McDONALD'S SIGNAGE BY OTHERS - UNDER SEPARATE PERMIT.
C1-COLOR:
C1= WEATHERED ZINC RACEWAY
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- TE TRU EXTERIOR 1"x6" TRIM, PAINTED ON SITE
COLOR: "IRON ORE" SW 7069 BY SHERWIN WILLIAMS
- UN METAL UNDERSORE
COLOR: GOLD

- W- EXTERIOR WINDOW ASSEMBLY - TEMPERED GLASS
COLOR: DARK BRONZE
- W2 DRIVE-THRU WINDOW BY READY ACCESS
MODEL: 600 SERIES, 36" SERVICE HEIGHT WITH TRANSOM, MANUAL OPEN; ELECTRONIC RELEASE
COLOR: DEEP BRONZE
SLIDE DIRECTION: RL = RIGHT TO LEFT
LR = LEFT TO RIGHT
- WS STONE WAINSCOT:
CULTURED STONE BY BORAL - HEWN STONE
COLOR: SPAN

PREPARED BY:		CORE STATES GROUP		13.5 Water Street Norwalk, CT 06854 www.corestates.com	
PREPARED FOR:		McDonald's USA, LLC		© 2024 McDonald's Corporation	
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STD ISSUE DATE:		2024 04		A 02/21/25	
REVIEWED BY:		M.PELINI		REISSUE 07/30/24	
DATE ISSUED:		02/06/2024		REDRAW AS 4584 PROTO WITH 2024 UPDATES	
C.S.G. PROJECT #		MCD_38131		DATE	
TITLE		2024 STANDARD BUILDING - BB20		BY	
SHEET NO.		4584 WOOD/WOOD		DESCRIPTION	
		WOOD BEARING WALLS W/HARDIE BOARD EXTERIOR FINISH		043-0330.01.0	
		WOOD TRUSS ROOF FRAMING		A2.0	
		ELF.S/BATTEN/LAP SIDING/STONE EXTERIOR FINISH		ELEVATIONS	
		NSK 41246			
		L/C: 043-0330			
		4245 PONY EXPRESS PKWY, EAGLE MOUNTAIN, UT			

CONTINUED THIS SHEET—SEE 2/A2.1



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DATE ISSUED: 02/06/2024		C.S.G. PROJECT #	
TITLE: 2024 STANDARD BUILDING - BB20		DESCRIPTION: 4584 WOOD/WOOD	
SHEET NO. A2.1		ELEVATIONS	
REV		DATE	
A		02/21/25	
REV		DESCRIPTION	
A		REISSUE 07/30/24	
BY		JW	
		REDRAW AS 4584 PHOTO WITH 2024 UPDATES	



Front Elevation



Rear Elevation



Non-Drive-Thru Side Elevation



Drive-Thru Side Elevation

Materials Legend	
	Fiber Cement Lap Siding - Hardie-Board Plank "Gauntlet Grey" SW7019 by Sherwin Williams
	Exterior Insulation Finish System (Feature Wall) "Iron Ore" SW7069 by Sherwin Williams
	Aluminum Battens Wood grain
	Aluminum Canopy (Prefinished Metal) "White"
	Aluminum Underscore (Prefinished) "Gold"
	Aluminum Trellis (Prefinished) "RAL 7022"
	Glazing (Windows & Storefront) 1" Insulated Clear Glass
	Storefront Mullions "Deep Bronze"
	Apolic Metal Panel "RAL 7022"
	Metal Coping "Weathered Zinc"
	Service Doors & Frames "Gauntlet Grey" SW7019 by Sherwin Williams
	Stone Wainscot (Wall Accent) "Span" Cultured Stone by Boral - Hewn Stone



Front Elevation



Rear Elevation

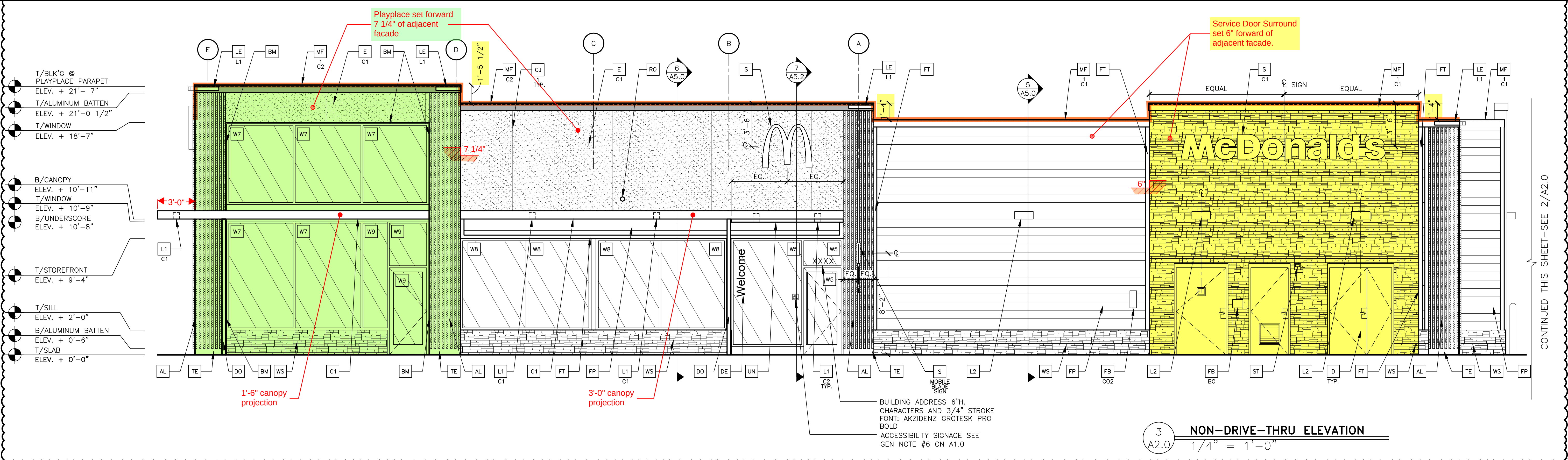
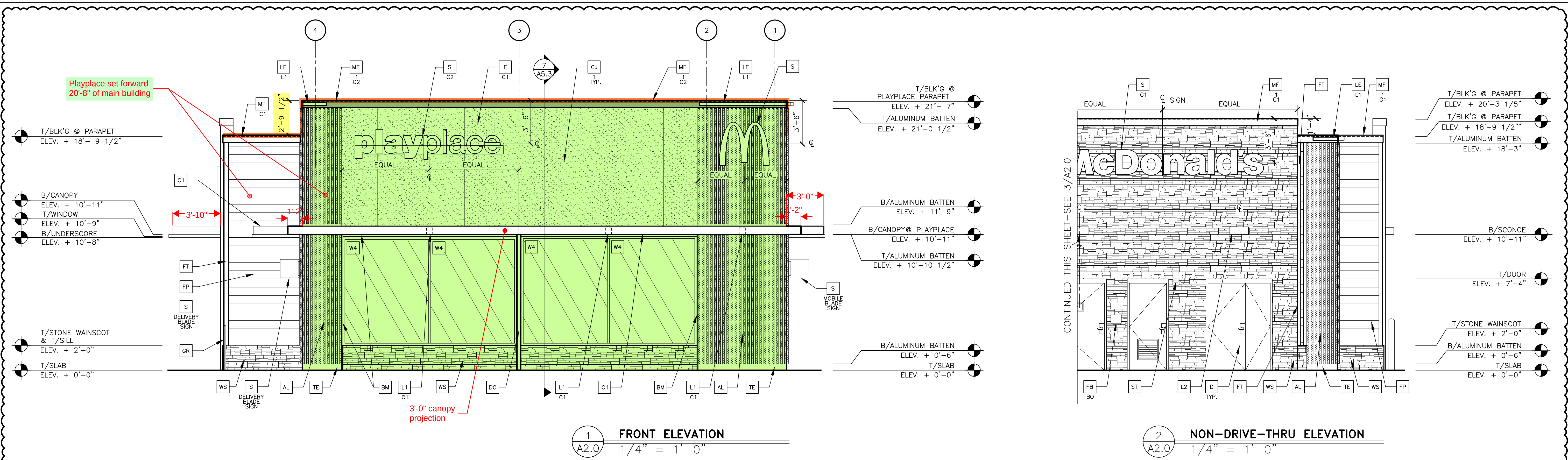


Non-Drive-Thru Side Elevation



Drive-Thru Side Elevation

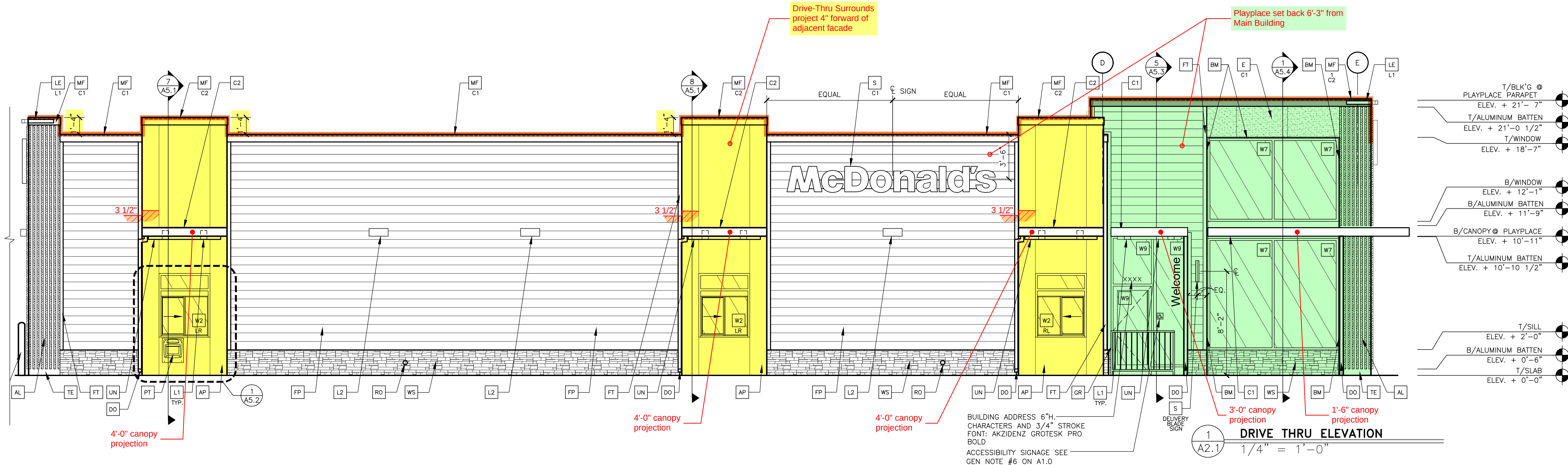
Materials Legend	
	Fiber Cement Lap Siding - Hardie-Board Plank "Gauntlet Grey" SW7019 by Sherwin Williams
	Exterior Insulation Finish System (Feature Wall) "Iron Ore" SW7069 by Sherwin Williams
	Aluminum Battens Wood grain
	Aluminum Canopy (Prefinished Metal) "White"
	Aluminum Underscore (Prefinished) "Gold"
	Aluminum Trellis (Prefinished) "RAL 7022"
	Glazing (Windows & Storefront) 1" Insulated Clear Glass
	Storefront Mullions "Deep Bronze"
	Apolic Metal Panel "RAL 7022"
	Metal Coping "Weathered Zinc"
	Service Doors & Frames "Gauntlet Grey" SW7019 by Sherwin Williams
	Stone Wainscot (Wall Accent) "Span" Cultured Stone by Boral - Hewn Stone



KEY NOTES:					
AL	ALUMINUM BATTEN SYSTEM SIZE: 2"x2" PROFILE COLOR: WOOD GRAIN, BACKRAIL UNFINISHED, ENDCAP PAINTED TO MATCH SUBSTRATE; 1/2" EXTERIOR HIGH DENSITY OVERLAY (HDO) PLYWOOD, BB, GROUP 1, HDO BOTH FACES, APA TRADEMARKED, COURSE GRIT SAND SURFACES PRIOR TO PRIMING, PRIME AND PAINT BOTH SIDES AND ALL EDGES PRIOR TO INSTALLATION. SUBSTRATE COLOR: "IRON ORE" SW 7069 BY SHERWIN WILLIAMS	CJ	CONTROL JOINT 1-TYPE: 1 = EIFS 2 = HOLLOW METAL DOOR PAINT: "GAUNTLET GREY" SW7019 BY SHERWIN WILLIAMS	FB	CO2 = CO2 FILL BOX (EQPM SCHEDULE ITEM 49.00) BO = BULK OIL FILL BOX (EQPM SCHEDULE ITEM 700.18)
AP	ALPOLIC METAL PANEL (COLOR: DON GRAY)	D	DECAL BY GRAPHICS SUPPLIER SURFACE APPLIED, FIELD INSTALLED, PRE CUT, PRE SPACED. SUPPLIERS: VOMELA (865) 330-7337, ann.bowen@vomela.com GFX INTERNATIONAL (847) 543-4600, mcdonaldsdecor@gfxi.com	FP	FIBER CEMENT LAP SIDING: SMOOTH HARDI-BEARD PLANK BY JAMES HARDIE, 8-1/4" WIDTH, 7" EXPOSURE, H25 PAINT: "GAUNTLET GREY" SW7019 BY SHERWIN WILLIAMS
C1	ALUMINUM CANOPY SYSTEM COLOR: WHITE	DE	DOWNPOUT 3" DOWNPOUT BY CANOPY SYSTEM MANUFACTURER COLOR: RAL 7022	FT	FIBER CEMENT TRIM: HARDIE TRIM BOARDS 4/4 SMOOTH, 3 1/2" WIDTH, 3/4" THICK, H25 PAINT: "GAUNTLET GREY" SW7019 BY SHERWIN WILLIAMS
C2	ALUMINUM CANOPY SYSTEM COLOR: RAL 7022	DO	EXTERIOR INSULATION FINISH SYSTEM (E.I.F.S.) C1 = "IRON ORE" SW 7069 BY SHERWIN WILLIAMS	GR	GUARD RAIL - SEE SITE PLAN FOR EXACT LOCATION AND LENGTH PAINT: "IRON ORE" SW 7069 BY SHERWIN WILLIAMS
		E	EXPANSION JOINT, SEE DETAIL 7/A4.1	L1	RECESSED DOWN LIGHT FIXTURE - SEE ELECTRICAL C1 = "IRON ORE" SW 7069 BY SHERWIN WILLIAMS
				L2	RADIAL SCONCE LIGHT FIXTURE - SEE ELECTRICAL COLOR: PLATINUM SILVER
				LE	ACCENT LIGHTING - SEE ELECTRICAL L1 = LED LIGHT L2 = NOT USED
				MF	PRE-FAB ANCHOR-TITE METAL FASCIA C1 = COLOR: C1 = WEATHERED ZINC C2 = RAL 7022
				PB	PIPE BOLLARD - PAINTED YELLOW
				PT	(RMHC) COIN COLLECTOR MODEL: #WPT STD CALL 1-888-743-7435 TO ORDER
				RO	ROOF DRAIN OVERFLOW PIPE PAINT TO MATCH SURROUNDING MATERIAL
				S	McDONALD'S SIGNAGE BY OTHERS - UNDER SEPARATE PERMIT. C1 = COLOR: C1 = WEATHERED ZINC RACEWAY C2 = RAL 7022 RACEWAY
				ST	CO2 STROBE/ALARM. SEE MECHANICAL DRAWINGS FOR SPECIFICATION.
				TE	TRU EXTERIOR 1"x6" TRIM, PAINTED ON SITE COLOR: "IRON ORE" SW 7069 BY SHERWIN WILLIAMS
				UN	METAL UNDERSCORE COLOR: GOLD
				W-	EXTERIOR WINDOW ASSEMBLY - TEMPERED GLASS COLOR: DARK BRONZE
				W2	DRIVE-THRU WINDOW BY READY ACCESS MODEL: 600 SERIES, 36" SERVICE HEIGHT WITH TRANSOM, MANUAL OPEN; ELECTRONIC RELEASE COLOR: DEEP BRONZE SLIDE DIRECTION: RL = RIGHT TO LEFT LR = LEFT TO RIGHT
				WS	STONE WAINSCOT: CULTURED STONE BY BORAL - HEWN STONE COLOR: SPAN

SHEET NO.		TITLE		DRAWN BY		PREPARED FOR:		PREPARED BY:		BY	
A		2024 STANDARD BUILDING – BB20		N.GLUKHOMAN		© 2024 McDonald's Corporation		CORE STATES			
4584. WOOD/WOOD				STD. ISSUE DATE		McDonald's USA, LLC		GROUP			
				2024 04		These drawings and specifications are the confidential and proprietary information of McDonald's USA, LLC and are not to be reproduced without written authorization. The contract documents were prepared for use on this specific site in conjunction with its issue date and are not suitable for use on a different site or at a later time. Use of these drawings on any other project without the express written consent of the services of properly licensed architects and engineers. Reproduction of the contract documents for reuse on another project is not authorized.					
DESCRIPTION		WOOD BEARING WALLS W/HARDIE BOARD EXTERIOR FINISH		REVIEWED BY							
		WOOD TRUSS ROOF FRAMING		M.PELINI							
		E.L.F.S./BATEN/PAF SIDING/STONE EXTERIOR FINISH		DATE ISSUED							
				02/06/2024							
S.C.G. PROJECT #		SITE ADDRESS		C.S.G. PROJECT #							
N/N-41246		4245 PONY EXPRESS PKWY, EAGLE MOUNTAIN, UT		MCD.381.31							
L/SN-01246											

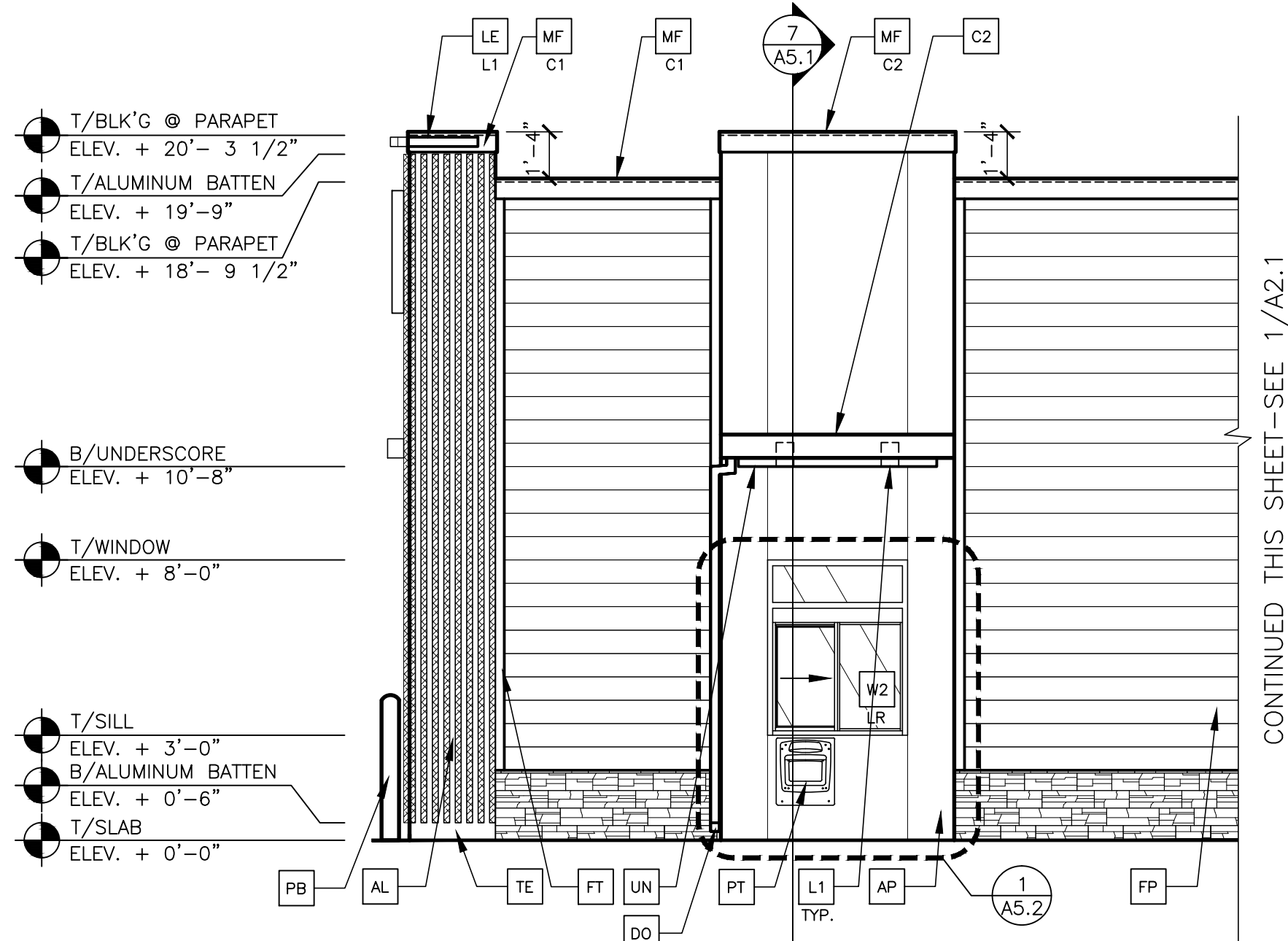
CONTINUED THIS SHEET—SEE 2/A2.1



- T/BLK'G @ PLAYPLACE PARAPET
ELEV. + 21'-7"
- T/ALUMINUM BATTEN
ELEV. + 21'-0 1/2"
- T/WINDOW
ELEV. + 18'-7"
- B/WINDOW
ELEV. + 12'-1"
- B/ALUMINUM BATTEN
ELEV. + 11'-9"
- B/CANOPY @ PLAYPLACE
ELEV. + 10'-11"
- T/ALUMINUM BATTEN
ELEV. + 10'-10 1/2"
- T/SILL
ELEV. + 2'-0"
- B/ALUMINUM BATTEN
ELEV. + 0'-6"
- T/SLAB
ELEV. + 0'-0"

BUILDING ADDRESS 6"H.
CHARACTERS AND 3/4" STROKE
FONT: AKZIDENZ GROTESK PRO
BOLD
ACCESSIBILITY SIGNAGE SEE
GEN NOTE #6 ON A1.0

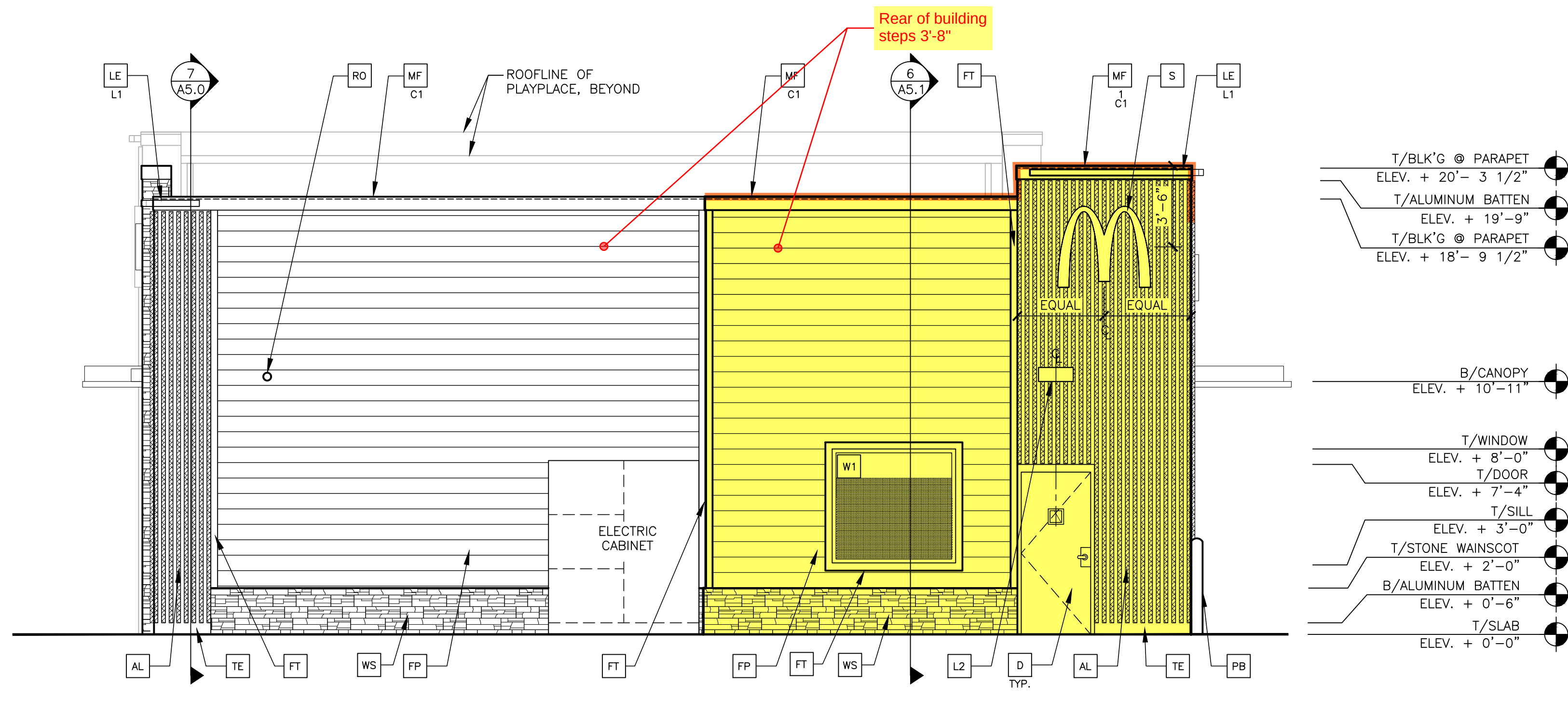
1
A2.1
1/4" = 1'-0"



- T/BLK'G @ PARAPET
ELEV. + 20'-3 1/2"
- T/ALUMINUM BATTEN
ELEV. + 19'-9"
- T/BLK'G @ PARAPET
ELEV. + 18'-9 1/2"
- B/UNDERSORE
ELEV. + 10'-8"
- T/WINDOW
ELEV. + 8'-0"
- T/SILL
ELEV. + 3'-0"
- B/ALUMINUM BATTEN
ELEV. + 0'-6"
- T/SLAB
ELEV. + 0'-0"

2
A2.1
1/4" = 1'-0"

CONTINUED THIS SHEET—SEE 1/A2.1



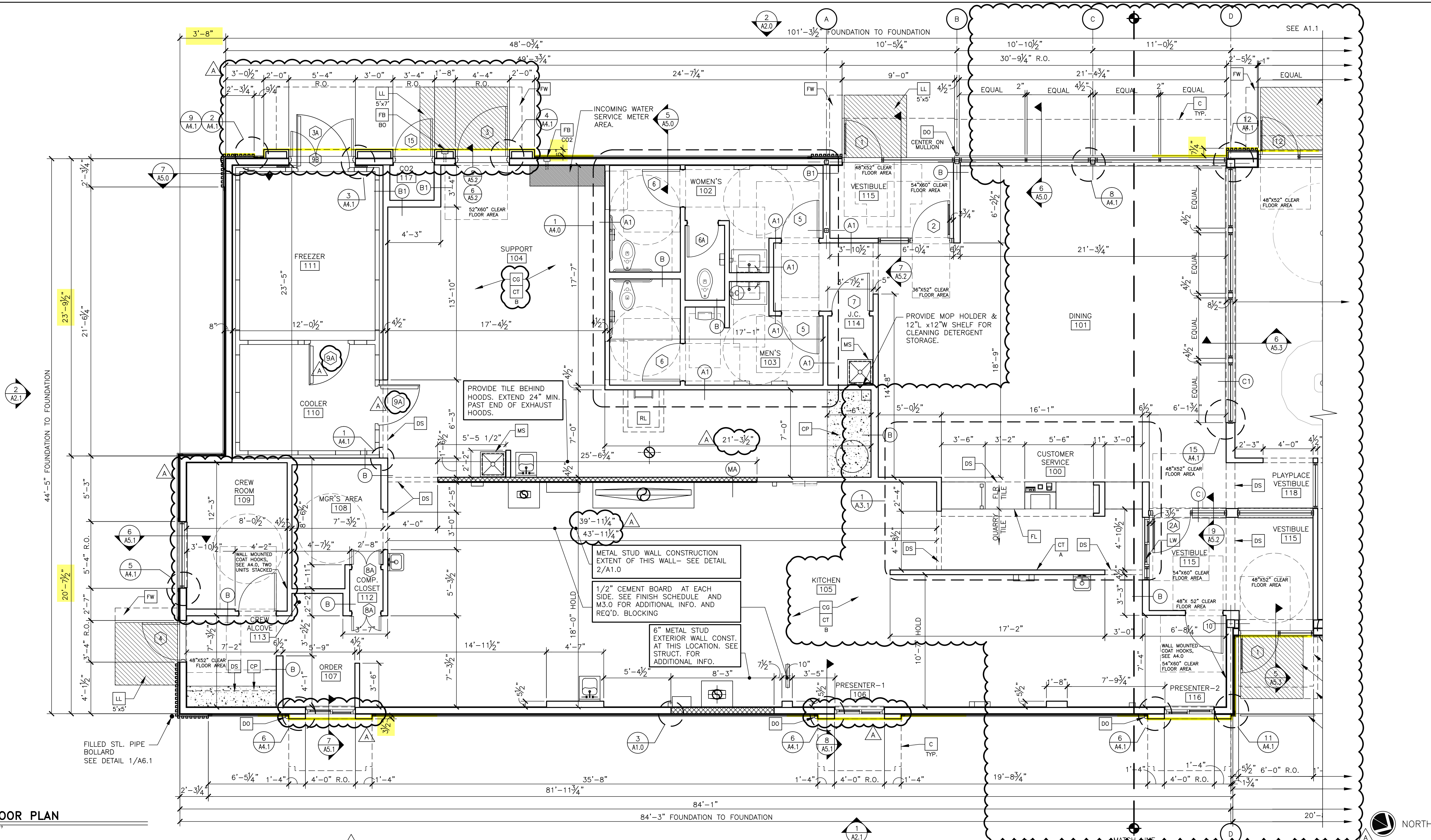
- T/BLK'G @ PARAPET
ELEV. + 20'-3 1/2"
- T/ALUMINUM BATTEN
ELEV. + 19'-9"
- T/BLK'G @ PARAPET
ELEV. + 18'-9 1/2"
- B/CANOPY
ELEV. + 10'-11"
- T/WINDOW
ELEV. + 8'-0"
- T/DOOR
ELEV. + 7'-4"
- T/SILL
ELEV. + 3'-0"
- T/STONE WAINSCOT
ELEV. + 2'-0"
- B/ALUMINUM BATTEN
ELEV. + 0'-6"
- T/SLAB
ELEV. + 0'-0"

3
A2.1
1/4" = 1'-0"

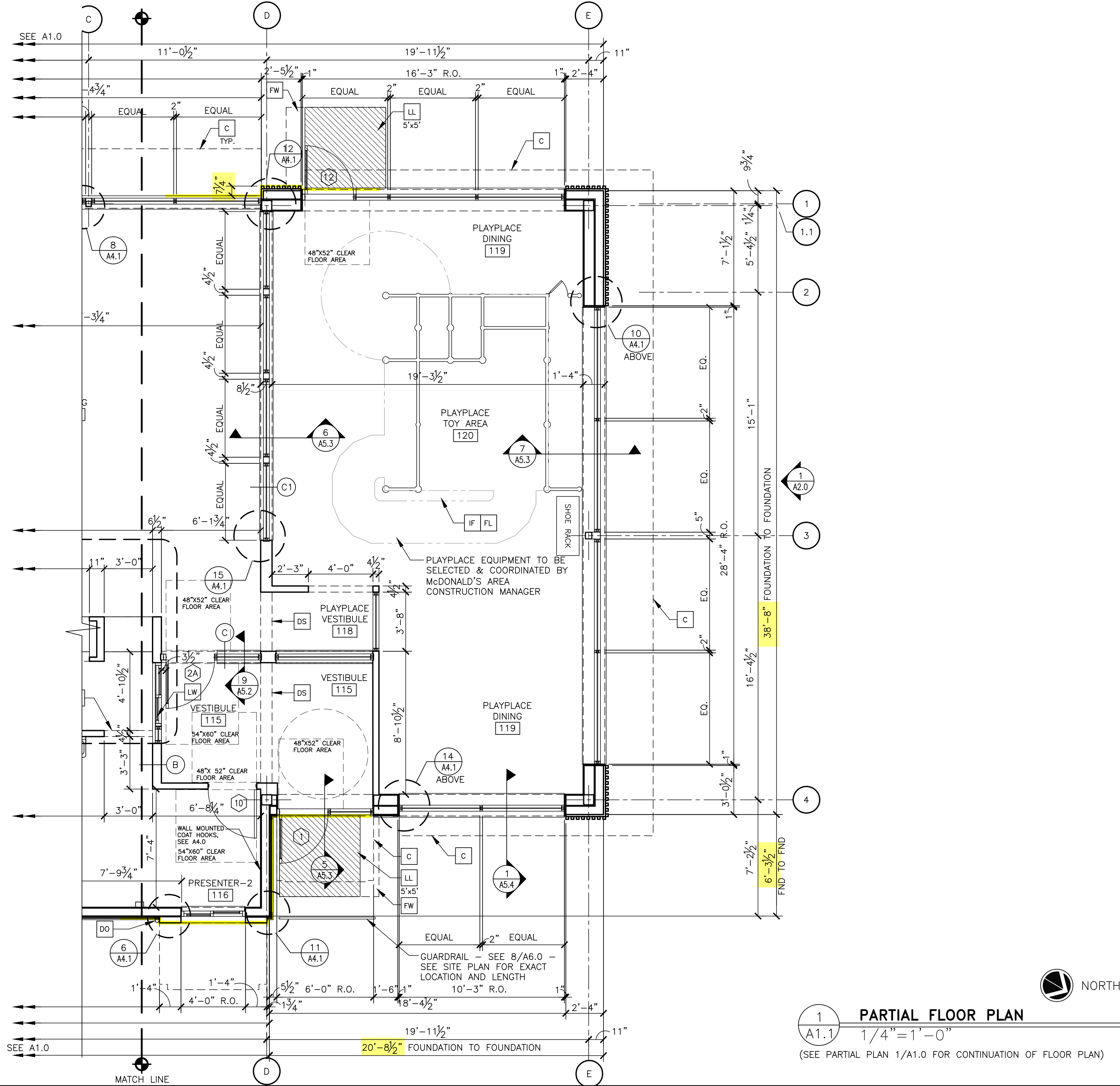
KEY NOTES:

- AL ALUMINUM BATTEN SYSTEM
SIZE: 2"x2" PROFILE
COLOR: WOOD GRAIN, BACKRAIL UNFINISHED, ENDCAP PAINTED TO MATCH
SUBSTRATE: 1/2" EXTERIOR HIGH DENSITY OVERLAY (HDO) PLYWOOD, BB,
GROUP 1, HDO BOTH FACES, APA TRADEMARKED,
COARSE GRIT SAND SURFACES PRIOR TO PRIMING, PRIME AND PAINT BOTH
SIDES AND ALL EDGES PRIOR TO INSTALLATION.
SUBSTRATE COLOR: "IRON ORE" SW 7069 BY SHERWIN WILLIAMS
- AP ALPOLIC METAL PANEL (COLOR: DON GRAY)
- C1 ALUMINUM CANOPY SYSTEM
COLOR: WHITE
- C2 ALUMINUM CANOPY SYSTEM
COLOR: RAL 7022
- CJ CONTROL JOINT
1-TYPE: 1 = EIFS
- D HOLLOW METAL DOOR
PAINT: "GAUNTLET GREY" SW7019 BY SHERWIN WILLIAMS
- DE DECAL BY GRAPHICS SUPPLIER
SURFACE APPLIED, FIELD INSTALLED, PRE CUT, PRE SPACED.
SUPPLIERS:
VOMELA (865) 330-7337, ann.bowen@vomela.com
GEX INTERNATIONAL (847) 543-4600, mcdonaldsdecor@gfxi.com
- DO DOWNSPOUT
3" DOWNSPOUT BY CANOPY SYSTEM MANUFACTURER
COLOR: RAL 7022
- E EXTERIOR INSULATION FINISH SYSTEM (E.I.F.S.)
COLOR:
C1 = "IRON ORE" SW 7069 BY SHERWIN WILLIAMS
- EJ EXPANSION JOINT, SEE DETAIL 7/A4.1
- FB CO2 = BULK CO2 FILL BOX (EQPM SCHEDULE ITEM 49.00)
BO = BULK OIL FILL BOX (EQPM SCHEDULE ITEM 700.18)
- FP FIBER CEMENT LAP SIDING: SMOOTH HARDI-BOARD PLANK BY
JAMES HARDIE, 8-1/4" WIDTH, 7" EXPOSURE, H25
PAINT: "GAUNTLET GREY" SW7019 BY SHERWIN WILLIAMS
- FT FIBER CEMENT TRIM: HARDIE TRIM BOARDS 4/4 SMOOTH,
3 1/2" WIDTH, 3/4" THICK, H25
PAINT: "GAUNTLET GREY" SW7019 BY SHERWIN WILLIAMS
- GR GUARD RAIL—SEE SITE PLAN FOR EXACT LOCATION AND LENGTH
PAINT: "IRON ORE" SW 7069 BY SHERWIN WILLIAMS
- L1 RECESSED DOWN LIGHT FIXTURE — SEE ELECTRICAL
C1-COLOR:
C1= WHITE
C2= GOLD
- L2 RADIAL SCENCE LIGHT FIXTURE — SEE ELECTRICAL
COLOR: PLATINUM SILVER
- LE ACCENT LIGHTING — SEE ELECTRICAL
L1—LED LIGHT:
L1 = SLIM LED (DOWN ONLY)
C2 = NOT USED
- MF PRE-FAB ANCHOR-TITE METAL FASCIA
C1—COLOR:
C1= WEATHERED ZINC
C2= RAL 7022
- PB PIPE BOLLARD — PAINTED YELLOW
- PT (RMHC) COIN COLLECTOR
MODEL: #WPT STD
CALL 1-888-743-7435 TO ORDER
- RO ROOF DRAIN OVERFLOW PIPE PAINT TO MATCH SURROUNDING MATERIAL
COLOR: DARK BRONZE
- S McDONALD'S SIGNAGE BY OTHERS — UNDER SEPARATE PERMIT.
C1—COLOR:
C1= WEATHERED ZINC RACEWAY
C2= RAL 7022 RACEWAY
- ST CO2 STROBE/ALARM. SEE MECHANICAL DRAWINGS
FOR SPECIFICATION.
- TE TRU EXTERIOR 1"x6" TRIM, PAINTED ON SITE
COLOR: "IRON ORE" SW 7069 BY SHERWIN WILLIAMS
- UN METAL UNDERSORE
COLOR: GOLD
- W- EXTERIOR WINDOW ASSEMBLY — TEMPERED GLASS
COLOR: DARK BRONZE
- W2 DRIVE-THRU WINDOW BY READY ACCESS
MODEL: 600 SERIES, 36" SERVICE HEIGHT WITH TRANSOM, MANUAL
OPEN; ELECTRONIC RELEASE
COLOR: DEEP BRONZE
SLIDE DIRECTION: RL = RIGHT TO LEFT
LR = LEFT TO RIGHT
- WS STONE WAINSCOT:
CULTURED STONE BY BORAL — HEWN STONE
COLOR: SPAN

PREPARED BY: CORE STATES GROUP		13.9 Water Street Norwalk, CT 06854 203.274.6600 corestates.com	
PREPARED FOR: McDonald's USA, LLC		© 2024 McDonald's Corporation	
DRAWN BY: N.GLUKHOMAN		STD ISSUE DATE: 2024 04	
REVIEWED BY: M.PELINI		DATE ISSUED: 02/06/2024	
NSN 41246		C.S.G. PROJECT # MCD.38131	
L/C: 043-0330		4245 PONY EXPRESS PKWY, EAGLE MOUNTAIN, UT	
TITLE: 2024 STANDARD BUILDING — BB20		DESCRIPTION: 4584 WOOD/WOOD	
SHEET NO. A2.1		ELEVATIONS	
REV		DATE	
A		03/25/25	
REV		DESCRIPTION	
A		EXTERIOR UPDATES	
REV		BY	
A		JW	
REV		REISSUE 07/30/24	
REV		REDRAW AS 4584 PROTO WITH 2024 UPDATES	



DRAWN BY B.ABDALLA		TITLE 2024 STANDARD BUILDING - BB20		SHEET NO. A1.0	
STD ISSUE DATE 2024 04		DESCRIPTION WOOD BEARING WALLS W/HARDBOARD EXTERIOR FINISH WOOD TRUSS ROOF FRAMING E.L.F.S./BATTEN/LAP SIDING/STONE EXTERIOR FINISH		043-0330.01.0 A1.0 FLOOR PLAN	
REVIEWED BY M.PELINI		DATE ISSUED 02/06/2024		NSK-41246	
DATE ISSUED 02/06/2024		SITE ADDRESS 4245 PONY EXPRESS PKWY, EAGLE MOUNTAIN, UT		L/C: 043-0330	
C.S.G. PROJECT # MCD-38131		PREPARED FOR McDonald's USA, LLC		PREPARED BY CORE STATES GROUP	
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REISSUE 07/20/24		NG		BY	



1 PARTIAL FLOOR PLAN
A1.1 1/4" = 1'-0"
(SEE PARTIAL PLAN 1/A1.0 FOR CONTINUATION OF FLOOR PLAN)

KEY NOTES

- ALUMINUM CANOPY SYSTEM ABOVE - SEE 4/A5.0 FOR NOTES - SEE ROOF PLAN FOR DIMENSIONS, SEE ELEVATION FOR COLORS
- G.C. TO PROVIDE 4"x4"x5'-0" HIGH STAINLESS STEEL CORNER GUARDS AT ALL EXPOSED LOCATIONS IN KITCHEN/SUPPORT AREA. CORNER GUARDS TO START AT FINISH FLOOR. ATTACH WITH WOOD SCREWS INTO WOOD BLOCKING BULLNOSE COVE BASE WHERE TILE MEETS STAINLESS STEEL CORNER
- CONCRETE EQMT PAD - SEE STRUCTURAL
- WALL TILE: PER DECOR PORTFOLIO
COLOR: AFTERNOON SPRAY, SIZE: 4"x12", PATTERN: STACKED BOND.
ROUT: MAPEI 02 PEWTER - JOINT TO BE 1/8" MAX.
ROUTE 66: EUROWEST - WHITE GLOSSY CHEVRON
ROUT: CHARCOAL 47 - JOINT TO BE 1/8" MAX.
- WALL TILE: CROSSVILLE - COLOR BY NUMBERS
COLOR: AFTERNOON SPRAY, SIZE: 4"x12", PATTERN: STACKED BOND
ROUT: MAPEI 02 PEWTER - JOINT TO BE 1/8" MAX.
USE THIS TILE WHEN HIGH LRV IS REQUIRED
COORDINATE WITH McDONALD'S AREA CONSTRUCTION MANAGER
- DOWNSPOUT CONNECTED TO CANOPY SYSTEM. SEE ELEVATIONS. COORDINATE CONNECTION WITH CIVIL.
- DROPPED SOFFIT ABOVE - SEE REFLECTED CEILING PLAN
- LINE OF FROST WALL; SEE SECTIONS AND STRUCTURAL DRAWINGS FOR MORE INFORMATION
- CO2 FILL BOX (EQUIPMENT SCHEDULE ITEM 49.00)
- OPTIONAL BULK OIL FILL BOX (EQPM SCHEDULE ITEM 700.18) CONFIRM USE WITH McDONALD'S AREA CONSTRUCTION MANAGER
- FLOOR LINE - CHANGE IN MATERIAL - SEE FINISH SCHEDULE
- FIBERGLASS REINFORCED PLASTIC (FRP) - PANOLAM, GRAY SMOOTH, CLASS A, 075. REFER TO ROOM FINISH SCHEDULE SHEET A6.1 FOR INSTALLATION LOCATIONS. FOR ORDERING, CONTACT KIMBERLY LAWSON Kimberly.Lawson@panolam.com 1-866-925-4377
- IMPACT FLOORING - COORDINATE WITH TOY PROVIDER. REFER TO McDONALD'S PROJECT MANUAL
- LEVEL LANDING - EXT. DOOR W/ MAX. 2% RUNNING/CROSS SLOPE AWAY FROM BUILDING
- SIZE OF LANDING
- LATE-NIGHT WINDOW (OPTIONAL) BY READYACCESS, MANUAL OPEN/SELF CLOSE. SEE SHEET A3.1 FOR NOTES.
- MOP SINK - SEE DETAIL 8/A6.1 AND PLUMBING DRAWINGS.
- ROOF ACCESS LADDER W/HATCH ABOVE SEE STRUCTURAL FRAMING PLAN FOR LOCATING DIMENSIONS

SYMBOL LEGEND

- PARTITION TYPE TAG SEE 2/A1.0
- DOOR TAG - SEE DOOR SCHEDULE ON A6.0
- KEY NOTE

GENERAL NOTES

- EXTERIOR DIMENSIONS ARE TO COLUMN REFERENCE LINES AND EXTERIOR FACE OF MASONRY UNLESS OTHERWISE NOTED. INTERIOR DIMENSIONS ARE TO FACE OF INTERIOR WALL BOARD
- SEE 4/A5.0 FOR EXTERIOR WALL ASSEMBLY TYPES, SEE 2/A1.0 FOR INTERIOR PARTITION TYPES. INTERIOR PARTITIONS ARE TYPE 'A' UNLESS NOTED OTHERWISE.
- SEE EXTERIOR ELEVATIONS FOR WINDOW TYPES
- SEE SHEET A6.0 FOR DOOR AND ROOM FINISH SCHEDULES
- SEE SITE PLAN FOR SIDEWALKS, RAMPS, ETC.
- GC TO PROVIDE ADA SIGNAGE PACKAGE AND INSTALL SIGNS AT LOCATIONS AND POSITIONS INDICATED IN PACKAGE OR AS REQUIRED BY LOCAL CODES. SIGNAGE PACKAGE SUPPLIED BY: FRANKES/S2K 1-800-423-5247 www.frankeusupply.com email: fs-frankesupply.us@franke.com
- MAXIMUM OCCUPANCY SIGN TO BE POSTED PER LOCAL CODE. SIGN FURNISHED AND INSTALLED BY GENERAL CONTRACTOR.
- ALL HANDSINK LOCATIONS SHALL HAVE CEMENT BOARD BACKING 48" IN HEIGHT A.F.F.
- GC TO COORDINATE ALL REQUIRED BLOCKING FOR WALL HUNG EQUIPMENT, SHELVES, ETC. FOR PROPER INSTALLATION HEIGHTS.
- KNOX BOX TO BE INSTALLED PER LOCAL CODE AS REQUIRED. MODEL AND LOCATION TO BE COORDINATED WITH FIRE MARSHALL.

PREPARED BY: CORE STATES GROUP		REVIEWED BY: A		DATE: 03/26/25		DESCRIPTION: EXTERIOR UPDATES/ADD PLAYPLACE	
135 Water Street Norwalk, CT 06854 corestates.com		REVISION: 07/30/24		DATE: 03/26/25		DESCRIPTION: REDRAW AS 4584 PHOTO WITH 2024 UPDATES	
PREPARED FOR: McDonald's USA, LLC		REVIEWED BY: M.PELINI		DATE ISSUED: 02/06/2024		C.S.G. PROJECT #	
DRAWN BY: B.ABDALLA		STD ISSUE DATE: 2024 04		TITLE: 2024 STANDARD BUILDING - BB20		SHEET NO. 043-0330-016	
DESCRIPTION: 4584 WOOD/WOOD		WOOD BEARING WALLS W/HARDIE BOARD EXTERIOR FINISH		WOOD TRUSS ROOF FRAMING		ELF.S/BATTEN/LAP SIDING/STONE EXTERIOR FINISH	
SITE ADDRESS: 4245 PONY EXPRESS PKWY, EAGLE MOUNTAIN, UT		L/C: 043-0330		MCD.38131		A1.1 FLOOR PLAN	

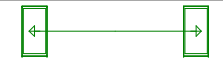

$$3/16'' = 1' - 0''$$
[illegible]

- NOTES:
1. THE FOOTCANDLE LEVELS AS SHOWN ARE BASED ON THE FOLLOWING CRITERIA. ANY SUBSTITUTIONS IN SPECIFIED FIXTURES OR CHANGES TO LAYOUT WILL AFFECT LIGHTING LEVELS SHOWN AND WILL NOT BE THE RESPONSIBILITY OF SECURITY LIGHTING.
 2. DISTANCE BETWEEN READINGS _____ 10'

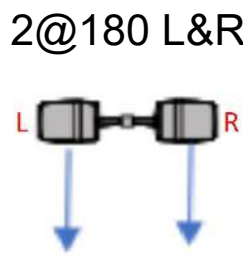
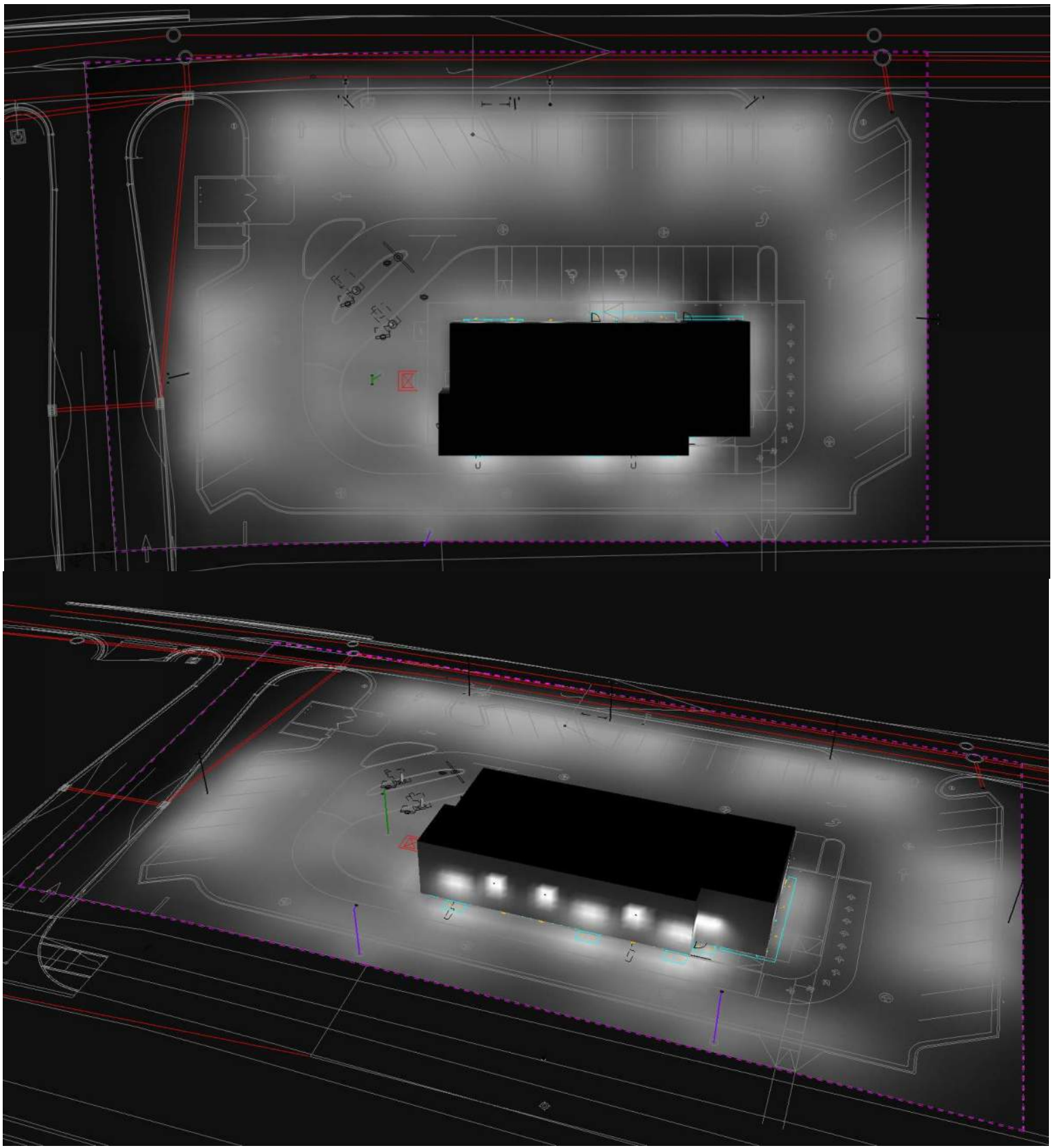
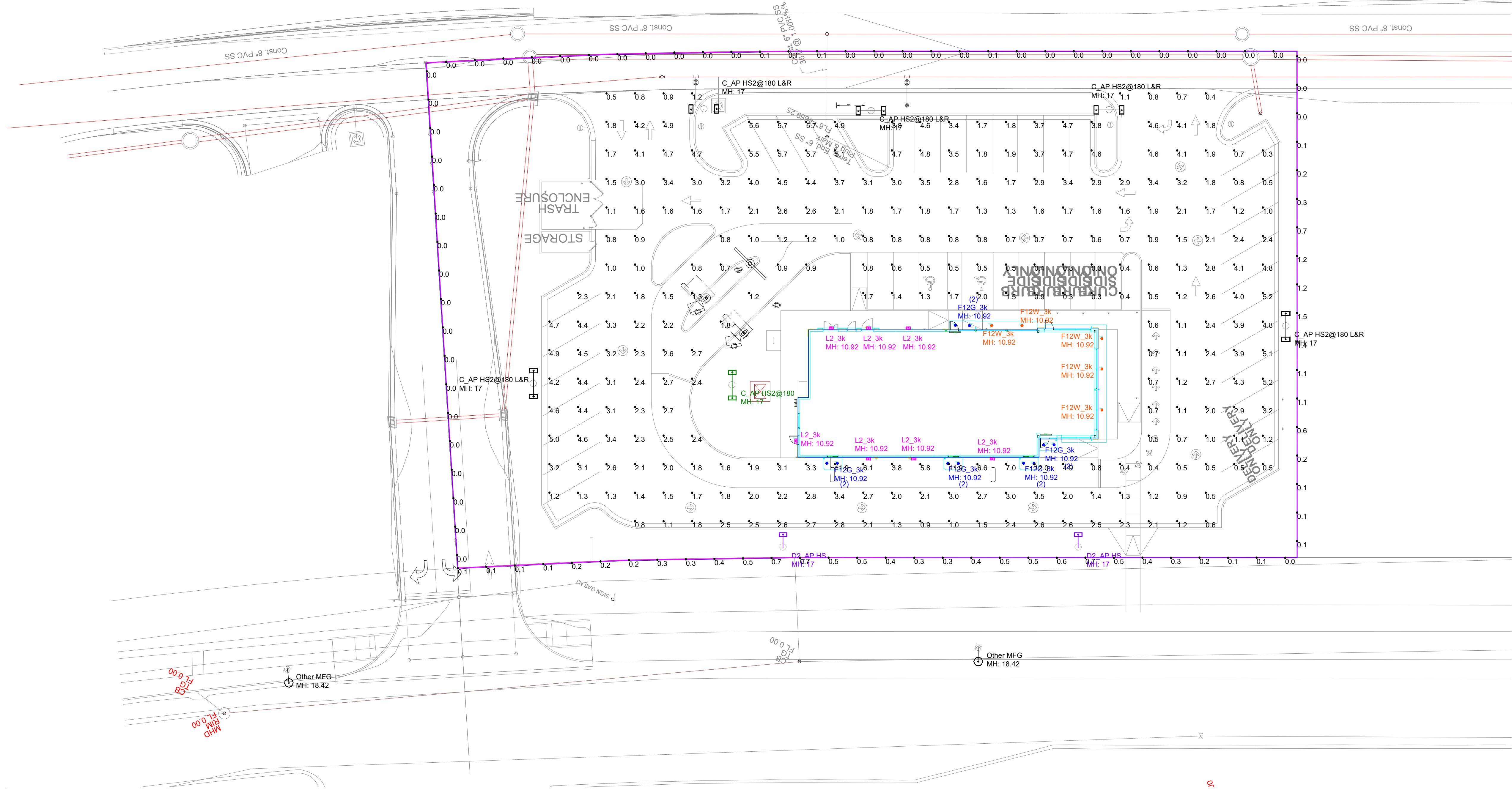
Calculation Summary

Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
PAVED SURFACE READINGS	Illuminance	Fc	2.40	12.0	0.3	8.00	40.00
PROPERTY LINE READINGS	Illuminance	Fc	0.21	1.5	0.0	N.A.	N.A.

Luminaire Schedule

Symbol	Qty	Label	Arrangement	LLF	Description	Lum. Watts	EPA	Mtg Height	Pole Type	Arr. Lum. Lumens	Total Lumens
	1	C_AP HS2@180	Back-Back	0.850	VP-1-160L-50-AP-4W-BTS-40F-HSS-90-B	52	1.214	17	SES-14-40-1-TA-GL-xx (4")	13268	13268
	5	C_AP HS2@180 L&R	2@180 L&R	0.850	VP-1-160L-50-AP-4W-BTS-40F-HSS-90-B	52	1.214	17	SES-14-40-1-TA-GL-xx (4")	13268	9174
	2	D2_AP HS	Single	0.850	VP-1-160L-35-AP-2-BTS-40F-HSS-90-B	35	0.607	17	SES-14-40-1-TA-GL-xx (4")	4587	66340
	10	F12G_3k	SINGLE	0.850	LB6-10LDM-30K9GD	11.9	n/a	10.92	on bldg	1296	12960
	5	F12W_3k	SINGLE	0.850	LB6-10LDM-30K9WH	11.9	n/a	10.92	on bldg	1296	12520
	7	L2_3k	SINGLE	0.850	RWSC-36L-3K-DO-U-PS	14.4	n/a	10.92	on bldg	1565	6260
	2	Other MFG	Single	1.000	MPL3 P30S 40K XXXXX SG3 Contritubion only	91.87	n/a	street	street	13685	street

TOTAL SITE LUMENS: 120,522



Pole Fixtures Are Full Cutoff
Tilt=0
Calculation Grids Are At Grade
Pole Light Mounting Height=17ft
(14' Pole + 3' Base)

Near Observatory
Ordinance:
shield, full cutoff, 17ft mtg ht pole max
LPS - not available, using LED "AP"
AMBER CCT/CRI & 3000K on building
Minimize spill
Motion sensing
<100,000 lumens per acre (site is 1.22 acre)
include building lights

CITY COMMENTS:
wants adjacent street lighting by
other mfg as contribution

Regional Drawing
43-0330

1. THIS LIGHTING DESIGN IS BASED ON INFORMATION SUPPLIED BY OTHERS TO SECURITY LIGHTING SYSTEMS. SITE DETAILS PROVIDED HEREON ARE REPRODUCED ONLY AS A VISUALIZATION AID. FIELD DEVIATIONS MAY SIGNIFICANTLY AFFECT PREDICTED PERFORMANCE. PRIOR TO INSTALLATION, CRITICAL SITE INFORMATION (POLE LOCATIONS, ORIENTATION, MOUNTING HEIGHT, ETC.) SHOULD BE COORDINATED WITH THE CONTRACTOR AND/OR SPECIFIER RESPONSIBLE FOR THE PROJECT.
2. LUMINAIRE DATA IS TESTED TO INDUSTRY STANDARDS UNDER LABORATORY CONDITIONS. OPERATING VOLTAGE AND NORMAL MANUFACTURING TOLERANCES OF LAMP, BALLAST, AND LUMINAIRE MAY AFFECT FIELD RESULTS.
3. CONFORMANCE TO FACILITY CODE AND OTHER LOCAL REQUIREMENTS IS THE RESPONSIBILITY OF THE OWNER AND/OR THE OWNER'S REPRESENTATIVE.
4. THIS LAYOUT MAY NOT MEET TITLE 24 OR LOCAL ENERGY REQUIREMENTS. IF THIS LAYOUT NEEDS TO BE COMPLIANT WITH TITLE 24 OR OTHER ENERGY REQUIREMENTS, PLEASE CONSULT FACTORY WITH SPECIFIC DETAILS REGARDING PROJECT REQUIREMENTS SO THAT REVISIONS MAY BE MADE TO THE DRAWING.

PROJECT WIND LOAD CRITERIA BASED ON:
ASCE 7-10 WIND SPEEDS (3-SEC PEAK GUST MPH)
50 YEAR MEAN RECURRENCE INTERVAL
ALLOWED EPA 20.4 @ WIND LOAD 90 MPH

	
2100 Golf Road, Suite 400, Rolling Meadows, IL 60009 1-800-544-4848	
UNLESS OTHERWISE SPECIFIED, ALL DIMENSIONS ARE IN INCHES	
SCALE: 1"=20' 0"	
DRAWN BY: DSJ	
POINT-BY-POINT FOOTCANDLE PLOT FOR MCDONALDS 4245 Pony Express Parkway Eagle Mountain, UT 84005	
NATIONAL STORE NUMBER 40435	
DATE 3/13/2025	DRAWING NUMBER A242574C.AGI

THIS DRAWING MEETS OR EXCEEDS MCDONALDS CURRENT ILLUMINATION SPECIFICATIONS OF A 3-4 FOOTCANDLE AVERAGE, UNLESS SUPERSEDED BY OTHER REQUIREMENTS.

VIPER Area/Site

VIPER LUMINAIRE

FEATURES

- Low profile LED area/site luminaire with a variety of IES distributions for lighting applications such as auto dealership, retail, commercial, and campus parking lots
- Featuring two different optical technologies, Strike and Micro Strike Optics, which provide the best distribution patterns for retrofit or new construction
- Rated for high vibration applications including bridges and overpasses. All sizes are rated for 1.5G
- Control options including photo control, occupancy sensing, NX Lighting Controls™, LightGRID+ and 7-Pin with networked controls
- New customizable lumen output feature allows for the wattage and lumen output to be customized in the factory to meet whatever specification requirements may entail
- Field interchangeable mounting provides additional flexibility after the fixture has shipped



CONTROL TECHNOLOGY



SERVICE PROGRAMS



SPECIFICATIONS

CONSTRUCTION

- Die-cast housing with hidden vertical heat fins are optimal for heat dissipation while keeping a clean smooth outer surface
- Corrosion resistant, die-cast aluminum housing with 1000 hour powder coat paint finish
- External hardware is corrosion resistant

OPTICS

- Micro Strike Optics (160, 320, 480, or 720 LED counts) maximize uniformity in applications and come standard with mid-power LEDs which evenly illuminate the entire luminous surface area to provide a low glare appearance. Catalog logic found on page 2
- Strike Optics (36, 72, 108, or 162 LED counts) provide best in class distributions and maximum pole spacing in new applications with high powered LEDs. Strike optics are held in place with a polycarbonate bezel to mimic the appearance of the Micro Strike Optics so both solutions can be combined on the same application. Catalog logic found on page 3
- Both optics maximize target zone illumination with minimal losses at the house-side, reducing light trespass issues. Additional backlight control shields and house side shields can be added for further reduction of illumination behind the pole
- One-piece silicone gasket ensures a weatherproof seal
- Zero up-light at 0 degrees of tilt
- Field rotatable optics

INSTALLATION

- Mounting patterns for each arm can be found on page 11
- Optional universal mounting block for ease of installation during retrofit applications. Available as an option (ASQU) or accessory for square and round poles
- All mounting hardware included
- Knuckle arm fitter option available for 2-3/8" OD tenon
- For products with EPA less than 1 mounted to a pole greater than 20ft, a vibration damper is recommended

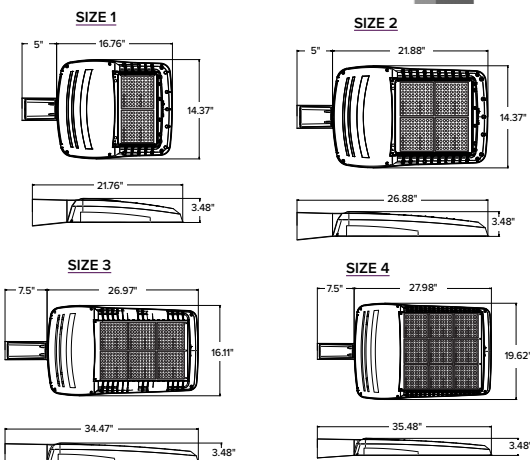
ELECTRICAL

- Universal 120-277 VAC or 347-480 VAC input voltage, 50/60 Hz
- Ambient operating temperature -40°C to 40°C
- Drivers have greater than 90% power factor and less than 20% THD
- LED drivers have output power over-voltage, over-current protection and short circuit protection with auto recovery
- Field replaceable surge protection device provides 20kA protection meeting ANSI/ IEEE C62.41.2 Category C High and Surge Location Category C3; Automatically takes fixture off-line for protection when device is compromised
- Dual Driver option provides 2 drivers within luminaire but only one set of leads exiting the luminaire, where Dual Power Feed provides two drivers which can be wired independently as two sets of leads are extended from the luminaire. Both options cannot be combined

CONTROLS

- Photo control, occupancy sensor programmable controls, and Zigbee wireless controls available for complete on/off and dimming control
- Please consult brand or sales representative when combining control and electrical options as some combinations may not operate as anticipated depending on your application
- 7-pin ANSI C136.41-2013 photocontrol receptacle option available for twist lock photocontrols or wireless control modules (control accessories sold separately)
- 0-10V Dimming Drivers are standard.
- NX Lighting Controls™ available with in fixture wireless control module, features dimming and occupancy sensor
- LightGRID+ available with in fixture wireless control module, features dimming and occupancy sensor. Also available in 7-pin configuration

MICROSTRIKE | STRIKE OPTICS



	EPA				Config
	VP1 (Size 1)	VP2 (Size 2)	VP3 (Size 3)	VP4 (Size 4)	
Single Fixture	0.454	0.555	0.655	0.698	
Two at 180	0.908	1.110	1.310	1.396	
Two at 90	0.583	0.711	0.857	0.948	
Three at 90	1.037	1.266	1.512	1.646	
Three at 120	0.943	1.155	1.392	1.680	
Four at 90	1.166	1.422	1.714	1.896	

CERTIFICATIONS

- DLC® (DesignLights Consortium Qualified), with some Premium Qualified configurations. Not all product variations listed in this document are DLC® qualified. Refer to <http://www.designlights.org> for the most up-to-date list.
- Listed to UL1598 and CSA C22.2#250.0-24 for wet locations and 40°C ambient temperatures
- 1.5 G rated for ANSI C136.31 high vibration applications
- Fixture is IP65 rated
- Meets IDA recommendations using 3K CCT configuration at 0 degrees of tilt
- This product meets federal procurement law requirements under the Buy American Act (FAR 52.225-9) and Trade Agreements Act (FAR 52.225-11). See Buy America(n) Solutions (link to <https://www.currentlighting.com/resources/america-solutions>).
- FCC CFR Title 47 Part 15, Class A

WARRANTY

- 5 year warranty



SLED

HIGH EFFICIENCY LINEAR FACADE FIXTURE

DATE:	LOCATION:
TYPE:	PROJECT:
CATALOG #:	

FEATURES

- The SLED Linear LED Lighting System offers a discrete and minimalist design to maximize the lighting effect for marketing your building as your brand while keeping energy usage and maintenance to a minimum.
- Thanks to its intuitive “plug and play” mounting design with integral driver system, installation is quick and simple and only requires that power be brought to one fixture in each continuous row.
- The unique fixture design and the long life Mid-Power LED source minimizes maintenance to only an occasional cleaning of outer lens surfaces.
- This successful system is truly a “set it and forget it” solution that is only offered from Security Lighting



SPECIFICATIONS

CONSTRUCTION

- Powder-coated mounting brackets that conceal power cables
- Fixture to fixture connections are made external to the fixture

OPTICS

- 5000K color temp standard
- Tempered glass lens
- Down only full cut off

INSTALLATION

- Each order ships with a formed drilling template for accurate and quick installation
- All subsequent fixtures quickly plug together in series
- Fixtures are not opened during the installation process
- Complete instructions for fixture installation posted on website [here](#)

ELECTRICAL

- Fully integrated driver for completely self-contained lighting system
- Power feed required only at beginning of each continuous row or stand alone fixture

WARRANTY

- 5 year warranty

ORDERING GUIDE

Example: S-LED-XX-DO-U-XX-XX

CATALOG #

S	LED	HE		DO	U		
Series	Source	Type	Size	Distribution	Voltage	Finish	Options
S Linear Facade Fixture	LED Mid-Powered	HE High Efficiency	48 4-foot 36 3-foot 24 2-foot	DO Downlight Only (8.5 Watts per foot)	U Universal 120 to 277 Volt	PS Platinum Silver DB Dark Bronze WH White BK Black IO Iron Ore RL RAL Color ^{12,4}	3K 3000K color temp ⁵ 4K 4000K color temp ⁵ GL Glass Lens PC Polycarbonate Lens

Notes:

- 1 Must Provide RAL color number and powder coat manufacture name at time of quote request
- 2 Color paint chip would need to be provided at time of quote request
- 3 Must only use factory supplied whip kit to maintain water tight integrity and product warranty
- 4 Made to order, 4 to 8 week lead time
- 5 5000K color temperature standard
Optional 3000K and 4000K color temp, built to order

Accessories (Order Separately)

- ☐ 93097206 SLED - LED Whip Kit/ power feed assembly.
One required per stand alone fixture or linear run for use with SLED HE ³

KEY DATA	
Lumens	834 / 1211
Wattage	30
Efficacy (LPW)	83.6 / 82.9
Reported Life (Hours)	L70 >120,000
Input Current Range (Amps)	.036 - 0.12



SL-8542-5CCT

6" LED Ultra- Thin Downlight

A versatile LED down light solution with edge-lit technology and an off-board driver allow for an ultra slim profile and flexible mounting options. Installation is a snap with the plenum-rated driver box and linkable connector cable – there is no need for a j-box or recessed housing when used for retrofit. The simple spring-loaded retention tabs securely hold each downlight snug to the ceiling.

Technical data:

Construction

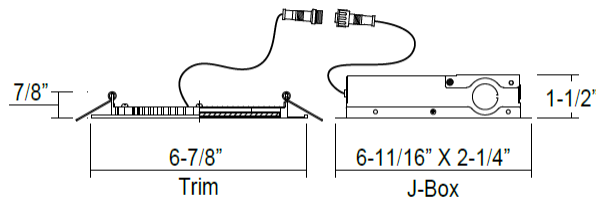
- Ultra-thin profile
- Durable aluminum construction
- Frosted acrylic lens diffuses glare and maximizes output

Electrical

- 120V-60Hz, AC
- Dimmable TRIAC or ELV, 10-100%
- 50,000 hour projected life
- 120° Beam Angle
- Nominal 12.5W | 1055 lumens (delivered)
- 90 CRI | 5CCT Selectable: 27K, 3K, 35K, 4K, 5K

Installation

- Spring-loaded retention tabs hold downlight snug to ceiling surface, off-board driver/ junction box, poke-in connectors, and linkable connector cable
- IC Rated for direct contact with batt type fiberglass insulation



IC
RATED



LED Light
Source



Other
Components

Ordering Information Ordering Example: SL8542-WH-905CCT

SL	8542	WH	90	5CCT
Family	Series	Finish	CRI	CCT
SL Security Lighting	8542 6" Ultra Thin Downlight	WH White GD Gold UG Umbra Grey	90 90 CRI	5CCT 27K,30K,35K,4K,5K



RWSC

LED RADIUS WALL SCONCE

FEATURES

- Durable cast aluminum housing
- Integrated design eliminates high angle brightness
- Completely sealed, flat tempered glass lenses
- UL listed for use in wet locations
- DLC, Downlight only, full cut-off



SPECIFICATIONS

APPLICATION

- The RWSC LED radius wall sconce series offers a combination of light distributions that wash the building facade while the radial soft form housing accentuates building architectural design elements in all commercial and residential applications.
- The RWSC LED provides excellent illumination with a high efficiency LED light source of 72 or 36 mid power LEDs that deliver up to 2,400 lumens and up to 109 lumens per watt
- The RWSC LED fixture has become a building standard and is stocked as a quick ship item in many colors and distributions

CONSTRUCTION

- Durable cast aluminum housing
- Completely sealed

OPTICS

- Integrated design eliminates high angle brightness
- Flat Tempered glass lens
- Downlight only, full cut off
- Optional Dimming (consult factory)

INSTALLATION

- Intelligent Mounting Bracket allows easy, single person installation
- User friendly mounting bracket features integrated bubble ensuring perfect installation

ELECTRICAL

- Fully integrated driver for completely self-contained lighting system
- Power feed required only at beginning of each continuous row or stand alone fixture

CERTIFICATIONS

- UL listed for use in wet locations
- DLC® (DesignLights Consortium) Qualified, with some Premium Qualified configurations. Please refer to the DLC website for specific product qualifications at www.designlights.org

WARRANTY

- 5 year warranty
- See [HLI Standard Warranty](#) for additional information

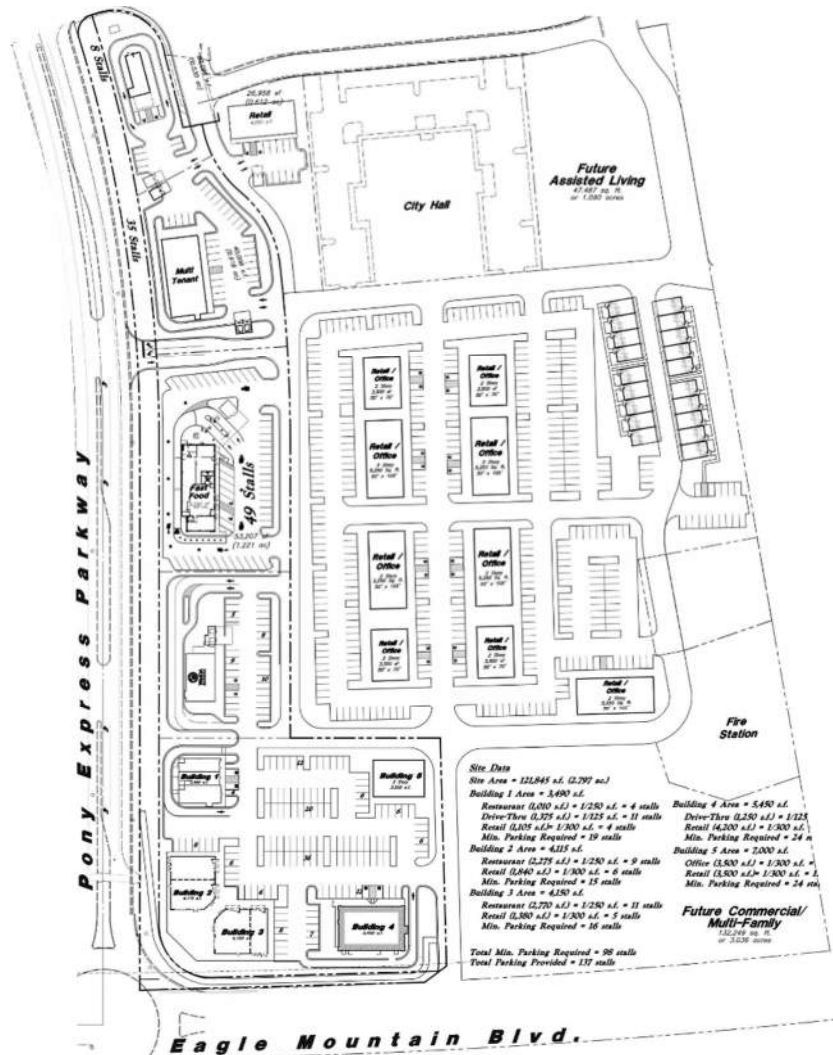


DATE:	LOCATION:
TYPE:	PROJECT:
CATALOG #:	

KEY DATA	
Lumens	834 / 1211
Wattage	30
Efficacy (LPW)	83.6 / 82.9
Reported Life (Hours)	L70 >120,000
Input Current Range (Amps)	.036 - 0.12

The District at Eagle Mountain

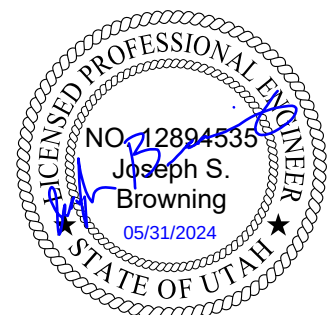
Traffic Impact Study



Eagle Mountain, Utah

May 31, 2024

UT24-2737



EXECUTIVE SUMMARY

This study addresses the traffic impacts associated with the proposed The District at Eagle Mountain development located in Eagle Mountain, Utah. The development is located east of Pony Express Parkway between Trail Head Road and Eagle Mountain Boulevard.

The purpose of this traffic impact study is to analyze traffic operations at key intersections for existing (2024), future (2030), and future (2050) conditions with and without the proposed project and to recommend mitigation measures as needed. The morning and evening peak hour level of service (LOS) results are shown in Table ES-1. Recommended storage lengths are shown in Table ES-2. An exhibit of the proposed mitigated roadway network is shown in Figure ES-1. A site plan of the project is provided in Appendix A.

Table ES-1: Peak Hour Level of Service Results

Intersection	Level of Service															
	Existing (2024)								Future (2030)				Future (2050)			
	Background		Plus Project		Plus Project Mitigated		Background		Background Mitigated		Plus Project		Background		Plus Project	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
1 Trail Head Road / Pony Express Parkway	f	f	f	f	A	A	f	f	A	A	A	B	A	A	A	A
2 1620 East / Trail Head Road	A	A	B	F	a	a	F	F	A	A	a	a	A	A	a	a
3 Wendy's Access / Pony Express Parkway	b	b	c	d	c	d	c	f	d	d	f	f	c	c	f	f
4 Eagle Mountain Blvd. / Pony Express Parkway	A	D	C	F	A	A	E	F	C	C	C	C	C	C	C	C
5 Main Street / Eagle Mountain Blvd.	a	a	c	b	b	b	f	b	b	a	f	e	b	a	f	d
6 Heritage Drive / Main Street	-	-	a	a	a	a	-	-	-	-	f	a	-	-	a	a
7 Project Access / Main Street	-	-	a	a	a	a	-	-	-	-	f	a	-	-	a	a

1. Intersection LOS values represent the overall intersection average for roundabout, signalized, and all-way stop-controlled (AWSC) intersections (uppercase letter) and the worst movement for all other unsignalized intersections (lowercase letter)

Source: Hales Engineering, May 2024

Table ES-2: Recommended Storage Length

Intersection	Recommended Storage Lengths (feet)															
	Northbound				Southbound				Eastbound				Westbound			
	LT		RT		LT		RT		LT		RT		LT		RT	
	E	P	E	P	E	P	E	P	E	P	E	P	E	P	E	P
1 Trail Head Road / Pony Express Parkway	100	-	-	-	125	-	-	-	-	100	-	-	-	100	-	-
3 Wendy's Access / Pony Express Parkway	100	-	-	-	-	125	-	-	-	-	-	-	-	-	-	200
4 Eagle Mountain Blvd. / Pony Express Parkway	-	200	-	125	-	175	-	100	-	200	-	175	-	250	-	250
5 Main Street / Eagle Mountain Blvd.	-	-	-	-	-	-	-	125	150	-	-	-	-	-	-	-

1. Storage lengths are based on 2050 95th percentile queue lengths and do not include required deceleration / taper distances

2. E = Existing storage length (approximate), if applicable; P = proposed storage length for new turn lanes or changes to existing turn lanes, if applicable

Source: Hales Engineering, May 2024

SUMMARY OF KEY FINDINGS & RECOMMENDATIONS

Project Conditions

- The development will consist of a mix of retail, restaurant, office and residential land uses
- At full build, the project is anticipated to generate approximately 9,067 (+6,370 pass-by) weekday daily trips, including 703 (+521 pass-by) trips in the morning peak hour, and 632 (+501 pass-by) trips in the evening peak hour
- Based on general guidelines for auxiliary lanes, the following deceleration lanes are recommended:
 - West Project Access (Wendy's Access) / Pony Express Parkway: Southbound left-turn
 - Right-turn deceleration lanes meet guidelines at all project access points but were not assumed in the analysis to remain consistent with all other accesses along the roadway corridors

2024	Background	Plus Project
Assumptions	• None	• Main St / Eagle Mountain Blvd: ◦ Median removed on Main Street and intersection narrowed • Heritage Drive / Main Street: ◦ Roundabout removed and replaced with EB/WB stop control • Phase 1 of project completed, which predominately is situated adjacent to Pony Express Parkway
Findings	• Poor LOS at: ◦ Trail Head Rd / Pony Express Pkwy	• Poor LOS at: ◦ Trail Head Rd / Pony Express Pkwy ◦ 1620 East / Trail Head Rd ◦ Eagle Mountain Blvd / Pony Express Pkwy • Significant queuing as follows: ◦ Trail Head Rd / Pony Express Pkwy: ▪ Westbound (AM & PM) ◦ Eagle Mountain Blvd / Pony Express Pkwy: ▪ Westbound (AM) ▪ Northbound (PM)
Mitigations	• None • A traffic signal is anticipated to be close to meeting peak hour signal warrants at the Trail Head Rd / Pony Express Pkwy intersection and is recommended when warrants are met	• Trail Head Rd / Pony Express Pkwy: ◦ Install signal ◦ Remove or reduce width of medians on east and west legs • 1620 East / Trail Head Rd: ◦ Remove roundabout and restrict to right-in/right-out for the NB and SB approaches • Eagle Mountain Blvd / Pony Express Pkwy: ◦ Stripe for a dual-lane roundabout • Main St / Eagle Mountain Blvd: ◦ Separate RT and LT lanes on the SB approach

2030	Background	Plus Project
Assumptions	Anticipated traffic volumes from numerous nearby developments added to projected future traffic volumes	Full build of the project completed but with only half of the projected pass-by trips incorporated due to the traffic volumes on the studied roadways
Findings	- Poor LOS at all study intersections - Significant queuing stemming from Eagle Mountain Blvd / Pony Express Pkwy and Trail Head Rd / Pony Express Pkwy intersection	- Poor LOS at: - Wendy's Access / Pony Express Pkwy - Main Street / Eagle Mountain Blvd - Project Access / Main Street - Heritage Drive / Main Street - Significant queuing as follows: - Wendy's Access / Pony Express Pkwy: - Westbound (AM & PM) - Main Street / Eagle Mountain Blvd: - Southbound (AM)
Mitigations	Trail Head Rd / Pony Express Pkwy: - Install signal - Remove or reduce width of medians on east and west legs Eagle Mountain Blvd / Pony Express Pkwy: - Install Signal with dual left-turn lanes on the NB and SB approaches and right-turn lanes on all approaches	- None - Vehicles will likely reroute from unsignalized intersections to the recommended signalized intersections if undue delay or queuing is experienced
2050	Background	Plus Project
Assumptions	Eagle Mountain Blvd: - Widened to five lanes east of Pony Express Parkway - Airport Road constructed to alleviate traffic volumes within the study area	Full build of the project with all pass-by trips incorporated
Findings	Acceptable LOS	- Poor LOS at: - Wendy's Access / Pony Express Pkwy - Main Street / Eagle Mountain Blvd - Significant queuing as follows: - Wendy's Access / Pony Express Pkwy: - Westbound (AM & PM)
Mitigations	None	- None - Vehicles will likely reroute from unsignalized intersections to the recommended signalized intersections if undue delay or queuing is experienced

**Eagle Mountain The District at Eagle Mountain
Mitigated Roadway Network**

Figure ES-1

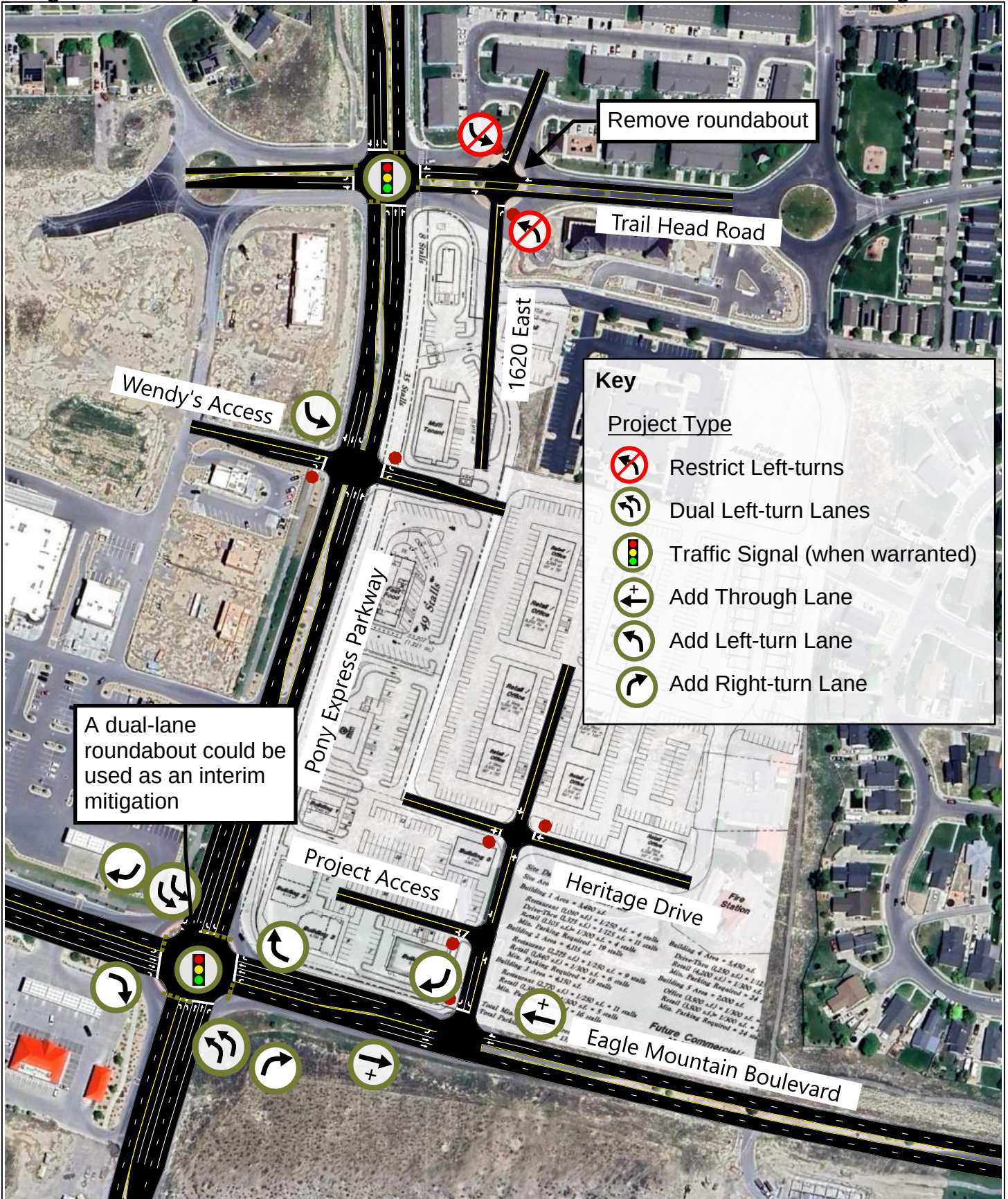


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Appendix A: Project Site Plan

Appendix B: Turning Movement Counts

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I. INTRODUCTION

A. Purpose

This study addresses the traffic impacts associated with the proposed The District at Eagle Mountain development located in Eagle Mountain, Utah. The proposed project is located east of Pony Express Parkway between Trail Head Road and Eagle Mountain Boulevard. Figure 1 shows a vicinity map of the proposed development.

The purpose of this traffic impact study is to analyze traffic operations at key intersections for existing (2024), future (2030), and future (2050) conditions with and without the proposed project and to recommend mitigation measures as needed.



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

B. Scope

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

- Trail Head Road / Pony Express Parkway
- 1620 East / Trail Head Road
- Wendy's Access (West Project Access) / Pony Express Parkway
- Eagle Mountain Boulevard / Pony Express Parkway
- Main Street / Eagle Mountain Boulevard
- Heritage Drive / Main Street
- Project Access / Main Street

C. Analysis Methodology

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

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

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

Many of the figures in this report are printouts of the Synchro model. These figures are not meant to be a design exhibit for exact lane striping and design, due to the limitations of the Synchro software. Instead, the purpose of these figures is to show assumed peak hour turning movement volumes and the conceptual travel lane configuration of the study roadway network.

D. Level of Service Standards

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

Table 1: Level of Service Description

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

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

II. EXISTING (2024) BACKGROUND CONDITIONS

A. Purpose

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

B. Roadway System

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

Pony Express Parkway – is a city-maintained roadway which is classified by the Eagle Mountain Transportation Master Plan (2022) as a parkway. The roadway has two travel lanes in each direction separated by a landscaped median. The posted speed limit is 35 mph in the study area.

Eagle Mountain Boulevard – is a city-maintained roadway which is classified by the Eagle Mountain Transportation Master Plan (2022) as a minor arterial. The roadway has two travel lanes in each direction separated by a landscaped median. The posted speed limit is 35 mph in the study area.

C. Traffic Volumes

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

- Trail Head Road / Pony Express Parkway
- 1620 East / Trail Head Road
- Wendy's Access / Pony Express Parkway
- Main Street / Eagle Mountain Boulevard

The counts were performed on Wednesday, April 10, 2024. The morning peak hour was determined to be between 7:15 and 8:15 a.m., and the evening peak hour was determined to be between 5:00 and 6:00 p.m. The evening peak hour volumes were approximately 30% higher than the morning peak hour volumes. Both the morning and evening peak hour volumes were used in the analysis. Detailed count data are included in Appendix B.

Additionally, traffic counts were balanced with a previously collected count at the Eagle Mountain Boulevard / Pony Express Parkway, which was performed on Thursday, January 25, 2024.

Hales Engineering made seasonal adjustments to the observed traffic volumes. Monthly traffic volume data were obtained from a nearby UDOT automatic traffic recorder (ATR) on S.R. 73 (ATR #626). In recent years, traffic volumes in January have been equal to approximately 87.4%

of average traffic volumes. The observed January traffic volumes were adjusted accordingly to determine average turning movement counts at the study intersections. No monthly adjustments were made for the intersections counted in April.

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

D. Level of Service Analysis

Hales Engineering determined that the Trail Head Road / Pony Express Parkway intersection is currently operating at a poor level of service during the morning and evening peak hours, as shown in Table 2. These results serve as a baseline condition for the impact analysis of the proposed development during existing (2024) conditions.

Table 2: Existing (2024) Background Peak Hour LOS

Intersection		LOS (Sec. Delay / Veh.) / Movement ¹	
Description	Control	Morning Peak	Evening Peak
Trail Head Road / Pony Express Parkway	EB/WB Stop	f (>50) / WBT	f (>50) / EBT
1620 East / Trail Head Road	Roundabout	A (2.2)	A (4.6)
Wendy's Access / Pony Express Parkway	EB Stop	b (10.9) / EBL	b (10.2) / EBL
Eagle Mountain Blvd. / Pony Express Parkway	Roundabout	A (9.3)	D (25.8)
Main Street / Eagle Mountain Blvd.	SB Stop	a (5.6) / EBL	a (5.3) / SBR

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

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

Source: Hales Engineering, May 2024

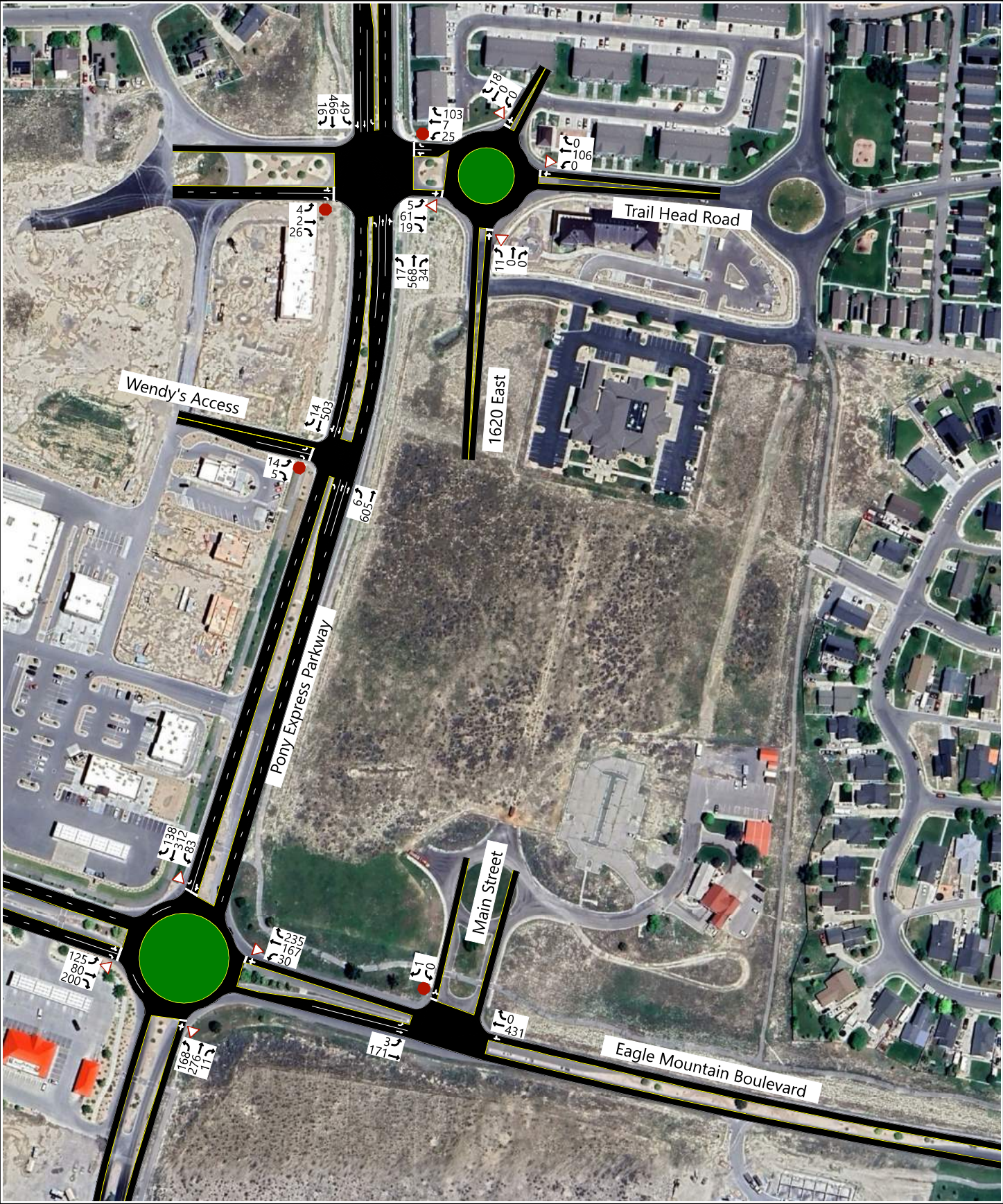
E. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. Significant 95th percentile queue lengths during the morning and evening peak hour are summarized as follows:

- Eagle Mountain Blvd / Pony Express Pkwy:
 - Northbound: 825 feet (PM)
- Trail Head Road / Pony Express Pkwy:
 - Westbound: 200 feet (PM)

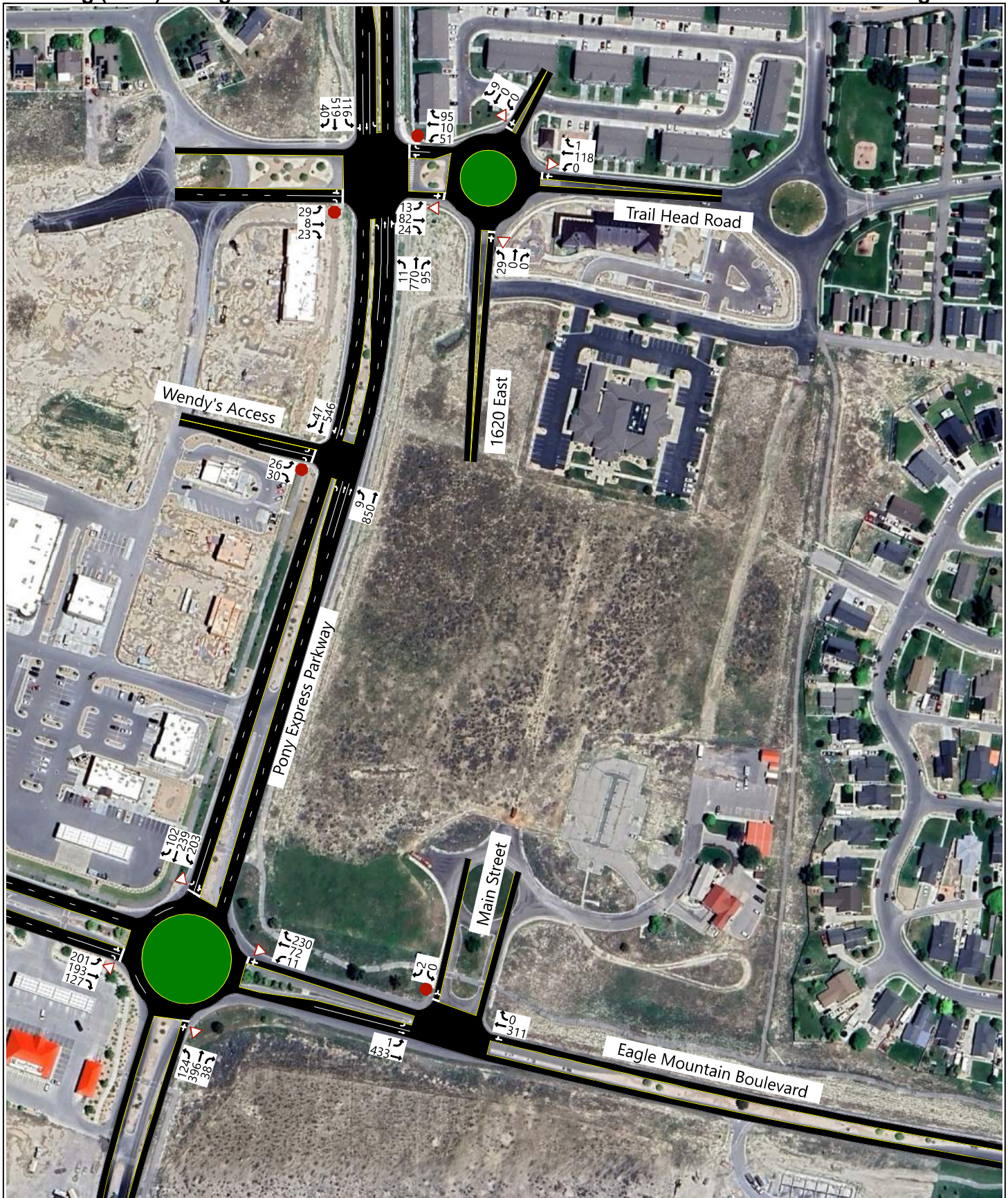
F. Mitigation Measures

No mitigation measures are recommended. The Trail Head Road / Pony Express Parkway intersection is currently close to meeting peak hour traffic signal warrants. The intersection should be monitored to determine when a traffic signal is warranted as developments are constructed in the vicinity.



Eagle Mountain The District at Eagle Mountain Existing (2024) Background

Evening Peak Hour Figure 2B



III. PROJECT CONDITIONS

A. Purpose

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

B. Project Description

The proposed The District at Eagle Mountain development is located east of Pony Express Parkway between Trail Head Road and Eagle Mountain Boulevard. The development will consist of a mixed-use of residential, office, retail, and restaurant space. A concept plan for the proposed development is provided in Appendix A. The proposed land uses for the development have been identified by anticipated analysis phasing in Table 3.

Table 3: Project Land Uses

Land Use	Intensity	
	Phase 1 (2024)	Full Build (2030)
Commercial / Retail	26,700 sq. ft.	75,500 sq. ft.
Drive-Thru Fast Food	14,800 sq. ft.	22,300 sq. ft.
Coffee Shop	1 Drive-Thru Lane	1 Drive-Thru Lane
Office Space	-	40,300 sq. ft.
Townhomes	-	19 DU
Assisted Living	-	50 Beds

C. Trip Generation

Trip generation for the development was calculated using trip generation rates published in the Institute of Transportation Engineers (ITE), *Trip Generation*, 11th Edition, 2021. Due to the mixed-use nature of the proposed development, an internal capture reduction was applied based on NCHRP 684 methodologies.

Additionally, commercial and restaurant land uses attract a percentage of pass-by trips, which are trips that are already on the existing roadway network but may stop at the site while enroute to a further destination. The pass-by trips for the development were differentiated from the new trips being added to the road. Due to lower existing traffic volumes on Pony Express Parkway, pass-by reductions were lowered for the 2024 and 2030 analyses but were assumed to increase for the 2050 analysis as developments in the area grow out. The full build (2050) trip generation for the proposed project is included in Table 4.

Table 4: Trip Generation

Trip Generation Eagle Mountain - The District at Eagle Mountain												
Land Use ¹	# of Units	Unit Type	Trip Generation					Reductions		New Trips		
			Total	% In	% Out	In	Out	Internal Capture	Pass-by	In	Out	Total
Weekday Daily												
Fast-Food Restaurant with Drive-Through Window (934)	22.3	KSF	10,414	50%	50%	5,207	5,207	10%	45%	2,578	2,577	5,155
Shopping Plaza, 40-150k, non-Supermarket Anchor (821)	75.5	KSF	5,098	50%	50%	2,549	2,549	10%	30%	1,606	1,606	3,212
Coffee Shop w/Drive-thru & No Indoor Seating (938)	1	Drive-thru Lanes	180	50%	50%	90	90	10%	85%	12	12	24
General Office Building (710)	40.3	KSF	526	50%	50%	263	263	10%	0%	236	237	473
Assisted Living (254)	50	Beds	130	50%	50%	65	65	10%	0%	58	59	117
Single-Family Attached Housing (215)	19	DU	96	50%	50%	48	48	10%	0%	43	43	86
TOTAL			16,444			8,222	8,222			4,533	4,534	9,067
AM Peak Hour												
Fast-Food Restaurant with Drive-Through Window (934)	22.3	KSF	994	51%	49%	507	487	5%	45%	265	254	519
Shopping Plaza, 40-150k, non-Supermarket Anchor (821)	75.5	KSF	132	62%	38%	82	50	5%	30%	55	33	88
Coffee Shop w/Drive-thru & No Indoor Seating (938)	1	Drive-thru Lanes	40	50%	50%	20	20	5%	85%	3	3	6
General Office Building (710)	40.3	KSF	78	88%	12%	69	9	5%	0%	65	9	74
Assisted Living (254)	50	Beds	10	60%	40%	6	4	5%	0%	6	4	10
Single-Family Attached Housing (215)	19	DU	6	31%	69%	2	4	5%	0%	2	4	6
TOTAL			1,260			686	574			396	307	703
PM Peak Hour												
Fast-Food Restaurant with Drive-Through Window (934)	22.3	KSF	736	52%	48%	383	353	15%	50%	163	150	313
Shopping Plaza, 40-150k, non-Supermarket Anchor (821)	75.5	KSF	392	49%	51%	192	200	15%	30%	114	119	233
Coffee Shop w/Drive-thru & No Indoor Seating (938)	1	Drive-thru Lanes	16	50%	50%	8	8	15%	90%	0	1	1
General Office Building (710)	40.3	KSF	80	17%	83%	14	66	15%	0%	12	56	68
Assisted Living (254)	50	Beds	12	39%	61%	5	7	15%	0%	4	6	10
Single-Family Attached Housing (215)	19	DU	8	57%	43%	5	3	15%	0%	4	3	7
TOTAL			1,244			607	637			297	335	632
1. Land Use Code from the Institute of Transportation Engineers (ITE) <i>Trip Generation</i> , 11th Edition, 2021. SOURCE: Hales Engineering, May 2024												

1. Land Use Code from the Institute of Transportation Engineers (ITE) *Trip Generation*, 11th Edition, 2021.

SOURCE: Hales Engineering, May 2024

The phase 1 (2024) trip generation for the development is as follows:

- Daily Trips: 4,811 (+3,480 pass-by)
- Morning Peak Hour Trips: 423 (+341 pass-by)
- Evening Peak Hour Trips: 358 (+286 pass-by)

The full build (2030) trip generation for the development is as follows:

- Daily Trips: 11,694 (+3,450 pass-by)
- Morning Peak Hour Trips: 926 (+287 pass-by)
- Evening Peak Hour Trips: 844 (+251 pass-by)

The total trip generation (2050) for the development is as follows:

- Daily Trips: 9,067 (+6,370 pass-by)
- Morning Peak Hour Trips: 703 (+521 pass-by)
- Evening Peak Hour Trips: 632 (+501 pass-by)

D. Trip Distribution and Assignment

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

Table 5: New Trip Distribution

Direction	% To/From Project
North	40%
South	20%
East	20%
West	20%

Pass-by trip distribution was based on the existing traffic volumes along Pony Express Parkway and Eagle Mountain Boulevard. The morning and evening peak hour percentages are provided in Table 6.

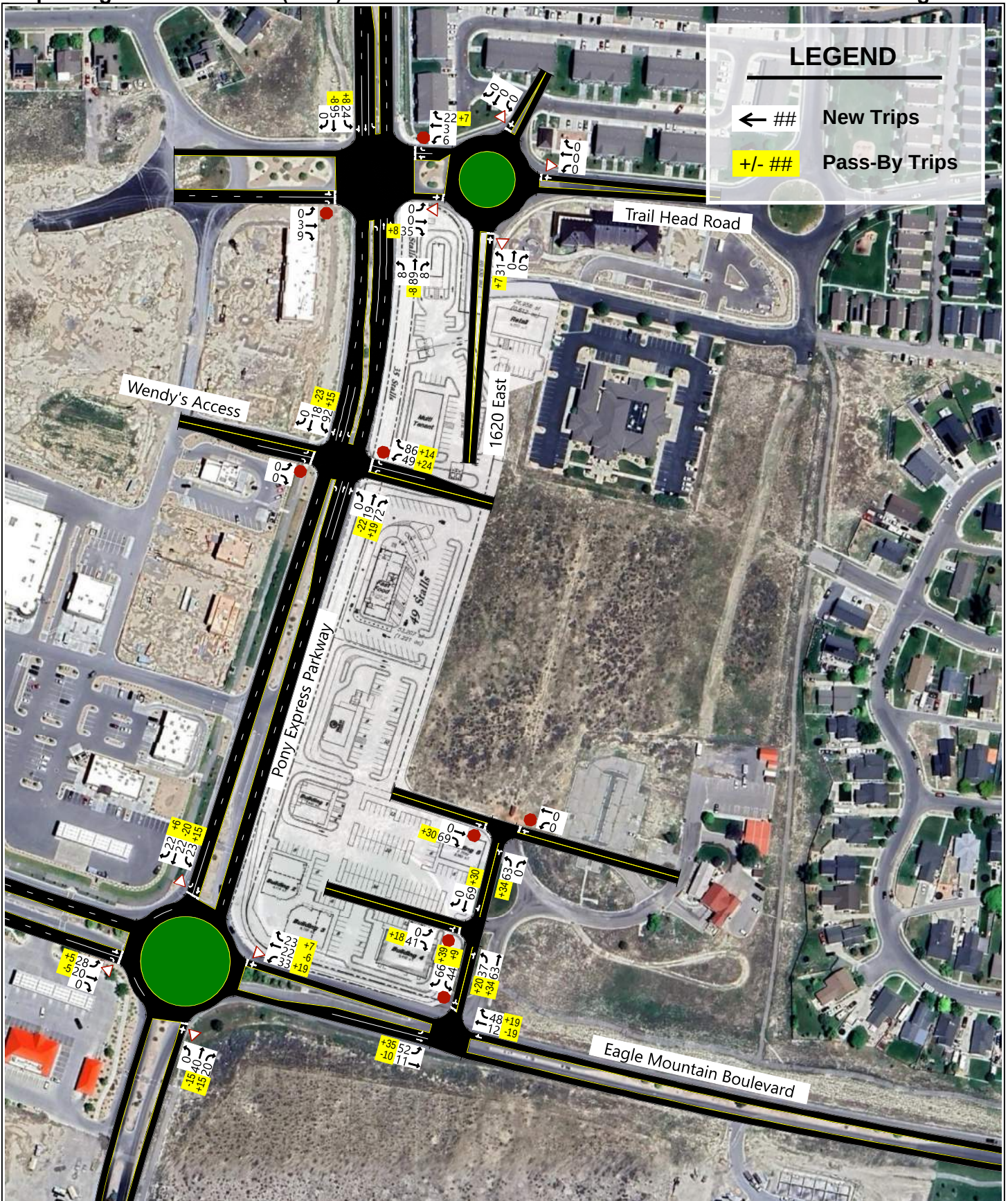
Table 6: Pass-by Trip Percentages

Direction	AM Peak Hour %	PM Peak Hour %
Northbound Pony Express Parkway	30%	45%
Southbound Pony Express Parkway	40%	25%
Eastbound Eagle Mountain Boulevard	10%	20%
Westbound Eagle Mountain Boulevard	20%	10%

These trip distribution assumptions were used to assign the morning and evening peak hour trip generation at the study intersections to create trip assignment for the proposed development. The phased trip assignment for the development is shown in Figure 3.

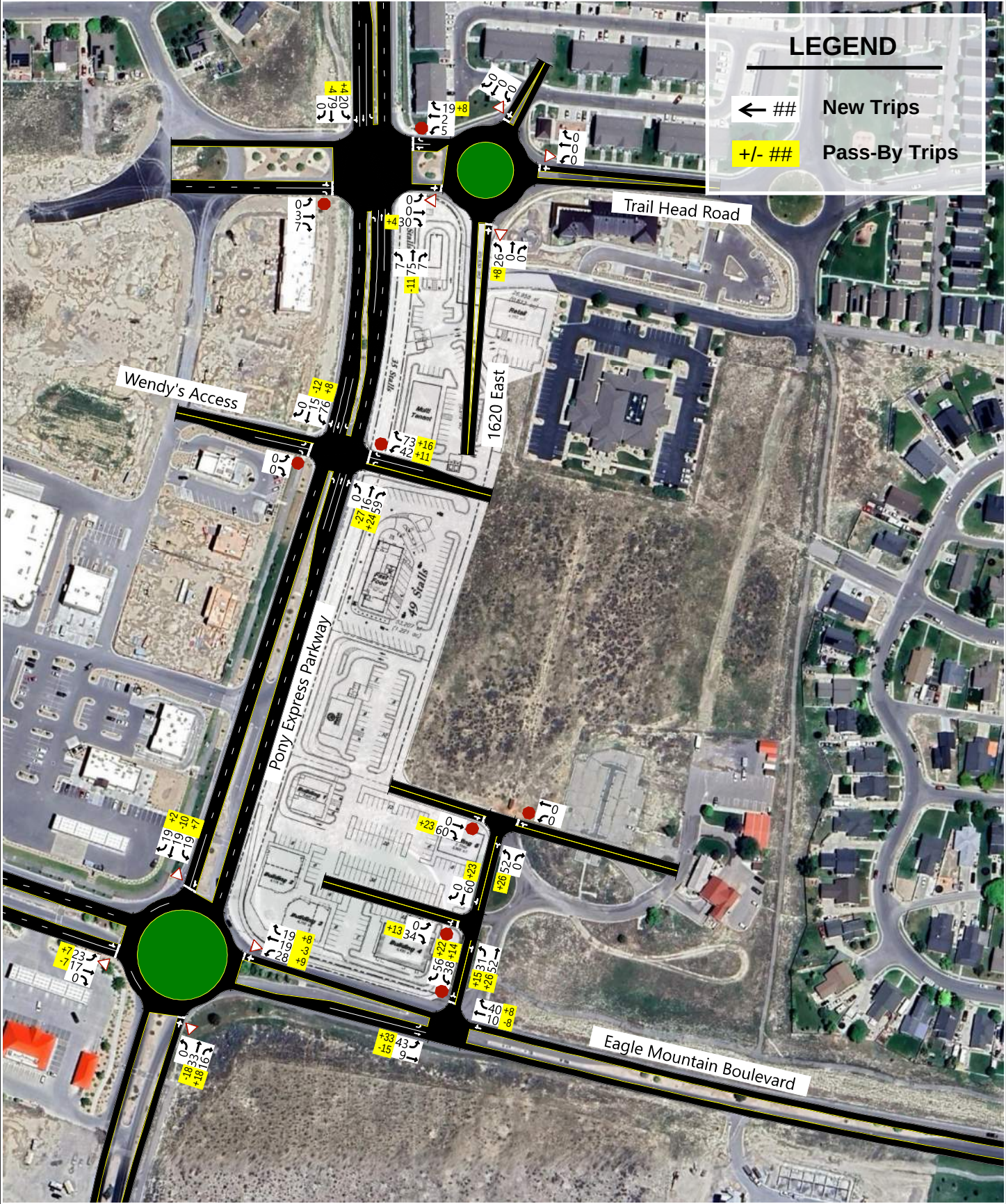
Eagle Mountain The District at Eagle Mountain Trip Assignment - Phase 1 (2024)

Morning Peak Hour Figure 3A



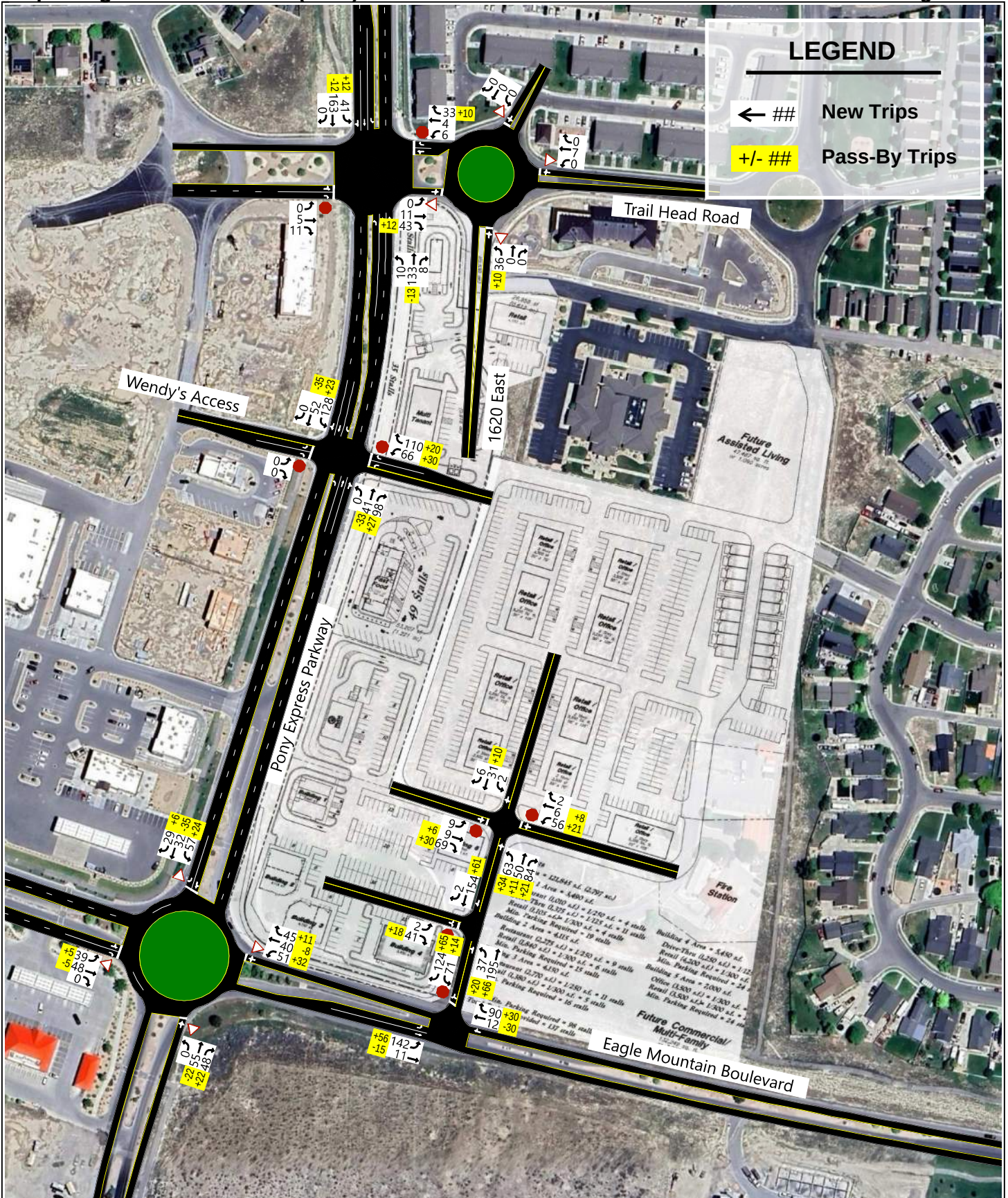
Eagle Mountain The District at Eagle Mountain
Trip Assignment - Phase 1 (2024)

Evening Peak Hour
Figure 3B



Eagle Mountain The District at Eagle Mountain
Trip Assignment - Full Build (2030)

Morning Peak Hour
Figure 3C



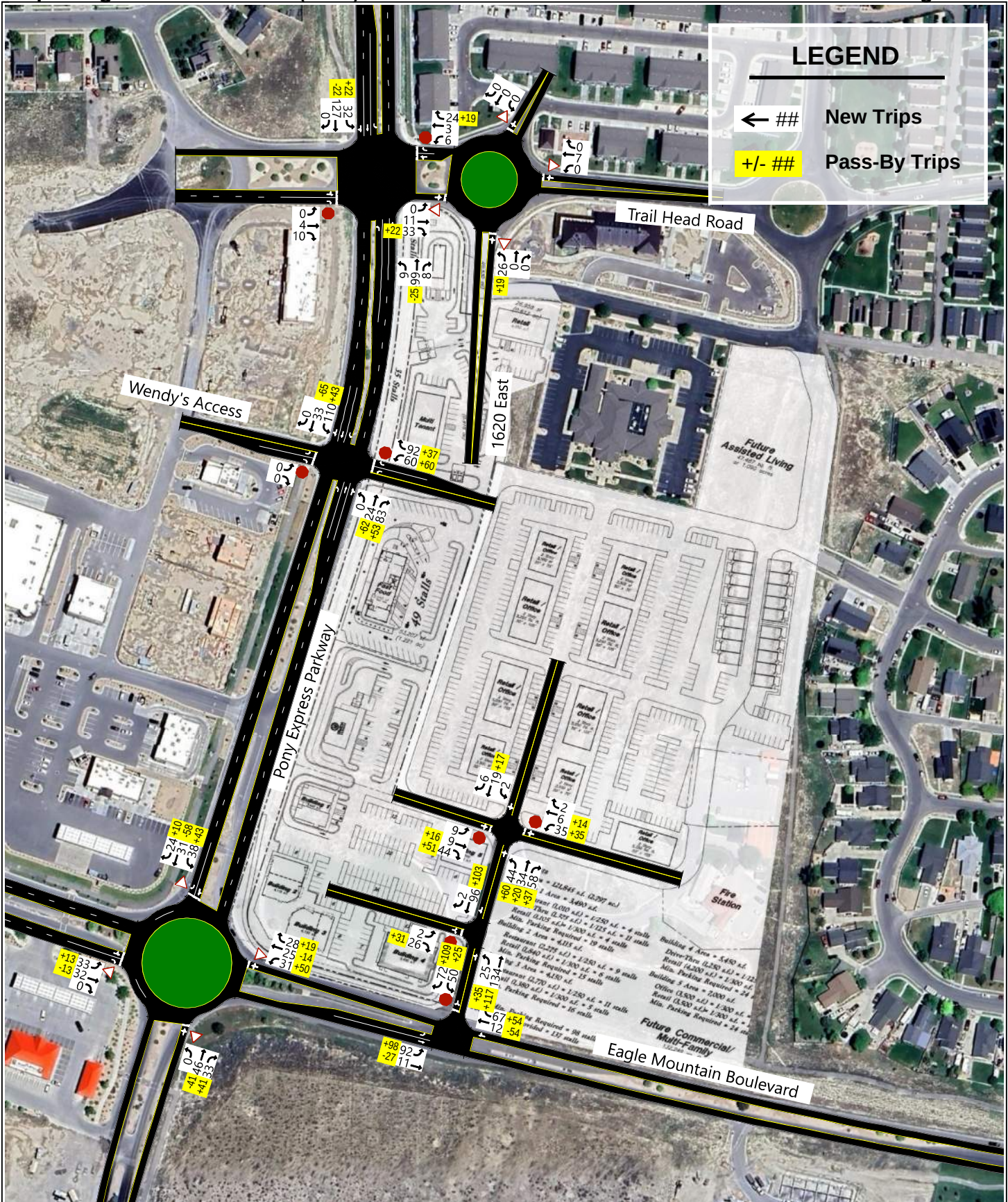
Evening Peak Hour Figure 3D



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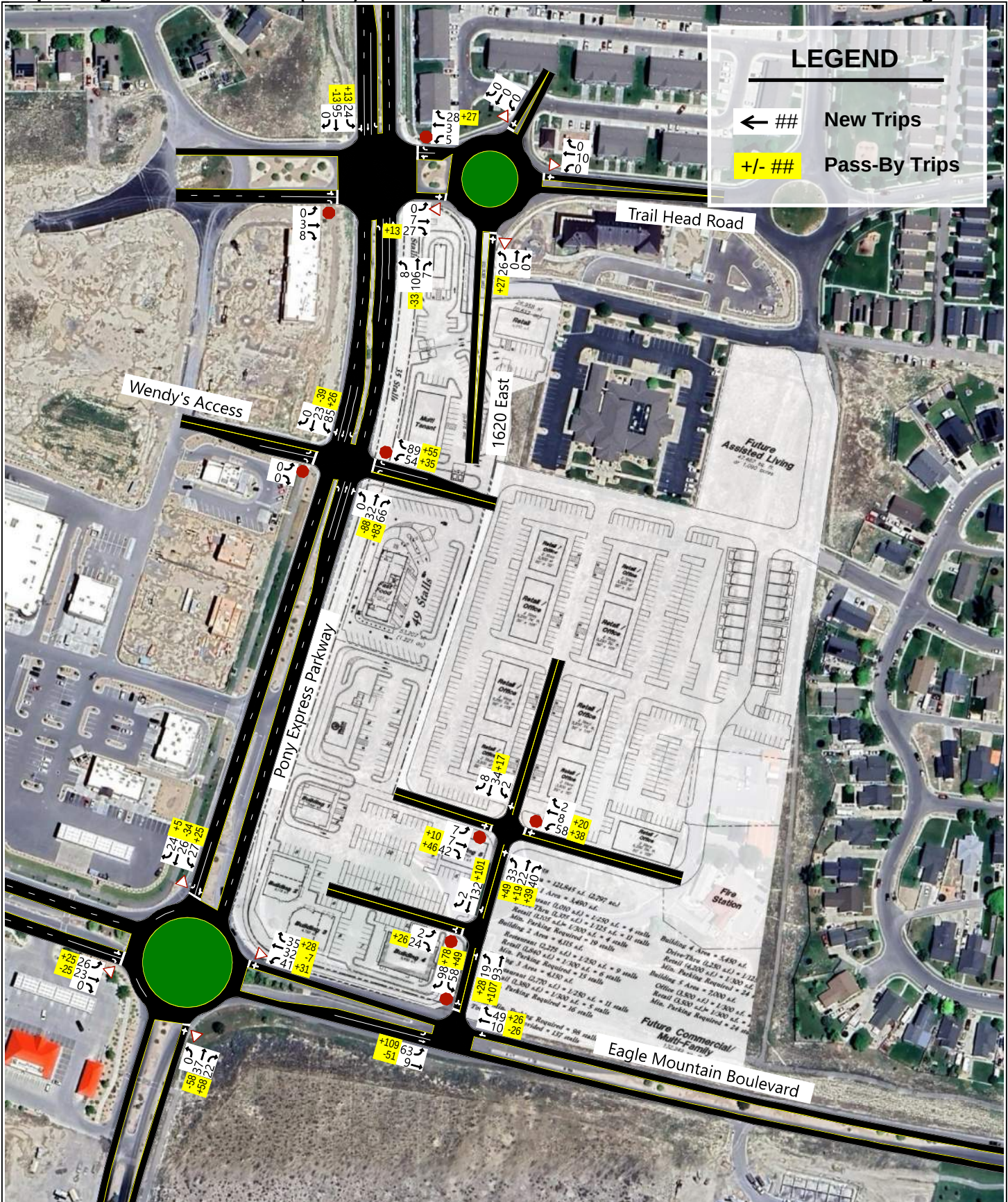
Eagle Mountain The District at Eagle Mountain
Trip Assignment - Full Build (2050)

Morning Peak Hour
Figure 3E



Eagle Mountain The District at Eagle Mountain
Trip Assignment - Full Build (2050)

Evening Peak Hour
Figure 3F



E. Access

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

Pony Express Parkway:

- The west project access will be located across from the Wendy's Access, which is approximately 800 feet north of the Eagle Mountain Boulevard / Pony Express Parkway intersection. It will access the project on the east side of Pony Express Parkway. It is anticipated that the access will be stop-controlled.
- There will also be a connection to 1620 East which accesses Pony Express Parkway at Trail Head Road.

Main Street:

- A project access will be located approximately 125 feet north of the Main Street / Eagle Mountain Boulevard intersection. It will access the project on the west side of Main Street. It is anticipated that the access will be stop-controlled.
- There will also be a connection at the existing Heritage Drive / Main Street intersection. The roundabout at the existing intersection is planned to be removed. The new intersection is proposed to be located approximately 300 feet north of the Main Street / Eagle Mountain Boulevard intersection. It was assumed that the intersection would be stop-controlled on the eastbound and westbound approaches.

F. Auxiliary Lanes

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

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

Based on these guidelines and the anticipated project traffic, it is recommended that the following deceleration (ingress) lanes be installed:

- West Project Access / Pony Express Parkway: Southbound left-turn

There is an existing eastbound left-turn lane at the Main Street / Eagle Mountain Boulevard intersection, but it is recommended to be striped to better delineate the turn lane from the through lane.

Additionally, right-turn lanes are also warranted at all study intersections, based on these guidelines. However, to remain consistent with the rest of the corridor, they were not assumed for the analysis.

IV. EXISTING (2024) PLUS PROJECT CONDITIONS

A. Purpose

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

B. Traffic Volumes

Hales Engineering added the project trips discussed in Chapter III to the existing (2024) background traffic volumes to predict turning movement volumes for existing (2024) plus project conditions. Existing (2024) plus project morning and evening peak hour turning movement volumes are shown in Figure 4.

C. Level of Service Analysis

Hales Engineering determined that numerous study intersections are anticipated to operate at poor levels of service during the morning and evening peak hours with project traffic added, as shown in Table 7.

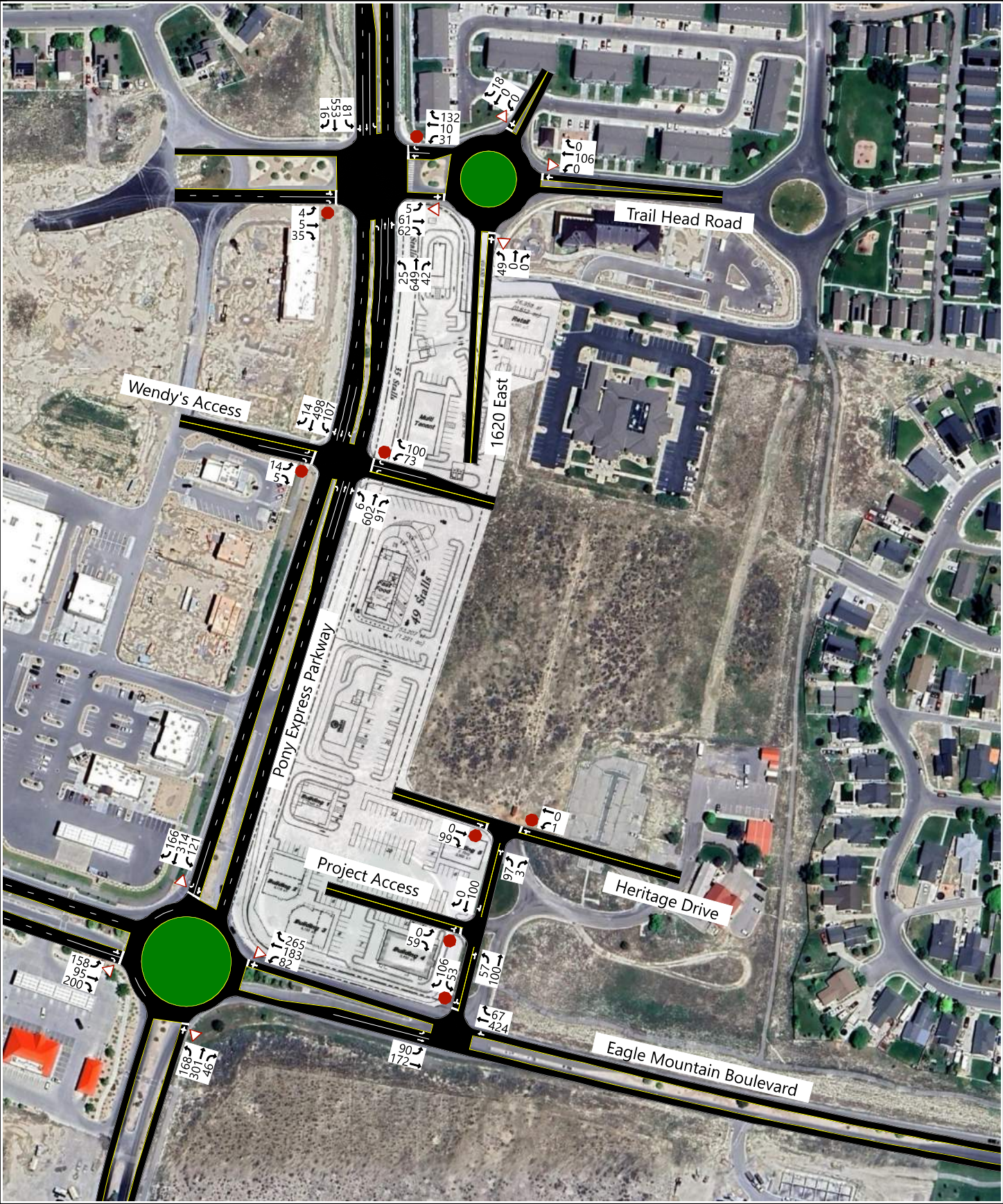
Table 7: Existing (2024) Plus Project Peak Hour LOS

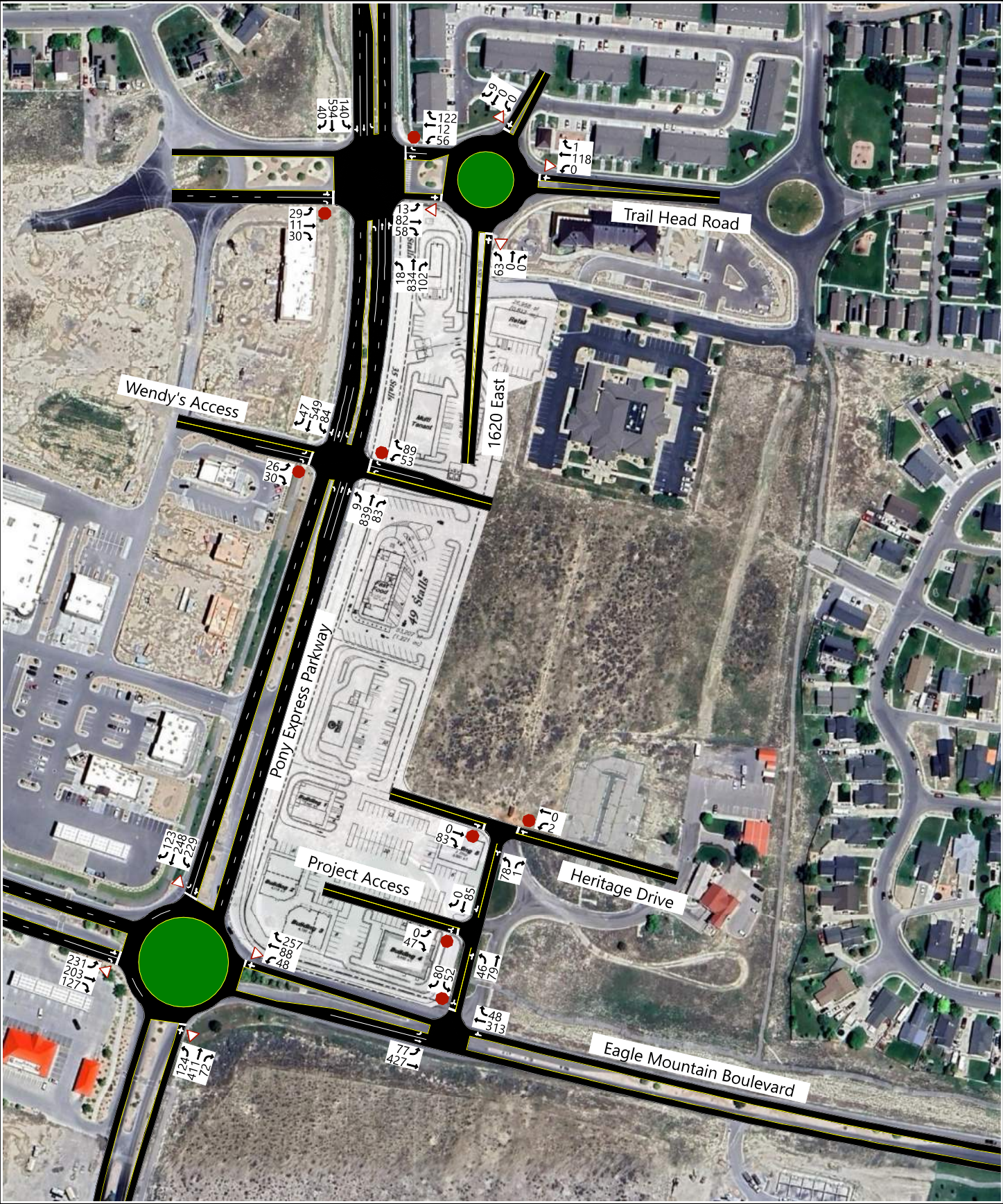
Intersection		LOS (Sec. Delay / Veh.) / Movement ¹	
Description	Control	Morning Peak	Evening Peak
Trail Head Road / Pony Express Parkway	EB/WB Stop	f (>50) / WBT	f (>50) / EBT
1620 East / Trail Head Road	Roundabout	B (11.5)	F (>50)
Wendy's Access / Pony Express Parkway	EB/WB Stop	c (24.3) / WBL	d (34.4) / WBL
Eagle Mountain Blvd. / Pony Express Parkway	Roundabout	C (20.1)	F (>50)
Main Street / Eagle Mountain Blvd.	SB Stop	c (19.1) / SBL	b (14.6) / SBL
Heritage Drive / Main Street	EB/WB Stop	a (3.6) / EBR	a (4.5) / WBL
Project Access / Main Street	EB Stop	a (5.1) / EBR	a (3.9) / EBR

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

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

Source: Hales Engineering, May 2024





D. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. Significant 95th percentile queue lengths during the morning and evening peak hour are summarized as follows:

- Trail Head Road / Pony Express Parkway:
 - Westbound: 225+ feet (AM & PM)
- Eagle Mountain Blvd / Pony Express Parkway:
 - Westbound: 800 feet (AM)
 - Northbound: >1,000 feet (PM)

The queues from both of these intersections are backing into upstream intersections or roundabouts.

E. Mitigation Measures

To mitigate the significant queuing on the westbound and northbound approaches of the Eagle Mountain Boulevard / Pony Express Parkway roundabout, it is recommended that the roundabout be converted to a dual lane roundabout. The roundabout is wide enough in existing conditions to accommodate the extra lane. Based on existing counts, it is recommended that the roundabout be striped with a left-turn lane and a through/right-turn lane on the south-, east-, and northbound approaches and with a through/left-turn lane and a right-turn lane on the westbound approach.

The Trail Head Road / Pony Express Parkway intersection is anticipated to meet peak hour traffic signal warrants with the addition of project traffic. It is recommended that a traffic signal be installed at this location when warranted. When a traffic signal is installed, it is recommended that the medians on the east and west legs of the intersection be removed or narrowed to reduce crossing distance and increase sight distance.

The proximity of the roundabout at 1620 East is not anticipated to accommodate the necessary queue storage during the peak hours and queues will back through the roundabout. It is recommended that the roundabout be removed and replaced with stop control on the northbound and southbound approaches. Additionally, due to the proximity of the 1620 East intersection to Pony Express Parkway, it is recommended that the 1620 East / Trail Head Road intersection be restricted to right-in / right-out turning movements only. Vehicles can utilize the roundabout at Heritage Drive to make a U-turn.

In summary, the following improvements are recommended:

- **Trail Head Road / Pony Express Parkway:**
 - Install signal
 - Remove or reduce width of medians on east and west legs
- **1620 East / Trail Head Road:**
 - Remove roundabout and restrict to right-in/right-out for the northbound and southbound approaches
- **Eagle Mountain Boulevard / Pony Express Parkway:**
 - Convert to dual-lane roundabout

- **Main Street / Eagle Mountain Boulevard:**
 - Separate right- and left-turn lanes on the southbound approach

A mitigated scenario was analyzed with these improvements and the LOS results are provided in Table 8.

Table 8: Existing (2024) Plus Project Peak Hour LOS (Mitigated)

Intersection		LOS (Sec. Delay / Veh.) / Movement ¹	
Description	Control	Morning Peak	Evening Peak
Trail Head Road / Pony Express Parkway	Signal	A (6.5)	A (8.1)
1620 East / Trail Head Road	NB/SB Stop	a (3.7) / NBR	a (4.8) / SBR
Wendy's Access / Pony Express Parkway	EB/WB Stop	c (20.3) / WBL	d (28.9) / WBL
Eagle Mountain Blvd. / Pony Express Parkway	Roundabout	A (6.4)	A (6.6)
Main Street / Eagle Mountain Blvd.	SB Stop	b (15.0) / SBL	b (14.0) / SBL
Heritage Drive / Main Street	EB/WB Stop	a (6.7) / WBL	a (4.2) / WBL
Project Access / Main Street	EB Stop	a (3.8) / EBR	a (3.6) / EBR

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

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

Source: Hales Engineering, May 2024

V. FUTURE (2030) BACKGROUND CONDITIONS

A. Purpose

The purpose of the future (2030) background analysis is to study the intersections and roadways during the peak travel periods of the day for future background traffic and geometric conditions. Through this analysis, future background traffic operational deficiencies can be identified, and potential mitigation measures recommended.

B. Roadway Network

According to the Mountainland Association of Governments (MAG) Regional Transportation Plan, there are no projects planned before 2030 in the study area. However, to allow the simulation model to run without completely locking up, it was assumed that the Eagle Mountain Boulevard / Pony Express Parkway roundabout would be converted to a dual-lane roundabout to handle the anticipated increase in traffic volumes. These changes were made to the roadway network for the future (2030) analysis.

C. Traffic Volumes

Hales Engineering obtained future (2030) forecasted volumes from the MAG travel demand model. Peak period turning movement counts were estimated using National Cooperative Highway Research Program (NCHRP) 255 methodologies which utilize existing peak period turn volumes and future average weekday daily traffic (AWDT) volumes to project the future turn volumes at the major intersections.

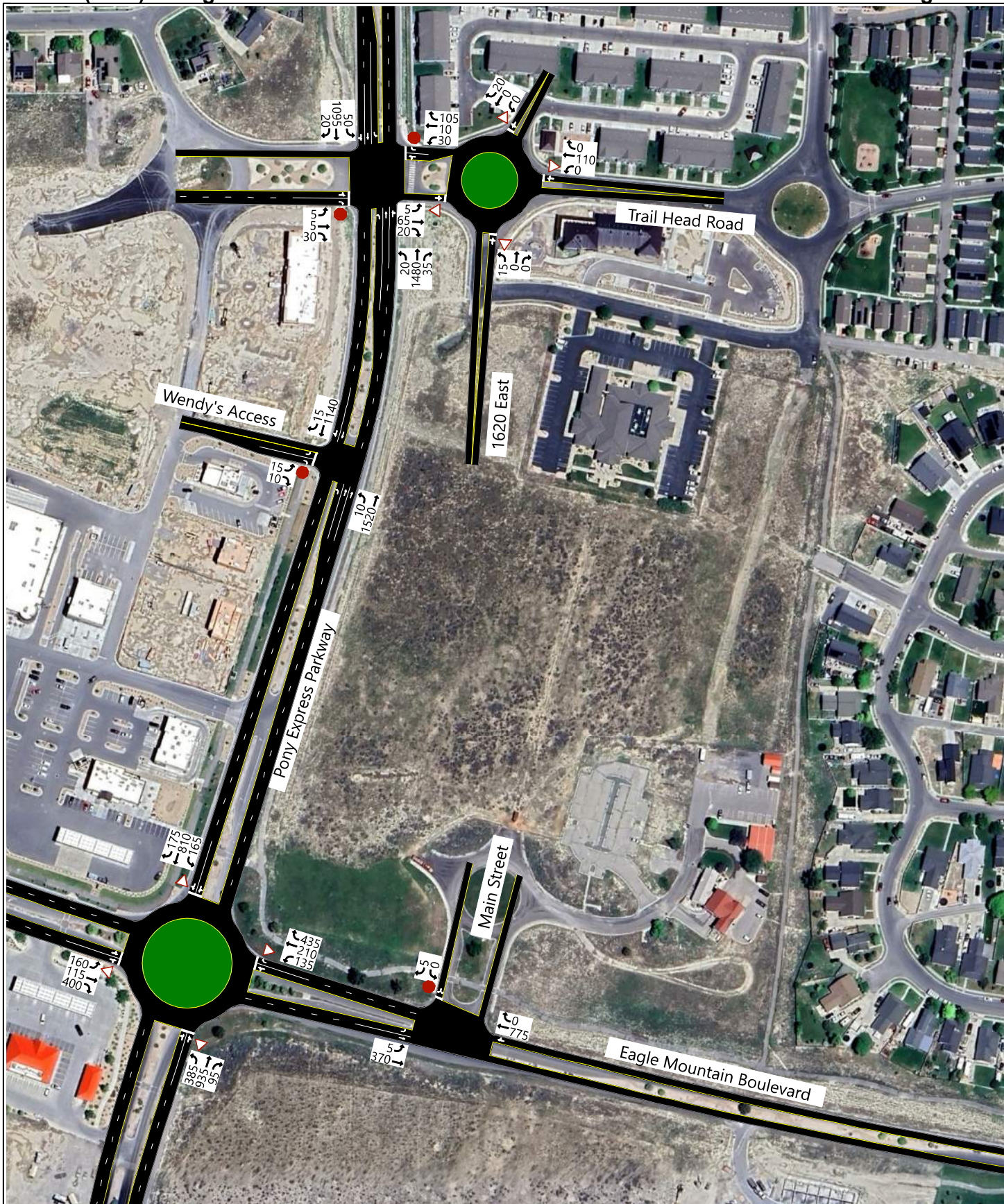
To align with a previous traffic study of the Eagle Mountain Boulevard / Pony Express Parkway roundabout, traffic volumes from surrounding developments, which had not been fully accounted for in the travel demand model, were added to the future traffic projections. These developments include:

- Ault Farms
- John Hancock Academy
- Triumph
- Eagle Heights Village
- LKL Warehouse
- 4000 N & Lehi Fairfield
- Brylee Estates
- Patterson
- Sunset Flats
- Pacific Springs
- Eagle Quest MXD
- Eagle Quest Residential
- Harmony (half complete)

Future (2030) morning and evening peak hour turning movement volumes are shown in Figure 5.

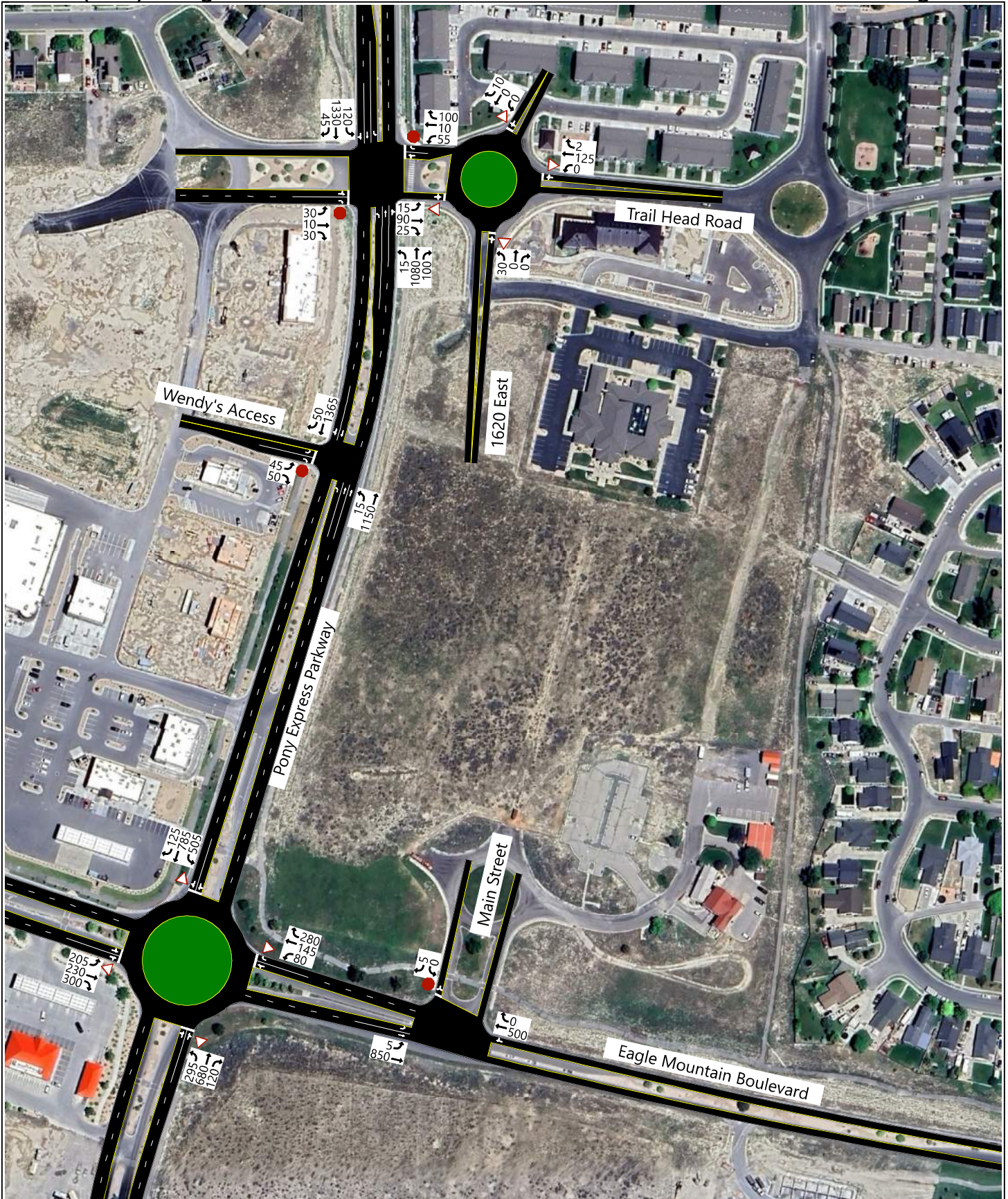
Eagle Mountain The District at Eagle Mountain Future (2030) Background

Morning Peak Hour Figure 5A



Eagle Mountain The District at Eagle Mountain Future (2030) Background

Evening Peak Hour Figure 5B



D. Level of Service Analysis

Hales Engineering determined that all study intersections are anticipated to operate at poor levels of service during the morning and/or evening peak hours in future (2030) background conditions, as shown in Table 9.

Table 9: Future (2030) Background Peak Hour LOS

Intersection		LOS (Sec. Delay / Veh.) / Movement ¹	
Description	Control	Morning Peak	Evening Peak
Trail Head Road / Pony Express Parkway	EB/WB Stop	f (>50) / WBL	f (>50) / EBT
1620 East / Trail Head Road	Roundabout	F (>80)	F (>50)
Wendy's Access / Pony Express Parkway	EB Stop	c (23.7) / EBL	f (>50) / EBL
Eagle Mountain Blvd. / Pony Express Parkway	Roundabout	E (41.9)	F (>50)
Main Street / Eagle Mountain Blvd.	SB Stop	f (>50) / SBR	b (10.6) / SBR

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

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

Source: Hales Engineering, May 2024

E. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. Significant 95th percentile queue lengths are anticipated during the morning and evening peak hour stemming from the Eagle Mountain Boulevard / Pony Express Parkway roundabout and the Trail Head Road / Pony Express Parkway intersection. These queues are anticipated to back up into upstream intersections.

F. Mitigation Measures

Even with a dual lane roundabout, there is still anticipated to be significant queuing at the Eagle Mountain Boulevard / Pony Express Parkway intersection. Therefore, it is recommended that the roundabout be removed and a traffic signal be installed. With the addition of a traffic signal, dual left-turn lanes are recommended on the northbound and southbound approaches. Pony Express Parkway and Eagle Mountain Boulevard would need to be widened to a 5-lane cross-section to the south and east of the intersection. A westbound right-turn overlap phase is also recommended.

The Trail Head Road / Pony Express Parkway intersection is anticipated to meet peak hour traffic signal warrants. It is recommended that a traffic signal be installed at this location. When a traffic signal is installed, it is recommended that the medians on the east and west legs of the intersection be removed or narrowed to reduce crossing distance and increase sight distance.

In summary, the following improvements are recommended:

- **Trail Head Road / Pony Express Parkway:**
 - Install signal
 - Remove or reduce width of medians on east and west legs
- **Eagle Mountain Boulevard / Pony Express Parkway:**
 - Convert to traffic signal
 - Add dual left-turn lanes to north- and southbound approaches
 - Add right-turn overlap phase to westbound approach

A mitigated scenario was analyzed with these improvements and the LOS results are provided in Table 10. These results serve as a baseline condition for the impact analysis of the proposed development for future (2030) conditions.

Table 10: Future (2030) Background Peak Hour LOS (Mitigated)

Intersection		LOS (Sec. Delay / Veh.) / Movement ¹	
Description	Control	Morning Peak	Evening Peak
Trail Head Road / Pony Express Parkway	Signal	A (7.5)	A (9.1)
1620 East / Trail Head Road	Roundabout	A (2.5)	A (2.5)
Wendy's Access / Pony Express Parkway	EB Stop	d (27.6) / EBL	d (31.2) / EBL
Eagle Mountain Blvd. / Pony Express Parkway	Signal	C (26.7)	C (27.4)
Main Street / Eagle Mountain Blvd.	SB Stop	b (10.7) / SBR	a (7.1) / EBL

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

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

Source: Hales Engineering, May 2024

VI. FUTURE (2030) PLUS PROJECT CONDITIONS

A. Purpose

The purpose of the future (2030) plus project analysis is to study the intersections and roadways during the peak travel periods of the day for future background traffic and geometric conditions plus the net trips generated by the proposed development. This scenario provides valuable insight into the potential impacts of the proposed project on future background traffic conditions.

B. Traffic Volumes

Hales Engineering added the project trips discussed in Chapter III to the future (2030) background traffic volumes to predict turning movement volumes for future (2030) plus project conditions. Future (2030) plus project morning and evening peak hour turning movement volumes are shown in Figure 6.

C. Level of Service Analysis

Hales Engineering determined that the unsignalized intersections of Wendy's Access / Pony Express Parkway and Main Street / Eagle Mountain Boulevard are anticipated to operate at poor levels of service during the morning and evening peak hours in future (2030) plus project conditions, as shown in Table 11. Queues from these intersections are also anticipated to impact upstream level of service during the morning peak hour.

Table 11: Future (2030) Plus Project Peak Hour LOS

Intersection		LOS (Sec. Delay / Veh.) / Movement ¹	
Description	Control	Morning Peak	Evening Peak
Trail Head Road / Pony Express Parkway	Signal	A (8.9)	B (12.7)
1620 East / Trail Head Road	NB/SB Stop	a (7.0) / SBR	a (4.9) / SBR
Wendy's Access / Pony Express Parkway	EB/WB Stop	f (>50) / WBL	f (>50) / WBL
Eagle Mountain Blvd. / Pony Express Parkway	Signal	C (31.7)	C (33.1)
Main Street / Eagle Mountain Blvd.	SB Stop	f (>50) / SBL	e (35.9) / SBL
Heritage Drive / Main Street	EB/WB Stop	f (>50) / WBL	a (8.2) / EBT
Project Access / Main Street	EB Stop	f (>50) / EBL	a (10.0) / EBL

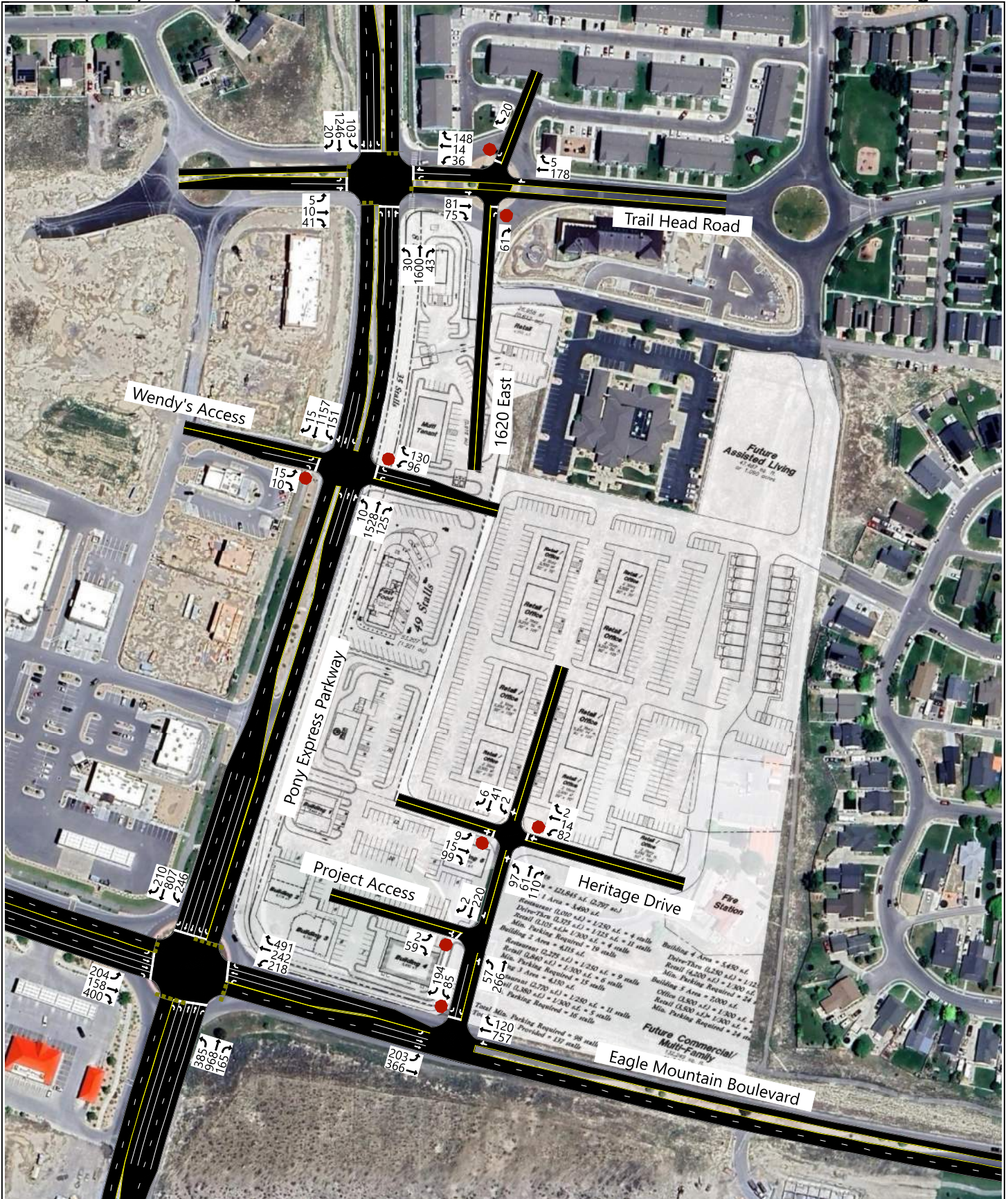
1. Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc.

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

Source: Hales Engineering, May 2024

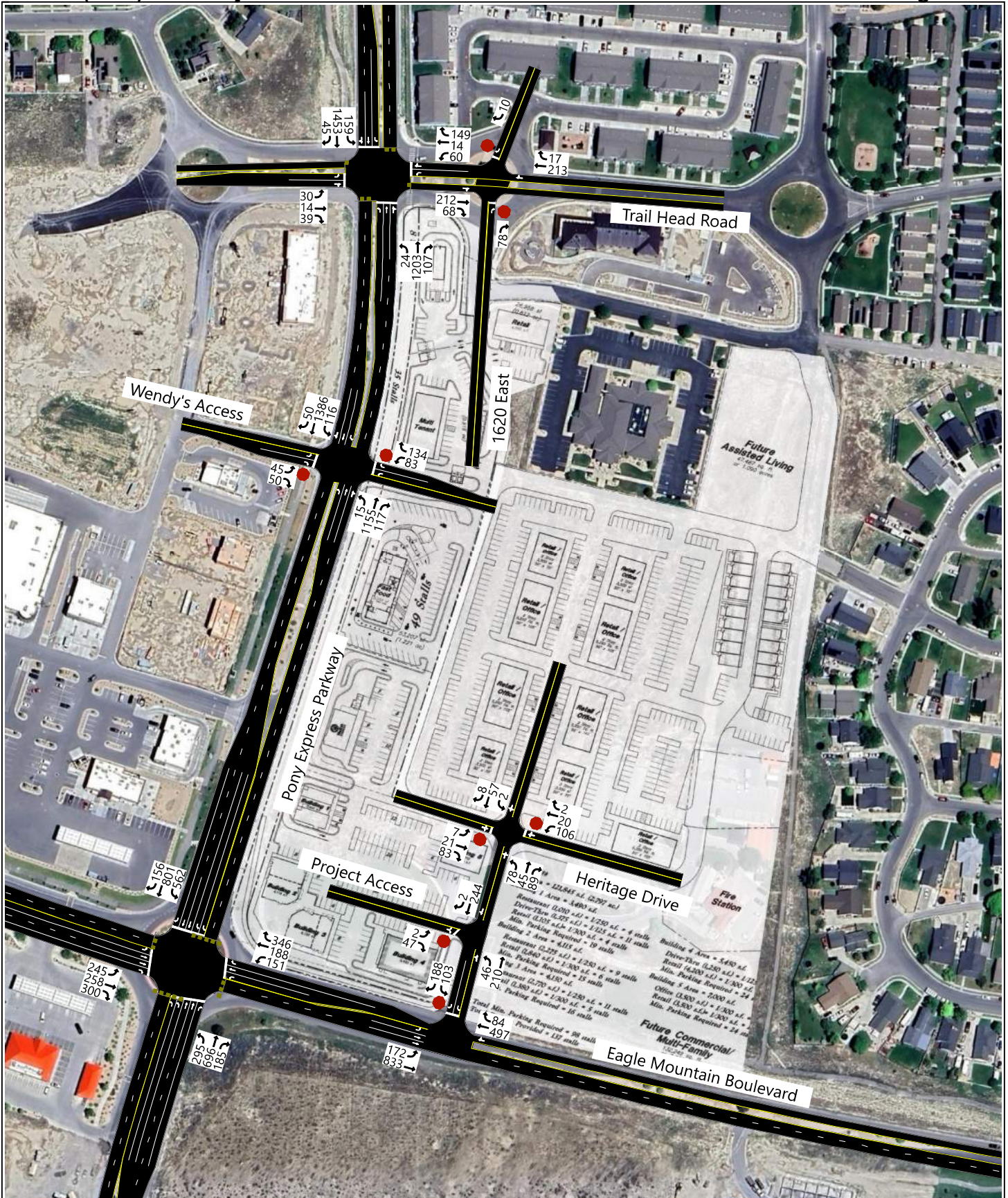
Eagle Mountain The District at Eagle Mountain
Future (2030) Plus Project

Morning Peak Hour
Figure 6A



Eagle Mountain The District at Eagle Mountain
Future (2030) Plus Project

Evening Peak Hour
Figure 6B



D. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. Significant 95th percentile queue lengths during the morning and evening peak hour are summarized as follows:

- Wendy's Access / Pony Express Parkway:
 - Westbound: >300 feet (AM & PM)
- Main Street / Eagle Mountain Boulevard:
 - Southbound: >300 feet (AM)

Queues from these noted unsignalized intersections are anticipated to back into upstream intersections and cause delay and queuing issues at those intersections as well.

E. Mitigation Measures

No mitigation measures are recommended. With the anticipated significant increase in traffic volumes along Pony Express Parkway and Eagle Mountain Boulevard, vehicles will have a difficult time making left turns at unsignalized intersections. With the previously recommended traffic signals, vehicles will likely reroute during peak hours if undue delay or queueing is experienced. The Main Street / Eagle Mountain Boulevard and Wendy's Access / Pony Express Parkway intersections are too close in proximity to the other recommended traffic signals and would not be good candidates for intersection control improvements.

There are future new roadways planned in the vicinity of the study area that will likely draw traffic volumes. With new connections, traffic volumes on Eagle Mountain Boulevard and Pony Express Parkway may reduce and increase functionality of the unsignalized study intersections.

VII. FUTURE (2050) BACKGROUND CONDITIONS

A. Purpose

The purpose of the future (2050) background analysis is to study the intersections and roadways during the peak travel periods of the day for future background traffic and geometric conditions. Through this analysis, future background traffic operational deficiencies can be identified, and potential mitigation measures recommended.

B. Roadway Network

According to the MAG Regional Transportation Plan, there is a project planned to widen Eagle Mountain Boulevard to five lanes before 2050 in the study area. Additionally, there are new roadways planned outside of the study area that will impact traffic volumes within the study area. These changes were made to the roadway network for the future (2050) analysis.

C. Traffic Volumes

Hales Engineering obtained future (2050) forecasted volumes from the WFRC / MAG travel demand model. Peak period turning movement counts were estimated using NCHRP 255 methodologies which utilize existing peak period turn volumes and future AWDT volumes to project the future turn volumes at the major intersections. It was assumed that the Harmony development would be fully completed by this time.

A substantial decrease in traffic volumes is anticipated along Pony Express Parkway with the construction of the new Airport Road. Traffic from Ault Farms and other nearby developments would likely utilize this new connection. Future (2050) background morning and evening peak hour turning movement volumes are shown in Figure 7.

D. Level of Service Analysis

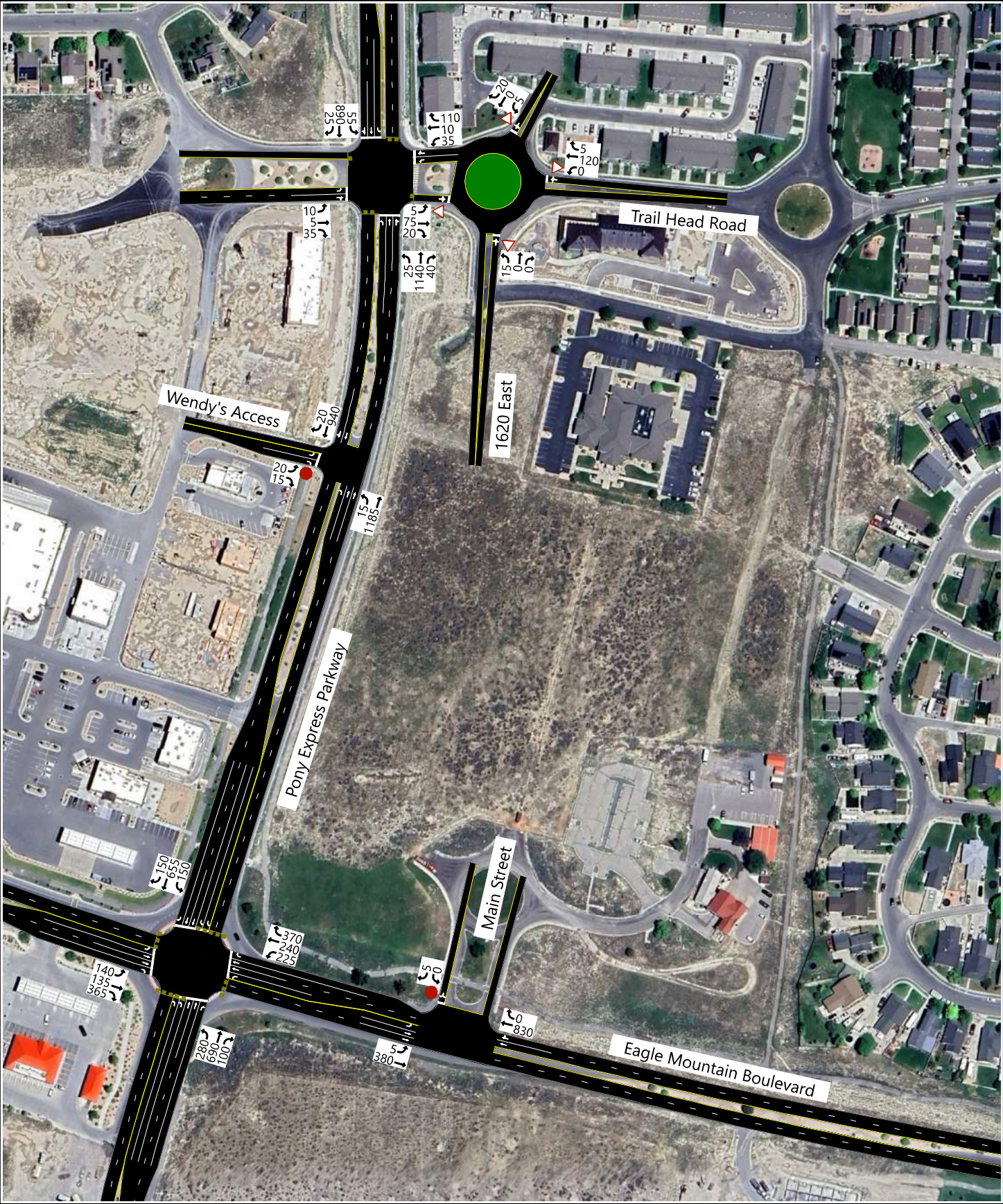
Hales Engineering determined that all study intersections are anticipated to operate at acceptable levels of service during the morning and evening peak hours in future (2050) background conditions, as shown in Table 12. These results serve as a baseline condition for the impact analysis of the proposed development for future (2050) conditions.

E. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. No significant queueing is anticipated during the morning and evening peak hours.

F. Mitigation Measures

No mitigation measures are recommended.



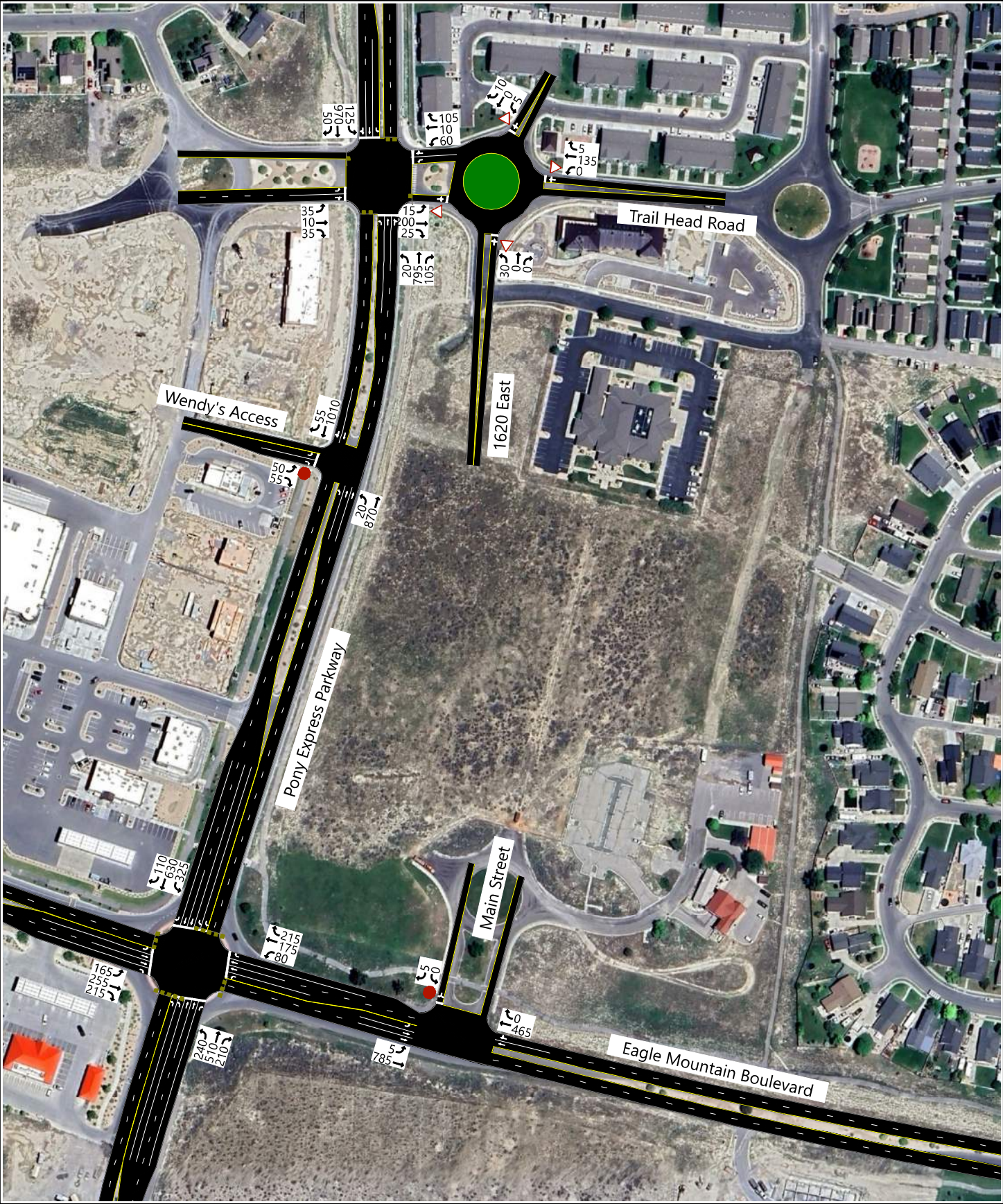


Table 12: Future (2050) Background Peak Hour LOS

Intersection		LOS (Sec. Delay / Veh.) / Movement ¹	
Description	Control	Morning Peak	Evening Peak
Trail Head Road / Pony Express Parkway	Signal	A (7.0)	A (8.2)
1620 East / Trail Head Road	Roundabout	A (2.4)	A (2.5)
Wendy's Access / Pony Express Parkway	EB Stop	c (17.5) / EBL	c (17.8) / EBL
Eagle Mountain Blvd. / Pony Express Parkway	Signal	C (24.2)	C (22.4)
Main Street / Eagle Mountain Blvd.	SB Stop	b (12.0) / SBR	a (5.6) / EBL

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

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

Source: Hales Engineering, May 2024

VIII. FUTURE (2050) PLUS PROJECT CONDITIONS

A. Purpose

The purpose of the future (2050) plus project analysis is to study the intersections and roadways during the peak travel periods of the day for future background traffic and geometric conditions plus the net trips generated by the proposed development. This scenario provides valuable insight into the potential impacts of the proposed project on future background traffic conditions.

B. Traffic Volumes

Hales Engineering added the project trips discussed in Chapter III to the future (2050) background traffic volumes to predict turning movement volumes for future (2050) plus project conditions. Future (2050) plus project morning and evening peak hour turning movement volumes are shown in Figure 8.

C. Level of Service Analysis

Hales Engineering determined that the unsignalized intersections of Wendy's Access / Pony Express Parkway and Main Street / Eagle Mountain Boulevard are anticipated to operate at poor levels of service during the morning and evening peak hours in future (2050) plus project conditions, as shown in Table 13.

Table 13: Future (2050) Plus Project Peak Hour LOS

Intersection		LOS (Sec. Delay / Veh.) / Movement ¹	
Description	Control	Morning Peak	Evening Peak
Trail Head Road / Pony Express Parkway	Signal	A (7.8)	A (9.4)
1620 East / Trail Head Road	NB/SB Stop	a (4.7) / SBR	a (5.4) / SBR
Wendy's Access / Pony Express Parkway	EB/WB Stop	f (>50) / WBL	f (>50) / WBL
Eagle Mountain Blvd. / Pony Express Parkway	Signal	C (26.4)	C (23.8)
Main Street / Eagle Mountain Blvd.	SB Stop	f (>50) / SBL	d (25.5) / SBL
Heritage Drive / Main Street	EB/WB Stop	a (8.7) / EBT	a (7.1) / WBL
Project Access / Main Street	EB Stop	a (9.3) / EBL	a (7.0) / EBL

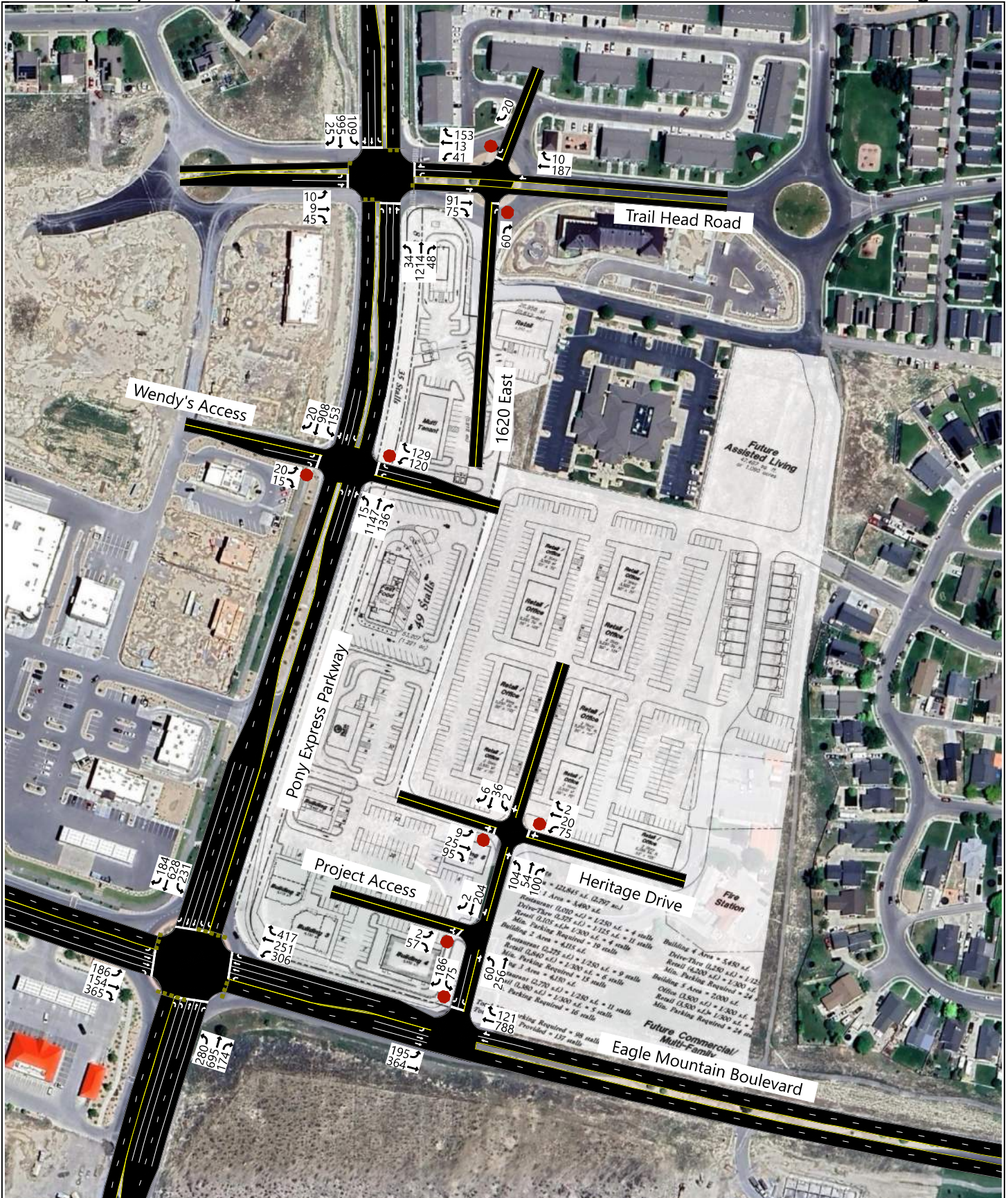
1. Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc.

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

Source: Hales Engineering, May 2024

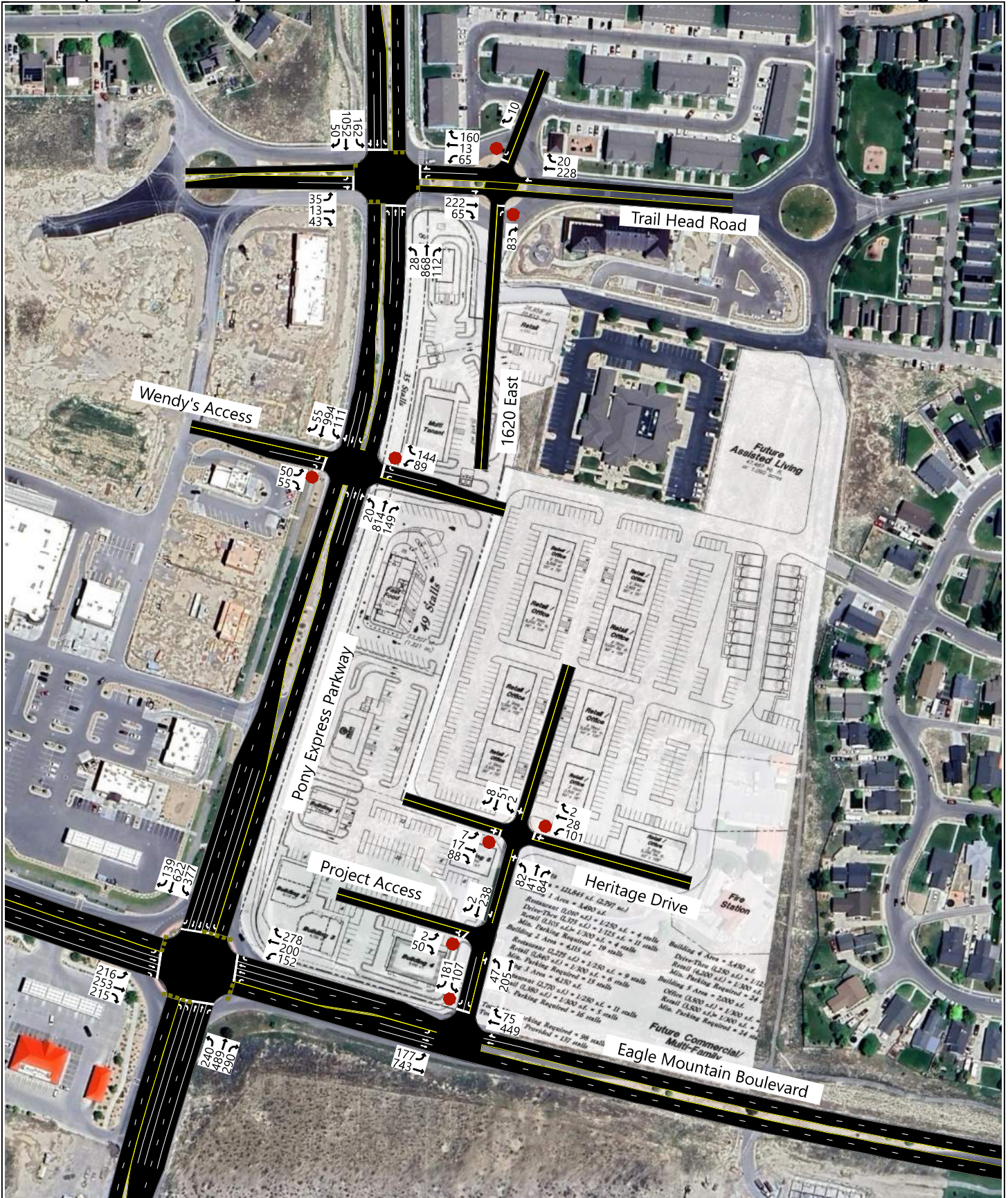
Eagle Mountain The District at Eagle Mountain
Future (2050) Plus Project

Morning Peak Hour
Figure 8A



**Eagle Mountain The District at Eagle Mountain
Future (2050) Plus Project**

**Evening Peak Hour
Figure 8B**



D. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. Significant 95th percentile queue lengths during the morning and evening peak hour are summarized as follows:

- Wendy's Access / Pony Express Parkway:
 - Westbound: 225-325 feet (AM & PM)

E. Mitigation Measures

With the heavy traffic volumes on Pony Express Parkway and Eagle Mountain Boulevard, vehicles will have a difficult time making left turns at unsignalized intersections. With the previously recommended traffic signals, vehicles will likely reroute during peak hours if undue delay or queueing is experienced. The Main Street / Eagle Mountain Boulevard and Wendy's Access / Pony Express Parkway intersections are too close in proximity to the other recommended traffic signals and would not be good candidates for intersection control improvements.

F. Recommended Storage Lengths

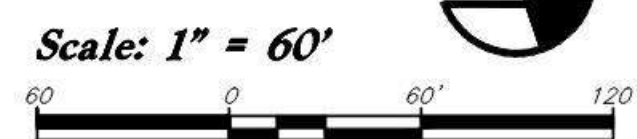
Hales Engineering determined recommended storage lengths based on the 95th percentile queue lengths given in the future (2050) plus project scenario. These storage lengths do not include the taper length. Recommended storage lengths for the study intersections are shown in Table 14. Intersections shown in Table 14 include new intersections and existing intersections that have recommended storage length changes.

Table 14: Recommended Storage Lengths

Intersection	Recommended Storage Lengths (feet)															
	Northbound				Southbound				Eastbound				Westbound			
	LT		RT		LT		RT		LT		RT		LT		RT	
	E	P	E	P	E	P	E	P	E	P	E	P	E	P	E	P
1 Trail Head Road / Pony Express Parkway	100	-	-	-	125	-	-	-	-	100	-	-	-	100	-	-
3 Wendy's Access / Pony Express Parkway	100	-	-	-	-	125	-	-	-	-	-	-	-	-	-	200
4 Eagle Mountain Blvd. / Pony Express Parkway	-	200	-	125	-	175	-	100	-	200	-	175	-	250	-	250
5 Main Street / Eagle Mountain Blvd.	-	-	-	-	-	-	-	125	150	-	-	-	-	-	-	-
1. Storage lengths are based on 2050 95th percentile queue lengths and do not include required deceleration / taper distances																
2. E = Existing storage length (approximate), if applicable; P = proposed storage length for new turn lanes or changes to existing turn lanes, if applicable																
Source: Hales Engineering, May 2024																

APPENDIX A

Site Plan



APPENDIX B

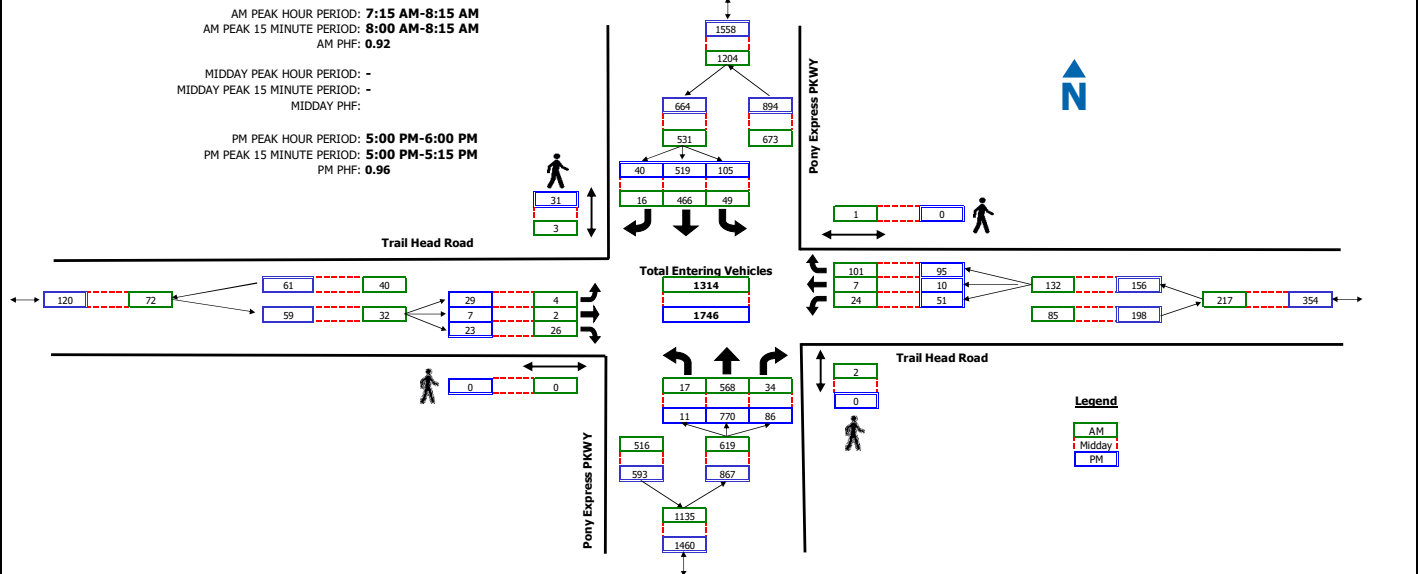
Turning Movement Counts



Intersection Turning Movement Summary

Intersection: Pony Express PKWY / Trail Head Road
North/South Road: Pony Express PKWY
East/West Road: Trail Head Road
Jurisdiction: Eagle Mountain
Project Title: The District at Eagle Mountain
Project No: UT24-2737
Weather: Clear

Date: 4-10-24, Wed
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 100.0%
Adjustment Station #: 626
Growth Rate: 0.0%
Number of Years: 0



COUNT SUMMARY	Pony Express PKWY Northbound				Pony Express PKWY Southbound				Trail Head Road Eastbound				Trail Head Road Westbound				TOTAL	
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds		
AM PERIOD COUNTS																		
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL	
7:00 - 7:15	0	148	1	0	12	12	70	1	3	0	2	2	0	3	0	19	0	258
7:15 - 7:30	2	147	8	0	13	106	1	2	2	2	6	0	5	3	27	0	322	
7:30 - 7:45	3	136	13	0	10	110	9	0	0	0	2	0	7	1	16	0	307	
7:45 - 8:00	4	147	5	2	14	106	2	0	2	0	6	0	7	1	32	1	326	
8:00 - 8:15	8	138	8	0	12	144	4	1	0	0	12	0	5	2	26	0	359	
8:15 - 8:30	7	128	5	0	9	132	2	1	2	0	2	0	2	0	13	0	302	
8:30 - 8:45	2	146	9	0	10	73	1	2	8	0	0	0	5	0	28	2	282	
8:45 - 9:00	1	96	21	0	20	83	2	0	4	0	0	0	16	1	32	0	276	
MIDDAY PERIOD COUNTS																		
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL	
9:00 - 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:30 - 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
13:15 - 13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM PERIOD COUNTS																		
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL	
16:00 - 16:15	3	136	13	0	21	119	7	3	4	2	2	0	11	1	18	0	341	
16:15 - 16:30	6	155	17	0	21	132	6	0	5	0	1	0	11	0	25	0	379	
16:30 - 16:45	3	164	13	0	23	120	11	8	7	1	7	0	3	2	19	0	373	
16:45 - 17:00	2	125	11	0	29	110	9	11	5	1	4	0	8	3	20	0	327	
17:00 - 17:15	3	214	22	0	20	127	8	11	6	1	5	0	15	2	31	0	454	
17:15 - 17:30	5	194	18	0	18	142	5	4	7	2	3	0	13	3	25	0	435	
17:30 - 17:45	2	193	25	0	28	133	15	12	11	3	7	0	10	3	24	0	454	
17:45 - 18:00	1	169	21	0	39	117	12	4	5	1	8	0	13	2	15	0	403	



Intersection Turning Movement Summary

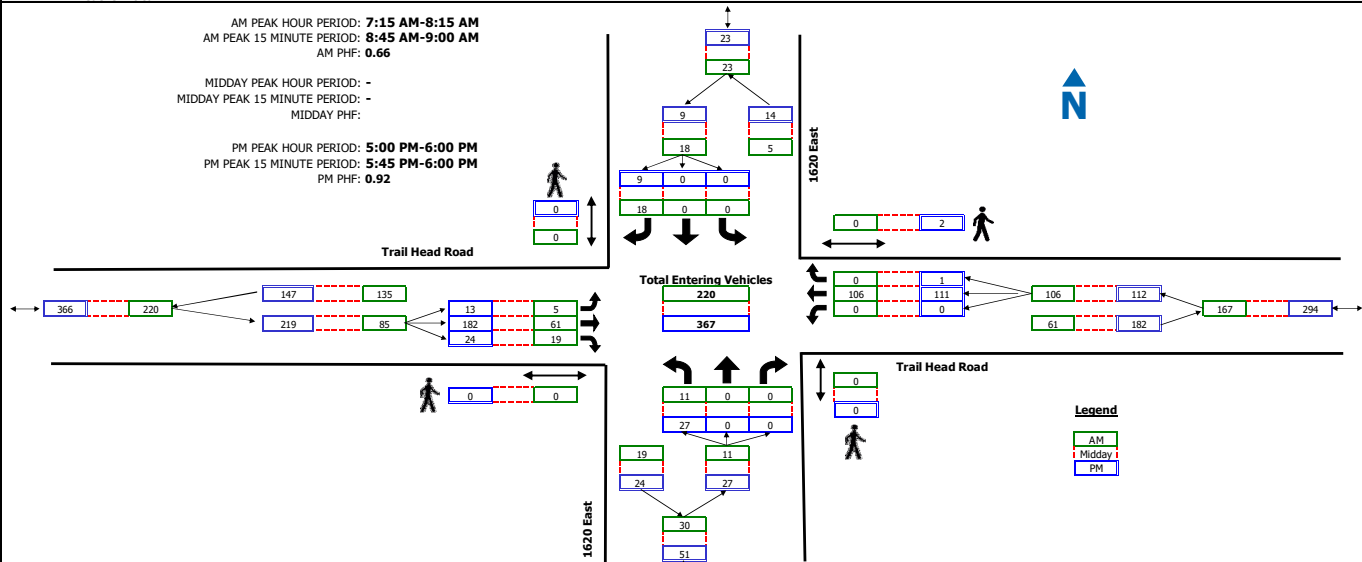
Intersection: 1620 East / Trail Head Road
North/South Road: 1620 East
East/West Road: Trail Head Road
Jurisdiction: Eagle Mountain
Project Title: The District at Eagle Mountain
Project No: UT24-2737
Weather: Clear

Date: 4-10-24, Wed
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 100.0%
Adjustment Station #: 0
Growth Rate: 0.0%
Number of Years: 0

AM PEAK HOUR PERIOD: 7:15 AM-8:15 AM
AM PEAK 15 MINUTE PERIOD: 8:45 AM-9:00 AM
AM PHF: 0.66

MIDDAY PEAK HOUR PERIOD: -
MIDDAY PEAK 15 MINUTE PERIOD: -
MIDDAY PHF: -

PM PEAK HOUR PERIOD: 5:00 PM-6:00 PM
PM PEAK 15 MINUTE PERIOD: 5:45 PM-6:00 PM
PM PHF: 0.92



COUNT SUMMARY	1620 East Northbound				1620 East Southbound				Trail Head Road Eastbound				Trail Head Road Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00 - 7:15	2	0	0	0	0	0	2	0	0	9	9	1	0	3	11	0	47
7:15 - 7:30	2	0	0	0	0	0	4	0	0	14	5	0	0	29	0	0	54
7:30 - 7:45	1	0	0	0	0	0	4	0	0	20	3	0	0	23	0	0	51
7:45 - 8:00	3	0	0	0	0	0	6	0	0	12	5	0	0	28	0	0	57
8:00 - 8:15	5	0	0	0	0	0	4	0	2	15	6	0	0	26	0	0	58
8:15 - 8:30	1	0	0	0	0	0	3	0	2	14	5	0	0	15	0	0	40
8:30 - 8:45	1	0	0	0	0	0	3	0	1	17	3	0	0	24	0	0	49
8:45 - 9:00	3	0	0	0	0	0	3	0	0	28	6	0	0	43	0	0	83
MIDDAY PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
9:00 - 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 - 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
16:00 - 16:15	3	0	0	0	0	0	2	1	3	25	5	0	0	25	0	0	64
16:15 - 16:30	7	0	0	0	0	0	2	0	4	37	8	0	0	24	0	0	73
16:30 - 16:45	9	0	0	0	0	0	2	0	4	37	7	0	0	21	0	0	80
16:45 - 17:00	4	0	0	0	1	0	3	0	4	24	5	0	0	25	0	0	66
17:00 - 17:15	9	0	0	0	0	0	0	0	2	37	10	0	0	36	0	0	94
17:15 - 17:30	4	0	0	0	0	0	4	0	4	35	3	0	0	33	0	2	83
17:30 - 17:45	8	0	0	0	0	0	3	0	3	52	3	0	0	21	0	0	90
17:45 - 18:00	6	0	0	0	0	0	2	0	4	58	8	0	0	21	1	0	100



Intersection Turning Movement Summary

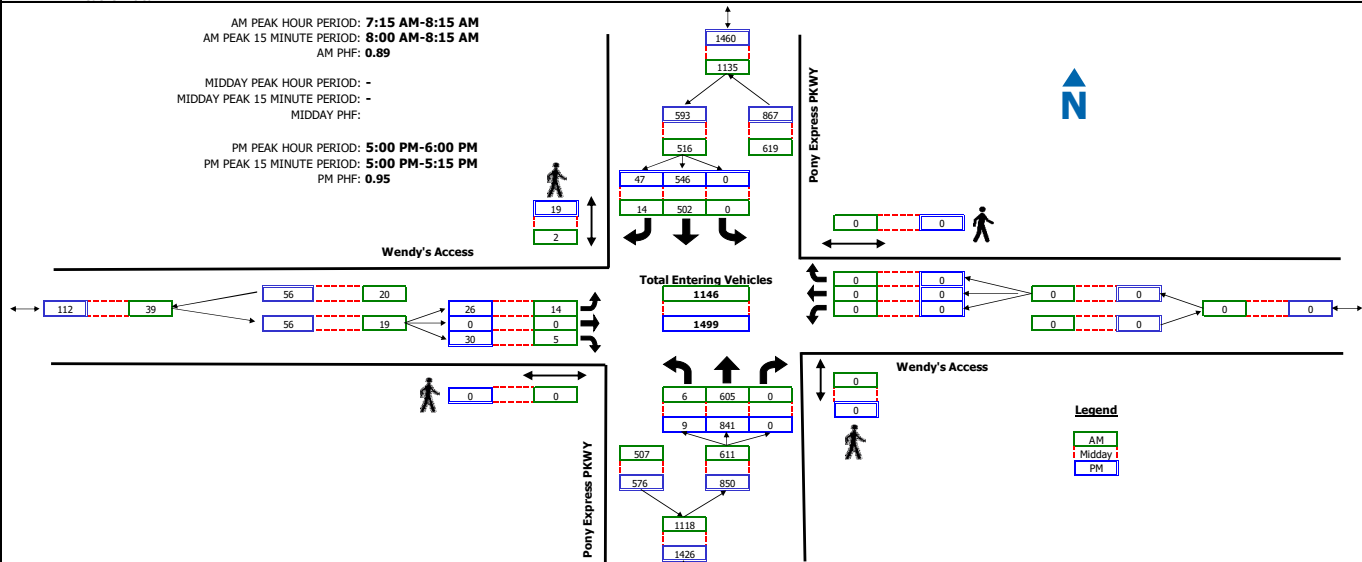
Intersection: Pony Express PKWY / Wendy's Access
North/South Road: Pony Express PKWY
East/West Road: Wendy's Access
Jurisdiction: Eagle Mountain
Project Title: The District at Eagle Mountain
Project No: UT24-2737
Weather: Clear

Date: 4-10-24, Wed
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 100.0%
Adjustment Station #: 626
Growth Rate: 0.0%
Number of Years: 0

AM PEAK HOUR PERIOD: 7:15 AM-8:15 AM
AM PEAK 15 MINUTE PERIOD: 8:00 AM-8:15 AM
AM PHF: 0.89

MIDDAY PEAK HOUR PERIOD: -
MIDDAY PEAK 15 MINUTE PERIOD: -
MIDDAY PHF: -

PM PEAK HOUR PERIOD: 5:00 PM-6:00 PM
PM PEAK 15 MINUTE PERIOD: 5:00 PM-5:15 PM
PM PHF: 0.95



COUNT SUMMARY	Pony Express PKWY Northbound				Pony Express PKWY Southbound				Wendy's Access Eastbound				Wendy's Access Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00 - 7:15	1	146	0	0	0	73	2	3	3	0	0	0	0	0	0	0	225
7:15 - 7:30	0	154	0	0	0	113	4	1	3	0	0	0	0	0	0	0	274
7:30 - 7:45	1	148	0	0	0	117	2	0	4	0	1	0	0	0	0	0	273
7:45 - 8:00	2	153	0	0	0	114	5	0	3	0	1	0	0	0	0	0	278
8:00 - 8:15	3	150	0	0	0	158	3	1	4	0	3	0	0	0	0	0	321
8:15 - 8:30	2	138	0	0	0	135	1	1	2	0	2	0	0	0	0	0	280
8:30 - 8:45	4	150	0	0	0	75	3	2	7	0	2	0	0	0	0	0	241
8:45 - 9:00	1	116	0	0	0	92	7	0	2	0	2	0	0	0	0	0	220
MIDDAY PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
9:00 - 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 - 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
16:00 - 16:15	2	146	0	0	0	131	6	2	6	0	4	0	0	0	0	0	295
16:15 - 16:30	5	169	0	0	0	132	12	9	9	0	1	0	0	0	0	0	328
16:30 - 16:45	6	170	0	0	0	127	3	2	10	0	8	0	0	0	0	0	324
16:45 - 17:00	6	133	0	0	0	114	8	11	5	0	7	0	0	0	0	0	273
17:00 - 17:15	2	232	0	0	0	132	15	5	7	0	7	0	0	0	0	0	395
17:15 - 17:30	1	211	0	0	0	144	6	3	6	0	7	0	0	0	0	0	383
17:30 - 17:45	4	215	0	0	0	139	11	9	5	0	9	0	0	0	0	0	383
17:45 - 18:00	2	183	0	0	0	131	7	2	8	0	7	0	0	0	0	0	338



TRAFFIC
COUNT
SOLUTIONS

504 S Olive Place
Lehi, UT 84043
801.505.9052

Intersection Turning Movement Summary

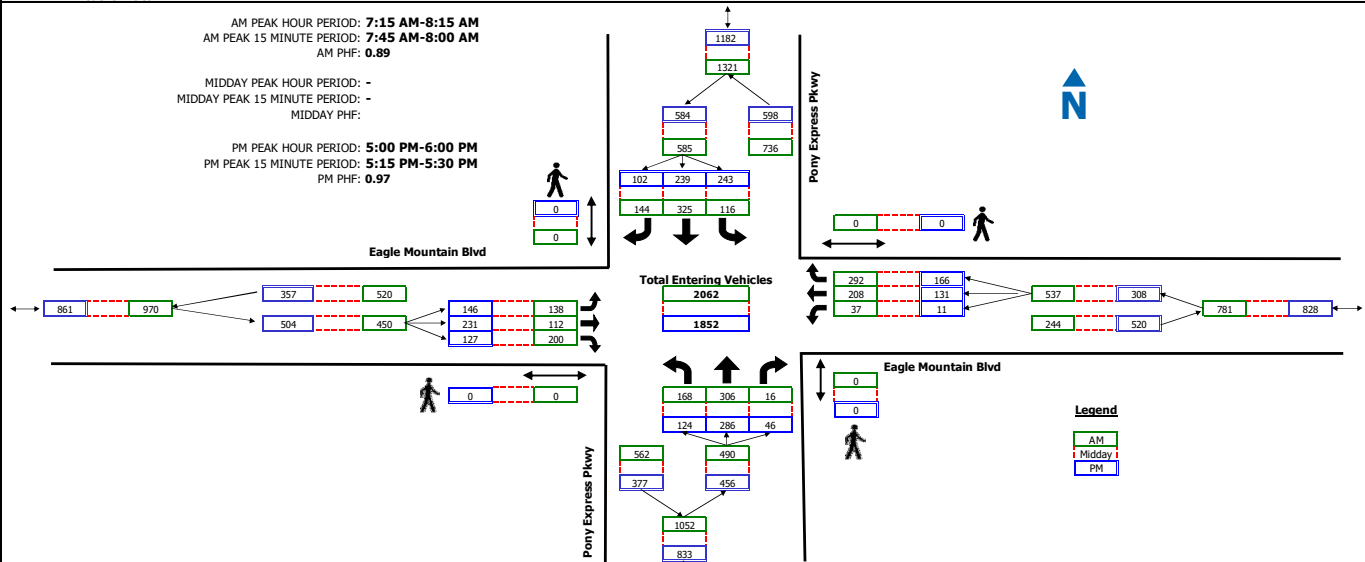
Intersection: Pony Express Pkwy / Eagle Mountain Blvd
North/South Road: Pony Express Pkwy
East/West Road: Eagle Mountain Blvd
Jurisdiction: Eagle Mountain
Project Title: Eagle Mountain Blvd Roundabout TS
Project No: UT24-2684
Weather: Clear

Date: 1-25-24, Thu
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 87.4%
Adjustment Station #: 626
Growth Rate: 0.0%
Number of Years: 0

AM PEAK HOUR PERIOD: 7:15 AM-8:15 AM
AM PEAK 15 MINUTE PERIOD: 7:45 AM-8:00 AM
AM PHF: 0.89

MIDDAY PEAK HOUR PERIOD: -
MIDDAY PEAK 15 MINUTE PERIOD: -
MIDDAY PHF: -

PM PEAK HOUR PERIOD: 5:00 PM-6:00 PM
PM PEAK 15 MINUTE PERIOD: 5:15 PM-5:30 PM
PM PHF: 0.97



COUNT SUMMARY	Pony Express Pkwy Northbound				Pony Express Pkwy Southbound				Eagle Mountain Blvd Eastbound				Eagle Mountain Blvd Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00 - 7:15	30	76	1	0	8	5	24	0	27	3	21	0	10	38	64	0	353
7:15 - 7:30	35	89	3	0	31	54	47	0	22	17	31	0	9	35	92	0	465
7:30 - 7:45	56	55	6	0	23	69	46	0	43	35	48	0	5	68	87	0	541
7:45 - 8:00	42	76	5	0	35	108	26	0	50	37	63	0	14	66	58	0	580
8:00 - 8:15	35	86	2	0	27	94	25	0	23	23	58	0	9	39	55	0	476
8:15 - 8:30	48	100	5	0	21	56	15	0	16	27	35	0	3	22	51	0	399
8:30 - 8:45	35	96	6	0	10	46	19	0	21	14	31	0	5	26	49	1	358
8:45 - 9:00	18	69	7	0	27	39	25	0	23	26	25	0	3	24	64	0	350
MIDDAY PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
9:00 - 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 - 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
16:00 - 16:15	19	47	11	0	71	56	26	0	43	33	32	0	6	24	45	0	413
16:15 - 16:30	15	48	13	0	42	61	17	0	24	46	39	0	6	34	33	0	378
16:30 - 16:45	23	55	7	0	73	63	23	0	38	45	41	0	5	22	49	0	444
16:45 - 17:00	29	70	11	0	71	69	22	0	41	31	38	0	1	42	38	0	463
17:00 - 17:15	31	88	9	0	65	55	21	0	37	51	29	0	2	35	35	0	458
17:15 - 17:30	31	74	5	0	61	66	26	0	35	59	40	0	7	31	42	0	477
17:30 - 17:45	41	66	18	0	47	53	31	0	42	57	27	0	1	33	55	0	471
17:45 - 18:00	21	58	14	0	70	65	24	0	32	64	31	0	1	32	34	0	446



Intersection Turning Movement Summary

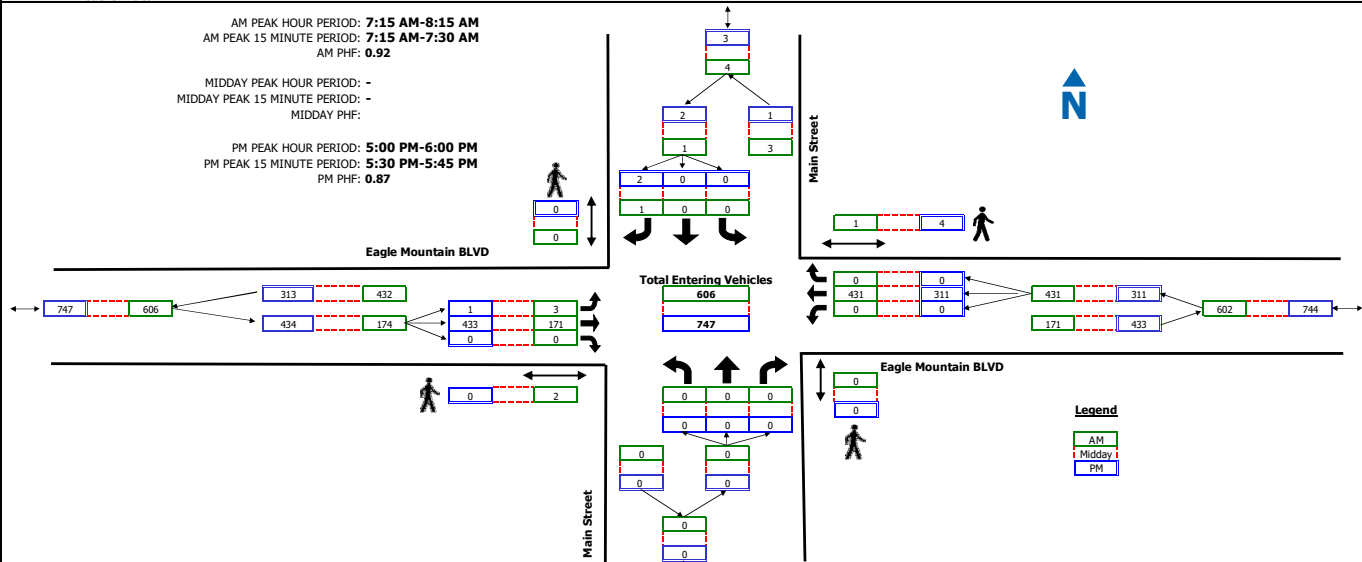
Intersection: Main Street / Eagle Mountain BLVD
North/South Road: Main Street
East/West Road: Eagle Mountain BLVD
Jurisdiction: Eagle Mountain
Project Title: The District at Eagle Mountain
Project No: UT24-2737
Weather: Clear

Date: 4-10-24, Wed
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 100.0%
Adjustment Station #: 0
Growth Rate: 0.0%
Number of Years: 0

AM PEAK HOUR PERIOD: 7:15 AM-8:15 AM
AM PEAK 15 MINUTE PERIOD: 7:15 AM-7:30 AM
AM PHF: 0.92

MIDDAY PEAK HOUR PERIOD: -
MIDDAY PEAK 15 MINUTE PERIOD: -
MIDDAY PHF: -

PM PEAK HOUR PERIOD: 5:00 PM-6:00 PM
PM PEAK 15 MINUTE PERIOD: 5:30 PM-5:45 PM
PM PHF: 0.87



COUNT SUMMARY	Main Street Northbound				Main Street Southbound				Eagle Mountain BLVD Eastbound				Eagle Mountain BLVD Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00 - 7:15	0	0	0	0	0	0	0	0	0	23	0	0	0	92	0	0	115
7:15 - 7:30	0	0	0	0	0	0	0	0	0	24	0	2	0	140	0	1	164
7:30 - 7:45	0	0	0	0	0	0	1	0	2	31	0	0	0	116	0	0	150
7:45 - 8:00	0	0	0	0	0	0	0	0	1	52	0	0	0	105	0	0	158
8:00 - 8:15	0	0	0	0	0	0	0	0	0	64	0	0	0	70	0	0	134
8:15 - 8:30	0	0	0	0	0	0	1	0	0	64	0	0	0	60	0	0	125
8:30 - 8:45	0	0	0	0	0	0	1	0	0	30	0	0	0	60	1	1	92
8:45 - 9:00	0	0	0	0	0	0	0	0	0	41	0	0	0	67	0	0	108
MIDDAY PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
9:00 - 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 - 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
16:00 - 16:15	0	0	0	0	0	0	0	0	0	80	0	2	0	63	0	3	143
16:15 - 16:30	0	0	0	0	0	0	0	0	0	94	0	3	0	67	0	1	161
16:30 - 16:45	0	0	0	0	0	0	0	0	0	77	0	0	0	68	0	1	145
16:45 - 17:00	0	0	0	0	0	0	0	0	0	84	0	0	0	81	0	1	165
17:00 - 17:15	0	0	0	0	0	0	0	0	1	96	0	0	0	77	0	1	174
17:15 - 17:30	0	0	0	0	0	0	1	0	0	111	0	0	0	91	0	1	203
17:30 - 17:45	0	0	0	0	0	0	1	0	0	131	0	0	0	82	0	2	214
17:45 - 18:00	0	0	0	0	0	0	0	0	0	95	0	0	0	61	0	0	156

APPENDIX C

LOS Results

SimTraffic LOS Report

Project: Eagle Mountain The District at Eagle Mountain TIS
Analysis Period: Existing (2024) Background
Time Period: Morning Peak Hour **Project #:** UT24-2737

Intersection: Pony Express Parkway & Trail Head Road
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	17	15	90	5.8	A
	T	568	582	102	0.5	A
	R	34	37	108	0.5	A
	Subtotal	619	634	102	0.6	A
SB	L	49	46	94	7.7	A
	T	466	471	101	0.6	A
	R	16	18	114	0.3	A
	Subtotal	531	535	101	1.2	A
EB	L	4	4	100	19.1	C
	T	2	3	150	22.4	C
	R	26	25	96	5.7	A
	Subtotal	32	32	100	8.9	A
WB	L	25	24	96	29.2	D
	T	8	8	100	52.8	F
	R	103	102	99	8.4	A
	Subtotal	136	134	99	14.8	B
Total		1,318	1,335	101	2.5	A

Intersection: 1620 East & Trail Head Road
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	11	10	89	2.1	A
	Subtotal	11	10	91	2.1	A
SB	R	18	17	96	1.9	A
	Subtotal	18	17	94	1.9	A
EB	L	5	4	76	1.9	A
	T	61	60	98	2.1	A
	R	19	21	112	2.1	A
	Subtotal	85	85	100	2.1	A
WB	T	106	107	101	2.4	A
	Subtotal	106	107	101	2.4	A
Total		220	219	99	2.2	A

SimTraffic LOS Report

Project: Eagle Mountain The District at Eagle Mountain TIS
Analysis Period: Existing (2024) Background
Time Period: Morning Peak Hour **Project #:** UT24-2737

Intersection: Pony Express Parkway & Wendy's Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	6	6	96	6.2	A
	T	630	645	102	1.7	A
	Subtotal	636	651	102	1.7	A
SB	T	504	506	100	0.5	A
	R	14	14	102	0.4	A
	Subtotal	518	520	100	0.5	A
EB	L	14	14	102	10.9	B
	R	5	7	133	3.5	A
	Subtotal	19	21	111	8.4	A
Total		1,172	1,192	102	1.3	A

Intersection: Pony Express Parkway & Eagle Mountain Boulevard
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	168	173	103	7.5	A
	T	276	278	101	9.1	A
	R	11	11	98	6.2	A
	Subtotal	455	462	102	8.4	A
SB	L	83	81	98	7.0	A
	T	312	314	101	8.4	A
	R	138	144	104	3.0	A
	Subtotal	533	539	101	6.7	A
EB	L	125	132	106	5.9	A
	T	80	79	99	7.1	A
	R	200	197	98	3.8	A
	Subtotal	405	408	101	5.1	A
WB	L	30	29	97	17.3	C
	T	168	168	100	18.1	C
	R	235	241	103	16.7	C
	Subtotal	433	438	101	17.3	C
Total		1,826	1,847	101	9.3	A

SimTraffic LOS Report

Project: Eagle Mountain The District at Eagle Mountain TIS
Analysis Period: Existing (2024) Background
Time Period: Morning Peak Hour **Project #:** UT24-2737

Intersection: Eagle Mountain Boulevard & Main Street
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	R	1	0	0		
	Subtotal	1				
EB	L	3	2	67	5.6	A
	T	172	170	99	1.2	A
	Subtotal	175	172	98	1.3	A
WB	T	431	436	101	0.9	A
	Subtotal	431	436	101	0.9	A
Total		607	608	100	1.0	A

SimTraffic LOS Report

Project: Eagle Mountain The District at Eagle Mountain
Analysis Period: Existing (2024) Background
Time Period: Evening Peak Hour **Project #:** UT24-2737

Intersection: Pony Express Parkway & Trail Head Road
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	11	10	89	6.2	A
	T	770	761	99	1.1	A
	R	95	93	98	1.0	A
	Subtotal	876	864	99	1.1	A
SB	L	116	122	105	10.6	B
	T	519	529	102	0.9	A
	R	40	40	101	0.6	A
	Subtotal	675	691	102	2.6	A
EB	L	29	32	111	57.4	F
	T	8	8	100	102.3	F
	R	23	26	112	5.6	A
	Subtotal	60	66	110	42.4	E
WB	L	51	46	90	88.4	F
	T	10	9	88	101.5	F
	R	95	98	103	30.4	D
	Subtotal	156	153	98	52.0	F
Total		1,767	1,774	100	7.8	A

Intersection: 1620 East & Trail Head Road
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	29	28	97	2.3	A
	Subtotal	29	28	97	2.3	A
SB	R	9	8	89	12.9	B
	Subtotal	9	8	89	12.9	B
EB	L	13	13	98	2.5	A
	T	182	184	101	2.4	A
	R	24	27	111	2.5	A
	Subtotal	219	224	102	2.4	A
WB	T	118	118	100	8.7	A
	R	1	2	200	10.9	B
	Subtotal	119	120	101	8.7	A
Total		377	380	101	4.6	A

SimTraffic LOS Report

Project: Eagle Mountain The District at Eagle Mountain
Analysis Period: Existing (2024) Background
Time Period: Evening Peak Hour **Project #:** UT24-2737

Intersection: Pony Express Parkway & Wendy's Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	9	8	89	6.1	A
	T	850	839	99	2.2	A
	Subtotal	859	847	99	2.2	A
SB	T	547	556	102	0.8	A
	R	47	46	98	0.5	A
	Subtotal	594	602	101	0.8	A
EB	L	26	26	99	10.2	B
	R	30	33	111	4.1	A
	Subtotal	56	59	105	6.8	A
Total		1,508	1,508	100	1.8	A

Intersection: Pony Express Parkway & Eagle Mountain Boulevard
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	124	121	97	71.7	F
	T	396	385	97	71.5	F
	R	38	34	90	67.7	F
	Subtotal	558	540	97	71.3	F
SB	L	203	212	105	5.8	A
	T	271	271	100	6.1	A
	R	102	106	104	2.9	A
	Subtotal	576	589	102	5.4	A
EB	L	201	204	102	11.4	B
	T	193	193	100	12.6	B
	R	127	133	105	3.4	A
	Subtotal	521	530	102	9.8	A
WB	L	11	9	80	10.6	B
	T	73	73	100	10.5	B
	R	230	228	99	9.0	A
	Subtotal	314	310	99	9.4	A
Total		1,969	1,969	100	25.8	D

SimTraffic LOS Report

Project: Eagle Mountain The District at Eagle Mountain
Analysis Period: Existing (2024) Background
Time Period: Evening Peak Hour **Project #:** UT24-2737

Intersection: Eagle Mountain Boulevard & Main Street
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	R	2	3	150	5.3	A
	Subtotal	2	3	150	5.3	A
EB	L	1	0	0		
	T	434	441	102	2.2	A
	Subtotal	435	441	101	2.2	A
WB	T	311	305	98	0.5	A
	Subtotal	311	305	98	0.5	A
Total		748	749	100	1.5	A

SimTraffic LOS Report

Project: Eagle Mountain The District at Eagle Mountain TIS
Analysis Period: Existing (2024) Plus Project
Time Period: Morning Peak Hour **Project #:** UT24-2737

Intersection: Pony Express Parkway & Trail Head Road
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	25	25	100	7.7	A
	T	650	642	99	0.7	A
	R	42	42	101	0.6	A
	Subtotal	717	709	99	0.9	A
SB	L	81	77	95	9.2	A
	T	553	555	100	0.8	A
	R	16	14	89	0.4	A
	Subtotal	650	646	99	1.8	A
EB	L	4	3	75	24.8	C
	T	5	6	114	86.3	F
	R	35	37	105	5.9	A
	Subtotal	44	46	105	17.6	C
WB	L	31	28	90	74.7	F
	T	10	10	95	144.3	F
	R	132	128	97	27.5	D
	Subtotal	173	166	96	42.5	E
Total		1,584	1,567	99	6.2	A

Intersection: 1620 East & Trail Head Road
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	49	49	101	5.8	A
	Subtotal	49	49	100	5.8	A
SB	R	18	16	90	37.3	E
	Subtotal	18	16	89	37.3	E
EB	L	5	5	95	4.6	A
	T	61	58	95	3.0	A
	R	62	62	100	2.6	A
	Subtotal	128	125	98	2.9	A
WB	T	106	99	93	20.7	C
	Subtotal	106	99	93	20.7	C
Total		301	289	96	11.5	B

SimTraffic LOS Report

Project: Eagle Mountain The District at Eagle Mountain TIS
Analysis Period: Existing (2024) Plus Project
Time Period: Morning Peak Hour **Project #:** UT24-2737

Intersection: Pony Express Parkway & Wendy's Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	6	7	112	6.0	A
	T	626	624	100	2.6	A
	R	91	91	100	2.4	A
	Subtotal	723	722	100	2.6	A
SB	L	107	102	95	6.8	A
	T	499	507	102	0.7	A
	R	14	12	87	0.4	A
	Subtotal	620	621	100	1.7	A
EB	L	14	14	102	15.6	C
	R	5	7	133	4.2	A
	Subtotal	19	21	111	11.8	B
WB	L	73	72	99	24.3	C
	R	100	96	96	6.0	A
	Subtotal	173	168	97	13.8	B
Total		1,535	1,532	100	3.6	A

Intersection: Pony Express Parkway & Eagle Mountain Boulevard
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	168	170	101	13.1	B
	T	301	308	102	13.9	B
	R	46	48	105	12.7	B
	Subtotal	515	526	102	13.5	B
SB	L	121	126	104	10.1	B
	T	314	314	100	11.0	B
	R	166	171	103	3.2	A
	Subtotal	601	611	102	8.6	A
EB	L	158	152	96	7.8	A
	T	95	93	98	9.0	A
	R	200	203	101	3.8	A
	Subtotal	453	448	99	6.2	A
WB	L	82	79	96	37.8	E
	T	184	185	101	38.2	E
	R	265	263	99	38.1	E
	Subtotal	531	527	99	38.1	E
Total		2,100	2,112	101	20.1	C

SimTraffic LOS Report

Project: Eagle Mountain The District at Eagle Mountain TIS
Analysis Period: Existing (2024) Plus Project
Time Period: Morning Peak Hour **Project #:** UT24-2737

Intersection: Eagle Mountain Boulevard & Main Street
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	53	48	91	19.1	C
	R	106	111	105	11.3	B
	Subtotal	159	159	100	13.7	B
EB	L	90	90	100	8.9	A
	T	172	178	103	1.9	A
	Subtotal	262	268	102	4.3	A
WB	T	424	417	98	16.9	C
	R	67	74	110	15.6	C
	Subtotal	491	491	100	16.7	C
Total		912	918	101	12.5	B

Intersection: Main Street & Heritage Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	97	98	101	0.1	A
	T	0	0	0		
	R	3	3	100	0.1	A
	Subtotal	100	101	101	0.1	A
EB	R	99	100	101	3.6	A
	Subtotal	99	100	101	3.6	A
WB	L	1	1	100	3.0	A
	Subtotal	1	1	100	3.0	A
Total		200	202	101	1.8	A

SimTraffic LOS Report

Project: Eagle Mountain The District at Eagle Mountain TIS
Analysis Period: Existing (2024) Plus Project
Time Period: Morning Peak Hour **Project #:** UT24-2737

Intersection: Main Street & Project Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	57	61	107	2.6	A
	T	101	103	102	0.8	A
	Subtotal	158	164	104	1.5	A
SB	T	100	100	100	1.0	A
	Subtotal	100	100	100	1.0	A
EB	R	59	59	100	5.1	A
	Subtotal	59	59	100	5.1	A
Total		317	323	102	2.0	A

SimTraffic LOS Report

Project: Eagle Mountain The District at Eagle Mountain TIS
Analysis Period: Existing (2024) Plus Project
Time Period: Evening Peak Hour **Project #:** UT24-2737

Intersection: Pony Express Parkway & Trail Head Road
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	18	16	90	9.0	A
	T	835	808	97	3.5	A
	R	102	94	92	16.7	C
	Subtotal	955	918	96	4.9	A
SB	L	140	136	97	100.3	F
	T	594	594	100	11.4	B
	R	40	44	109	9.4	A
	Subtotal	774	774	100	26.9	D
EB	L	29	19	66	715.2	F
	T	11	7	62	765.2	F
	R	30	26	87	40.1	E
	Subtotal	70	52	74	384.4	F
WB	L	56	34	61	447.0	F
	T	13	9	69	490.6	F
	R	122	73	60	235.8	F
	Subtotal	191	116	61	317.5	F
Total		1,990	1,860	93	50.1	F

Intersection: 1620 East & Trail Head Road
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	63	62	98	91.2	F
	Subtotal	63	62	98	91.2	F
SB	R	9	8	86	179.7	F
	Subtotal	9	8	89	179.7	F
EB	L	13	13	98	12.8	B
	T	182	168	92	11.8	B
	R	58	55	95	11.7	B
	Subtotal	253	236	93	11.8	B
WB	T	118	52	44	652.4	F
	R	1	0	0	668.1	F
	Subtotal	119	52	44	652.4	F
Total		445	358	80	141.1	F

SimTraffic LOS Report

Project: Eagle Mountain The District at Eagle Mountain TIS
Analysis Period: Existing (2024) Plus Project
Time Period: Evening Peak Hour **Project #:** UT24-2737

Intersection: Pony Express Parkway & Wendy's Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	9	9	97	7.3	A
	T	839	801	95	3.0	A
	R	83	83	100	2.8	A
	Subtotal	931	893	96	3.0	A
SB	L	84	84	100	8.3	A
	T	550	526	96	0.9	A
	R	47	44	94	0.6	A
	Subtotal	681	654	96	1.8	A
EB	L	26	28	108	21.5	C
	R	30	30	100	4.6	A
	Subtotal	56	58	104	12.8	B
WB	L	53	51	96	34.4	D
	R	89	90	101	7.3	A
	Subtotal	142	141	99	17.1	C
Total		1,810	1,746	96	4.1	A

Intersection: Pony Express Parkway & Eagle Mountain Boulevard
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	124	111	90	229.0	F
	T	411	359	87	220.5	F
	R	72	71	99	227.0	F
	Subtotal	607	541	89	223.1	F
SB	L	229	216	94	7.6	A
	T	280	274	98	8.0	A
	R	123	116	95	3.3	A
	Subtotal	632	606	96	7.0	A
EB	L	231	231	100	20.9	C
	T	203	212	105	21.6	C
	R	127	124	98	3.6	A
	Subtotal	561	567	101	17.4	C
WB	L	48	47	98	15.0	B
	T	88	93	105	15.2	C
	R	257	268	104	14.4	B
	Subtotal	393	408	104	14.7	B
Total		2,192	2,122	97	69.9	F

SimTraffic LOS Report

Project: Eagle Mountain The District at Eagle Mountain TIS
Analysis Period: Existing (2024) Plus Project
Time Period: Evening Peak Hour **Project #:** UT24-2737

Intersection: Eagle Mountain Boulevard & Main Street
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	52	48	92	14.6	B
	T	0	0	0		
	R	80	89	111	7.2	A
	Subtotal	132	137	104	9.8	A
EB	L	77	81	105	7.6	A
	T	427	416	97	2.9	A
	Subtotal	504	497	99	3.7	A
WB	T	313	320	102	1.3	A
	R	48	51	107	0.7	A
	Subtotal	361	371	103	1.2	A
Total		997	1,005	101	3.6	A

Intersection: Main Street & Heritage Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	78	81	104	0.0	A
	R	1	2	200	0.0	A
	Subtotal	79	83	105	0.0	A
EB	R	83	89	107	3.6	A
	Subtotal	83	89	107	3.6	A
WB	L	2	1	50	4.5	A
	Subtotal	2	1	50	4.5	A
Total		164	173	105	1.9	A

SimTraffic LOS Report

Project: Eagle Mountain The District at Eagle Mountain TIS
Analysis Period: Existing (2024) Plus Project
Time Period: Evening Peak Hour **Project #: UT24-2737**

Intersection: Main Street & Project Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	46	48	105	2.4	A
	T	80	84	105	0.6	A
	Subtotal	126	132	105	1.3	A
SB	T	85	90	106	0.6	A
	Subtotal	85	90	106	0.6	A
EB	R	47	47	101	3.9	A
	Subtotal	47	47	100	3.9	A
Total		257	269	105	1.5	A

SimTraffic LOS Report

Project: Eagle Mountain The District at Eagle Mountain TIS
Analysis Period: Existing (2024) Plus Project (Mitigated)
Time Period: Morning Peak Hour **Project #:** UT24-2737

Intersection: Pony Express Parkway & Trail Head Road
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	25	24	96	14.0	B
	T	650	665	102	5.7	A
	R	42	39	93	4.4	A
	Subtotal	717	728	102	5.9	A
SB	L	81	76	94	16.9	B
	T	553	546	99	5.2	A
	R	16	16	102	4.6	A
	Subtotal	650	638	98	6.6	A
EB	L	4	3	75	14.3	B
	T	5	5	95	10.0	A
	R	35	38	108	5.8	A
	Subtotal	44	46	105	6.8	A
WB	L	31	31	100	13.5	B
	T	10	11	105	12.7	B
	R	132	128	97	6.9	A
	Subtotal	173	170	98	8.5	A
Total		1,584	1,582	100	6.5	A

Intersection: 1620 East & Trail Head Road
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	R	49	48	98	3.7	A
	Subtotal	49	48	98	3.7	A
SB	R	18	18	101	3.7	A
	Subtotal	18	18	100	3.7	A
EB	T	66	60	90	1.4	A
	R	62	60	96	1.2	A
	Subtotal	128	120	94	1.3	A
WB	T	155	151	98	0.2	A
	R	5	7	133	0.1	A
	Subtotal	160	158	99	0.2	A
Total		355	344	97	1.3	A

SimTraffic LOS Report

Project: Eagle Mountain The District at Eagle Mountain TIS
Analysis Period: Existing (2024) Plus Project (Mitigated)
Time Period: Morning Peak Hour **Project #:** UT24-2737

Intersection: Pony Express Parkway & Wendy's Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	6	6	96	6.2	A
	T	626	635	101	1.7	A
	R	91	92	101	1.4	A
	Subtotal	723	733	101	1.7	A
SB	L	107	105	98	8.4	A
	T	499	498	100	1.8	A
	R	14	13	95	1.5	A
	Subtotal	620	616	99	2.9	A
EB	L	14	12	87	14.7	B
	R	5	4	76	5.7	A
	Subtotal	19	16	84	12.5	B
WB	L	73	71	98	20.3	C
	R	100	102	102	6.9	A
	Subtotal	173	173	100	12.4	B
Total		1,535	1,538	100	3.5	A

Intersection: Pony Express Parkway & Eagle Mountain Boulevard
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	168	164	97	5.9	A
	T	301	307	102	5.9	A
	R	46	44	96	4.7	A
	Subtotal	515	515	100	5.8	A
SB	L	121	122	101	4.8	A
	T	314	309	98	5.8	A
	R	166	166	100	4.5	A
	Subtotal	601	597	99	5.2	A
EB	L	158	161	102	6.6	A
	T	95	93	98	7.6	A
	R	200	210	105	6.5	A
	Subtotal	453	464	102	6.8	A
WB	L	82	78	95	9.6	A
	T	184	188	102	10.5	B
	R	265	265	100	5.6	A
	Subtotal	531	531	100	7.9	A
Total		2,100	2,107	100	6.4	A

SimTraffic LOS Report

Project: Eagle Mountain The District at Eagle Mountain TIS
Analysis Period: Existing (2024) Plus Project (Mitigated)
Time Period: Morning Peak Hour **Project #:** UT24-2737

Intersection: Eagle Mountain Boulevard & Main Street
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	53	52	98	15.0	B
	R	106	108	102	5.6	A
	Subtotal	159	160	101	8.7	A
EB	L	90	89	99	7.4	A
	T	172	172	100	1.0	A
	Subtotal	262	261	100	3.2	A
WB	T	424	422	100	1.7	A
	R	67	69	103	1.1	A
	Subtotal	491	491	100	1.6	A
Total		912	912	100	3.3	A

Intersection: Main Street & Heritage Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	97	98	101	0.1	A
	T	0	0	0		
	R	3	3	100	0.0	A
	Subtotal	100	101	101	0.1	A
EB	R	99	98	99	3.5	A
	Subtotal	99	98	99	3.5	A
WB	L	1	1	100	6.7	A
	Subtotal	1	1	100	6.7	A
Total		200	200	100	1.8	A

SimTraffic LOS Report

Project: Eagle Mountain The District at Eagle Mountain TIS
Analysis Period: Existing (2024) Plus Project (Mitigated)
Time Period: Morning Peak Hour **Project #:** UT24-2737

Intersection: Main Street & Project Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	57	55	96	2.6	A
	T	101	104	103	0.8	A
	Subtotal	158	159	101	1.4	A
SB	T	100	99	99	0.5	A
	Subtotal	100	99	99	0.5	A
EB	R	59	61	103	3.8	A
	Subtotal	59	61	103	3.8	A
Total		317	319	101	1.6	A

SimTraffic LOS Report

Project: Eagle Mountain The District at Eagle Mountain TIS
Analysis Period: Existing (2024) Plus Project (Mitigated)
Time Period: Evening Peak Hour Project #: UT24-2737

Intersection: Pony Express Parkway & Trail Head Road
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	18	17	96	12.7	B
	T	835	837	100	5.9	A
	R	102	102	100	5.0	A
	Subtotal	955	956	100	5.9	A
SB	L	140	137	98	25.8	C
	T	594	596	100	5.0	A
	R	40	39	97	3.6	A
	Subtotal	774	772	100	8.6	A
EB	L	29	30	103	22.7	C
	T	11	9	80	19.5	B
	R	30	30	100	6.7	A
	Subtotal	70	69	99	15.3	B
WB	L	56	54	96	23.6	C
	T	12	11	90	20.7	C
	R	122	126	103	9.1	A
	Subtotal	190	191	101	13.9	B
Total		1,989	1,988	100	8.1	A

Intersection: 1620 East & Trail Head Road
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	R	63	70	111	4.3	A
	Subtotal	63	70	111	4.3	A
SB	R	9	10	108	4.8	A
	Subtotal	9	10	111	4.8	A
EB	T	196	191	97	1.4	A
	R	58	58	100	1.2	A
	Subtotal	254	249	98	1.4	A
WB	T	181	181	100	0.2	A
	R	14	14	102	0.2	A
	Subtotal	195	195	100	0.2	A
Total		521	524	101	1.4	A

SimTraffic LOS Report

Project: Eagle Mountain The District at Eagle Mountain TIS
Analysis Period: Existing (2024) Plus Project (Mitigated)
Time Period: Evening Peak Hour **Project #:** UT24-2737

Intersection: Pony Express Parkway & Wendy's Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	9	9	97	5.4	A
	T	839	843	100	2.0	A
	R	83	84	101	1.7	A
	Subtotal	931	936	101	2.0	A
SB	L	84	73	87	10.3	B
	T	550	561	102	1.9	A
	R	47	46	98	1.8	A
	Subtotal	681	680	100	2.8	A
EB	L	26	23	88	17.2	C
	R	30	33	110	5.4	A
	Subtotal	56	56	100	10.2	B
WB	L	53	49	92	28.9	D
	R	89	92	103	8.7	A
	Subtotal	142	141	99	15.7	C
Total		1,810	1,813	100	3.6	A

Intersection: Pony Express Parkway & Eagle Mountain Boulevard
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	124	126	102	8.0	A
	T	411	413	100	8.2	A
	R	72	72	100	6.6	A
	Subtotal	607	611	101	8.0	A
SB	L	229	229	100	4.8	A
	T	280	284	101	4.8	A
	R	123	129	105	4.2	A
	Subtotal	632	642	102	4.7	A
EB	L	231	234	101	7.7	A
	T	203	194	96	6.8	A
	R	127	125	99	5.7	A
	Subtotal	561	553	99	6.9	A
WB	L	48	51	107	8.0	A
	T	88	88	100	9.0	A
	R	257	257	100	6.2	A
	Subtotal	393	396	101	7.1	A
Total		2,192	2,202	100	6.6	A

SimTraffic LOS Report

Project: Eagle Mountain The District at Eagle Mountain TIS
Analysis Period: Existing (2024) Plus Project (Mitigated)
Time Period: Evening Peak Hour **Project #:** UT24-2737

Intersection: Eagle Mountain Boulevard & Main Street
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	52	54	104	14.0	B
	T	0	0	0		
	R	80	80	100	5.0	A
	Subtotal	132	134	102	8.6	A
EB	L	77	76	99	5.8	A
	T	427	418	98	1.3	A
	Subtotal	504	494	98	2.0	A
WB	T	313	315	101	1.2	A
	R	48	46	96	0.7	A
	Subtotal	361	361	100	1.1	A
Total		997	989	99	2.6	A

Intersection: Main Street & Heritage Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	78	79	101	0.0	A
	R	1	1	100	0.0	A
	Subtotal	79	80	101	0.0	A
EB	R	83	85	102	3.5	A
	Subtotal	83	85	102	3.5	A
WB	L	2	2	100	4.2	A
	Subtotal	2	2	100	4.2	A
Total		164	167	102	1.9	A

SimTraffic LOS Report

Project: Eagle Mountain The District at Eagle Mountain TIS
Analysis Period: Existing (2024) Plus Project (Mitigated)
Time Period: Evening Peak Hour Project #: UT24-2737

Intersection: Main Street & Project Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	46	41	90	2.3	A
	T	80	81	102	0.7	A
	Subtotal	126	122	97	1.2	A
SB	T	85	87	102	0.5	A
	Subtotal	85	87	102	0.5	A
EB	R	47	46	98	3.6	A
	Subtotal	47	46	98	3.6	A
Total		257	255	99	1.4	A

SimTraffic LOS Report

Project: Eagle Mountain The District at Eagle Mountain
Analysis Period: Future (2030) Background
Time Period: Morning Peak Hour **Project #:** UT24-2737

Intersection: Pony Express Parkway & Trail Head Road
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	20	19	94	9.6	A
	T	1,481	1,368	92	1.9	A
	R	35	32	92	21.6	C
	Subtotal	1,536	1,419	92	2.4	A
SB	L	50	49	98	27.0	D
	T	1,095	1,101	101	1.2	A
	R	20	19	94	0.8	A
	Subtotal	1,165	1,169	100	2.3	A
EB	L	5	6	120	121.2	F
	T	5	4	80	255.0	F
	R	30	29	97	8.9	A
	Subtotal	40	39	98	51.4	F
WB	L	30	22	74	391.0	F
	T	12	10	85	379.8	F
	R	105	83	79	167.4	F
	Subtotal	147	115	78	228.6	F
Total		2,888	2,742	95	13.8	B

Intersection: 1620 East & Trail Head Road
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	15	15	98	27.2	D
	Subtotal	15	15	100	27.2	D
SB	R	20	17	84	114.9	F
	Subtotal	20	17	85	114.9	F
EB	L	5	4	80	2.4	A
	T	65	63	97	9.0	A
	R	20	20	99	5.8	A
	Subtotal	90	87	97	8.0	A
WB	T	110	88	80	199.2	F
	Subtotal	110	88	80	199.2	F
Total		236	207	88	103.8	F

SimTraffic LOS Report

Project: Eagle Mountain The District at Eagle Mountain
Analysis Period: Future (2030) Background
Time Period: Morning Peak Hour **Project #:** UT24-2737

Intersection: Pony Express Parkway & Wendy's Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	10	9	88	7.8	A
	T	1,520	1,407	93	2.8	A
	Subtotal	1,530	1,416	93	2.8	A
SB	T	1,141	1,139	100	0.7	A
	R	15	15	98	0.5	A
	Subtotal	1,156	1,154	100	0.7	A
EB	L	15	14	92	23.7	C
	R	10	12	117	5.1	A
	Subtotal	25	26	104	15.1	C
Total		2,712	2,596	96	2.0	A

Intersection: Pony Express Parkway & Eagle Mountain Boulevard
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	385	386	100	56.7	F
	T	935	949	101	37.2	E
	R	95	98	103	29.4	D
	Subtotal	1,415	1,433	101	41.9	E
SB	L	165	156	95	12.8	B
	T	810	816	101	7.9	A
	R	175	176	101	5.5	A
	Subtotal	1,150	1,148	100	8.2	A
EB	L	160	165	103	15.4	C
	T	115	112	97	27.0	D
	R	400	397	99	29.2	D
	Subtotal	675	674	100	25.5	D
WB	L	135	84	62	247.0	F
	T	210	135	64	253.7	F
	R	435	301	69	44.4	E
	Subtotal	780	520	67	131.5	F
Total		4,020	3,775	94	41.9	E

SimTraffic LOS Report

Project: Eagle Mountain The District at Eagle Mountain
Analysis Period: Future (2030) Background
Time Period: Morning Peak Hour **Project #:** UT24-2737

Intersection: Eagle Mountain Boulevard & Main Street
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	R	5	4	80	638.1	F
	Subtotal	5	4	80	638.1	F
EB	L	5	0	0	2209.5	F
	T	371	363	98	2.7	A
	Subtotal	376	363	97	2.7	A
WB	T	775	517	67	252.5	F
	Subtotal	775	517	67	252.5	F
Total		1,156	884	76	167.5	F

SimTraffic LOS Report

Project: Eagle Mountain The District at Eagle Mountain
Analysis Period: Future (2030) Background
Time Period: Evening Peak Hour **Project #:** UT24-2737

Intersection: Pony Express Parkway & Trail Head Road
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	15	14	92	22.9	C
	T	1,080	1,020	94	8.1	A
	R	100	90	90	71.7	F
	Subtotal	1,195	1,124	94	13.4	B
SB	L	120	104	87	203.6	F
	T	1,330	1,272	96	12.5	B
	R	45	45	101	8.5	A
	Subtotal	1,495	1,421	95	26.4	D
EB	L	30	14	47	798.1	F
	T	10	4	39	1213.2	F
	R	30	24	81	69.7	F
	Subtotal	70	42	60	421.4	F
WB	L	55	26	47	666.1	F
	T	10	5	48	770.1	F
	R	100	48	48	364.5	F
	Subtotal	165	79	48	489.4	F
Total		2,925	2,666	91	48.4	E

Intersection: 1620 East & Trail Head Road
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	30	30	101	143.1	F
	Subtotal	30	30	100	143.1	F
SB	R	10	9	88	211.7	F
	Subtotal	10	9	90	211.7	F
EB	L	15	12	79	15.0	B
	T	190	162	85	20.9	C
	R	25	24	95	20.5	C
	Subtotal	230	198	86	20.5	C
WB	T	125	45	36	745.4	F
	R	2	1	50	913.0	F
	Subtotal	127	46	36	749.0	F
Total		398	283	71	181.9	F

SimTraffic LOS Report

Project: Eagle Mountain The District at Eagle Mountain
Analysis Period: Future (2030) Background
Time Period: Evening Peak Hour **Project #:** UT24-2737

Intersection: Pony Express Parkway & Wendy's Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	15	13	85	27.5	D
	T	1,150	1,089	95	13.0	B
	Subtotal	1,165	1,102	95	13.2	B
SB	T	1,365	1,269	93	3.8	A
	R	50	48	96	3.8	A
	Subtotal	1,415	1,317	93	3.8	A
EB	L	45	40	89	58.5	F
	R	50	51	102	13.3	B
	Subtotal	95	91	96	33.2	D
Total		2,675	2,510	94	9.0	A

Intersection: Pony Express Parkway & Eagle Mountain Boulevard
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	295	279	94	78.0	F
	T	680	660	97	40.5	E
	R	120	118	98	28.5	D
	Subtotal	1,095	1,057	97	49.1	E
SB	L	505	472	93	41.9	E
	T	785	724	92	13.3	B
	R	125	119	95	12.1	B
	Subtotal	1,415	1,315	93	23.5	C
EB	L	205	183	89	189.3	F
	T	230	213	93	164.4	F
	R	300	293	98	174.4	F
	Subtotal	735	689	94	175.3	F
WB	L	80	78	97	25.8	D
	T	146	139	95	29.4	D
	R	280	267	95	15.2	C
	Subtotal	506	484	96	21.0	C
Total		3,752	3,545	94	61.9	F

SimTraffic LOS Report

Project: Eagle Mountain The District at Eagle Mountain
Analysis Period: Future (2030) Background
Time Period: Evening Peak Hour **Project #:** UT24-2737

Intersection: Eagle Mountain Boulevard & Main Street
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	R	5	5	100	10.6	B
	Subtotal	5	5	100	10.6	B
EB	L	5	4	80	10.5	B
	T	851	800	94	4.6	A
	Subtotal	856	804	94	4.6	A
WB	T	500	480	96	8.5	A
	Subtotal	500	480	96	8.5	A
Total		1,361	1,289	95	6.1	A

SimTraffic LOS Report

Project: Eagle Mountain The District at Eagle Mountain
Analysis Period: Future (2030) Background (Mitigated)
Time Period: Morning Peak Hour **Project #:** UT24-2737

Intersection: Pony Express Parkway & Trail Head Road
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	20	20	99	17.1	B
	T	1,481	1,498	101	6.9	A
	R	35	37	106	6.6	A
	Subtotal	1,536	1,555	101	7.0	A
SB	L	50	50	100	34.4	C
	T	1,095	1,084	99	5.1	A
	R	20	21	104	4.0	A
	Subtotal	1,165	1,155	99	6.3	A
EB	L	5	5	100	27.5	C
	T	5	5	100	21.7	C
	R	30	26	87	8.9	A
	Subtotal	40	36	90	13.3	B
WB	L	30	30	101	28.8	C
	T	12	10	85	19.6	B
	R	105	108	103	17.9	B
	Subtotal	147	148	101	20.2	C
Total		2,888	2,894	100	7.5	A

Intersection: 1620 East & Trail Head Road
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	15	16	105	2.2	A
	Subtotal	15	16	107	2.2	A
SB	R	20	21	104	2.1	A
	Subtotal	20	21	105	2.1	A
EB	L	5	7	140	2.6	A
	T	65	65	100	2.6	A
	R	20	21	104	2.7	A
	Subtotal	90	93	103	2.6	A
WB	T	110	110	100	2.4	A
	Subtotal	110	110	100	2.4	A
Total		236	240	102	2.5	A

SimTraffic LOS Report

Project: Eagle Mountain The District at Eagle Mountain
Analysis Period: Future (2030) Background (Mitigated)
Time Period: Morning Peak Hour **Project #:** UT24-2737

Intersection: Pony Express Parkway & Wendy's Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	10	10	98	9.9	A
	T	1,520	1,539	101	3.7	A
	Subtotal	1,530	1,549	101	3.7	A
SB	T	1,141	1,129	99	1.7	A
	R	15	14	92	1.5	A
	Subtotal	1,156	1,143	99	1.7	A
EB	L	15	15	98	27.6	D
	R	10	11	107	7.0	A
	Subtotal	25	26	104	18.9	C
Total		2,712	2,718	100	3.0	A

Intersection: Pony Express Parkway & Eagle Mountain Boulevard
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	385	387	101	39.9	D
	T	935	946	101	24.3	C
	R	95	91	96	6.1	A
	Subtotal	1,415	1,424	101	27.4	C
SB	L	165	158	96	41.5	D
	T	810	801	99	30.0	C
	R	175	178	102	9.4	A
	Subtotal	1,150	1,137	99	28.4	C
EB	L	160	162	101	46.3	D
	T	115	111	97	25.3	C
	R	400	399	100	15.8	B
	Subtotal	675	672	100	24.7	C
WB	L	135	134	99	36.1	D
	T	210	210	100	29.0	C
	R	435	444	102	19.4	B
	Subtotal	780	788	101	24.8	C
Total		4,020	4,021	100	26.7	C

SimTraffic LOS Report

Project: Eagle Mountain The District at Eagle Mountain
Analysis Period: Future (2030) Background (Mitigated)
Time Period: Morning Peak Hour **Project #: UT24-2737**

Intersection: Eagle Mountain Boulevard & Main Street
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	R	5	6	120	10.7	B
	Subtotal	5	6	120	10.7	B
EB	L	5	6	120	9.3	A
	T	371	357	96	1.8	A
	Subtotal	376	363	97	1.9	A
WB	T	775	785	101	1.3	A
	Subtotal	775	785	101	1.3	A
Total		1,156	1,154	100	1.6	A

SimTraffic LOS Report

Project: Eagle Mountain The District at Eagle Mountain
Analysis Period: Future (2030) Background (Mitigated)
Time Period: Evening Peak Hour **Project #:** UT24-2737

Intersection: Pony Express Parkway & Trail Head Road
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	15	14	92	23.9	C
	T	1,080	1,070	99	6.6	A
	R	100	100	100	6.3	A
	Subtotal	1,195	1,184	99	6.8	A
SB	L	120	127	106	30.8	C
	T	1,330	1,338	101	7.2	A
	R	45	46	103	4.8	A
	Subtotal	1,495	1,511	101	9.1	A
EB	L	30	31	104	31.0	C
	T	10	9	88	31.0	C
	R	30	31	104	10.7	B
	Subtotal	70	71	101	22.1	C
WB	L	55	51	93	31.7	C
	T	10	11	105	24.7	C
	R	100	96	96	12.6	B
	Subtotal	165	158	96	19.6	B
Total		2,925	2,924	100	9.1	A

Intersection: 1620 East & Trail Head Road
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	30	30	101	2.3	A
	Subtotal	30	30	100	2.3	A
SB	R	10	10	98	2.3	A
	Subtotal	10	10	100	2.3	A
EB	L	15	15	98	2.6	A
	T	190	196	103	2.6	A
	R	25	25	99	2.3	A
	Subtotal	230	236	103	2.6	A
WB	T	125	118	94	2.4	A
	R	2	2	100	2.8	A
	Subtotal	127	120	94	2.4	A
Total		398	396	99	2.5	A

SimTraffic LOS Report

Project: Eagle Mountain The District at Eagle Mountain
Analysis Period: Future (2030) Background (Mitigated)
Time Period: Evening Peak Hour **Project #:** UT24-2737

Intersection: Pony Express Parkway & Wendy's Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	15	14	92	15.1	C
	T	1,150	1,135	99	3.3	A
	Subtotal	1,165	1,149	99	3.4	A
SB	T	1,365	1,370	100	2.4	A
	R	50	50	100	1.7	A
	Subtotal	1,415	1,420	100	2.4	A
EB	L	45	44	98	31.2	D
	R	50	49	98	8.6	A
	Subtotal	95	93	98	19.3	C
Total		2,675	2,662	100	3.4	A

Intersection: Pony Express Parkway & Eagle Mountain Boulevard
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	295	302	102	40.5	D
	T	680	667	98	29.4	C
	R	120	117	98	9.1	A
	Subtotal	1,095	1,086	99	30.3	C
SB	L	505	500	99	35.8	D
	T	785	795	101	26.4	C
	R	125	122	97	8.4	A
	Subtotal	1,415	1,417	100	28.2	C
EB	L	205	203	99	45.3	D
	T	230	232	101	26.9	C
	R	300	304	101	14.1	B
	Subtotal	735	739	101	26.7	C
WB	L	80	80	100	37.0	D
	T	146	150	103	28.1	C
	R	280	281	100	10.9	B
	Subtotal	506	511	101	20.0	B
Total		3,752	3,753	100	27.4	C

SimTraffic LOS Report

Project: Eagle Mountain The District at Eagle Mountain
Analysis Period: Future (2030) Background (Mitigated)
Time Period: Evening Peak Hour Project #: UT24-2737

Intersection: Eagle Mountain Boulevard & Main Street
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	R	5	4	80	5.7	A
	Subtotal	5	4	80	5.7	A
EB	L	5	4	80	7.1	A
	T	851	846	99	2.1	A
	Subtotal	856	850	99	2.1	A
WB	T	500	503	101	0.8	A
	Subtotal	500	503	101	0.8	A
Total		1,361	1,357	100	1.6	A

SimTraffic LOS Report

Project: Eagle Mountain The District at Eagle Mountain TIS
Analysis Period: Existing (2030) Plus Project
Time Period: Morning Peak Hour **Project #:** UT24-2737

Intersection: Pony Express Parkway & Trail Head Road
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	30	27	90	24.6	C
	T	1,601	1,536	96	6.3	A
	R	43	41	96	5.8	A
	Subtotal	1,674	1,604	96	6.6	A
SB	L	103	95	92	40.0	D
	T	1,246	1,243	100	6.1	A
	R	20	20	101	4.0	A
	Subtotal	1,369	1,358	99	8.4	A
EB	L	5	5	95	38.7	D
	T	10	10	98	33.5	C
	R	41	45	110	13.3	B
	Subtotal	56	60	107	18.8	B
WB	L	36	32	88	43.9	D
	T	14	14	102	38.0	D
	R	148	148	100	23.6	C
	Subtotal	198	194	98	28.0	C
Total		3,297	3,216	98	8.9	A

Intersection: 1620 East & Trail Head Road
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	R	61	60	98	3.9	A
	Subtotal	61	60	98	3.9	A
SB	R	20	20	101	7.0	A
	Subtotal	20	20	100	7.0	A
EB	T	81	76	94	1.7	A
	R	75	71	95	1.4	A
	Subtotal	156	147	94	1.6	A
WB	T	178	173	97	0.4	A
	R	5	6	114	0.1	A
	Subtotal	183	179	98	0.4	A
Total		420	406	97	1.6	A

SimTraffic LOS Report

Project: Eagle Mountain The District at Eagle Mountain TIS
Analysis Period: Existing (2030) Plus Project
Time Period: Morning Peak Hour **Project #:** UT24-2737

Intersection: Pony Express Parkway & Wendy's Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	10	10	98	14.3	B
	T	1,528	1,534	100	5.5	A
	R	125	134	107	5.4	A
	Subtotal	1,663	1,678	101	5.5	A
SB	L	151	151	100	40.7	E
	T	1,158	1,154	100	3.1	A
	R	15	14	95	1.6	A
	Subtotal	1,324	1,319	100	7.4	A
EB	L	15	12	81	156.5	F
	R	10	12	117	13.0	B
	Subtotal	25	24	96	84.8	F
WB	L	96	37	39	687.5	F
	R	130	57	44	105.4	F
	Subtotal	226	94	42	334.5	F
Total		3,238	3,115	96	18.9	C

Intersection: Pony Express Parkway & Eagle Mountain Boulevard
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	385	390	101	49.6	D
	T	968	984	102	31.0	C
	R	165	159	96	7.5	A
	Subtotal	1,518	1,533	101	33.3	C
SB	L	246	234	95	51.6	D
	T	808	769	95	31.8	C
	R	210	201	96	10.3	B
	Subtotal	1,264	1,204	95	32.1	C
EB	L	204	203	100	65.5	E
	T	158	152	96	25.3	C
	R	400	403	101	15.8	B
	Subtotal	762	758	99	31.0	C
WB	L	218	212	97	43.4	D
	T	242	240	99	30.7	C
	R	491	495	101	21.8	C
	Subtotal	951	947	100	28.9	C
Total		4,495	4,442	99	31.7	C

SimTraffic LOS Report

Project: Eagle Mountain The District at Eagle Mountain TIS
Analysis Period: Existing (2030) Plus Project
Time Period: Morning Peak Hour **Project #:** UT24-2737

Intersection: Eagle Mountain Boulevard & Main Street
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	85	78	92	148.0	F
	R	194	184	95	25.2	D
	Subtotal	279	262	94	61.8	F
EB	L	203	203	100	32.3	D
	T	366	348	95	2.2	A
	Subtotal	569	551	97	13.3	B
WB	T	757	765	101	4.5	A
	R	120	124	103	3.1	A
	Subtotal	877	889	101	4.3	A
Total		1,726	1,702	99	16.2	C

Intersection: Main Street & Heritage Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	97	97	100	2.2	A
	T	62	66	106	0.7	A
	R	110	110	100	0.4	A
	Subtotal	269	273	101	1.1	A
SB	L	2	2	100	31.5	D
	T	41	45	110	55.7	F
	R	6	6	96	36.5	E
	Subtotal	49	53	108	52.6	F
EB	L	9	7	76	82.9	F
	T	15	13	88	66.1	F
	R	99	88	89	87.6	F
	Subtotal	123	108	88	84.7	F
WB	L	82	78	95	110.0	F
	T	14	12	87	79.4	F
	R	2	2	100	69.8	F
	Subtotal	98	92	94	105.1	F
Total		538	526	98	42.7	E

SimTraffic LOS Report

Project: Eagle Mountain The District at Eagle Mountain TIS
Analysis Period: Existing (2030) Plus Project
Time Period: Morning Peak Hour **Project #:** UT24-2737

Intersection: Main Street & Project Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	57	54	95	3.4	A
	T	267	273	102	1.4	A
	Subtotal	324	327	101	1.7	A
SB	T	220	206	94	38.5	E
	R	2	2	100	19.4	C
	Subtotal	222	208	94	38.3	E
EB	L	2	1	50	187.1	F
	R	59	58	98	119.1	F
	Subtotal	61	59	97	120.3	F
Total		607	594	98	26.8	D

SimTraffic LOS Report

Project: Eagle Mountain The District at Eagle Mountain TIS
Analysis Period: Existing (2030) Plus Project
Time Period: Evening Peak Hour **Project #:** UT24-2737

Intersection: Pony Express Parkway & Trail Head Road
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	24	23	96	32.5	C
	T	1,204	1,182	98	6.0	A
	R	107	107	100	5.8	A
	Subtotal	1,335	1,312	98	6.4	A
SB	L	159	159	100	54.7	D
	T	1,453	1,443	99	10.9	B
	R	45	48	107	8.2	A
	Subtotal	1,657	1,650	100	15.0	B
EB	L	30	29	97	40.8	D
	T	14	14	102	40.2	D
	R	39	40	102	15.8	B
	Subtotal	83	83	100	28.7	C
WB	L	60	57	95	46.3	D
	T	14	15	103	36.0	D
	R	149	143	96	17.9	B
	Subtotal	223	215	96	26.7	C
Total		3,298	3,260	99	12.7	B

Intersection: 1620 East & Trail Head Road
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	R	78	76	97	4.6	A
	Subtotal	78	76	97	4.6	A
SB	R	10	9	88	4.9	A
	Subtotal	10	9	90	4.9	A
EB	T	212	210	99	1.4	A
	R	68	70	103	1.2	A
	Subtotal	280	280	100	1.4	A
WB	T	213	206	97	0.4	A
	R	17	17	101	0.2	A
	Subtotal	230	223	97	0.4	A
Total		598	588	98	1.5	A

SimTraffic LOS Report

Project: Eagle Mountain The District at Eagle Mountain TIS
Analysis Period: Existing (2030) Plus Project
Time Period: Evening Peak Hour **Project #:** UT24-2737

Intersection: Pony Express Parkway & Wendy's Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	15	15	102	20.8	C
	T	1,156	1,168	101	4.8	A
	R	117	111	95	4.7	A
	Subtotal	1,288	1,294	100	5.0	A
SB	L	116	112	96	20.3	C
	T	1,387	1,379	99	2.6	A
	R	50	49	98	1.7	A
	Subtotal	1,553	1,540	99	3.9	A
EB	L	45	40	89	155.5	F
	R	50	56	112	14.2	B
	Subtotal	95	96	101	73.1	F
WB	L	83	63	76	348.7	F
	R	134	103	77	46.9	E
	Subtotal	217	166	76	161.4	F
Total		3,153	3,096	98	16.0	C

Intersection: Pony Express Parkway & Eagle Mountain Boulevard
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	295	297	101	49.9	D
	T	696	703	101	36.0	D
	R	185	186	101	10.7	B
	Subtotal	1,176	1,186	101	35.5	D
SB	L	562	553	98	44.3	D
	T	802	794	99	28.2	C
	R	156	153	98	8.0	A
	Subtotal	1,520	1,500	99	32.1	C
EB	L	245	244	100	78.9	E
	T	258	250	97	28.3	C
	R	300	301	100	14.5	B
	Subtotal	803	795	99	38.6	D
WB	L	151	151	100	44.0	D
	T	189	187	99	29.5	C
	R	346	349	101	13.2	B
	Subtotal	686	687	100	24.4	C
Total		4,183	4,168	100	33.1	C

SimTraffic LOS Report

Project: Eagle Mountain The District at Eagle Mountain TIS
Analysis Period: Existing (2030) Plus Project
Time Period: Evening Peak Hour **Project #:** UT24-2737

Intersection: Eagle Mountain Boulevard & Main Street
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	103	104	101	35.9	E
	T	0	1	400	0.6	A
	R	188	186	99	8.2	A
	Subtotal	291	291	100	18.1	C
EB	L	172	167	97	11.6	B
	T	833	822	99	2.3	A
	Subtotal	1,005	989	98	3.9	A
WB	T	497	501	101	2.4	A
	R	84	90	107	1.3	A
	Subtotal	581	591	102	2.2	A
Total		1,878	1,871	100	5.6	A

Intersection: Main Street & Heritage Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	78	72	92	2.3	A
	T	46	45	99	0.5	A
	R	89	95	106	0.3	A
	Subtotal	213	212	100	1.0	A
SB	L	2	2	100	2.1	A
	T	57	61	107	0.2	A
	R	8	10	121	0.1	A
	Subtotal	67	73	109	0.2	A
EB	L	7	6	83	7.1	A
	T	21	19	92	8.2	A
	R	83	79	95	4.7	A
	Subtotal	111	104	94	5.5	A
WB	L	106	104	98	7.2	A
	T	20	21	106	6.1	A
	R	2	2	100	6.2	A
	Subtotal	128	127	99	7.0	A
Total		519	516	99	3.3	A

SimTraffic LOS Report

Project: Eagle Mountain The District at Eagle Mountain TIS
Analysis Period: Existing (2030) Plus Project
Time Period: Evening Peak Hour **Project #:** UT24-2737

Intersection: Main Street & Project Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	46	46	101	3.6	A
	T	210	211	100	1.2	A
	Subtotal	256	257	100	1.6	A
SB	T	244	241	99	2.2	A
	R	2	4	200	1.6	A
	Subtotal	246	245	100	2.2	A
EB	L	2	1	50	10.0	A
	R	47	49	105	5.5	A
	Subtotal	49	50	102	5.6	A
Total		551	552	100	2.2	A

SimTraffic LOS Report

Project: Eagle Mountain The District at Eagle Mountain
Analysis Period: Future (2050) Background
Time Period: Morning Peak Hour **Project #:** UT24-2737

Intersection: Pony Express Parkway & Trail Head Road
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	25	26	103	14.8	B
	T	1,140	1,133	99	6.3	A
	R	40	38	96	5.9	A
	Subtotal	1,205	1,197	99	6.5	A
SB	L	55	56	102	23.1	C
	T	890	892	100	5.4	A
	R	25	27	107	3.5	A
	Subtotal	970	975	101	6.4	A
EB	L	10	9	88	21.5	C
	T	5	4	80	18.9	B
	R	35	38	109	7.4	A
	Subtotal	50	51	102	10.8	B
WB	L	35	30	86	22.2	C
	T	11	11	100	14.9	B
	R	110	108	98	11.3	B
	Subtotal	156	149	96	13.8	B
Total		2,381	2,372	100	7.0	A

Intersection: 1620 East & Trail Head Road
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	15	17	111	2.2	A
	Subtotal	15	17	113	2.2	A
SB	L	5	6	120	2.1	A
	R	20	19	94	2.0	A
	Subtotal	25	25	100	2.0	A
EB	L	5	5	100	2.4	A
	T	75	74	98	2.6	A
	R	20	21	104	2.5	A
	Subtotal	100	100	100	2.6	A
WB	T	120	114	95	2.3	A
	R	5	5	100	2.1	A
	Subtotal	125	119	95	2.3	A
Total		266	261	98	2.4	A

SimTraffic LOS Report

Project: Eagle Mountain The District at Eagle Mountain
Analysis Period: Future (2050) Background
Time Period: Morning Peak Hour **Project #:** UT24-2737

Intersection: Pony Express Parkway & Wendy's Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	15	15	98	8.8	A
	T	1,186	1,181	100	3.0	A
	Subtotal	1,201	1,196	100	3.1	A
SB	T	940	942	100	1.8	A
	R	20	20	99	1.6	A
	Subtotal	960	962	100	1.8	A
EB	L	20	21	104	17.5	C
	R	15	18	118	5.2	A
	Subtotal	35	39	111	11.8	B
Total		2,197	2,197	100	2.7	A

Intersection: Pony Express Parkway & Eagle Mountain Boulevard
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	280	284	101	37.9	D
	T	690	697	101	24.4	C
	R	100	104	104	5.6	A
	Subtotal	1,070	1,085	101	26.1	C
SB	L	150	148	99	38.7	D
	T	657	668	102	29.0	C
	R	150	146	97	8.4	A
	Subtotal	957	962	101	27.4	C
EB	L	140	132	94	38.2	D
	T	135	139	103	22.1	C
	R	365	364	100	12.0	B
	Subtotal	640	635	99	19.7	B
WB	L	225	221	98	33.7	C
	T	240	241	100	24.3	C
	R	370	366	99	11.6	B
	Subtotal	835	828	99	21.2	C
Total		3,502	3,510	100	24.2	C

SimTraffic LOS Report

Project: Eagle Mountain The District at Eagle Mountain
Analysis Period: Future (2050) Background
Time Period: Morning Peak Hour **Project #:** UT24-2737

Intersection: Eagle Mountain Boulevard & Main Street
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	R	5	4	80	12.0	B
	Subtotal	5	4	80	12.0	B
EB	L	5	4	80	10.3	B
	T	380	389	102	1.8	A
	Subtotal	385	393	102	1.9	A
WB	T	830	825	99	1.5	A
	Subtotal	830	825	99	1.5	A
Total		1,220	1,222	100	1.6	A

SimTraffic LOS Report

Project: Eagle Mountain The District at Eagle Mountain
Analysis Period: Future (2050) Background
Time Period: Evening Peak Hour **Project #:** UT24-2737

Intersection: Pony Express Parkway & Trail Head Road
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	20	20	99	20.7	C
	T	795	808	102	6.7	A
	R	105	103	98	5.7	A
	Subtotal	920	931	101	6.9	A
SB	L	125	123	98	21.3	C
	T	970	968	100	6.2	A
	R	50	50	100	3.8	A
	Subtotal	1,145	1,141	100	7.7	A
EB	L	35	31	89	24.6	C
	T	10	9	88	21.0	C
	R	35	38	109	7.8	A
	Subtotal	80	78	98	16.0	B
WB	L	60	56	93	24.5	C
	T	10	13	127	22.4	C
	R	105	105	100	9.6	A
	Subtotal	175	174	99	15.4	B
Total		2,320	2,324	100	8.2	A

Intersection: 1620 East & Trail Head Road
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	30	31	104	2.4	A
	Subtotal	30	31	103	2.4	A
SB	L	5	5	100	2.2	A
	R	10	11	107	2.0	A
	Subtotal	15	16	107	2.1	A
EB	L	15	14	92	2.6	A
	T	201	197	98	2.5	A
	R	25	25	99	2.8	A
	Subtotal	241	236	98	2.5	A
WB	T	135	132	98	2.4	A
	R	5	5	100	2.1	A
	Subtotal	140	137	98	2.4	A
Total		426	420	98	2.5	A

SimTraffic LOS Report

Project: Eagle Mountain The District at Eagle Mountain
Analysis Period: Future (2050) Background
Time Period: Evening Peak Hour **Project #:** UT24-2737

Intersection: Pony Express Parkway & Wendy's Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	20	18	89	9.2	A
	T	871	882	101	2.8	A
	Subtotal	891	900	101	2.9	A
SB	T	1,010	1,003	99	2.1	A
	R	55	59	107	1.7	A
	Subtotal	1,065	1,062	100	2.1	A
EB	L	50	51	102	17.8	C
	R	55	53	96	6.4	A
	Subtotal	105	104	99	12.0	B
Total		2,061	2,066	100	2.9	A

Intersection: Pony Express Parkway & Eagle Mountain Boulevard
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	240	244	102	32.5	C
	T	510	516	101	24.0	C
	R	210	208	99	8.2	A
	Subtotal	960	968	101	22.7	C
SB	L	325	323	99	32.4	C
	T	631	629	100	24.4	C
	R	110	107	97	7.0	A
	Subtotal	1,066	1,059	99	25.1	C
EB	L	165	164	99	36.5	D
	T	255	254	100	21.5	C
	R	215	211	98	9.0	A
	Subtotal	635	629	99	21.2	C
WB	L	80	74	92	31.9	C
	T	176	175	99	21.7	C
	R	215	217	101	7.9	A
	Subtotal	471	466	99	16.9	B
Total		3,132	3,122	100	22.4	C

SimTraffic LOS Report

Project: Eagle Mountain The District at Eagle Mountain
Analysis Period: Future (2050) Background
Time Period: Evening Peak Hour **Project #: UT24-2737**

Intersection: Eagle Mountain Boulevard & Main Street
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	R	5	5	100	5.5	A
	Subtotal	5	5	100	5.5	A
EB	L	5	5	100	5.6	A
	T	785	780	99	1.9	A
	Subtotal	790	785	99	1.9	A
WB	T	465	462	99	0.7	A
	Subtotal	465	462	99	0.7	A
Total		1,260	1,252	99	1.5	A

SimTraffic LOS Report

Project: Eagle Mountain The District at Eagle Mountain TIS
Analysis Period: Existing (2050) Plus Project
Time Period: Morning Peak Hour **Project #:** UT24-2737

Intersection: Pony Express Parkway & Trail Head Road
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	34	38	111	16.9	B
	T	1,215	1,181	97	5.7	A
	R	48	47	98	5.1	A
	Subtotal	1,297	1,266	98	6.0	A
SB	L	109	103	94	28.2	C
	T	995	988	99	5.4	A
	R	25	26	104	3.3	A
	Subtotal	1,129	1,117	99	7.5	A
EB	L	10	9	88	36.0	D
	T	9	8	86	33.5	C
	R	45	47	105	9.3	A
	Subtotal	64	64	100	16.1	B
WB	L	41	37	91	31.2	C
	T	14	13	96	23.7	C
	R	153	152	100	14.8	B
	Subtotal	208	202	97	18.4	B
Total		2,697	2,649	98	7.8	A

Intersection: 1620 East & Trail Head Road
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	R	60	58	96	3.9	A
	Subtotal	60	58	97	3.9	A
SB	R	20	20	101	4.7	A
	Subtotal	20	20	100	4.7	A
EB	T	92	85	92	1.6	A
	R	75	74	99	1.3	A
	Subtotal	167	159	95	1.5	A
WB	T	187	182	97	0.3	A
	R	10	11	107	0.2	A
	Subtotal	197	193	98	0.3	A
Total		444	430	97	1.4	A

SimTraffic LOS Report

Project: Eagle Mountain The District at Eagle Mountain TIS
Analysis Period: Existing (2050) Plus Project
Time Period: Morning Peak Hour **Project #:** UT24-2737

Intersection: Pony Express Parkway & Wendy's Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	15	14	95	12.2	B
	T	1,147	1,150	100	4.6	A
	R	136	140	103	4.5	A
	Subtotal	1,298	1,304	100	4.7	A
SB	L	153	152	100	20.8	C
	T	908	899	99	2.0	A
	R	20	22	111	1.4	A
	Subtotal	1,081	1,073	99	4.7	A
EB	L	20	16	81	50.8	F
	R	15	16	108	8.3	A
	Subtotal	35	32	91	29.6	D
WB	L	120	95	79	262.8	F
	R	129	102	79	42.5	E
	Subtotal	249	197	79	148.7	F
Total		2,662	2,606	98	16.7	C

Intersection: Pony Express Parkway & Eagle Mountain Boulevard
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	280	284	101	43.0	D
	T	695	697	100	31.0	C
	R	174	168	96	6.9	A
	Subtotal	1,149	1,149	100	30.4	C
SB	L	231	226	98	43.2	D
	T	628	604	96	31.3	C
	R	184	179	97	8.6	A
	Subtotal	1,043	1,009	97	29.9	C
EB	L	186	184	99	34.3	C
	T	154	157	102	21.2	C
	R	365	367	101	11.4	B
	Subtotal	705	708	100	19.5	B
WB	L	306	308	101	38.0	D
	T	252	244	97	20.6	C
	R	417	422	101	13.4	B
	Subtotal	975	974	100	23.0	C
Total		3,872	3,840	99	26.4	C

SimTraffic LOS Report

Project: Eagle Mountain The District at Eagle Mountain TIS
Analysis Period: Existing (2050) Plus Project
Time Period: Morning Peak Hour **Project #:** UT24-2737

Intersection: Eagle Mountain Boulevard & Main Street
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	75	71	95	50.2	F
	T	0	0	0		
	R	186	184	99	10.3	B
	Subtotal	261	255	98	21.4	C
EB	L	195	190	97	15.5	C
	T	364	361	99	1.8	A
	Subtotal	559	551	99	6.5	A
WB	T	788	788	100	2.0	A
	R	121	125	103	2.1	A
	Subtotal	909	913	100	2.0	A
Total		1,730	1,719	99	6.3	A

Intersection: Main Street & Heritage Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	104	103	99	2.1	A
	T	55	54	99	0.5	A
	R	100	99	99	0.3	A
	Subtotal	259	256	99	1.1	A
SB	L	2	1	50	4.5	A
	T	36	38	105	1.8	A
	R	6	7	112	0.1	A
	Subtotal	44	46	105	1.6	A
EB	L	9	7	76	6.3	A
	T	25	24	96	8.7	A
	R	95	96	101	6.1	A
	Subtotal	129	127	98	6.6	A
WB	L	75	69	92	7.6	A
	T	20	21	106	7.6	A
	R	2	2	100	5.7	A
	Subtotal	97	92	95	7.6	A
Total		528	521	99	3.6	A

SimTraffic LOS Report

Project: Eagle Mountain The District at Eagle Mountain TIS
Analysis Period: Existing (2050) Plus Project
Time Period: Morning Peak Hour **Project #:** UT24-2737

Intersection: Main Street & Project Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	60	60	100	3.4	A
	T	256	255	100	1.3	A
	Subtotal	316	315	100	1.7	A
SB	T	205	200	98	3.4	A
	R	2	3	150	0.6	A
	Subtotal	207	203	98	3.4	A
EB	L	2	2	100	9.3	A
	R	57	57	100	7.1	A
	Subtotal	59	59	100	7.2	A
Total		582	577	99	2.8	A

SimTraffic LOS Report

Project: Eagle Mountain The District at Eagle Mountain TIS
Analysis Period: Existing (2050) Plus Project
Time Period: Evening Peak Hour **Project #:** UT24-2737

Intersection: Pony Express Parkway & Trail Head Road
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	28	25	89	20.7	C
	T	868	868	100	5.9	A
	R	112	114	102	5.3	A
	Subtotal	1,008	1,007	100	6.2	A
SB	L	162	158	98	26.5	C
	T	1,052	1,062	101	6.3	A
	R	50	50	100	3.9	A
	Subtotal	1,264	1,270	100	8.7	A
EB	L	35	38	108	36.0	D
	T	13	15	113	29.5	C
	R	43	41	96	11.4	B
	Subtotal	91	94	103	24.2	C
WB	L	65	65	100	35.4	D
	T	13	15	113	31.1	C
	R	160	159	99	13.1	B
	Subtotal	238	239	100	20.3	C
Total		2,602	2,610	100	9.4	A

Intersection: 1620 East & Trail Head Road
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	R	83	85	102	4.6	A
	Subtotal	83	85	102	4.6	A
SB	R	10	8	78	5.4	A
	Subtotal	10	8	80	5.4	A
EB	T	223	224	100	1.4	A
	R	65	64	98	1.2	A
	Subtotal	288	288	100	1.4	A
WB	T	228	229	100	0.4	A
	R	20	22	111	0.1	A
	Subtotal	248	251	101	0.4	A
Total		630	632	100	1.5	A

SimTraffic LOS Report

Project: Eagle Mountain The District at Eagle Mountain TIS
Analysis Period: Existing (2050) Plus Project
Time Period: Evening Peak Hour **Project #:** UT24-2737

Intersection: Pony Express Parkway & Wendy's Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	20	20	101	12.9	B
	T	816	815	100	3.9	A
	R	149	150	101	3.8	A
	Subtotal	985	985	100	4.1	A
SB	L	111	110	99	13.5	B
	T	995	1,000	101	2.1	A
	R	55	57	104	1.6	A
	Subtotal	1,161	1,167	101	3.2	A
EB	L	50	48	96	41.6	E
	R	55	55	100	8.5	A
	Subtotal	105	103	98	23.9	C
WB	L	89	94	105	84.2	F
	R	144	146	101	11.6	B
	Subtotal	233	240	103	40.0	E
Total		2,484	2,495	100	7.9	A

Intersection: Pony Express Parkway & Eagle Mountain Boulevard
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	240	237	99	36.0	D
	T	489	488	100	28.6	C
	R	290	294	101	9.9	A
	Subtotal	1,019	1,019	100	24.9	C
SB	L	377	381	101	35.2	D
	T	623	624	100	27.0	C
	R	139	143	103	7.5	A
	Subtotal	1,139	1,148	101	27.3	C
EB	L	216	211	98	34.8	C
	T	253	248	98	21.5	C
	R	215	220	102	9.1	A
	Subtotal	684	679	99	21.6	C
WB	L	152	149	98	33.1	C
	T	200	200	100	20.6	C
	R	278	285	102	8.3	A
	Subtotal	630	634	101	18.0	B
Total		3,472	3,480	100	23.8	C

SimTraffic LOS Report

Project: Eagle Mountain The District at Eagle Mountain TIS
Analysis Period: Existing (2050) Plus Project
Time Period: Evening Peak Hour **Project #:** UT24-2737

Intersection: Eagle Mountain Boulevard & Main Street
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	107	105	98	25.5	D
	T	1	1	133	0.9	A
	R	181	182	101	5.8	A
	Subtotal	289	288	100	13.0	B
EB	L	177	178	101	8.3	A
	T	744	743	100	2.0	A
	Subtotal	921	921	100	3.2	A
WB	T	449	452	101	1.1	A
	R	75	72	96	0.7	A
	Subtotal	524	524	100	1.0	A
Total		1,732	1,733	100	4.2	A

Intersection: Main Street & Heritage Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	82	83	101	2.3	A
	T	41	41	101	0.5	A
	R	84	82	98	0.3	A
	Subtotal	207	206	100	1.1	A
SB	L	2	2	100	2.6	A
	T	51	56	110	0.2	A
	R	8	10	121	0.1	A
	Subtotal	61	68	111	0.3	A
EB	L	7	8	110	6.7	A
	T	17	19	113	6.8	A
	R	88	88	100	4.6	A
	Subtotal	112	115	103	5.1	A
WB	L	101	98	97	7.1	A
	T	28	33	118	6.3	A
	R	2	2	100	4.1	A
	Subtotal	131	133	102	6.9	A
Total		511	522	102	3.4	A

SimTraffic LOS Report

Project: Eagle Mountain The District at Eagle Mountain TIS
Analysis Period: Existing (2050) Plus Project
Time Period: Evening Peak Hour **Project #:** UT24-2737

Intersection: Main Street & Project Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	47	46	98	3.6	A
	T	206	206	100	1.1	A
	Subtotal	253	252	100	1.6	A
SB	T	238	240	101	1.8	A
	R	2	3	150	0.8	A
	Subtotal	240	243	101	1.8	A
EB	L	2	2	100	7.0	A
	R	50	49	98	5.5	A
	Subtotal	52	51	98	5.6	A
Total		544	546	100	2.0	A

APPENDIX D

95th Percentile Queue Length Reports

SimTraffic Queueing Report

Project: Eagle Mountain The District at Eagle Mountain TIS

Analysis: Existing (2024) Background

95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft



Project #: UT24-2737

[illegible]

SimTraffic Queueing Report

Project: Eagle Mountain The District at Eagle Mountain

Analysis: Existing (2024) Background

95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft



Project #: UT24-2737

[illegible]

95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft

HALES  **ENGINEERING**
innovative transportation solutions

Project #: UT24-2737[illegible]

[illegible]

SimTraffic Queueing Report

Project: Eagle Mountain The District at Eagle Mountain TIS

Analysis: Existing (2024) Plus Project (Mitigated)

Time Period: Morning Peak Hour

95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft

HALES  **ENGINEERING**
innovative transportation solutions

Project #: UT24-2737

Intersection	NB					SB				EB				WB			
	L	LT	R	T	TR	L	R	T	TR	L	LR	R	TR	L	LT	R	TR
01: Pony Express Parkway & Trail Head Road	50			100	125	75		100	125				75	50			100
02: 1620 East & Trail Head Road			75				50										
03: Pony Express Parkway & Wendy's Access						75				50				100		75	
04: Pony Express Parkway & Eagle Mountain Boulevard	75				75	75				100			100		150	100	
05: Eagle Mountain Boulevard & Main Street						75	75			75							
06: Main Street & Heritage Drive													75				
07: Main Street & Project Access		50									75						

SimTraffic Queueing Report

Project: Eagle Mountain The District at Eagle Mountain TIS

Analysis: Existing (2024) Plus Project (Mitigated)

Time Period: Evening Peak Hour

95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft

HALES  **ENGINEERING**
innovative transportation solutions

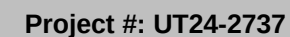
Project #: UT24-2737

Intersection	NB					SB				EB				WB			
	L	LT	R	T	TR	L	R	T	TR	L	LR	R	TR	L	LT	R	TR
01: Pony Express Parkway & Trail Head Road	50			125	150	125		125	125	75			75	100			100
02: 1620 East & Trail Head Road			75				50										
03: Pony Express Parkway & Wendy's Access						75				50		50		75		75	
04: Pony Express Parkway & Eagle Mountain Boulevard	75				125	100				125			100		100	100	
05: Eagle Mountain Boulevard & Main Street						75	75			75							
06: Main Street & Heritage Drive													75				
07: Main Street & Project Access											50						

Project: Eagle Mountain The District at Eagle Mountain

Time Period: Morning Peak Hour

95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft

[illegible]

[illegible]

95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft

HALES  **ENGINEERING**
innovative transportation solutions

Project #: UT24-2737

[illegible]

95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft

HALES  **ENGINEERING**
innovative transportation solutions

Project #: UT24-2737[illegible]

[illegible]

[illegible]

SimTraffic Queueing Report

Project: Eagle Mountain The District at Eagle Mountain

Analysis: Future (2050) Background

Time Period: Morning Peak Hour

95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft

**Project #: UT24-2737**[illegible]

SimTraffic Queueing Report

Project: Eagle Mountain The District at Eagle Mountain

Analysis: Future (2050) Background

Time Period: Evening Peak Hour

95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft

**Project #: UT24-2737**[illegible]



**EAGLE MOUNTAIN CITY
CITY COUNCIL MEETING
MAY 6, 2025**

TITLE:	SITE PLAN - Panda Express
ITEM TYPE:	Site Plan
FISCAL IMPACT:	N/A
APPLICANT:	Henry Klover

CURRENT GENERAL PLAN DESIGNATION & ZONE	ACREAGE
General Plan Designation: Community Commercial Zone: Commercial Community	0.919 Acres

PUBLIC HEARING

No

PREPARED BY

Ashley Swensen, Planner

PRESENTED BY

Ashley Swensen

RECOMMENDATION:

Staff recommends the City Council approve the Panda Express Site Plan.

BACKGROUND:

This lot was part of The District at Eagle Mountain Town Center Rezone on July 6, 2021, and was rezoned as Commercial Community. It was also part of The District Master Site Plan/Preliminary Plat which was approved by the City Council on October 15, 2024. This lot was designated for the building of a fast food restaurant as part of Phase I of said plat.

ITEMS FOR CONSIDERATION:

EMMC 17.72.030 Site design.

A. Building Location -- 1. The drive thru is oriented toward the street, however, increased architectural elements and signage has also been provided.

EMMC 17.72.040 Architectural standards.

- A. Architectural Style/Theme -- Complies
- B. Main Entrance -- Complies
- C. Roof Design -- Complies
- D. Building Articulation -- Complies
- E. Architectural Detailing -- Complies
- F. Building Materials -- Complies
- G. Building Color -- Complies
- I. Lighting -- Complies
- K. Mechanical Equipment -- Complies

****The Planning Commission did raise the question regarding the lack of an escape lane in the drive through. Planner Steven Lehmitz explained that the Planning Commission had previously forwarded a positive recommendation to the City Council of a code amendment requiring escape lanes, but it was tabled. Because it has been more than 180 days since we initiated proceedings to amend the**

ordinance, this site plan does not need to comply with the escape lane requirement. That ordinance is being sent back to the Planning Commission for review this month or next.

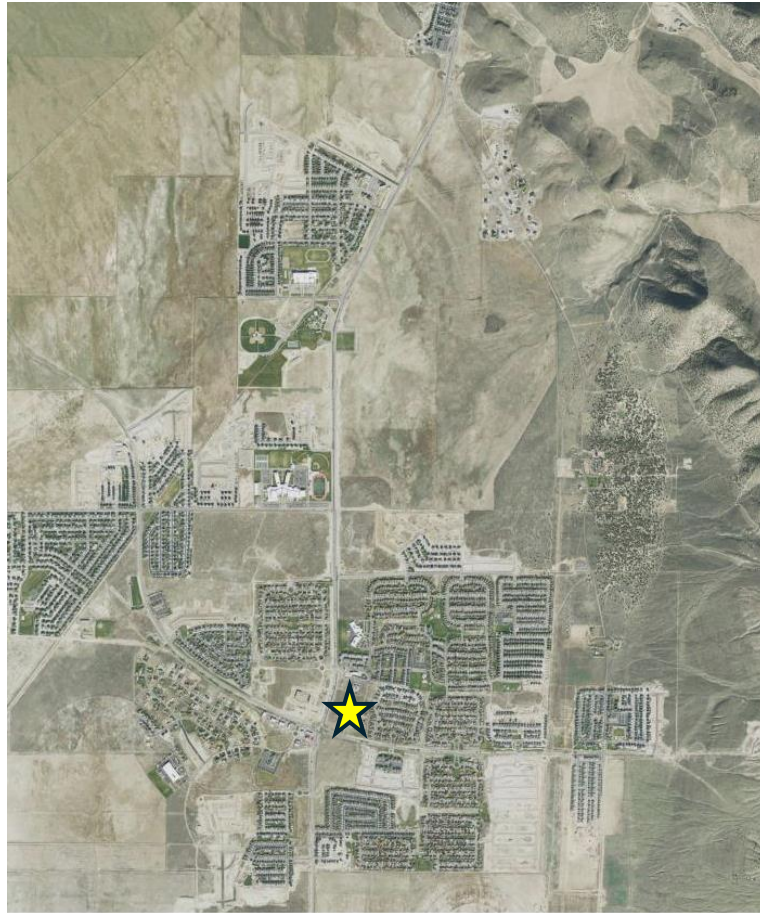
PLANNING COMMISSION ACTION/RECOMMENDATION:

The Planning Commission forwarded a positive recommendation to the City Council of the Panda Express Site Plan.

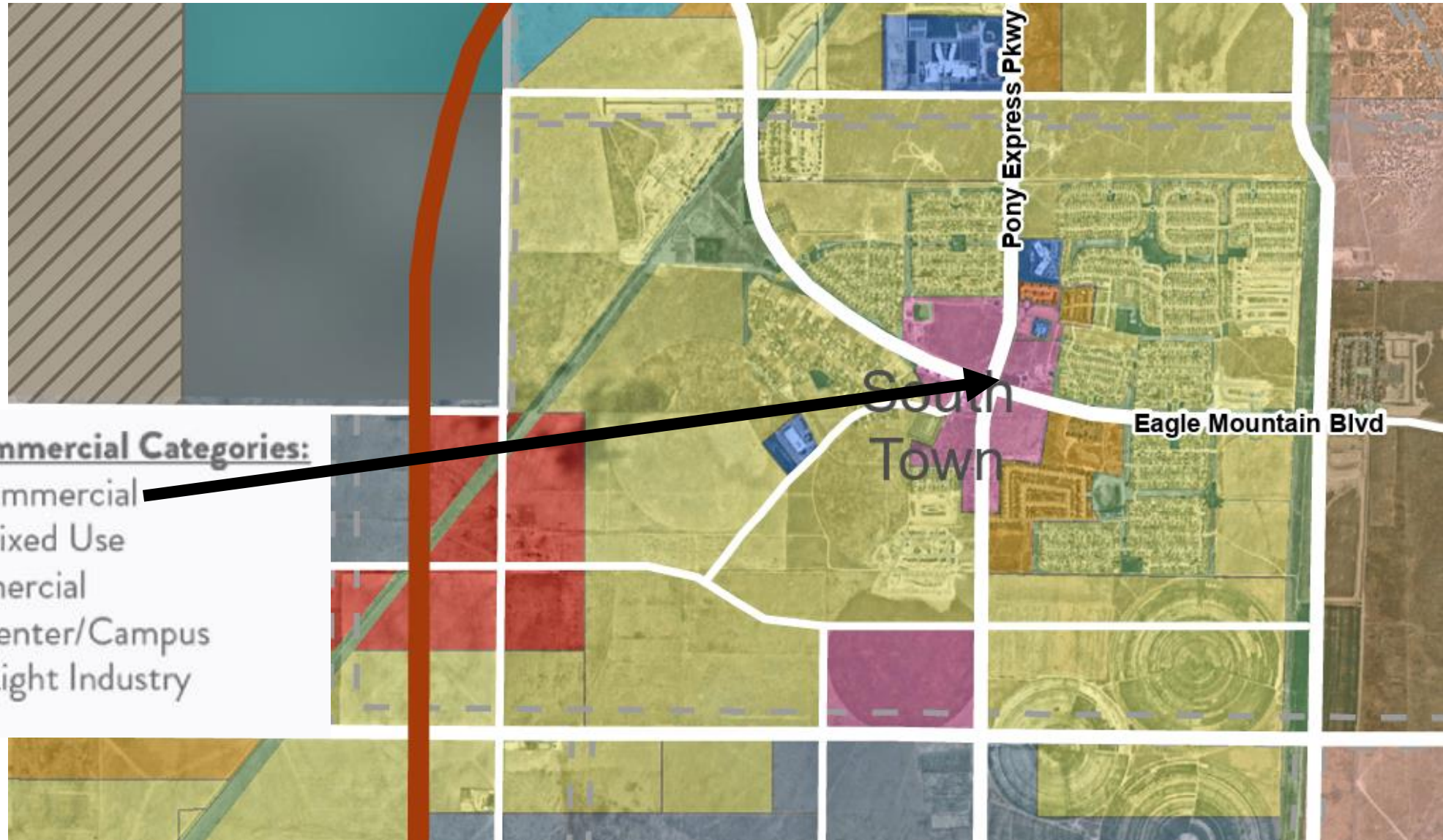
ATTACHMENTS:

1. Maps
2. Site Plan
3. Elevations
4. Photometric Plan
5. Landscaping Plan

Vicinity Map



General Plan Category



Zoning



< > 2 of 2

☰ ×

🔍 Zoom to

Eagle Mountain Properties Commercial Zone

Current Landuse: Agriculture
Zoning: Commercial Community
Parcel ID: 59:044:0112
Address: 84005
Master Development Agreement: Eagle Mountain Properties

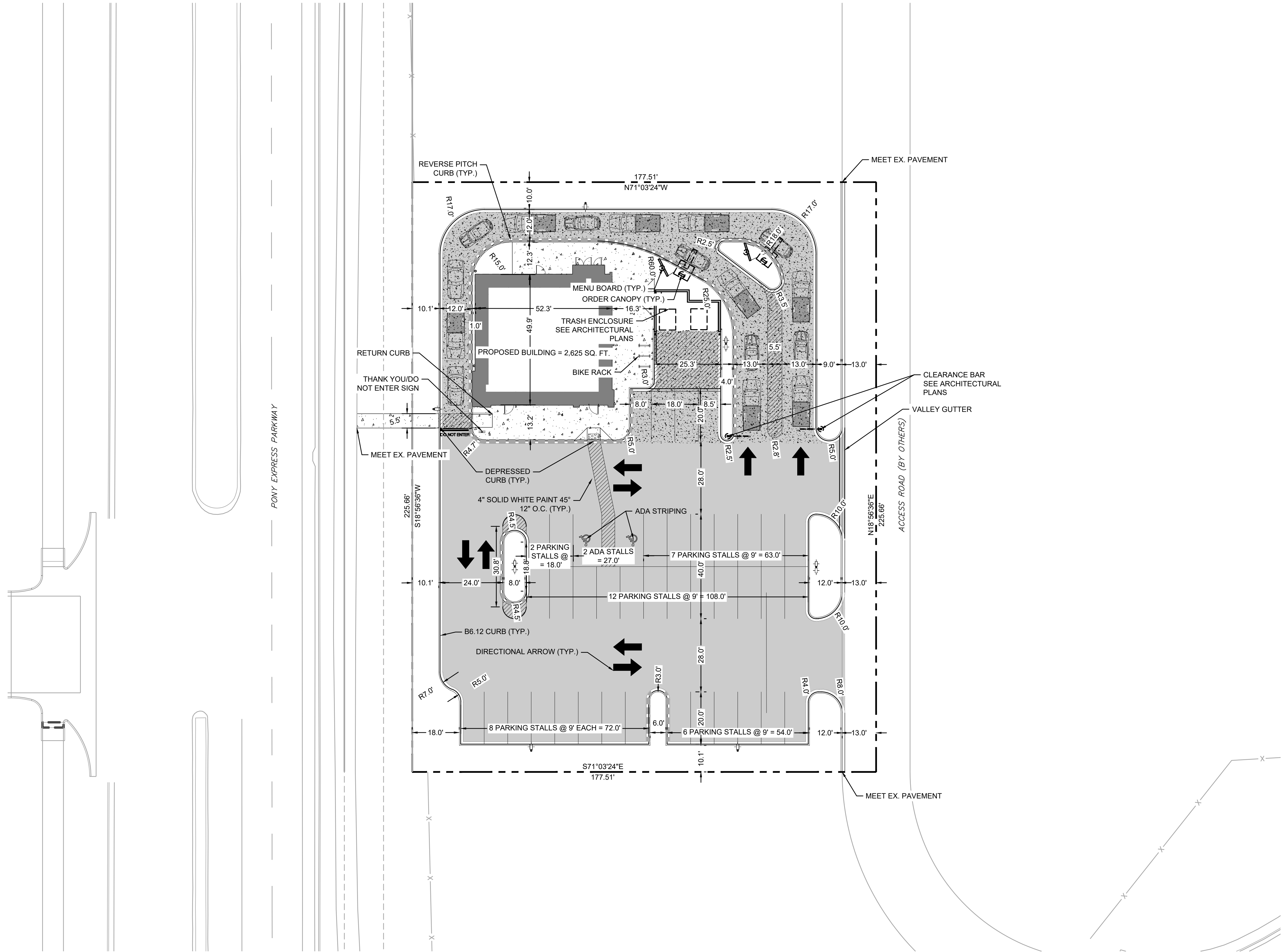
The Eagle Mountain Properties master development agreement is expired and no longer applies to the property. Any guarantees included in the agreement, including density or unit types, are not applicable.

Commercial zones fall under one of the three following commercial zone types:

A. Zone: Commercial Neighborhood (CN). This zone provides small scale commercial retail, office, and services, located to accommodate the daily needs of local residents.

B. Zone: Commercial Community (CC). This zone provides areas of commercial retail, office, and services, located near transportation hubs and major intersections and designed to

[illegible]



PAVEMENT LEGEND

- STANDARD DUTY BITUMINOUS PAVEMENT
- HEAVY DUTY CONCRETE
- PCC SIDEWALK
- CURB & GUTTER
- REVERSE PITCH CURB & GUTTER
- DEPRESSED CURB & GUTTER
- PROPOSED BUILDING

SITE SUMMARY

TOTAL IMPERVIOUS AREA ADDED = 0.73 AC
TOTAL SITE AREA = 0.919 AC

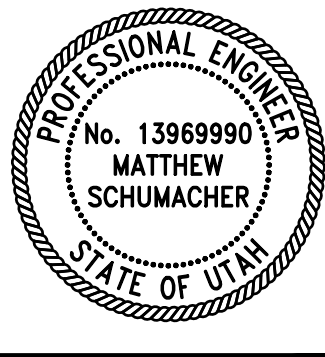
ZONING SUMMARY

ZONING DISTRICT: COMMERCIAL COMMUNITY
SETBACKS:
FRONT: MIN. 10'; MAX. 25'
SIDE: NONE
BACK: 20'

PARKING SUMMARY

REQUIRED PARKING
1 STALL PER 125 SF OF GROSS FLOOR AREA *
2,625 SF BUILDING = 21 STALLS

PROVIDED PARKING
STANDARDS STALLS = 39 STALLS
ADA STALLS = 2 STALLS
TOTAL STALLS = 41 STALLS



REVISIONS

- 2/10/2025 DRC RESUBMITTAL
- 2/5/2025 SITE PLAN APPLICATION RESUBMITTAL
- 2/13/2024 SITE PLAN APPLICATION

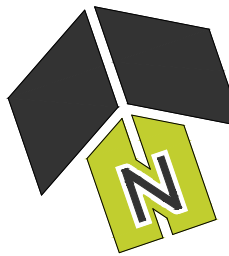
THIS DESIGN AND THESE DRAWINGS ARE THE PROPERTY OF CAGE ENGINEERING, INC. NO PART OF THIS WORK MAY BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, WITHOUT PERMISSION FROM CAGE ENGINEERING, INC.

PANDA EXPRESS
PONY EXPRESS PARKWAY
EAGLE MOUNTAIN, UTAH



CALL BEFORE YOU DIG
811

0 20' 40'
1" = 20' (HORIZONTAL)



PROJ NO: 240087

ENG: JGN

DATE: 08/01/2024

SHEET TITLE

SITE PLAN

SHEET NUMBER

C2.0

4 OF 20

NOT APPROVED FOR CONSTRUCTION

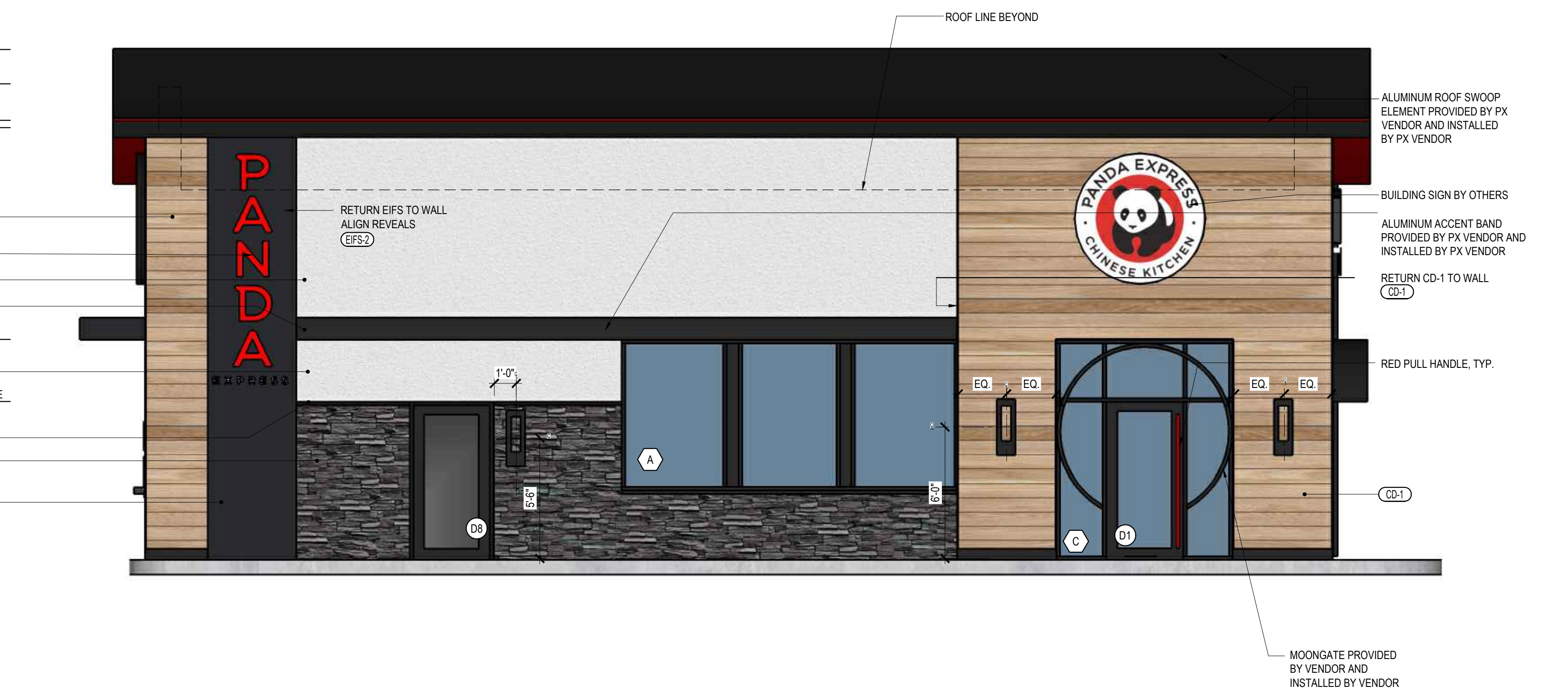
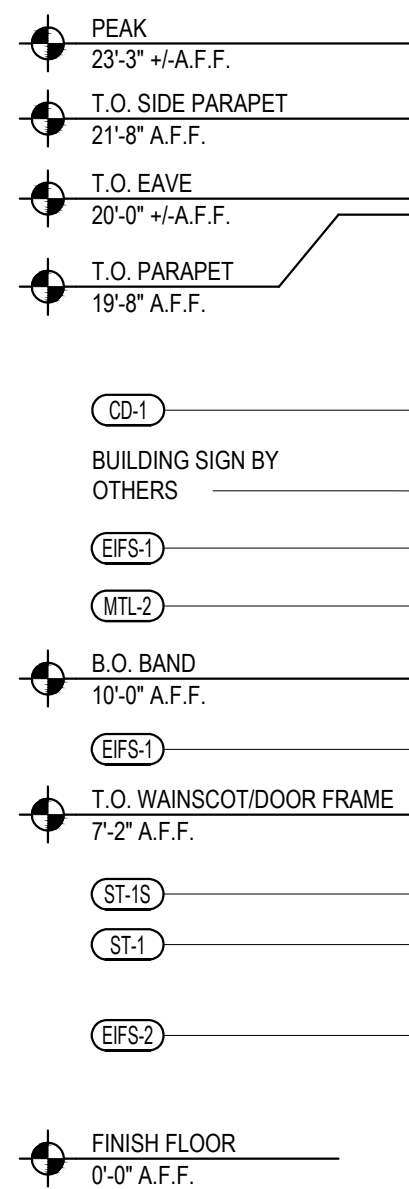
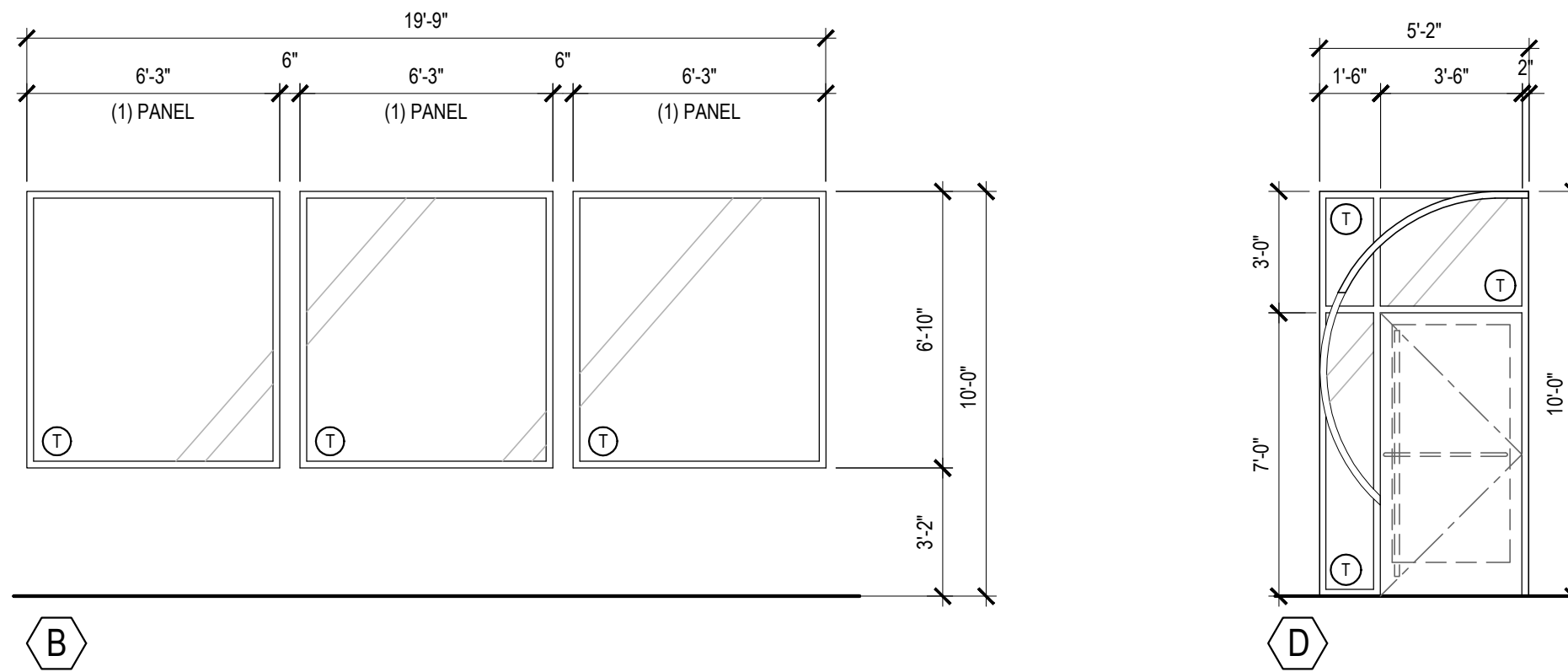
NO.	MANUFACTURER	MFG#	COLOR	FINISH	NOTES
(EFS-1)	STO	STOTHERM ESSENCE SYSTEM	SW 7646 FIRST STAR	FINE	BUILDING BODY NOTE: EIFS TO RECEIVE FINAL COAT OF STO-CORP STO-LASTIC ELASTOMERIC COATING TINTED TO DESIRED COLOR AS SCHEDULED
(EFS-2)	STO	STOTHERM ESSENCE SYSTEM	SW 7069 IRON ORE	FINE	EIFS ACCENT BAND
(EFS-3)	STO	STOTHERM ESSENCE SYSTEM	PANTONE COLOR P200C - RED	FINE	EIFS BEHIND TRELLIS
(ST-1S)	CORONADO STONE PRODUCTS	CHISELED STONE PILL	CHARCOAL	-	STONE CAP (3/8" VERTICAL JOINT - MORTAR TO MATCH STONE CAP)
(ST-1)	CORONADO STONE PRODUCTS	STRIP STONE	BLACK FOREST	-	WAINSCOT CONTACT: 864-962-1221 PROVIDE 3/8" MORTAR JOINTS. MFG: ARGOS. COLOR: CHARCOAL
(CD-1)	FIBERON	WILDWOOD	BAMBOO	-	COMPOSITE CLADDING - CONTACT: MARIA SCHOLLER 419-704-5924 EMAIL: MARIA.SCHOLLER@FIBERONCLADDING.COM
(MTL-2)	PANDA VENDOR	ALLEN INDUSTRIES	PMS BLACK- 7C	SATIN FINISH	CANOPY W/ LED W/ DOWN LIGHT AROUND BUILDING
(CD-1)	EXCEPTIONAL METALS	-	"PANDA EXPRESS" SW7069 - IRON ORE"		CAP FLASHING

INSTALLED AND FURNISHED BY G.C. UNLESS NOTED OTHERWISE.

SYM	WIDTH	HEIGHT	GLASS	FRAME	REMARKS
(A)	16'-9" LIN. FEET	6'-10"	1" INSULATED GLASS	BLACK ANOD. ALUMINUM STOREFRONT	1" INSULATED GLAZING, IN 4.5" X 2" IN ANODIZED ALUMINUM FRAME REFER WINDOW TYPES FOR INDIVIDUAL SIZES
(B)	16'-8" LIN. FEET	6'-10"	1" INSULATED GLASS	BLACK ANOD. ALUMINUM STOREFRONT	1" INSULATED GLAZING, IN 4.5" X 2" IN ANODIZED ALUMINUM FRAME REFER WINDOW TYPES FOR INDIVIDUAL SIZES
(C)	10'-10"	10'-0"	1" INSULATED GLASS	BLACK ANOD. ALUMINUM STOREFRONT	KAWNEER CURTAIN WALL 1620 SYSTEM WITH 1" INSULATED GLAZING, IN 6" X 2" IN ANODIZED ALUMINUM FRAME MOON GATE TO CONNECT WITH KAWNEER ATTACHMENT BRACKET 834-745.
(D)	5'-2"	10'-0"	1" INSULATED GLASS	BLACK ALUMINUM STOREFRONT	KAWNEER CURTAIN WALL 1620 SYSTEM WITH 1" INSULATED GLAZING, IN 6" X 2" IN ANODIZED ALUMINUM FRAME MOON GATE TO CONNECT WITH KAWNEER ATTACHMENT BRACKET 834-745.
(E)	4'-0"	59 1/2"	1" INSULATED GLASS	DARK BRONZE ANODIZED ALUMINUM	QUICK-SERV (HEATED AIR CURTAIN); ROUGH OPENING 48" X 60" SEE ADDITIONAL NOTE # 5. CONTACT: WADE ARNOLD, 800-388-8307
(F)	13'-3"	10'-0"	SINGLE PANE GLASS	BLACK ANODIZED ALUMINUM	SINGLE PANE VESTIBULE GLAZING
(G)	5'-4 1/2"	10'-0"	SINGLE PANE GLASS	BLACK ANODIZED ALUMINUM	SINGLE PANE VESTIBULE GLAZING

NOTES

1. INSULATING GLASS SOLARBAN 60 LOW E. WINTER U=0.29 SHGC: 0.25 VIS TRANS: 35%
2. DOORS: FULL GLAZED DOORS WITH KICK BASE. ANODIZED ALUM FINISH. REFER HARDWARE SCHEDULE.
3. WINDOW DIMENSIONS ARE FOR BIDDING PURPOSES ONLY. G.C. TO VERIFY ACTUAL WINDOW DIMENSIONS PRIOR TO FABRICATION INSTALLATION.
4. GLASS FACADE AND ENTRY DOORS TO BE DESIGNED, DETAILED, FACTORY FABRICATED AND SITE ASSEMBLED AND ERECTED.
5. MANUFACTURER: QUIK-SERV. MODEL IFT-4806E LIGHT, WITH THRU-BEAM PHOTO-ELECTRIC BAR. REGIONAL APPLICATION WITH QSK1025AA-BK NON HEATED AIR CURTAIN OR OSV1025E-040-BK HEATED AIR CURTAIN. TYPE OF AIR CURTAIN LISTED ON WINDOW SCHEDULE.
6. WINDOW SYSTEM SHALL COMPLY WITH APPLICABLE SECTION AND CHAPTER OF BUILDING CODE.
7. FOR MOON GATE KAWNEER 1620 SYSTEM DETAILS REFERENCE 12/A-400.1
- ① TEMPERED GLASS.



PANDA HOME SQUARE R3

Schedule								
Symbol	Label	Quantity	Catalog Number	Description	Filename	Lumens Per Lamp	Light Loss Factor	Wattage
	A	4	SLM-LED-12L-SIL-FT-40-70CRI-IL	CONTACT RYAN ZINSELMEIER-314-531-2600	SLM-LED-12L-SIL-FT-40-70CRI-IL.ies	8194	1	85
	D	3	SLM-LED-12L-SIL-FT-40-70CRI	CONTACT RYAN ZINSELMEIER-314-531-2600	SLM-LED-12L-SIL-FT-40-70CRI.ies	12865	1	170

Note

1. MOUNTING HEIGHT OF 17' (15'POLE)
2. CALCULATIONS TAKEN AT GROUND LEVEL
3. CONTACT VILLA LIGHTING- RYAN ZINSELMEIER- RYAN.ZINSELMEIER@VILLALIGHTING.COM- 314-531-2600
4. LAYOUT IS AN ESTIMATE

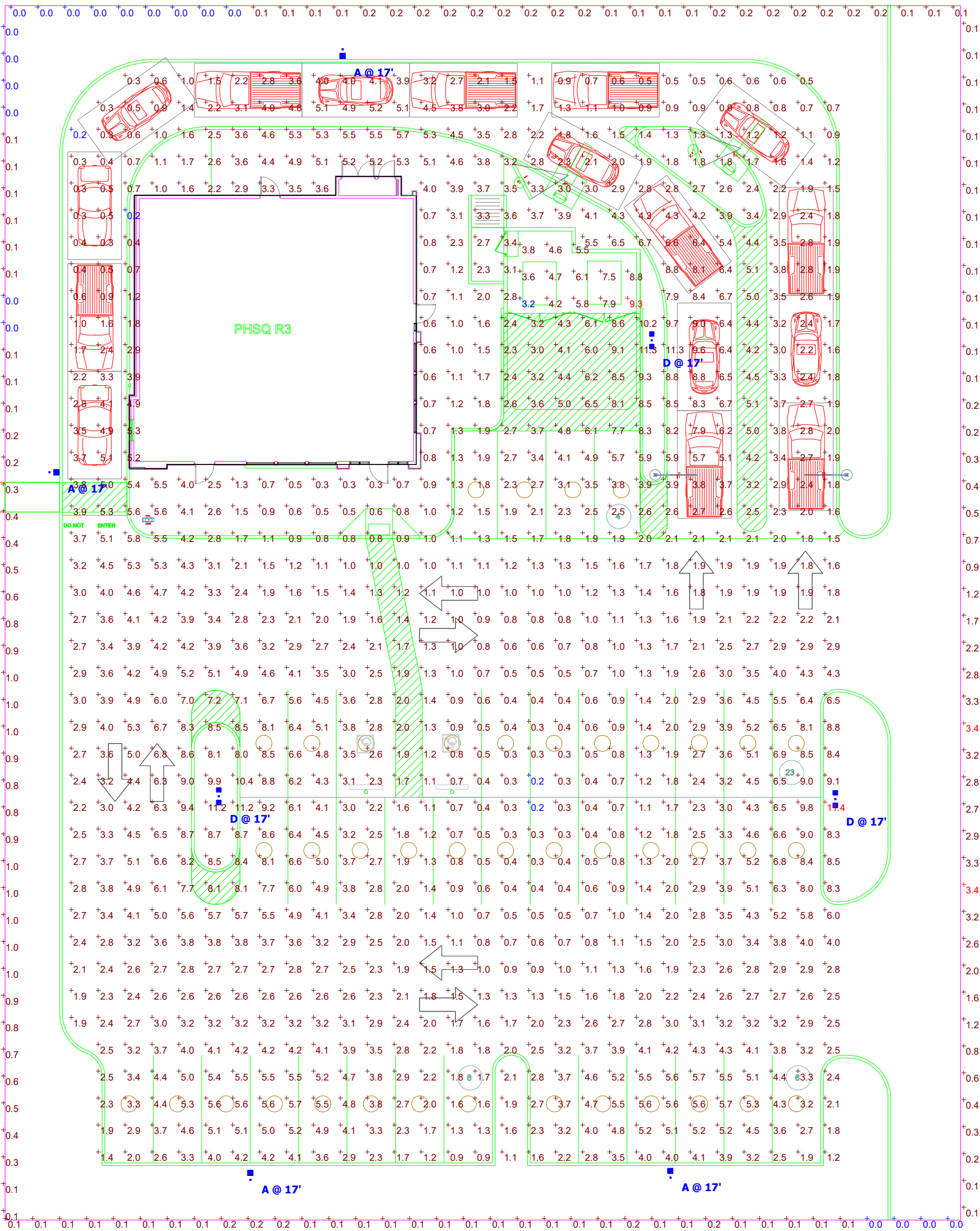
Statistics

Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
CALC SUMMARY- PAVED SURFACE	+	3.1 fc	11.4 fc	0.2 fc	57.0:1	15.5:1
CALC SUMMARY- PROPERTY LINE	+	0.5 fc	3.4 fc	0.0 fc	N/A	N/A
TRASH ENCLOSURE	+	5.8 fc	9.3 fc	3.2 fc	2.9:1	1.8:1

Lumens per acre calculation:
Total lumen output: 71,371 lumens
site: 0.919 acre

71,371 lumens / 0.919 acre = 77,662 lumens per acre

PONY EXPRESS PARKWAY



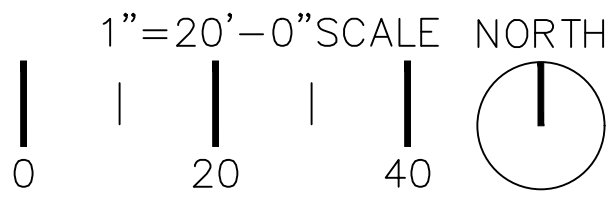
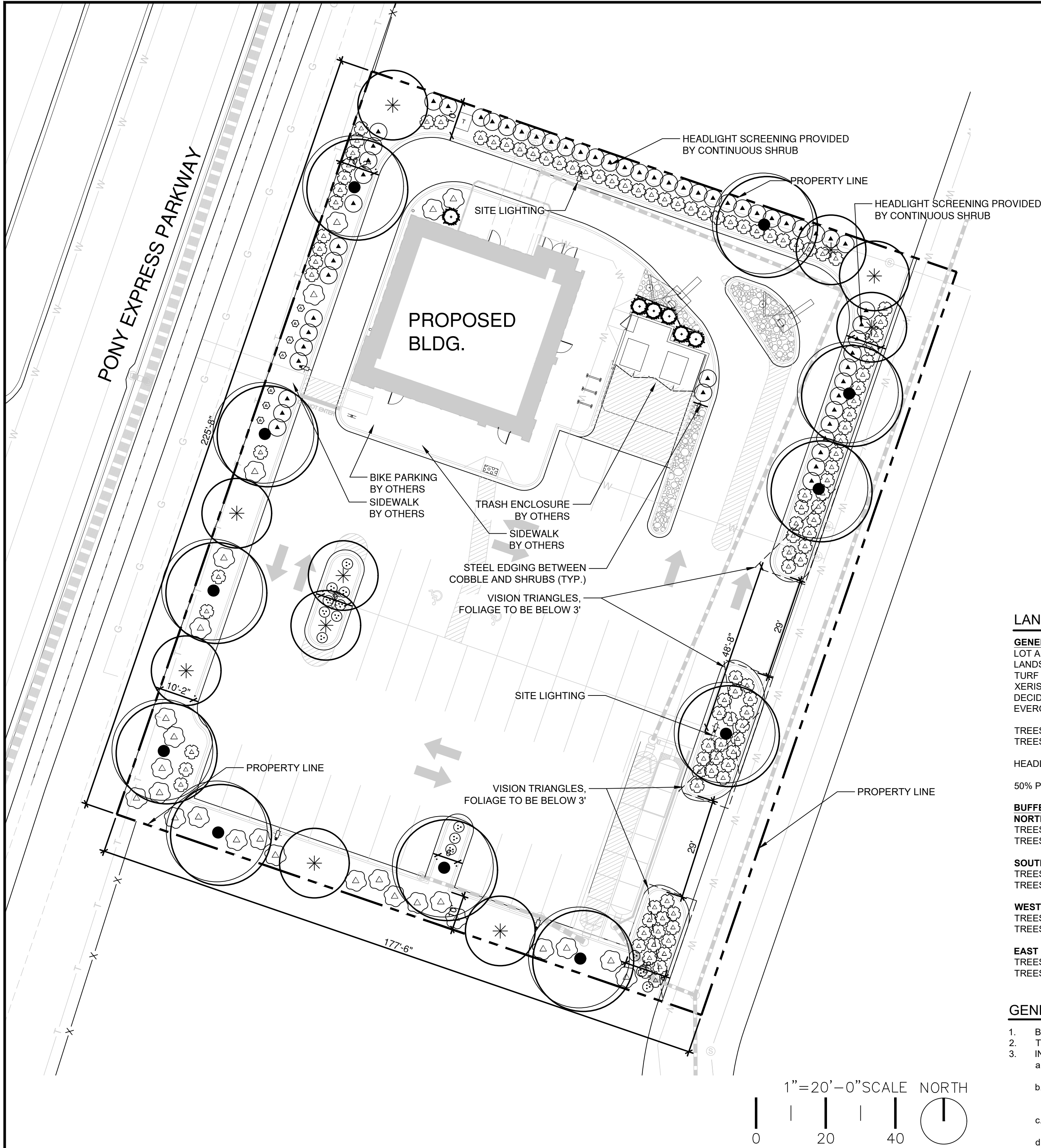
Plan View
Scale - 1" = 20ft



PANDA EXPRESS
EAGLE MOUNTAIN, UT

Designer
R. ZINSELMEIER
Date
02/27/2025
Scale
NOTED
Drawing No.

Summary



PLANT SCHEDULE

SYMBOL	BOTANICAL / COMMON NAME	SIZE	CAL	HEIGHT	MATURE SIZE (W'X'H')	QTY	REMARKS
TREES							
	ACER GRANDIDENTATUM BIGTOOTH MAPLE	CONT.	1.5" CAL.	8' MIN.	30X60	11	DECIDUOUS, ~4'X8' (WXH) AT INSTALL
	ACER TATARICUM 'GARANN' HOT WINGS® TATARIAN MAPLE	CONT.	1.5" CAL.	8' MIN.	20'X25'	10	DECIDUOUS, ~4'X8' (WXH) AT INSTALL
	JUNIPERUS CHINENSIS 'BLUE POINT' BLUE POINT JUNIPER	CONT.	1.5" CAL.	6' MIN.	8X12	6	EVERGREEN, ~2'X6' (WXH) AT INSTALL
SYMBOL	BOTANICAL / COMMON NAME	SIZE	MATURE SIZE (W'X'H')	ADDITIONAL	SPACING	QTY	REMARKS
SHRUBS							
	ARTEMISIA FRIGIDA FRINGED WORMWOOD	1 GAL	1.5X1.5		48" o.c.	109	DECIDUOUS, 8'X8' (WXH) AT INSTALL
	ARTEMISIA TRIDENTATA BIG SAGEBRUSH	5 GAL	6X6		60" o.c.	58	EVERGREEN, 30"X30" (WXH) AT INSTALL
	ERIOGONUM UMBELLATUM SULFURFLOWER BUCKWHEAT	1 GAL	1.5X2		24" o.c.	7	EVERGREEN, 8'X8' (WXH) AT INSTALL
	MUHLENBERGIA REVERCHONII SEEP MUHLY	1 GAL	3X3		36" o.c.	14	EVERGREEN, 12"X24" (WXH) AT INSTALL
	PHILADELPHUS LEWISII WILD MOCK ORANGE	5 GAL	6X6		72" o.c.	27	DECIDUOUS, 30"X30" (WXH) AT INSTALL
GROUND COVERS							
	DECORATIVE COBBLE						
	6-8" GREY/BROWN COBBLE STONE					444 SF	

LANDSCAPE CALCULATIONS

GENERAL CALCULATIONS:	
LOT AREA:	40,056 SF
LANDSCAPE AREA PROVIDED:	8,155 SF (20.4%)
TURF GRASS AREAS PROPOSED:	0 SF (0%)
XERISCAPING AREA:	7,992 SF (20%)
DECIDUOUS SPECIES:	62%
EVERGREEN SPECIES:	38%
TREES REQUIRED:	8 TREES (1 PER 1000 SF)
TREES PROVIDED:	8 TREES
HEADLIGHT SCREENING:	PROVIDED WITH CONTINUOUS HEDGE
50% PLANTING COVERAGE:	PROVIDED
BUFFER LANDSCAPE:	
NORTH BUFFER:	
TREES REQUIRED:	177'-6"
TREES PROVIDED:	4 TREES (1 PER 40LF) 4 TREES
SOUTH BUFFER:	
TREES REQUIRED:	177'-6"
TREES PROVIDED:	4 TREES (1 PER 40LF) 4 TREES
WEST BUFFER:	
TREES REQUIRED:	225'-8"
TREES PROVIDED:	6 TREES (1 PER 40LF) 6 TREES
EAST BUFFER:	
TREES REQUIRED:	167'-8" (225'-8" - 29' -29") (1 PER 40LF)
TREES PROVIDED:	4 TREES 4 TREES

GENERAL GRADING AND PLANTING NOTES

- BY SUBMITTING A PROPOSAL FOR THE LANDSCAPE PLANTING SCOPE OF WORK, THE CONTRACTOR CONFIRMS THAT HE HAS READ, AND WILL COMPLY WITH, THE ASSOCIATED NOTES, SPECIFICATIONS, AND DETAILS WITH THIS PROJECT.
- THE GENERAL CONTRACTOR IS RESPONSIBLE FOR REMOVING ALL EXISTING VEGETATION (EXCEPT WHERE NOTED TO REMAIN).
- IN THE CONTEXT OF THESE PLANS, NOTES, AND SPECIFICATIONS, "FINISH GRADE" REFERS TO THE FINAL ELEVATION OF THE SOIL SURFACE (NOT TOP OF MULCH) AS INDICATED ON THE GRADING PLANS.
 - BEFORE STARTING WORK, THE LANDSCAPE CONTRACTOR SHALL VERIFY THAT THE ROUGH GRADES OF ALL LANDSCAPE AREAS ARE WITHIN +/-0.1' OF FINISH GRADE. SEE SPECIFICATIONS FOR MORE DETAILED INSTRUCTION ON TURF AREA AND PLANTING BED PREPARATION.
 - CONSTRUCT AND MAINTAIN FINISH GRADES AS SHOWN ON GRADING PLANS, AND CONSTRUCT AND MAINTAIN SLOPES AS RECOMMENDED BY THE GEOTECHNICAL REPORT. ALL LANDSCAPE AREAS SHALL HAVE POSITIVE DRAINAGE AWAY FROM STRUCTURES AT THE MINIMUM SLOPE SPECIFIED IN THE REPORT AND ON THE GRADING PLANS, AND AREAS OF POTENTIAL PONDING SHALL BE REGRADED TO BLEND IN WITH THE SURROUNDING GRADES AND ELIMINATE PONDING POTENTIAL.
 - THE LANDSCAPE CONTRACTOR SHALL DETERMINE WHETHER OR NOT THE EXPORT OF ANY SOIL WILL BE NEEDED, TAKING INTO ACCOUNT THE ROUGH GRADE PROVIDED, THE AMOUNT OF SOIL AMENDMENTS TO BE ADDED (**BASED ON A SOIL TEST**, PER SPECIFICATIONS), AND THE FINISH GRADES TO BE ESTABLISHED.
 - ENSURE THAT THE FINISH GRADE IN SHRUB AREAS IMMEDIATELY ADJACENT TO WALKS AND OTHER WALKING SURFACES, AFTER INSTALLING SOIL AMENDMENTS, IS 3" BELOW THE ADJACENT FINISH SURFACE, IN ORDER TO ALLOW FOR PROPER MULCH DEPTH. TAPER THE SOIL SURFACE TO MEET FINISH GRADE, AS SPECIFIED ON THE GRADING PLANS, AT APPROXIMATELY 18" AWAY FROM THE WALKS.
 - ENSURE THAT THE FINISH GRADE IN TURF AREAS IMMEDIATELY ADJACENT TO WALKS AND OTHER WALKING SURFACES, AFTER INSTALLING SOIL AMENDMENTS, IS 1" BELOW THE FINISH SURFACE OF THE WALKS. TAPER THE SOIL SURFACE TO MEET FINISH GRADE, AS SPECIFIED ON THE GRADING PLANS, AT APPROXIMATELY 18" AWAY FROM THE WALKS.
 - SHOULD ANY CONFLICTS AND/OR DISCREPANCIES ARISE BETWEEN THE GRADING PLANS, GEOTECHNICAL REPORT, THESE NOTES AND PLANS, AND ACTUAL CONDITIONS, THE CONTRACTOR SHALL IMMEDIATELY BRING SUCH ITEMS TO THE ATTENTION OF THE LANDSCAPE ARCHITECT, GENERAL CONTRACTOR, AND OWNER.
- ALL PLANT LOCATIONS ARE DIAGRAMMATIC. ACTUAL LOCATIONS SHALL BE VERIFIED WITH THE LANDSCAPE ARCHITECT OR DESIGNER PRIOR TO PLANTING. THE LANDSCAPE CONTRACTOR SHALL ENSURE THAT ALL REQUIREMENTS OF THE PERMITTING AUTHORITY ARE MET (I.E. MINIMUM PLANT QUANTITIES, PLANTING METHODS, TREE PROTECTION METHODS, ETC.).
 - THE LANDSCAPE CONTRACTOR IS RESPONSIBLE FOR DETERMINING PLANT QUANTITIES; PLANT QUANTITIES SHOWN ON LEGENDS AND CALLOUTS ARE FOR GENERAL INFORMATION ONLY. IN THE EVENT OF A DISCREPANCY BETWEEN THE PLAN AND THE PLANT LEGEND, THE PLANT QUANTITY AS SHOWN ON THE PLAN (FOR INDIVIDUAL SYMBOLS) OR CALLOUT (FOR GROUNDCOVER PATTERNS) SHALL TAKE PRECEDENCE.
 - NO SUBSTITUTIONS OF PLANT MATERIALS SHALL BE ALLOWED WITHOUT THE WRITTEN PERMISSION OF THE LANDSCAPE ARCHITECT.** IF SOME OF THE PLANTS ARE NOT AVAILABLE, THE LANDSCAPE CONTRACTOR SHALL NOTIFY THE LANDSCAPE ARCHITECT IN WRITING (VIA PROPER CHANNELS).
 - THE CONTRACTOR SHALL, AT A MINIMUM, PROVIDE REPRESENTATIVE PHOTOS OF ALL PLANTS PROPOSED FOR THE PROJECT. THE CONTRACTOR SHALL ALLOW THE LANDSCAPE ARCHITECT AND THE OWNER/OWNER'S REPRESENTATIVE TO INSPECT, AND APPROVE OR REJECT, ALL PLANTS DELIVERED TO THE JOBSITE. REFER TO SPECIFICATIONS FOR ADDITIONAL REQUIREMENTS FOR SUBMITTALS.
- THE CONTRACTOR SHALL MAINTAIN THE LANDSCAPE IN A HEALTHY CONDITION FOR 90 DAYS AFTER ACCEPTANCE BY THE OWNER. REFER TO SPECIFICATIONS FOR CONDITIONS OF ACCEPTANCE FOR THE START OF THE MAINTENANCE PERIOD, AND FOR FINAL ACCEPTANCE AT THE END OF THE MAINTENANCE PERIOD.
- SEE SPECIFICATIONS AND DETAILS FOR FURTHER REQUIREMENTS.

IRRIGATION CONCEPT

- AN AUTOMATIC IRRIGATION SYSTEM SHALL BE INSTALLED AND OPERATIONAL BY THE TIME OF FINAL INSPECTION. THE ENTIRE IRRIGATION SYSTEM SHALL BE INSTALLED BY A LICENSED AND QUALIFIED IRRIGATION CONTRACTOR.
- THE IRRIGATION SYSTEM WILL OPERATE ON POTABLE WATER, AND THE SYSTEM WILL HAVE APPROPRIATE BACKFLOW PREVENTION DEVICES INSTALLED TO PREVENT CONTAMINATION OF THE POTABLE SOURCE.
- ALL NON-TURF PLANTED AREAS SHALL BE DRIP IRRIGATED. SODDED AND SEEDED AREAS SHALL BE IRRIGATED WITH SPRAY OR ROTOR HEADS AT 100% HEAD-TO-HEAD COVERAGE.
- ALL PLANTS SHARING SIMILAR HYDROZONE CHARACTERISTICS SHALL BE PLACED ON A VALVE DEDICATED TO PROVIDE THE NECESSARY WATER REQUIREMENTS SPECIFIC TO THAT HYDROZONE.
- THE IRRIGATION SYSTEM SHALL BE DESIGNED AND INSTALLED, TO THE MAXIMUM EXTENT POSSIBLE, TO CONSERVE WATER BY USING THE FOLLOWING DEVICES AND SYSTEMS: MATCHED PRECIPITATION RATE TECHNOLOGY ON ROTOR AND SPRAY HEADS (WHEREVER POSSIBLE), RAIN SENSORS, AND MULTI-PROGRAM COMPUTERIZED IRRIGATION CONTROLLERS FEATURING SENSORY INPUT CAPABILITIES.

PROJECT TEAM

LANDSCAPE ARCHITECT:

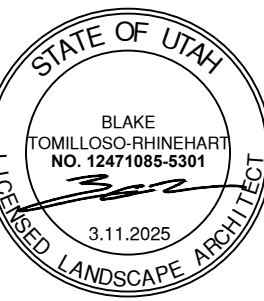
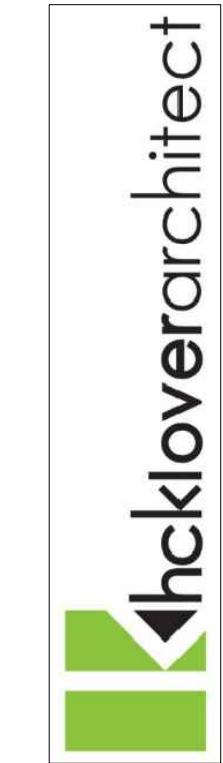
EVERGREEN DESIGN GROUP
BISHOP RANCH 3, STE 200
SAN RAMON, CA 94583
800-680-6630
WWW.EVERGREENDESIGNGROUP.COM
CONTACT: BLAKE TOMILLOSO-RHINEHART, PLA
EMAIL: BLAKE@EVERGREENDESIGNGROUP.COM

MULCHES

AFTER ALL PLANTING IS COMPLETE, CONTRACTOR SHALL INSTALL 3" THICK LAYER OF 1-1/2" CRUSHED GREY/BROWN ROCK IN ALL PLANTING AREAS (EXCEPT FOR TURF AND SEEDED AREAS). CONTRACTOR SHALL SUBMIT SAMPLES OF ALL MULCHES TO LANDSCAPE ARCHITECT AND OWNER FOR APPROVAL PRIOR TO CONSTRUCTION. ABSOLUTELY NO EXPOSED GROUND SHALL BE LEFT SHOWING ANYWHERE ON THE PROJECT AFTER MULCH HAS BEEN INSTALLED (SUBJECT TO THE CONDITIONS AND REQUIREMENTS OF THE "GENERAL GRADING AND PLANTING NOTES" AND SPECIFICATIONS).

ROOT BARRIERS

THE CONTRACTOR SHALL INSTALL ROOT BARRIERS NEAR ALL NEWLY-PLANTED TREES THAT ARE LOCATED WITHIN FIVE (5) FEET OF PAVING OR CURBS. ROOT BARRIERS SHALL BE "CENTURY" OR "DEEP-ROOT" 24" DEEP PANELS (OR EQUAL). BARRIERS SHALL BE LOCATED IMMEDIATELY ADJACENT TO HARDSCAPE. INSTALL PANELS PER MANUFACTURER'S RECOMMENDATIONS. UNDER NO CIRCUMSTANCES SHALL THE CONTRACTOR USE ROOT BARRIERS OF A TYPE THAT COMPLETELY ENCIRCLE THE ROOTBALL.



REVISIONS

NO.	DESCRIPTION

THIS DESIGN AND THESE DRAWINGS ARE THE PROPERTY OF CAGE ENGINEERING, INC. NO PART OF THIS WORK MAY BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, WITHOUT PERMISSION FROM CAGE ENGINEERING, INC.

PANDA EXPRESS

PONY EXPRESS PARKWAY
EAGLE MOUNTAIN, UTAH

PROJ NO.: 240087

ENG : JGN

DATE : 08/01/2024

SHEET TITLE

LANDSCAPE PLANTING
PLAN

SHEET NUMBER

LP-1

OF 16

NOT APPROVED FOR CONSTRUCTION



**EAGLE MOUNTAIN CITY
CITY COUNCIL MEETING
MAY 6, 2025**

TITLE:	RESOLUTION - A Resolution of Eagle Mountain City, Utah, Awarding the Bid for the Off-Highway Trails Plan to Bike Utah in partnership with Shapeshift Terrain Parks, and Approving the Contract
ITEM TYPE:	Presentation
FISCAL IMPACT:	\$49,485.00 (Contract award monies carried over from previous years)
APPLICANT:	City-initiated

CURRENT GENERAL PLAN DESIGNATION & ZONE	ACREAGE
Parks Trails and Open Space Plan	N/A

PUBLIC HEARING

No

PREPARED BY

Todd Black, Wildlife
Biologist/Environmental Planner

PRESENTED BY

Todd Black

RECOMMENDATION:

Staff recommends that the City Council adopt a Resolution of Eagle Mountain City, Utah, Awarding the Bid for the Off-Highway Trails Plan to Bike Utah in partnership with Shapeshift Terrain Parks, and Approving the Contract.

BACKGROUND:

Over the past several years, GIS and tabular data have been collected on off-highway and unpaved trails within Eagle Mountain City. The City has now reached a point in the project where consultant assistance is needed to move the trail planning process forward.

Following a review of potential firms and their proposals, staff recommends awarding a contract to Bike Utah in partnership with Shapeshift Terrain Parks of Salt Lake City. The total contract amount is \$49,485.00.

The deliverable will be a formalized Off-Highway Trails Plan for Eagle Mountain City. This team has demonstrated successful collaboration with municipalities and user groups across the state and has a track record of producing effective and implementable trail plans.

ITEMS FOR CONSIDERATION:

The timing of this project aligns well with the City's ongoing efforts to update the Open Space Plan and Downtown Plan, ensuring cohesive planning across trail systems, public spaces, and future development areas.

PLANNING COMMISSION ACTION/RECOMMENDATION:

N/A

ATTACHMENTS:

1. Resolution
2. Exhibit A

RESOLUTION NO. R- -2025

**A RESOLUTION OF EAGLE MOUNTAIN CITY, UTAH,
AWARDING THE BID FOR THE OFF-HIGHWAY TRAILS PLAN TO
BIKE UTAH IN PARTNERSHIP WITH SHAPESHIFT TERRAIN PARKS
AND APPROVING THE CONTRACT**

PREAMBLE

WHEREAS, the City Council of Eagle Mountain City, Utah, finds that it is in the public interest to award the bid for the Off-Highway Trails Plan to Bike Utah in Partnership with Shapeshift Terrain Parks, as set forth herein;

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

1. The City Council finds that all required notices and hearings have been completed as required by law to consider the contract and approve the bid award as set forth in Exhibit A.
2. The bid award and contract are hereby approved as set forth more specifically in Exhibit A.
3. The Mayor is authorized to execute the contract as set forth more specifically in Exhibit A.
4. This Resolution shall take effect upon passage.

ADOPTED by the City Council of Eagle Mountain City, Utah, this 6th day of May, 2025.

EAGLE MOUNTAIN CITY, UTAH

Tom Westmoreland, Mayor

ATTEST:

Gina L. Olsen, CMC
City Recorder

The above Resolution was adopted by the City Council of Eagle Mountain City, Utah on the 6th day of May, 2025.

Those voting yes:

☐ Donna Burnham

☐ Melissa Clark

☐ Jared Gray

☐ Rich Wood

☐ Brett Wright

Those voting no:

☐ Donna Burnham

☐ Melissa Clark

☐ Jared Gray

☐ Rich Wood

☐ Brett Wright

Those excused:

☐ Donna Burnham

☐ Melissa Clark

☐ Jared Gray

☐ Rich Wood

☐ Brett Wright

Those abstaining:

☐ Donna Burnham

☐ Melissa Clark

☐ Jared Gray

☐ Rich Wood

☐ Brett Wright

Gina L. Olsen, CMC
City Recorder

Exhibit A

EAGLE MOUNTAIN CITY

CONTRACT FOR GOODS & SERVICES

This contract and all attachments are public record.

1. **CONTRACTING PARTIES:** This contract is between Eagle Mountain City and the following:

Bike Utah & Shapeshift Terrain Parks

LEGAL STATUS OF CONTRACTOR

Name

☐ Sole Proprietor

960 S Main Street

☐ Non-profit Corporation

Address

☒ For-profit Corporation

Salt Lake City Utah 84101

☐ Partnership

City, State Zip

☐ LLC

☐ Government Agency

Contact Name: Cameron Carter / Chris Wiltsie

Email: cameron@bikeutah.org / chris@bikeutah.org

Phone Number: 801-860-2355 / 801-420-8780

Vendor Number: 100806

2. **GENERAL PURPOSE OF CONTRACT OR PROJECT NAME:**

EMC Off-Street Master Plan - Master Plan for all the off street trails in Eagle Mountain including use.

3. **CONTRACT PERIOD:**

Effective Date: _____ Project Completion Deadline: _____

Termination Date (Completion of Scope of Work, unless terminated early or extended in accordance with the terms of conditions of this contract): _____

Renewal Options (if applicable): _____

4. **CONTRACT COSTS:** See Cost Schedule (Attachment B).

a. Total Contract Cost: \$49,485.00 GL Account No: _____

b. Is this project a budgeted project: ☒ Yes ☐ No Is this a fixed-price contract: ☒ Yes ☐ No

c. Does the contract need City Council approval: ☒ Yes ☐ No Date of CC approval: _____

Eagle Mountain City Project Manager Signature: _____

Eagle Mountain City Purchasing Agent Signature: _____

5. ATTACHMENT A: Standard Terms and Conditions for Services

ATTACHMENT B: Scope of Work/Cost Schedule

ATTACHMENT C: Insurance

**ANY CONFLICTS BETWEEN ATTACHMENT A AND THE OTHER ATTACHMENTS WILL BE
RESOLVED IN FAVOR OF ATTACHMENT A.**

6. DOCUMENTS INCORPORATED INTO THIS CONTRACT BY REFERENCE BUT NOT ATTACHED:

- a. All other governmental laws, regulations, or actions applicable to the goods and/or services authorized by this contract.

7. Each signatory below represents that he or she has the requisite authority to enter into this contract.

IN WITNESS WHEREOF, the parties sign and cause this contract to be executed.

Dated this _____ day of _____, 20____.

EAGLE MOUNTAIN CITY

Signature

Print Name: _____

Title: _____

ATTEST:

APPROVED AS TO FORM

Gina L Olsen, CMC
City Recorder

Marcus Draper
City Attorney

Dated this _____ day of _____, 20____.

CONTRACTOR

Signature

Print Name: _____

Title: _____

ATTACHMENT A:

STANDARD TERMS AND CONDITIONS FOR SERVICES

This is for a contract for services (including professional services) meaning the furnishing of labor, time, or effort by a Consultant.

1. **DEFINITIONS:** The following terms shall have the meanings set forth below:
 - a) “**Confidential Information**” means information that is deemed as confidential under applicable state and federal laws, including personal information. Eagle Mountain reserves the right to identify, during and after this Contract, additional reasonable types of categories of information that must be kept confidential under federal and state laws.
 - b) “**Contract**” means the Contract including all referenced attachments and documents incorporated by reference. The term “Contract” may include any purchase orders that result from this Contract.
 - c) “**Consultant**” means the individual or entity delivering the Services identified in this Contract. The term “Consultant” shall include Consultant’s agents, officers, employees, and partners.
 - d) “**Services**” means the furnishing of labor, time, or effort by Consultant pursuant to this Contract. Services include, but are not limited to, all of the deliverable(s) (including supplies, equipment, or commodities) that result from Consultant performing the Services pursuant to this Contract. Services include those professional services identified in Section 63G-6a-103 of the Utah Procurement Code.
 - e) “**Proposal**” means Consultant’s response to Eagle Mountain’s Solicitation.
 - f) “**Solicitation**” means the documents used by Eagle Mountain to obtain Consultant’s Proposal.
2. **GOVERNING LAW AND VENUE:** This Contract shall be governed by the laws, rules, and regulations of the State of Utah. Any action or proceeding arising from this Contract shall be brought in a court of competent jurisdiction in the State of Utah. Venue shall be in the Fourth Judicial District Court for Utah County.
3. **LAWS AND REGULATIONS:** At all times during this Contract, Consultant will comply with all applicable federal and state constitutions, laws, rules, codes, orders, and regulations, including applicable licensure and certification requirements.
4. **RECORDS ADMINISTRATION:** Consultant shall maintain or supervise the maintenance of all records necessary to properly account for Consultant’s performance and the payments made by Eagle Mountain to Consultant under this Contract. These records shall be retained by Consultant for at least six (6) years after final payment, or until all audits initiated within the six (6) years have been completed, whichever is later. Consultant agrees to allow, at no additional cost, Eagle Mountain access to all such records.
5. **CERTIFY REGISTRATION AND USE OF EMPLOYMENT "STATUS VERIFICATION SYSTEM":**
 1. Consultant certifies as to its own entity, under penalty of perjury, that Consultant has registered and is participating in the Status Verification System to verify the work eligibility status of Consultant’s new employees that are employed in the State of Utah in accordance with applicable immigration laws.
 2. Consultant shall require that each of its sub-consultants certify by affidavit, as to their own entity, under penalty of perjury, that each sub-consultant has registered and is participating in the Status Verification System to verify the work eligibility status of sub-consultant’s new employees that are employed in the State of Utah in accordance with applicable immigration laws.
 3. Consultant’s failure to comply with this section will be considered a material breach of this Contract.
6. **CONFLICT OF INTEREST:** Consultant represents that none of its officers or employees are officers or employees of Eagle Mountain, unless disclosure has been made to Eagle Mountain. Consultant further warrants that it has no financial or other interest in the outcome of the work performed under the contract. Examples of this situation would be a Consultant who owns land, options to buy land, or some business enterprise that would be financially enhanced or diminished by any project alternatives.
7. **INDEPENDENT CONTRACTOR:** Consultant shall be an independent contractor, and as such, shall have no authority, express or implied to bind Eagle Mountain to any agreement, settlement, liability or understanding whatsoever; and agrees not to perform any acts as agent for Eagle Mountain, except as specifically authorized and set forth herein. Persons employed by Eagle Mountain and acting under the direction of Eagle Mountain shall not be deemed to be employees or agents of the Consultant. Compensation provided to the Consultant

herein shall be the total compensation payable hereunder by Eagle Mountain.

8. **LIABILITY INSURANCE:** Services to be provided by Consultant under this Contract are required to be covered by insurance. Consultant shall furnish Eagle Mountain a Certificate of Insurance applying to this Contract for each type of insurance required, to be approved by the Eagle Mountain, before Consultant begins work under this Contract. The Consultant's insurer must be authorized to do business in Utah and must meet the specified A.M. Best rating or better at the time this contract is executed. The following insurance shall be maintained in force until all activities which are required by this Contract or as changed by contract modification are completed and accepted by Eagle Mountain:
- (a) General Liability insurance with a limit of not less than \$1,000,000 per occurrence and not less than \$3,000,000 aggregate and having an A.M. Best rating of A-class VIII or better. If this coverage is written on a claims-made basis, the Certificate of Insurance shall so indicate. Consultant represents that as long as commercially available the insurance shall remain in effect such that claims reported up to three (3) years beyond the date of substantial completion of this contract are covered.
 - (b) Commercial Automobile insurance with a minimum combined single limit of \$1,000,000 per occurrence OR \$500,000 liability per person, \$1,000,000 per occurrence, \$250,000 Property Damage, and having an A.M. Best rate of A-class VIII or better.
 - (c) Architect and/or Engineers Professional Liability (errors and omissions) insurance having an A.M. Best rating of A-class VIII or better, is required at the coverage amount of \$1,000,000 per claim and \$3,000,000 aggregate. If this coverage is written on a claims-made basis, the Certificate of Insurance shall so indicate. Consultant represents that as long as commercially available the insurance shall remain in effect such that claims reported up to three (3) years beyond the date of substantial completion of this contract are covered (on construction contracts or modifications for construction management the insurance, shall remain in effect for one (1) year after completion of the project).
 - (d) Valuable Papers & Records Coverage and/or Electronic Data Processing (Data and Media) Coverage for the physical loss or destruction of the work product including drawings, plans, specifications and electronic data and media. Such insurance shall be of a sufficient limit to protect Consultant, its sub-consultants and Eagle Mountain from the loss of said information.
 - (e) Consultant shall provide evidence that his employees and sub-consultant employees are covered by Workers Compensation. If they are covered by Workers Compensation Fund of Utah, then the A.M. Best rating is not required in this area.
 - (f) Consultant shall require the insurance company that issues the Certificates of Insurance for the evidence of the required insurance coverage to endeavor to provide Eagle Mountain with 30-days written notice in the event that coverage is canceled before the policy expiration date stated in the Certificate. Consultant further agrees to provide Eagle Mountain with 30 days written notice prior to making an alternation or material change to the required insurance coverage.

Policies referred to in 9(a) and 9(b) above are required to be endorsed naming Eagle Mountain as Additional Insured and, on General Liability, indicate they are primary and not contributing coverage. All required policies, endorsements, insurance companies issuing same, and self-insured programs are subject to review and approval by Eagle Mountain.

9. **EMPLOYMENT PRACTICES:** Consultant agrees to abide by federal and state employment laws, including: (i) Title VI and VII of the Civil Rights Act of 1964 (42 U.S.C. 2000e), which prohibits discrimination against any employee or applicant for employment or any applicant or recipient of services, on the basis of race, religion, color, or national origin; (ii) Executive Order No. 11246, as amended, which prohibits discrimination on the basis of sex; (iii) 45 CFR 90, which prohibits discrimination on the basis of age; (iv) Section 504 of the Rehabilitation Act of 1973, or the Americans with Disabilities Act of 1990, which prohibits discrimination on the basis of disabilities; and (v) Utah's Executive Order, dated December 13, 2006, which prohibits unlawful harassment in the workplace. Consultant further agrees to abide by any other laws, regulations, or orders that prohibit the discrimination of any kind by any of Consultant's employees.

If applicable, Consultant shall comply with the following: (1) Sections 49 CFR 21 through Appendix C (2016) and 23 CFR 710.405(b) (2016) in all contracts and subcontracts financed in whole or in part with Federal-aid highway funds; (2) all applicable requirements of 49 CFR Part 26 (2016) in the award and administration of

federal-aid contracts; and (3) all regulations relative to nondiscrimination in federally-assisted programs of 49 CFR Part 21, and 23 CFR Part 200 as they may be amended from time to time.

10. **AMENDMENTS:** This Contract may only be amended by the mutual written agreement of the parties, which amendment will be attached to this Contract. Automatic renewals will not apply to this Contract, even if listed elsewhere in this Contract.
11. **OWNERSHIP OF WORK PRODUCTS PROCURED OR DEVELOPED UNDER THIS CONTRACT:** Unless specifically designated hereinafter or preexisting information and know-how of Consultant, Eagle Mountain retains ownership of all materials, products, devices, equipment, facilities, data, test, results, reports, graphics, presentations, visual aids, computer elements, software (including source code), software license agreements, testing apparatus, services, etc., that are developed, procured, constructed, installed or performed under this Contract and that become an integral part of or that are intended to facilitate or enhance the use, operation, maintenance, documentation or understanding of the deliverables of this Contract. Notwithstanding the foregoing, ownership of any and all Consultant work product shall remain with Consultant unless and until the payment by Eagle Mountain to Consultant of all undisputed invoiced amounts.
12. **DEBARMENT:** Consultant certifies that it is not presently nor has ever been debarred, suspended, or proposed for debarment by any governmental department or agency, whether international, national, state, or local. Consultant must notify Eagle Mountain within thirty (30) days if debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in any contract by any governmental entity during this Contract.
13. **TERMINATION:** Unless otherwise stated in this Contract, this Contract may be terminated, with cause by either party, in advance of the specified expiration date, upon written notice given by the other party. The party in violation will be given ten (10) days after written notification to correct and cease the violations, after which this Contract may be terminated for cause immediately and is subject to the remedies listed below. This Contract may also be terminated without cause (for convenience), in advance of the specified expiration date, by either party, upon sixty (60) days written termination notice being given to the other party. Eagle Mountain and the Consultant may terminate this Contract, in whole or in part, at any time, by mutual agreement in writing. On termination of this Contract, all accounts and payments will be processed according to the financial arrangements set forth herein for approved Services ordered prior to date of termination.

Consultant shall be compensated for the Services properly performed under this Contract up to the effective date of the notice of termination. Consultant agrees that in the event of such termination for cause or without cause, Consultant's sole remedy and monetary recovery from Eagle Mountain is limited to full payment for all Services properly performed as authorized under this Contract up to the date of termination as well as any reasonable monies owed as a result of Consultant having to terminate other contracts necessarily and appropriately entered into by Consultant pursuant to this Contract. In no event shall Eagle Mountain be liable to the Consultant for compensation for any services neither requested by Eagle Mountain nor satisfactorily performed by the Consultant. In no event shall Eagle Mountain's exercise of its right to terminate this Contract for convenience relieve the Consultant of any liability to Eagle Mountain for any damages or claims arising under this Contract.
14. **NONAPPROPRIATION OF FUNDS, REDUCTION OF FUNDS, OR CHANGES IN LAW:** Upon thirty (30) days written notice delivered to the Consultant, this Contract may be terminated in whole or in part at the sole discretion of Eagle Mountain, if Eagle Mountain reasonably determines that a change in available funds affects Eagle Mountain's ability to pay under this Contract.

If a written notice is delivered under this section, Eagle Mountain will reimburse Consultant for the Services properly ordered until the effective date of said notice. Eagle Mountain will not be liable for any performance, commitments, penalties, or liquidated damages that accrue after the effective date of said written notice.
15. **SUSPENSION OF WORK:** Should circumstances arise which would cause Eagle Mountain to suspend Consultant's responsibilities under this Contract, but not terminate this Contract, this will be done by written notice. Consultant's responsibilities may be reinstated upon advance formal written notice from Eagle Mountain.
16. **SALES TAX EXEMPTION:** The Services under this Contract will be paid for from Eagle Mountain's funds and used in the exercise of Eagle Mountain's essential functions as a municipal entity. Upon request, Eagle

Mountain will provide Consultant with its sales tax exemption number. It is Consultant's responsibility to request Eagle Mountain's sales tax exemption number. It also is Consultant's sole responsibility to ascertain whether any tax deduction or benefits apply to any aspect of this Contract.

17. **PUBLIC INFORMATION:** Consultant agrees that this Contract, related purchase orders, related pricing documents, and invoices will be public documents and may be available for public and private distribution in accordance with the State of Utah's Government Records Access and Management Act (GRAMA). Consultant gives Eagle Mountain express permission to make copies of this Contract, related sales orders, related pricing documents, and invoices in accordance with GRAMA. Consultant also agrees that the Consultant's Proposal to the Solicitation will be a public document, and copies may be given to the public as permitted under GRAMA. Eagle Mountain is not obligated to inform Consultant of any GRAMA requests for disclosure of this Contract, related purchase orders, related pricing documents, or invoices.
18. **ACCEPTANCE AND REJECTION:** Eagle Mountain shall have thirty (30) days after the performance of the Services to perform an inspection of the Services to determine whether the Services conform to the standards specified in the Solicitation and this Contract prior to acceptance of the Services by Eagle Mountain. If Consultant delivers nonconforming Services, Eagle Mountain may, at its option and at Consultant's expense: (i) return the Services for a full refund; (ii) require Consultant to promptly correct or reperform the nonconforming Services subject to the terms of this Contract; or (iii) obtain replacement Services from another source, subject to Consultant being responsible for any cover costs. Acceptance of Services by Eagle Mountain shall not limit Eagle Mountain's recourse or remedies in the event Eagle Mountain later determines the Services were defective or failed to meet the standard of professional skill and care ordinarily provided by other design professionals.
19. **INVOICING:** Unless otherwise set forth in the Contract, Consultant will submit invoices within thirty (30) days of Consultant's performance of the Services to Eagle Mountain. Consultant will prepare monthly progress reports in sufficient detail to document the progress of the work and support the monthly claim for payment. Eagle Mountain has the right to adjust or return any invoice reflecting incorrect pricing.
20. **PAYMENT:** Payments are to be made within thirty (30) days after a correct invoice is received. All payments to Consultant will be remitted by mail or electronic funds transfer. If payment has not been made after sixty (60) days from the date a correct invoice is received by Eagle Mountain, then interest may be added by Consultant as prescribed in the Utah Prompt Payment Act. The acceptance by Consultant of final payment, without a written protest filed with Eagle Mountain within ten (10) business days of receipt of final payment, shall release Eagle Mountain from all claims and all liability to the Consultant. Eagle Mountain's payment for the Services shall not be deemed an acceptance of the Services and is without prejudice to any and all claims that Eagle Mountain may have against Consultant. Eagle Mountain will not allow the Consultant to charge end users electronic payment fees of any kind.
21. **TIME IS OF THE ESSENCE:** The Services shall be completed by any applicable deadline stated in this Contract. If no deadline is stated, Consultant shall prosecute the work diligently. For all Services, time is of the essence. Consultant shall be liable for all reasonable damages to Eagle Mountain, and anyone for whom Eagle Mountain may be liable as a result of Consultant's failure to timely perform the Services required under this Contract.
22. **CHANGES IN SCOPE:** Any changes in the scope of the Services to be performed under this Contract shall be in the form of a written amendment to this Contract, mutually agreed to and signed by both parties, specifying any such changes, fee adjustments, any adjustment in time of performance, or any other significant factors arising from the changes in the scope of Services.
23. **PERFORMANCE EVALUATION:** Eagle Mountain may conduct a performance evaluation of Consultant's Services, including Consultant's sub-consultants. Results of any evaluation may be made available to Consultant upon request.
24. **STANDARD OF CARE:** The Services of Consultant and its sub-consultants shall be performed in accordance with the standard of care exercised by licensed members of their respective professions having substantial experience providing similar services which similarities include the type, magnitude, and complexity of the Services that are the subject of this Contract. Consultant shall be liable to Eagle Mountain for claims, liabilities, additional burdens, penalties, damages, or third-party claims (e.g., another Consultant's claim against

Eagle Mountain), to the extent caused by wrongful acts, errors, or omissions that do not meet this standard of care.

25. **ASSIGNMENT:** Consultant may not assign, sell, transfer, subcontract or sublet rights, or delegate any right or obligation under this Contract, in whole or in part, without the prior written approval of Eagle Mountain.
26. **CONSTRUCTION RETENTION:** If this Contract is for design services, the Consultant will be retained to answer and clarify any questions on the design during construction. Consultants will be required to include this task in their cost proposal. The Construction Project Engineer will call on Consultant as needed. If the work required from Consultant is due to errors in the design, Consultant will not be reimbursed. To enhance the communication between Eagle Mountain and Consultant, Eagle Mountain may require Consultant to attend the following meetings: kickoff meeting, preconstruction meeting, and the final inspection meeting.
27. **REMEDIES:** Any of the following events will constitute cause for Eagle Mountain to declare Consultant in default of this Contract: (i) Consultant's non-performance of its contractual requirements and obligations under this Contract; or (ii) Consultant's material breach of any term or condition of this Contract. Eagle Mountain may issue a written notice of default providing a ten (10) day period in which Consultant will have an opportunity to cure. Time allowed for cure will not diminish or eliminate Consultant's liability for damages. If the default remains after Consultant has been provided the opportunity to cure, Eagle Mountain may do one or more of the following: (i) exercise any remedy provided by law or equity; (ii) terminate this Contract; (iii) impose liquidated damages, if liquidated damages are listed in this Contract; (iv) debar/suspend Consultant from receiving future contracts from Eagle Mountain; or (v) demand a full refund of any payment that Eagle Mountain has made to Consultant under this Contract for Services that do not conform to this Contract.
28. **FORCE MAJEURE:** Neither party to this Contract will be held responsible for delay or default caused by fire, riot, act of God, and/or war which is beyond that party's reasonable control. Eagle Mountain may terminate this Contract after determining such delay will prevent successful performance of this Contract.
29. **CONFIDENTIALITY:** If Confidential Information is disclosed to Consultant, Consultant shall: (i) advise its agents, officers, employees, partners, and Subconsultants of the obligations set forth in this Contract; (ii) keep all Confidential Information strictly confidential; and (iii) not disclose any Confidential Information received by it to any third parties. Consultant will promptly notify Eagle Mountain of any potential or actual misuse or misappropriation of Confidential Information.

Consultant shall be responsible for any breach of this duty of confidentiality, including any required remedies and/or notifications under applicable law. Consultant shall indemnify, hold harmless, and defend Eagle Mountain, including anyone for whom Eagle Mountain is liable, from claims related to a breach of this duty of confidentiality, including any notification requirements, by Consultant or anyone for whom the Consultant is liable.

Upon termination or expiration of this Contract, Consultant will return all copies of Confidential Information to Eagle Mountain or certify, in writing, that the Confidential Information has been destroyed. This duty of confidentiality shall be ongoing and survive the termination or expiration of this Contract.
30. **PUBLICITY:** Consultant shall submit to Eagle Mountain for written approval all advertising and publicity matters relating to this Contract. It is within Eagle Mountain's sole discretion whether to provide approval, which must be done in writing.
31. **INDEMNIFICATION RELATING TO INTELLECTUAL PROPERTY:** Consultant will indemnify and hold Eagle Mountain harmless from and against any and all damages, expenses (including reasonable attorneys' fees), claims, judgments, liabilities, and costs in any action or claim brought against Eagle Mountain for infringement of a third party's copyright, trademark, trade secret, or other proprietary right. The parties agree that if there are any limitations of Consultant's liability, such limitations or liability will not apply to this section.
32. **OWNERSHIP IN INTELLECTUAL PROPERTY:** Eagle Mountain and Consultant agree that each has no right, title, interest, proprietary or otherwise in the intellectual property owned or licensed by the other, unless otherwise agreed upon by the parties in writing. All deliverables, documents, records, programs, data, articles, memoranda, and other materials not developed or licensed by Consultant prior to the execution of this Contract, but specifically created or manufactured under this Contract shall be considered work made for hire, and Consultant shall transfer any ownership claim to Eagle Mountain.

33. **CONSULTANT'S ENDORSEMENT ON PLANS, ETC.:** Consultant (if a firm, the responsible principal) is required to endorse and affix its seal to plans, reports, and engineering data furnished to Eagle Mountain under this Contract.
34. **DESIGN/CONSTRUCTION:** Consultant will utilize all current Eagle Mountain standards and be responsible for the professional quality, technical accuracy, and the coordination of all designs, drawings, specifications, and other services furnished by Consultant under this Contract. Consultant will, without additional compensation, correct or revise any errors or omissions in its design, drawings, specifications and other services.
35. **WAIVER:** A waiver of any right, power, or privilege shall not be construed as a waiver of any subsequent right, power, or privilege.
36. **ATTORNEY'S FEES:** In the event of any judicial action to enforce rights under this Contract, the prevailing party shall be entitled its costs and expenses, including reasonable attorney's fees incurred in connection with such action.
37. **PROCUREMENT ETHICS:** Consultant understands that a person who is interested in any way in the sale of any supplies, services, construction, or insurance to Eagle Mountain is violating the law if the person gives or offers to give any compensation, gratuity, contribution, loan, reward, or any promise thereof to any person acting as a procurement officer on behalf of Eagle Mountain, or to any person in any official capacity participates in the procurement of such supplies, services, construction, or insurance, whether it is given for their own use or for the use or benefit of any other person or organization.
38. **DISPUTE RESOLUTION:** Prior to either party filing a judicial proceeding, the parties agree to participate in the mediation of any dispute. Eagle Mountain, after consultation with the Consultant, may appoint an expert or panel of experts to assist in the resolution of a dispute. If Eagle Mountain appoints such an expert or panel, Consultant agree to cooperate in good faith in providing information and documents to the expert or panel in an effort to resolve the dispute.
39. **ORDER OF PRECEDENCE:** In the event of any conflict in the terms and conditions in this Contract, the order of precedence shall be: (i) this Attachment A; (ii) the Contract; (iii) additional terms and conditions, if any; (iv) any other attachment listed on the Contract; and (v) Consultant's terms and conditions that are attached to this Contract, if any. Any provision attempting to limit the liability of Consultant or limit the rights of Eagle Mountain must be in writing, attached to this Contract, and initialed by Eagle Mountain, or it is rendered null and void.
40. **SURVIVAL OF TERMS:** Termination or expiration of this Contract shall not extinguish or prejudice Eagle Mountain's right to enforce this Contract with respect to any default or defect in the Services that has not been cured.
41. **SEVERABILITY:** The invalidity or unenforceability of any provision, term, or condition of this Contract shall not affect the validity or enforceability of any other provision, term, or condition of this Contract, which shall remain in full force and effect.
42. **ENTIRE AGREEMENT:** This Contract constitutes the entire agreement between the parties and supersedes any and all other prior and contemporaneous agreements and understandings between the parties, whether oral or written.

ATTACHMENT B:

SCOPE OF WORK/COST SCHEDULE

PROJECT APPROACH

Task 1: Trail Network Analysis and Planning

Bike Utah will leverage its expertise in active transportation planning to develop a cohesive and accessible trail system that meets the needs of all users—mountain bikers, hikers, equestrians, and OHV riders.

1.1 Trail Network Assessment

- **Connectivity Analysis:** Utilize city-provided GIS data to assess existing off-street trails, identifying gaps and accessibility issues.
- **User Demand Analysis:** Apply user data and existing recreation patterns to optimize trail locations and ensure connectivity between neighborhoods, parks, and public lands.
- **Environmental & Safety Analysis:** Integrate topographic, ecological, and safety data to propose sustainable and low-impact trail alignments.

1.2 Route Optimization and Expansion

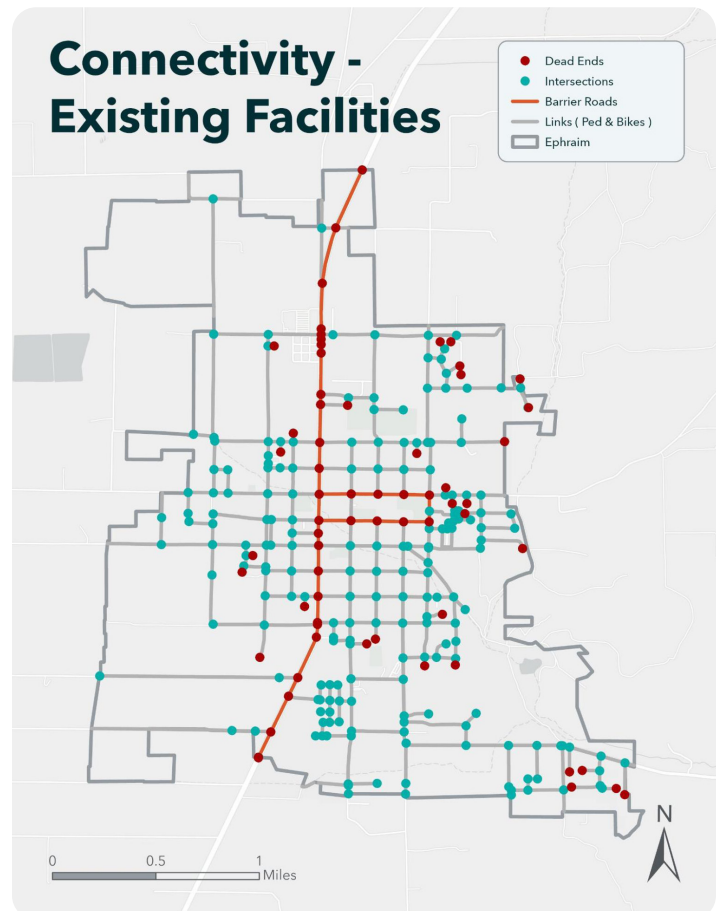
- **Trail Design by User Type:** Develop recommendations tailored to different recreation modes—mountain biking, hiking, equestrian, and OHVs—ensuring designated spaces and minimized conflicts.
- **BLM Property Expansion:** Identify trail expansion opportunities onto adjacent BLM land and develop a roadmap for securing approvals, including regulatory guidance and partnerships with land management agencies.
- **Integration with City-Owned Properties:** Evaluate opportunities to enhance trailheads, wayfinding, and amenities on city-owned parcels.
- **Private Property Engagement Strategy:** Create a structured outreach approach to engage property owners, securing easements and advocating for trail-friendly development agreements in coordination with local stakeholders.



1.3 NICA Course Infrastructure

- **NICA/Utah High School Cycling League:** Develop a long-term strategy for the Hidden Valley mountain bike course, including:
 - Assessing relocation options for sections impacted by development.
 - Designing an expanded parking and staging area to accommodate events.
 - Enhancing spectator areas to support competitive cycling events and local recreation.

Bike Utah connectivity analysis highlighting dead ends and barrier roads in Ephraim City



Bike Utah's Midweek Mountain Bike Race series (left/top)



PROJECT APPROACH

Task 2: Trailhead Signage and Marker Placement

Bike Utah will develop a comprehensive signage and marker placement plan that supports Eagle Mountain's growing trail network.

2.1 Trailhead Assessment

- **City-Owned Properties Evaluation:** Identify and assess city-owned land to determine existing and proposed locations for trailheads, signage, and wayfinding infrastructure.
- **Connectivity Considerations:** Ensure easy access to trailheads by prioritizing locations near residential areas, parks, and key destinations.

2.2 Comprehensive Signage Plan

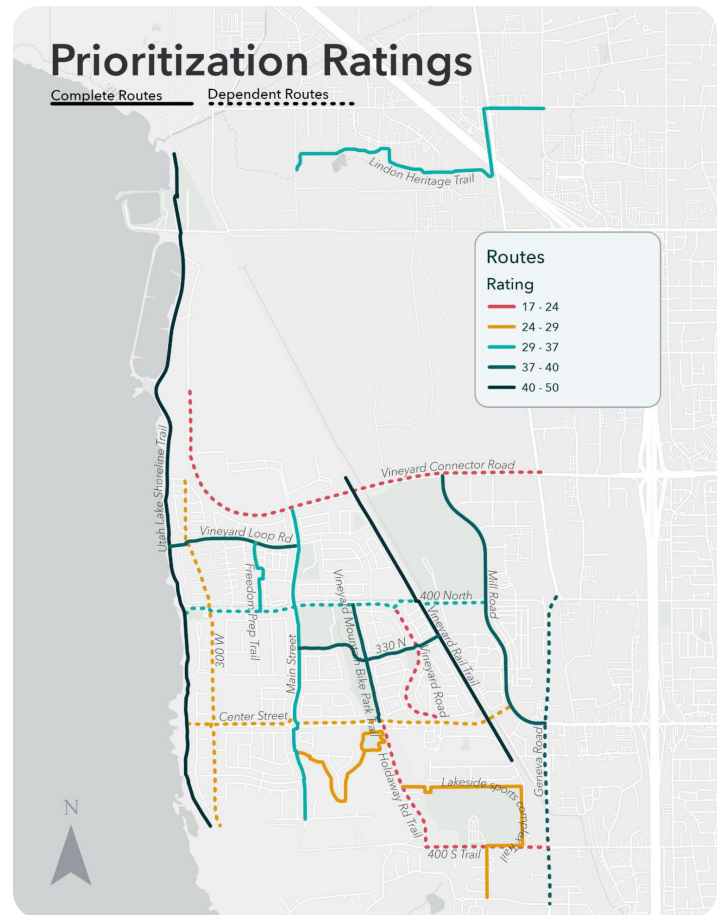
- **Wayfinding Signs:** Develop a standardized wayfinding system to improve user orientation, including trail names, mileage markers, difficulty ratings, and directional signage.
- **Regulatory Signs:** Ensure compliance with land use regulations and trail-specific guidelines by incorporating clear rules for OHV, equestrian, mountain bike, and pedestrian users.
- **Interpretive & Educational Signs:** Highlight local ecology, history, and responsible trail use, encouraging stewardship and sustainability.
- **User Experience & Safety:** Incorporate sign elements that reduce conflicts between user groups and improve overall trail safety.
- **Placement Prioritization:** Develop a phased installation plan based on trail usage, accessibility, and funding availability.

Task 3: Prioritization and Implementation Plan

This task will ensure trail development is prioritized based on connectivity, feasibility, and community needs.

3.1 Identifying High-Priority Segments

- **Strategic Connections:** Focus on segments adjacent to existing city-owned and maintained trails.
- **Filling Gaps:** Identify missing links that will improve connectivity between neighborhoods, recreation areas, and key destinations.



Bike Utah prioritization plan for wayfinding improvements in Vineyard City.

3.2 Action Plan

- **Stakeholder Coordination:** Ensure alignment with city priorities, regional plans, and land management agencies to facilitate smooth implementation.
- **Short-Term Priorities:** Identify trail segments that can be developed or enhanced within the next 1-3 years, considering land availability and funding readiness.
- **Long-Term Projects:** Outline a phased approach for larger projects requiring land acquisition, permitting, or additional funding.
- **Implementation Timeline:** Provide a detailed project timeline with milestones and estimated completion dates.
- **Cost & Funding Considerations:** Provide estimated costs and potential funding sources for each proposed trial segment.

PROJECT APPROACH

Task 4: Bike Park Assessment and Improvement Plan

We will develop a comprehensive assessment and phased improvement plan for the Eagle Mountain Bike Park.

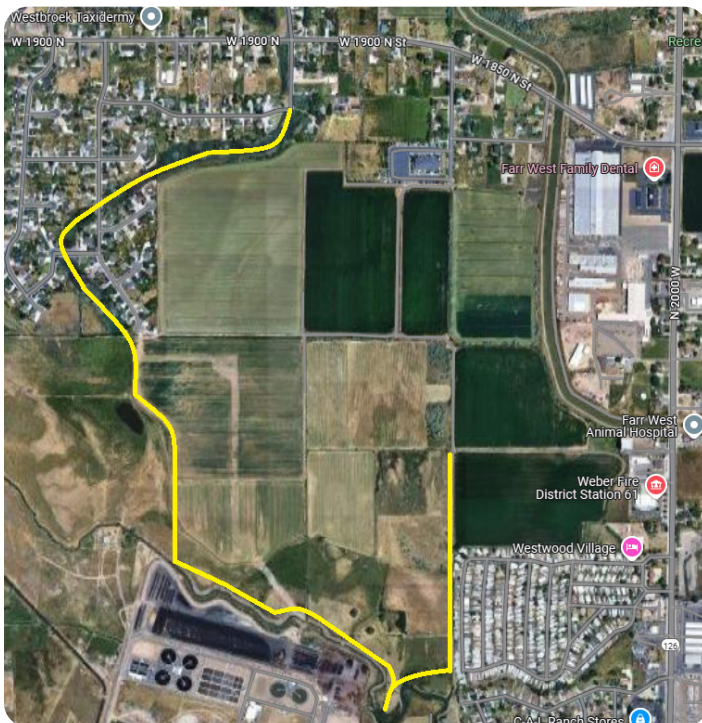
4.1 Current Facility Evaluation

- **Infrastructure Assessment:** Conduct a detailed site review to evaluate existing jumps, berms, pump tracks, technical features, and overall park layout.
- **User Experience & Safety Analysis:** Identify areas of wear, erosion, or structural concerns that may impact rider experience or safety.
- **Community Input:** Gather insights from local riders and stakeholders, where possible, to assess how well the park meets community needs.

4.2 Five-Year Improvement Plan

- **Proposed Enhancements:** Develop plans for short-term (1-2 years) and mid-term (305 years) improvements including surface repairs, sign upgrades, skill-building areas, expanded trail features, and other infrastructure upgrades.
- **Estimated Costs & Funding Strategy:** Provide detailed cost estimates for each phase and identify potential funding sources.

Wetland trail delineation in the Farr West City AT Plan.



Task 5: Conceptual Design for Trail Parking and Bike Park Expansion

Expanding trail access and improving bike park facilities requires thoughtful design, strategic placement, and user-centered planning.

5.1 Trail Parking Area Conceptual Design

- **Site Selection:** Identify optimal locations for a new trail parking area, ensuring access to key trailheads while minimizing environmental and land use conflicts.
- **User Needs Assessment:** Ensure proposed parking area can accommodate various user groups, including mountain bikers, hikers, equestrians, and OHV users. Consider trailer parking and ADA accessibility.
- **Circulation & Safety Considerations:** Ensure efficient traffic flow, designated loading zones, and clear wayfinding signage to enhance safety and usability.
- **Development Approach:** Outline an implementation strategy, considering costs, funding, permitting, and construction timelines.

5.2 Bike Park Expansion Conceptual Design

- **Expansion into Power Line Corridor:** Develop a site plan for northward expansion.
- **Feature Enhancements:** Identify new jump lines, flow trails, pump track extensions, and technical challenges to diversify rider experiences and support all skill levels.
- **Infrastructure & User Amenities:** Consider including seating, shade structures, and rest areas to improve comfort and usability.
- **Anticipated Challenges & Solutions:** Address potential constraints such as land availability, terrain modifications, and permitting requirements, providing actionable solutions for implementation.
- **Development Approach:** Outline an implementation strategy, considering costs, funding, permitting, and construction timelines.



PROJECT SCHEDULE

Eagle Mountain Off-Street Trails Master Plan

We will complete this project within **9 months**. Our team will work with Eagle Mountain staff to customize this schedule to ensure it fits project expectations.

2025

TASKS	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
1. Trail Network Analysis and Planning									
1.1 Trail Network Assessment									
1.2 Route Optimization and Expansions									
1.3 NICA Course Infrastructure									
2. Trailhead Signage and Marker Placement									
2.1 Trailhead Assessment									
2.2 Comprehensive Signage Plan									
3. Prioritization and Implementation Plan									
3.1 Identifying High-Priority Segments									
3.2 Action Plan									
4. Bike Park Assessment and Improvement Plan									
4.1 Current Facility Evaluation									
4.2 Five-Year Improvement Plan									
5. Conceptual Design for Trail Parking and Bike Parking Expansion									
5.1 Trail Parking Area Conceptual Design									
5.2 Bike Park Expansion Conceptual Design									



TAB 4:

COST PROPOSAL

Eagle Mountain Off-Street Trails Master Plan

As a nonprofit, Bike Utah can maximize the services we provide within a budget. The budget below includes all hours and expenses for the project.

TASKS	TOTAL HOURS	TOTAL COST
1. Trail Network Analysis and Planning	284	\$13,495
1.1 Trail Network Assessment	137	\$6,535
1.2 Route Optimization and Expansions	87	\$4,160
1.3 NICA Course Infrastructure	60	\$2,800
2. Trailhead Signage and Marker Placement	195	\$9,775
2.1 Trailhead Assessment	85	\$4,175
2.2 Comprehensive Signage Plan	110	\$5,600
3. Prioritization and Implementation Plan	132	\$6,560
3.1 Identifying High-Priority Segments	40	\$1,900
3.2 Action Plan	92	\$4,660
4. Bike Park Assessment and Improvement Plan	108	\$7,580
4.1 Current Facility Evaluation	48	\$3,480
4.2 Five-Year Improvement Plan	60	\$4,100
5. Conceptual Design for Trail Parking and Bike Parking Expansion	156	\$11,700
5.1 Trail Parking Area Conceptual Design	80	\$4,200
5.2 Bike Park Expansion Conceptual Design	76	\$7,500
Totals:	875	\$49,110
	Travel expenses	\$375
Grand Total:		\$49,485





Utah Department of Commerce
Division of Corporations & Commercial Code
160 East 300 South, 2nd Floor, PO Box 146705
Salt Lake City, UT 84114-6705
Service Center: (801) 530-4849
Toll Free: (877) 526-3994 Utah Residents
Fax: (801) 530-6438
Web Site: <http://www.commerce.utah.gov>

09/01/2022
5884421-014009012022-77102

CERTIFICATE OF EXISTENCE

Registration Number: 5884421-0140
Business Name: BIKE UTAH
Registered Date: April 14, 2005
Entity Type: Corporation - Domestic - Non-Profit
Status: Current

The Division of Corporations and Commercial Code of the State of Utah, custodian of the records of business registrations, certifies that the business entity on this certificate is authorized to transact business and was duly registered under the laws of the State of Utah. The Division also certifies that this entity has paid all fees and penalties owed to this state; its most recent annual report has been filed by the Division (**unless Delinquent**); and, that Articles of Dissolution have not been filed.



Leigh Veillette
Director
Division of Corporations and Commercial Code

ATTACHMENT C:

INSURANCE



CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY)

03/19/2025

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER Progressive Insurance PO Box 94739, Cleveland, OH 44101	CONTACT NAME: Progressive Commercial Lines Customer and Agent Servicing PHONE (A/C, No, Ext): 1-800-444-4487 FAX (A/C, No): E-MAIL ADDRESS: progressivecommercial@email.progressive.com
	INSURER(S) AFFORDING COVERAGE INSURER A : United Financial Casualty Company INSURER B : INSURER C : INSURER D : INSURER E : INSURER F :
INSURED BIKE UTAH COALITION DBA: Bike Utah 960 S Main Street SALT LAKE CITY, UT 84101	NAIC # 11770

COVERAGES**CERTIFICATE NUMBER:** 356165669395293585D031925T223852**REVISION NUMBER:**

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS
	COMMERCIAL GENERAL LIABILITY ☐ CLAIMS-MADE ☐ OCCUR GEN'L AGGREGATE LIMIT APPLIES PER: ☐ POLICY ☐ PRO-JECT ☐ LOC OTHER:						EACH OCCURRENCE \$ DAMAGE TO RENTED PREMISES (Ea occurrence) \$ MED EXP (Any one person) \$ PERSONAL & ADV INJURY \$ GENERAL AGGREGATE \$ PRODUCTS - COMP/OP AGG \$ \$
A	AUTOMOBILE LIABILITY ☐ ANY AUTO ☐ OWNED AUTOS ONLY ☒ SCHEDULED AUTOS ☐ HIRED AUTOS ONLY ☐ NON-OWNED AUTOS ONLY	Y	N	03893005	08/18/2024	08/18/2025	COMBINED SINGLE LIMIT (Ea accident) \$2,000,000 BODILY INJURY (Per person) \$ BODILY INJURY (Per accident) \$ PROPERTY DAMAGE (Per accident) \$ \$
	UMBRELLA LIAB ☐ OCCUR EXCESS LIAB ☐ CLAIMS-MADE DED ☐ RETENTION \$						EACH OCCURRENCE \$ AGGREGATE \$ \$
	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? ☐ Y/N (Mandatory in NH) If yes, describe under DESCRIPTION OF OPERATIONS below	N/A					PER STATUTE ☐ OTH-ER ☐ E.L. EACH ACCIDENT \$ E.L. DISEASE - EA EMPLOYEE \$ E.L. DISEASE - POLICY LIMIT \$
A	See ACORD 101 for additional coverage details.	Y	N	03893005	08/18/2024	08/18/2025	\$

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)

CERTIFICATE HOLDER**CANCELLATION**

Eagle Mountain City 1650 E Stagecoach Run Eagle Mountain, UT 84005	SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.
	AUTHORIZED REPRESENTATIVE 

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AGENCY CUSTOMER ID: _____

LOC #: _____



ADDITIONAL REMARKS SCHEDULE

Page 1 of 1

AGENCY Progressive Insurance		NAMED INSURED BIKE UTAH COALITION DBA: Bike Utah 960 S Main Street SALT LAKE CITY, UT 84101	
POLICY NUMBER 03893005		EFFECTIVE DATE: 08/18/2024	
CARRIER United Financial Casualty Company	NAIC CODE 11770		

ADDITIONAL REMARKS

THIS ADDITIONAL REMARKS FORM IS A SCHEDULE TO ACORD FORM,

 FORM NUMBER: 25 FORM TITLE: Certificate of Liability Insurance
Additional Coverages

Insurance coverage(s)	Limits
Personal Injury Protection	\$3,000 Basic PIP w/Workers Comp
Uninsured Motorist Bodily Injury	\$2,000,000 Combined Single Limit
Underinsured Motorist Bodily Injury	\$2,000,000 Combined Single Limit

Description of Location/Vehicles/Special Items

Scheduled autos only	
2020 CHEVROLET TAHOE 1GNSKAKC5LR175545	
Comprehensive	\$1,000 Ded
Collision	\$1,000 Ded
Roadside Assistance	Selected w/\$0 Ded

Additional Information

Certificate holder is listed as an Additional Insured.

15-0397-00
 PRINCIPLE INSURANCE SERVICES LLC
 1100 E HECTOR ST STE 470
 CONSHOHOCKEN, PA 19428-2374

Auto-Owners **INSURANCE**

LIFE • HOME • CAR • BUSINESS

PO BOX 30660 • LANSING, MI 48909-8160

AUTO-OWNERS INSURANCE COMPANY

Agency phone: 704.321.3900

03-13-2025

UTAH BICYCLE COALITION
 DBA BIKE UTAH
 960 S MAIN ST
 SALT LAKE CITY, UT 84101-2923

This is not a bill. The premium can be paid before a bill is sent using any of the following methods:

Pay Online
www.auto-owners.com
 Pay My Bill

Pay by Mail
 AUTO-OWNERS INSURANCE
 PO BOX 740312
 CINCINNATI, OH 45274-0312

Pay by Phone
 1.800.288.8740

RE: Policy A106-544-534

Billing Account 102810389

Thank you for selecting Auto-Owners Insurance Group to service your insurance needs!

Auto-Owners and its affiliate companies offer a full complement of policies, each of which has its own eligibility requirements, coverages, and rates. Please take this opportunity to review your insurance needs with your Auto-Owners agent **704.321.3900**, and discuss which company and program might be appropriate for you. After talking with your agent, if there are any unanswered questions, please contact us at 517.323.1200.

Auto-Owners Insurance Company was formed in 1916. Our A+ (Superior) rating by AM Best signifies that we have the financial strength to provide the insurance protection you need. The Auto-Owners Insurance Group is comprised of five property and casualty companies and a life insurance company.

Serving Our Policyholders and Agents Since 1916

AUTO-OWNERS INS. CO.

Issued 03-13-2025

AGENCY PRINCIPLE INSURANCE SERVICES LLC
15-0397-00 MKT TERR 048

Company
Bill

POLICY NUMBER
Company Use

A106-544-534
35-17-UT-1124

INSURED UTAH BICYCLE COALITION

Term 11-24-2024 to 11-24-2025

POLICY PREMIUM SUMMARY

Expense Constant	200	670
Terrorism - See Form 27317	26	696
Catastrophe (other than Certified Acts of Terrorism)	55	751
See Form 27322		
Paid In Full Discount	39-	712
TOTAL ESTIMATED ANNUAL PREMIUM		MIN 712
ADDITIONAL PREMIUM		0

FEDERAL ID: 202804553

COUNTY: 035

MINIMUM PREMIUM: \$670 UTAH

UNEMPLOY. INS (UI) #: 7420890000

UT NUMBER OF EMPLOYEES: 2

AUDIT IS: ANNUAL

Paid in Full Discount applies.

The Paid in Full Discount does not apply to fixed expense fees, statutory charges or minimum premiums.

The Paid in Full Discount is based on favorable loss experience for the collective group of policyholders who choose to pay their premium in full directly to the company.

ENDORSEMENTS:

27411 (01-13)	59270 (02-97)	27320 (03-06)A
27392 (07-12)	27395 (10-14)A(WC000000C)	27539 (08-17)
27942 (01-19) (WC000414A)	27317 (01-21) (WC000422C)	14019 (09-20)
27529 (07-19) (WC000424)	27322 (08-22) (WC000421F)	27279 (08-22) (WC000419A)
27284 (06-02)A(WC430603)	27274 (11-00)A(WC430305)	

NAMED INSURED SCHEDULE

UTAH BICYCLE COALITION
DBA BIKE UTAH

FEIN: 202804553
UTAH BICYCLE COALITION
DBA BIKE UTAH

LOCATION SCHEDULE

LOC NUM 001
STATE UT
FEIN 202804553
ENTITY NONPROFIT ORGANIZATION
UNEMPLY.INS(UI)# 7420890000
NUMBER OF EMPLOYEES 2
NAME & ADDRESS UTAH BICYCLE COALITION
DBA BIKE UTAH
3500 S MAIN ST STE 106
SOUTH SALT LAKE UT 84115-4496



**EAGLE MOUNTAIN CITY
CITY COUNCIL MEETING
MAY 6, 2025**

TITLE:	RESOLUTION - A Resolution of Eagle Mountain City, Utah, Awarding the Bid for the Parks, Trails, and Open Space Master Plan Update to MHTN and Approving the Contract
ITEM TYPE:	Resolution
FISCAL IMPACT:	\$74,725.00
APPLICANT:	N/A

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

PUBLIC HEARING

No

PREPARED BY

Brad Hickman, Public Works
Director

PRESENTED BY

Brad Hickman

RECOMMENDATION:

City Staff recommends that the City Council adopt a Resolution of Eagle Mountain City, Utah, Awarding the Bid for the Parks, Trails, and Open Space Master Plan Update to MHTN and Approving the Contract.

BACKGROUND:

In 2020, the Parks Department completed a Parks, Trails and Open Space Master Plan, which was formally adopted by the City Council. Building upon that foundation, the updated effort will include a comprehensive inventory of the City's existing parks and recreational assets, an evaluation of current conditions, and an analysis of level of service to identify gaps and opportunities. The plan will also outline strategic recommendations to guide parks development and improvements over the next 15 years, including project prioritization based on community needs, service equity, and long-term buildout.

Community engagement will be central to the planning process, with input solicited from elected officials, stakeholders, and the public.

The final updated Parks Master Plan will be presented at public meetings for review and approval.

ITEMS FOR CONSIDERATION:

N/A

PLANNING COMMISSION ACTION/RECOMMENDATION:

N/A

ATTACHMENTS:

1. Resolution

2. Exhibit A

RESOLUTION NO. R- -2025

**A RESOLUTION OF EAGLE MOUNTAIN CITY, UTAH,
APPROVING A PROFESSIONAL SERVICES AGREEMENT WITH MHTN
FOR THE PARKS, TRAILS, AND OPEN SPACE MASTER PLAN UPDATE**

PREAMBLE

The City Council of Eagle Mountain City, Utah, finds that it is in the public interest to approve a professional services agreement with MHTN for the purposes of updating the Eagle Mountain City Parks, Trails, and Open Space Master Plan, as set forth in Exhibit A.

NOW THEREFORE, BE IT RESOLVED by the City Council of Eagle Mountain City, Utah for and in consideration of the mutual promises, covenants and agreements hereinafter set forth, the parties hereto agree as follows:

1. The professional services agreement with MHTN is approved, as set forth in Exhibit A.
2. This Resolution shall become effective immediately upon its passing.

ADOPTED by the City Council of Eagle Mountain City, Utah, this 6th day of May, 2025.

EAGLE MOUNTAIN CITY, UTAH

Tom Westmoreland, Mayor

ATTEST:

Gina L. Olsen, CMC
City Recorder

The above Resolution was adopted by the City Council of Eagle Mountain City, Utah on the 6th day of May 2025.

Those voting yes:

☐ Donna Burnham

☐ Melissa Clark

☐ Jared Gray

☐ Rich Wood

☐ Brett Wright

Those voting no:

☐ Donna Burnham

☐ Melissa Clark

☐ Jared Gray

☐ Rich Wood

☐ Brett Wright

Those excused:

☐ Donna Burnham

☐ Melissa Clark

☐ Jared Gray

☐ Rich Wood

☐ Brett Wright

Those abstaining:

☐ Donna Burnham

☐ Melissa Clark

☐ Jared Gray

☐ Rich Wood

☐ Brett Wright

Gina L. Olsen, CMC
City Recorder

Exhibit A

3/28/2025

Brad Hickman
Eagle Mountain Public Works Director
2545 N Pony Express Pkwy
Eagle Mountain, UT 84005



Re: MHTN proposal for Parks, Trails, and Open Space Master Plan Update

Dear Brad:

The MHTN-led team is submitting a fee proposal in response to your request for an update to the Eagle Mountain City Parks, Trails, and Open Space Master Plan. This project aims to expand and sustain the connected community and outline new additional parks and trails facilities to reflect growth in your community and many previous anticipated projects being completed. As outlined in our proposal, we understand the scope of work and propose the following fee for tasks described therein:

Assumptions:

- The update to Eagle Mountains Existing Parks Trails and Open Space master plan will consist of detailed assessment of all parks, trails, and open spaces added since the last update (2020) as well as reflect changes in your community's growth patterns since that time.
- The Schedule for the Parks, Trails, and Open Space Master Plan update will be approximately 6 months from April to October.
- The City will provide GIS Data and plans of any updated park and trail facilities which have been completed since the prior Master Plan (2020).
- Work will commence upon approval of this proposal by Eagle Mountain City and a contract being drafted and agreed upon between MHTN and the City.
- Brad Hickman will serve as the primary point of contact for the project.
- Ryan Wallace will serve as Principal-in-Charge, Vince Olcott as Director of Landscape Architecture, Don Ryan as Project Manager, and Emily Seang as Community Engagement Specialist.

Scope of Work:

- Provide a comprehensive inventory of the City's existing parks, trails, and open spaces.
 - Analyze the level of service with the City's support on data gathering.
 - Conduct On-site evaluation of the City's existing parks, trails, and open spaces
 - Assemble an Existing Conditions Report for City review
- Integrate the level of service with the long-term parks planning
 - Provide an Impact Fee Facilities Plan
- Analyze gaps in existing level of service
- Project level recommendations for the next 15 years
- Provide project recommendations & prioritization framework
- Engage project elected officials, community, and stakeholders
 - Attend two City Council meetings and one Planning Commission meeting
 - Gather input from all relevant stakeholders (up to 5 virtual meetings)

- Gather input from all community members - 2 workshops & 1 online survey
- Develop guidelines for resilient operations and maintenance of the City parks system including response to new State regulations since the 2020 Master Plan
- Propose an implementation schedule with associated phasing
- Provide potential funding sources & innovative funding mechanisms
- Prepare and present to the Planning commission and the City Council a final updated Parks, Trails, and Open Space Master Plan

Compensation:

- *To successfully complete the scope of work outlined above, MHTN proposes a Lump Sum Fee of: **Seventy-Four Thousand Seven-Hundred Twenty-Five Dollars and Zero Cents (\$74,725.00)**. We have enlisted the support of several consultants already familiar with your community to assist our team to complete the project scope of work successfully:*
 - *Alta Planning - Trails Planning*
 - *Zion Public Finance - Market & Demographic Analysis, IFFP*

Reimbursable Expenses: This proposal includes all printing involved in Community Engagement events and Owner review process if printed versions are preferred. Any other unanticipated Reimbursable Expenses will be coordinated with the owner and billed on a monthly basis at 1.1 times their cost.

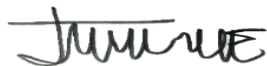
Exclusions: *Survey, Geotechnical, Special Inspections, Hazardous Material Fee, Asbestos Abatement, Plan Check, Permit Fees, Renderings.*

Thank you for reaching out to us to build upon our former work together. We look forward to this opportunity, please don't hesitate to reach out with any questions about this proposal.

By signing this letter, you agree to have MHTN go forth with services. This fee proposal is valid for sixty days.

Sincerely,

MHTN Architects, Inc.



J. Ryan Wallace, AICP, AIA, NCARB
Urban Design Director

MHTN Architects, Inc.



Vince Olcott, ASLA, CLARB
Landscape Architecture Director



**EAGLE MOUNTAIN CITY
CITY COUNCIL MEETING
MAY 6, 2025**

TITLE:	RESOLUTION - A Resolution of Eagle Mountain City, Utah, Approving and Authorizing the Execution of an Interlocal Cooperation Agreement for Participation in the Utah Valley HOME Consortium
ITEM TYPE:	Resolution
FISCAL IMPACT:	None. The program provides down payment assistance to qualified applicants whose funds do not affect or come from the City. There is a provision that if a developer accesses HUD funds for an affordable housing project, and the City approves the project, the City will need to make a contribution, but that approval is not mandatory.
APPLICANT:	City-initiated

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

PUBLIC HEARING

No

PREPARED BY

Clifford Strachan, Director of
Legislative Affairs

PRESENTED BY

John Magness

RECOMMENDATION:

Staff recommends that the City Council adopt a Resolution of Eagle Mountain City, Utah, Approving and Authorizing the Execution of an Interlocal Cooperation Agreement for Participation in the Utah Valley HOME Consortium.

BACKGROUND:

Now that Eagle Mountain City qualifies for Community Development Block Grants (CDBG), the City is eligible to participate in the United States Department of Housing and Urban Development's (HUD) HOME Program beginning in FY 2026.

The HOME program provides grants to help with down payment assistance for low to moderate-income housing not to exceed 80% of area median income levels. The program is through HUD and monies are allocated every year by Congress. Jurisdictions that participate are awarded grants based on 10 criteria that are weighted. These are:

1. Income limits based on 80% AMI,
2. Liquid asset limits (not to exceed \$15,000),
3. Cap on the value of the residence (currently \$551,000),
4. Minimum credit score (650),
5. Type of residence,

6. First-time homeowner (per HUD definition),
7. Limits on debt ratios (43% to 45% based on credit score),
8. Limits on the mortgage to income ratio (33% to 35% based on credit score),
9. Pre-home ownership counseling class, and
10. A minimum of \$1000 as a down payment.

For the past several years, Provo, Lehi, Orem, and Utah County have been party to an Interlocal Agreement to form a consortium to participate in the program, with Provo as the Lead Entity of the HOME program. As such Provo City is responsible for administering the program and for ensuring compliance with all Federal Laws and regulations. Provo has their own HOME program, and the other cities and Utah County have a combined program under the Consortium.

In 2024, the Consortium received \$1,293,715.31 from HUD for the HOME program. Funds are allocated to the partners in the Consortium based on percentages, or if there are not enough applicants, there is a possibility the funds will be pooled between all the signatories.

The HOME Program offers qualified buyers a 0% interest loan for down payment and closing costs. The loan amount is 5% or 3.5% based on loan type (Conventional or FHA), plus closing costs, for a maximum amount of \$40,000. The loan becomes due when the home is either sold or the applicant moves their primary residence to another address.

The HOME program described above would not require any financial contributions from Eagle Mountain. However, the program includes an element where, if a developer were to collaborate with the City to establish a HOME-funded affordable housing project—such as an apartment complex—the City could have a financial component to cover. However, this obligation would apply only if the City agrees to participate in the project, allowing the developer to access HUD funding under the consortium. The link to the Loan to Own Program is here: <https://www.provo.gov/705/Down-Payment-Assistance-Loan-Programs>

ITEMS FOR CONSIDERATION:

To participate, the City Council must adopt a resolution approving the Interlocal Cooperation Agreement, which must be executed document by May 2025 for Federal FY 2026.

The Mayor is automatically a member of the Board of Directors, and there may be appointed, in writing, an alternate member. For building projects, there is an Advisory and Review Committee. The person attending both these meetings can be the same, and can be a staff member. That person must reside in Eagle Mountain City.

PLANNING COMMISSION ACTION/RECOMMENDATION:

N/A

ATTACHMENTS:

1. Resolution
2. Brochure

RESOLUTION NO. R-____-2025

A RESOLUTION OF EAGLE MOUNTAIN CITY, UTAH, APPROVING AN INTERLOCAL COOPERATION AGREEMENT TO PARTICIPATE IN THE UTAH VALLEY HOME CONSORTIUM

PREAMBLE

WHEREAS, the Utah Interlocal Cooperation Act, Title 11, Chapter 13, Utah Code Annotated, as amended, permits local governmental units including cities, counties, interlocal agencies and political subdivisions of the State of Utah to make the most efficient use of their powers by enabling them to cooperate with other public entities on the basis of mutual advantage and to exercise joint cooperative action for the benefit of their respective citizens; and

WHEREAS, the United States Housing and Urban Development (HUD) HOME Program promotes and provides support for affordable housing for moderate, low, and very low-income households; and

WHEREAS, the Eagle Mountain City Council desires to help first-time home buyers obtain affordable homes; and

WHEREAS, there exists in Utah County a consortium of cities receiving HOME Program grants directed to moderate and low-income, first-time home buyers; and

WHEREAS, the City Council has determined that it will be mutually beneficial and in the public interest to enter this Interlocal Cooperation Agreement regarding the formation and administration of a consortium under the HOME Act.

NOW THEREFORE BE RESOLVED by the City Council of Eagle Mountain City; Utah as follows:

1. The HOME Investment Partnerships Program Interlocal Cooperation Agreement relating to the establishment and conduct of the Utah Valley HOME Consortium UNITED STATES HOUSING AND URBAN DEVELOPMENT PROGRAM attached hereto as Exhibit A is hereby approved.

2. That this Resolution shall take effect immediately upon passage.

ADOPTED by the City Council of Eagle Mountain City, Utah, this 15th day of April, 2025.

EAGLE MOUNTAIN CITY, UTAH

Tom Westmoreland, Mayor

ATTEST:

Gina L. Olsen, CMC
City Recorder

CERTIFICATION

The above Resolution was adopted by the City Council of Eagle Mountain City, Utah on the 15th day of April, 2025.

Those voting yes:

☐ Donna Burnham

☐ Melissa Clark

☐ Jared Gray

☐ Rich Wood

☐ Brett Wright

Those voting no:

☐ Donna Burnham

☐ Melissa Clark

☐ Jared Gray

☐ Rich Wood

☐ Brett Wright

Those excused:

☐ Donna Burnham

☐ Melissa Clark

☐ Jared Gray

☐ Rich Wood

☐ Brett Wright

Those abstaining:

☐ Donna Burnham

☐ Melissa Clark

☐ Jared Gray

☐ Rich Wood

☐ Brett Wright

Gina L. Olsen, CMC
City Recorder

EXHIBIT A

**HOME INVESTMENT PARTNERSHIPS PROGRAM
INTERLOCAL COOPERATION AGREEMENT**

Relating to the establishment and conduct of the
Utah Valley HOME Consortium

**UNITED STATES HOUSING AND URBAN DEVELOPMENT HOME PROGRAM
for FEDERAL FISCAL YEARS 2026, 2027, AND 2028**

FAIR HOUSING

One of the privileges of living in the United States is the right to freely choose where you will live.

Utah and Federal Fair Housing Acts protect your right to select housing without discrimination based on race, color, national origin, religion, sex, familial status or your source of income.

IT IS UNLAWFUL TO:

- Refuse to rent, sell or negotiate for housing.
- Make housing unavailable or deny that housing is available.
- Set different terms, conditions or privileges for the sale or rental of housing based on race, color, national origin, familial status, disability, sex or religion.
- Deny or make different terms or conditions for a mortgage, home loan, homeowners insurance or other real estate related transactions.

WHAT HOUSING IS COVERED?

- Single-family homes owned by private persons when a real estate broker and/or discriminatory advertising is used to rent or sell the home.
- Single-family homes not owned by private persons (such as a corporation or partnership) even if a broker is not used to rent or sell the home.
- Multi-family dwellings with five or more units, including rooming houses.
- Multi-family dwellings with four or less units if the owner does not live in one of the units.

WHAT HOUSING IS NOT COVERED?

The law does not apply to non-commercial housing run by religious organizations and private clubs that limit occupancy solely to members.

FOR MORE INFO AND FULL POLICIES & PROCEDURES, PLEASE VISIT

WWW.PROVO.ORG/WELCOMEHOME

APPLY ONLINE AT

WWW.NEIGHBORLY.PROVO.ORG



WELCOME HOME



(801) 852-6162

UT RELAY: 711

UT SPANISH RELAY: (888) 346-3162



KIGARCIA@PROVO.ORG



PROVO CITY CORPORATION
DEVELOPMENT SERVICES

445 WEST CENTER STREET, PROVO, UT 84601

MON - THURS | 7 AM - 6 PM



UTAH OFFICE OF FAIR HOUSING
(801) 530-6801 OR 1 (800) 222-1238

TDD: (801) 530-7685

12-17-2024

PROVO CITY & UTAH COUNTY DOWN PAYMENT & CLOSING COST ASSISTANCE FOR LOW INCOME HOUSEHOLDS



WHO QUALIFIES?

Applicants must qualify for a first mortgage through a lender of the buyer's choice with a minimum mid credit score of 650 or above.

Both spouses/partners are required to be on our loan even if they are not on the first mortgage and must have a qualifying credit score. No co-signers who will not be owner-occupants are allowed.

Other Provo City underwriting criteria may apply.

Applicants must be income eligible based on program income limits.

INCOME LIMITS

Below is the income chart for the Home Purchase Plus (HP+), Loan to Own (LTO), and Own in Provo (OIP) Programs.

Household Size	HP+/LTO Limit	OIP Limit
1	\$61,050	\$92,000
2	\$69,750	\$105,100
3	\$78,500	\$118,250
4	\$87,200	\$131,400
5	\$94,200	\$141,900
6	\$101,200	\$152,400
7	\$108,150	\$162,950
8	\$115,150	\$173,450

PROGRAMS

All three programs are 0% interest, deferred payment loans for first time home buyers. These loans have no payments due until the property ceases to be the primary residence. A \$5,000 penalty will be assessed if the property is sold or vacated within two years of obtaining the loan.

Applications take an average of 3-4 weeks from submission to loan closing to process, dependent on information being submitted in a timely manner.

HOME PURCHASE +

Up to \$40,000 in assistance for buyers whose household income is at 80% or less of the Area Median Income (see chart) purchasing a home in Provo.

LOAN TO OWN

Up to \$40,000 in assistance for buyers whose household income is at 80% or less of the Area Median Income (see chart) purchasing a home in Utah County - excluding Eagle Mountain, Fairfield, Woodland Hills, and Highland cities.

OWN IN PROVO

Assistance in the amount of \$15,000 for buyers whose household income is between 80% - 120% of the Area Median Income purchasing a home in Provo.

WHAT HOUSING QUALIFIES?

Property may be a single-family home, a home with a legal-accessory apartment, one half of a twin home, a town home, or a condo.

Home may not be currently occupied, or have been occupied by renters, within six months to the date of contract, who would be displaced by the purchase.

Purchase price of the home may not exceed HUD limitations (currently \$537,700).

HOW MUCH CAN I QUALIFY FOR?

Applicants can qualify for a Down Payment and Closing Cost Assistance loan of up to \$40,000 (HP+/ LTO) or \$15,000 (OIP).

Applicants will receive an additional 5% (Conventional) or 3.5% (FHA) above and beyond the required down in our current formula to help with reducing the amount of the first mortgage.

Applicants must be able to put down at least \$1,000 of their own money.

Additional Provo City underwriting criteria applies.



**EAGLE MOUNTAIN CITY
CITY COUNCIL MEETING
MAY 6, 2025**

TITLE:	RESOLUTION - A Resolution of Eagle Mountain City, Utah, Adopting Firework Restrictions
ITEM TYPE:	Resolution
FISCAL IMPACT:	N/A
APPLICANT:	Bret Fossum, Unified Fire Authority

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

PUBLIC HEARING

No

PREPARED BY

Clifford Strachan, Director of
Legislative Affairs

PRESENTED BY

Embret Fossum

RECOMMENDATION:

City staff recommends that the City Council adopt a Resolution of Eagle Mountain City, Utah, Adopting Firework Restrictions.

BACKGROUND:

In 2024, the City adopted an updated fireworks restrictions map by resolution, as required annually for inclusion in Utah County's regional fireworks-restricted area maps.

At the April 1, 2025 City Council meeting, it was stated that Unified Fire Authority Battalion Chief Bret Fossum had recommended reusing the previous year's map and restrictions. However, it has since been confirmed that City GIS staff had already prepared an updated map for the 2025 season.

The updated map uses the same criteria as the prior version, but now includes newly developed neighborhoods that are substantially built out. Areas where fireworks are permitted remain limited to residential sections that are at least 200 feet from high-risk areas and features, whether public or private. Restricted zones include parks, businesses, churches, neighborhoods still under construction, and areas with significant unimproved land.

Accordingly, an updated resolution and fireworks restriction map have been prepared for City Council consideration and approval.

ITEMS FOR CONSIDERATION:

As it did last year, the resolution includes this statement: "These fireworks restrictions and the associated map continue until replaced or revoked by a resolution of the City Council."

Two maps are included in the packet.

- Exhibit A to the Resolution shows an aerial of the City with a red overlay for restricted areas.

- An additional informational map for the City Council showing proposed restricted areas in red, and other areas in green, which were previously restricted in 2024 but are now allowed to have fireworks in the neighborhoods.

PLANNING COMMISSION ACTION/RECOMMENDATION:

N/A

ATTACHMENTS:

1. Resolution
2. Exhibit A
3. 2024 to 2025 Comparison Map

RESOLUTION NO. R- -2025

**A RESOLUTION OF EAGLE MOUNTAIN CITY, UTAH,
ADOPTING FIREWORKS RESTRICTIONS**

PREAMBLE

WHEREAS Eagle Mountain City Code (EMMC) 8.20.010, in accordance with Utah Code Annotated (UCA) §53-7-225, prohibits the discharge of Class C common state-approved explosives (fireworks) at all times, except within specified hours, beginning on July 2 and ending on July 5; and beginning on July 22 and ending on July 25; and on December 31; and on Chinese New Year's Eve; and

WHEREAS UCA §15A-5-202.5 allows a municipal governing body to prohibit the ignition and use of fireworks in the following areas: (1) mountainous, brush-covered, forest-covered, or dry grass-covered areas; (2) within 200 feet of waterways, trails, canyons, washes, ravines, or similar areas; (3) wildland urban interface area, which means the line, area, or zone where structures or other human development meet or intermingle with undeveloped wildland or land being used for an agricultural purpose; or (4) a limited area outside the hazardous areas; and

WHEREAS Eagle Mountain City experiences regular periods of hot and/or dry weather, including drought conditions, and much of the city includes or is near: (1) mountainous, brush-covered, forest-covered, or dry grass-covered areas, (2) waterways, trails, canyons, washes, ravines, or similar areas; and (3) wildland urban interface areas; and

WHEREAS the City Council finds: (1) dry brush-covered or dry grass-covered areas could be easily ignited by fireworks or other ignition source; and (2) a fire or multiple fires within Eagle Mountain City could significantly impact the health, safety, and welfare of residents in Eagle Mountain City; and

WHEREAS EMMC 8.20.020, in accordance with UCA §53-7-225, provides that the city may, by resolution, designate certain areas where fireworks are prohibited or impose other restrictions on the discharge of fireworks.

NOW, THEREFORE, BE IT RESOLVED by the City Council of Eagle Mountain, Utah, as follows:

1. The use or discharge of fireworks are prohibited at all times and seasons in the following areas: (1) mountainous, brush-covered, forest-covered, or dry grass-covered areas; (2) within 200 feet of waterways, trails, canyons, washes, ravines, or similar areas; (3) wildland urban interface areas, and (4) a limited area outside the hazardous areas; as shown

on the Eagle Mountain Fireworks Restricted Areas map, effective May 6, 2025, hereto attached as Exhibit A.

2. These fireworks restrictions and the associated map continue until replaced or revoked by resolution of the City Council.

3. City staff shall send the map, in whatever format required, to the Unified Fire Authority and Utah County by May 6, 2025.

4. City staff shall make reasonable effort to publicize Fireworks Time and Date Restrictions (EMMC 8.20.010), the Fireworks Restricted Areas Map (per EMMC 8.20.020), Penalty for Violation (EMMC 8.20.030), and Civil Liability (EMMC 8.20.040), on the city's website and other communications channels.

PASSED and APPROVED the 5th day of May, 2025.

EAGLE MOUNTAIN CITY

Tom Westmoreland, Mayor

ATTEST:

Gina L. Olsen, CMC
City Recorder

CERTIFICATION

The above resolution was adopted by the City Council of Eagle Mountain City on the 5th day of May, 2025.

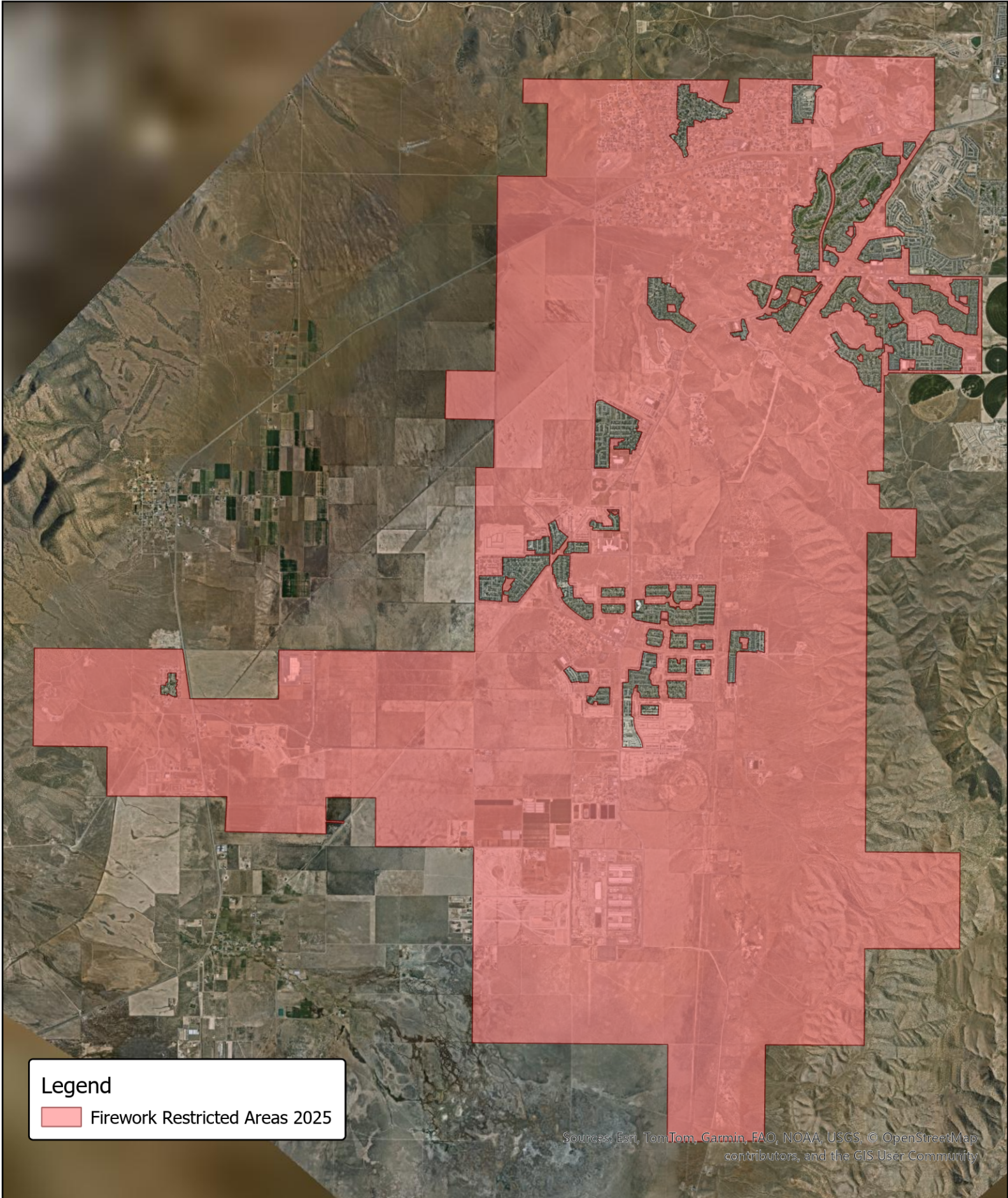
Those voting aye:	Those voting nay:	Those excused:	Those abstaining:
☐ Donna Burnham	☐ Donna Burnham	☐ Donna Burnham	☐ Donna Burnham
☐ Melissa Clark	☐ Melissa Clark	☐ Melissa Clark	☐ Melissa Clark
☐ Jared Gray	☐ Jared Gray	☐ Jared Gray	☐ Jared Gray
☐ Rich Wood	☐ Rich Wood	☐ Rich Wood	☐ Rich Wood
☐ Brett Wright	☐ Brett Wright	☐ Brett Wright	☐ Brett Wright

Gina L. Olsen, CMC
City Recorder

Exhibit A



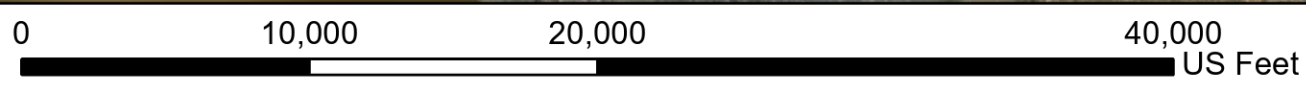
EMC Fireworks Restricted Areas 2025



Legend

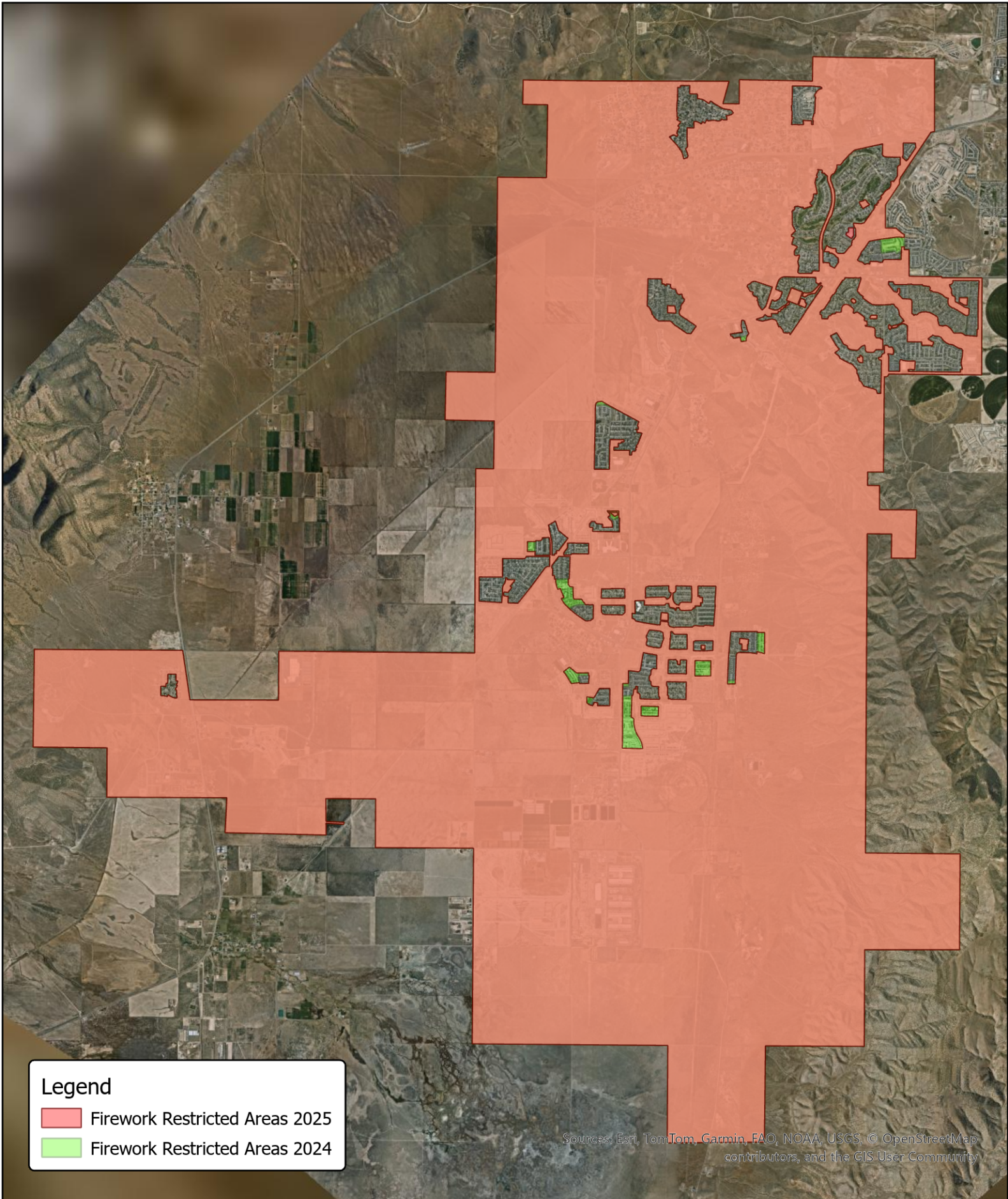
Firework Restricted Areas 2025

Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community





Fireworks Restrictions: 2024 to 2025 Comparison



Legend

- Firework Restricted Areas 2025
- Firework Restricted Areas 2024

Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community





**EAGLE MOUNTAIN CITY
CITY COUNCIL MEETING
MAY 6, 2025**

TITLE:	RESOLUTION - A Resolution of Eagle Mountain City, Utah, Amending the Eagle Mountain City Consolidated Fee Schedule to Add Secondary Water User Rates, and a Table for Secondary Water Meter Connections
ITEM TYPE:	Resolution
FISCAL IMPACT:	Revenues to be determined.
APPLICANT:	N/A

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

PUBLIC HEARING

No

PREPARED BY

Brad Hickman, Public Works
Director

PRESENTED BY

Brad Hickman

RECOMMENDATION:

City Staff recommends that the City Council adopt A Resolution of Eagle Mountain City, Utah, Amending the Eagle Mountain City Consolidated Fee Schedule to Add Secondary Water User Rates, and a Table for Secondary Water Meter Connections.

BACKGROUND:

Eagle Mountain City is implementing available pressurized irrigation (PI) into the south service area of the City as permitted by the State. Staff has been working to implement the secondary water option to alleviate demand needed in the peak season (summer months), which relies solely on culinary water demand.

Staff is continuing to explore permitting options with the State to allow for tertiary treatment water from the sewer treatment plant to be processed and utilized in the future years to come. To support this adjustment and ensure the pressurized irrigation is equitable, the City engaged Bowen Collins & Associates (BC&A) to evaluate rate-setting approaches for PI service.

- Alternative 1: Independent System Costs, which treats culinary and PI systems separately for accounting and rate-setting purposes, and
- Alternative 2: Combined System Costs, which views both systems as a single financial entity, simplifying cost allocation and enabling rate setting based on policy objectives rather than strict cost division.

Alternative 2, the Combined System Costs, offers key advantages for Eagle Mountain City, particularly given the early stage of its PI system. By eliminating the need to separately allocate and track costs between culinary and PI systems, this method streamlines accounting and rate design. It

also allows the City to adopt initial PI rates, promoting early adoption and supporting long-term system utilization. Keeping PI rates lower than culinary rates encourages the use of PI and encourages less utilization of culinary water for irrigation, aligning with the City's goal to maximize use of its PI water resources. Given the current limitations in connections and the challenges of accurately estimating PI system costs, Bowen Collins & Associates recommends this approach to ensure financial sustainability and support effective implementation. Rate-setting principles under the combined approach include the following:

- PI volume rates should be approximately 70% of culinary rates to ensure a financial incentive for outdoor irrigation.
- Tiered rates for PI should mirror those of culinary water, with a 10,000-gallon adjustment to Tier 1 thresholds to reflect indoor culinary use.
- Average total costs for users with and without PI should be equal, which maintains neutrality and avoids favoring any group of customers.

To balance lower PI volume rates with overall system cost recovery, a PI base rate is necessary to ensure users with PI still contribute appropriately to system costs. For example, In a user impact study, residential customers using approximately 162,000 gallons of water per year, and the assumption that they would not use more than the Tier 1 allows, would equate to the final billing calculations annually for a resident in the table below.

Table 3

Comparison of Average Annual Costs for Customers Both With and Without Pressurized Irrigation Service

Charge Category	Customers Without PI	Customers With PI
Base Culinary	\$306.00	\$306.00
Base Secondary	\$0.00	\$44.40
Subtotal Base	\$306.00	\$350.40
Volume Culinary	\$224.69	\$75.12
Volume Secondary	\$0.00	\$105.13
Subtotal Volume	\$224.69	\$180.25
Total Annual Bill	\$530.69	\$530.65

BC&A's analysis concludes with the following recommendations:

- Adopt Alternative 2 - Combined System Costs approach for setting PI rates in the near term.
- Use 2024 culinary rates as the baseline, with proportional adjustments in future years.
- Conduct a full cost-of-service study for culinary rates using AWWA guidelines to ensure overall system fairness.
- Reevaluate the PI rate structure every year as the system matures and customer connections expand.

This strategic, phased approach ensures equitable water service, supports long-term water availability, and lays the foundation for a pressurized irrigation (PI) system that complements the City's existing culinary water infrastructure.

CONSOLIDATED FEE SCHEDULE ADJUSTMENTS

12.1. | CULINARY WATER METER CONNECTION FEES Last Revision: XX/XX/XXXX

Single-family Residential 1/4" or 5/8" Meter Size	\$450
Commercial, Industrial, or Multifamily Residential, 1/4" Meter Size	\$450
Commercial, Industrial, or Multifamily Residential, 1" Meter Size	\$640
Commercial, Industrial, or Multifamily Residential, 1 1/2" Meter Size	\$1,260
Commercial, Industrial, or Multifamily Residential, 2" Meter Size	\$1,920
Commercial, Industrial, or Multifamily Residential, 3" Meter Size	\$3,600
Commercial, Industrial, or Multifamily Residential, 4" Meter Size	\$5,120

12.3. | PRESSURIZED IRRIGATION WATER METER CONNECTION FEES Last Revision: XX/XX/XXXX

Single-family Residential 1/4" or 5/8" Meter Size	\$450
Commercial, Industrial, or Multifamily Residential, 1/4" Meter Size	\$450
Commercial, Industrial, or Multifamily Residential, 1" Meter Size	\$640
Commercial, Industrial, or Multifamily Residential, 1 1/2" Meter Size	\$1,260
Commercial, Industrial, or Multifamily Residential, 2" Meter Size	\$1,920
Commercial, Industrial, or Multifamily Residential, 3" Meter Size	\$3,600
Commercial, Industrial, or Multifamily Residential, 4" Meter Size	\$5,120

15.7. | PRESSURIZED IRRIGATION NONRESIDENTIAL WATER RATES Last Revision: XX/XX/XXXX

<u>Commercial</u>	<u>Quantity (in thousands)</u>	<u>Rate (per 1,000 gallons)</u>
Tier 1	0 – 160	\$0.97
Tier 2	160 – 220	\$1.02
Tier 3	Over 220	\$1.06
<u>Institutional</u>	<u>Quantity (in thousands)</u>	<u>Rate (per 1,000 gallons)</u>
Tier 1	0 – 500	\$0.97
Tier 2	500 – 750	\$1.02
Tier 3	Over 750	\$1.06
<u>Industrial</u>	<u>Quantity (in thousands)</u>	<u>Rate (per 1,000 gallons)</u>
Uniform Rate	N/A	\$1.11
<u>Other</u>	<u>Quantity (in thousands)</u>	<u>Rate (per 1,000 gallons)</u>
Uniform Rate	N/A	\$1.11

15.5. | PRESSURIZED IRRIGATION WATER BASE RATE Last Revision: XX/XX/XXXX

Monthly Base Rate.....	per meter size
3/4" or 5/8" Meter Size.....	\$3.70
1" Meter Size.....	\$6.17
1 1/2" Meter Size	\$12.33
2" Meter Size.....	\$19.73
3" Meter Size	\$39.47
4" Meter Size.....	\$61.67
6" Meter Size.....	\$123.33
8" Meter Size.....	\$197.33
10" Meter Size	\$518.00

15.6. | PRESSURIZED IRRIGATION RESIDENTIAL WATER RATES Last Revision: XX/XX/XXXX

<u>Residential (<0.5 Acres)</u>	<u>Quantity (in thousands)</u>	<u>Rate (per 1,000 gallons)</u>
Tier 1	0 – 55	\$0.97
Tier 2	55 – 105	\$1.02
Tier 3	105 – 155	\$1.06
Tier 4	Over 155	\$1.11
<u>Large Residential (>0.5)</u>	<u>Quantity (in thousands)</u>	<u>Rate (per 1,000 gallons)</u>
Tier 1	0 – 110	\$0.97
Tier 2	110 – 160	\$1.02
Tier 3	160 – 220	\$1.06
Tier 4	Over 220	\$1.11

ITEMS FOR CONSIDERATION:

N/A

PLANNING COMMISSION ACTION/RECOMMENDATION:

N/A

ATTACHMENTS:

1. Resolution
2. Current & Proposed Revisions

RESOLUTION NO. R-____-2025

**A RESOLUTION OF EAGLE MOUNTAIN CITY, UTAH, AMENDING THE
EAGLE MOUNTAIN CITY CONSOLIDATED FEE SCHEDULE
(SECONDARY WATER USER RATES & METER CONNECTION TABLES)**

PREAMBLE

WHEREAS, the City Council of Eagle Mountain City, Utah, is empowered by law to adopt resolutions establishing fees for municipal services and has established an equitable system of fees for providing municipal services; and

WHEREAS, the City Council has determined that it is necessary and appropriate to adopt and amend the fees within the City; and

WHEREAS, Eagle Mountain City recognizes the need to manage its culinary water resources efficiently and sustainably, and implementing pressurized irrigation (PI) systems is a key step in reducing culinary water use for outdoor irrigation; and

WHEREAS, the introduction of secondary irrigation service in select neighborhoods represents a significant milestone in the City's long-term water conservation strategy and aligns with broader goals for responsible growth and infrastructure planning; and

WHEREAS, the City Council finds that it is in the public interest to reaffirm all fees and charges previously enacted in the Eagle Mountain City Consolidated Fee Schedule except for those fees and charges which are specifically amended or changed in this Resolution.

NOW THEREFORE, BE IT RESOLVED by the City Council of Eagle Mountain City, Utah:

1. The Consolidated Fee Schedule attached hereto as Exhibit A and the fees and charges set forth therein are hereby enacted and adopted for services received from Eagle Mountain City.

2. This Resolution is not intended to repeal, abrogate, annul, or in any way impair or interfere with existing provisions of other resolutions, ordinances, or laws except to effect modification of the fees reflected in the Consolidated Fee Schedule. The fees listed in the Consolidated Fee Schedule supersede present fees for services specified, but all fees not listed remain in effect. Where this Resolution imposes a higher fee than is imposed or required by existing provisions, resolution, ordinance, or law, the provisions of this resolution shall control.

This Resolution shall take effect at 12:01 a.m. on the ____ day of _____, 2025.

EAGLE MOUNTAIN CITY, UTAH

Tom Westmoreland, Mayor

ATTEST:

Gina L. Olsen, CMC
City Recorder

CERTIFICATION

The above resolution was adopted by the City Council of Eagle Mountain City on the 6th day of May, 2025.

Those voting yes:	Those voting no:	Those excused:	Those abstaining:
☐ Donna Burnham	☐ Donna Burnham	☐ Donna Burnham	☐ Donna Burnham
☐ Meliss Clark	☐ Melissa Clark	☐ Melissa Clark	☐ Melissa Clark
☐ Jared Gray	☐ Jared Gray	☐ Jared Gray	☐ Jared Gray
☐ Rich Wood	☐ Rich Wood	☐ Rich Wood	☐ Rich Wood
☐ Brett Wright	☐ Brett Wright	☐ Brett Wright	☐ Brett Wright

Gina L. Olsen, CMC
City Recorder

Exhibit A

CURRENT CONSOLIDATED FEE SCHEDULE SECTION 12.1:

12. PUBLIC UTILITY CONNECTIONS

12.1. | WATER METER CONNECTION FEES *Last Revision: 05/18/2021*

Single-family Residential ¾" or 5/8" Meter Size	\$450
Commercial, Industrial, or Multifamily Residential, ¾" Meter Size	\$450
Commercial, Industrial, or Multifamily Residential, 1" Meter Size	\$640
Commercial, Industrial, or Multifamily Residential, 1 ½" Meter Size	\$1,260
Commercial, Industrial, or Multifamily Residential, 2" Meter Size.....	\$1,920
Commercial, Industrial, or Multifamily Residential, 3" Meter Size	\$3,600
Commercial, Industrial, or Multifamily Residential, 4" Meter Size	\$5,120

Contractors shall provide a PVC construction water jumper approved by the City. A fee will be charged for construction water usage prior to a water meter installation by the City. In addition to the regular fee, any damage to the water system by the contractor will be repaired by the contractor at his expense, plus any additional City fees.

12.2. | SEWER CONNECTION FEES *Last Revision: 05/18/2021*

Single-family Residential.....	\$100 per ERU
Commercial, Industrial, or Multifamily	Estimated Cost of Connection + 15% Administration Fee

PROPOSED UPDATE OF 12.1 and ADDITION of 12.3

CONSOLIDATED FEE SCHEDULE ADJUSTMENTS

12.1. | CULINARY WATER METER CONNECTION FEES **Last Revision: XX/XX/XXXX**

Single-family Residential ¾" or 5/8" Meter Size	\$450
Commercial, Industrial, or Multifamily Residential, ¾" Meter Size	\$450
Commercial, Industrial, or Multifamily Residential, 1" Meter Size	\$640
Commercial, Industrial, or Multifamily Residential, 1 ½" Meter Size.....	\$1,260
Commercial, Industrial, or Multifamily Residential, 2" Meter Size.....	\$1,920
Commercial, Industrial, or Multifamily Residential, 3" Meter Size	\$3,600
Commercial, Industrial, or Multifamily Residential, 4" Meter Size	\$5,120

12.3. | PRESSURIZED IRRIGATION WATER METER CONNECTION FEES **Last Revision: XX/XX/XXXX**

Single-family Residential ¾" or 5/8" Meter Size	\$450
Commercial, Industrial, or Multifamily Residential, ¾" Meter Size	\$450
Commercial, Industrial, or Multifamily Residential, 1" Meter Size	\$640
Commercial, Industrial, or Multifamily Residential, 1 ½" Meter Size.....	\$1,260
Commercial, Industrial, or Multifamily Residential, 2" Meter Size.....	\$1,920
Commercial, Industrial, or Multifamily Residential, 3" Meter Size	\$3,600
Commercial, Industrial, or Multifamily Residential, 4" Meter Size	\$5,120

CURRENT SECTION 15.5:

15.5. | REUSE WATER RATES

Last Revision: --/--/----

Reuse Water Rate.....	\$0.70/kgal
Schools, Businesses, and Churches.....	80% of Water Used for Culinary Purposes

PROPOSED UPDATED 15.5 and ADDITION OF 15.6:

15.5. | PRESSURIZED IRRIGATION WATER BASE RATE

Last Revision: XX/XX/XXXX

Monthly Base Rate.....	per meter size
3/4" or 5/8" Meter Size.....	\$3.70
1" Meter Size.....	\$6.17
1 1/2" Meter Size	\$12.33
2" Meter Size.....	\$19.73
3" Meter Size	\$39.47
4" Meter Size.....	\$61.67
6" Meter Size.....	\$123.33
8" Meter Size.....	\$197.33
10" Meter Size.....	\$518.00

15.6. | PRESSURIZED IRRIGATION RESIDENTIAL WATER RATES

Last Revision: XX/XX/XXXX

<u>Residential (<0.5 Acres)</u>	<u>Quantity (in thousands)</u>	<u>Rate (per 1,000 gallons)</u>
Tier 1	0 – 55	\$0.97
Tier 2	55 – 105	\$1.02
Tier 3	105 – 155	\$1.06
Tier 4	Over 155	\$1.11
<u>Large Residential (>0.5)</u>	<u>Quantity (in thousands)</u>	<u>Rate (per 1,000 gallons)</u>
Tier 1	0 – 110	\$0.97
Tier 2	110 – 160	\$1.02
Tier 3	160 – 220	\$1.06
Tier 4	Over 220	\$1.11

PROPOSED ADDITION OF SECTION 15.7:

15.7. | PRESSURIZED IRRIGATION NONRESIDENTIAL WATER RATES Last Revision: XX/XX/XXXX

<u>Commercial</u>	<u>Quantity (in thousands)</u>	<u>Rate (per 1,000 gallons)</u>
Tier 1	0 – 160	\$0.97
Tier 2	160 – 220	\$1.02
Tier 3	Over 220	\$1.06
<u>Institutional</u>	<u>Quantity (in thousands)</u>	<u>Rate (per 1,000 gallons)</u>
Tier 1	0 – 500	\$0.97
Tier 2	500 – 750	\$1.02
Tier 3	Over 750	\$1.06
<u>Industrial</u>	<u>Quantity (in thousands)</u>	<u>Rate (per 1,000 gallons)</u>
Uniform Rate	N/A	\$1.11
<u>Other</u>	<u>Quantity (in thousands)</u>	<u>Rate (per 1,000 gallons)</u>
Uniform Rate	N/A	\$1.11

RESOLUTION NO. R- -2025

**A RESOLUTION OF EAGLE MOUNTAIN CITY, UTAH,
APPOINTING A MEMBER REPRESENTATIVE TO THE
NORTH UTAH VALLEY ANIMAL SERVICES
SPECIAL SERVICE DISTRICT BOARD**

PREAMBLE

WHEREAS, North Utah Valley Animal Services Special Service District serves Eagle Mountain City and surrounding Utah County communities by operating the North Utah Valley Animal Shelter; and

WHEREAS, Eagle Mountain City is represented by appointing a member to the North Utah Valley Animal Services Special Service District Board for a four-year term; and

WHEREAS, Tara Freeman was previously appointed to serve as a representative of this Board and Eagle Mountain City now wishes to appoint Fionnuala Kofoed, Assistant City Manager, to serve as a representative of this Board.

NOW THEREFORE, BE IT RESOLVED by the Eagle Mountain City Council that Fionnuala Kofoed, Assistant City Manager, is hereby appointed as Eagle Mountain City's representative to the North Utah Valley Animal Services Special Service District Board beginning immediately and expiring May 6, 2029.

This Resolution shall become effective immediately upon its passing.

ADOPTED by the City Council of Eagle Mountain City, Utah, this 6th day of May, 2025.

EAGLE MOUNTAIN CITY, UTAH

ATTEST:

Tom Westmoreland, Mayor

Gina L. Olsen, CMC
City Recorder

CERTIFICATION

The above Resolution was adopted by the City Council of Eagle Mountain City, Utah on the 6th day of May, 2025.

Those voting yes:	Those voting no:	Those excused:	Those abstaining:
☐ Donna Burnham	☐ Donna Burnham	☐ Donna Burnham	☐ Donna Burnham
☐ Melissa Clark	☐ Melissa Clark	☐ Melissa Clark	☐ Melissa Clark
☐ Jared Gray	☐ Jared Gray	☐ Jared Gray	☐ Jared Gray
☐ Rich Wood	☐ Rich Wood	☐ Rich Wood	☐ Rich Wood
☐ Brett Wright	☐ Brett Wright	☐ Brett Wright	☐ Brett Wright

Gina L. Olsen, CMC
City Recorder



**EAGLE MOUNTAIN CITY
CITY COUNCIL MEETING
MAY 6, 2025**

TITLE:	ORDINANCE/PUBLIC HEARING - An Ordinance of Eagle Mountain City, Utah, Amending the General Plan Future Land Use Map for Certain Lands Known as Cedar Valley Holbrook.
ITEM TYPE:	General Plan Amendment
FISCAL IMPACT:	N/A
APPLICANT:	Holbrook HGS LC as Owner; Megan Spencer-Webb as representative

CURRENT GENERAL PLAN DESIGNATION & ZONE	ACREAGE
Business Park/Light Industry; Agriculture	73.12 in aggregate

PUBLIC HEARING

Yes

PREPARED BY

Robert Hobbs, Senior Planner

PRESENTED BY

Robert Hobbs

RECOMMENDATION:

Given the findings and considerations enumerated in this report, Staff considers the application to have merit for consideration and approval, and recommends that the City Council approve the application.

BACKGROUND:

The Applicant is [now] seeking to amend the City's Future Land Use Map preparatory to rezoning their property (Utah County parcels #s 58:047:0060, 58:047:0058, 58:047:0061, and 58:047:0062) from Agriculture to Foothill Residential following Council feedback at the April 15th Council meeting where this matter was last heard. The original request was to rezone to R1, RC and CC. The Future Land Use Map must be amended for the proposed Foothill Residential Zone to be approvable [as per Planning principles, case law and EMMC 17.60.160(1)].

ITEMS FOR CONSIDERATION:

There are no approval criteria for General Plan amendments in Eagle Mountain's adopted code. Common general plan future land use map amendment considerations often entail analysis of: surrounding land uses physically established near the property under review, adjacent future land use map categories/settings to the property, and, adjacent zoning. Compatibility, buffering, land features (e.g., topography, nearby land uses and structure build-out, proximity of utilities and transportation routes, etc.) are also factors made a part of such reviews -- as well as the desirability of having any particular land use setting(s) assigned to a location.

The Cedar Valley Holbrook property adjoins a state highway and is fronted by another pair of collectors roads. It is also relatively close to two major residential developed, and one platted, subdivision to its north and southeast. Those communities, lying in the AG/Rural Density 2 land use setting, were platted once into predominantly acre-sized lots and cover large swaths of land. The Ag/Rural Density 2 category abuts the northern and eastern boundaries of the property. Foothill

Residential can serve to buffer against the existing residential uses to the northeast, east and southeast of the property.

PLANNING COMMISSION ACTION/RECOMMENDATION:

The Planning Commission, during their hearing of March 25, 2025, voted to recommend that the City Council amend the City's Future Land Use Map to change the Business Park/Light Industry setting on the property to Neighborhood Residential One, Neighborhood Residential Two and Community Commercial as per the Applicant's original request.

ATTACHMENTS:

1. Ordinance
2. Aerial and Street Views
3. Land Use Plan
4. Cedar Valley Holbrook, FR Rezone, FR Land Use Designation

ORDINANCE NO. O- -2025

**AN ORDINANCE OF EAGLE MOUNTAIN CITY, UTAH,
AMENDING THE GENERAL PLAN FUTURE LAND USE MAP FOR
CERTAIN LANDS KNOWN AS CEDAR VALLEY HOLBROOK**

PREAMBLE

WHEREAS, the City Council of Eagle Mountain City finds that it is in the public interest to amend the General Plan Future Land Use Map for certain lands known as Cedar Valley Holbrook (on the north side of SR-73, south of 8000 North and west of Airport Road Parcel No's. 58:047:0060, 58:047:0058, 58:047:0061, and 58:047:0062 in Eagle Mountain City), as set forth more specifically in Exhibit A.

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

1. The City Council finds that all required notices, public hearings, and other requirements have been completed for the City Council to consider and approve an amendment to the General Plan Future Land Use Map for certain lands known as Cedar Valley Holbrook (on the north side of SR-73, south of 8000 North and west of Airport Road Parcel No's. 58:047:0060, 58:047:0058, 58:047:0061, and 58:047:0062 in Eagle Mountain City), as set forth more specifically in Exhibit A.
2. The lands depicted and described in Exhibit A are hereby amended to the Future Land Use Designations from the Business Park/Light Industry to Foothill Residential as set forth more specifically in Exhibit A.
3. This Ordinance shall take effect upon its first posting or publication.

ADOPTED by the City Council of Eagle Mountain City, Utah, this 6th day of May, 2025.

EAGLE MOUNTAIN CITY, UTAH

Tom Westmoreland, Mayor

ATTEST:

Gina L. Olsen, CMC
City Recorder

CERTIFICATION

The above ordinance was adopted by the City Council of Eagle Mountain City on the 6th day of May, 2025.

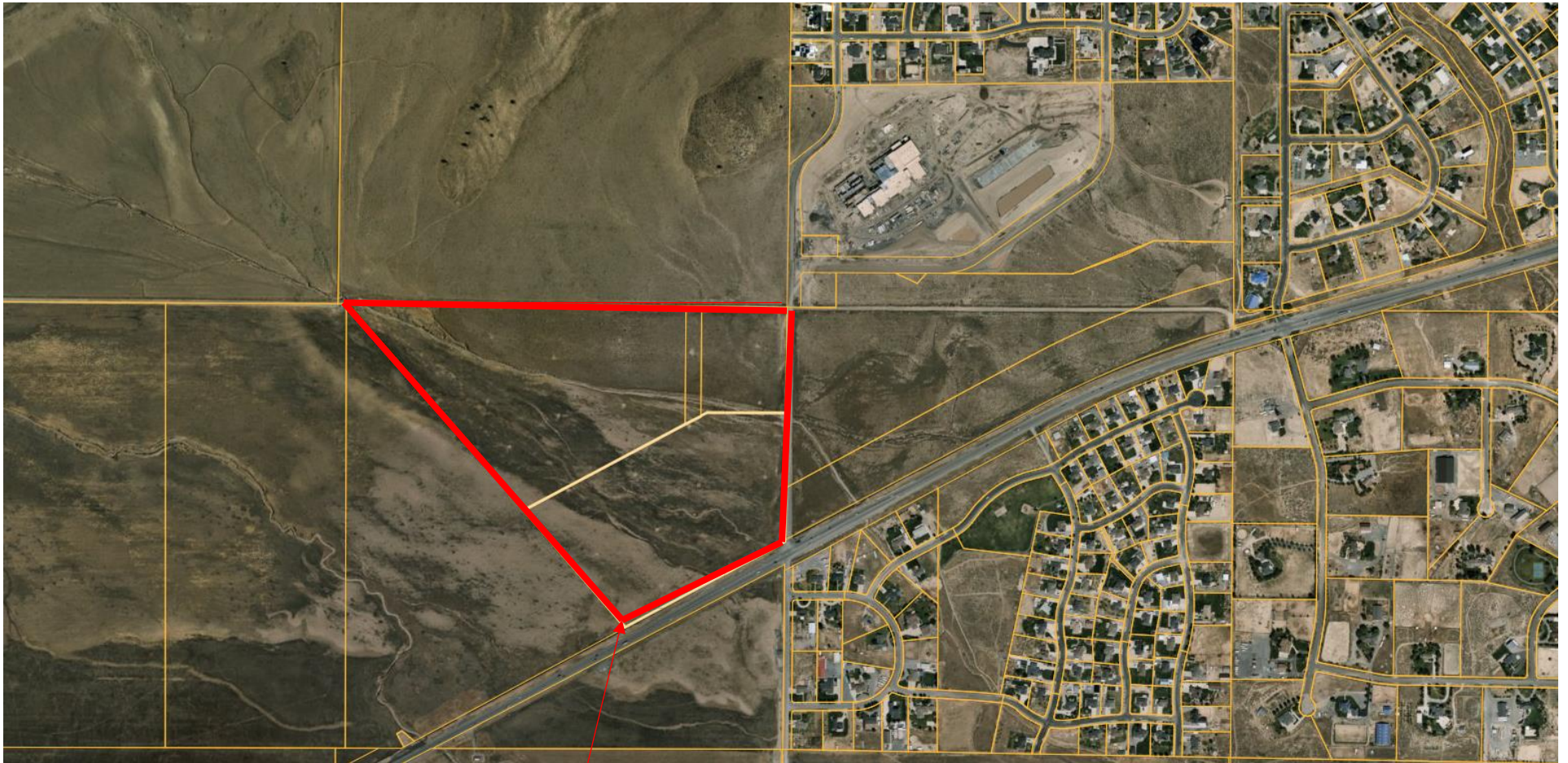
Those voting yes:	Those voting no:	Those excused:	Those abstaining:
☐ Donna Burnham	☐ Donna Burnham	☐ Donna Burnham	☐ Donna Burnham
☐ Melissa Clark	☐ Melissa Clark	☐ Melissa Clark	☐ Melissa Clark
☐ Jared Gray	☐ Jared Gray	☐ Jared Gray	☐ Jared Gray
☐ Rich Wood	☐ Rich Wood	☐ Rich Wood	☐ Rich Wood
☐ Brett Wright	☐ Brett Wright	☐ Brett Wright	☐ Brett Wright

Gina L. Olsen, CMC
City Recorder

Posted on _____ by _____.

Exhibit A

Aerial and Street Views of the Property

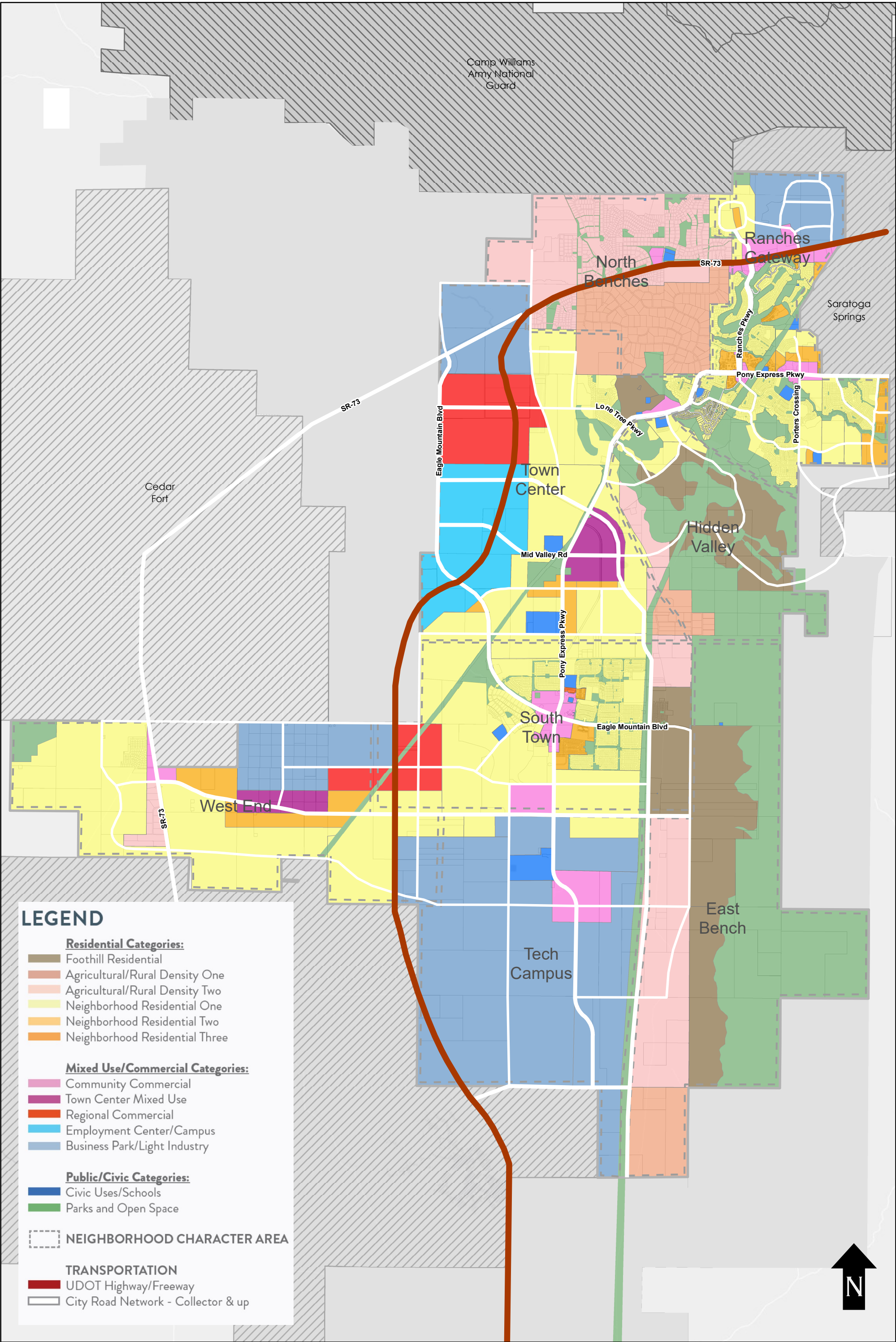


Site

SR-73 Street View of the Property looking NE



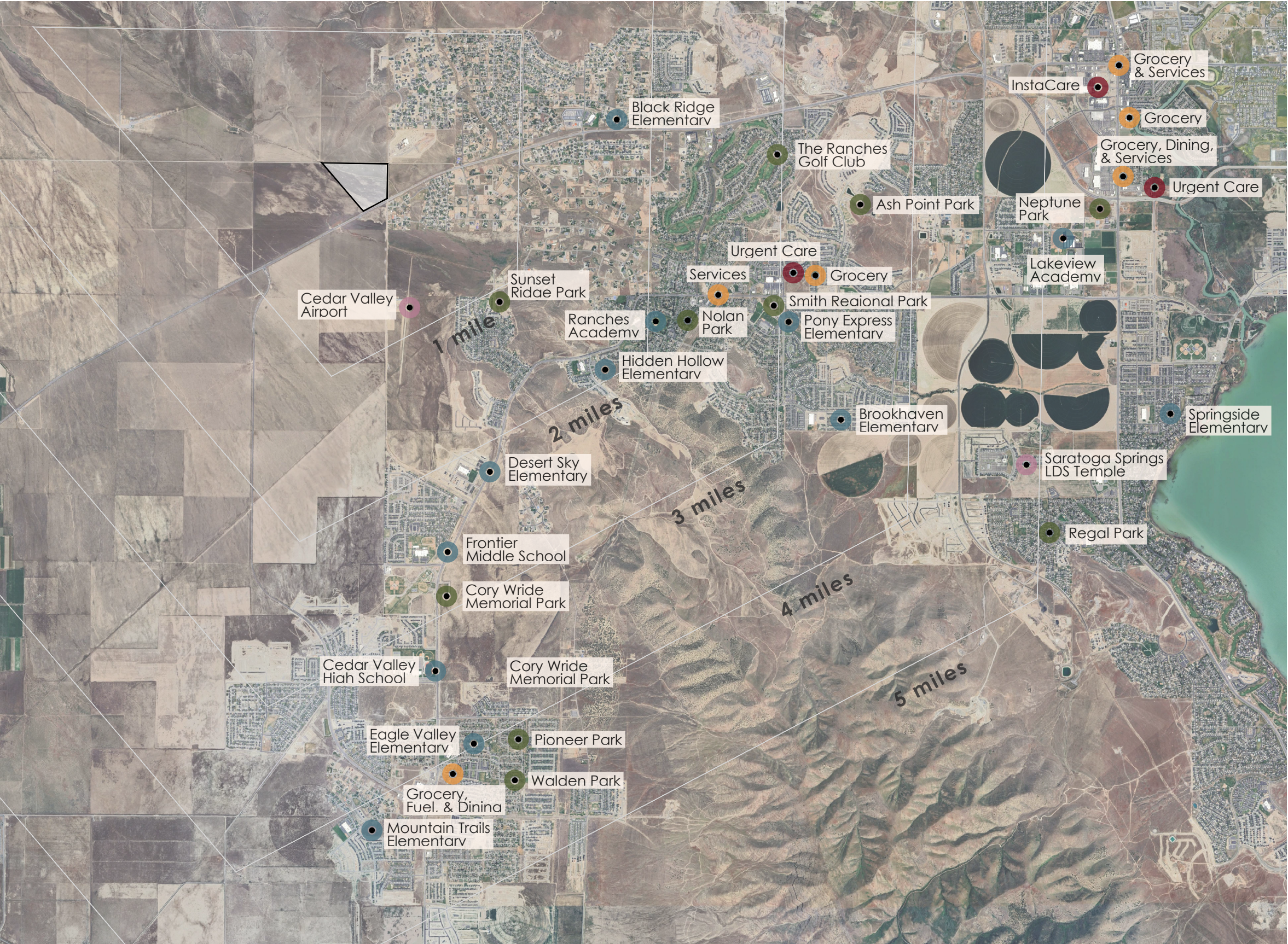
FUTURE LAND USE & TRANSPORTATION MAP



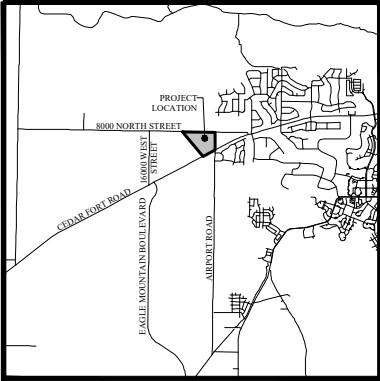
Vicinity Map

LEGEND

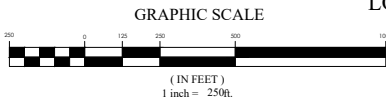
- EDUCATION
- PARKS & GREENSPACE
- COMMERCIAL
- MEDICAL
- OTHER



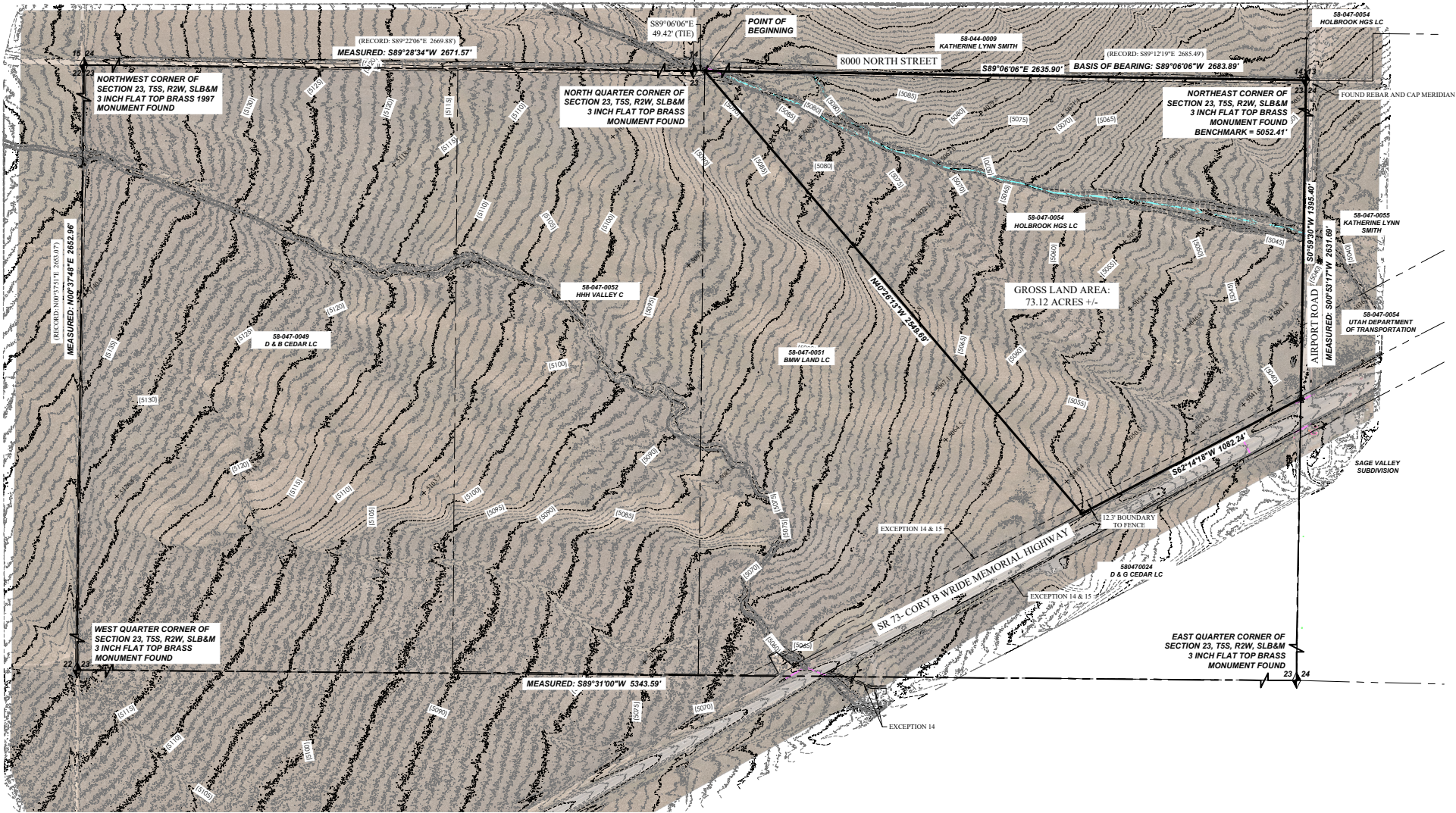
Existing Conditions



VICINITY MAP
N.T.S.



ALTA/NSPS LAND TITLE SURVEY
LOCATION: THE NORTHEAST 1/4 OF SECTION 23, TOWNSHIP 5 SOUTH, RANGE 2 WEST, SLB&M



LEGEND

- BOUNDARY LINE
- SECTION LINE
- EXIST. EASEMENT LINE
- EXIST. PROPERTY LINE
- EXIST. CONTOUR MAJOR
- EXIST. CONTOUR MINOR
- EXIST. STORM DRAIN
- EXIST. SANITARY SEWER
- EXIST. CULINARY WATER
- EXIST. SECONDARY WATER
- EXIST. IRRIGATION
- EXIST. NATURAL GAS
- EXIST. COMMUNICATIONS
- EXIST. OVERHEAD POWER
- EXIST. UNDERGROUND POWER
- EXIST. FENCE
- EXIST. IRRIGATION DITCH FLOWLINE
- EXIST. CONCRETE CURB & GUTTER, SIDEWALK
- EXIST. EDGE OF ASPHALT
- SECTION MONUMENT (FOUND)
- SECTION MONUMENT (NOT FOUND)
- BOUNDARY MARKER
- EXIST. SD INLET, MANHOLE & COMBO BOX
- EXIST. SEWER MANHOLE
- EXIST. WATER VALVE & WATER METER
- EXIST. FIRE HYDRANT
- EXIST. IRRIGATION BOX
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- EXIST. STREET LIGHT
- EXIST. POWER POLE
- EXIST. ELECTRICAL BOX



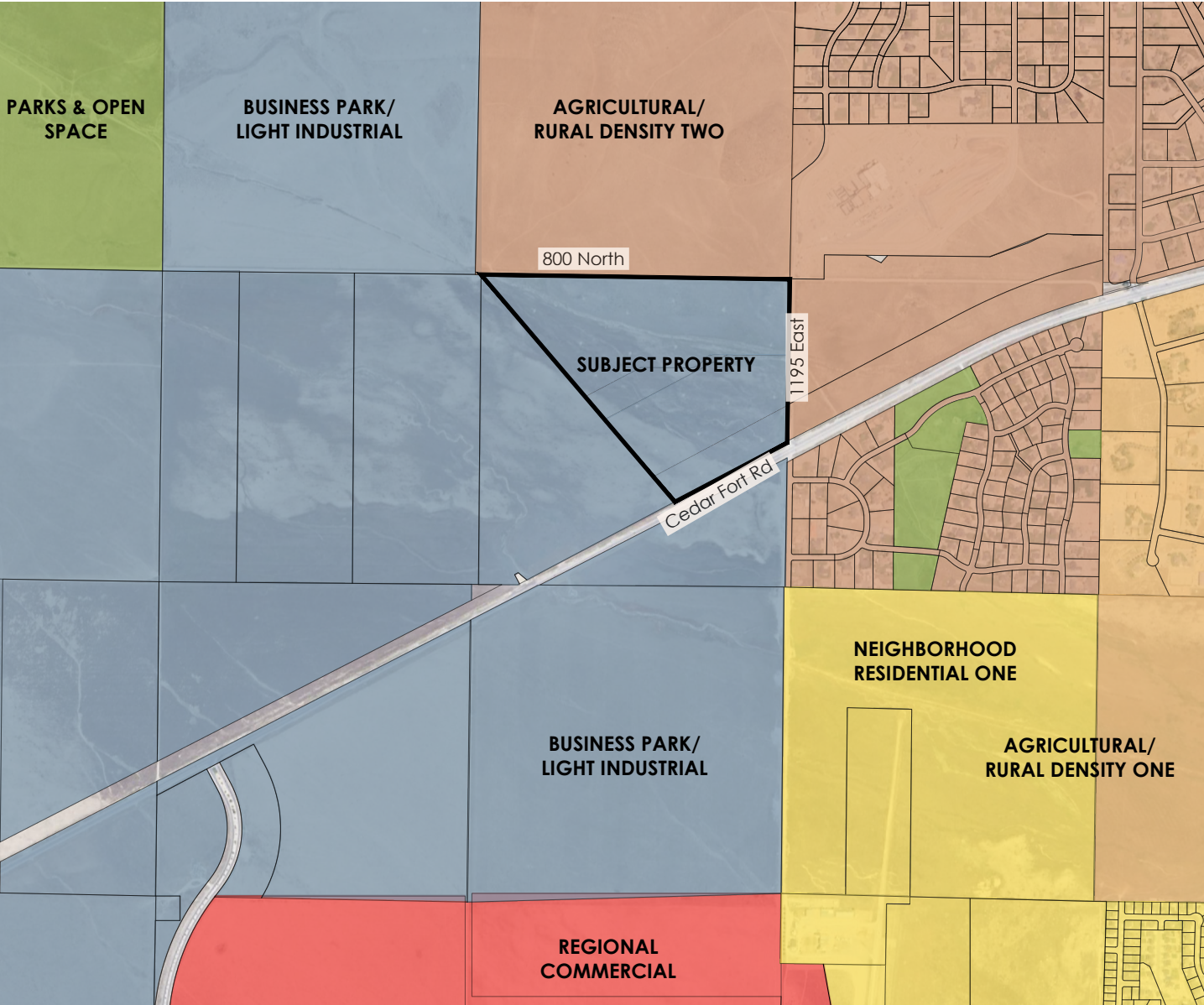
ALTA/NSPS LAND TITLE SURVEY
LOCATION: THE NORTHEAST 1/4 OF SECTION 23, T5S, R2W, SLB&M
EAGLE MOUNTAIN CITY, UTAH COUNTY
PROPERTY OF: HOLBROOK HGS LC
PREPARED FOR: IVORY DEVELOPMENT

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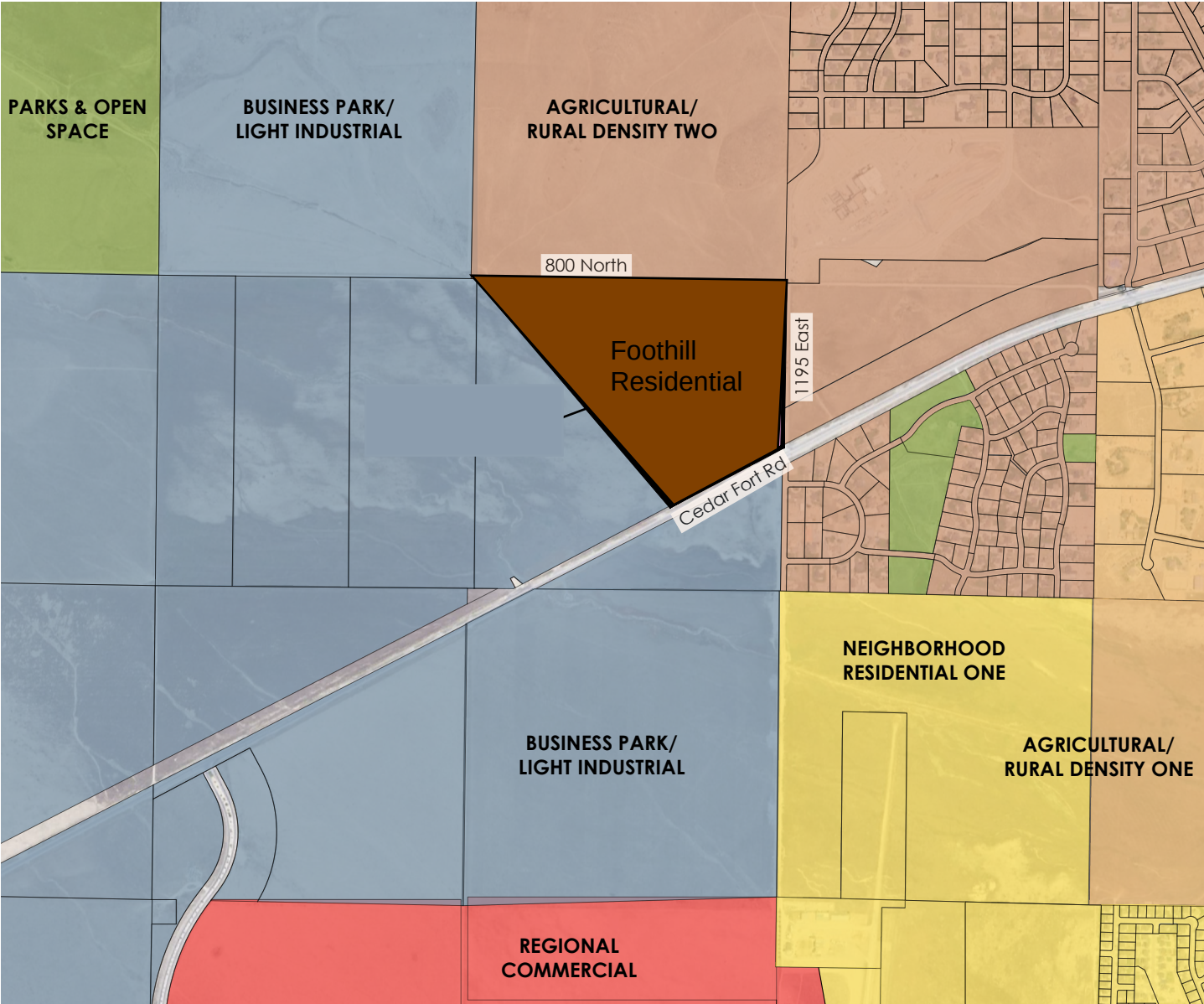
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Date: 04/24/2024	
Sheet: 2 OF 2	

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Land Use Map



EXISTING LAND USE
Business Park/Light Industrial



PROPOSED LAND USE
Foothill Residential

LEGEND

- | | | | |
|---|------------------------------|---|--------------------------------|
|  | PROJECT BOUNDARY |  | PARKS & OPEN SPACE |
|  | PROPOSED AIRPORT ROAD |  | BUSINESS PARK/LIGHT INDUSTRIAL |
|  | NEIGHBORHOOD RESIDENTIAL ONE |  | AGRICULTURAL/RURAL DENSITY TWO |
|  | NEIGHBORHOOD RESIDENTIAL TWO |  | AGRICULTURAL/RURAL DENSITY ONE |
|  | REGIONAL COMMERCIAL | | |



**EAGLE MOUNTAIN CITY
CITY COUNCIL MEETING
MAY 6, 2025**

TITLE:	ORDINANCE/PUBLIC HEARING - An Ordinance of Eagle Mountain City, Utah, Rezoning Certain Lands Known as Cedar Valley Holbrook.
ITEM TYPE:	Rezone
FISCAL IMPACT:	N/A
APPLICANT:	Holbrook HGS LC as Owner; Megan Spencer-Webb as representative

CURRENT GENERAL PLAN DESIGNATION & ZONE	ACREAGE
Business Park/Light Industry; Agriculture	73.12 in aggregate

PUBLIC HEARING

Yes

PREPARED BY

Robert Hobbs, Senior Planner

PRESENTED BY

Robert Hobbs

RECOMMENDATION:

Staff considers the application to have merit for consideration for approval, and recommends that the City Council consider approving the proposal.

BACKGROUND:

The Applicant is proposing to rezone property (collectively Utah County parcels 58:047:0060, 58:047:0058, 58:047:0061, and 58:047:0062) from Agriculture to [now] Foothills Residential following receipt of feedback from Council the last time this matter was heard on April 15th.

The property is located along, and abuts, SR-73 and lies south of the undeveloped Clearview Estates development, northwest [across SR-73] of Sage Valley and southwest of the Arrival community. For an associated rezone proposal submitted by the same applicant to "be compatible with the General Plan" [as per Planning principles, case law and EMMC 17.60.160(1), the City's Future Land Use Map must be [first] amended to facilitate possible approval of the proposed rezone.

ITEMS FOR CONSIDERATION:

EMMC 17.90.060 [REZONE] STANDARDS

Rezone applications are based upon compliance with City Code requirements and any applicable Development Agreement requirements. The approval criteria for a Rezone application are found in EMMC 17.90.060. Amendments to the General Plan are legislative actions and do not require approval based upon findings of facts. The Council should consider the health, safety, and welfare of the community. Rezone criteria, stated in EMMC 17.90.060, include the considerations hereafter. Abbreviated Staff findings accompany the criteria headings:

COMPLIANCE WITH GENERAL PLAN:

Currently identified by the Future Land Use Map as being in a "Business Park/Light Industry" setting. The BP/LI category caters to the City's Industrial, Commercial Storage and Light

Manufacturing/Distribution Zones as per Table 17.60.160(1). Accordingly, an amendment to the Future Land Use Map is required to allow the now proposed Foothill Residential zoning to be assigned to the property.

If the City's Future Land Use Map is amended as proposed by the Applicant, the proposed zoning for the property may/will be deemed as harmonizing with the General Plan's land use map. The Future Land Use Map, in care and keeping with planning practice, communicates areas of land set aside for, already occupied by, predicted to be developed with, and/or given an invitation for general land use types to occupy their designated, somewhat generalized locations.

COMPATIBILITY DETERMINATION:

EMMC 17.60.160 establishes appropriate zone transitions and compatible adjacencies for property within the City. Inside the property, all proposed zoning is to be Foothill Residential, thus no transitional zoning is, or would be, called for internally.

As far as the property versus its surrounds, the master plan for the undeveloped Clearview area north of the site called for "Residential" zoning with 1/2 acre+ lots, and both Arrival and Sage Valley have, by and large, one-acre plus-sized residential building lots. Note that those last two subdivisions are close to, but not touching, the property. Clearview still has an active Development Agreement. Buffering space exists between the Arrival development and the property. Sage Valley is across SR-73 from the property. Foothill Residential calls for 1/4 acre minimum sized building lots with a 1/2-acre minimum average across any subdivisions developed within that zone. This provides for a buffer from the state highway to the larger building lots outboard of the property in nearby subdivisions.

CITY SERVICES:

Utility and emergency service provision to the property, as well as street and intersection improvements, are issues to be addressed by Engineering during their review of the site. Some services exist, but zoning Staff does not have details about emergency response times or utility types and locations available to the site. The Applicant has indicated by email and testimony that they, "...have some water from the City for this property and we recently purchased enough to develop this property and additional Holbrook land."

TRAFFIC GENERATION/TRANSPORTATION/ROW DEDICATION:

Zoning Staff does not have trip generation/use data for the three roads that front the property. Staff anticipates that the State (UDOT) and the City will seek whatever right-of-way dedication deemed needful via either memorializing a Development Agreement during the rezone process or during platting or pre-development for the highway (future freeway) or adjoining roads.

PROPERTY VALUES:

Presuming that the property's value will ascend as build-out occurs and, given that the proposed use has a housing element commensurate as found on nearby properties, no reduction in values is anticipated. In fact, rezoning from an Agriculture Zone base and building out the property will quite obviously raise the value of the same.

PLANNING COMMISSION ACTION/RECOMMENDATION:

The Planning Commission, during their public hearing of March 25, 2025, voted to recommend that the City Council approve the originally requested rezone as presented to them.

ATTACHMENTS:

1. Ordinance
2. Aerial and Street Views

3. Cedar Valley Holbrook, FR Rezone

ORDINANCE NO. O- -2025

**AN ORDINANCE OF EAGLE MOUNTAIN CITY, UTAH, REZONING
CERTAIN LANDS KNOWN AS CEDAR VALLEY HOLBROOK**

PREAMBLE

WHEREAS, the City Council of Eagle Mountain City finds that it is in the public interest to rezone certain lands known as Cedar Valley Holbrook, as set forth more specifically in Exhibit A.

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

1. The City Council finds that all required notices, public hearings, and other requirements have been completed for the City Council to consider and approve a rezone of certain lands known as Cedar Valley Holbrook, as set forth in Exhibit A.
2. The lands depicted and described in Exhibit A are hereby rezoned from Agriculture to FR (Foothill Residential) zoning on/for 73.03 acres of property located in the NE ¼ of Section 23, T5S, R2W, on the north side of SR-73, south of 8000 North and west of Airport Road Parcel No's. 58:047:0060, 58:047:0058, 58:047:0061, and 58:047:0062 in Eagle Mountain City as set forth more specifically in Exhibit A.
3. This Ordinance shall take effect upon its first posting or publication.

ADOPTED by the City Council of Eagle Mountain City, Utah, this 6th day of May, 2025.

EAGLE MOUNTAIN CITY, UTAH

Tom Westmoreland, Mayor

ATTEST:

Gina L. Olsen, CMC
City Recorder

CERTIFICATION

The above ordinance was adopted by the City Council of Eagle Mountain City on the 6th day of May, 2025.

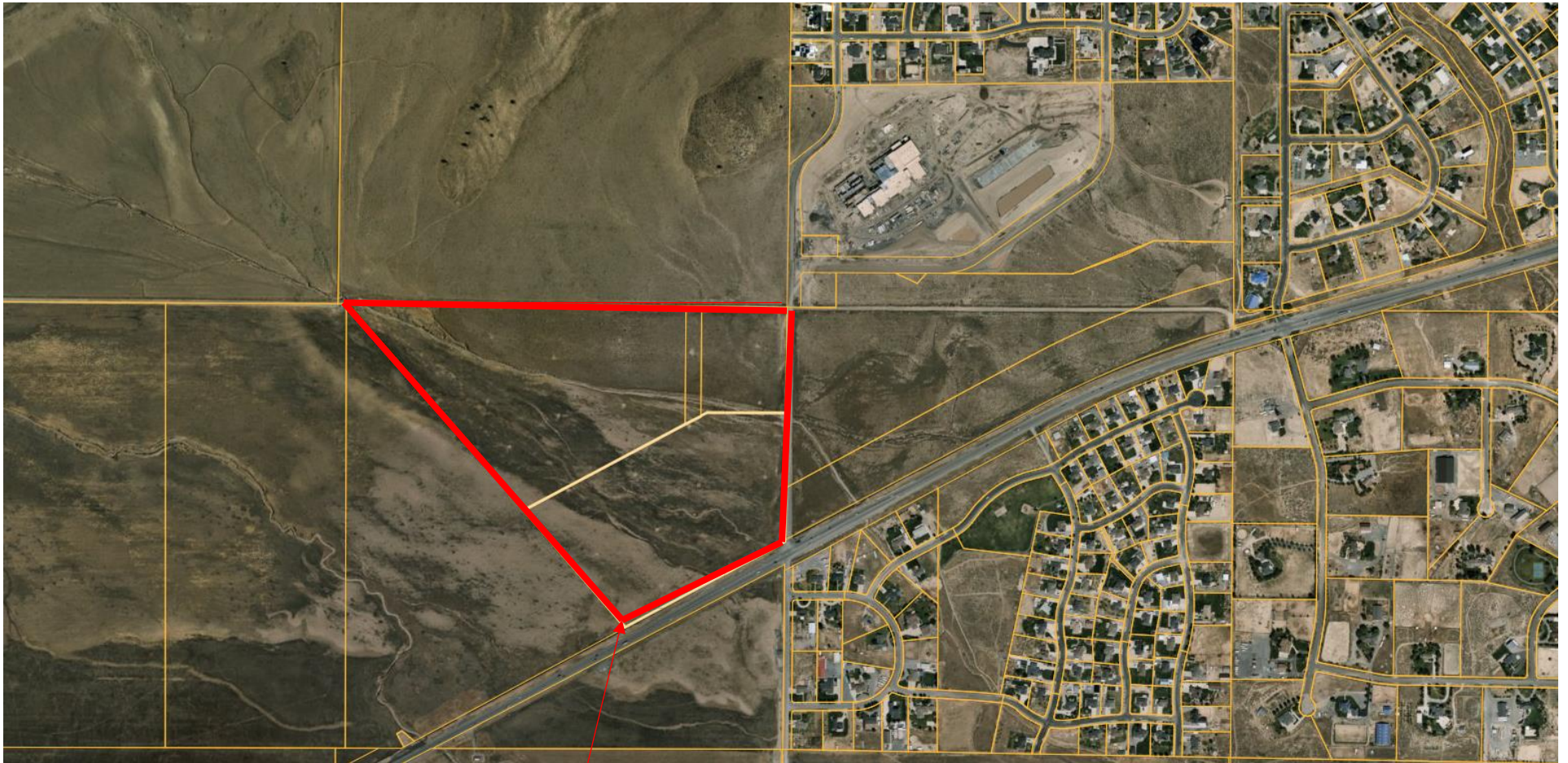
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☐ Donna Burnham	☐ Donna Burnham	☐ Donna Burnham	☐ Donna Burnham
☐ Melissa Clark	☐ Melissa Clark	☐ Melissa Clark	☐ Melissa Clark
☐ Jared Gray	☐ Jared Gray	☐ Jared Gray	☐ Jared Gray
☐ Rich Wood	☐ Rich Wood	☐ Rich Wood	☐ Rich Wood
☐ Brett Wright	☐ Brett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

Gina L. Olsen, CMC
City Recorder

Posted on _____ by _____.

Exhibit A

Aerial and Street Views of the Property



Site

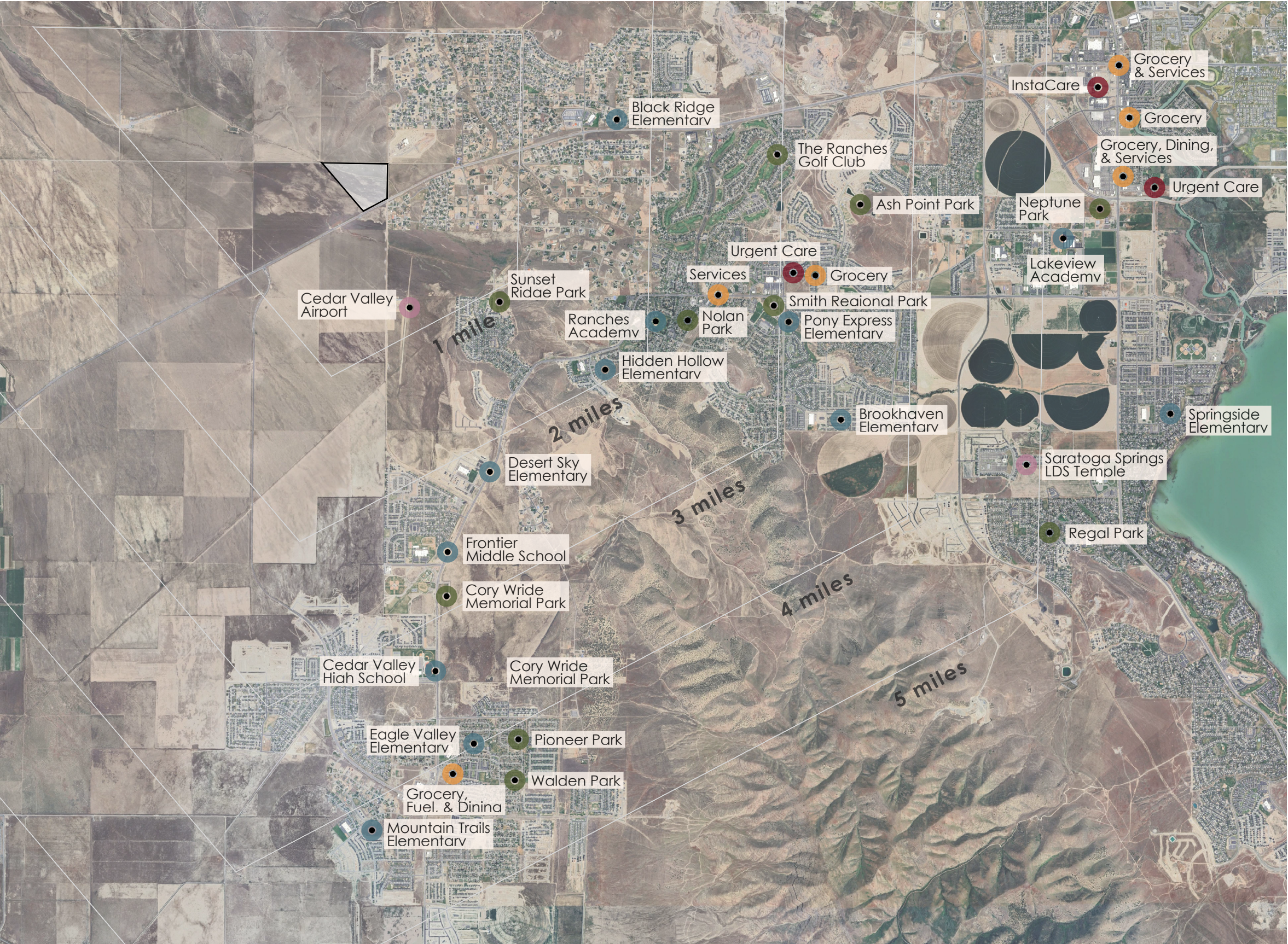
SR-73 Street View of the Property looking NE



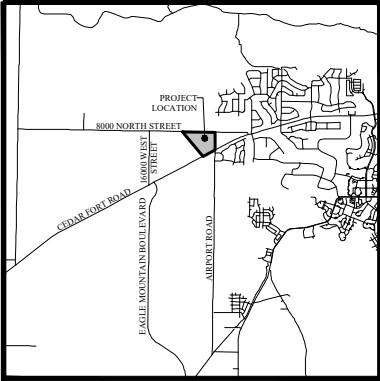
Vicinity Map

LEGEND

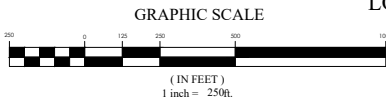
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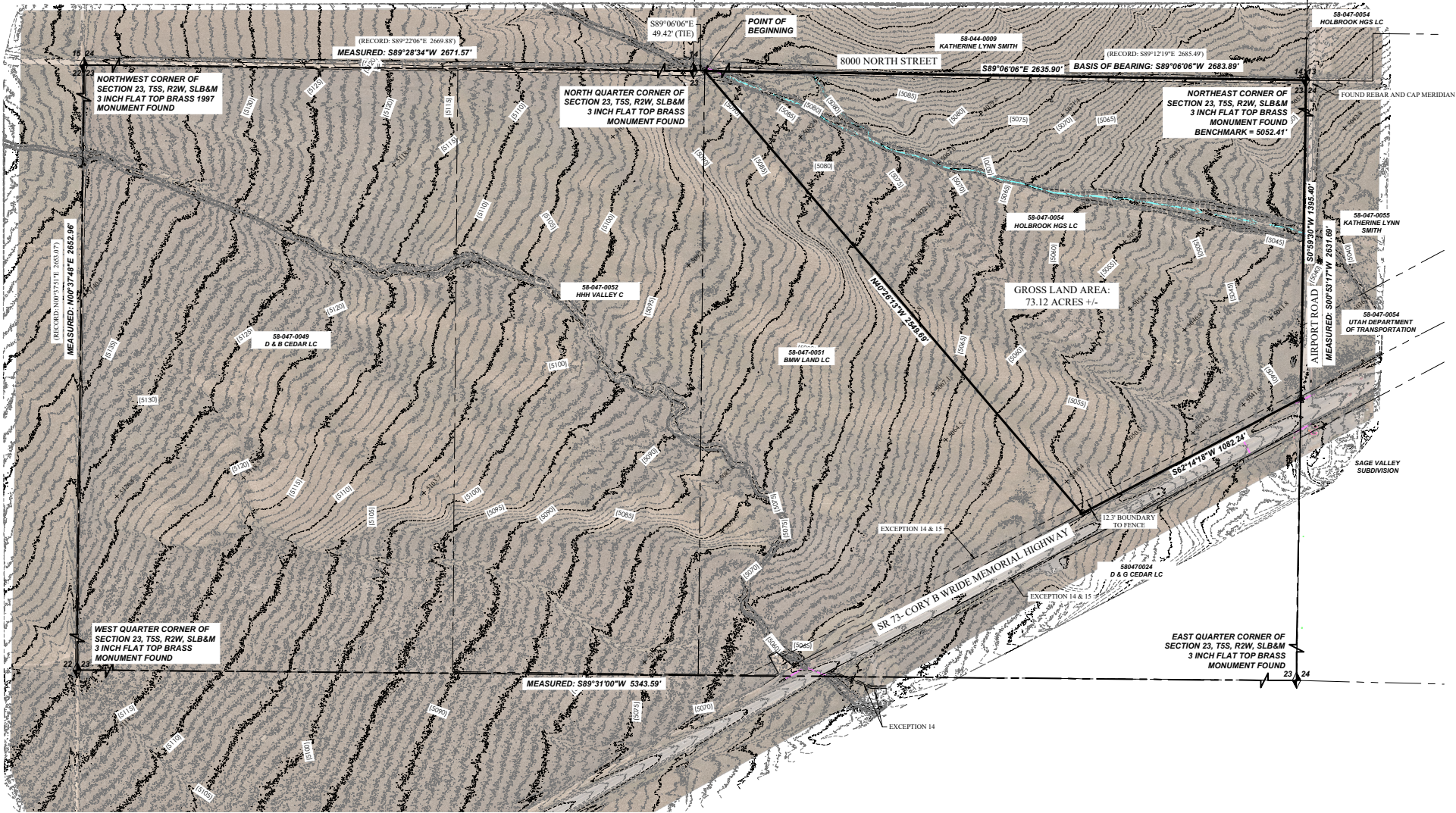
Existing Conditions



VICINITY MAP
N.T.S.



ALTA/NSPS LAND TITLE SURVEY
LOCATION: THE NORTHEAST 1/4 OF SECTION 23, TOWNSHIP 5 SOUTH, RANGE 2 WEST, SLB&M



LEGEND

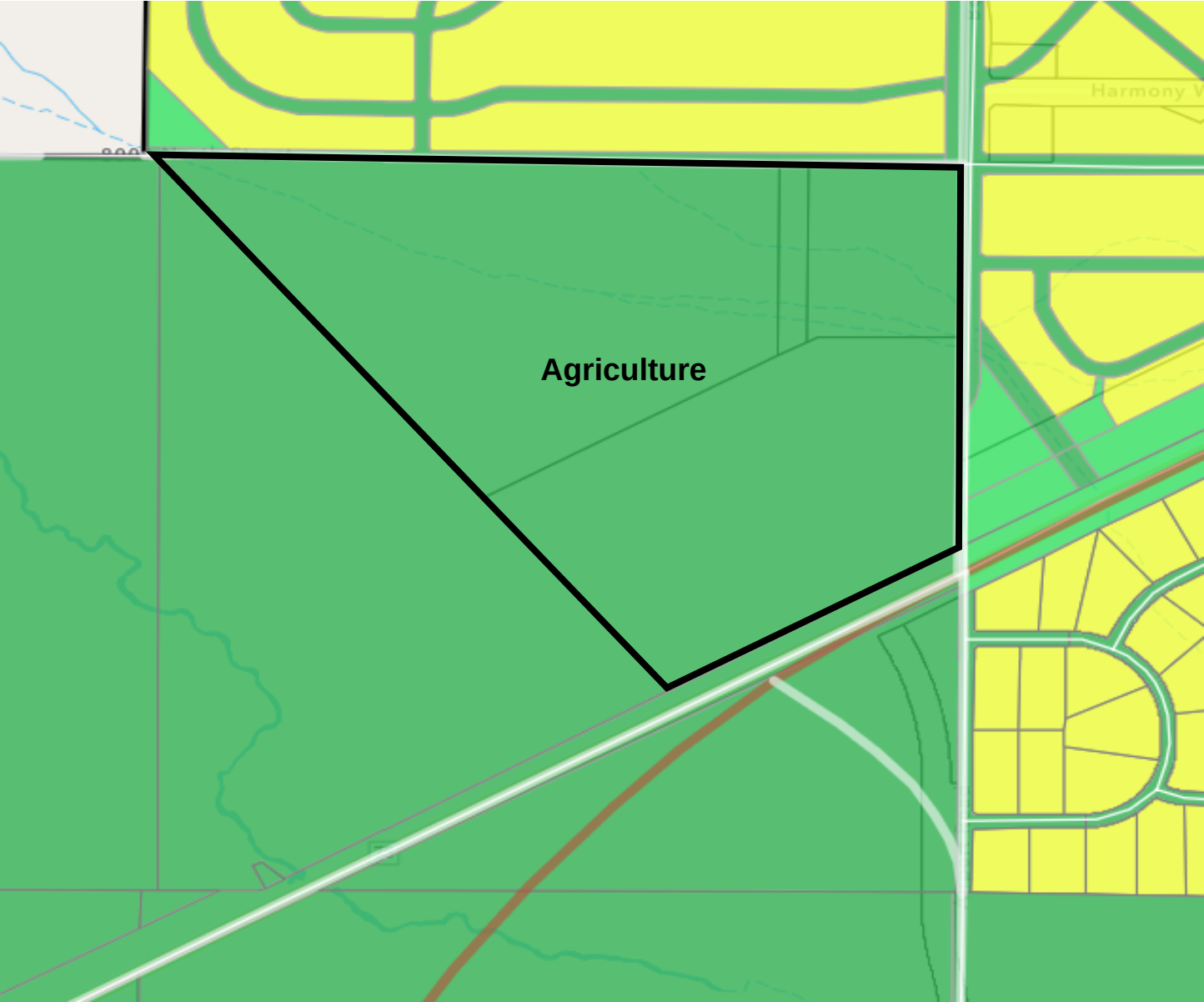
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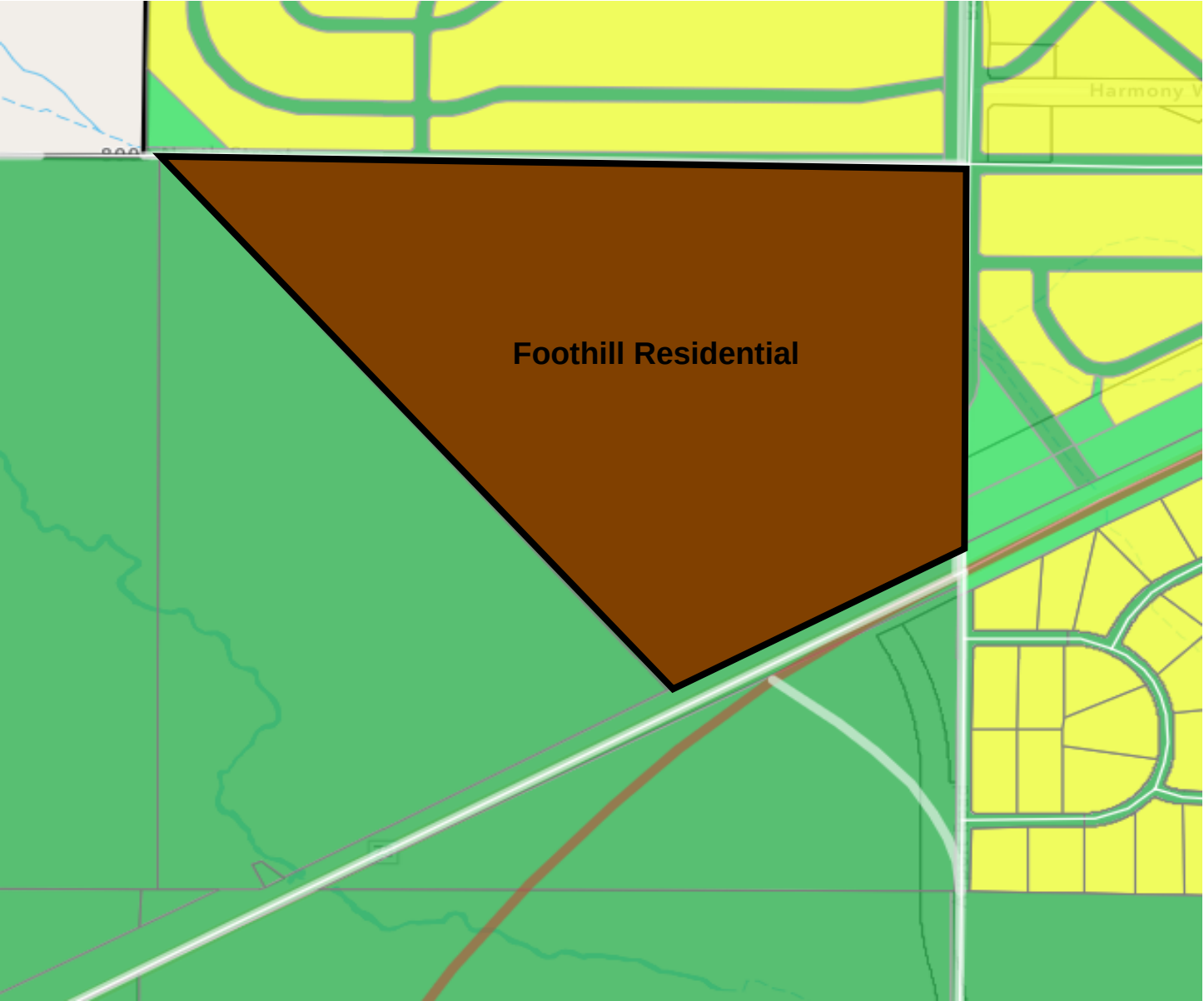
ALTA/NSPS LAND TITLE SURVEY
LOCATION: THE NORTHEAST 1/4 OF SECTION 23, T5S, R2W, SLB&M
EAGLE MOUNTAIN CITY, UTAH COUNTY
PROPERTY OF: HOLBROOK HGS LC
PREPARED FOR: IVORY DEVELOPMENT

REVISION/LOCK		DESCRIPTION
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5	04/24/2024	Date:
6	04/24/2024	Sheet:

ZONE Map



EXISTING ZONE
AGRICULTURE



PROPOSED ZONE
Foothill Residential



**EAGLE MOUNTAIN CITY
CITY COUNCIL MEETING
MAY 6, 2025**

TITLE:	ORDINANCE/PUBLIC HEARING - An Ordinance of Eagle Mountain City, Utah, Amending the Eagle Mountain Municipal Code Title 17 Relating to Political Signage
ITEM TYPE:	Development Code Amendment
FISCAL IMPACT:	N/A
APPLICANT:	City-initiated

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

PUBLIC HEARING

Yes

PREPARED BY

John Magness, Policy and
Management Analyst
Gina Olsen, City Recorder

PRESENTED BY

Fionnuala Kofoed, John
Magness

RECOMMENDATION:

Staff recommends that the City Council adopt an Ordinance of Eagle Mountain City, Utah, Amending the Eagle Mountain Municipal Code Title 17.80.120 Relating to Political Signage

BACKGROUND:

This is a proposed ordinance amending Title 17, Chapter 80.120 – Exempt Signs to replace the current language related to political signs with updated, specific standards regarding size, placement, location, and timing for election-related signage.

Each election year, the City receives numerous inquiries about political signage from local, state, county, and federal campaigns. While the City has historically regulated political sign placement informally, this amendment will formally codify clear and consistent standards for signage in Eagle Mountain City.

With the upcoming 2025 municipal election, which includes a one-time special election for the newly created school board, it is beneficial to have these regulations adopted in advance of the candidate filing period in June to ensure clarity for candidates, residents, and City staff.

ITEMS FOR CONSIDERATION:

This change will provide some clarity as to certain public spaces that can be used for placing political signs and timelines for placement and removal of signage.

PLANNING COMMISSION ACTION/RECOMMENDATION:

At their meeting on April 8, 2025, the Planning Commission unanimously recommended approval with the following changes:

1. 17.80.120 (C) 2 (c) iii be updated to say: Signs placed on city owned or leased property where permitted shall be removed within **5 days** after the election. (*instead of 2 days after the election*)
2. 17.80.120 (C) 2: re-letter all subsections "a" through "h" instead of "i, ii, iii", etc.
3. 17.80.120 (C) 2 (e) No signs on city owned or leased property where permitted shall be placed 60 days from the date of the applicant's filing date (*instead of 60 days prior to the election date*).

MOTION: Commissioner Hess moved to forward a positive recommendation of Item 7. A. Ordinance of Eagle Mountain City, Utah, Amending the Eagle Mountain Municipal Code Chapter 17 Amendments, with the recommendations of: Commissioner Allen seconded the motion.

- 1) Item 2 -iii: be updated to say Signs placed on city-owned or leased property where permitted shall be removed within 5 days after the election,
- 2) Item 2 – sub-sections to be listed as A-H and not listed as I, ii, iii, iv, or v;
- 3) Item 2C – be updated to state 60 days from the date of the applicant's filing date.

Jason Allen	Yes
Robert Fox	Yes
Rod Hess	Yes
Brent Strong	Yes
Craig Whiting	Yes
Bryan Free	Not Voting - Alternate

The motion passed with a unanimous vote.

ATTACHMENTS:

1. Ordinance
2. Exhibit A

ORDINANCE NO. O- -2025

**AN ORDINANCE OF EAGLE MOUNTAIN CITY, UTAH,
AMENDING THE EAGLE MOUNTAIN MUNICIPAL CODE
SECTION 17.80.120 RELATED TO POLITICAL SIGNAGE**

PREAMBLE

WHEREAS the City Council of Eagle Mountain City finds that it is in the public interest to amend the Eagle Mountain Municipal Code Section 17.80.120 as it relates to political signage, as described in Exhibit A.

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

1. The City Council finds that all required notices, public hearings, and other requirements have been completed for the City Council to consider an amendment to the Eagle Mountain Municipal Code Section 17.80.120 relating to political signage, as described in Exhibit A.
2. The amendment described in Exhibit A is hereby enacted.
3. This Ordinance shall take effect upon its first posting or publication.

ADOPTED by the City Council of Eagle Mountain City, Utah, this 6th day of May, 2025.

EAGLE MOUNTAIN CITY, UTAH

Tom Westmoreland, Mayor

ATTEST:

Gina L. Olsen, CMC
City Recorder

CERTIFICATION

The above ordinance was adopted by the City Council of Eagle Mountain City on the 6th day of May, 2025.

Those voting yes:	Those voting no:	Those excused:	Those abstaining:
☐ Donna Burnham	☐ Donna Burnham	☐ Donna Burnham	☐ Donna Burnham
☐ Melissa Clark	☐ Melissa Clark	☐ Melissa Clark	☐ Melissa Clark
☐ Jared Gray	☐ Jared Gray	☐ Jared Gray	☐ Jared Gray
☐ Rich Wood	☐ Rich Wood	☐ Rich Wood	☐ Rich Wood
☐ Brett Wright	☐ Brett Wright	☐ Brett Wright	☐ Brett Wright

Gina L. Olsen, CMC
City Recorder

Posted on _____ by _____.

Exhibit A

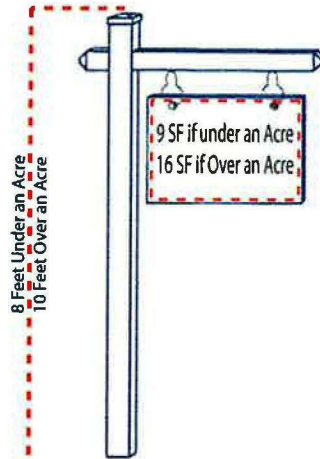
17.80.120 Exempt signs.

All signs exempt from the permit process shall comply with the general provisions of this chapter except traffic signs approved by the city engineer. No sign permits shall be required for the following signs:

A. On-Premises Project Sign. One on-premises project sign may be erected for projects that have received either site plan approval or final subdivision approval. This sign may contain information about the approved business or project, and shall not exceed eight feet in height and 32 square feet of sign copy per side if double-faced. This sign shall be allowed until the development is complete or within one year of posting, whichever occurs first.



B. On-Premises Real Estate Sign. One on-premises real estate sign for lots less than one acre in size. The real estate sign shall not exceed eight feet in height and nine square feet of sign copy per side if double-faced. For lots that are larger than one acre in size, the property will be allowed to display a sign that shall not exceed 10 feet in height and 16 square feet of sign copy per side if double-faced. Real estate signs shall be allowed until the transaction with the property is complete.



C. Political Signs: ~~Political signs placed on private property that do not exceed eight feet in height and 32 square feet per side if double faced; provided, that such signs do not violate any other provisions of this chapter including provisions pertaining to the placement of signs in the public right of way.~~

1. Private property political signs that do not exceed eight feet in height and 32 square feet per side if double-faced; provided, that such signs do not violate any other provisions.
2. City owned or leased property political signs are not permitted on any city owned or leased property including right of ways and median strips with the following exceptions:
 - a. Southeast corner of N Eagle Mountain Blvd. and E Aviator Ave. Parcel Number 66:584:0052 (See Exhibit A)
 - b. North side of Pony Express Parkway at Hidden Valley Parkway. Parcel Number 58:040:0325. Behind the benches. (See Exhibit B)
 - c. South Side of Pony Express Parkway east of Silverlake Amphitheatre Parcel Number 58:040:0393. Place signs south of the trail. (See Exhibit C)
 - d. Political signs that do not exceed eight feet in height and 32 square feet per side if double-faced; provided, that such signs do not violate any other provisions.
 - e. No signs on city owned or leased property where permitted shall be placed 60 days from the applicant's filing date prior to the election date.
 - f. Signs placed on city owned or leased property where permitted shall be removed within 5 days after the election.
 - g. Only one sign per candidate per location.
 - h. Signs placed on city owned or leased property not in accordance with Section 10.80.120(2) are subject to removal by city staff.

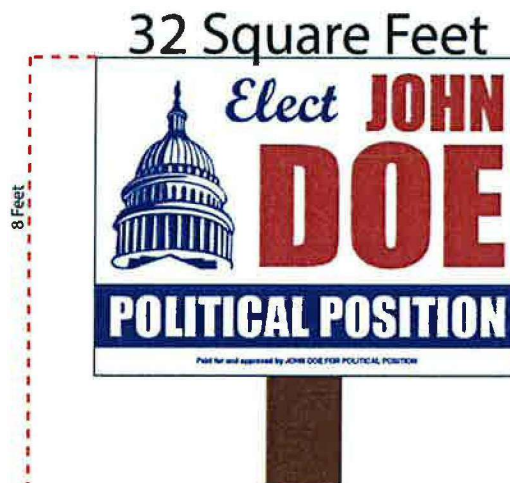


Exhibit A

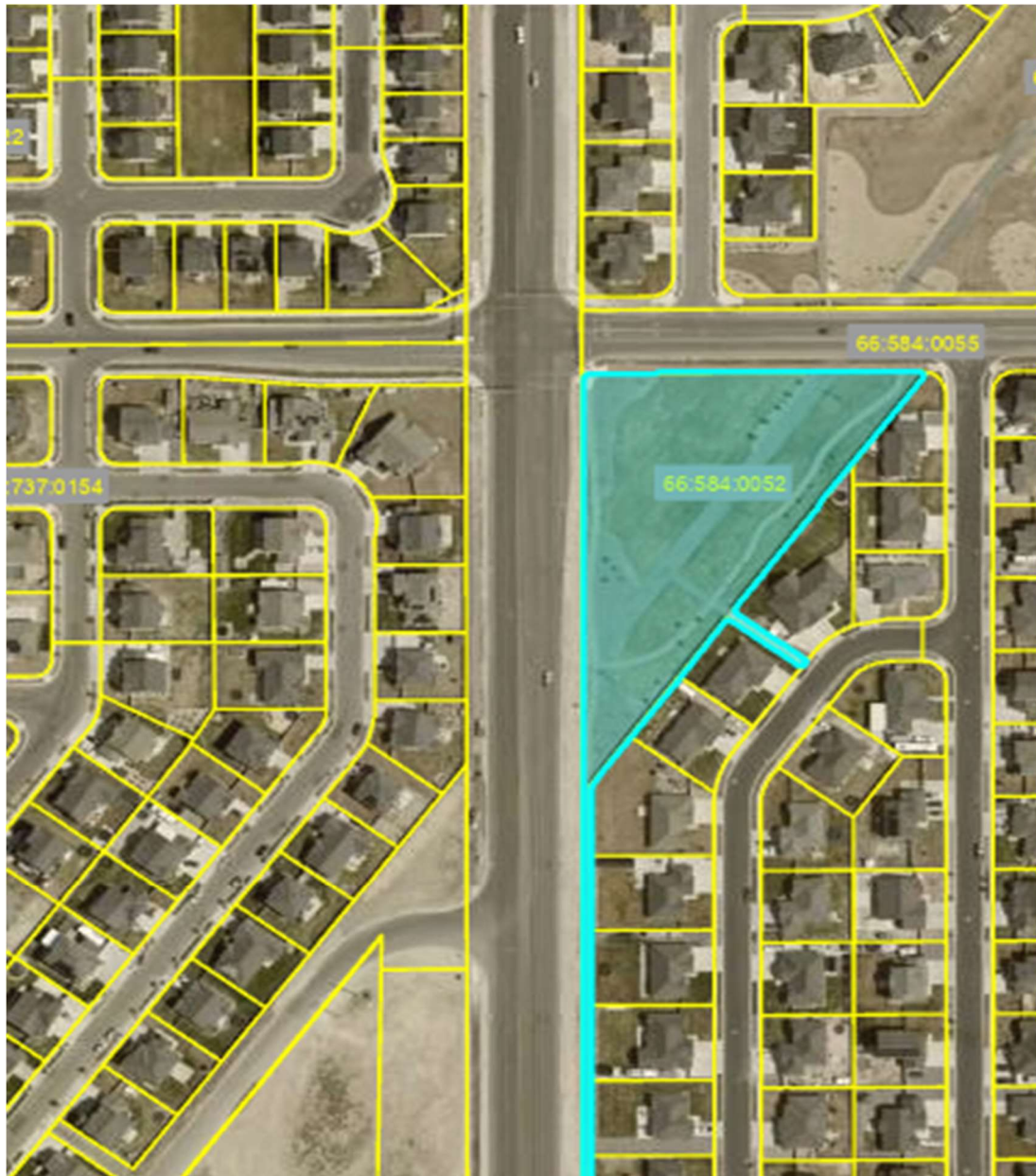
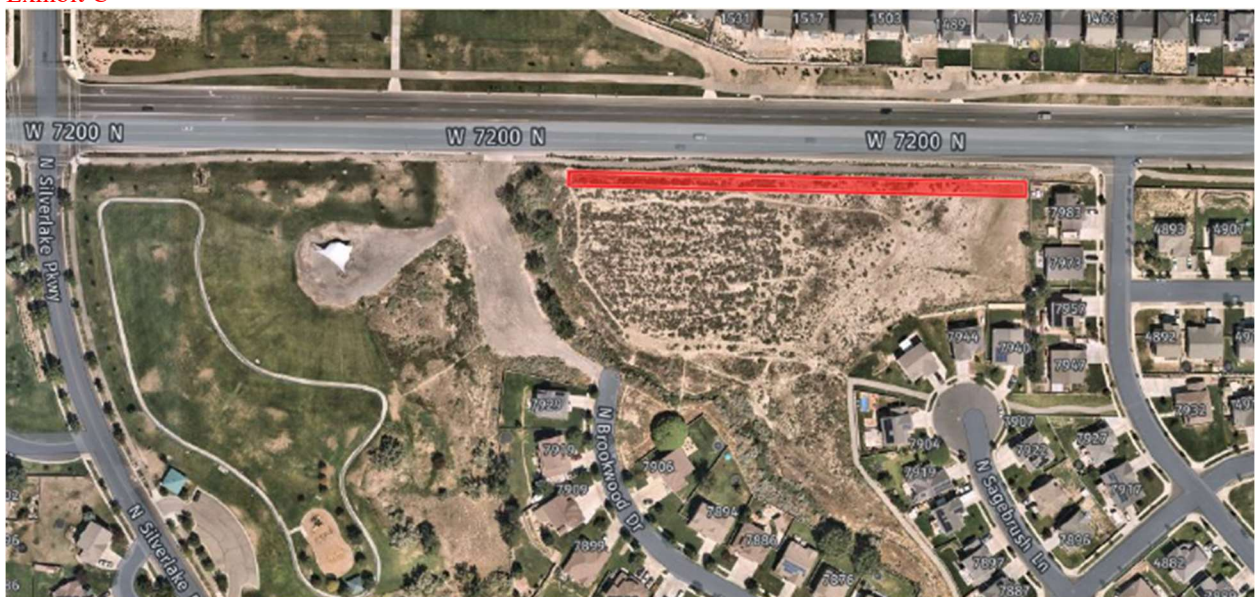


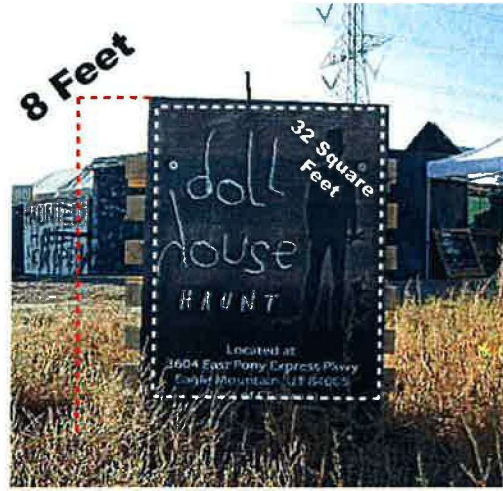
Exhibit B



Exhibit C



D. Temporary Use Signs. Signs for temporary uses that have obtained a business license, if required, from the city may be installed as follows: one sign on a temporary basis located on premises that shall not exceed eight feet in height and 32 square feet of sign copy per side if double-faced. Temporary use signs will be allowed as long as the temporary use has a business license from the city.



E. Property Signs. Property signs no larger than nine square feet of sign copy per side if double-faced. These signs shall be permitted indefinitely as long as the sign is in compliance with the general provisions of this chapter.

F. Nameplate Signs. One nameplate sign identifying owners and addresses and no larger than two square feet of sign copy per side if double-faced.

G. Traffic Signs. Traffic signs as required by law which are approved by the city engineer and erected by or on behalf of a public agency. Traffic signs deemed necessary by the city engineer may not be required to comply with provisions of this chapter.



H. Civic Signs. Civic signs on private property which announce holidays or public interest events sponsored by nonprofit organizations; public service signs or signs related to community service projects not to exceed eight feet in height and 32 square feet of sign copy per side if double-faced.



I. Window Signs. Window signs including posters, messages, or displays painted or mounted on the interior side of a window may be used to advertise special promotions.



J. Public Notice. The display of official notices used by any court, public body or official, or the posting of notices by any public officer in the performance of a duty, or by any person giving legal notice at the direction of a governmental entity.



K. Community Event Signs. Temporary community event signs displayed by the city, or one of its committees, subcommittees, councils, boards, or city partner agencies, to promote community events.

L. Model Homes. One on-premises sign for model homes; provided, that the on-premises sign does not exceed 32 square feet in size. A maximum of six flags not to exceed 15 square feet each posted on flag poles not to exceed 20 feet measured from the grade level to the top of the pole. The flags' colors shall be consistent with the on-premises sign. In addition, a single flag pole that complies with the standards for ancillary structures defined in Chapter 17.25 EMMC may be constructed. Flags allowed on this flag pole include only the national flag of the United States of America, the Utah State, and the official Eagle Mountain flags; no commercial flags shall be allowed on this flag pole. American flags shall not exceed 40 square feet in size. Two A-frame or temporary directional signs of no more than four square feet per builder per subdivision are allowed in the right-of-way adjacent to the model home and in the park strip of the nearest major street corner. These signs shall be directional only, not containing other advertising. These signs are only allowed during model home hours, and must be removed each evening at closing.

M. Real Estate Open House Signs. One A-frame or temporary directional sign of no more than four square feet for real estate open houses for individual home sales is allowed in the park strip of the nearest street corner, one day per week, to be put up no more than one hour prior to the open house and must be removed within one hour after the open house.

N. Temporary Informational Signs. Small informational signs such as lost pet signs, neighborhood or religious activity signs, youth sales signs (such as lemonade stands), and other signs for noncommercial purposes (i.e., not promoting a business of any kind, except youth sales) are allowed in the right-of-way. These signs may not be located in the park strip (between the street and the sidewalk) on major streets, but may be located between the sidewalk and a property line or fence. These signs may not be placed on utility poles, light poles, fences, or trees. The code enforcement officer has the authority to remove signs without notice if they have not been removed in a timely manner or if they present a safety hazard.

O. On-Premises Home Business Signs. Home businesses with a valid business license from Eagle Mountain City may place one nonilluminated wall sign no larger than four square feet in size on the front of the principal dwelling no higher than the first story.

P. Official Signs. Signs that are owned and operated by Eagle Mountain City and are used for informational or civic purposes, including advertising special events within Eagle Mountain City. Official signs may include electronic message centers, reader boards, or other replaceable copy signs. Official signs that do not comply with the general provisions of this chapter must be approved by the city council. Electronic signs should be turned off between the hours of 12:00 a.m. and 5:00 a.m., except in the case of necessary communications. Electronic signs shall also comply with EMMC 17.80.070(F)(5)(c) in relation to maximum nighttime brightness and illumination.

Q. Flagpoles. Any flagpole must comply with the following standards:

1. In residential zones:

a. A standalone flagpole not to exceed 35 feet in height may be installed for every residential dwelling unit.

2. In nonresidential zones:

a. Nonresidential developments may install flagpoles up to 80 feet in height.

b. Secondary flags shall be limited to state and city flags.

3. Size. The size of the flag material, when measured diagonally, shall not exceed the structural integrity of the pole.

a. If designed to accommodate such, flagpoles may hold more than one flag so long as the combined size of all flags, when measured diagonally, does not exceed one-half of the height of the flagpole.

b. National flags shall be the primary flag with all state and city flags as secondary to the national flag.

4. Location. All flagpoles shall be located outside of any public right-of-way and in a place that will not impede traffic or cause a hazard for pedestrians or vehicles. [Ord. O-01-2022 § 2 (Exh. A); Ord. O-14-2020 § 2 (Exh. A); Ord. O-03-2020 § 2 (Exh. A); Ord. O-17-2019 § 2 (Exh. A); Ord. O-05-2019 § 2 (Exh.

A); Ord. O-08-2016 § 2 (Exh. A); Ord. O-02-2016 § 2 (Exh. A); Ord. O-02-2012 § 2 (Exh. A); Ord. O-06-2010 § 2 (Exh. A); Ord. O-12-2009 § 2 (Exh. A); Ord. O-26-2008 § 2 (Exh. A § 16.10); Ord. O-18-2008 § 2 (Exh. A § 16.10); Ord. O-17-2006 § 2 (Exh. 1 § 16.10); Ord. O-23-2005 § 3 (Exh. 1(1) § 16.9). Formerly 17.80.110].



**EAGLE MOUNTAIN CITY
CITY COUNCIL MEETING
MAY 6, 2025**

TITLE:	An Ordinance of Eagle Mountain City, Utah, Approving the Sixth Amendment to the 2024-2025 Fiscal Year Annual Budget
ITEM TYPE:	Ordinance
FISCAL IMPACT:	\$7,328,686
APPLICANT:	City-Initiated

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

PUBLIC HEARING

Yes

PREPARED BY

Kimberly Ruesch, Administrative
Services Director

PRESENTED BY

Kimberly Ruesch

RECOMMENDATION:

Staff recommends that the City Council adopt an Ordinance of Eagle Mountain City, Utah, Approving the Sixth Amendment to the 2024-2025 Fiscal Year Annual Budget.

BACKGROUND:

State statute requires the City to amend its budget to appropriate funds for increased expenses. The proposed ordinance is the sixth amendment to the 2024-2025 Fiscal Year Annual Budget.

ITEMS FOR CONSIDERATION:

The budget amendment as proposed will increase the fiscal year 2024-2025 budget by \$7,328,686. The majority of the increase accounts for the purchase of land for a future Civic Campus in City Center. A detailed list of additional items included in this amendment can be viewed on the Budget Amendment Detail attachment.

Fund Type	FY 2024-25	1st Amendment	2nd Amendment	3rd Amendment	4th Amendment	5th Amendment	6th Amendment	Proposed Change
	Original Budget	9/3/2024	9/17/2024	10/15/2024	12/3/2024	2/18/2025	5/6/2025	
General Fund	\$ 33,790,608	\$ 33,899,511	\$ 34,891,988	\$ 34,965,880	\$ 35,062,059	\$ 35,442,461	\$ 35,684,867	0.68%
Special Revenue Funds	\$ 16,990,554	\$ 16,990,554	\$ 39,128,477	\$ 41,595,334	\$ 42,395,334	\$ 42,395,334	\$ 42,395,334	0.00%
Enterprise Funds	\$ 37,933,756	\$ 37,933,756	\$ 39,324,393	\$ 39,670,548	\$ 39,884,048	\$ 40,209,290	\$ 41,135,190	2.30%
Internal Service Funds	\$ 2,730,615	\$ 2,730,615	\$ 3,291,566	\$ 3,291,566	\$ 4,786,566	\$ 4,791,566	\$ 4,591,566	-4.17%
Capital Projects General Fund	\$ 8,131,650	\$ 8,131,650	\$ 20,346,485	\$ 20,671,272	\$ 20,671,272	\$ 20,871,272	\$ 27,221,652	30.43%
Debt Funds	\$ 2,091,298	\$ 2,091,298	\$ 2,091,298	\$ 2,091,298	\$ 2,091,298	\$ 2,091,298	\$ 2,101,298	0.48%
Redevelopment Agency	\$ 10,562,763	\$ 10,562,763	\$ 10,562,763	\$ 13,812,763	\$ 13,812,763	\$ 13,812,763	\$ 13,812,763	0.00%
Total Budget	\$ 112,231,244	\$ 112,340,147	\$ 149,636,970	\$ 156,098,661	\$ 158,703,340	\$ 159,613,984	\$ 166,942,670	4.59%
Increase/(Decrease)		\$ 108,903	\$ 37,296,823	\$ 6,461,691	\$ 2,604,679	\$ 910,644	\$ 7,328,686	

PLANNING COMMISSION ACTION/RECOMMENDATION:

N/A

ATTACHMENTS:

1. Ordinance
2. Exhibit A

ORDINANCE NO. O- -2025

AN ORDINANCE OF EAGLE MOUNTAIN CITY, UTAH, AMENDING THE FISCAL YEAR 2024-2025 ANNUAL BUDGET (SIXTH AMENDMENT)

PREAMBLE

WHEREAS, the City Council of Eagle Mountain City, Utah finds that it is in the public interest to amend the budget for fiscal year 2024-2025; and

WHEREAS, the City Council finds that procedures for the amendments, pursuant to Section 10-6-127 of the Utah Code, Annotated have been followed, including a public hearing if budgetary funds are increasing;

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

1. The City Council finds that all required notices have been given and that a public hearing has been conducted, public comment received and considered, and that the City Council may consider and amend the budget of Eagle Mountain City as follows:

2. “FISCAL YEAR” means that year which began on the first day of July, 2024, and ends on the last day of June, 2025.

3. APPROPRIATIONS. The budget set and adopted by the City for the fiscal year is hereby amended and re-enacted with respect to the specific items set forth on Exhibit A hereto. From the effective date of this budget ordinance, as outlined in the attached Exhibit A, the several amounts stated therein as proposed expenditures shall be appropriated for the several objects and purposes therein named.

4. This Ordinance shall be effective for the Fiscal Year 2024-2025.

ADOPTED by the City Council of Eagle Mountain City, Utah, this 6th day of May, 2025.

EAGLE MOUNTAIN CITY, UTAH

ATTEST:

Tom Westmoreland, Mayor

Gina L. Olsen, CMC
City Recorder

CERTIFICATION

The above ordinance was adopted by the City Council of Eagle Mountain City on the 6th day of May, 2025.

Those voting yes:	Those voting no:	Those excused:	Those abstaining:
☐ Donna Burnham	☐ Donna Burnham	☐ Donna Burnham	☐ Donna Burnham
☐ Melissa Clark	☐ Melissa Clark	☐ Melissa Clark	☐ Melissa Clark
☐ Jared Gray	☐ Jared Gray	☐ Jared Gray	☐ Jared Gray
☐ Rich Wood	☐ Rich Wood	☐ Rich Wood	☐ Rich Wood
☐ Brett Wright	☐ Brett Wright	☐ Brett Wright	☐ Brett Wright

Gina L. Olsen, CMC
City Recorder

Posted on _____ by _____.

Exhibit A

Budget Amendment Worksheet

May 6, 2025

<u>Fund Name</u>	<u>Expense</u>	<u>Current Budget</u>	<u>Proposed Budget</u>	<u>Change</u>	<u>Detail</u>
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General Fund

Special Events	10-18-41990-5856	\$ 199,000	\$ 181,250	\$ (17,750)	Reallocate funds toward equipment purchase
Special Events	10-18-41990-7410	\$ 10,000	\$ 27,750	\$ 17,750	To purchase the Mule for hauling during city events
Information Technology	10-19-41955-4261	\$ 183,400	\$ 381,200	\$ 197,800	Project Management Software
Communications	10-19-41970-4261	\$ 183,400	\$ 207,802	\$ 24,402	One View/Resident Portal renewal
Facilities	10-19-41950-4531	\$ 1,440	\$ 21,644	\$ 20,204	Roll forward FY 2024 funding Facilities Master Plan

Subtotal General Fund:

\$ 242,406

Enterprise Funds

Water	51-45-51000-4531	\$ 125,000	\$ 195,000	\$ 70,000	40 year water rights master plan
Water	51-45-51000-2513	\$ 465,000	\$ 665,000	\$ 200,000	Well repairs
Water	51-45-51000-31111	\$ 865,200	\$ 1,300,000	\$ 434,800	Additional Power Costs
Water	51-45-51010-4261	\$ 69,045	\$ 90,145	\$ 21,100	Watersmart - Water consumption public portal
Stormwater	59-45-59000-7410	\$ 115,000	\$ 315,000	\$ 200,000	Reclass equipment from Fleet - Camera System

Subtotal Enterprise Funds:

\$ 925,900

Capital Project Fund

Civic Campus	47-81-41000-7061	\$ 1,000,000	\$ 7,350,380	\$ 6,350,380	Land Acquisition

<u>Fund Name</u>	<u>Expense</u>	<u>Current Budget</u>	<u>Proposed Budget</u>	<u>Change</u>	<u>Detail</u>

Subtotal Capital Project Fund:

\$6,350,380

Internal Service Fund

Fleet	54-45-54000-7421	\$2,470,951	\$2,270,951	\$(200,000)	Stormwater Equipment reclassified

Subtotal Internal Service Fund:

\$(200,000)

Debt Service Funds

2013 SAA	72-71-47172-8111	\$20,000	\$30,000	10,000	Additional Principal Called

Subtotal Debt Service Funds:

\$10,000

Total Increase(Decrease):

\$7,328,686



**EAGLE MOUNTAIN CITY
CITY COUNCIL MEETING
MAY 6, 2025**

TITLE:	RESOLUTION - A Resolution of Eagle Mountain City, Utah, Adopting the Eagle Mountain City Tentative Budget for Fiscal Year 2025-2026 and Setting a Public Hearing for the Final Budget on June 3, 2025
ITEM TYPE:	Resolution
FISCAL IMPACT:	To Be Determined.
APPLICANT:	City-Initiated

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

PUBLIC HEARING

No

PREPARED BY

Kimberly Ruesch, Administrative
Services Director
Terrence Dela Peña, Finance
Analyst

PRESENTED BY

Kimberly Ruesch, Terrence Dela
Peña

RECOMMENDATION:

Staff recommend the City Council adopt a Resolution of Eagle Mountain City, Utah, accepting the Eagle Mountain City Tentative Budget for Fiscal Year 2025-2026 and Setting a Public Hearing for the Final Budget adoption on June 3, 2025.

BACKGROUND:

The proposed resolution is the acceptance of the Eagle Mountain City Tentative Budget for Fiscal Year 2025-2026 and sets a Public Hearing for June 3, 2025. Per State Code, the annual budget process begins with the preparation of a tentative budget by the budget officer that is presented to the Council during the first regularly scheduled meeting in May.

The tentative budget is the transition of the budget process from Administration to the Legislative body. Once the tentative budget is adopted, the Council will review, discuss, and potentially revise the proposal. The final proposal is then made available to the public prior to the required public hearing and then formally adopted. The fiscal year 2025-2026 final budget is anticipated to be adopted on June 17, 2025.

*(**A link for the tentative budget will be provided to the City Council on May 6, 2025. The link is currently not live)*

ITEMS FOR CONSIDERATION:

N/A

PLANNING COMMISSION ACTION/RECOMMENDATION:

N/A

ATTACHMENTS:

1. Resolution

RESOLUTION NO. R- -2025

**A RESOLUTION OF EAGLE MOUNTAIN CITY, UTAH,
ADOPTING THE EAGLE MOUNTAIN CITY TENTATIVE BUDGET
FOR FISCAL YEAR 2025-2026 AND SETTING A PUBLIC HEARING
FOR ADOPTION OF THE FINAL BUDGET**

PREAMBLE

WHEREAS, on May 6, 2025, the Director of Administrative Services submitted a tentative budget to the City Council; and

WHEREAS, the City Council desires to adopt the tentative budget as required by State law; and

WHEREAS, the City Council desires to make the budget available for public review and comment at least ten days prior to the public hearing; and

WHEREAS, the City Council desires to set a public hearing for June 3, 2025, at 7:00 p.m. to receive additional public input on the budget; and

WHEREAS, the City Council desires to adopt the final budget on June 17, 2025;

NOW, THEREFORE, BE IT RESOLVED by the City Council of Eagle Mountain City, Utah, as follows:

1. The City Council hereby adopts the tentative budget attached as Exhibit A.
2. The City Council will conduct a public hearing to review the final budget for Fiscal Year 2025-2026 on June 3, 2025, at 7:00 p.m.
3. The City Council plans to adopt the final budget for fiscal year 2025-2026 on June 17, 2024.

PASSED AND ADOPTED by the City Council of Eagle Mountain City, Utah, this 6th day of May 2025.

EAGLE MOUNTAIN CITY, UTAH

Tom Westmoreland, Mayor

ATTEST:

Gina L. Olsen, MMC
City Recorder

CERTIFICATION

The above Resolution was adopted by the City Council of Eagle Mountain City, Utah on the 6th day of May 2025.

Those voting yes:

☐ Donna Burnham

☐ Melissa Clark

☐ Jared Gray

☐ Rich Wood

☐ Brett Wright

Those voting no:

☐ Donna Burnham

☐ Melissa Clark

☐ Jared Gray

☐ Rich Wood

☐ Brett Wright

Those excused:

☐ Donna Burnham

☐ Melissa Clark

☐ Jared Gray

☐ Rich Wood

☐ Brett Wright

Those abstaining:

☐ Donna Burnham

☐ Melissa Clark

☐ Jared Gray

☐ Rich Wood

☐ Brett Wright

Gina L. Olsen, CMC
City Recorder

Exhibit A



**EAGLE MOUNTAIN CITY
CITY COUNCIL MEETING
MAY 6, 2025**

TITLE:	MOTION - Approval of the META Site Road Completion and Cross-Section Adjustment
ITEM TYPE:	Motion
FISCAL IMPACT:	N/A
APPLICANT:	META and Psomas Engineering

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

PUBLIC HEARING

No

PREPARED BY

Vince Hogge, City Engineer

PRESENTED BY

Vince Hogge

RECOMMENDATION:

Staff recommends that the City Council approve the adjustment to the cross-section requirement to allow META to build their roadway with two full 12-foot-wide travel lanes.

BACKGROUND:

META would like to finish the roadways on their property while they are finishing up construction on the current phases of their project. This allows them to complete construction on the site before the contractors demobilize. Because these roadways are on their north and west property lines, only half of the road cross-sections are on META property. These roadways are minor collectors with a 77' ROW width. Where adjacent landowners are not ready to build their portion of the roadway, META is proposing to adjust the cross-section to allow two full drive lanes on their side of the property.

Specific adjustments include the following:

- Change the 8' wide sidewalk to a 5' wide sidewalk.
- Change the 8' parking lane to a 12' drive lane (2' of this will be the gutter until the road is built out).
- Leave a 1' buffer zone at the property line for constructability.
- Use the 8' parkstrip as a drainage swale.

Because this is an industrial area, pedestrian traffic is minimal. Road traffic is also less and would be mostly limited to employees of the industrial areas but would also include construction traffic and truck traffic for deliveries to the industrial areas. With the limited road ROW width, it is proposed to use the space for more roadway and less pedestrian walkway.

When the other side of the roadway gets built in the future, the cross section on the adjacent landowner's property will be built to city standards which will leave the roadway with about 5' of extra asphalt. This can either be extra wide drive lanes or extra wide parking lanes.

This plan is the result of several meetings with Psomas, Public Works, and Engineering. Other options considered were one-way roads, narrower drive lanes, and/or reduced park strip areas.

ITEMS FOR CONSIDERATION:

N/A

PLANNING COMMISSION ACTION/RECOMMENDATION:

N/A

ATTACHMENTS:

1. META Psomas Roads

Road Improvements on North Property Line

Pony Express

Road Improvements on West Property Line

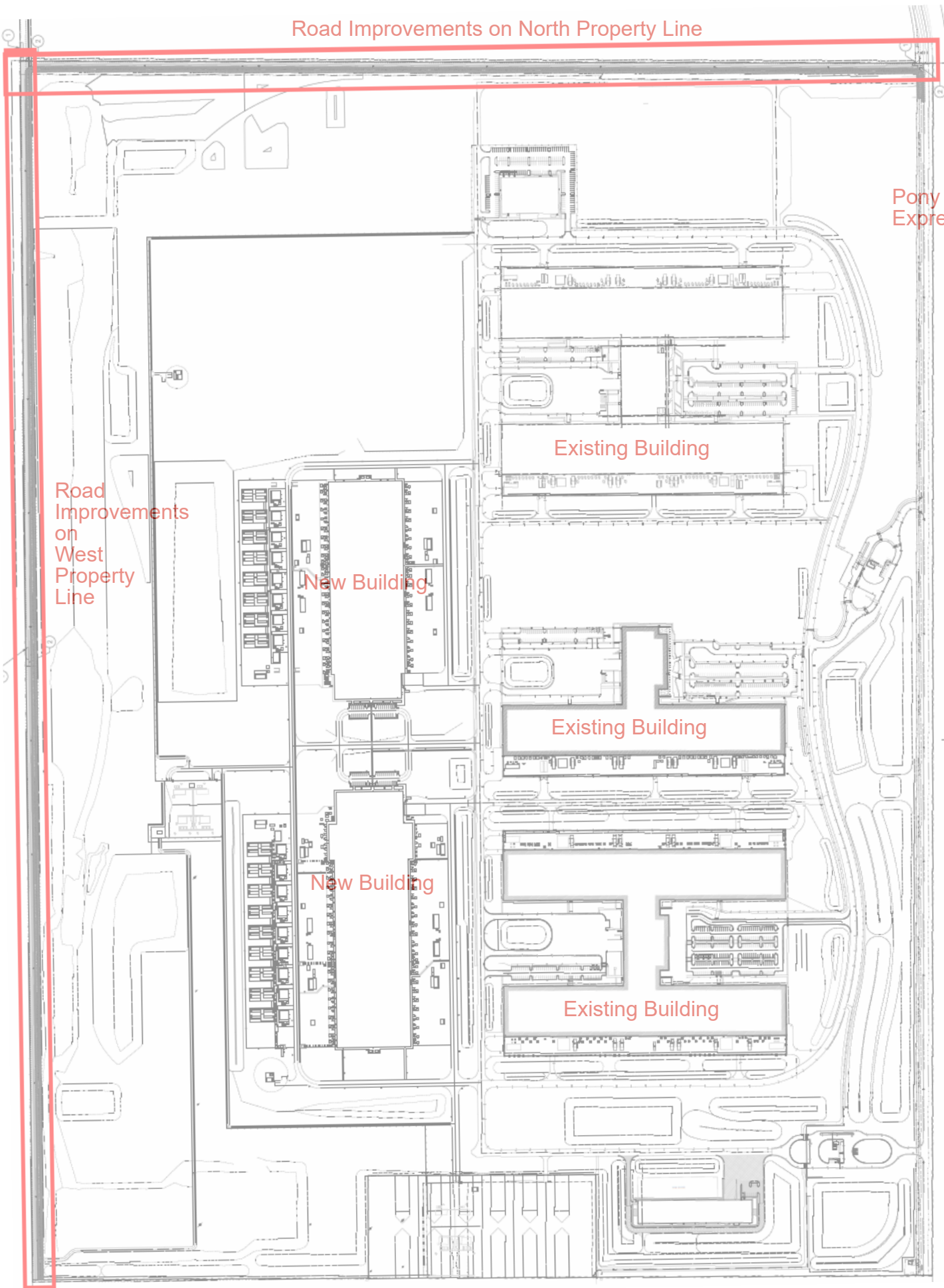
New Building

Existing Building

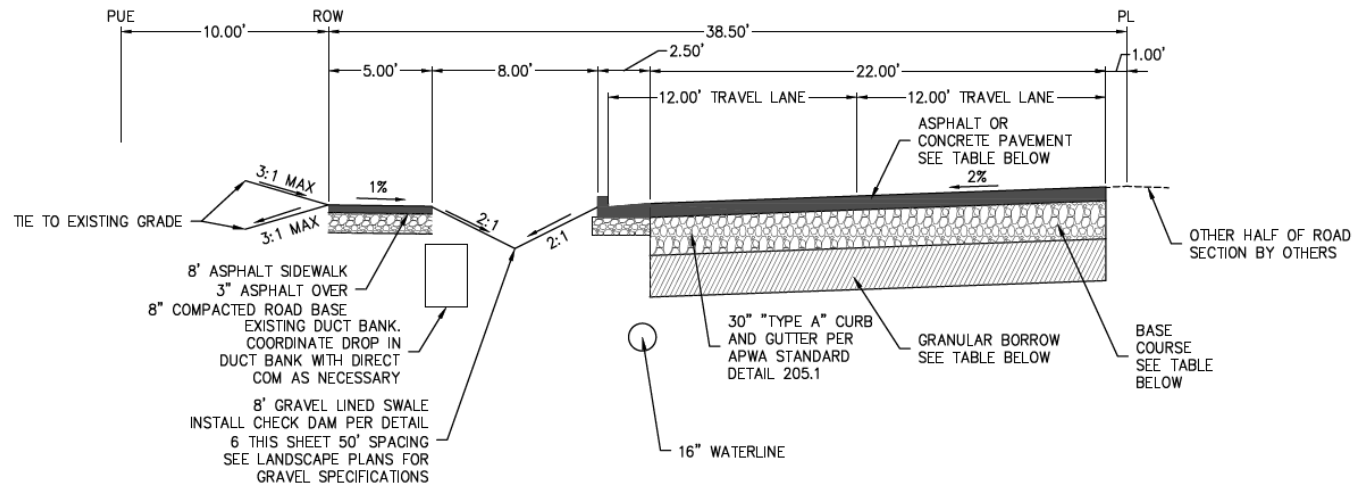
Existing Building

New Building

Existing Building

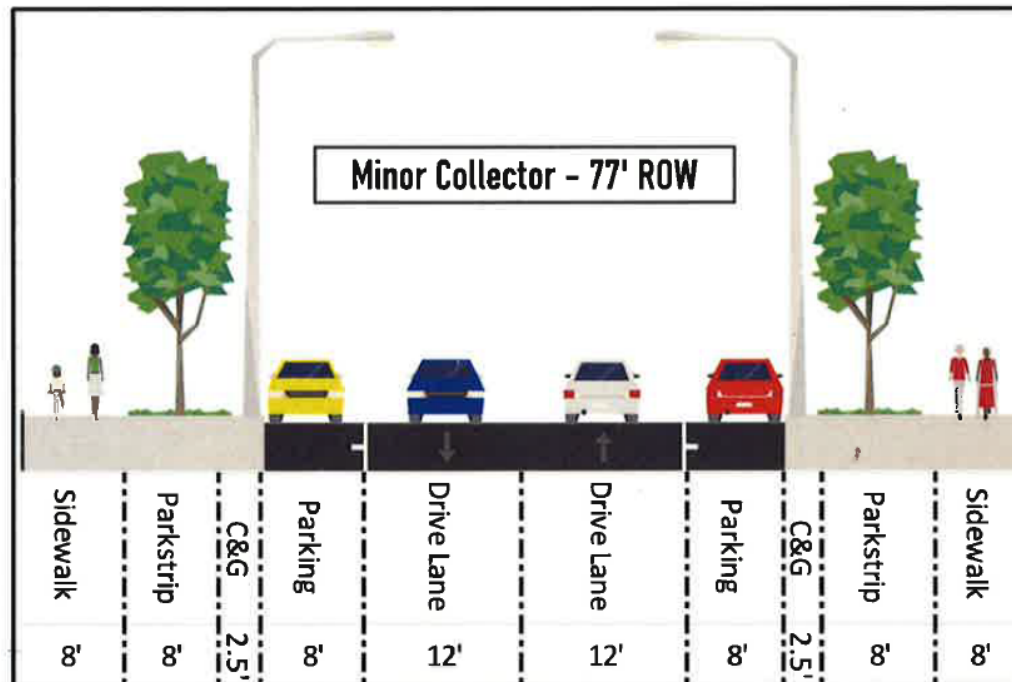


META Proposal



1 77' ROW CITY SECTION
NOT TO SCALE

City Standard





**EAGLE MOUNTAIN CITY
CITY COUNCIL MEETING
MAY 6, 2025**

TITLE:	TRAINING - Open & Public Meetings Act
ITEM TYPE:	Presentation
FISCAL IMPACT:	N/A
APPLICANT:	City-initiated

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

PUBLIC HEARING

No

PREPARED BY

Gina Olsen, City Recorder

PRESENTED BY

Marcus Draper

RECOMMENDATION:

City Staff, the City Attorney, and Recorder's Office recommend State mandated annual Open and Public Meetings Act training take place.

BACKGROUND:

Utah State Law (UCA 52-4-104) requires that the presiding officer of a government entity provide training for all public officials on the Open Meetings Act each year. Training this year will be provided by Marcus Draper, City Attorney.

The Utah Open and Public Meetings Act (OPMA) requires public bodies to conduct their business in public. The OPMA applies to state agencies, political subdivisions, and administrative, executive, and legislative bodies.

Notice requirements

- Public bodies must provide notice of meetings at least 24 hours in advance.
- Notice must include the meeting's date, time, place, and agenda.
- Notice must be posted on the Utah Public Notice Website and at the meeting location.
- Notice must also be provided to a local media correspondent or newspaper.

Agenda requirements

- The agenda must be included in the notice.
- The agenda must include all action items and be stated with reasonable specificity.

Recording and minutes requirements

- Public bodies must keep written minutes and a recording of all meetings.

- Recordings of open meetings must be posted on the Utah Public Notice Website within three business days.
- Draft minutes must be made available to the public within 30 days.

Emergency meetings

- Public bodies can hold emergency meetings to consider urgent matters if they give the best notice possible.
- A majority of the public body's members must approve of the emergency meeting.

ITEMS FOR CONSIDERATION:

This is annual training required by UCA 52-4-104 that is generally held at the beginning of each year.

PLANNING COMMISSION ACTION/RECOMMENDATION:

N/A

ATTACHMENTS:

None

Mayor & City Council Updates



Department	Topic	Update
Community Development Planning	General Plan (GP)	A significant amount of preliminary drafting is complete.
	GP - Water Use	Planning and Engineering have been working with Bowen, Collins & Assoc. to begin the process of creating a water use and preservation chapter of the general plan. The chapter will need Council approval by the end of the calendar year.
	Architectural Standards	Our work and partnership with VCBO are ongoing.
	Rezone Applicataions	Currently working on Big Eagle and Cedar Valley Holbrook applications.
Library	Summer Reading	Registration has opened! Anticipating registration numbers much higher than the 1600 who registered last year.
	Food Pantry	We will be visiting Tabitha's Way this month to restock our pantry. In February we brought back 280 lbs. of food.