



EAGLE MOUNTAIN CITY COUNCIL MEETING

NOVEMBER 5, 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. DISCUSSION - Parks, Trails, and Open Space Master Plan - MHTN Architects
(anticipated time 30 minutes)

1.B. DISCUSSION - Mortgage Assistance Program Policy on Citizenship Requirements

2. AGENDA REVIEW

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

3. ADJOURN TO A CLOSED SESSION

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

7:00 PM POLICY SESSION - CITY COUNCIL CHAMBERS

4. CALL TO ORDER

5. PLEDGE OF ALLEGIANCE

6. INFORMATION ITEMS/UPCOMING EVENTS

7. PUBLIC COMMENTS

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

8. RECOGNITION/INTRODUCTIONS

8.A. RECOGNITION - Graduates of Eagle Mountain Academy Fall 2025

9. CITY COUNCIL/MAYOR ITEMS

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

10. BOND RELEASES

10.A. The Towns at Brylee Farms Phase B, Plat 3 - Into Warranty

11. MINUTES

11.A. October 21, 2025 Minutes - Regular City Council Meeting

12. PRELIMINARY PLATS & SITE PLANS

12.A. MASTER SITE PLAN - John Hancock Charter School

13. RESOLUTIONS

13.A. RESOLUTION - A Resolution of Eagle Mountain City, Utah, Approving the Amendments to the Eagle Mountain Mortgage Assistance Program (MAP) Policy Regarding Eligibility and Application Requirements

13.B. RESOLUTION - A Resolution of Eagle Mountain City, Utah Approving the Commercial Affordability Program (CAP) Policy

13.C. RESOLUTION - A Resolution of Eagle Mountain City, Utah Approving an Escrow Agreement for Water Dedication and Public Water Supply Agreement with John Hancock Charter School Foundation

14. ORDINANCES

14.A. ORDINANCE - An Ordinance of Eagle Mountain City, Utah, Reenacting the Eagle Mountain Municipal Code Section 3.10.080, Reimbursement for Certain Users Related to Municipal Energy Tax

SCHEDULED ITEMS

15. RESOLUTIONS/PUBLIC HEARINGS

15.A. RESOLUTION/PUBLIC HEARING - A Resolution of Eagle Mountain City, Utah, Approving the Wastewater Master Plan and Impact Fee Facilities Plan (IFFP)

BACKGROUND: *(Presented by City Engineer Vince Hogge)* The Wastewater Master Plan and Impact Fee Facilities Plan (IFFP) identify current system deficiencies and outline the improvements needed to support future growth. The IFFP focuses on a five-year horizon, while the Master Plan addresses full buildout of the City. Due to rapid growth, the City has been working to catch up on necessary infrastructure, including treatment facility upgrades, new sewer lines, and expanded disposal capacity.

16. SWEETWATER #4 COMMUNITY REINVESTMENT PROJECT AREA

16.A. ORDINANCE - An Ordinance of Eagle Mountain City, Utah, Adopting the Sweetwater #4 Community Reinvestment Area Project Area Plan, as Approved by

the Redevelopment Agency of Eagle Mountain City, as the Official Community Reinvestment Project Area Plan for the Project Area and Directing that Notice of the Adoption be Given as Required by Statute

BACKGROUND: *(Director of Legislative and Strategic Services Evan Berrett)* The proposed ordinance adopts the Sweetwater #4 Community Reinvestment Area (CRA) Project Area Plan as approved by the Redevelopment Agency of Eagle Mountain City. Adoption of this ordinance formally designates the plan as the official project area plan for the Sweetwater #4 CRA and authorizes the required statutory notice of adoption. The Sweetwater #4 CRA considers the investment of several billion dollars into the Cedar Valley for the expansion of the Meta data center campus. The project area covers approximately 567 acres directly south of the current Meta data center campus.

- 16.B. RESOLUTION - A Resolution of Eagle Mountain City, Utah, Approving an Interlocal Cooperation Agreement between the Eagle Mountain Redevelopment Agency and Eagle Mountain City, Utah for the Collection and Remittance of Incremental Property Taxes Collected from Property Within the Sweetwater #4 Community Reinvestment Project Area

BACKGROUND: *(Director of Legislative and Strategic Services Evan Berrett)* The Interlocal Agreement establishes the terms of participation between Eagle Mountain City and the Redevelopment Agency for the Sweetwater #4 CRA, including the collection and use of tax increment revenues to support infrastructure improvements and economic development within the project area.

17. LEGISLATIVE ITEMS

- 17.A. UPDATE - Legislative Priorities List

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

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

19. COMMUNICATION ITEMS

- 19.A. Upcoming Agenda Items

20. ADJOURNMENT

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

In accordance with the Americans with Disabilities Act, Eagle Mountain City will make reasonable 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 801-789-6611. 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.

The undersigned, duly appointed City Recorder, does hereby certify that the above agenda notice was posted on this 30th day of October, 2025, on the Eagle Mountain City bulletin boards, the Eagle Mountain City 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.

EAGLE MOUNTAIN CITY

PARKS, TRAILS, & OPEN SPACE MASTER PLAN

2025 UPDATE



CITY COUNCIL MEETING

03 NOVEMBER 2025





AGENDA

PROJECT OVERVIEW

PROCESS & EXISTING
CONDITIONS

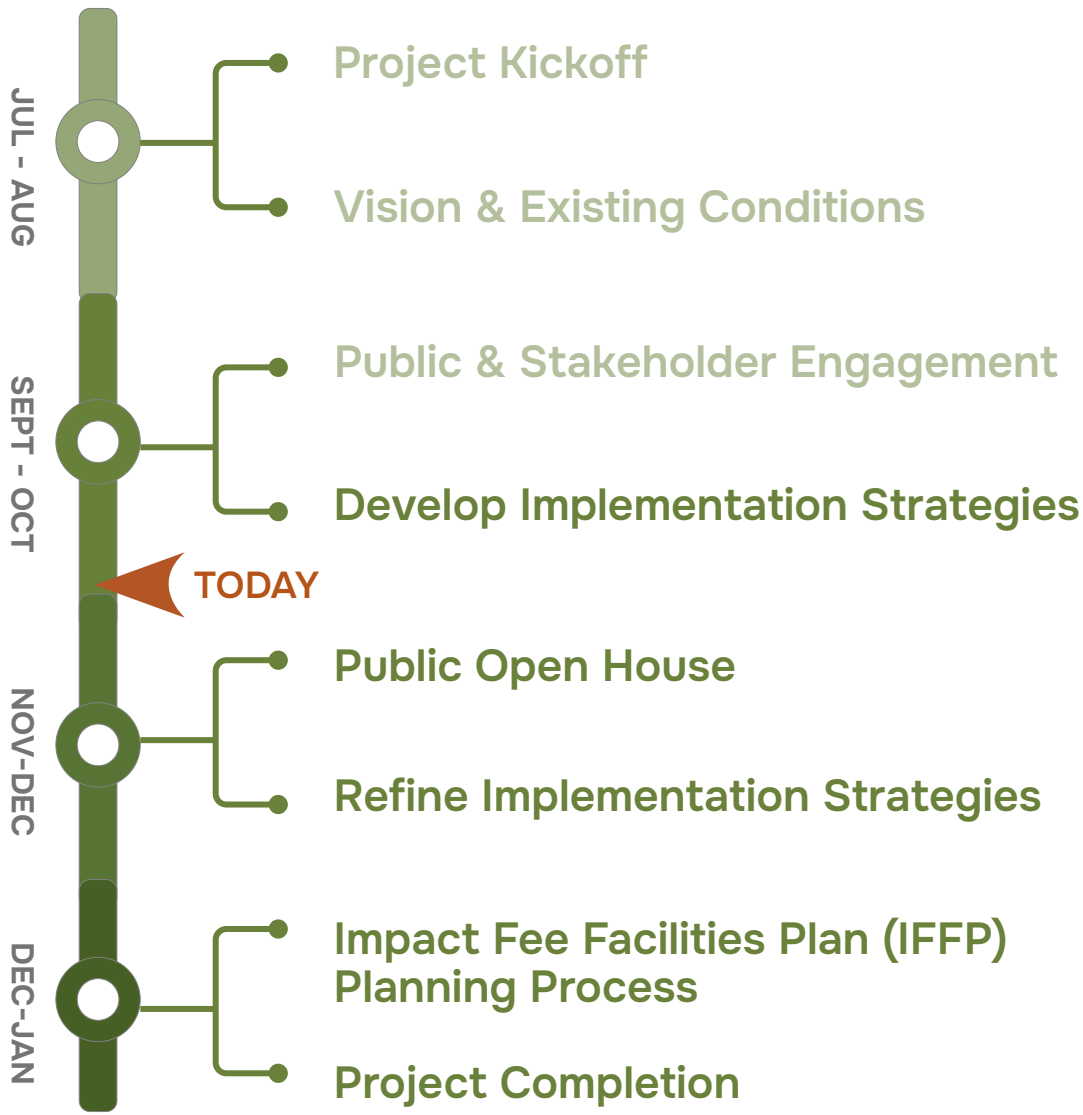
WHAT WE HEARD

NEXT STEPS



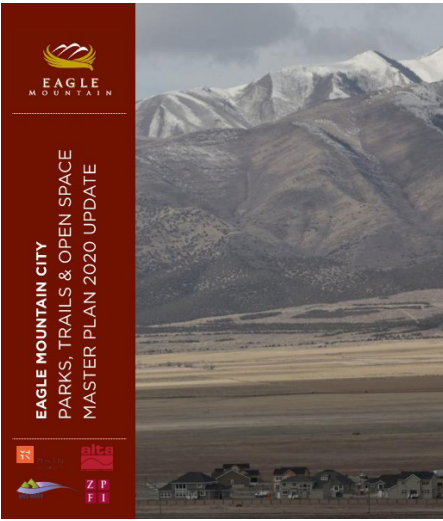
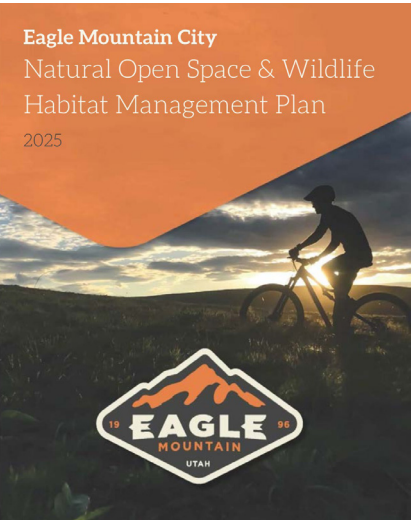


ANTICIPATED TIMELINE



BUILDING ON EXISTING GUIDING DOCUMENTS, STUDIES, AND PLANS

- 2025 EM Natural Open Spaces & Wildlife Habitat Management Plan
- 2024 EM Brand & Marketing Playbook Cover
- 2022 EM Transportation Master Plan
- 2020 EM Parks, Trails, and Open Space Plan
- 2018 EM General Plan
- 2015 EM Bicycle and Pedestrian Master Plan
- MAG Transportation Plan 50



A person wearing a helmet and riding a mountain bike is positioned on a wooden trail that winds through a grassy, hilly landscape. The scene is captured with a green color overlay. The word "VISION" is centered in the upper half of the image, with a horizontal line extending from the left side of the text.

VISION

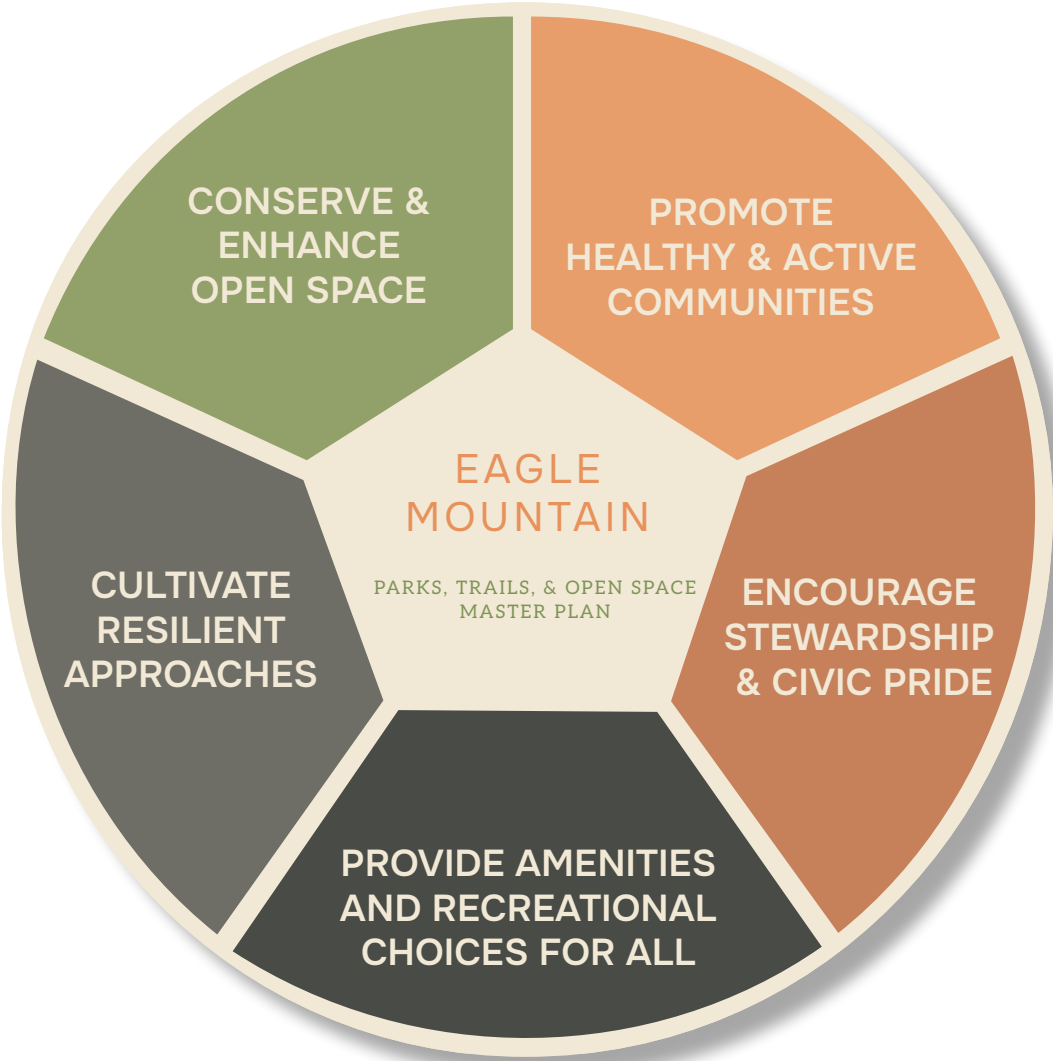
Eagle Mountain's parks, trails and open space are unique and exceptional community assets and essential civic infrastructure. They contribute to the health, recreational, social, ecological, and aesthetic well-being of our city.

PLAN GUIDING PRINCIPLES



The City’s undeveloped ridgelines, hillsides, and wildlife corridors should be preserved and enhanced. It should continue providing access and views to open space areas and natural landscapes throughout the community for the enjoyment of its residents.

A holistic approach to maintaining resilient systems within the City will be prioritized including dark skies policies, wildlife corridors preservation, water-wise initiatives, and fiscal responsibility.



Access to the City’s parks and recreation opportunities spanning bike trails, wildlife corridors, and parks of all sizes support a healthy, active community and elevate quality of life. City goals are achieved through collaboration with private and public entities.

Eagle Mountain will be recognized across the state for its civic vibrancy through an array of community activity opportunities; conservation and enhancement of cultural and historical artifacts; and maintenance of manicured public spaces.

The system provides a variety of unique and meaningful parks, trails and recreational opportunities. Amenities vary in scale and type and are part of a unified system. Each have their own identity and collectively contribute to Eagle Mountain’s character.

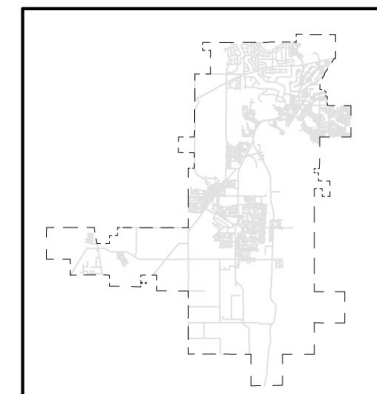
PROCESS & EXISTING CONDITIONS



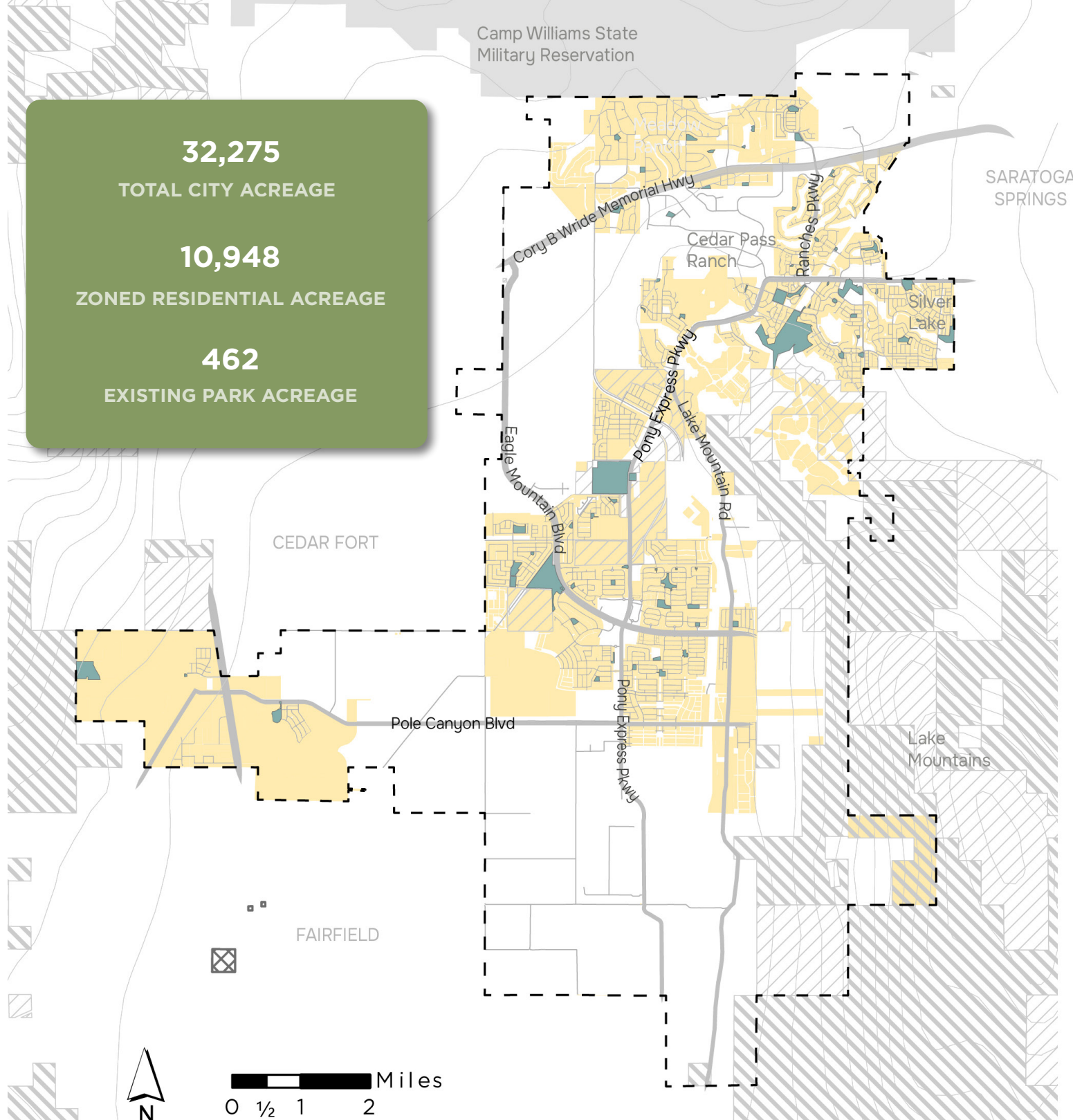


Existing Residential Zoning and Land Ownership Context

- City Boundary
 - Roads
 - Major Roads
 - Park Boundaries
 - Zoning - Residential
- Land Ownership**
- BLM
 - DOD
 - Private
 - SITLA

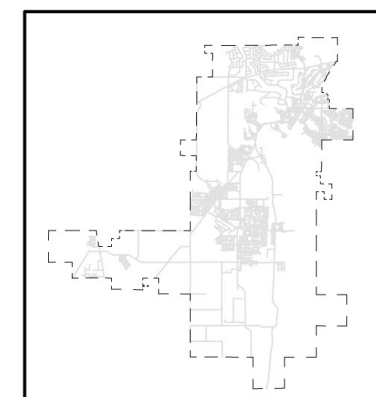
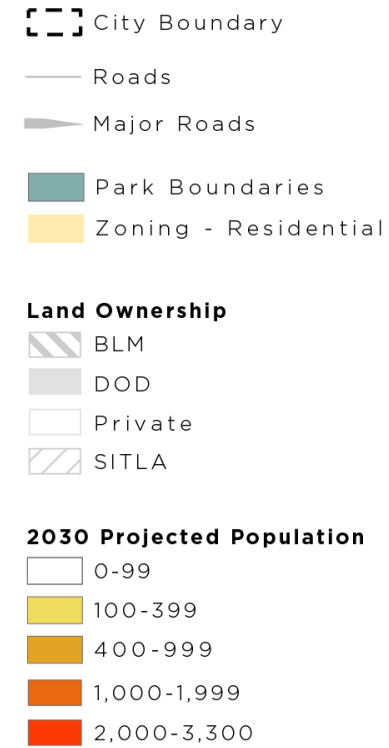


Map Extent



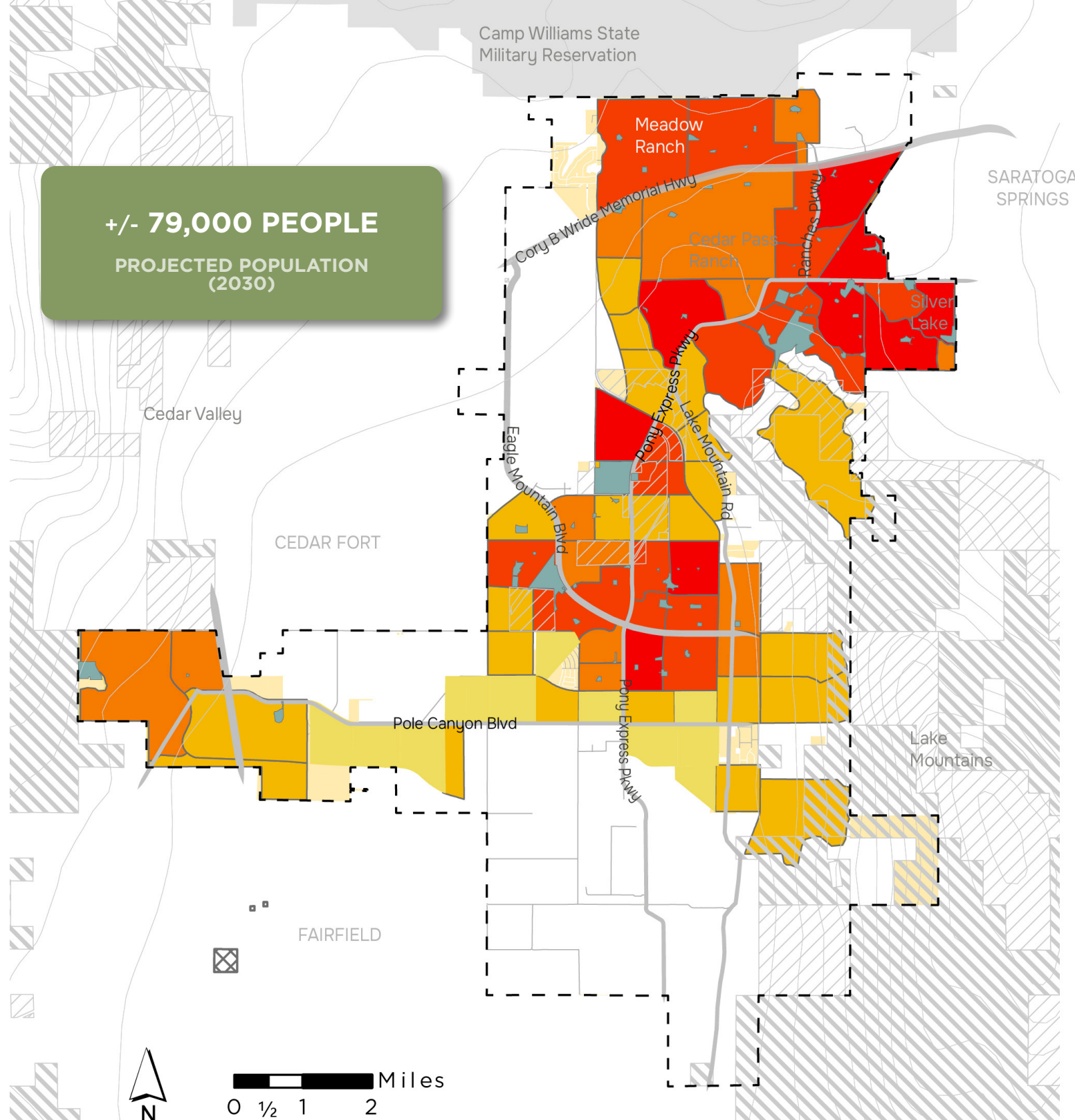


2030 Projected Population (Source: MAG)



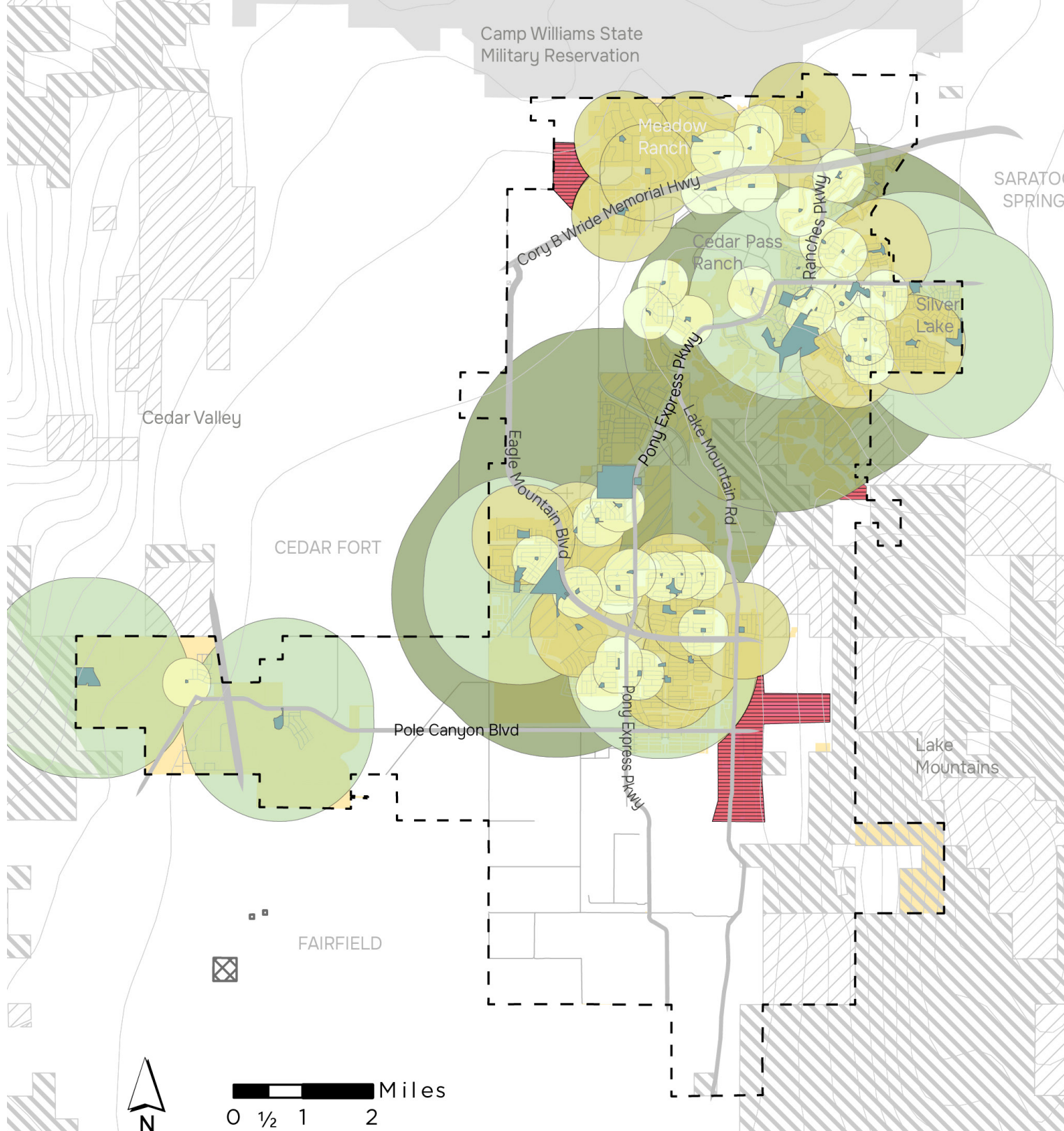
Map Extent

+/- 79,000 PEOPLE
PROJECTED POPULATION
(2030)





Existing Service Areas and Gaps (All City-Owned Parks)



City Boundary

Roads

Major Roads

Park Boundaries

Zoning - Residential

Land Ownership

BLM

DOD

Private

SITLA

Geographic Service Areas

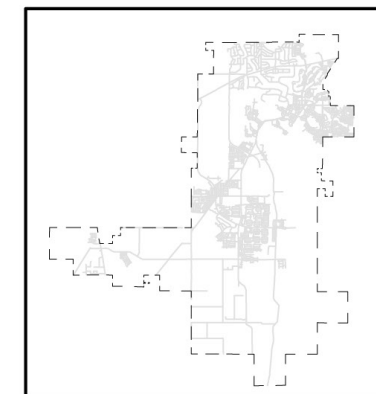
Local Parks - 0.25 mi

Neighborhood Parks - 0.50

Community Parks - 1.0 m

Regional Parks - 2.0 mi

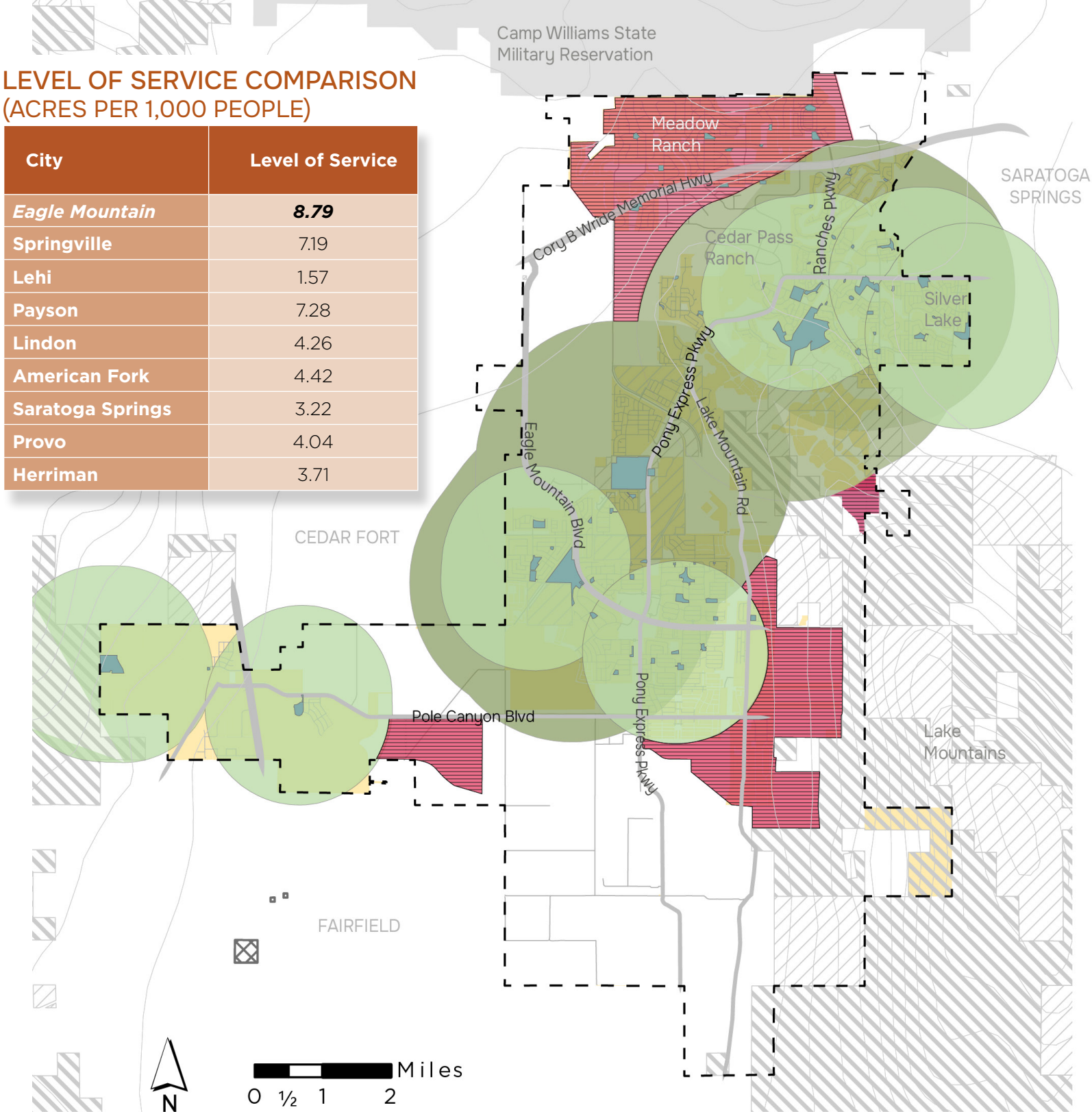
No Service Areas



Map Extent

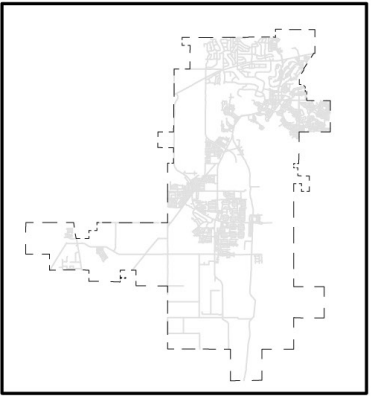
LEVEL OF SERVICE COMPARISON
(ACRES PER 1,000 PEOPLE)

City	Level of Service
Eagle Mountain	8.79
Springville	7.19
Lehi	1.57
Payson	7.28
Lindon	4.26
American Fork	4.42
Saratoga Springs	3.22
Provo	4.04
Herriman	3.71



Existing and Projected Gaps
(Regional and Community Parks)

- City Boundary
- Roads
- Major Roads
- Park Boundaries
- Zoning - Residential
- Land Ownership**
 - BLM
 - DOD
 - Private
 - SITLA
- Geographic Service Areas**
 - Local Parks - 0.25 mi
 - Neighborhood Parks - 0.50
 - Community Parks - 1.0 m
 - Regional Parks - 2.0 mi
 - No Service Areas



Map Extent





Existing Trail Network

City Boundary

Roads

Park Boundaries

Land Ownership

BLM

DOD

Private

SITLA

TRAILS

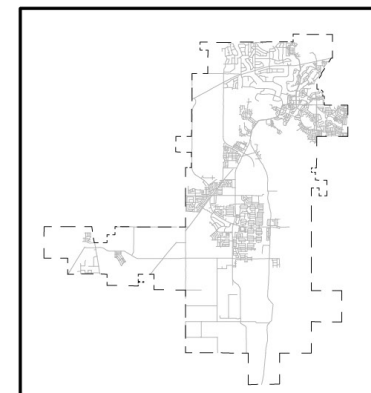
Hiking

Biking

Multiuse
(Biking/ohv; hiking/biking;
hiking/biking/equestrian;
hiking/biking/equestrian;
hiking/biking/hov)

OHV

Other



Map Extent

178.7

EXISTING TOTAL TRAIL MILEAGE

Camp Williams State
Military Reservation

SARATOGA
SPRINGS

Cedar Pass
Ranch

Silver
Lake

Cedar Valley

CEDAR FORT

Pole Canyon Blvd

FAIRFIELD

Lake
Mountains

0 1/2 1 2 Miles



OPEN SPACE CLASSIFICATION UPDATES



Developed open space is open space that has been altered for use and requires light to involved maintenance. It may include some amenities, infrastructure, and manicured landscapes to support public access, connectivity, or utility functions.

These spaces often serve as pedestrian corridors, and typically feature turf, planting beds, paved paths, or other designed elements.

- Examples include:
- Pedestrian corridors
 - Utility corridors and rights-of-way
 - City Utility Sites and public access or landscape elements.



DEVELOPED
OPEN SPACE

Undeveloped open space provides flexibility and opportunity for future use. **It is characterized by constructed areas that have since been largely untouched or underutilized.**

This section outlines undeveloped open space areas that are either designated for future development or identified as having potential for reclassification into other open space types or parks.

- Examples include:
- Undesignated open space areas with potential for change/development.
 - Vacant or remnant parcels within subdivisions
 - Utility-adjacent or easement lands
 - Graded areas awaiting future improvement or restoration



UNDEVELOPED
OPEN SPACE

Naturalized open space is characterized by native, near-native, xeriscape, and related landscape areas. They have been altered in some way to be a manicured, yet natural landscape in appearance and water needs, and require less maintenance than developed open space, especially once established.

These areas usually serve as buffers and can also be found in yards, side yards, right of ways, edges of development, or adjacent to roadways.

- Examples include:
- Xeriscape and native groundcover areas
 - Naturalized buffers
 - Landscaped areas intended for fire abatement



NATURALIZED
OPEN SPACE

Conservation open space classifies areas that are determined to be of value to the community and will generally remain unimproved or undeveloped. They are intended to be protected for the following purposes:

- Natural Resource Protection
- Public Health and Safety Areas
- Resource Management Areas
- Historical/Archaeological Areas

- Examples Include:
- Wildlife Corridor Overlay Zone
 - Natural Washes i.e. Tick-ville Gulch
 - Detention and Retention Ponds
 - Nature Parks



CONSERVATION
OPEN SPACE



Existing Open Space (City-Owned & Managed)

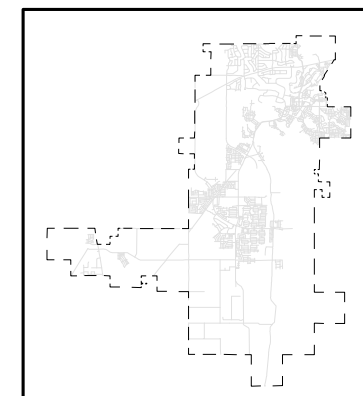
- City Boundary
- Roads
- Park Boundaries

Land Ownership

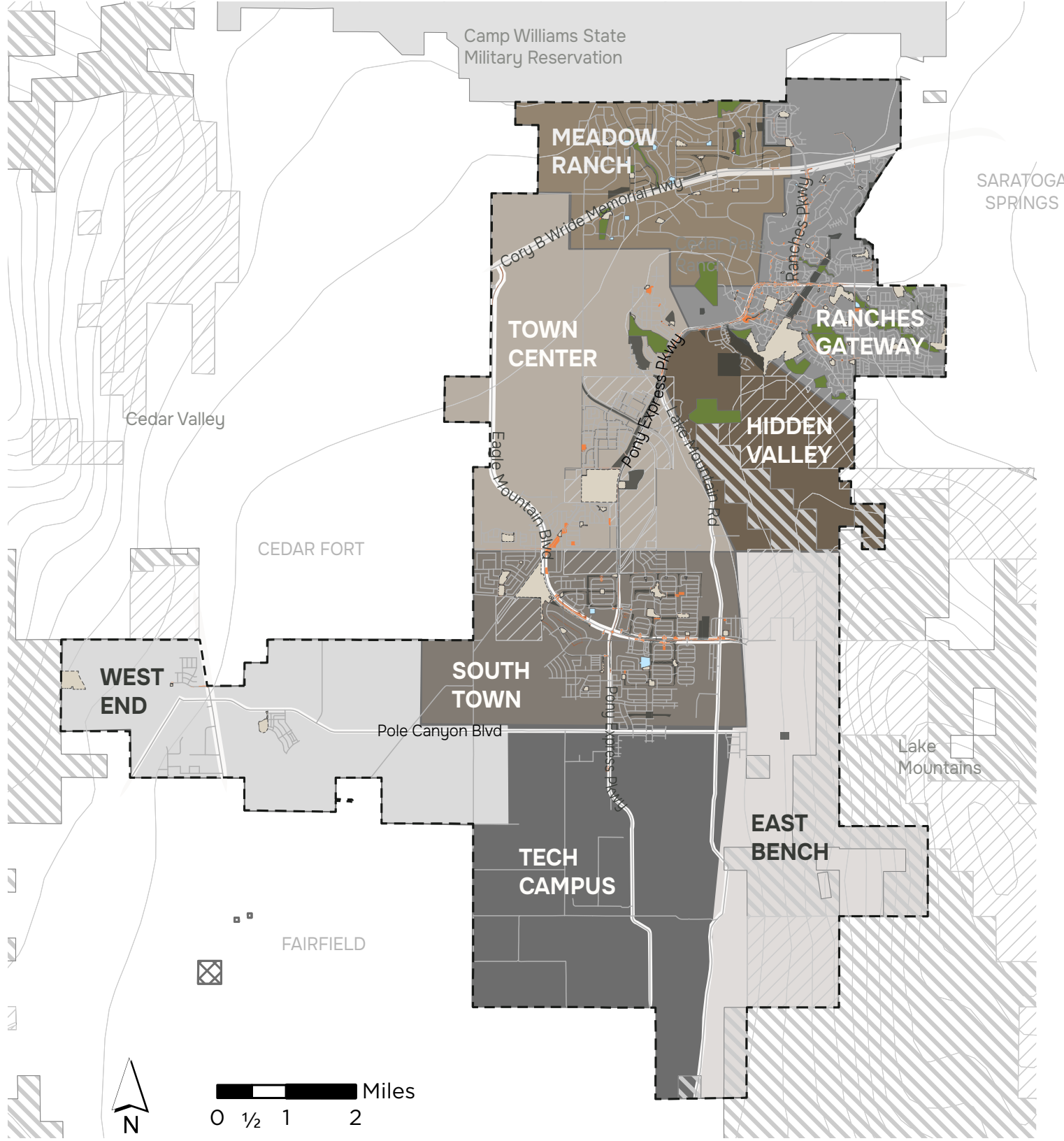
- BLM
- DOD
- Private
- SITLA

OPEN SPACE

- Developed
- Undeveloped
- Naturalized
- Conservation

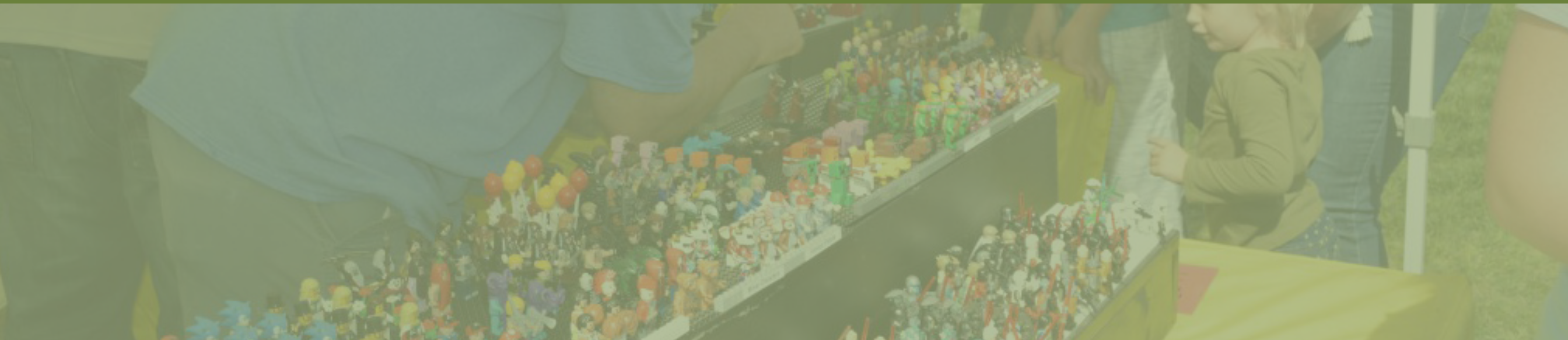


Map Extent





WHAT WE HEARD

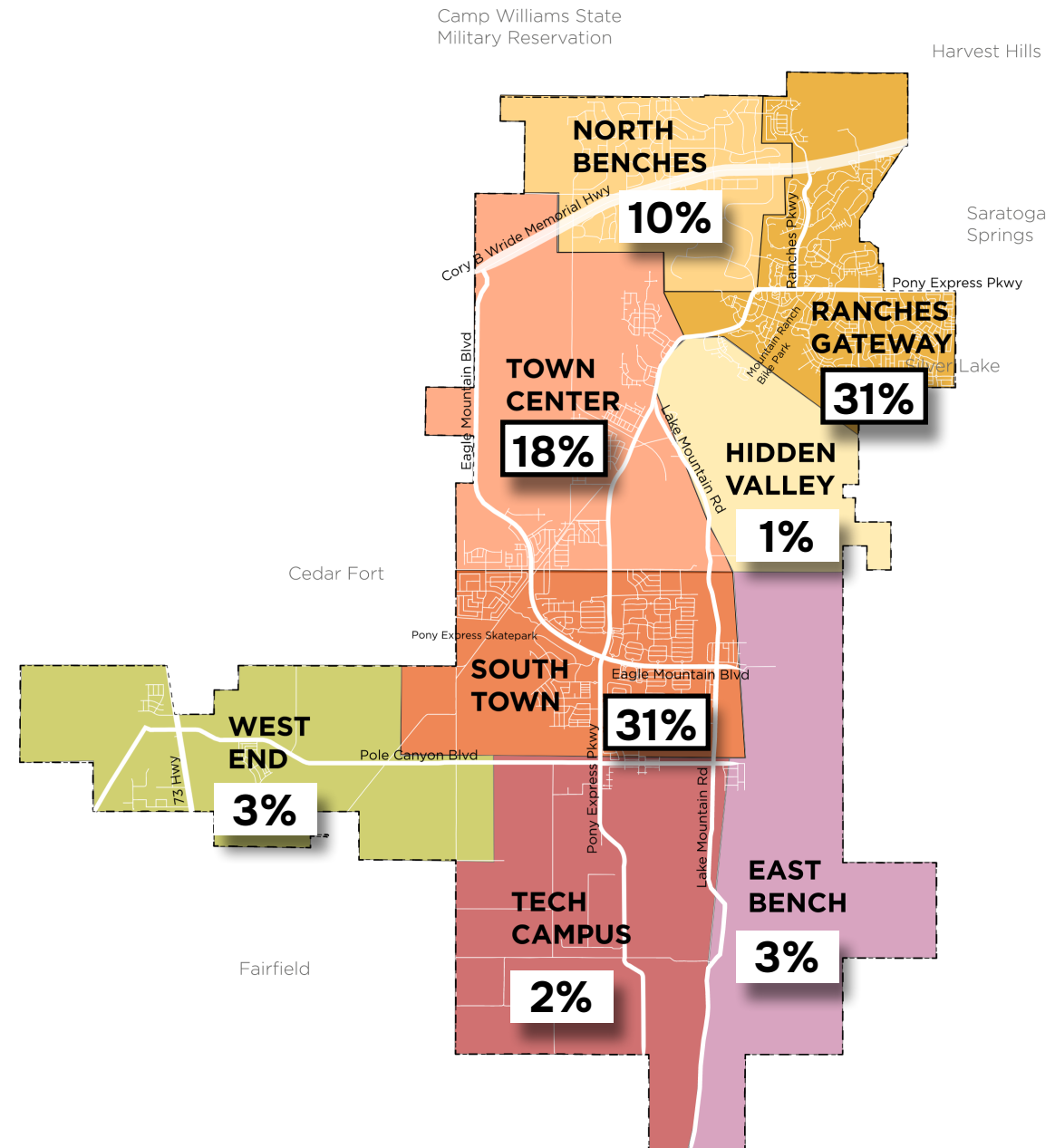


249 SURVEY RESPONSES

68% RESPONDENTS BETWEEN THE AGES OF 34-54

Please rank how Eagle Mountain should prioritize their conservation and recreational efforts over the next ten years?

- 1 MAINTAIN EXISTING PARKS & TRAILS
- 2 IMPROVE EXISTING PARKS & TRAILS
- 3 PROTECT & MAINTAIN EXISTING CONSERVATION LAND
- 4 ACQUIRE/BUILD NEW PARKS & TRAILS
- 5 ACQUIRE NEW LANDS OF CONSERVATION INTEREST



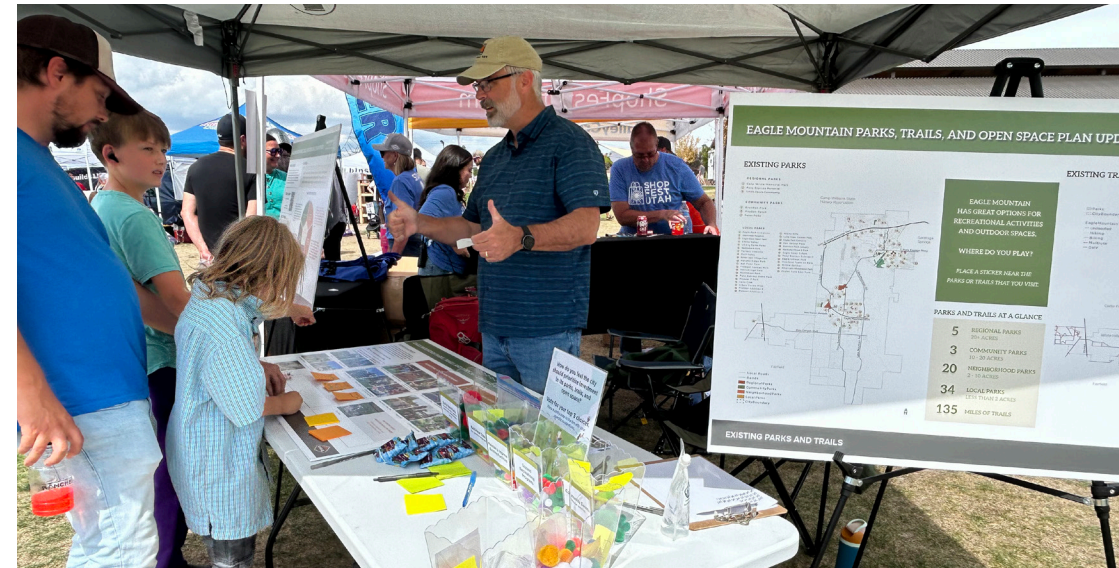
196 PARTICIPANTS

What type of user experience would you like to see prioritized on natural surface trails?

- 1 **HIKING:**
26 GREEN DOTS, 1 RED DOT
- 2 **HORSEBACK RIDING:**
26 GREEN DOTS, 0 RED DOTS
- 3 **MOUNTAIN BIKING:**
18 GREEN DOTS, 0 RED DOTS
- 4 **ATV OR OHV:**
17 GREEN DOTS, 4 RED DOTS
- 5 **ELECTRIC MOTORBIKE OR MOTORCYCLE:**
9 GREEN DOTS, 1 RED DOT

COMMENTS:

ISSUES WITH SPEED AND MODE CONFLICTS ON THE TRAILS



EAGLE MOUNTAIN PARKS, TRAILS, AND OPEN SPACE PLAN UPDATE

SHARE THE SURVEY
Scan the QR code
Or visit bit.ly/emc-parks-trails

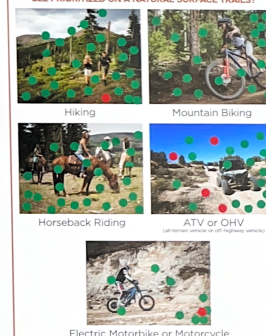


INTENT OF ACTIVITY

A variety of images were chosen to help gauge residents' preferences for recreational activities and outdoor programming to further reflect Eagle Mountain City's desired uses. These images are meant to get residents thinking about their likes, dislikes, and the experience within the downtown area.

- Place green dots on images you like
- Place red dots on images you dislike

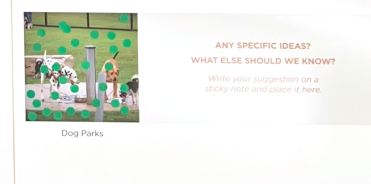
WHAT TYPE OF USER EXPERIENCE YOU WOULD LIKE TO SEE PRIORITIZED ON A NATURAL SURFACE TRAILS?



RECREATIONAL ACTIVITIES AND PROGRAMS



BUILT AMENITIES



How would you prioritize investment in the city's parks and trails? Vote for your top three.

- 1 **NEW TRAILS - 73 Votes**
Off-road (2), Paved (1), generally liked both trails
 - 2 **NEW PARKS - 65 Votes**
Not specified some preferred community/regional
 - 3 **EXPAND RECREATIONAL PROGRAMS - 57 Votes**
Generally more recreational programs or better facilities
 - 4 **MAINTAIN & IMPROVE EXISTING FACILITIES - 55 Votes**
Support environmental and habitat improvements (2)
 - 5 **COMMUNITY EVENTS - 44 Votes**
Drone shows, dinosaur event, farmer's market, more ShopFest, music events, youth events, etc.
 - 6 **ADD MORE AMENITIES - 24 Votes**
Additional lighting at parks (2)
- OTHER - 13 Votes, 17 Comments**
Recreation Center/Swimming Pool (8), More Trees or Better Tree Placement (3), Event Center, Better Snow Removal, Better Parking During Events, Preserve West Lake Mountains



KEY TRENDS

PARKS

- Maintain and improve larger parks versus smaller ones
- Improve safety and maintenance efforts at existing parks

OPEN SPACE

- Maintain and preserve what is existing and acquire more as opportunities are available
- Create connected and contiguous open space
- Address inappropriate uses or hazards on undesignated open space

TRAILS

- Improve trail connectivity to key destinations and neighborhoods
- Consider multiple users, skill levels, and speed conflicts
- Better leverage Eagle Mountain's unique trails and recreation systems

OTHER COMMENTS

- Recognize that the city's outdoor spaces and recreation system are major attractions for residents and visitors
- Enhance outreach and communication about environmental stewardship

“ If we want to preserve the open, rural, wildlife feeling that Eagle Mountain has, the absolute first thing we need to do is decide where to keep those open space, parks, and trail systems. ”

“ The [volunteer] spirit is here in the community. You just have to tap into it and focus that effort.

“It would save the city a lot of money and create a wonderful atmosphere that people can feel proud of their service and contribute to this.”

NEXT STEPS

CONTINUE STAKEHOLDER INTERVIEWS

CONTINUE DEVELOPING IMPLEMENTATION
STRATEGIES

PUBLIC OPEN HOUSE - NOVEMBER 20TH @ 5PM
(EAGLE MOUNTAIN CITY HALL)





**EAGLE MOUNTAIN CITY
CITY COUNCIL MEETING
NOVEMBER 5, 2025**

TITLE:	DISCUSSION - Mortgage Assistance Program Policy on Citizenship Requirements
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

Kiara Polee, Affordable Housing
Coordinator

PRESENTED BY

Kiara Polee

RECOMMENDATION:

Staff is not providing a recommendation for this item.

BACKGROUND:

The Mortgage Assistance Program has recently received applications from households residing in the United States under work visas and similar arrangements. The current policy does not specify whether U.S. citizenship is a requirement for eligibility. While the program's documentation requirements already narrow the pool of eligible applicants, non-citizens may still meet those criteria. Staff is also aware of at least one mortgage broker informing non-citizen applicants that they may qualify for Eagle Mountain's Mortgage Assistance Program. To ensure clarity and consistency moving forward, staff requests input from the City Council regarding eligibility as it relates to citizenship status.

Later in the meeting, the City Council will vote on MAP policy updates. Proposed language within the policy includes an optional citizenship provision. Should the City Council wish to limit eligibility to U.S. citizens, the policy updates can be adopted as proposed. Should the Council wish to extend eligibility to qualifying non-citizens, the updates should be approved with a motion directing amendments to **Part III. Administrative Policies, Section 2.3.**

ITEMS FOR CONSIDERATION:

PLANNING COMMISSION ACTION/RECOMMENDATION:

N/A

ATTACHMENTS:

None



**EAGLE MOUNTAIN CITY
CITY COUNCIL MEETING
NOVEMBER 5, 2025**

TITLE:	RECOGNITION - Graduates of Eagle Mountain Academy Fall 2025
ITEM TYPE:	Recognition
FISCAL IMPACT:	N/A
APPLICANT:	City-initiated

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.

ITEMS FOR CONSIDERATION:

N/A

PLANNING COMMISSION ACTION/RECOMMENDATION:

N/A

ATTACHMENTS:

None



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

ENGINEERING

Thursday, October 23, 2025

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

SUBJECT: The Towns at Brylee Farms phase 'B' plat 3 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
The Towns at Brylee Farms
phase "B" plat 3
Revised

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

1st Bond Release	
Original Bond Amount:	\$ 1,320,925.57
Previous Release Amount:	\$ -
Amount to Release this Period:	\$ 1,200,841.43
Amount Remaining in Bond :	\$ 120,084.14

Bond Releases Summary	
#1	\$ 1,200,841.43
#2	\$ -
#3	\$ -
#4	\$ -
TOTAL	\$ 1,200,841.43

10/23/2025

						QUANTITIES COMPLETED			MONIES RELEASED	
ITEM	DESCRIPTION	QUANTITY	UNIT	UNIT COST	TOTAL	Previous Period	This Period	% to date	This Period	To Date
1	SITE PREP.									
a	Mobilization	1	LS	\$15,000.00	\$15,000.00	0	1	100%	\$15,000.00	\$15,000.00
b	Clear and grub	11457	SF	\$4.00	\$45,828.00	0	11457	100%	\$45,828.00	\$45,828.00
c	SWPPP	1	LS	\$32,000.00	\$32,000.00	0	1	100%	\$32,000.00	\$32,000.00
2	ROADWAY IMPROVEMENTS									
a	3-inch Surface Course	33527	SF	\$2.25	\$75,435.75	0	33527	100%	\$75,435.75	\$75,435.75
b	6-inch Road base (also behind curb)	35244	SF	\$1.05	\$37,006.20	0	35244	100%	\$37,006.20	\$37,006.20
c	9-inch sub-base (e-fill) (behind curb)	33527	SF	\$1.70	\$56,995.90	0	33527	100%	\$56,995.90	\$56,995.90
d	30" curb & gutter prep.	2666	LF	\$9.00	\$23,994.00	0	2666	100%	\$23,994.00	\$23,994.00
e	5' Sidewalk	1333	LF	\$50.00	\$66,650.00	0	1333	100%	\$66,650.00	\$66,650.00
f	8' asphalt trail prep.	450	LF	\$110.00	\$49,500.00	0	450	100%	\$49,500.00	\$49,500.00
g	Waterways	1401	LF	\$45.00	\$63,045.00	0	1401	100%	\$63,045.00	\$63,045.00
h	Temp. turn around	1	LS	\$20,000.00	\$20,000.00	0	1	100%	\$20,000.00	\$20,000.00
i	ADA ramps	5	EA	\$1,550.00	\$7,750.00	0	5	100%	\$7,750.00	\$7,750.00
j	Street/stop signs	2	EA	\$500.00	\$1,000.00	0	2	100%	\$1,000.00	\$1,000.00
k	Testing	1	EA	\$3,000.00	\$3,000.00	0	1	100%	\$3,000.00	\$3,000.00
3	CULINARY WATER									
a	8" culinary water c-900	1387	LF	\$62.00	\$85,994.00	0	1387	100%	\$85,994.00	\$85,994.00
b	8" gate valve	17	EA	\$3,500.00	\$59,500.00	0	17	100%	\$59,500.00	\$59,500.00
c	8" bend	5	EA	\$995.00	\$4,975.00	0	5	100%	\$4,975.00	\$4,975.00
d	Fire Hydrant	4	EA	\$11,500.00	\$46,000.00	0	4	100%	\$46,000.00	\$46,000.00
e	3/4" water service	58	EA	\$2,150.00	\$124,700.00	0	58	100%	\$124,700.00	\$124,700.00
f	Sand bedding	227.38	TON	\$16.00	\$3,638.08	0	227.38	100%	\$3,638.08	\$3,638.08
g	Import fill	421.3	TON	\$16.00	\$6,740.80	0	421.3	100%	\$6,740.80	\$6,740.80
4	STORM DRAIN									
a	15" ADS HP storm pipe	752	LF	\$71.00	\$53,392.00	0	752	100%	\$53,392.00	\$53,392.00
b	48" manhole	3	EA	\$3,850.00	\$11,550.00	0	3	100%	\$11,550.00	\$11,550.00
c	Combo box	5	EA	\$7,150.00	\$35,750.00	0	5	100%	\$35,750.00	\$35,750.00
d	Curb inlet boxes	5	EA	\$3,650.00	\$18,250.00	0	5	100%	\$18,250.00	\$18,250.00
e	Bedding gravel	194.48	TON	\$26.00	\$5,056.48	0	194.48	100%	\$5,056.48	\$5,056.48
f	Import fill	380.7	TON	\$16.00	\$6,091.20	0	380.7	100%	\$6,091.20	\$6,091.20
5	SEWER-ON SITE									
a	8" Sewer pipe	1368	LF	\$50.00	\$68,400.00	0	1368	100%	\$68,400.00	\$68,400.00
b	48" manhole	4	EA	\$5,500.00	\$22,000.00	0	4	100%	\$22,000.00	\$22,000.00
c	60" manhole	2	EA	\$10,000.00	\$20,000.00	0	2	100%	\$20,000.00	\$20,000.00
d	4" sewer service	58	EA	\$1,850.00	\$107,300.00	0	58	100%	\$107,300.00	\$107,300.00
e	Bedding gravel	224.27	TON	\$26.00	\$5,831.02	0	224.27	100%	\$5,831.02	\$5,831.02
f	Imported trench fill	1154.25	TON	\$16.00	\$18,468.00	0	1154.25	100%	\$18,468.00	\$18,468.00
TOTAL CONSTRUCTION COST					\$1,200,841.43					
10% Bond Coverage					\$120,084.14	Released this Period \$1,200,841.43				
TOTAL BOND AMOUNT:					\$1,320,925.57					

Vince Hogge, P.E.
Engineering Director

10-23-2025
Date

Robert Ballif
Engineering Tech. II

10/23/25
Date



DATE: Thursday, October 23, 2025
TO: Vince Hogge
FROM: Robert Ballif Engineering Tech. II
SUBJECT: **The Towns at Brylee Farms phase 'B' plat 3 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. All street signs are private and need to be a blue sign.
4. All inlets that have the wood forms removed and grouted smooth under the grates.
5. Place pads around the fire hydrants according to hydrant detail.

Ryegrass Dr.:

1. Intersection Greenfield sewer manhole add step.
2. Lot #311 sewer manhole add step.
3. Raise the blowoff and valve to the west.

Greenfield Wy.:

1. Intersection Garden Grove sewer manhole add step.
2. Intersection Garden Grove storm drain manhole clean & add step. Cut step off that does not line up.
3. Lot #333 combo box re-grout and clean.
4. Lot #320 missing sewer stamp in the curb, place a brass pin in the curb with a 'S' stamped on the brass pin.

Garden Grove Dr.:

1. Lot #348 sewer manhole add step.
2. Lot #348 storm drain clean & add step.
3. North of intersection expose the water blow off, place a valve box over the blow off and the valve with a hand tight plastic cap on the blow off.
4. Lot #345 combo box re-grout pipes.
5. Lot #341 storm drain combo and manhole clean, re-grout pipes, & add step.

Willow Tree Rd:

1. Intersection Garden Grove sewer manhole clean.
2. Intersection Garden Grove clean south valve.
3. Combo box clean and re-grout pipes north of Graden Grove.
4. Intersection storm drain manhole clean, grout pipes, & cut the top step.

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.



EAGLE MOUNTAIN CITY COUNCIL MEETING MINUTES

OCTOBER 21, 2025, 4:00 PM

EAGLE MOUNTAIN CITY COUNCIL CHAMBERS

1650 E STAGECOACH RUN, EAGLE MOUNTAIN, UT 84005

ELECTED OFFICIALS PRESENT: Mayor Tom Westmoreland, and 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; John Magness, Legislative and Policy Analyst; Evan Berrett, Director of Legislative and Strategic Services; Gina Olsen, City Recorder; Kimberly Ruesch, Director of Administrative Services; Tyler Maffitt, Communications Manager; Natalie Winterton, Assistant to the City Manager; Terrence Dela Pena, Finance and Management Analyst; Brandon Larsen, Community Development Director; Steven Lehmitz, Planner; Lacie Messerly, Deputy Recorder; Mack Straw, Assistant Public Works Director; Vince Hogge, City Engineer; Jeff Weber, Fleet and Facilities/Operations Director; Zac Hilton, Assistant Public Works Director; David Salazar, Assistant City Engineer; David Ulibarri, Public Safety Director; Embret Fossum, UFA Battalion Chief; Erik Knutzen, Chief Deputy Sheriff; Melissa Yates, Purchasing Agent; Jeret Shaffer, Finance Manager; Elizabeth Fewkes, Planner; and Kiara Polee, Affordable Housing Coordinator.

CITY STAFF PRESENT ELECTRONICALLY: Marcus Draper, City Attorney.

4:00 PM WORK SESSION – CITY COUNCIL CHAMBERS

Mayor Westmoreland called the meeting to order at 4:01 PM.

1. DISCUSSION AND INFORMATION ITEMS

1.A. UPDATE - Utah Housing Strategic Plan

[The recording of the discussion can be found online here at 00:02:00.](#)

Affordable Housing Coordinator Kiara Polee and Planner Elizabeth Fewkes updated the City Council on the Utah Housing Strategic Plan which was developed in alignment with Governor Cox's goal to create 150,000 new housing units, including 35,000 starter homes, by 2028. They noted that a draft released on October 6, 2025 initiated the public comment and legislator outreach phase and Staff is reviewing the plan to identify potential impacts, opportunities, and funding options for Eagle Mountain City.

1.B. PRESENTATION - Attainable Housing at Triumph - Scot Hazard, The Real Estate Group

[The recording of the discussion can be found online here at 00:28:32.](#)

Real Estate Group Representative Scot Hazard presented the proposed Attainable Housing Initiative at Triumph, highlighting key aspects of the development and its potential community impact. This was a second presentation which went further into depth about floor plans, purchase pricing, and affordability details.

1.C. PRESENTATION - Financial Report - 1st Quarter FY 2026

[The recording of the discussion can be found online here at 00:53:01.](#)

Management Analyst Terrence Dela Pena presented the First Quarter Financial Report for Fiscal Year 2025–2026, covering July 1, 2025 through September 30, 2025. He reviewed the City’s financial performance, comparing adopted budget figures with actual revenues and expenditures to promote fiscal transparency and identify early trends or variances.

1.D. PRESENTATION - Road Connectivity for the New High School

[The recording of the discussion can be found online here at 00:59:47.](#)

City Manager Ben Reeves and Assistant City Engineer David Salazar presented a proposal to connect Eagle Mountain City at the southeast corner of the Silverlake Community via Silverlake Parkway. The connection would improve access to the future high school and help reduce traffic on Pony Express Parkway and Mountain View Corridor.

Staff expressed general support for improved connectivity but emphasized the need for a detailed review of potential local impacts. They noted that Saratoga Springs’ traffic impact study only analyzes connections within its boundaries and does not address traffic impacts to Silverlake. Initial recommendations for improvements were provided and will be further reviewed as part of the study, though the City Council expressed hesitation regarding the road connection.

Mayor Westmoreland excused himself from the meeting and requested Mayor Pro Tempore Wright preside over the meeting until he returned.

2. AGENDA REVIEW

[The recording of the discussion can be found online here at 01:21:22.](#)

The City Council reviewed the Consent Agenda and had no questions or requested changes.

3. CITY MANAGER INFORMATION ITEMS

3.A. Utility Billing Assistance – Furloughed Federal Employees in Eagle Mountain

[The recording of the discussion can be found online here at 01:22:18.](#)

City Manager Ben Reeves proposed a temporary utility billing assistance policy for furloughed federal employees in Eagle Mountain City, potentially waiving shutoffs, late fees, and interest charges. Director of Administrative Services Kimberly Ruesch clarified that the City's existing Utility Assistance Program is income-based. The City Council agreed to postpone action until the next meeting to reassess whether the furlough continues.

Mayor Westmoreland returned to the meeting.

2. AGENDA REVIEW (Continued)

15.A. ORDINANCE / PUBLIC HEARING - An Ordinance Amending the Eagle Mountain Municipal Code Title 6 and Title 17 to Establish Standards for Alternative Animal Management Plans and Update Related Zoning Provisions

[The recording of the discussion can be found online here at 01:34:00.](#)

Planner Steven Lehmitz reviewed the proposed amendments to Title 6 & Title 17 to Establish Standards for Alternative Animal Management Plans and Update Related Zoning Provisions.

The City Council asked questions of clarification on maximum numbers of animals and other items related to the amendment.

4. ADJOURN TO A CLOSED SESSION

MOTION: *Councilmember Clark moved to adjourn to 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(i) of the Utah Code, Annotated. 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 Work Session was adjourned at 5:50 PM.

[The recording of the motion can be found online here at 01:49:53.](#)

7:00 PM POLICY SESSION – CITY COUNCIL CHAMBERS

5. CALL TO ORDER

Mayor Westmoreland called the meeting to order at 7:02 PM.

6. PLEDGE OF ALLEGIANCE

Councilmember Wood led the Pledge of Allegiance.

7. INFORMATION ITEMS/UPCOMING EVENTS

8. UTAH COUNTY SHERIFF’S OFFICE – LAW ENFORCEMENT SERVICES UPDATE

[The recording of the discussion can be found online here at 01:52:14.](#)

Chief Deputy Sheriff Erik Knutsen introduced Deputies Turley and Bingham as the newest members of the Utah County Sheriff’s Office in Eagle Mountain City and provided updates on recent enforcement activity, including significant traffic stops.

9. PUBLIC COMMENTS

Mayor Westmoreland opened the public comment period at 7:07 PM.

The following individuals spoke during the Public Comment period: Brooke Jackson, Eric Jones, Amanda Mendenhall and Tiffany Walden. Public Comments for Mike Wren was read by Jacob Jones; and for Devin Walden was read by Cody Mather,

Public Comment from Liz West was submitted online and read by City Recorder Gina Olsen.

Mayor Pro Westmoreland closed the public comment period at 7:25 PM.

[The recording of the public comments can be found online here at 01:56:02.](#)

10. CITY COUNCIL/MAYOR ITEMS

The Mayor and Councilmembers offered comments to the public.

[The recording of the comments can be found online here at 02:14:52.](#)

CONSENT AGENDA

11. BOND RELEASES

11.A. Antelope Meadows Phase B, Plat 3 - Out of Warranty

12. MINUTES

12.A. October 7, 2025 Minutes - Regular City Council Meeting

13. ORDINANCES

13.A. ORDINANCE - An Ordinance of Eagle Mountain City, Utah, Amending Eagle Mountain Municipal Code Chapter 17.72, Commercial and Multi-family Design Standards

MOTION: *Councilmember Wright moved to approve the Consent Agenda. Councilmember Wood seconded the motion.*

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

The motion passed with a unanimous vote.

[The recording of the motion can be found online here at 02:25:54.](#)

SCHEDULED ITEMS

14. PUBLIC HEARING ONLY

14.A. PUBLIC HEARING ONLY - Arguments For or Against the RAP Tax

[The recording of the discussion can be found online here at 02:26:36.](#)

Communications Manager Tyler Maffitt outlined the purpose of the Recreation, Arts, and Parks (RAP) Tax which is a proposed 0.1% local option sales and use tax to support cultural arts, recreation, and park projects in Eagle Mountain City. If approved by voters, the tax would generate an estimated \$600,000 annually, managed by a RAP Tax Advisory Board appointed by the Mayor with Council consent.

He noted that on August 19, 2025, the City Council adopted a Resolution to place the RAP Tax on the 2025 General Municipal Election ballot. A voter information pamphlet was mailed to residents around October 9, 2025, in accordance with State Code. The City received no arguments against the RAP Tax for inclusion in the pamphlet.

It was noted the Public Hearing is a procedural step required by State Law.

Mayor Westmoreland opened the Public Hearing period at 7:39 PM. Seeing no one wished to speak Mayor Westmoreland closed the Public Hearing at 7:39 PM.

[The recording of the public hearing can be found online here at 02:28:47.](#)

15. ORDINANCES/PUBLIC HEARINGS

15.A. ORDINANCE / PUBLIC HEARING - An Ordinance Amending the Eagle Mountain Municipal Code Title 6 and Title 17 to Establish Standards for Alternative Animal Management Plans and Update Related Zoning Provisions

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

Planner Steven Lehmitz outlined the proposal to amend EMMC 6.05.260, 6.10.080, and create Chapter 6.15 for establishing standards for alternative animal management plans. This proposal also amends 17.65.050, 17.65.100, 17.70.040, 17.70.050, and 17.105.050 to clarify exceptions to accessory dwelling unit standards, as well as eliminating public hearings for variances and land use appeals pursuant to UCA 10-9a-701(5). Tables 17.05.200(a), 17.05.200(b), and 17.05.200(c) are being amended to coincide with the proposed changes.

Mayor Westmoreland opened the Public Hearing period at 7:53 PM. Seeing no one wished to speak Mayor Westmoreland closed the Public Hearing at 7:53 PM.

[The recording of the public hearing can be found online here at 02:42:00.](#)

The City Council reviewed the changes and additional modifications were introduced. City Attorney Marcus stated the Planning Commission would need to review the additional changes with the entirety of the proposed amendment.

MOTION: *Councilmember Gray moved to remand the Ordinance Amending the Eagle Mountain Municipal Code Title 6 and Title 17 to Establish Standards for Alternative Animal Management Plans and Update Related Zoning Provisions back to the Planning Commission to review additional changes. 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 02:52:07.](#)

16. STADION, LLC (Meta)

16.A. ORDINANCE / DEVELOPMENT AGREEMENT - An Ordinance of Eagle Mountain City, Utah, Approving the Development Agreement with Stadion, LLC (aka Meta)

[The recording of the discussion can be found online here at 02:53:52.](#)

City Attorney Marcus Draper discussed that Stadion, LLC is seeking to expand its data center onto the property immediately south of the existing facility, which is already zoned with the RTI Overlay. The proposed Development Agreement grants Stadion the right to expand, outlines required infrastructure improvements to support the expansion, and defines the rights and responsibilities of both parties, largely modeled after the existing Development Agreement.

MOTION: *Councilmember Wood moved to adopt an Ordinance of Eagle Mountain City, Utah, Approving the Development Agreement with Stadion, LLC (aka Meta). Councilmember Wright seconded the motion.*

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

The motion passed with a 4:1 vote.

[The recording of the motion can be found online here at 02:56:20.](#)

16.B. RESOLUTION – A Resolution of Eagle Mountain City, Utah, Approving the Third Amendment to the Water and Sewer Agreement with Stadion, LLC (aka Meta)

[The recording of the discussion can be found online here at 02:59:17.](#)

City Attorney Marcus Draper discussed that Stadion, LLC (Meta) is seeking to expand its data center onto the property immediately south of the existing facility, which is already zoned with the RTI Overlay. A Development Agreement has been negotiated for City Council consideration, and the proposed Third Amendment to the Water and Sewer Agreement would allow Stadion to purchase an additional 125 acre-feet of water to support the expansion. Stadion has already contracted a purchase of 500 acre-feet. This would bring that to 625 acre-feet and adjust the take down schedule. Fees would be paid at the current net present value.

MOTION: *Councilmember Wright moved to adopt a Resolution of Eagle Mountain City, Utah, Approving the Third Amendment to the Water and Sewer Agreement with Stadion, LLC (aka Meta). 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 03:01:07.](#)

17. ORDINANCES

- 17.A. ORDINANCE / DEVELOPMENT AGREEMENT - An Ordinance of Eagle Mountain City, Utah, Approving the Development Agreement with Meritage Homes at Harmony Subdivision

[The recording of the discussion can be found online here at 03:01:42.](#)

City Attorney Marcus Draper presented that Meritage Homes purchased land encompassing three plats within the Harmony Subdivision, two of which contain lots abutting arterial or collector roads. Under the Harmony Development Agreement and City Code, privacy fencing is required along these property lines prior to building permit issuance. The parties propose a Development Agreement allowing Meritage to receive building permits before fence installation, provided they bond for the fencing, begin installation within nine months, and complete it with reasonable diligence.

MOTION: *Councilmember Wright moved to adopt an Ordinance of Eagle Mountain City, Utah, Approving the Development Agreement with Meritage Homes at Harmony Subdivision. 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 03:02:58.](#)

18. LEGISLATIVE ITEMS

- 18.A. UPDATE – Legislative Priorities List

John Magness provided an update on the status of the future Legislative Priorities list.

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

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

Mayor Westmoreland and the City Councilmembers offered comments and reports on committees to which they are assigned as liaisons.

[The recording of the reports can be found online here at 03:04:42.](#)

At the request of Mayor Westmoreland, Unified Fire Authority Battalion Chief Bret Fossum gave updates on Fire Department activities and training in Eagle Mountain City.

20. COMMUNICATION ITEMS

20.A. Upcoming Agenda Items

21. ADJOURNMENT

MOTION: *Councilmember Wright moved to adjourn the meeting at 8:24 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 03:14:00.](#)

The meeting was adjourned at 8:24 PM.

Approved by the City Council on November 5, 2025.

Gina Olsen, CMC
City Recorder



**EAGLE MOUNTAIN CITY
CITY COUNCIL MEETING
NOVEMBER 5, 2025**

TITLE:	MASTER SITE PLAN - John Hancock Charter School
ITEM TYPE:	Master Site Plan
FISCAL IMPACT:	N/A
APPLICANT:	John Hancock Charter School Foundation

CURRENT GENERAL PLAN DESIGNATION & ZONE	ACREAGE
Ag/Rural Density 2; Foothill Residential	7.3 (6.9753 ac per Utah County Parcel Viewer Map)

PUBLIC HEARING

No

PREPARED BY

Robert Hobbs, Senior Planner

PRESENTED BY

Robert Hobbs

RECOMMENDATION:

Staff recommends that the City Council approve the proposed site plan conditioned as follows: 1. That the project comply with approved plans.

BACKGROUND:

The attached Master Site Plan (MSP), in an earlier form, passed DRC and Planning Commission concept review and received the Planning Commission's positive recommendation for approval earlier in March. Further analysis thereafter by the Planning Director and City Engineering revealed the desirability of obtaining a traffic impact study (TIS) from the Applicant. Following receipt of the TIS, and an engineer's response memo associated with a revised plan, the MSP was advanced to the Planning Commission for re-review and recommendation for Council. The matter was tabled. It then was brought back before the Planning Commission once the road and water issues were understood to be resolved.

Fifty-nine feet (59') has been provided (dedicated) to extend Lake Mountain Road southward from its intersection with Pole Canyon Boulevard and along the school site's western frontage [to a/the point of pad and grounds development but not to the southerly most end of the parcel upon which the school will sit]. This will accommodate the two ingress/egress points along that property side.

Regarding water to service the school, an October 1st email to Staff from the development team represented that, "...the water shares have been recorded from the seller to the school...". After that transaction, it was noted by the City Recorder that, "the School purchased a portion of Water Right 54-459 from the Eagle Mountain Data Center. The City doesn't have a record of that right being dedicated to the City as it is currently going through the Change Application process with the State Engineer. Therefore, water technically has not yet been provided. However, the City Attorney has drafted an Escrow Agreement for Dedication of Water and Public Water Supply Agreement that will hopefully address issues as the Change Application process is completed. This issue is in the process of being resolved and should be a non-issue by the time a Certificate of Occupancy is

sought by the school.

The applicant has indicated they will have a 9-month construction window after which time it is likely the Change Application process will be finalized.

ITEMS FOR CONSIDERATION:

Master Site Plan Approvals

Approval of Master Site Plans is based upon compliance with City code requirements [Conclusions of Law] and requirements of any applicable Development Agreement(s).

Approval criteria for a [Master] Site Plan Approval request are stated in EMMC §§ 17.100.050 & 17.100.060.

Site plans and their reviews are administrative in nature. Therefore, they are to be approved if all required elements and code compliance are provided in their plan drawings. Some criteria are subjective. [Note: The information below does not recite adopted code standards, only findings related thereto.] They are noted as "special uses" in the city's residential zones.

Site plan reviews (i.e., what planning and zoning may analyze or require) for schools [charter included] are constrained by state law:

Effective 5/1/2024; UCA 10-9a-305. Other entities required to conform to municipality's land use ordinances -- Exceptions -- School districts, charter schools, home-based micro-schools, and micro-education entities -- Submission of development plan and schedule.

...

(2) (a) Except as provided in Subsection (3), a school district or charter school is subject to a municipality's land use ordinances.

(b) (i) Notwithstanding Subsection (3), a municipality may:

(A) subject a charter school to standards within each zone pertaining to setback, height, bulk and massing regulations, off-site parking, curb cut, traffic circulation, and construction staging; and

(B) impose regulations upon the location of a project that are necessary to avoid unreasonable risks to health or safety, as provided in Subsection (3)(f).

(ii) The standards to which a municipality may subject a charter school under Subsection (2)(b)(i) shall be objective standards only and may not be subjective.

(iii) Except as provided in Subsection (7)(d), the only basis upon which a municipality may deny or withhold approval of a charter school's land use application is the charter school's failure to comply with a standard imposed under Subsection (2)(b)(i).

(iv) Nothing in Subsection (2)(b)(iii) may be construed to relieve a charter school of an obligation to comply with a requirement of an applicable building or safety code to which it is otherwise obligated to comply.

(3) A municipality may not:

(a) impose requirements for landscaping, fencing, aesthetic considerations, construction methods or materials, additional building inspections, municipal building codes, building use for educational purposes, or the placement or use of temporary classroom facilities on school property...

Master Site Plan (EMMC §§ 17.100.050 & 17.100.060) Opinion: The Project has been reviewed by the DRC Committee and Planning Commission. Suggested corrections/revisions incorporated into plan drawings. The Master Site Plan's present configuration appears to be in conformance with site plan standards pertinent to a school facility.

Master Site Plan Standards & Findings:

Use of Property: No sections of undeveloped land are intended on the school property save, perhaps, for an area to the south where a "future building" is called for.

- A. Buffering Screening: n/a save for trash enclosure; City should cause the same to have a solid surround and metal gates in care and keeping with commercial uses in the City.
- B. Access: Provided to development from public row [immediate from Lake Mountain Road/site approach from Lake Mountain] and also Pole Canyon Boulevard that transition to/from private drives; questions respecting the same as well as adequacy of row dedication, ingress/egress points' build-out, etc. should be directed to City Engineering. Right-of-way dedication, as proposed, is along the north end of the property (Pole Canyon) and along Lake Mountain Road. Regarding road improvements the following: "...A traffic impact study prepared by Hales Engineering detailing the traffic impacts of the second school and our coordinated design to facilitate impacts is attached with this response. The site plan has been updated with traffic engineer's recommendations and sheets C210 and C501 has been included to detail the recommended right-turn lane on Pole Canyon Boulevard." The TIS summary reports:

SUMMARY OF KEY FINDINGS & RECOMMENDATIONS

Project Conditions		
• The development will consist of a charter school with 400 students • The project is anticipated to generate approximately 908 weekday daily trips, including 418 trips in the morning peak hour, and 288 trips in the evening peak hour • The on-site queueing is anticipated to be sufficient		
2025	Background	Plus Project
Assumptions	• None	• 30-minute staggered start and end times
Findings	• Acceptable LOS	• Poor LOS at the Pole Canyon Blvd / Lake Mtn Rd intersection
Mitigations	• None	• Pole Canyon Blvd / Lake Mtn Rd: Implement an all-way stop
2030	Background	Plus Project
Assumptions	• Future volumes: ◦ 10% annual growth rate ◦ Volumes added from the Ault Farms TIS (2020)	• None
Findings	• Acceptable LOS	• Acceptable LOS • Significant EB queueing at the Pole Canyon Blvd / Lake Mtn Rd intersection
Mitigations	• None	• Pole Canyon Blvd / Lake Mtn Rd: Install EB RT pocket with 100' queue storage

C. Off-Street Truck Loading: apparently n/a

D. Utilities: Underground; water shares provided and their transaction being justified; a nearby well may be of use to the school...

E. Grading and Drainage: City Engineering will enforce; grading/drainage plan exhibit attached

F. Protection of Steep Slopes and Natural Drainages: n/a given topography at project site and surrounds

G. Setbacks, height and parking: Compliant; unknown; compliant [no code stated minimum standard]...

PLANNING COMMISSION ACTION/RECOMMENDATION:

The Planning Commission recommended that the City Council approve the (master) site plan.

ATTACHMENTS:

1. JHCS Vicinity Map
2. JHCS West Campus Civil
3. JHCS West Review Response
4. Proposed R.O.W. to EM City Exhibit A
5. Traffic Study
6. March 25, 2025 PC Approved Minutes

VICINITY MAP

POLE CANYON BOULEVARD

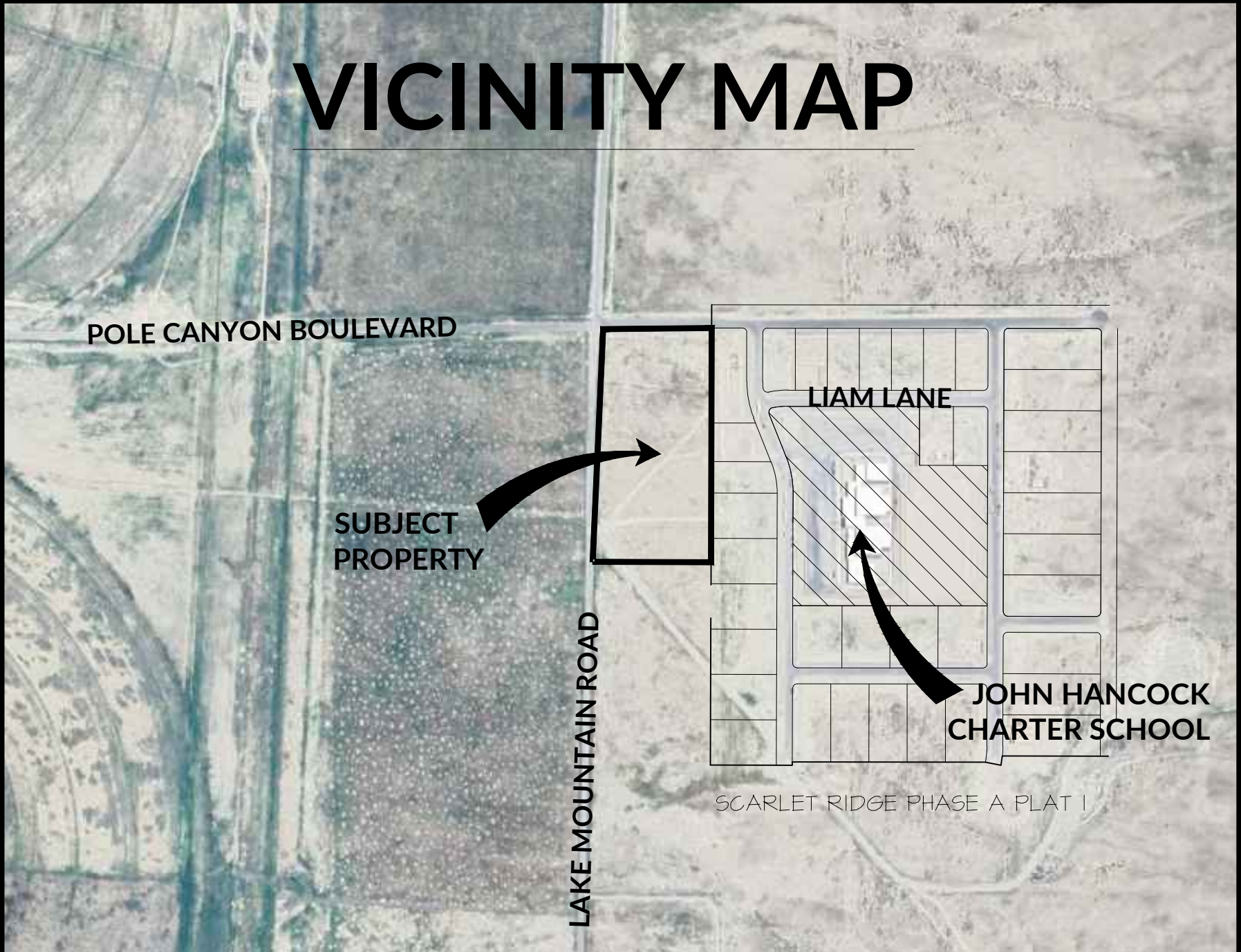
SUBJECT
PROPERTY

LAKE MOUNTAIN ROAD

LIAM LANE

JOHN HANCOCK
CHARTER SCHOOL

SCARLET RIDGE PHASE A PLAT 1

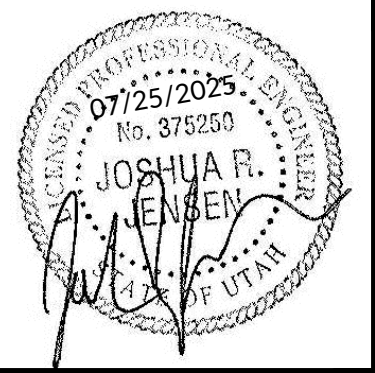


JOHN HANCOCK CHARTER SCHOOL - WEST CAMPUS

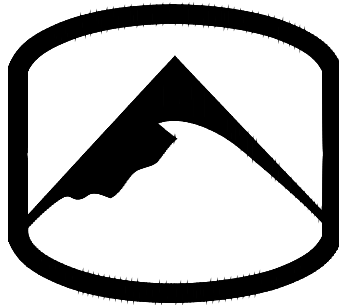
APPROX. LOCATION:
2570 NORTH LAKE MOUNTAIN ROAD
EAGLE MOUNTAIN, UTAH

CONTRACTOR
ONE WEST CONSTRUCTION

ATTN: TED LEWIS
290 N. FLINT STREET
KAYSVILLE, UTAH 84037
PHONE: 801-860-0523



SILVERPEAK
ENGINEERING



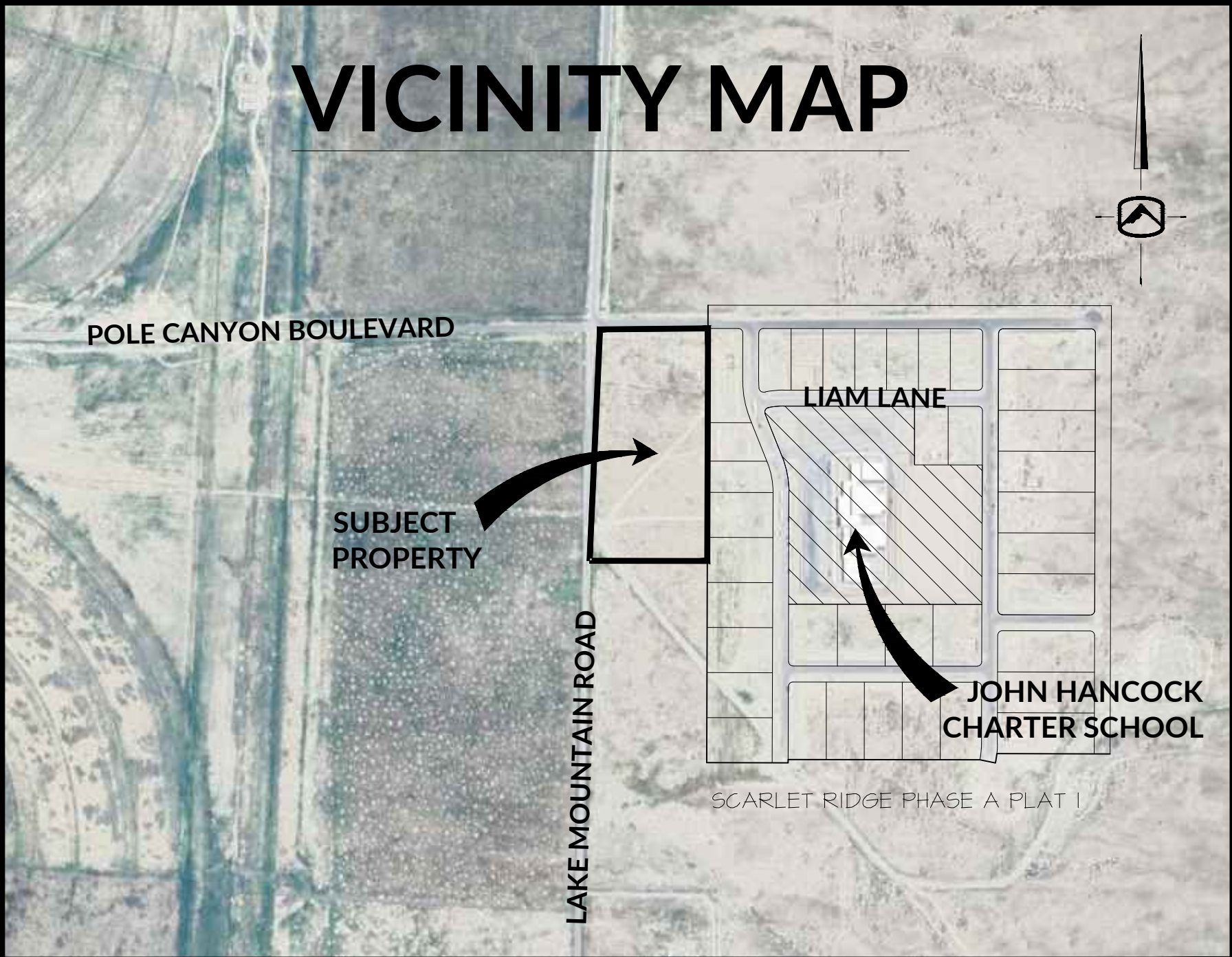
177 E. ANTELOPE DR. STE. B
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WWW.SILVERPEAKENG.COM

JOHN HANCOCK - WEST CAMPUS, 2570 N LAKE MOUNTAIN ROAD, EAGLE MOUNTAIN, UTAH

REVISIONS:
DATE: 07/25/2025
PROJECT: AW-061.02
DRAWN BY: B.J.K.
CHECKED BY: J.R.L.

SHEET NUMBER:
C001
COVER

VICINITY MAP



UTILITY DISCLAIMER

THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND / OR ELEVATIONS OF EXISTING UTILITIES AS SHOWN ON THESE PLANS IS BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES AND WHERE POSSIBLE, MEASUREMENTS TAKEN IN THE FIELD. THE INFORMATION IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. THE CONTRACTOR MUST CALL THE LOCAL UTILITY LOCATION CENTER AT LEAST 48 HOURS BEFORE ANY EXCAVATION TO REQUEST EXACT FIELD LOCATIONS OF UTILITIES. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE ALL EXISTING UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THE PLANS.

NOTICE TO CONTRACTOR

ALL CONTRACTORS AND SUBCONTRACTORS PERFORMING WORK SHOWN ON OR RELATED TO THESE PLANS SHALL CONDUCT THEIR OPERATIONS SO THAT ALL EMPLOYEES ARE PROVIDED A SAFE PLACE TO WORK AND THE PUBLIC IS PROTECTED. ALL CONTRACTORS AND SUBCONTRACTORS SHALL COMPLY WITH THE "OCCUPATIONAL SAFETY AND HEALTH REGULATIONS OF THE U.S. DEPARTMENT OF LABOR AND THE STATE OF UTAH DEPARTMENT OF INDUSTRIAL RELATIONS CONSTRUCTION SAFETY ORDERS". THE CIVIL ENGINEER SHALL NOT BE RESPONSIBLE IN ANY WAY FOR THE CONTRACTORS AND SUBCONTRACTORS COMPLIANCE WITH SAID REGULATIONS AND ORDERS.

CONTRACTOR FURTHER AGREES THAT HE SHALL ASSUME SOLE AND COMPLETE RESPONSIBILITY FOR JOB-SITE CONDITIONS DURING THE COURSE OF CONSTRUCTION OF THIS PROJECT, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY, THAT THIS REQUIREMENT SHALL APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS, AND THAT THE CONTRACTOR SHALL DEFEND, INDEMNIFY AND HOLD THE OWNER AND THE CIVIL ENGINEER HARMLESS FROM ANY AND ALL LIABILITY, REAL OR ALLEGED IN CONNECTION WITH THE PERFORMANCE OF WORK ON THIS PROJECT, EXCEPTING FOR LIABILITY ARISING FROM THE SOLE NEGLIGENCE OF THE OWNER OR ENGINEER.

TRAFFIC CONTROL & SAFETY NOTES

1. BARRICADING AND DETOURING SHALL BE IN CONFORMANCE WITH THE REQUIREMENTS OF THE CURRENT STATE OF UTAH DEPARTMENT OF TRANSPORTATION MANUAL OF TRAFFIC CONTROLS FOR CONSTRUCTION AND MAINTENANCE WORK ZONES, THE CURRENT EAGLE MOUNTAIN CITY STANDARD DRAWING, AND SHALL BE APPROVED BY THE ENGINEER PRIOR TO ANY WORK.
2. NO STREET SHALL BE CLOSED TO TRAFFIC WITHOUT WRITTEN PERMISSION FROM THE CITY TRAFFIC ENGINEER, EXCEPT WHEN DIRECTED BY LAW ENFORCEMENT OR FIRE OFFICIALS.
3. THE CONTRACTOR SHALL MAKE EVERY EFFORT TO PROVIDE FOR SMOOTH TRAFFIC FLOW AND SAFETY. ACCESS SHALL BE MAINTAINED FOR ALL PROPERTIES ADJACENT TO THE WORK.
4. ALL SIGNAGE AND TRAFFIC DEVICES TO BE USED DURING AND AFTER THE CONSTRUCTION PERIOD SHALL BE IN CONFORMANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).
5. DETOURING OPERATIONS FOR A PERIOD OF SIX CONSECUTIVE CALENDAR DAYS, OR MORE, REQUIRE THE INSTALLATION OF TEMPORARY STREET STRIPING AND REMOVAL OF INTERFERING STRIPING BY SANDBLASTING. THE DETOURING STRIPING PLAN OR CONSTRUCTION TRAFFIC CONTROL PLAN MUST BE SUBMITTED TO THE CITY TRAFFIC ENGINEER FOR REVIEW AND APPROVAL.
6. ALL TRAFFIC CONTROL DEVICES SHALL BE RESTORED TO THEIR ORIGINAL CONDITION AT THE END OF THE WORK TO THE SATISFACTION OF THE CITY TRAFFIC ENGINEER.
7. TRAFFIC CONTROL DEVICES (TCDs) SHALL REMAIN VISIBLE AND OPERATIONAL AT ALL TIMES.

DEFERRED SUBMITTAL

1. FIRE SPRINKLER DRAWINGS & FIRE ALARM DRAWINGS WILL BE PROVIDED PRIOR TO INSTALLATION.

GENERAL NOTES

- 1) ALL WORK WITHIN THE PUBLIC RIGHT OF WAY SHALL CONFORM TO THE EAGLE MOUNTAIN CITY STANDARDS & SPECIFICATIONS.
- 2) ALL WORK PERFORMED ON EAGLE MOUNTAIN CITY OWNED UTILITIES & CONNECTIONS THERETO SHALL CONFORM TO THE EAGLE MOUNTAIN CITY STANDARDS & SPECIFICATIONS. APWA STANDARDS WILL BE USED IN THE ABSENCE OF ANY EAGLE MOUNTAIN CITY STANDARDS AND DETAILS.
- 3) THESE PLANS CALL FOR BUT ARE NOT DESIGN DRAWINGS FOR THE RELOCATION, AND/OR REMOVAL OF EXISTING DRY UTILITIES INFRASTRUCTURE. DESIGN DRAWINGS FOR SAID RELOCATIONS AND REMOVALS SHALL BE BY OTHERS.
- 4) CALL BLUESTAKES 48 HOURS PRIOR TO DIGGING.
- 5) CONTRACTOR SHALL FIELD VERIFY LOCATIONS OF ALL EXISTING MANHOLES AND OTHER UTILITIES BEFORE BUILDING OR STAKING ANY UTILITY LINES.

PERMISSION TO USE PLANS

ALL DESIGN INFORMATION DEPICTED IN THESE, THE "C" OR CIVIL DRAWINGS IS PROPRIETARY AND THE SOLE PROPERTY OF SILVERPEAK ENGINEERING, INC. THESE DRAWINGS MAY BE USED ONLY BY AUTHORIZATION BY SILVERPEAK ENGINEERING INC. THIS DESIGN IN PART OR IN TOTAL BY NOT BE USED OR DUPLICATED FOR ANY OTHER PROJECT OR PURPOSE. NON PAYMENT OR PARTIAL PAYMENT FOR THIS DESIGN AUTOMATICALLY REVOKES THE AUTHORIZATION OF USE.

INDEX TO DRAWINGS

C001	CIVIL COVER SHEET
C002	GENERAL & UTILITY NOTES
C200	SITE PLAN
C201	SITE DETAILS
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C300	GRADING / DRAINAGE PLAN
C301	GRADING DETAILS
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C401	UTILITY DETAILS
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C500	POLE CANYON BOULEVARD EAST IMPROVEMENT PLAN & PROFILE
C501	POLE CANYON BOULEVARD WEST IMPROVEMENT PLAN & PROFILE
C502	LAKE MOUNTAIN ROAD IMPROVEMENT PLAN & PROFILE
C600	EROSION CONTROL PLAN
C601	STORM WATER POLLUTION PREVENTION NOTES



GENERAL NOTES

CONTRACTOR SHALL OBTAIN A COPY OF, AND STRICTLY ADHERE TO THE CURRENT STANDARDS AND SPECIFICATIONS OF ALL APPLICABLE AGENCIES.

ALL WORK TO CONFORM TO EAGLE MOUNTAIN CITY'S STANDARDS, DRAWINGS, AND SPECIFICATIONS. APWA STANDARDS WILL BE USED IN THE ABSENCE OF ANY EAGLE MOUNTAIN CITY STANDARDS AND DETAILS.

CONTRACTOR TO NOTIFY EAGLE MOUNTAIN CITY'S AND SILVERPEAK ENGINEERING 48 HOURS PRIOR TO BEGINNING ANY CONSTRUCTION REQUIRED FOR THIS PROJECT.

NO ALLOWANCE WILL BE MADE FOR DISCREPANCIES OR OMISSIONS THAT CAN BE EASILY OBSERVED. CONTRACTOR MUST VERIFY ALL EXISTING CONDITIONS BEFORE BIDDING, AND BRING UP ANY QUESTIONS BEFOREHAND.

PRIOR TO STARTING CONSTRUCTION, THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAKING SURE THAT ALL REQUIRED PERMITS AND APPROVALS HAVE BEEN OBTAINED. NO CONSTRUCTION OR FABRICATION SHALL BEGIN UNTIL THE CONTRACTOR HAS RECEIVED AND THOROUGHLY REVIEWED ALL PLANS AND OTHER DOCUMENTS APPROVED BY ALL OF THE PERMITTING AUTHORITIES.

CONTRACTOR SHALL BE RESPONSIBLE FOR FURNISHING, MAINTAINING, OR RESTORING ALL MONUMENTS AND MONUMENT REFERENCE MARKS WITHIN THE PROJECT SITE. CONTACT THE CITY OR COUNTY SURVEYOR FOR MONUMENT LOCATIONS AND CONSTRUCTION DETAILS.

CONTRACTOR SHALL PROVIDE A CONSTRUCTION SCHEDULE IN ACCORDANCE WITH THE CITY OR COUNTY REGULATIONS FOR WORKING IN THE PUBLIC WAY.

CONTRACTOR SHALL BE RESPONSIBLE FOR DUST CONTROL ACCORDING TO GOVERNING AGENTS STANDARDS. WET DOWN DRY MATERIALS AND RUBBISH TO PREVENT BLOWING.

THE CONTRACTOR IS RESPONSIBLE TO FURNISH ALL MATERIALS TO COMPLETE THE PROJECT.

TRAFFIC CONTROL TO CONFORM TO THE CURRENT MUTCD AND UDOT STANDARDS.

THE LOCATIONS OF UNDERGROUND FACILITIES SHOWN ON THESE PLANS ARE BASED ON FIELD SURVEYS AND LOCAL UTILITY COMPANY RECORDS. IT SHALL BE THE CONTRACTOR'S FULL RESPONSIBILITY TO CONTACT THE VARIOUS UTILITY COMPANIES TO LOCATE THEIR FACILITIES PRIOR TO PROCEEDING WITH CONSTRUCTION. NO ADDITIONAL COMPENSATION SHALL BE PAID TO THE CONTRACTOR FOR DAMAGE AND REPAIR TO THESE FACILITIES CAUSED BY HIS WORK FORCE.

PRIOR TO STARTING CONSTRUCTION, THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAKING SURE THAT ALL REQUIRED PERMITS AND APPROVALS HAVE BEEN OBTAINED. NO CONSTRUCTION OR FABRICATION SHALL BEGIN UNTIL THE CONTRACTOR HAS RECEIVED AND THOROUGHLY REVIEWED ALL PLANS AND OTHER DOCUMENTS APPROVED BY ALL OF THE PERMITTING AUTHORITIES.

ALL DIMENSIONS, GRADES, AND UTILITY DESIGN SHOWN ON THE PLANS SHALL BE VERIFIED BY THE CONTRACTOR PRIOR TO CONSTRUCTION. CONTRACTOR SHALL NOTIFY THE ENGINEER IF ANY DISCREPANCIES EXIST, PRIOR TO PROCEEDING WITH CONSTRUCTION FOR NECESSARY PLAN OR GRADE CHANGES. NO EXTRA COMPENSATION SHALL BE PAID TO THE CONTRACTOR FOR WORK HAVING TO BE REDONE DUE TO THE DIMENSIONS OR GRADES SHOWN INCORRECTLY ON THESE PLANS, IF SUCH NOTIFICATION HAS NOT BEEN GIVEN.

CONTRACTORS MUST START AT THE LOW END OF ALL GRAVITY FED LINES AND WORK UP HILL. FAILURE TO COMPLY WITH THIS NOTE SHALL RELEASE THE CIVIL ENGINEER OF ALL LIABILITY.

CONTRACTOR SHALL LAYOUT AND POT HOLE FOR ALL POTENTIAL CONFLICTS WITH UTILITY LINES ON OR OFF SITE AS REQUIRED PRIOR TO ANY CONSTRUCTION.

NO ALLOWANCE SHALL BE MADE FOR DISCREPANCIES OR OMISSIONS THAT CAN BE EASILY OBSERVED. CONTRACTOR MUST VERIFY ALL EXISTING CONDITIONS BEFORE BIDDING, AND BRING UP ANY QUESTIONS BEFOREHAND.

GEOTECHNICAL NOTES

- SITE GRADING SHALL BE PERFORMED IN ACCORDANCE WITH THESE PLANS AND SPECIFICATIONS AND THE RECOMMENDATIONS SET FORTH IN THE SOILS REPORT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR REMOVING AND REPLACING ALL SOFT, YIELDING OR UNSUITABLE MATERIALS AND REPLACING WITH SUITABLE MATERIALS AS SPECIFIED IN THE SOILS REPORT. ALL EXCAVATED OR FILLED AREAS SHALL BE COMPACTED TO 96% STANDARD PROCTOR DENSITY PER ASTM TEST D-1557. MOISTURE CONTENT AT TIME OF PLACEMENT SHALL NOT EXCEED 2% ABOVE NOR 3% BELOW OPTIMUM. CONTRACTOR SHALL SUBMIT A COMPACTION REPORT PREPARED BY A QUALIFIED REGISTERED SOILS ENGINEER, VERIFYING THAT ALL FILLED AREAS AND SUB GRADE AREAS WITHIN THE BUILDING PAD AREA, AND AREAS TO BE PAVED, HAVE BEEN COMPACTED IN ACCORDANCE WITH THESE PLANS AND SPECS AND THE RECOMMENDATIONS SET FORTH IN THE SOILS REPORT.
- THE SOILS REPORT AND RECOMMENDATIONS SET FORTH THEREIN ARE A PART OF THE REQUIRED CONSTRUCTION DOCUMENTS AND IN CASE OF CONFLICT, SHALL TAKE PRECEDENCE UNLESS SPECIFICALLY NOTED OTHERWISE ON THE PLANS. THE CONTRACTOR SHALL NOTIFY THE ENGINEER OF ANY DISCREPANCY BETWEEN SOILS REPORT AND PLANS, ETC.

UNDERGROUND INFORMATION

THE LOCATION OF UNDERGROUND UTILITIES SHOWN ON THESE PLANS IS BASED ON INFORMATION GATHERED FROM UTILITIES AND/OR FROM ABOVE-GROUND STRUCTURES OR EVIDENCE FOUND AT THE TIME OF SURVEY. AS SUCH, THE UNDERGROUND INFORMATION IS A BEST ESTIMATE. SILVER PEAK DOES NOT REPRESENT OR GUARANTEE THAT THE UNDERGROUND INFORMATION PROVIDED IS CORRECT OR UP TO DATE.

IT SHALL BE THE CONTRACTORS FULL RESPONSIBILITY TO CONTACT THE VARIOUS UTILITY COMPANIES TO LOCATE THEIR FACILITIES PRIOR TO PROCEEDING WITH CONSTRUCTION. CALL BLUESTAKES A MINIMUM OF 48 HOURS PRIOR TO BEGINNING ANY DIGGING OR UTILITY WORK.

NO ADDITIONAL COMPENSATION SHALL BE PAID TO THE CONTRACTOR FOR DAMAGE AND REPAIR TO THESE FACILITIES CAUSED BY HIS WORK FORCE.

UTILITY NOTES

CONTRACTOR SHALL OBTAIN A COPY OF, AND STRICTLY ADHERE TO THE CURRENT STANDARDS AND SPECIFICATIONS OF EAGLE MOUNTAIN CITY. CONTRACTOR IS TO OBTAIN ANY REQUIRED PERMITS AND NOTIFY THE UTILITY OWNER AND SILVER PEAK ENGINEERING PRIOR TO BEGINNING ANY WORK ON WET UTILITIES. CONTRACTOR IS TO COORDINATE DRY UTILITY WORK WITH THE UTILITY OWNERS.

STORM DRAIN
SEE EAGLE MOUNTAIN CITY STANDARDS & SPECIFICATIONS FOR ALL DETAILS & SPECIFICATIONS GOVERNING THE CONSTRUCTION & INSPECTION OF THE STORM DRAIN & APPURTENANCES WITHIN THE PUBLIC RIGHT-OF-WAY SHOWN ON THIS PLAN. SEE THE DETAILS PROVIDED ON THIS SET OF DRAWINGS FOR ALL OTHER STORM DRAIN CONSTRUCTION. APWA STANDARDS WILL BE USED IN THE ABSENCE OF ANY EAGLE MOUNTAIN CITY STANDARDS AND DETAILS.

LAND DRAIN: NOT USED

SANITARY SEWER
SEE EAGLE MOUNTAIN CITY STANDARDS & SPECIFICATIONS FOR ALL DETAILS & SPECIFICATIONS GOVERNING THE CONSTRUCTION & INSPECTION OF THE SANITARY SEWER & APPURTENANCES SHOWN ON THIS PLAN.

CULINARY WATER
SEE EAGLE MOUNTAIN CITY STANDARDS & SPECIFICATIONS FOR ALL DETAILS & SPECIFICATIONS GOVERNING THE CONSTRUCTION & INSPECTION OF THE CULINARY WATER & APPURTENANCES SHOWN ON THIS PLAN.

SECONDARY WATER
SEE EAGLE MOUNTAIN CITY STANDARDS & SPECIFICATIONS FOR ALL DETAILS & SPECIFICATIONS GOVERNING THE CONSTRUCTION & INSPECTION OF THE SECONDARY WATER & APPURTENANCES SHOWN ON THIS PLAN.

DRY UTILITIES
THESE PLANS SHOW THE LOCATION OF POWER, NATURAL GAS, AND COMMUNICATIONS UTILITIES, BUT ARE NOT DESIGN DRAWINGS FOR THE RELOCATION OR REMOVAL OF EXISTING DRY UTILITIES, NOR FOR ANY NEW DRY UTILITY STUBS. CONTRACTOR IS TO SUBMIT SITE PLAN TO DRY UTILITIES FOR DESIGN OF SERVICE CONNECTIONS TO BUILDING. ACTUAL CONSTRUCTION OF SAID SERVICES TO BE DONE BY RESPECTIVE UTILITY PROVIDERS.

CONTRACTOR MUST START AT THE LOW END OF ALL GRAVITY FED LINES AND WORK UP HILL. FAILURE TO COMPLY WITH THIS NOTE WILL RELEASE THE CIVIL ENGINEER OF ALL LIABILITY.

THE CONTRACTOR IS TO VERIFY DEPTHS OF UTILITIES IN THE FIELD BY POT HOLING A MINIMUM OF 300 FEET AHEAD OF PIPELINE CONSTRUCTION TO AVOID CONFLICTS WITH DESIGNED PIPELINE GRADE AND ALIGNMENT. IF A CONFLICT ARISES RESULTING FROM THE CONTRACTOR'S NEGLIGENCE TO POT HOLE UTILITIES THE CONTRACTOR WILL BE REQUIRED TO RESOLVE THE CONFLICT WITHOUT ADDITIONAL COST OR CLAIM TO THE OWNER OR ENGINEER.

ALL DIMENSIONS, GRADES, AND UTILITY DESIGN SHOWN ON THE PLANS SHALL BE VERIFIED BY THE CONTRACTOR PRIOR TO CONSTRUCTION. CONTRACTOR SHALL NOTIFY THE ENGINEER IF ANY DISCREPANCIES EXIST, PRIOR TO PROCEEDING WITH CONSTRUCTION FOR NECESSARY PLAN OR GRADE CHANGES. NO EXTRA COMPENSATION SHALL BE PAID TO THE CONTRACTOR FOR WORK HAVING TO BE REDONE DUE TO THE DIMENSIONS OR GRADES SHOWN INCORRECTLY ON THESE PLANS, IF SUCH NOTIFICATION HAS NOT BEEN GIVEN.

CONTRACTOR SHALL NOT ALLOW ANY GROUNDWATER OR DEBRIS TO ENTER THE NEW PIPE DURING CONSTRUCTION.

ALL THRUST BLOCKS SHALL BE POURED IN PLACE AGAINST UNDISTURBED SOIL AS PER SPECIFICATIONS, ALL VALVES, FITTINGS, AND APPURTENANCES TO BE BLOCKED.

CONTRACTOR TO LOOP NEW WATERLINE AROUND GRAVITY UTILITIES IF CONFLICT DOES OCCUR. (NOTIFY ENGINEER OF THE PROBLEM).

CONTRACTOR IS TO COORDINATE ALL UTILITIES WITH MECHANICAL DRAWINGS.

NO CHANGE IN DESIGN LOCATION OR GRADE WILL BE MADE BY THE CONTRACTOR WITHOUT THE WRITTEN APPROVAL OF THE PROJECT ENGINEER.

APWA STANDARDS WILL BE USED IN THE ABSENCE OF ANY EAGLE MOUNTAIN CITY STANDARDS AND DEVICES.

DEMOLITION NOTES

- CONTRACTOR TO LEGALLY REMOVE & DISPOSE OF ALL EXTRANEEOUS UTILITIES, STRUCTURES, IMPROVEMENTS & DEBRIS ON THE SITE PRIOR TO CONSTRUCTING THE IMPROVEMENTS SHOWN ON THIS PLAN.
- SAID DEMOLITION MAY INCLUDE, BUT IS NOT LIMITED TO UTILITY SERVICES AS WELL AS ASPHALT, CONCRETE, FENCES, TREES, SHRUBS & OTHER DELETERIOUS MATERIALS ON THE SITE.
- SAID DEMOLITION EXCLUDES UTILITY MAINS UNLESS SPECIFICALLY SHOWN ON THIS PLAN.
- SAID DEMOLITION EXCLUDES PUBLICLY OWNED STREET IMPROVEMENTS UNLESS SPECIFICALLY SHOWN ON THIS PLAN.
- SITE CLEARING SHALL INCLUDE THE LOCATION AND REMOVAL OF ALL UNDERGROUND TANKS, PIPES, VALVES, ETC.
- CONTRACTOR IS TO COORDINATE ALL PERMITS, FEES & INSPECTIONS AS REQUIRED BY ANY AGENCY HAVING JURISDICTION.
- NATURAL VEGETATION AND SOIL COVER SHALL NOT BE DISTURBED PRIOR TO ACTUAL CONSTRUCTION OF A REQUIRED FACILITY OR IMPROVEMENT. MASS CLEARING OF THE SITE IN ANTICIPATION OF CONSTRUCTION SHALL BE AVOIDED. CONSTRUCTION TRAFFIC SHALL BE LIMITED TO ONE APPROACH TO SITE. THE APPROACH SHALL BE DESIGNATED BY THE GENERAL MANAGER.

ABOVE-GROUND IMPROVEMENTS

CONTRACTOR SHALL OBTAIN A COPY OF, AND STRICTLY ADHERE TO THE CURRENT EAGLE MOUNTAIN CITY STANDARDS AND SPECIFICATIONS. APWA STANDARDS WILL BE USED IN THE ABSENCE OF ANY EAGLE MOUNTAIN CITY STANDARDS AND DETAILS.

CONTRACTOR IS TO OBTAIN ANY REQUIRED PERMITS AND NOTIFY THE STREET OWNER AND SILVER PEAK ENGINEERING PRIOR TO BEGINNING ANY WORK WITHIN SAID STREET.

SITE WORK OUTSIDE OF THE PUBLICLY OWNED RIGHT OF WAY SHALL CONFORM WITH THE NOTES AND DETAILS SHOWN ON THIS SET OF PLANS. CONTRACTOR IS TO NOTIFY THE OWNER AND SILVERPEAK ENGINEERING PRIOR TO BEGINNING SAID WORK.

ALL DIMENSIONS, AND GRADES SHOWN ON THE PLANS SHALL BE VERIFIED BY THE CONTRACTOR PRIOR TO CONSTRUCTION. CONTRACTOR SHALL NOTIFY THE ENGINEER IF ANY DISCREPANCIES EXIST, PRIOR TO PROCEEDING WITH CONSTRUCTION FOR NECESSARY PLAN OR GRADE CHANGES. NO EXTRA COMPENSATION SHALL BE PAID TO THE CONTRACTOR FOR WORK HAVING TO BE REDONE DUE TO THE DIMENSIONS OR GRADES SHOWN INCORRECTLY ON THESE PLANS, IF SUCH NOTIFICATION HAS NOT BEEN GIVEN.

ALL EXISTING MANHOLES, WATER VALVES, CLEAN OUTS, ETC., ARE TO BE RAISED OR LOWERED TO GRADE.

ALL NEW VALVES, MANHOLES, ETC. SHALL BE INSTALLED A MINIMUM OF 6" BELOW FINISH GRADE & RAISED TO GRADE AS REQUIRED WITH A MINIMUM 6" CONCRETE RING.

FULL DEPTH EXPANSION JOINTS WILL BE PLACED AGAINST ANY OBJECT DEEMED TO BE FIXED, CHANGES IN DIRECTION, AND AT EQUAL INTERVALS NOT TO EXCEED 50 FEET. SLABS ON-GRADE WILL BE TYPICALLY SCORED (1/2 THE DEPTH) AT INTERVALS NOT TO EXCEED THEIR WIDTH OR 12 TIMES THEIR DEPTH, WHICHEVER IS LESS. SCORING WILL BE PLACED TO PREVENT RANDOM CRACKING.

CONCRETE WATERWAYS, CURB WALLS, MOW STRIPS, CURB AND GUTTER, ETC., WILL TYPICALLY BE SCORED (1/2 THE DEPTH) AT INTERVALS NOT TO EXCEED 10 FEET, AND HAVE FULL DEPTH EXPANSION JOINTS THAT EQUAL SPACING NOT TO EXCEED 40 FEET.

UNLESS OTHERWISE NOTED, ALL SLABS-ON-GRADE WILL HAVE A MINIMUM 8" TURNED-DOWN EDGE TO HELP CONTROL FROST HEAVE.

UNLESS OTHERWISE NOTED, ALL ON-GRADE CONCRETE WILL BE PLACED ON A MINIMUM 4" GRAVEL BASE OVER A WELL COMPACTED (96% STANDARD PROCTOR DENSITY) SUB GRADE.

ALL EXPOSED SURFACES WILL HAVE A TEXTURED FINISH, RUBBED, OR BROOMED, ANY "PLASTERING" OF NEW CONCRETE WILL BE DONE WHILE IT IS STILL "GREEN".

ALL JOINTS (CONTROL JOINTS, CONSTRUCTION JOINTS, EXPANSION JOINTS, ETC.) WILL BE SEALED WITH A ONE PART POLYURETHANE SEALANT (SEE SPECIFICATION).

CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO ADJACENT SURFACE IMPROVEMENTS.

ALL EXISTING ASPHALT WILL BE SAW CUT IN NEAT STRAIGHT LINES BY THE CONTRACTOR PRIOR TO EXCAVATION.

HANDICAP ACCESSIBILITY: ALL CONSTRUCTION SHALL MEET THE ADA HANDICAP ACCESSIBILITY REQUIREMENTS. FOR ANY DISCREPANCIES BETWEEN THE PLANS AND ADA REQUIREMENTS, ADA REQUIREMENTS WILL GOVERN.

STRIPING WILL BE PER THE PLANS AND/OR AS DIRECTED BY THE OWNER'S REPRESENTATIVE. STRIPING TO INCLUDE HANDICAP INSIGNIAS, SIGNS, CROSS-HATCHING, DIRECTION ARROWS, ETC. AS SHOWN OR AS DIRECTED.

NO CHANGE IN DESIGN LOCATION OR GRADE WILL BE MADE BY THE CONTRACTOR WITHOUT THE WRITTEN APPROVAL OF THE PROJECT ENGINEER.

ABBREVIATIONS

NOT ALL ITEMS MAY BE APPLICABLE

Ø DIAMETER
Δ DELTA
° DEGREES
' MINUTES, FEET
" SECONDS, INCHES
ADA AMERICAN DISABILITIES ACT
APPROX APPROXIMATION
ARCH ARCHITECTURAL
B4C BAR 4 CAP
BL BOUNDARY LINE
BM BENCHMARK
BND BOUNDARY
BOW BACK OF WALK
BRG BEARING
BVC BEGIN VERTICAL CURVE
BVCS BEGIN VERTICAL CURVE STATION
C4G CURB AND GUTTER
CB CATCH BASIN
CH CHORD
CHB CHORD BEARING
CI CAST IRON
CL CENTERLINE
CMP CORRUGATED METAL PIPE
CO CLEANOUT
COMBO COMBINATION
CONC CONCRETE
CONST CONSTRUCTION
CUL CULINARY
CW CULINARY WATER
CWL CULINARY WATERLINE
DEM DEMOLITION
DI DUCTILE IRON
DIAM DIAMETER
DIST DISTANCE
E EAST
EG EXISTING GRADE
EOA EDGE OF ASPHALT
ELEC ELECTRICAL
EVC END VERTICAL CURVE
EVCS END VERTICAL CURVE ELEVATION
EVCS END VERTICAL CURVE STATION
EXIST EXISTING
EX EXISTING
FDC FIRE DEPARTMENT CONNECTION
FG FINISH GRADE
FH FIRE HYDRANT
FL FLOWLINE
FND FOUND
FND FOUNDATION
FG FOOTING
GB GRADE BREAK
GR GRATE
GV GATE VALVE
HDPE HIGH-DENSITY POLYETHYLENE PIPE
HP HIGH POINT
HPE HIGH POINT ELEVATION
HPS HIGH POINT STATION
HW4 HIGH WATER MARK
INV INVERT
IRR IRRIGATION
IRRMH IRRIGATION MANHOLE
K RADIUS OF CURVATURE
L LENGTH

ABBREVIATIONS

NOT ALL ITEMS MAY BE APPLICABLE

LAT LATERAL SERVICE
LD LAND DRAIN
LDHM LAND DRAIN MANHOLE
LG LIP OF GUTTER
LP LIGHT POLE
LPE LOW POINT ELEVATION
LPS LOW POINT STATION
MECH MECHANICAL
MH MANHOLE
MON MONUMENT
N NORTH
NE NORTHEAST
NR NON-RADIAL
NW NORTHWEST
OC ON CENTER
PL PROPERTY LINE
PROP PROPERTY
PUE PUBLIC UTILITY EASEMENT
PU#DE PUBLIC UTILITY # DRAINAGE EASEMENT
PUE#DE PUBLIC UTILITY EASEMENT # DRAINAGE EASEMENT
PVC POLYVINYLCHLORIDE
R RADIUS
RCL ROADWAY CENTERLINE
S SOUTH
SD STORM DRAIN
SDCB STORM DRAIN CATCH BASIN
SDCO STORM DRAIN CLEANOUT
SDMH STORM DRAIN MANHOLE
SE SOUTHEAST
SEC SECONDARY
SEC SECTION
SLB4M SALT LAKE BASE 4 MERIDIAN
SPECIFICATION
SPECIFICATIONS
SPECIFICATIONS
SPF STEEL PIPE
SS SANITARY SEWER
SSCO SANITARY SEWER CLEANOUT
SSMH SANITARY SEWER MANHOLE
STD STANDARD
STD STANDARDS
SW SECONDARY WATER
SW SOUTHWEST
SWL SECONDARY WATERLINE
TAN TANGENT
TB THRUST BLOCK
TBC TOP BACK OF CURB
TBA TOP BACK OF WALK
TEL TELEPHONE
TCW TOP OF CURBWALL
TOA TOP OF ASPHALT
TOC TOP OF CONCRETE
TOG TOP OF GRATE
TOW TOP OF WALL
TYP TYPICAL
UDOT UTAH DEPARTMENT OF TRANSPORTATION
U.N.O. UNLESS NOTED OTHERWISE
UP UTILITY POLE
UTL UTILITY
V VALVE
VC VERTICAL CURVE
W WATER
W WEST
WL WATERLINE
WM WATER METER
WV WATER VALVE
X CROSS
X-SECT CROSS-SECTION

EAGLE MOUNTAIN CITY GENERAL CONSTRUCTION NOTES



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

Eagle Mountain City General Notes for construction drawings:

SEWER:

- Pipe bedding:** ¾" gravel required 6" below, on the sides & 12" above the pipe (minimum).
- Depth:** Sewer main/laterals to maintain 4' of cover (minimum) from finished grade, 3' minimum from top of pipe at time of installation.
- Separation:** sewer mains & laterals to maintain 10' separation (minimum) from culinary water mains & laterals.
- Sewer Y's:** 3' minimum separation between sewer Y's.
- Lateral stubs:** A) stubs must extend 15' into property and be marked with 2x4 painted green. B) All laterals must be GIS (shot in) at the Y's and stubs. Also slopes (2% min. on 4" pipe) to be checked before backfill.
- Manholes:** manholes to be within 1' of finished grade. 12" of whirly gig form (max) and no flat rings allowed. 12" of ¾" gravel required under manholes/boxes.

WATER:

- Valves:** 1. Valves must be flanged to tee's (fittings). 2. Valves 12" and larger to be butterfly valves.
- Bedding:** sand must meet AASHTO (A-3) gradation with 100% passing the #4 sieve. 6" below pipe on the sides & 12" above pipe (minimum).
- Depth:** water main & laterals must maintain 4' cover from finished grade (minimum), 3' minimum from top of pipe at time of installation. Max depth 72" from finished grade.
- Services & fittings:** services & fittings to maintain 3' minimum separation from pipe joints and other fittings.
- Setters:** all setters to be 21" tall (minimum), have unions at the base and be dual check model, also ¾" setters to have double braces. Setters to be set at: 18" to 22" from the top of setter to top of lid.
- Water can lid:** all lids to say "Eagle Mountain" on them recessed with a hole for the ERT and to be set at level to 1" above the plane of the curb & sidewalk.
- Water Can:** the water can for ¾" & 1" services will need to be a 36" tall minimum and 21" inside diameter. Water can for 1-1/2" to 2" service will need to follow APWA specification.
- Hydrants:** hydrants to be 5' bury (minimum).
- Laterals:** all laterals need to be GIS (shot in) at the corp. stop & setter, and also visual inspection on poly inserts before backfill. Water laterals to extend 15' into property and be marked with a 2x4 painted blue. All poly lines to have visual poly insert inspection.
- Tracer wire:** run tracer wire along main & extend up setters and hydrants, do not run up valve boxes.
- Water fittings:** all water fittings to be checked for thrust blocks (pre & post) and GIS (shot in) before backfill.
- Vertical separation:** water main to maintain 18" minimum separation from storm drain or other obstacles/utilities.
- Water line fittings:** all fittings to have mega lug followers.
- Water Main Line:** NO DEFLECTION or bending of pipe will be allowed in the water lines and bend fittings will be required. All fittings to be Mega-lug fittings.

STORM DRAIN:

- Bedding:** ¾" gravel 6" below and on sides of pipe & 12" above pipe (minimum).
- ADS:** all ADS pipe to be "HP" brand.
- Collars:** collars to be 1'x1' around pipe, 4000 psi concrete, inspection is needed pre & post collar pour.
- Manholes:** manholes to be within 1' of finished grade. 12" of whirly gig form (max) and no flat rings allowed. 12" of ¾" gravel required under manholes/boxes.

ROAD SECTION:

- Proof rolls:** proof roll required on all sections of road: i.e. sub-grade, sub-base, and curb base and road base. Curb stakes required for sub-grade inspection and string line required for sub-base and road base inspection.
- UTBC:** state spec. road base required for all roads, commercial base acceptable for the sidewalks & trails.
- Collars:** all collars to be 1' wide by 1' deep with a 6000 psi concrete with 1.5# fiber mesh per cubic yard (3/4" monofilament) required for all street collars. Manhole covers and water valve towers to be ½" down from asphalt edge and concrete to be ¾" to 3/8" down from asphalt edge.

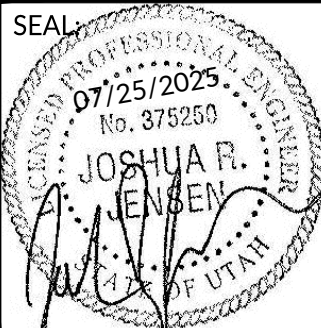
177 E. ANTELOPE DR. STE. B
LAYTON, UT 84041
PHONE: (801) 499-5054



SILVER PEAK
ENGINEERING

STRUCTURAL CIVIL SURVEY

JOHN HANCOCK - WEST CAMPUS
APPROX. 2570 NORTH LAKE MOUNTAIN ROAD
EAGLE MOUNTAIN, UTAH



DATE: 07/25/2025
PROJECT: AW-061.02
MANGER: J.R.J.

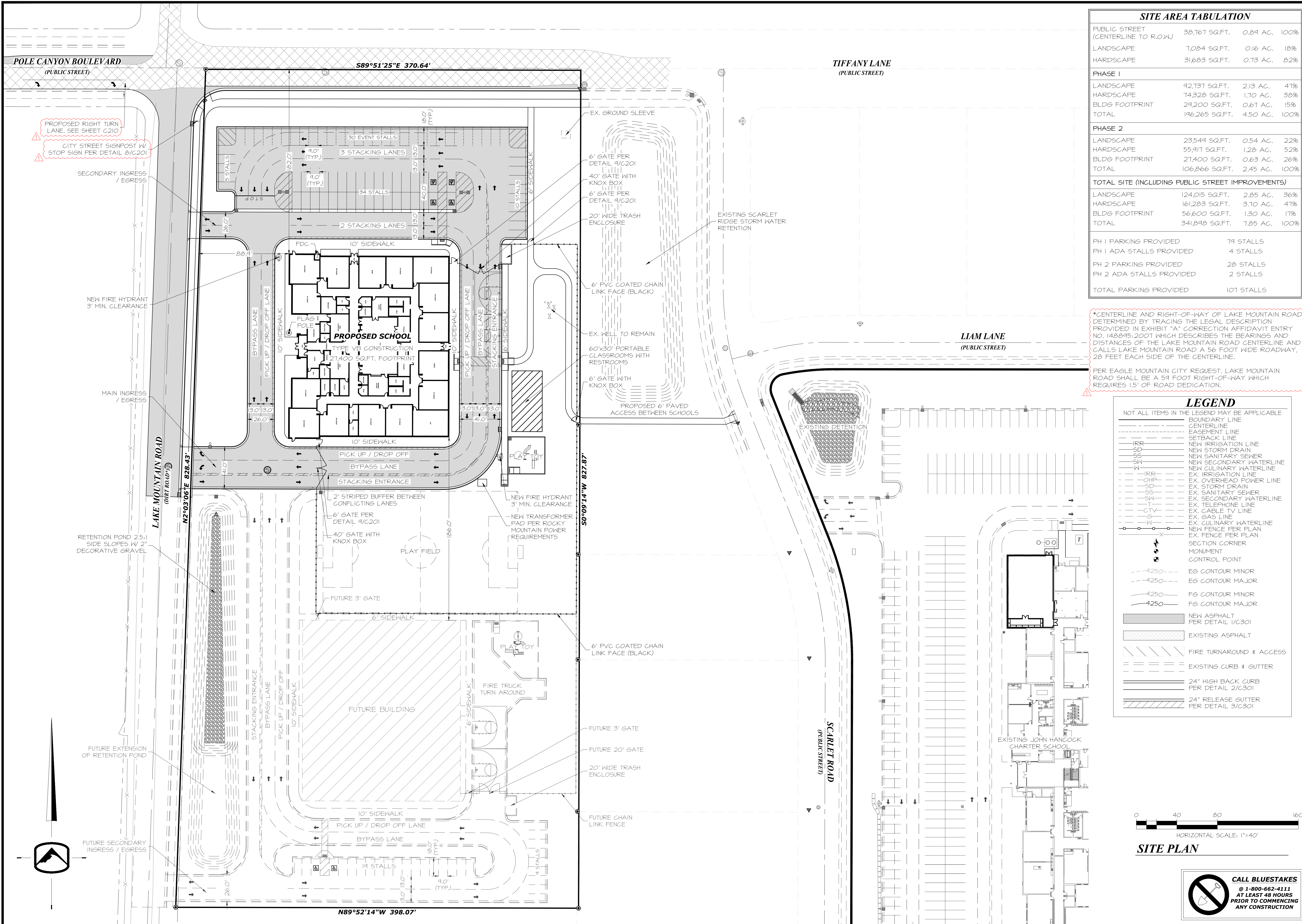
REVISIONS

MARK	DATE / DESC.
Δ	7/25/2025 EMC REVIEW 1

GENERAL &
UTILITY NOTES

SHEET NUMBER:

C002

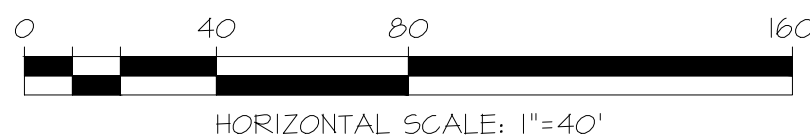


SITE AREA TABULATION			
PUBLIC STREET (CENTERLINE TO R.O.W.)	38,767 SQ.FT.	0.84 AC.	100%
LANDSCAPE	7,084 SQ.FT.	0.16 AC.	18%
HARDSCAPE	31,683 SQ.FT.	0.73 AC.	82%
PHASE 1			
LANDSCAPE	92,737 SQ.FT.	2.13 AC.	47%
HARDSCAPE	74,328 SQ.FT.	1.70 AC.	38%
BLDG FOOTPRINT	29,200 SQ.FT.	0.67 AC.	15%
TOTAL	196,265 SQ.FT.	4.50 AC.	100%
PHASE 2			
LANDSCAPE	23,549 SQ.FT.	0.54 AC.	22%
HARDSCAPE	55,917 SQ.FT.	1.28 AC.	52%
BLDG FOOTPRINT	27,400 SQ.FT.	0.63 AC.	26%
TOTAL	106,866 SQ.FT.	2.45 AC.	100%
TOTAL SITE (INCLUDING PUBLIC STREET IMPROVEMENTS)			
LANDSCAPE	124,015 SQ.FT.	2.85 AC.	36%
HARDSCAPE	161,283 SQ.FT.	3.70 AC.	47%
BLDG FOOTPRINT	56,600 SQ.FT.	1.30 AC.	17%
TOTAL	341,898 SQ.FT.	7.85 AC.	100%
PH 1 PARKING PROVIDED			
PH 1 ADA STALLS PROVIDED	79 STALLS		
PH 2 PARKING PROVIDED	4 STALLS		
PH 2 ADA STALLS PROVIDED	28 STALLS		
PH 2 ADA STALLS PROVIDED	2 STALLS		
TOTAL PARKING PROVIDED	107 STALLS		

*CENTERLINE AND RIGHT-OF-WAY OF LAKE MOUNTAIN ROAD DETERMINED BY TRACING THE LEGAL DESCRIPTION PROVIDED IN EXHIBIT "A" CORRECTION AFFIDAVIT ENTRY NO. 148845-2007 WHICH DESCRIBES THE BEARINGS AND DISTANCES OF THE LAKE MOUNTAIN ROAD CENTERLINE AND CALLS LAKE MOUNTAIN ROAD A 56 FOOT WIDE ROADWAY, 28 FEET EACH SIDE OF THE CENTERLINE.

PER EAGLE MOUNTAIN CITY REQUEST, LAKE MOUNTAIN ROAD SHALL BE A 59 FOOT RIGHT-OF-WAY WHICH REQUIRES 1.5' OF ROAD DEDICATION.

LEGEND	
NOT ALL ITEMS IN THE LEGEND MAY BE APPLICABLE	
--- BOUNDARY LINE	
--- CENTERLINE	
--- EASEMENT LINE	
--- SETBACK LINE	
--- IRR --- NEW IRRIGATION LINE	
--- SD --- NEW STORM DRAIN	
--- SS --- NEW SANITARY SEWER	
--- SW --- NEW SECONDARY WATERLINE	
--- W --- NEW CULINARY WATERLINE	
--- IRR --- EX. IRRIGATION LINE	
--- OHP --- EX. OVERHEAD POWER LINE	
--- SD --- EX. STORM DRAIN	
--- SS --- EX. SANITARY SEWER	
--- SW --- EX. SECONDARY WATERLINE	
--- T --- EX. TELEPHONE LINE	
--- CTV --- EX. CABLE TV LINE	
--- G --- EX. GAS LINE	
--- W --- EX. CULINARY WATERLINE	
--- NEW FENCE PER PLAN	
--- EX. FENCE PER PLAN	
--- SECTION CORNER	
--- MONUMENT	
--- CONTROL POINT	
--- 4250 --- EG CONTOUR MINOR	
--- 4250 --- EG CONTOUR MAJOR	
--- 4250 --- FG CONTOUR MINOR	
--- 4250 --- FG CONTOUR MAJOR	
--- NEW ASPHALT PER DETAIL 1/C301	
--- EXISTING ASPHALT	
--- FIRE TURNAROUND & ACCESS	
--- EXISTING CURB & GUTTER	
--- 24" HIGH BACK CURB PER DETAIL 2/C301	
--- 24" RELEASE GUTTER PER DETAIL 3/C301	



SITE PLAN

CALL BLUESTAKES
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AT LEAST 48 HOURS
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EAGLE MOUNTAIN, UTAH

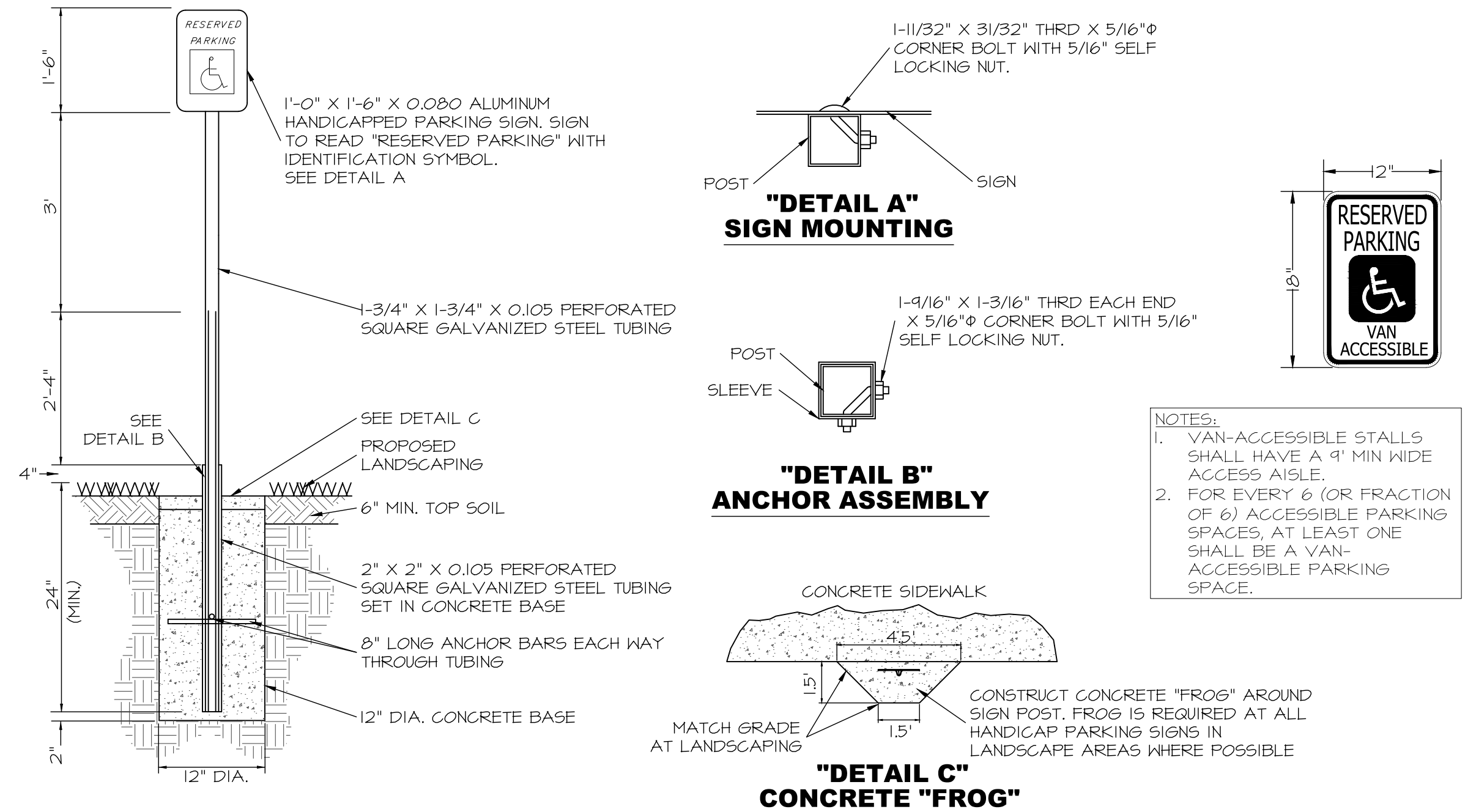
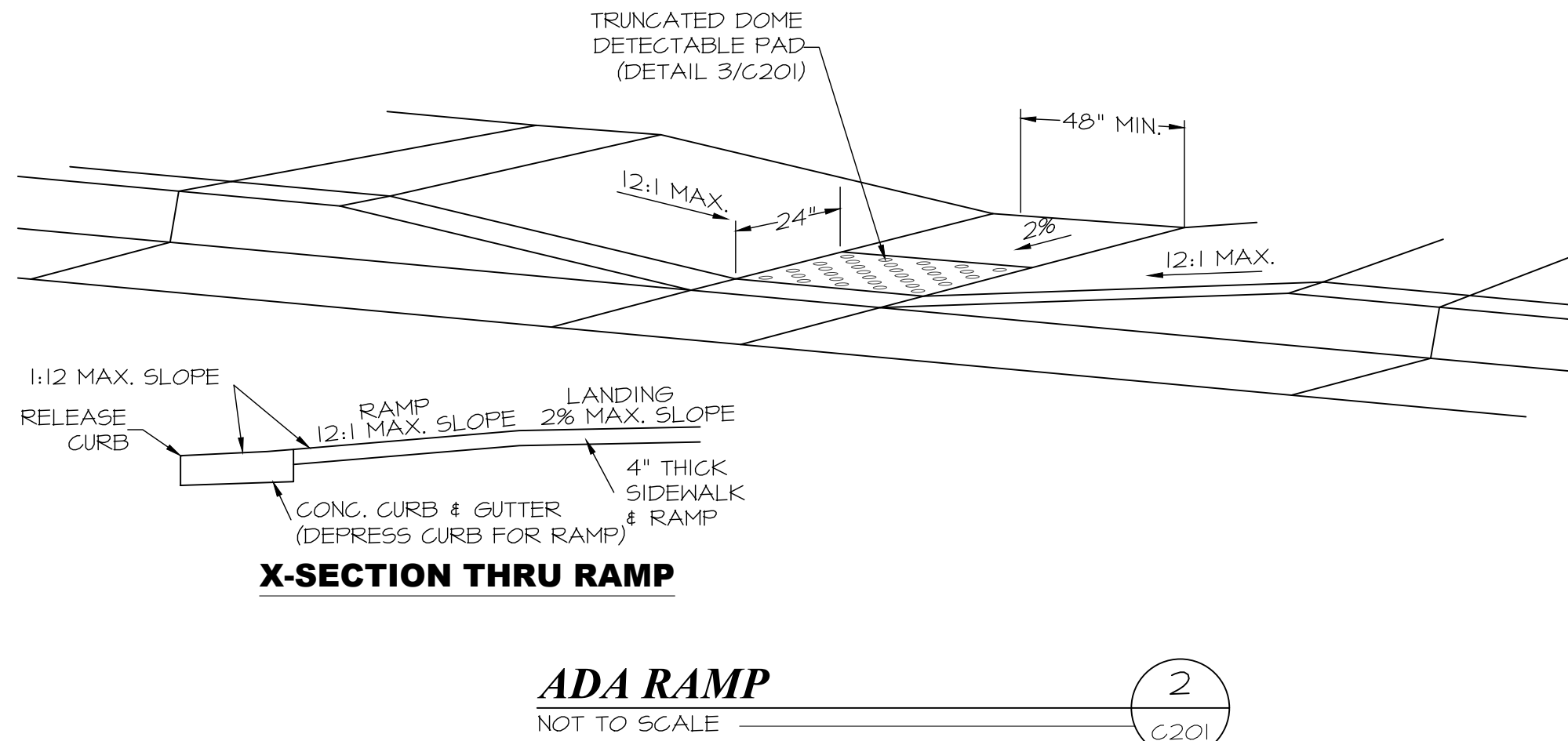
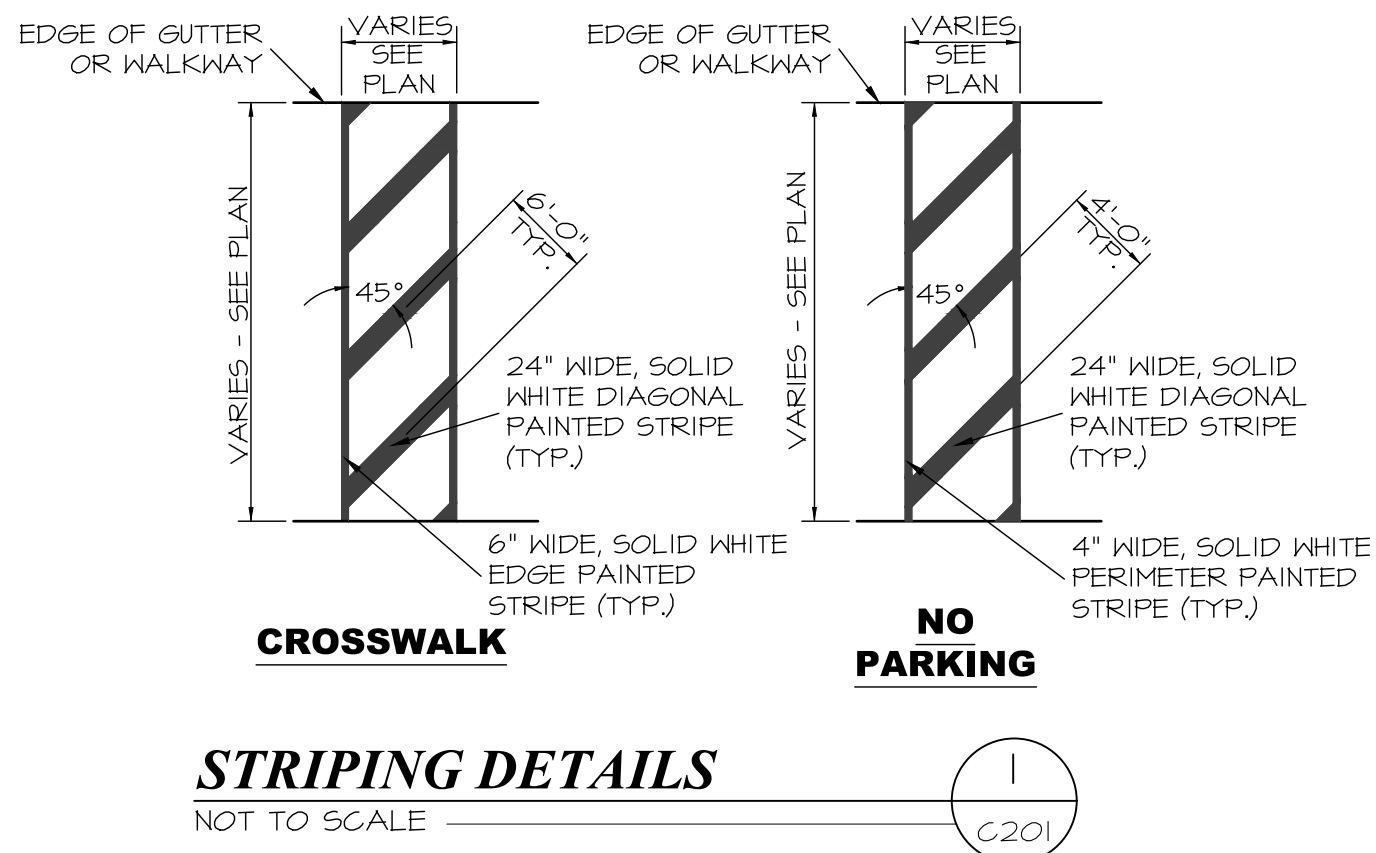
SEAL
PROFESSIONAL ENGINEER
07/25/2025
No. 378280
JOSHUA R. JENSEN
UTAH

DATE: 07/25/2025
PROJECT: AW-061.02
MANGER: J.R.J.

REVISIONS
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7/25/2025
EMC REVIEW 1

SITE PLAN

SHEET NUMBER:
C200



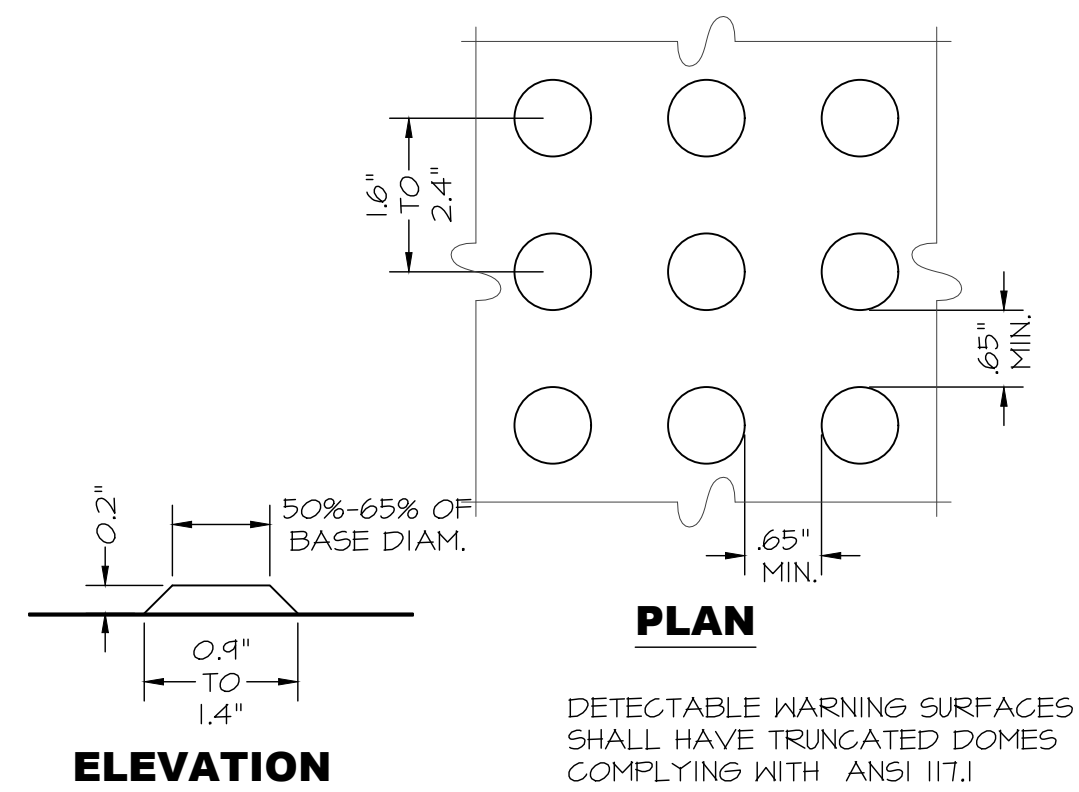
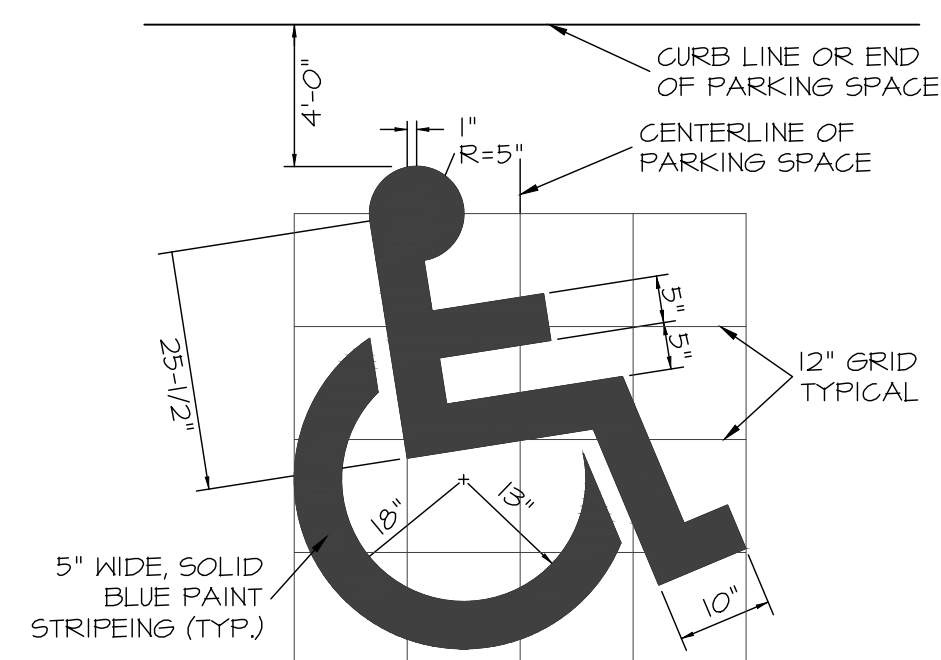
HANDICAPPED PARKING SIGN

HANDICAP PARKING SIGN DETAILS

NOT TO SCALE

5

C201

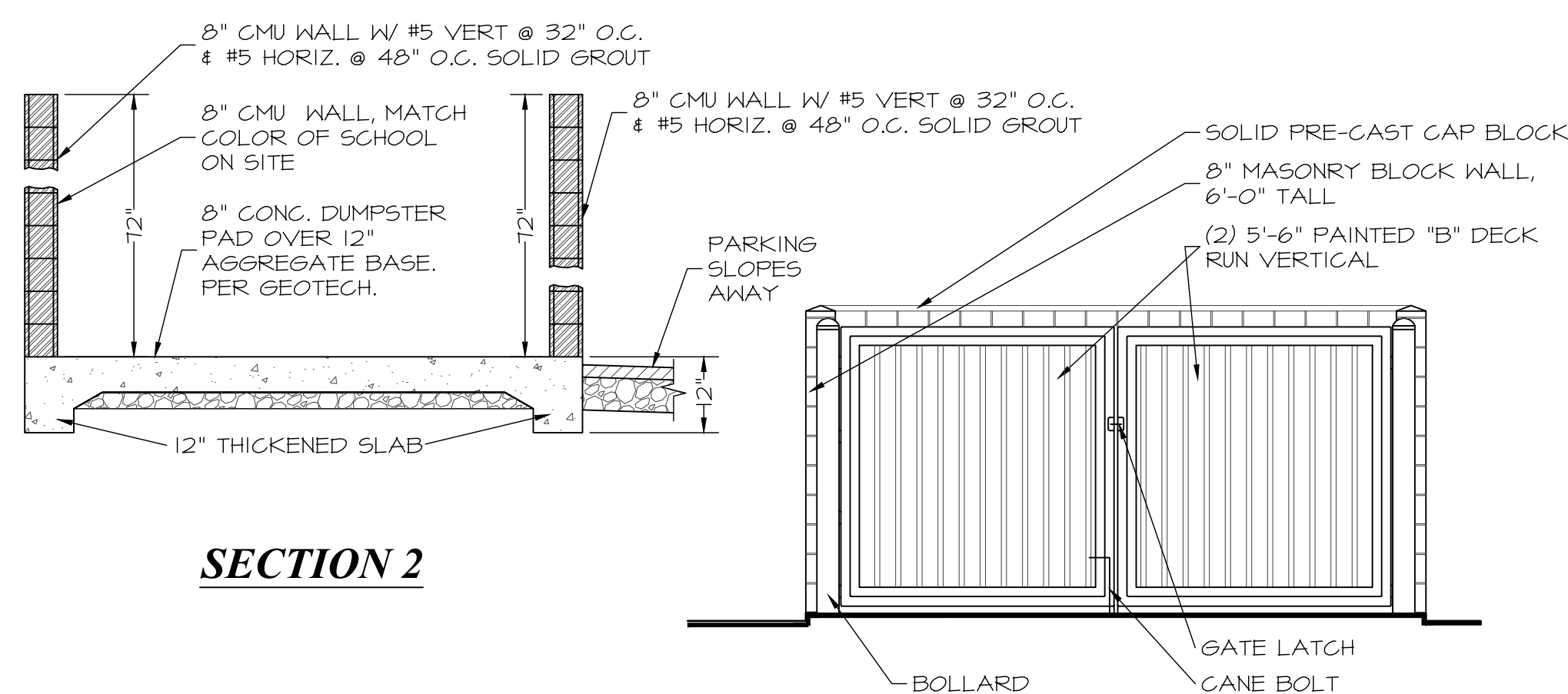
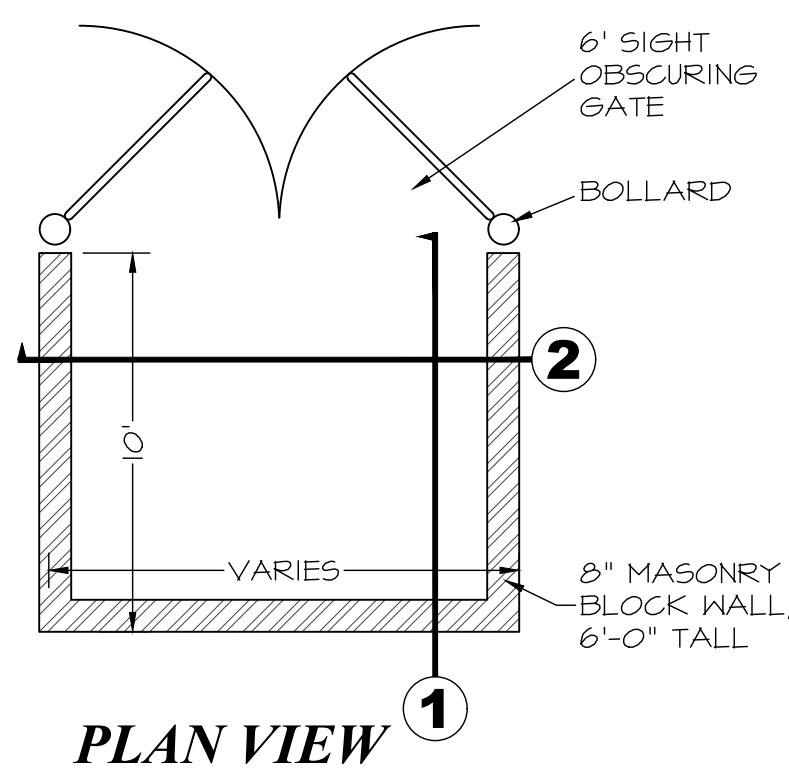
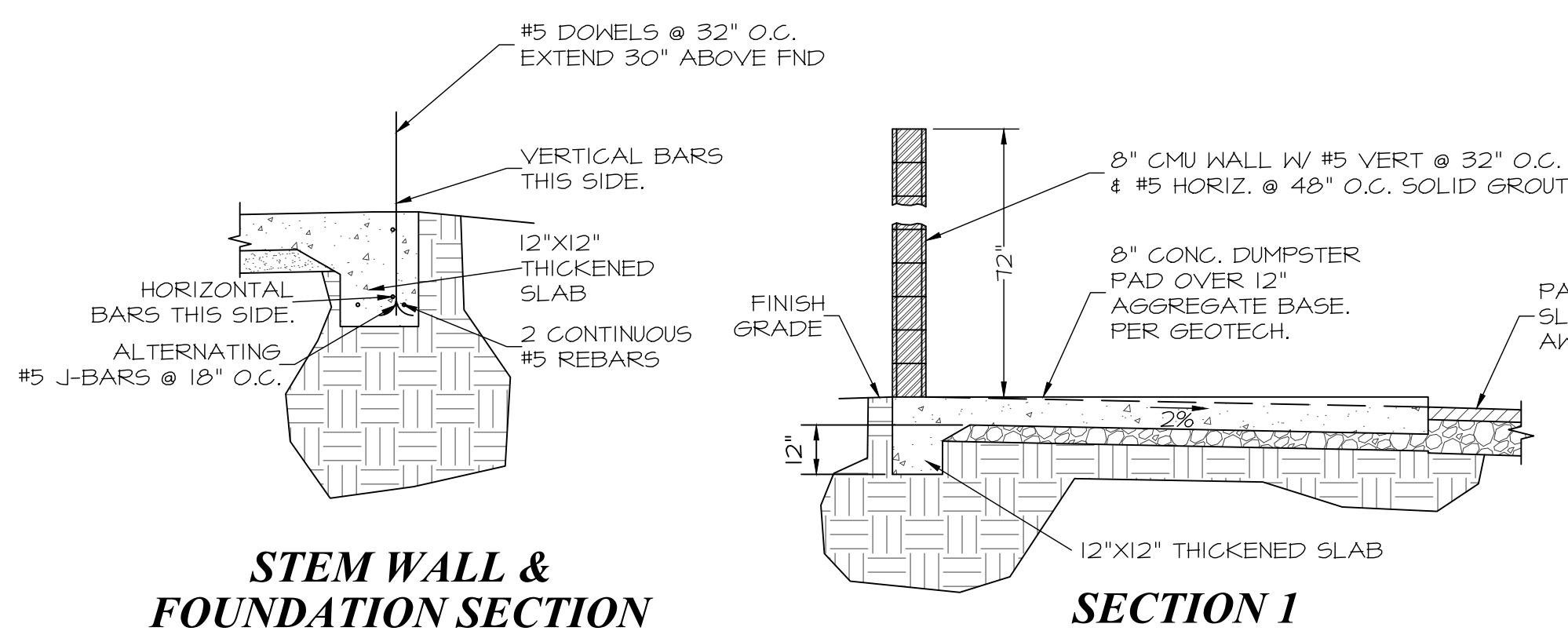
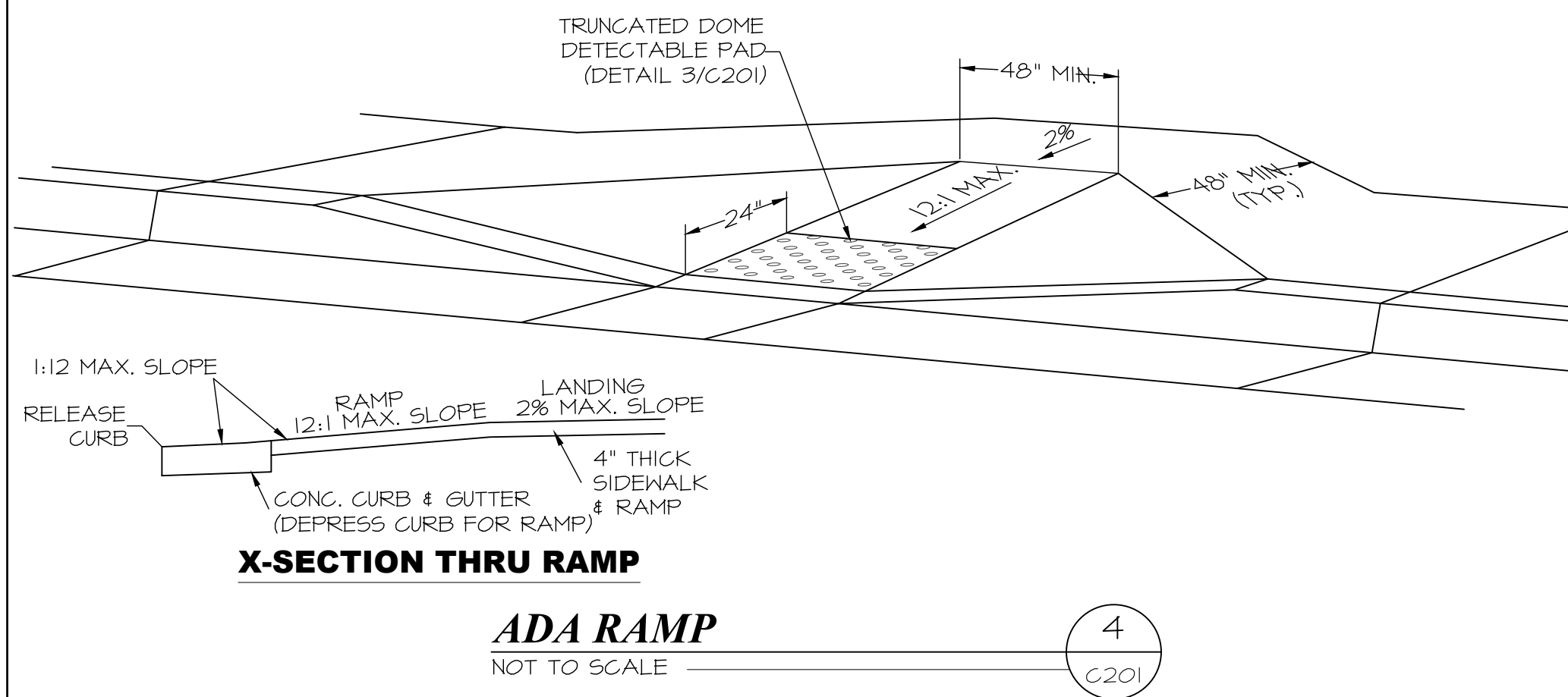


TRUNCATED DOME DETECTABLE PAD

NOT TO SCALE

3

C201



DUMPSTER ENCLOSURE

NOT TO SCALE

7

C201



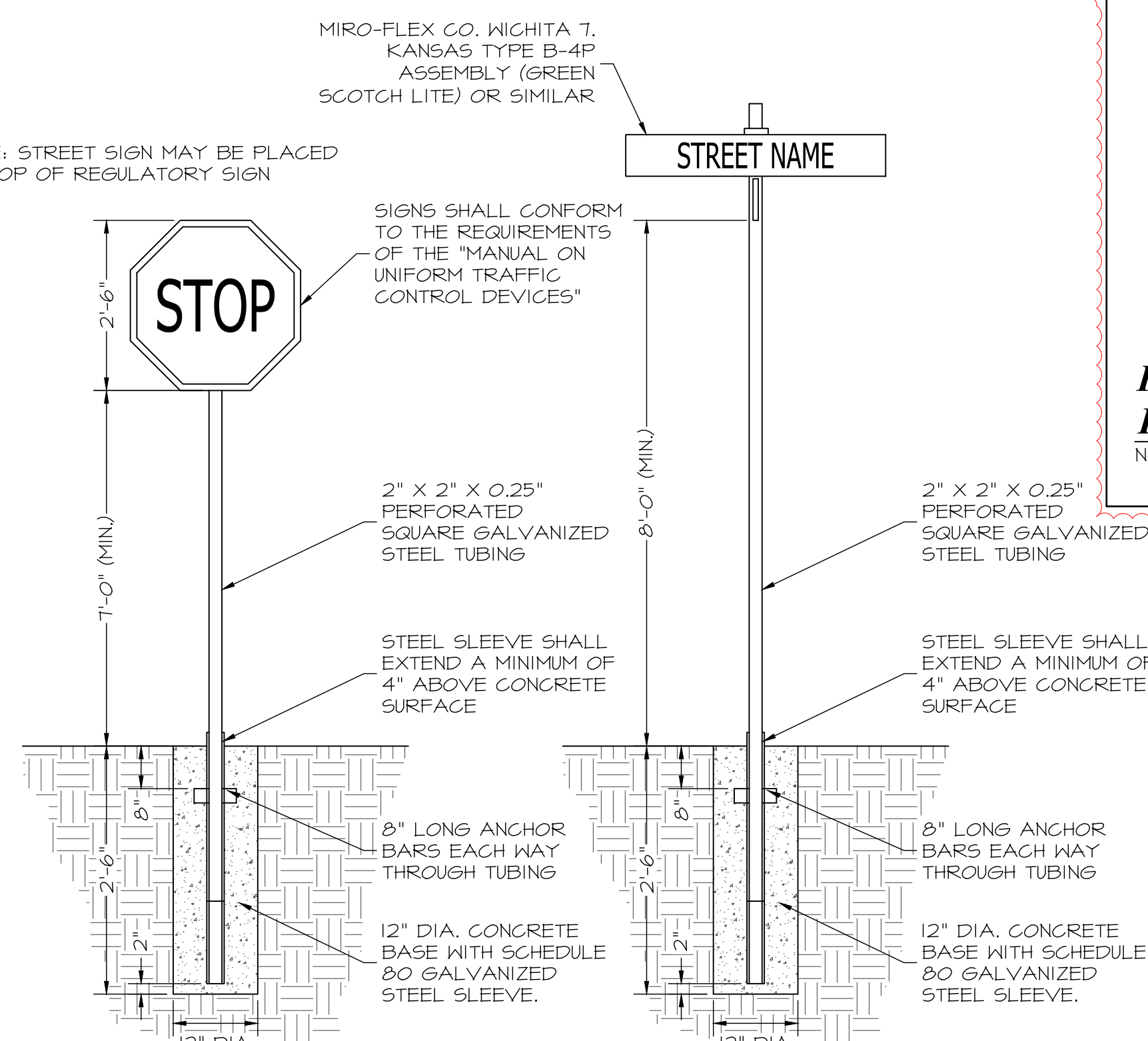
TYPICAL NO PARKING SIGN

NOT TO SCALE

6

C201

NOTE: STREET SIGN MAY BE PLACED ON TOP OF REGULATORY SIGN



TYPICAL REGULATORY SIGN

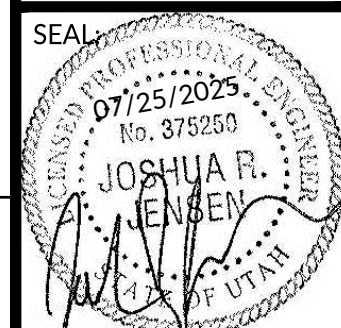
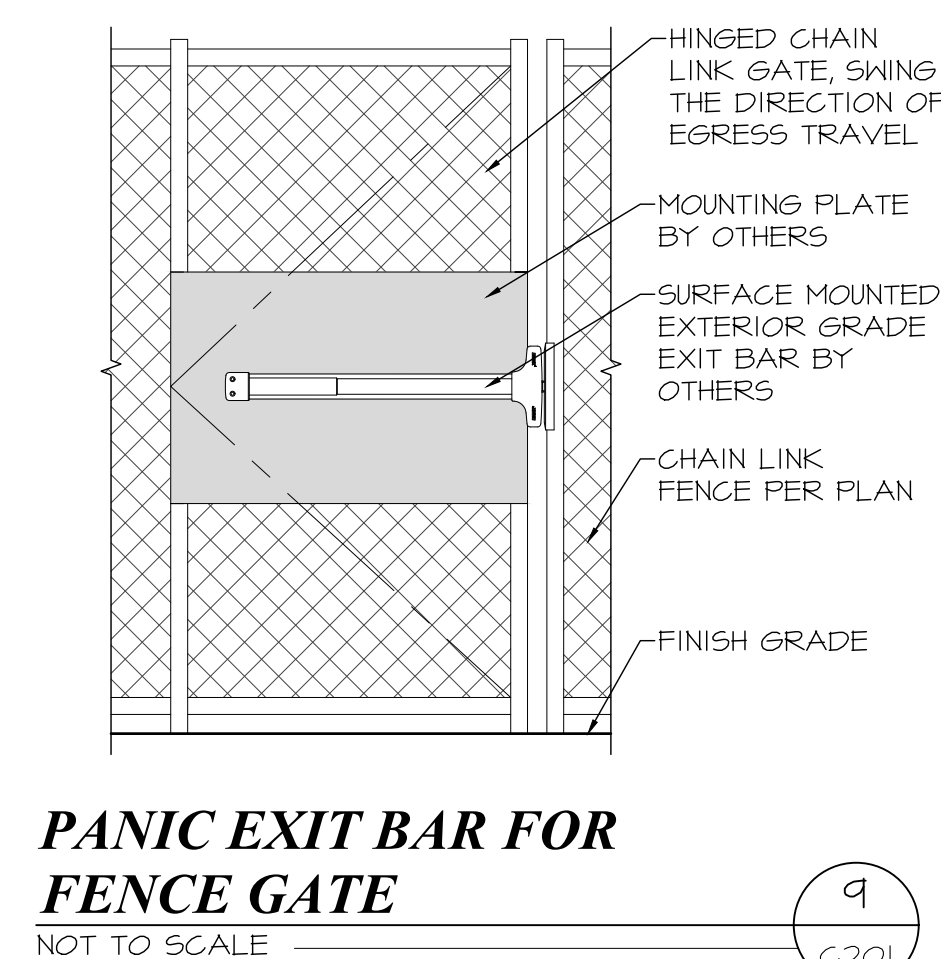
TYPICAL STREET SIGN

CITY STREET SIGNS

NOT TO SCALE

8

C201



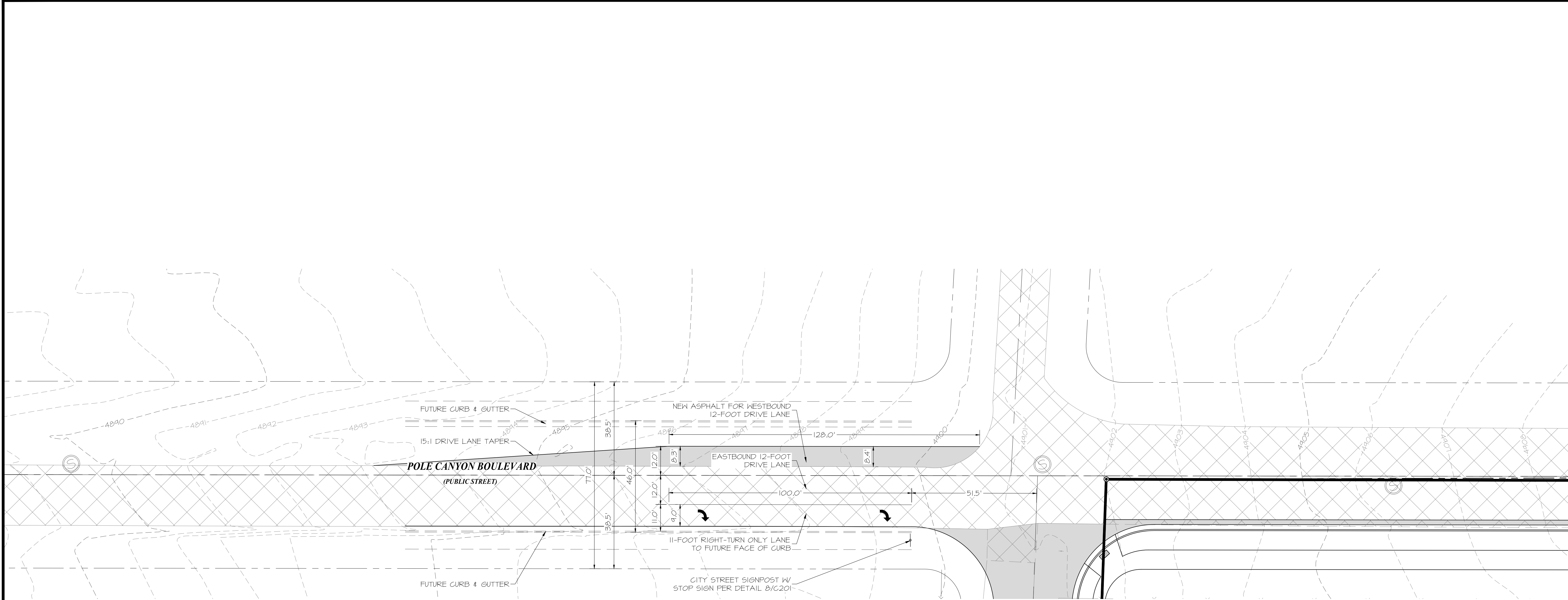
DATE: 07/25/2025
PROJECT: AW-061.02
MANAGER: J.R.J.

REVISIONS	
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Δ	7/25/2025 EMC REVIEW 1

SITE DETAILS

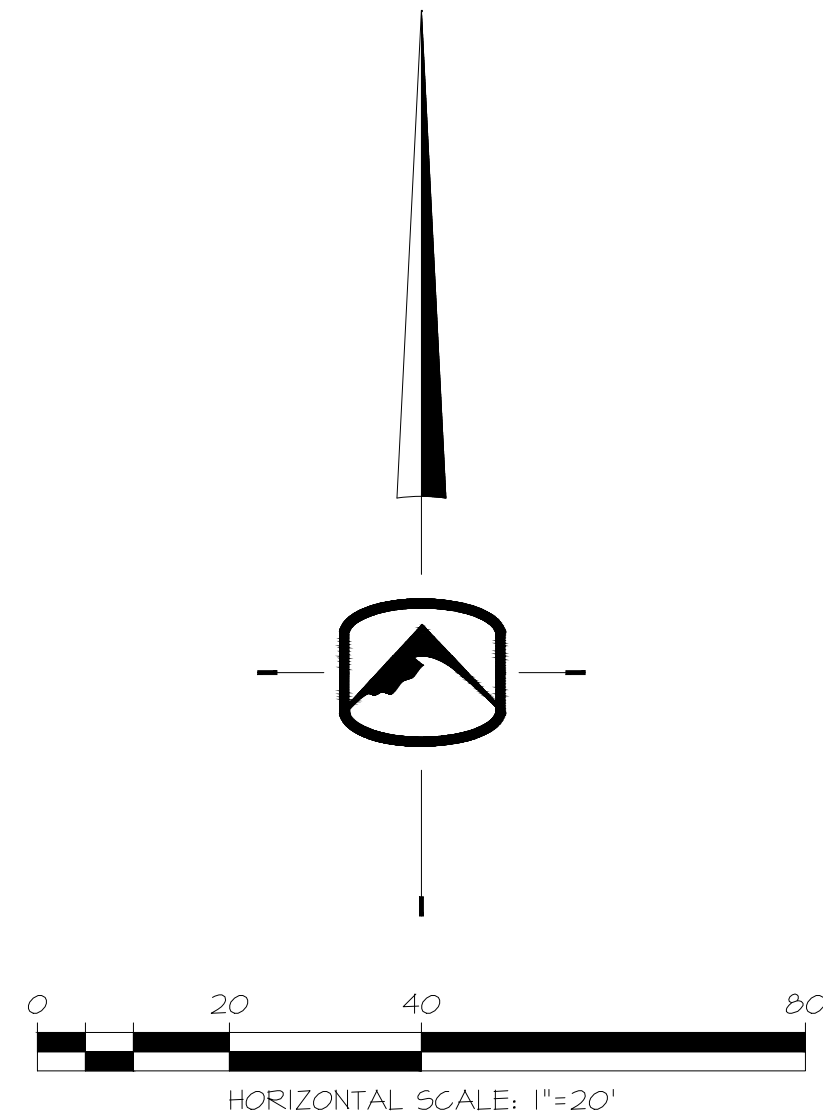
SHEET NUMBER:

C201



LEGEND
NOT ALL ITEMS IN THE LEGEND MAY BE APPLICABLE

---	BOUNDARY LINE
---	CENTERLINE
---	EASEMENT LINE
---	SETBACK LINE
IRR	NEW IRRIGATION LINE
SD	NEW STORM DRAIN
SS	NEW SANITARY SEWER
SW	NEW SECONDARY WATERLINE
W	NEW CULINARY WATERLINE
IRR	EX. IRRIGATION LINE
OHF	EX. OVERHEAD POWER LINE
SD	EX. STORM DRAIN
SS	EX. SANITARY SEWER
SW	EX. SECONDARY WATERLINE
T	EX. TELEPHONE LINE
CTV	EX. CABLE TV LINE
G	EX. GAS LINE
W	EX. CULINARY WATERLINE
X	NEW FENCE PER PLAN
X	EX. FENCE PER PLAN
+	SECTION CORNER
+	MONUMENT
+	CONTROL POINT
4250	EG CONTOUR MINOR
4250	EG CONTOUR MAJOR
4250	FG CONTOUR MINOR
4250	FG CONTOUR MAJOR
	NEW ASPHALT PER DETAIL 1/C301
	EXISTING ASPHALT
	FIRE TURNAROUND & ACCESS
	EXISTING CURB & GUTTER
	24" HIGH BACK CURB PER DETAIL 2/C301
	24" RELEASE GUTTER PER DETAIL 3/C301



**POLE CANYON BLVD
TURN LANE STRIPING PLAN**

CALL BLUESTAKES
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AT LEAST 48 HOURS
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JOHN HANCOCK - WEST CAMPUS
APPROX. 2570 NORTH LAKE MOUNTAIN ROAD
EAGLE MOUNTAIN, UTAH

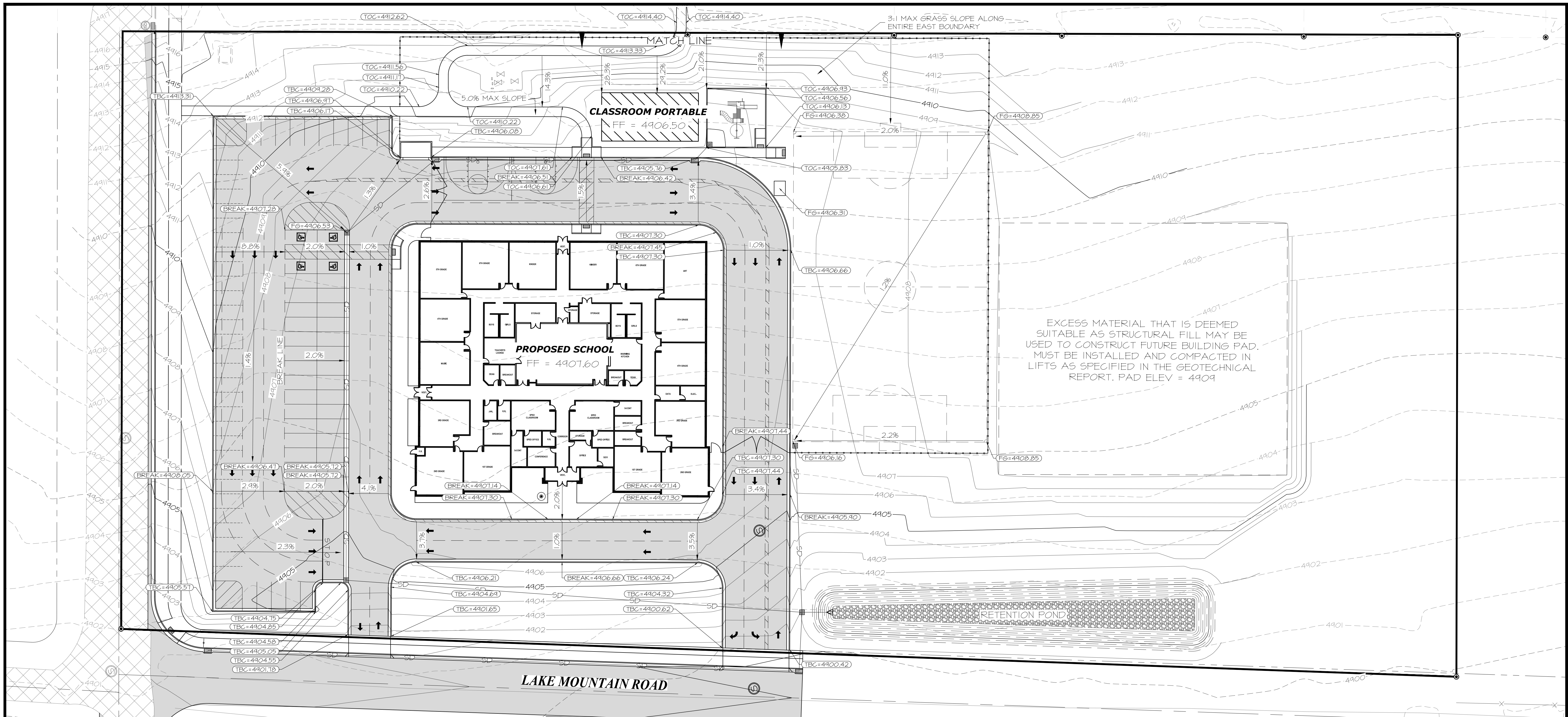
SEAL
PROFESSIONAL ENGINEER
07/25/2025
No. 378280
JOSHUA R. JENSEN
UTAH

DATE: 07/25/2025
PROJECT: AW-061.02
MANGER: J.R.J.

MARK	DATE / DESC.
Δ	7/25/2025 EMC REVIEW 1

POLE CANYON BLVD
TURN LANE
STRIPING PLAN

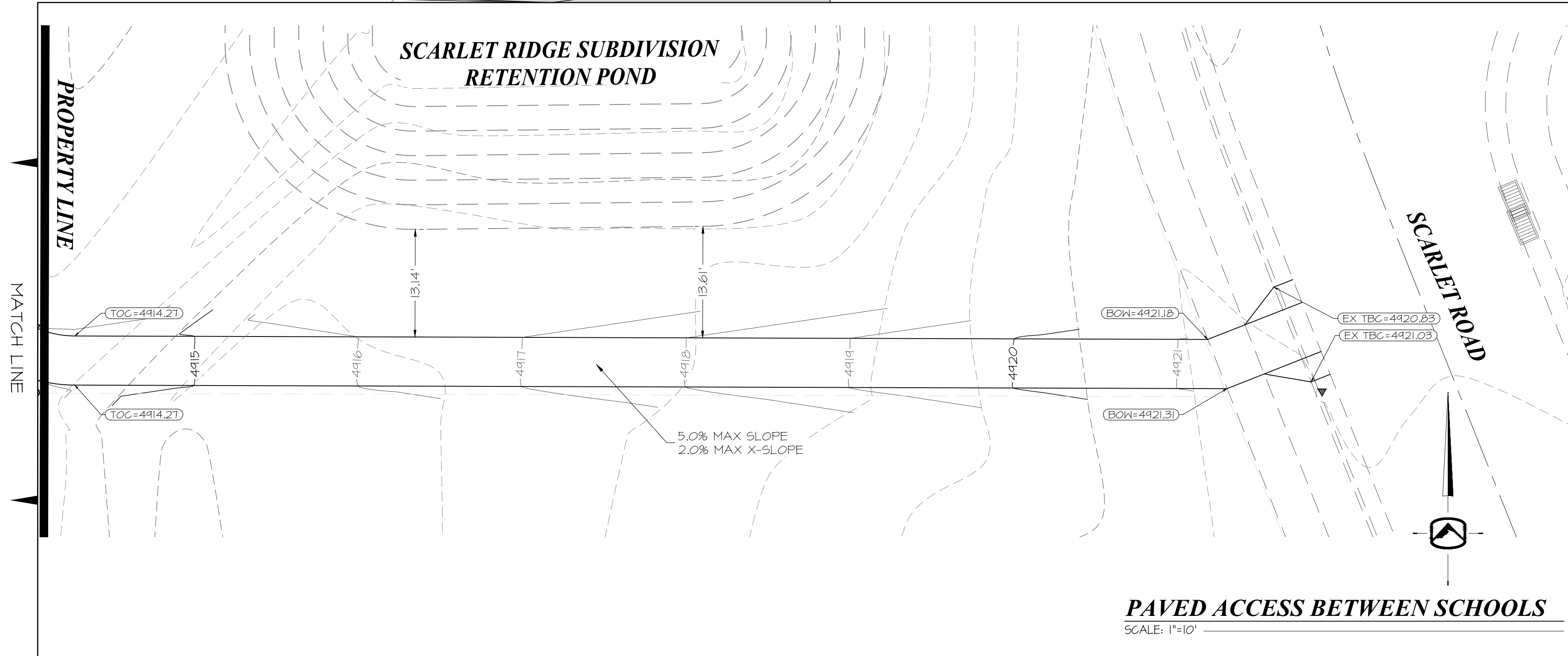
SHEET NUMBER:
C210



LEGEND

NOT ALL ITEMS IN THE LEGEND MAY BE APPLICABLE

---	BOUNDARY LINE
---	CENTERLINE
---	EASEMENT LINE
---	SETBACK LINE
---	NEW IRRIGATION LINE
---	NEW STORM DRAIN
---	NEW SANITARY SEWER
---	NEW SECONDARY WATERLINE
---	NEW CULINARY WATERLINE
---	EX. IRRIGATION LINE
---	EX. OVERHEAD POWER LINE
---	EX. STORM DRAIN
---	EX. SANITARY SEWER
---	EX. SECONDARY WATERLINE
---	EX. TELEPHONE LINE
---	EX. CABLE TV LINE
---	EX. GAS LINE
---	EX. CULINARY WATERLINE
---	NEW FENCE PER PLAN
---	EX. FENCE PER PLAN
---	SECTION CORNER
---	MONUMENT
---	CONTROL POINT
---	EG CONTOUR MINOR
---	EG CONTOUR MAJOR
---	FG CONTOUR MINOR
---	FG CONTOUR MAJOR
---	NEW ASPHALT PER DETAIL 1/C301
---	EXISTING ASPHALT
---	FIRE TURNAROUND & ACCESS
---	EXISTING CURB & GUTTER
---	24" HIGH BACK CURB PER DETAIL 2/C301
---	24" RELEASE GUTTER PER DETAIL 3/C301



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STRUCTURAL CIVIL SURVEY

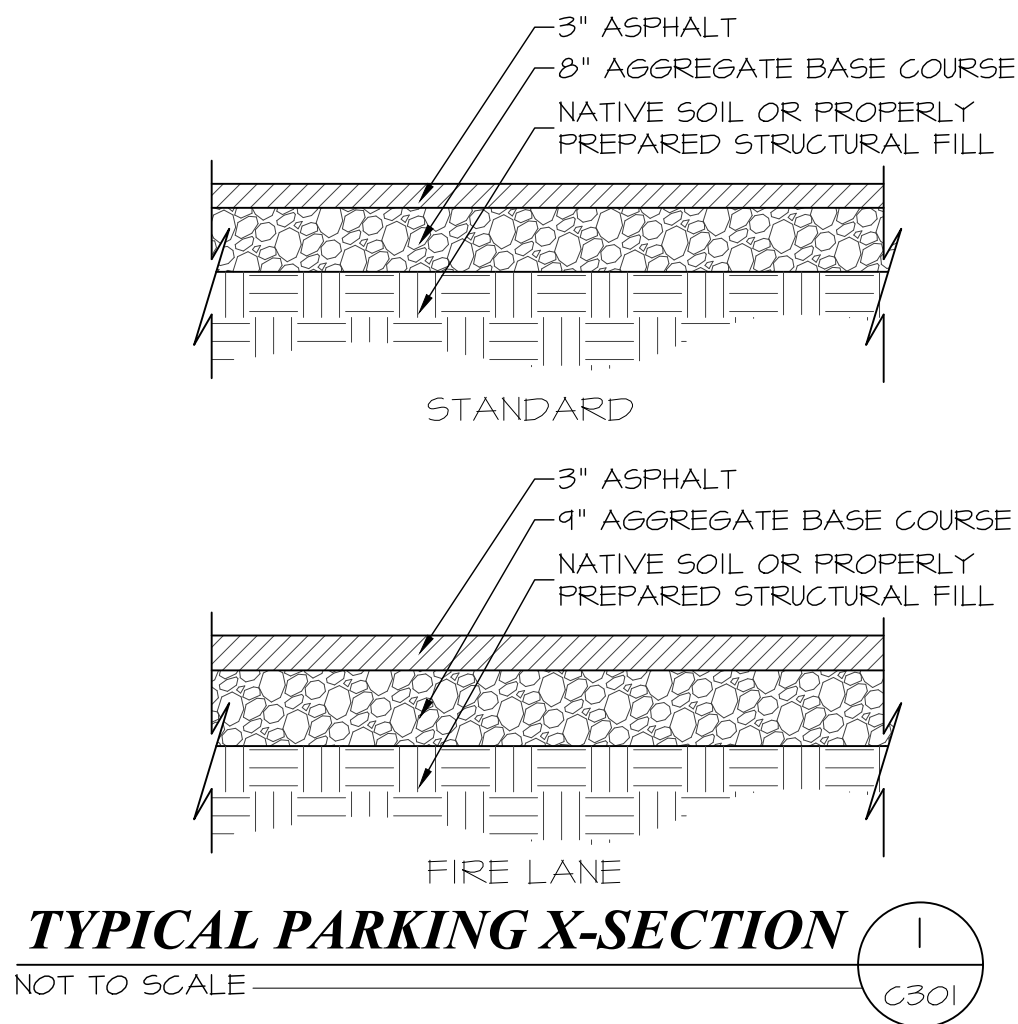
JOHN HANCOCK - WEST CAMPUS
APPROX. 2570 NORTH LAKE MOUNTAIN ROAD
EAGLE MOUNTAIN, UTAH

DATE: 07/25/2025
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MANAGER: J.R.J.

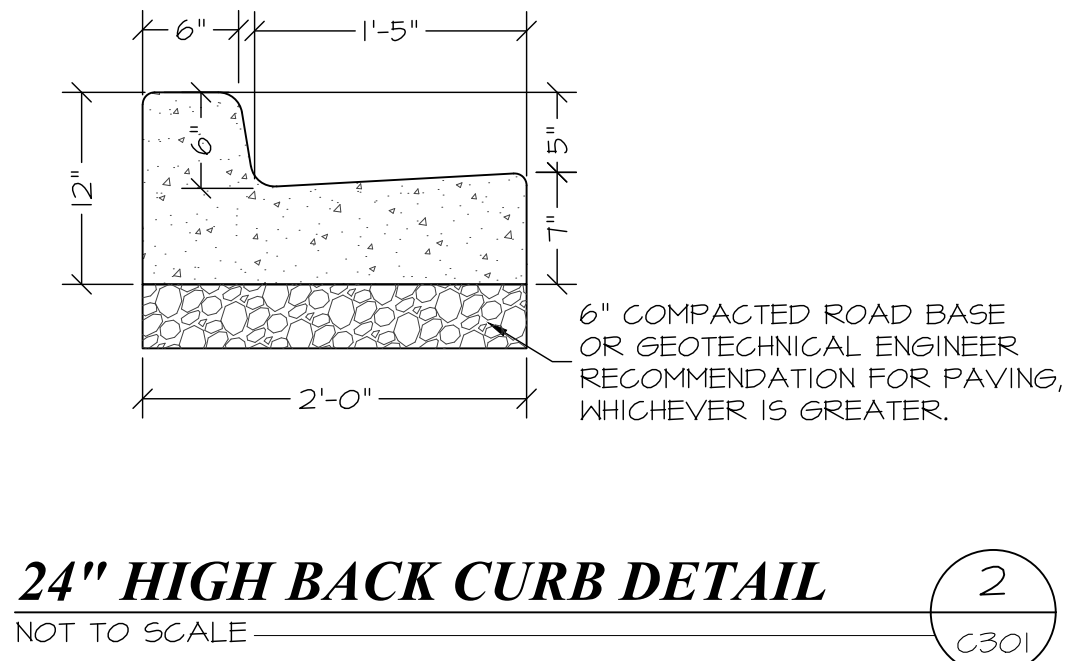
REVISIONS
MARK DATE / DESC.
7/25/2025
EMC REVIEW 1

GRADING /
DRAINAGE PLAN

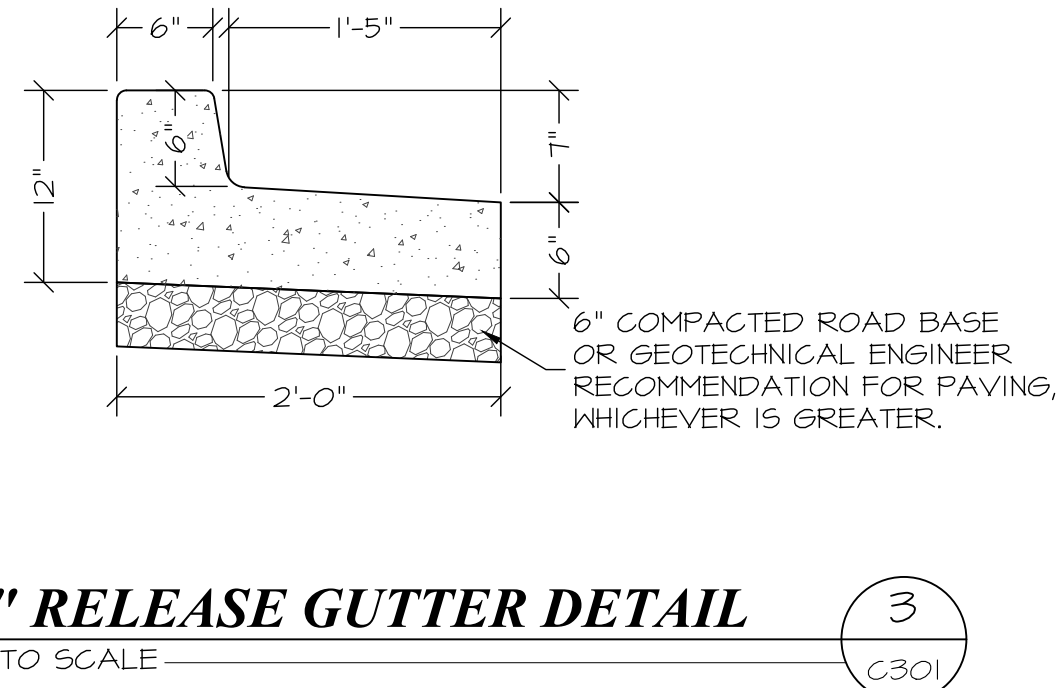
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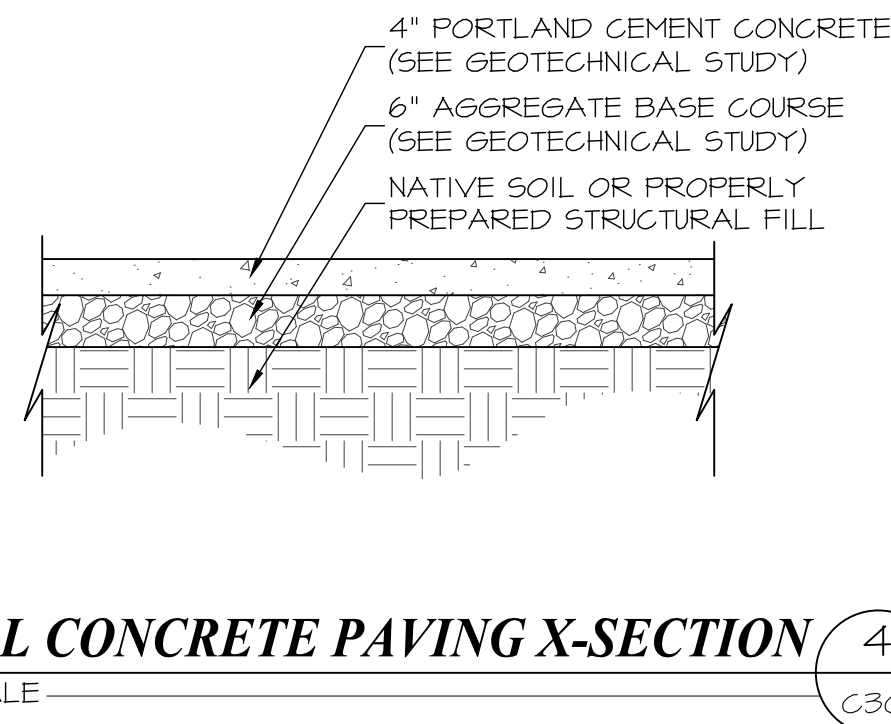
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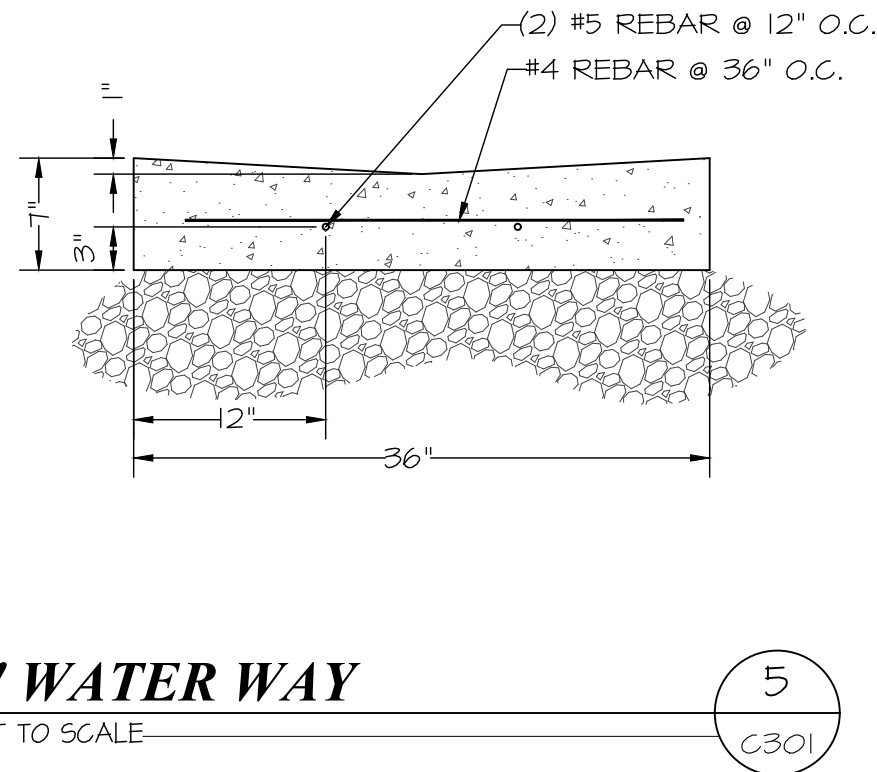
24" HIGH BACK CURB DETAIL
NOT TO SCALE



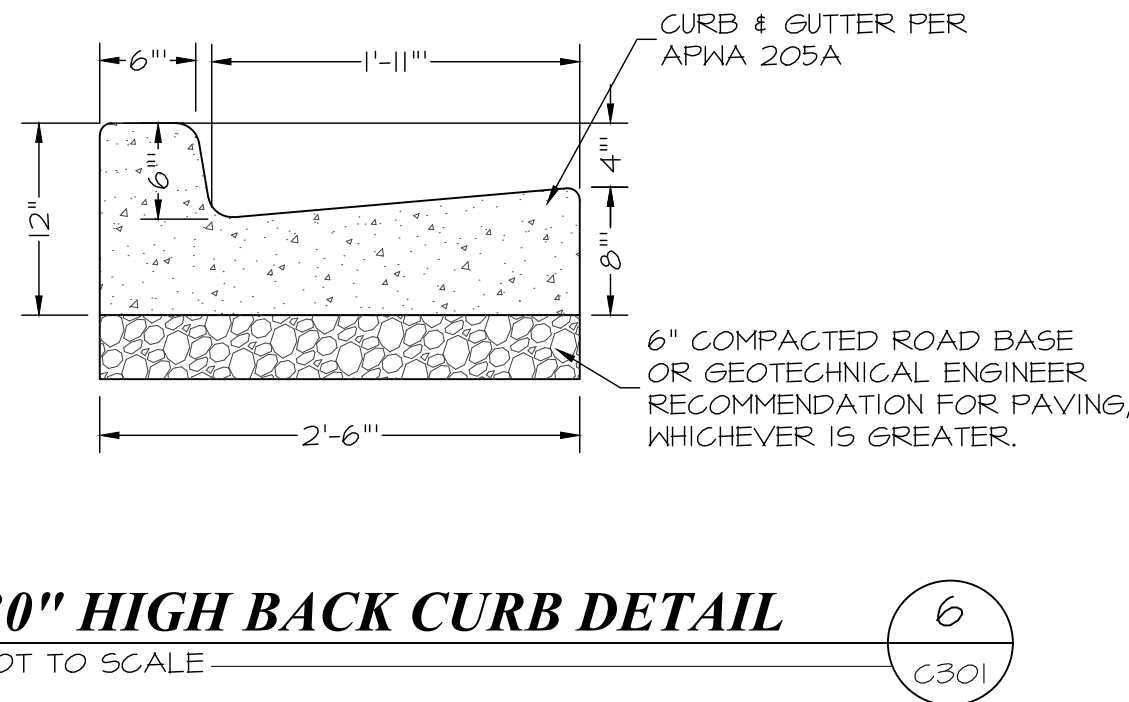
24" RELEASE GUTTER DETAIL
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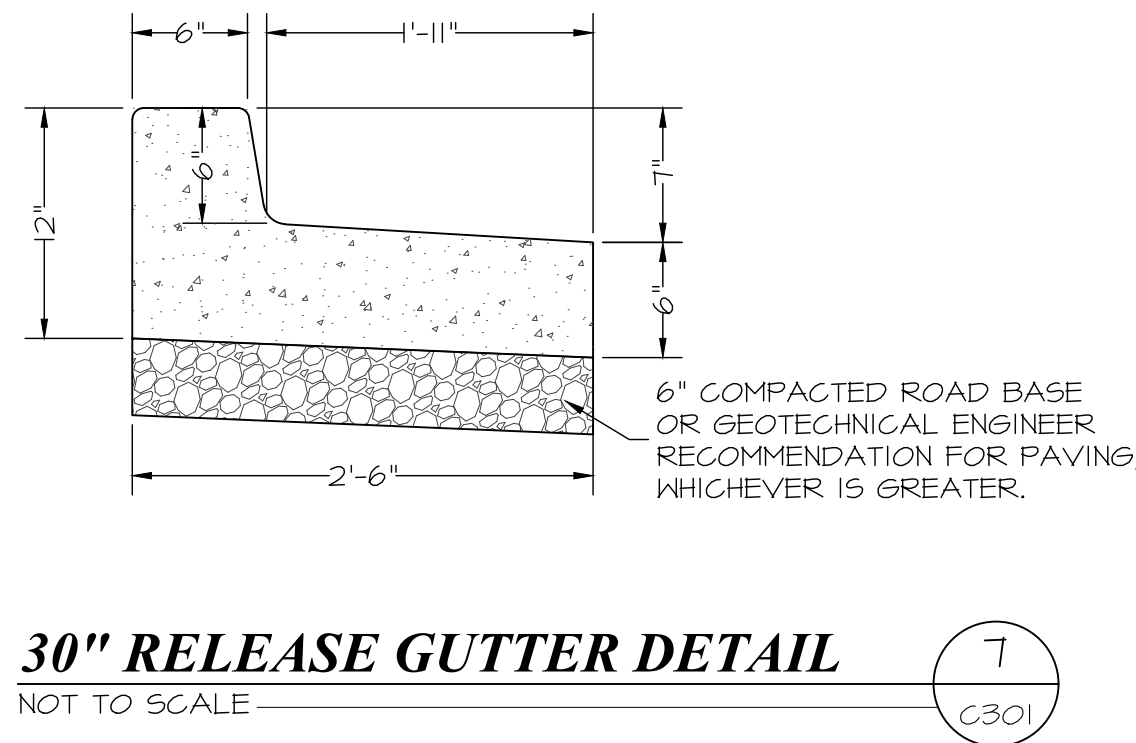
TYPICAL CONCRETE PAVING X-SECTION
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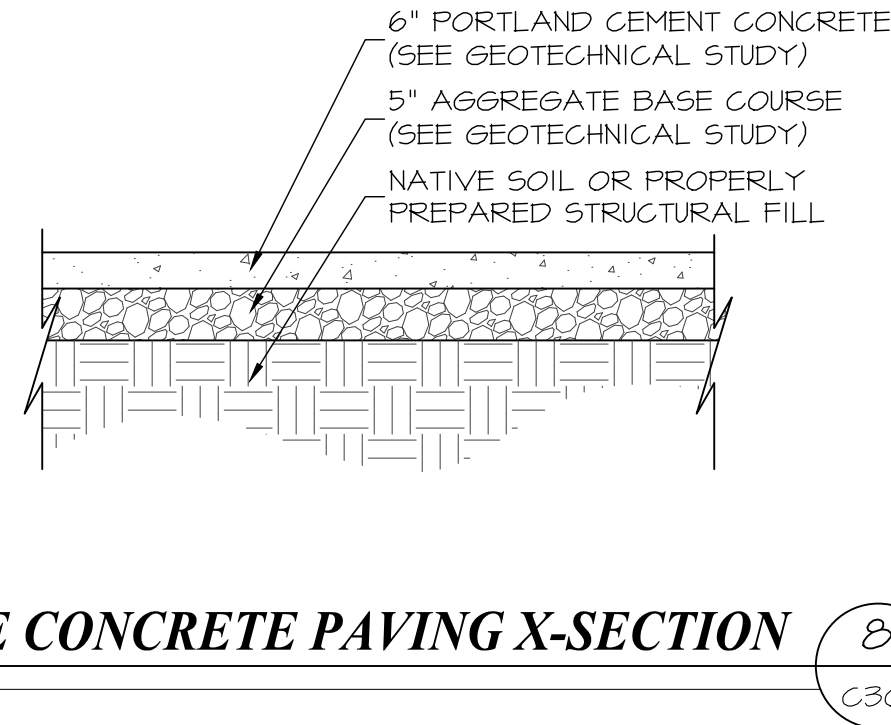
3' WATER WAY
NOT TO SCALE



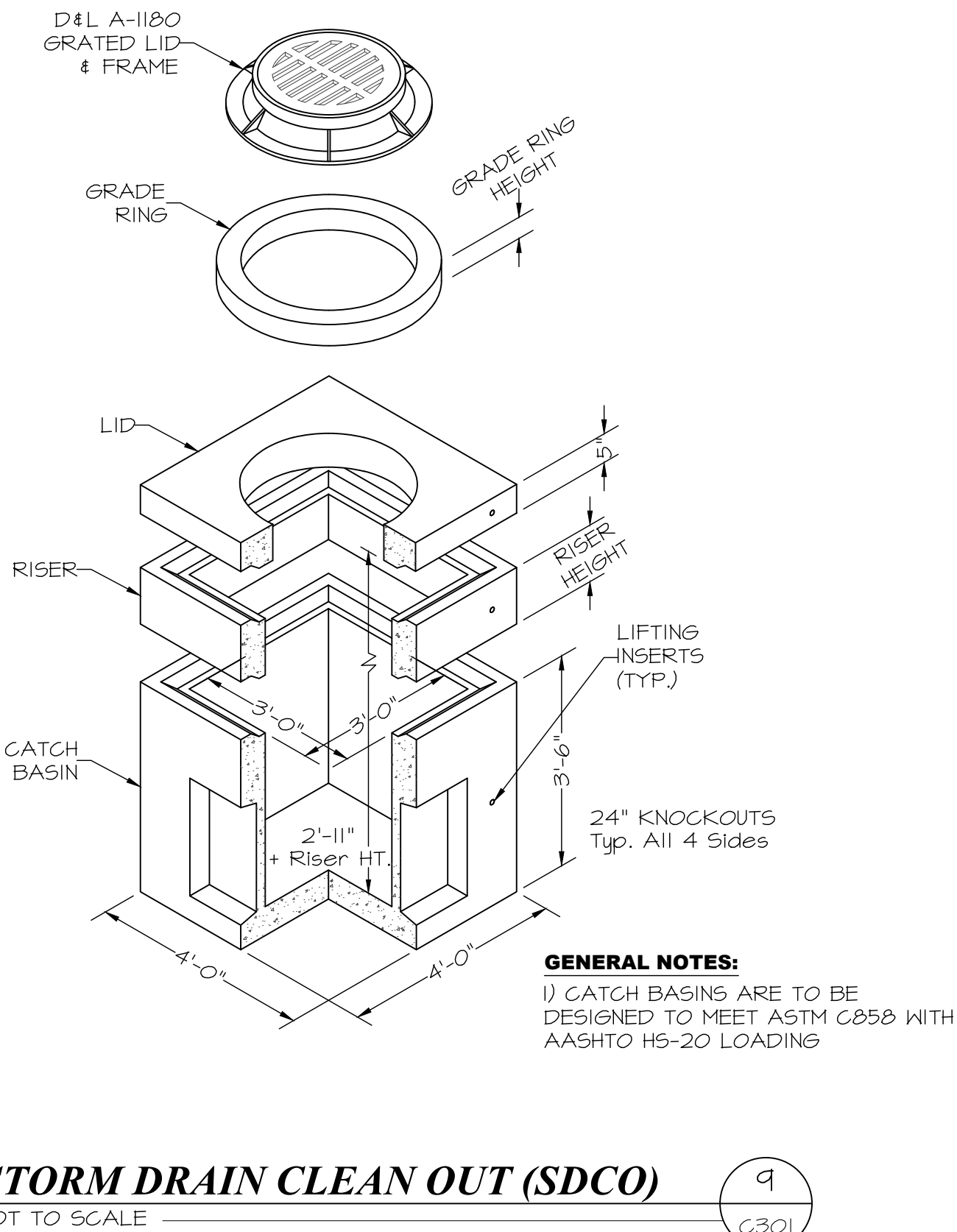
30" HIGH BACK CURB DETAIL
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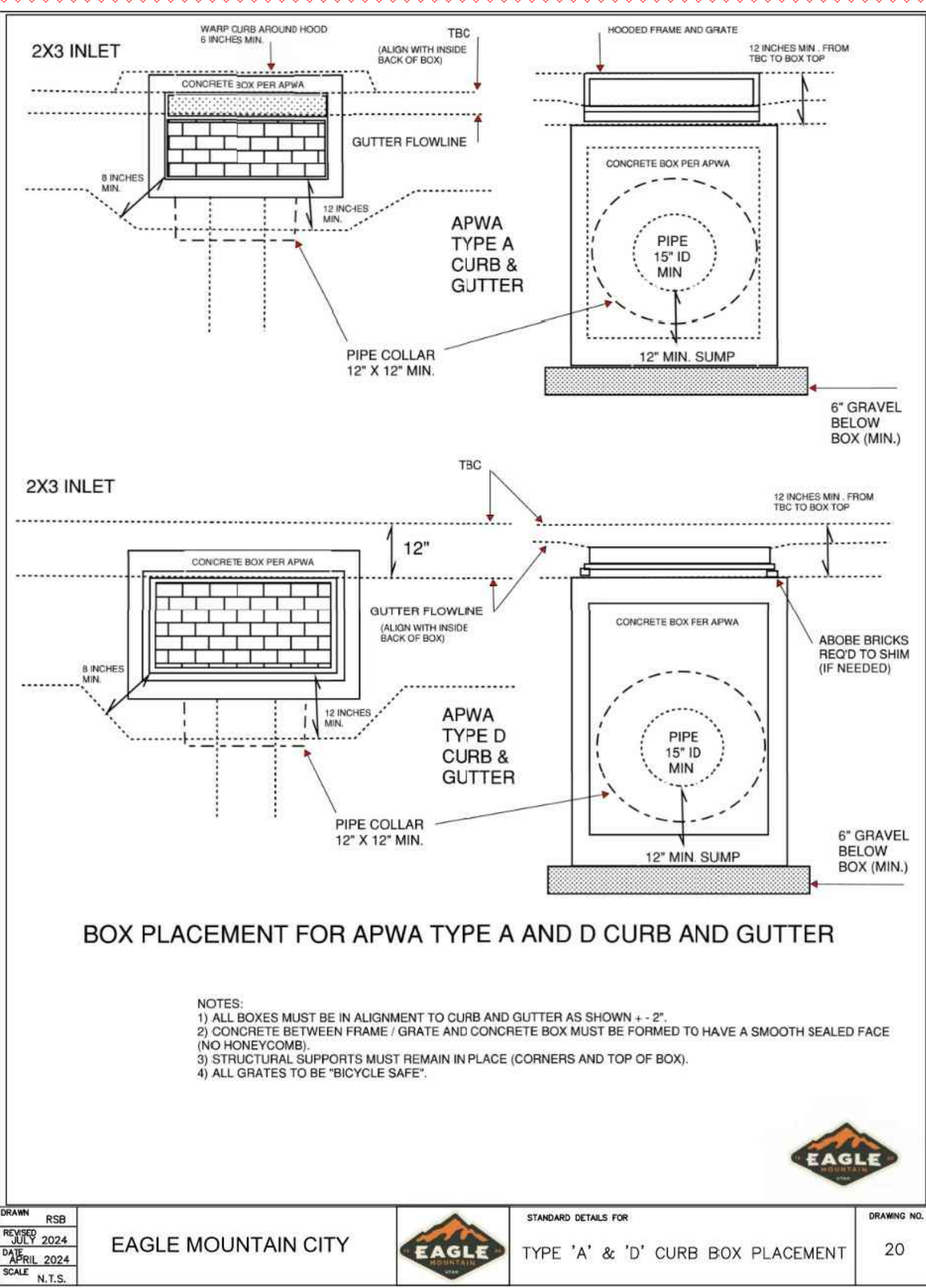
30" RELEASE GUTTER DETAIL
NOT TO SCALE



DRIVABLE CONCRETE PAVING X-SECTION
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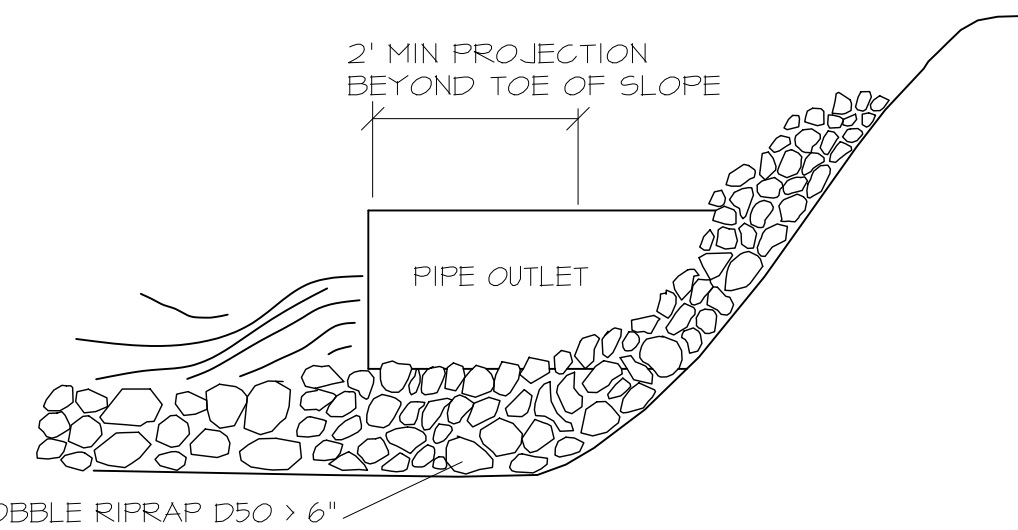


STORM DRAIN CLEAN OUT (SDCO)
NOT TO SCALE

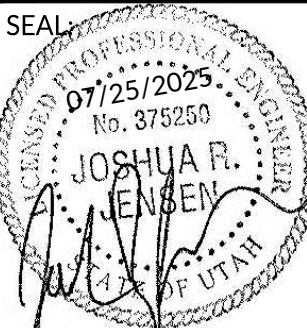


BOX PLACEMENT FOR APWA TYPE A AND D CURB AND GUTTER

- NOTES:
- 1) ALL BOXES MUST BE IN ALIGNMENT TO CURB AND GUTTER AS SHOWN - 2"
 - 2) CONCRETE BETWEEN FRAME / GRATE AND CONCRETE BOX MUST BE FORMED TO HAVE A SMOOTH SEALED FACE (NO HONEYCOMB).
 - 3) STRUCTURAL SUPPORTS MUST REMAIN IN PLACE (CORNERS AND TOP OF BOX).
 - 4) ALL GRATES TO BE "BICYCLE SAFE".



PIPE OUTLET TO RETENTION POND
NOT TO SCALE



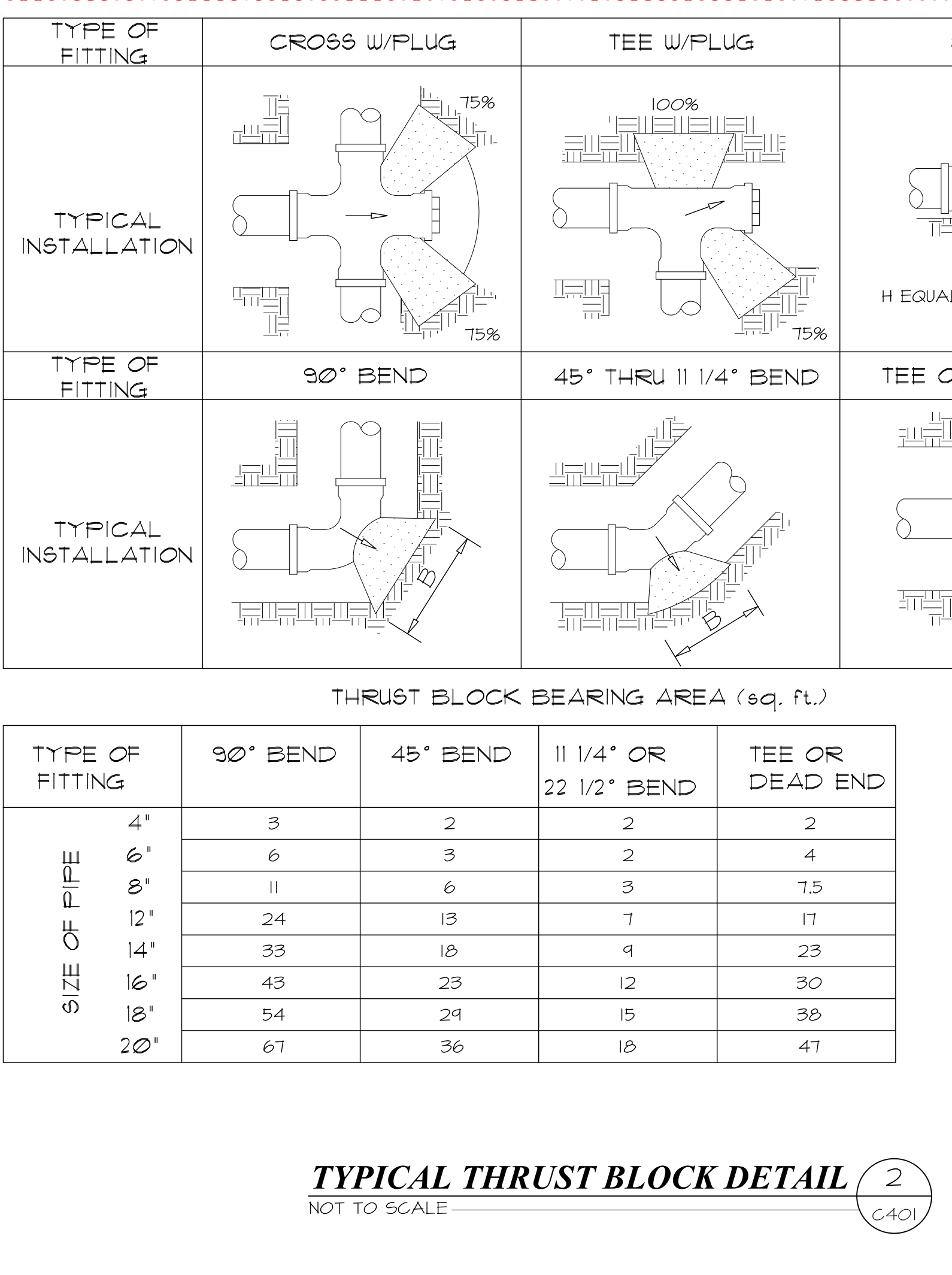
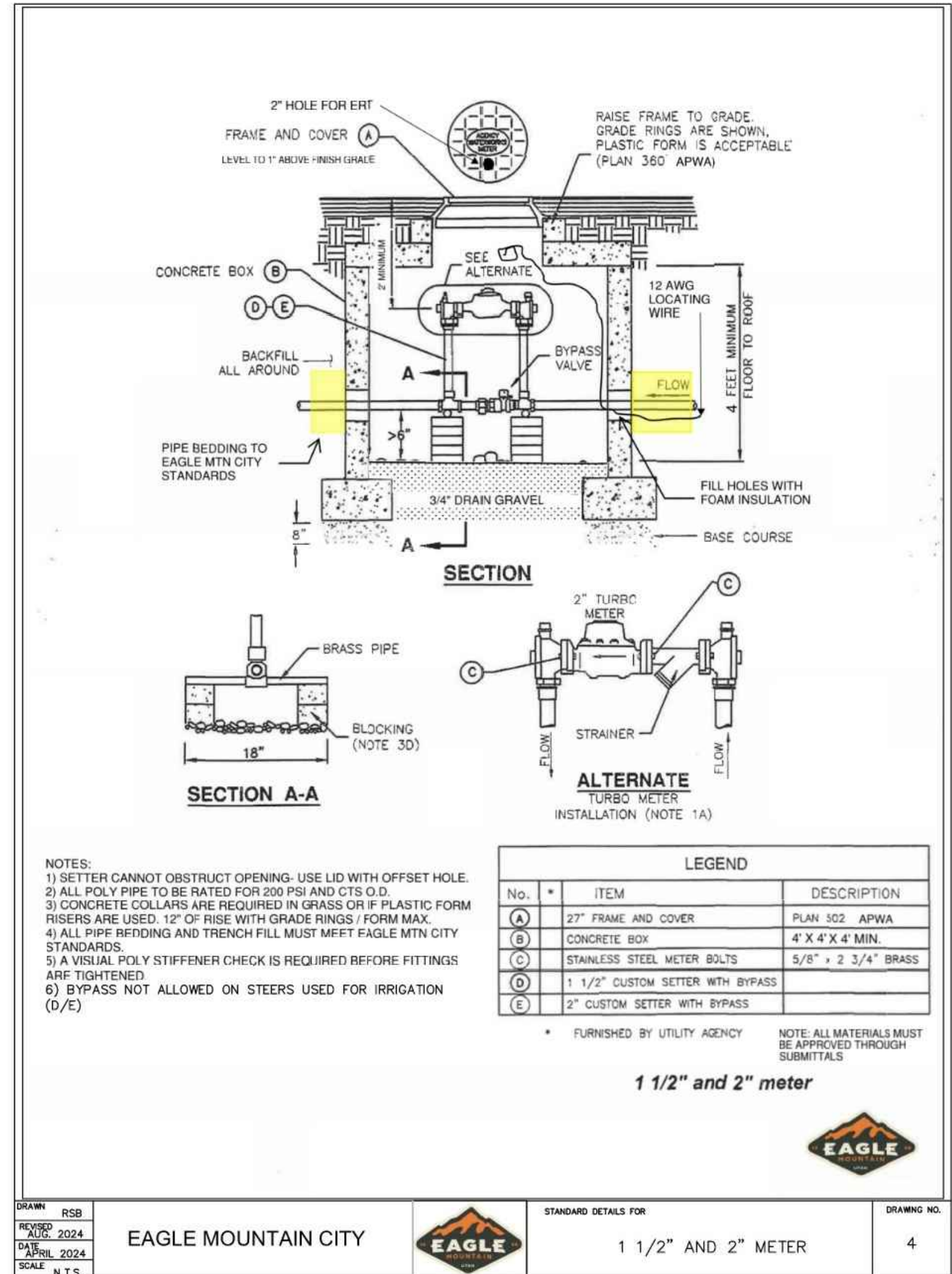
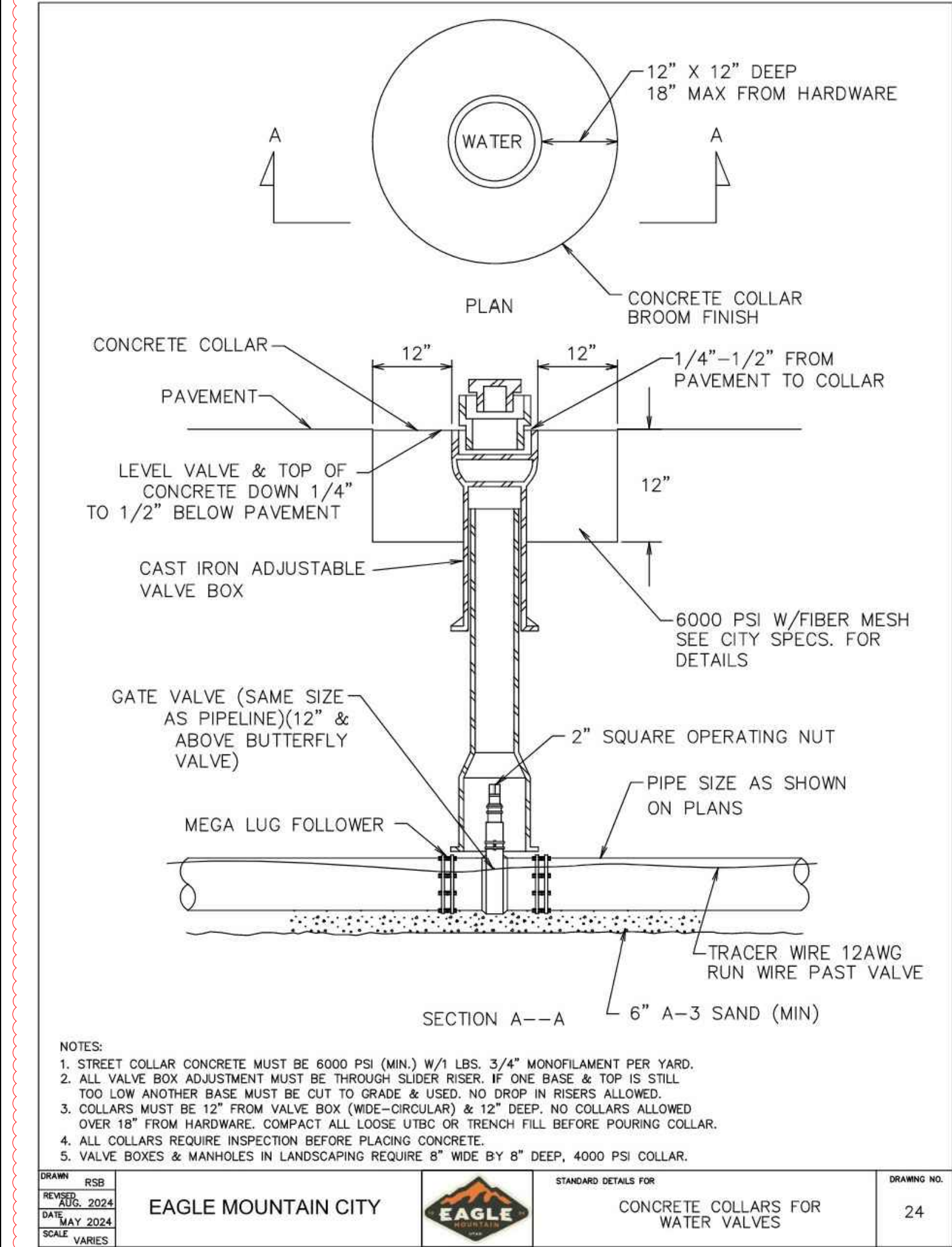
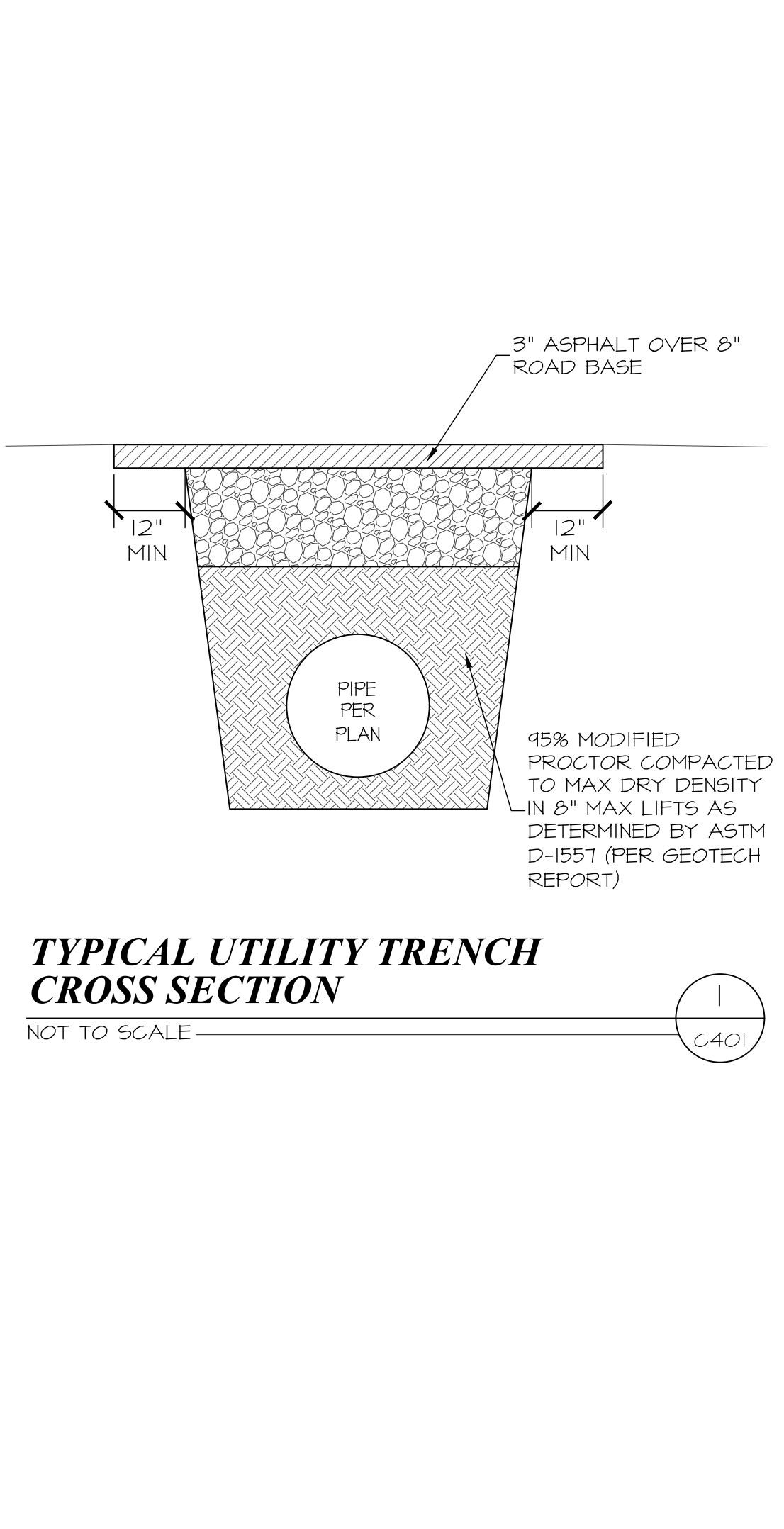
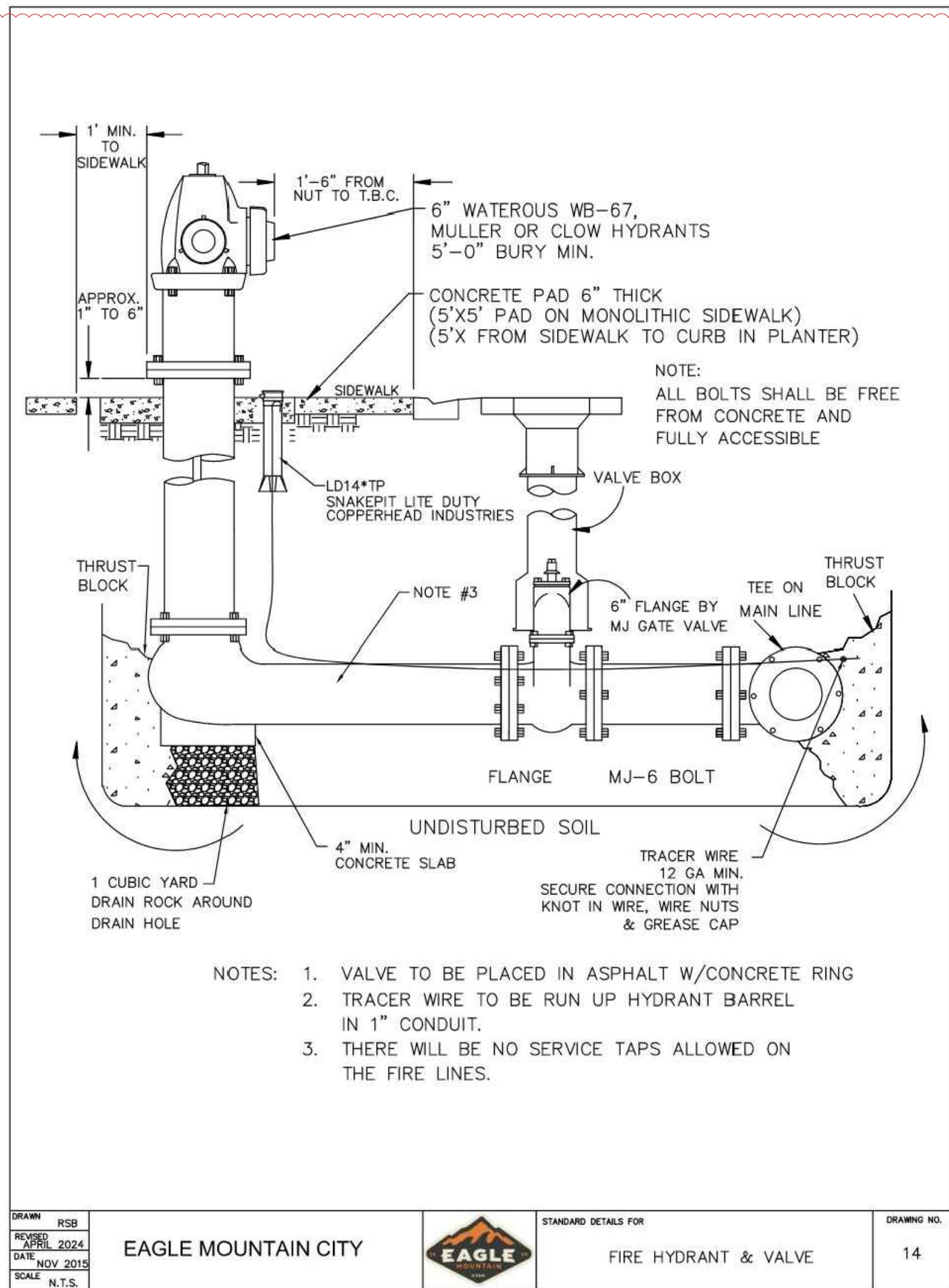
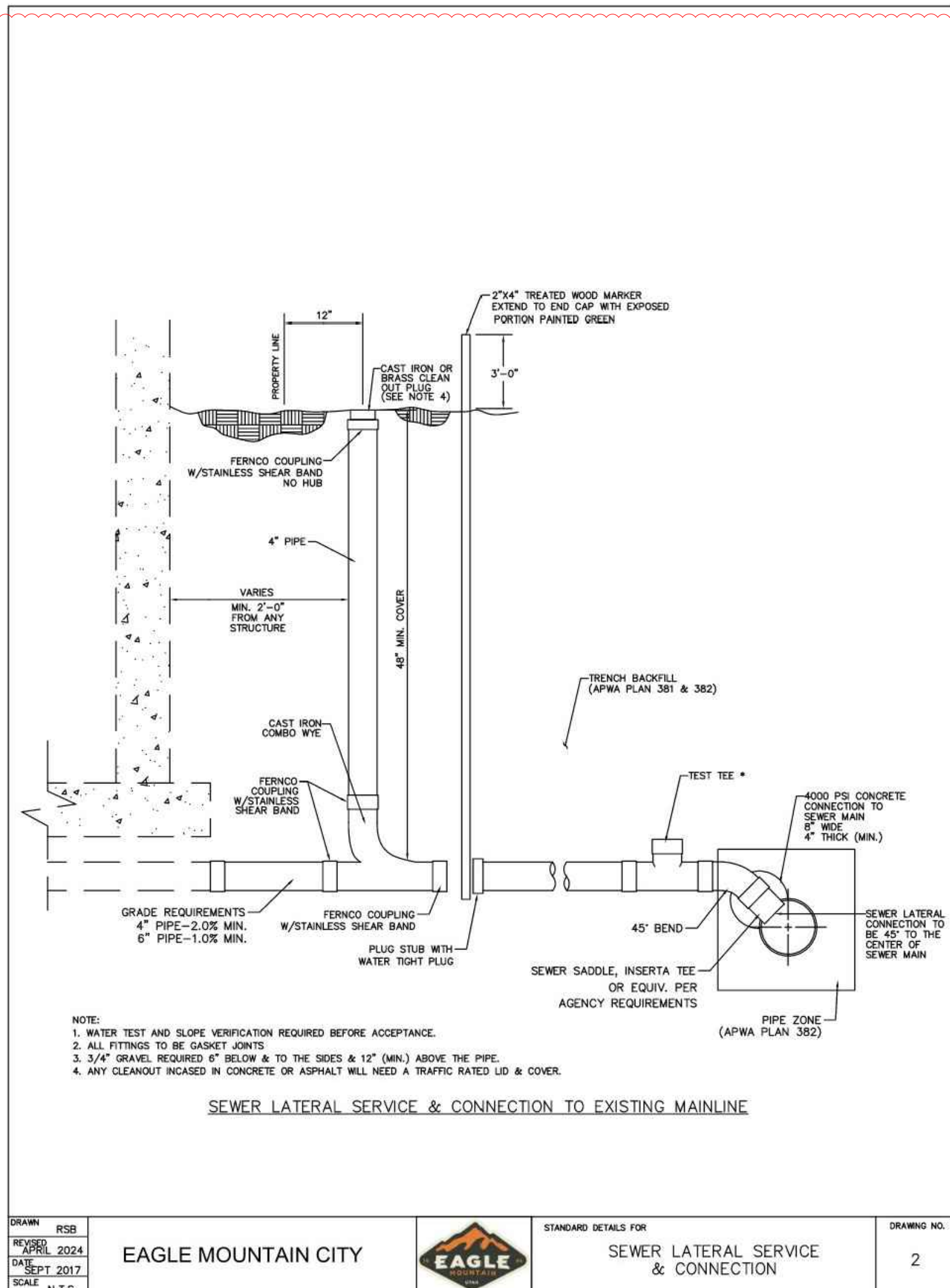
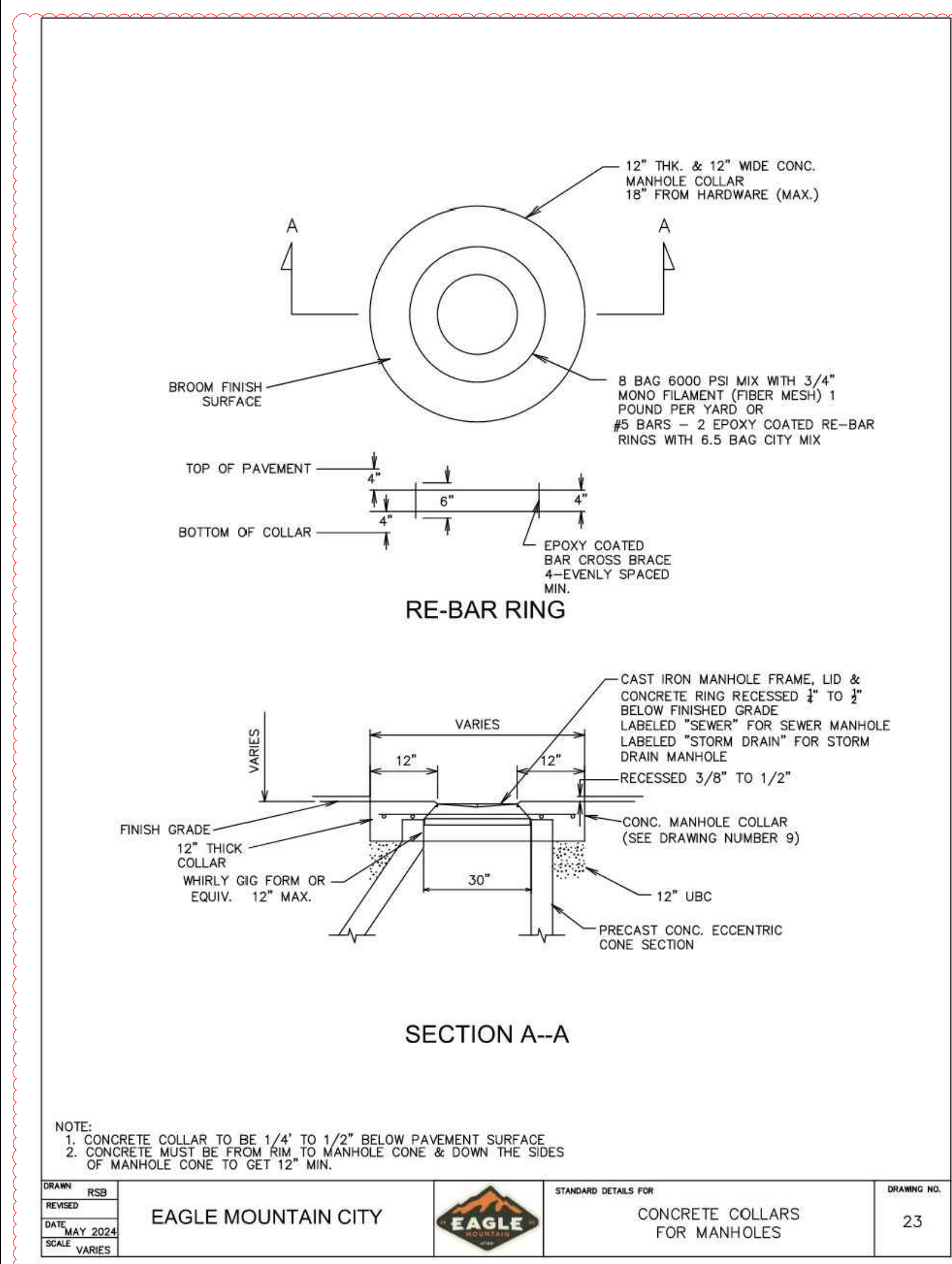
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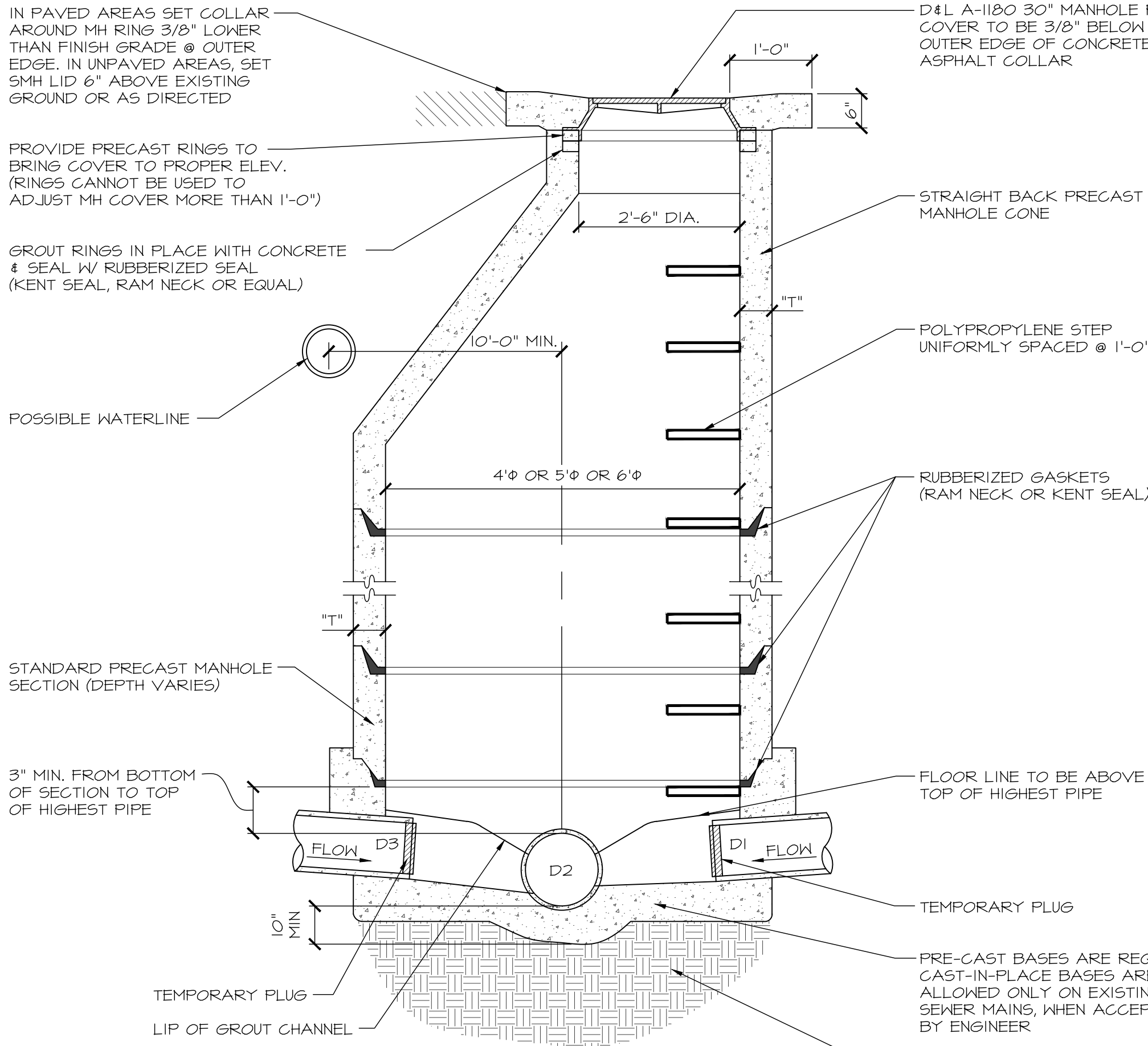
REVISIONS	
MARK	DATE / DESC.
Δ	7/25/2025 EMC REVIEW 1

GRADING DETAILS

SHEET NUMBER:

C301





TYPICAL MANHOLE DETAIL

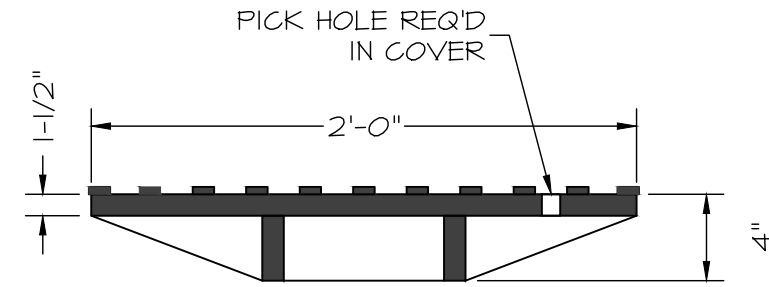
NOT TO SCALE

1
C402

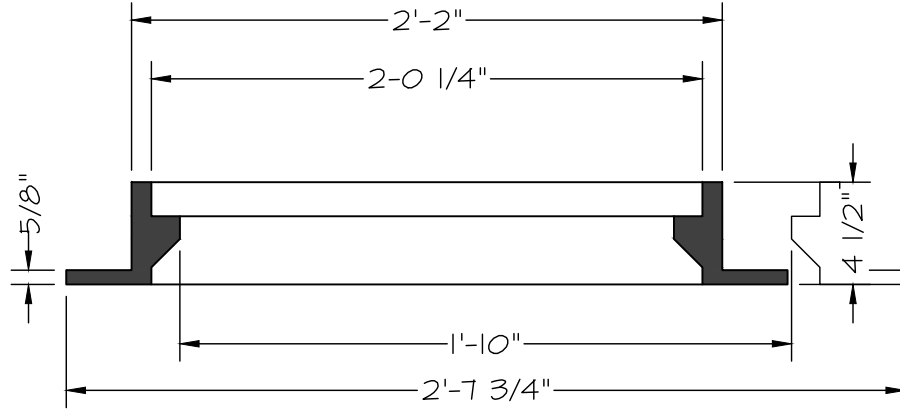
WALL THICKNESS (T)	
SMH DIA.	"T" (INCHES)
4'-0"	5"
5'-0"	6"
6'-0"	7"

NOTES:

- IF GRADE ALLOWS, INVERTS OF D1 & D3 SHALL MATCH TOP OF D2 OTHERWISE AS APPROVED BY DISTRICT.
- AFTER ALL GRADING AROUND MANHOLE HAS BEEN COMPLETED & FINAL SURFACING IS IN PLACE, REMOVE DEBRIS & TEMPORARY PLUGS OR PLYWOOD FROM INSIDE OF MANHOLE.
- IF MANHOLE BASE IS TO BE POURED IN PLACE FOLLOW SAME PATTERN AS SHOWN EXCEPT USE 10" MIN. WALL THICKNESS.
- MANHOLES DEEPER THAN 20'-0" SHALL HAVE AN 18" THICK CONCRETE BASE.
- SET MANHOLE FRAME & COVER TO 3/8" BELOW FINISH GRADE AFTER FINAL STREET GRADING IS COMPLETE.
- CONE & WALL SECTIONS TO CONFORM TO ASTM C-418.
- JUNCTIONS OF (3) OR MORE PIPES REQUIRE 5' OR LARGER MANHOLE.
- DEFLECTION ANGLE OF 75° OR HIGHER REQUIRE 5' OR LARGER MANHOLE.



MANHOLE COVER



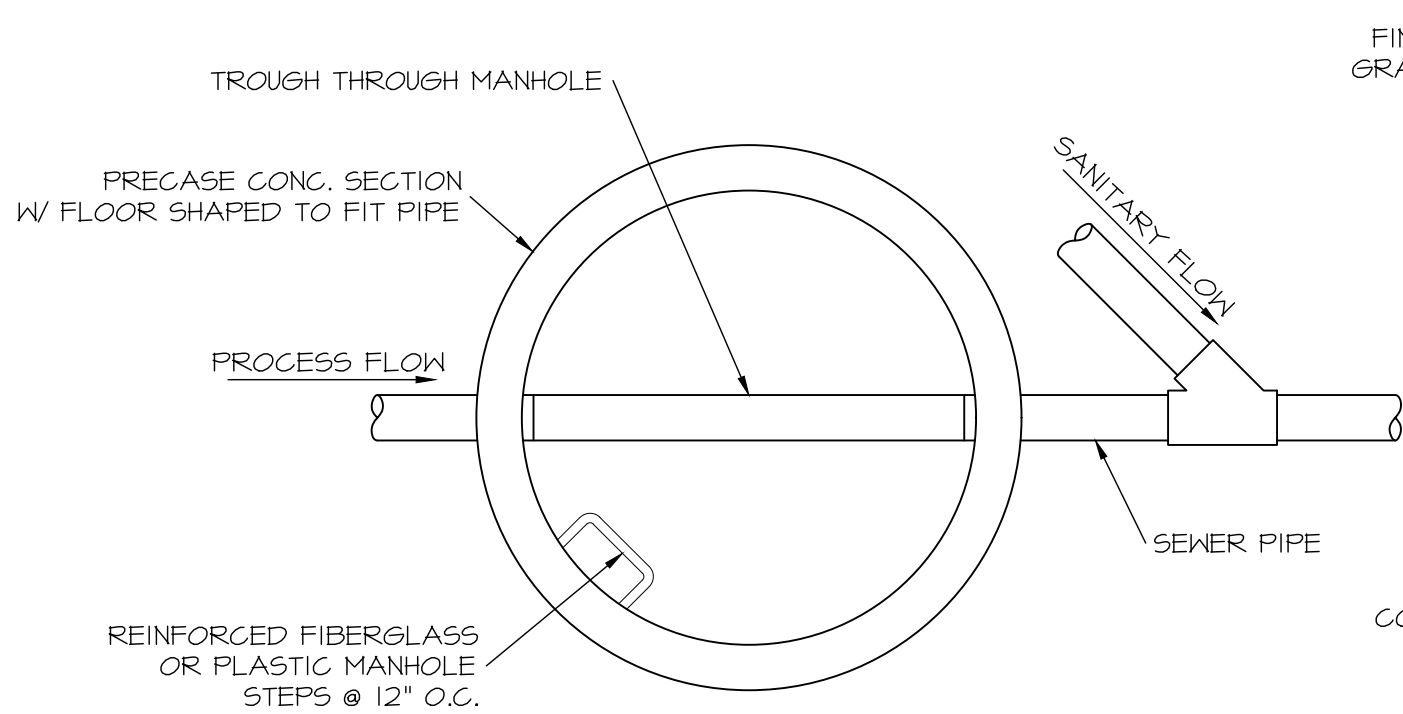
MANHOLE RING

NOTE:
IF CONCRETE GRADE RINGS ARE USED ON A SAMPLING MANHOLE INSTALLATION, THE TOTAL HEIGHT OF THE STACKED RINGS MUST NOT EXCEED 12".

MANHOLE COVER & RING

NOT TO SCALE

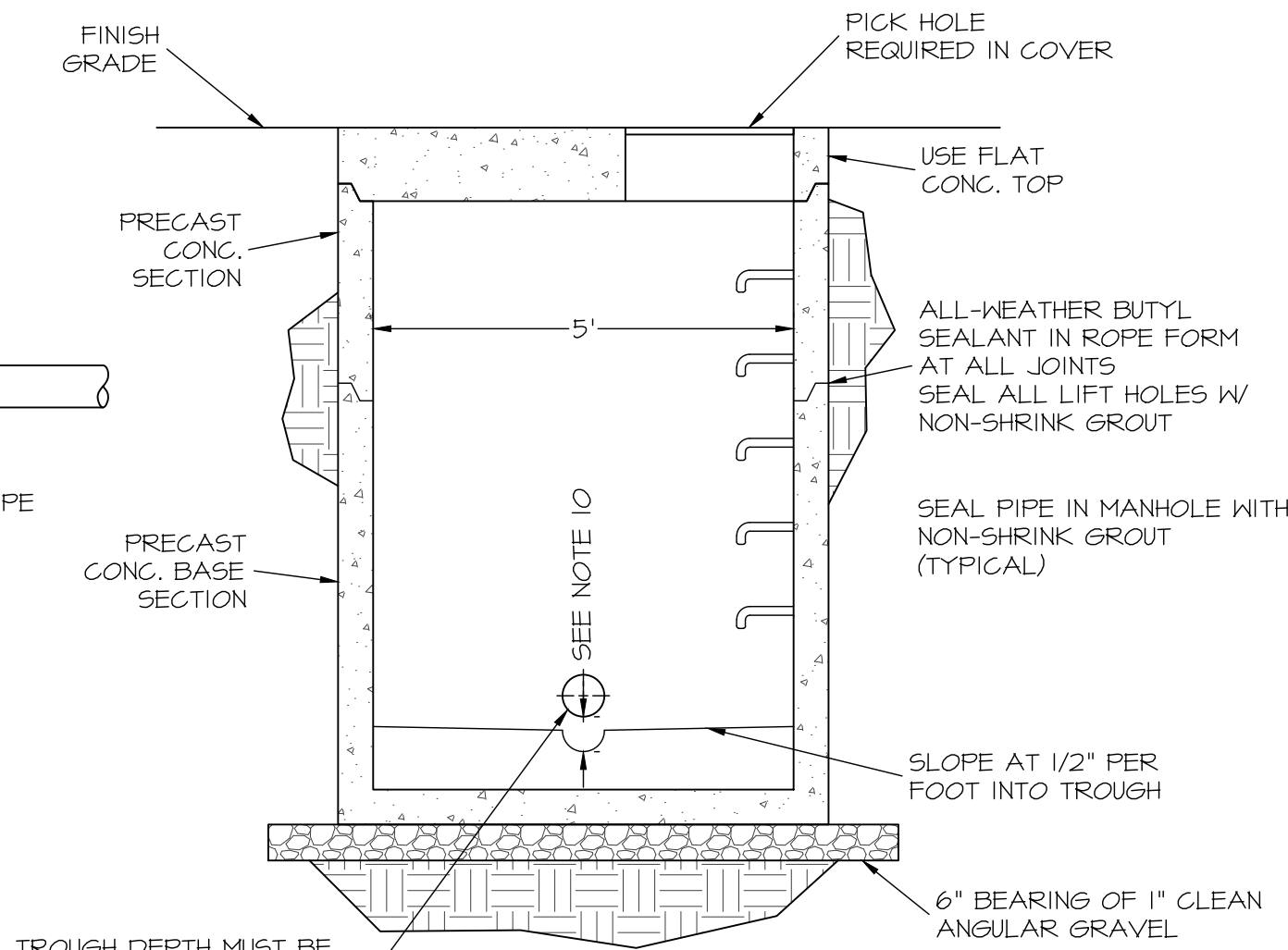
2
C402



PLAN VIEW

NOTES

- PIPING, CLEANOUT CONFIGURATION, SIZE AND TYPE OF PIPING MATERIAL AS PER CITY OR SANITARY DISTRICT. INSPECTION BY SVNRF PRIOR TO BACKFILLING IS REQUIRED.
- WIDTH OF TROUGH IN THE MANHOLE MUST BE THE SAME SIZE AS THE INLET PIPE INTO MANHOLE. DEPTH OF TROUGH MUST BE THE SAME AS 1/2 OF INLET PIPE DIAMETER.
- CONCRETE SHALL HAVE A MINIMUM 28 DAY COMPRESSIVE STRENGTH OF 4,000 PSI.
- REINFORCEMENT STEEL SHALL BE ASTM A615 GRADE 60.
- THE CONCRETE COVER OVER REINFORCEMENT STEEL SHALL BE A MINIMUM OF 1-1/2" INCHES.
- THE STRUCTURE SHALL BE DESIGNED BY A REGISTERED PROFESSIONAL ENGINEER LICENSED IN THE STATE OF UTAH.
- THE STRUCTURE SHALL BE DESIGNED FOR THE FOLLOWING LOADING CONFIGURATION:
A) WALLS DESIGNED FOR A SATURATED EQUIVALENT FLUID AT-REST SOIL PRESSURE OF 90 PCF PLUS TRUCK SURCHARGES.
B) TRUCK LOADING USING AN AASHTO H-20 TRUCK LOAD.
- MANHOLES OVER 4 FEET IN DEPTH WILL HAVE STAINLESS OR PLASTIC STEPS.
- ALL MANHOLES MUST HAVE ROUND NOTCHED COVERS WITH PICK HOLE FOR REMOVAL.
- FOR NEW CONSTRUCTION, BOTTOM OF INLET PIPE INTO MANHOLE MUST BE AT LEAST 3 INCHES ABOVE THE BOTTOM OF THE TROUGH THROUGH THE MANHOLE.

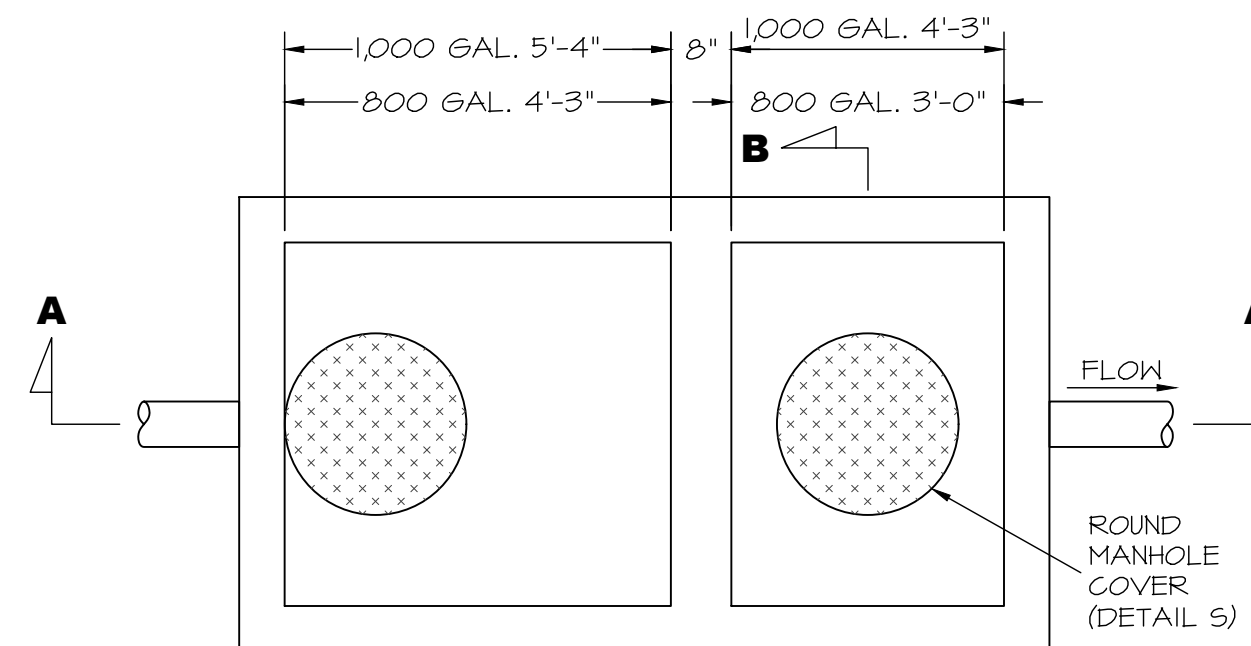


SECTION VIEW

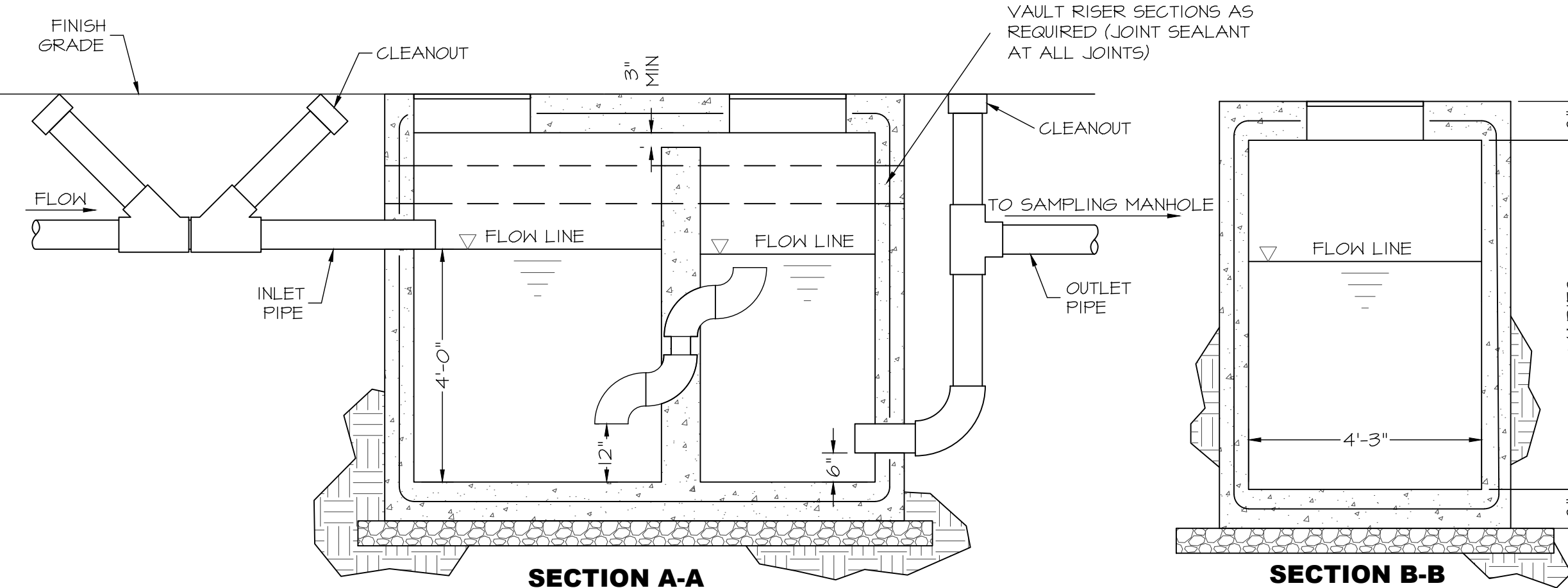
SAMPLING MANHOLE

NOT TO SCALE

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PLAN VIEW



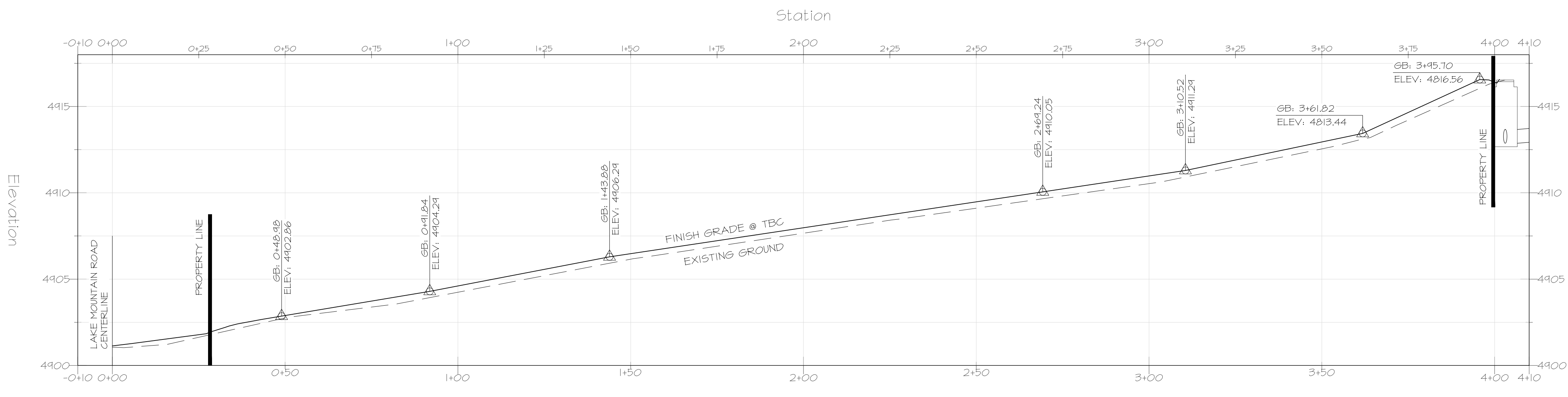
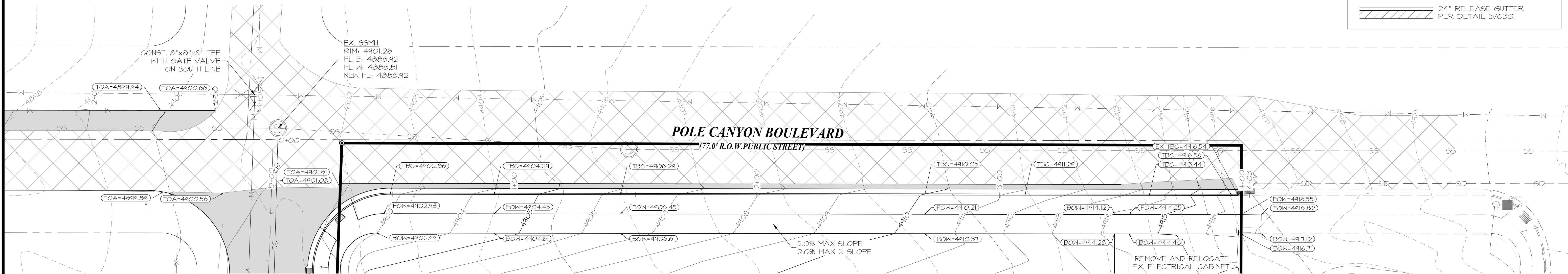
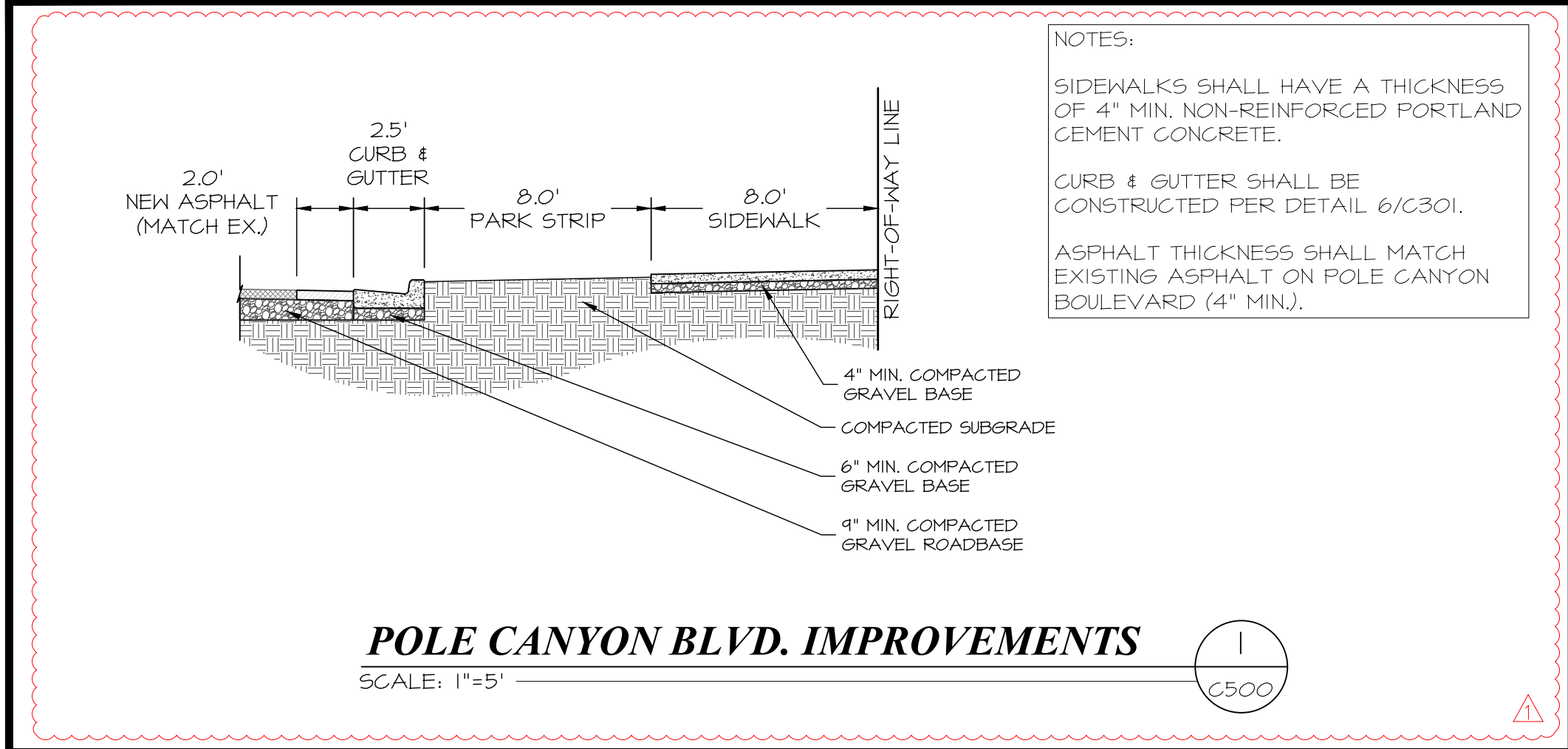
SECTION A-A

SECTION B-B

GREASE INTERCEPTOR

NOT TO SCALE

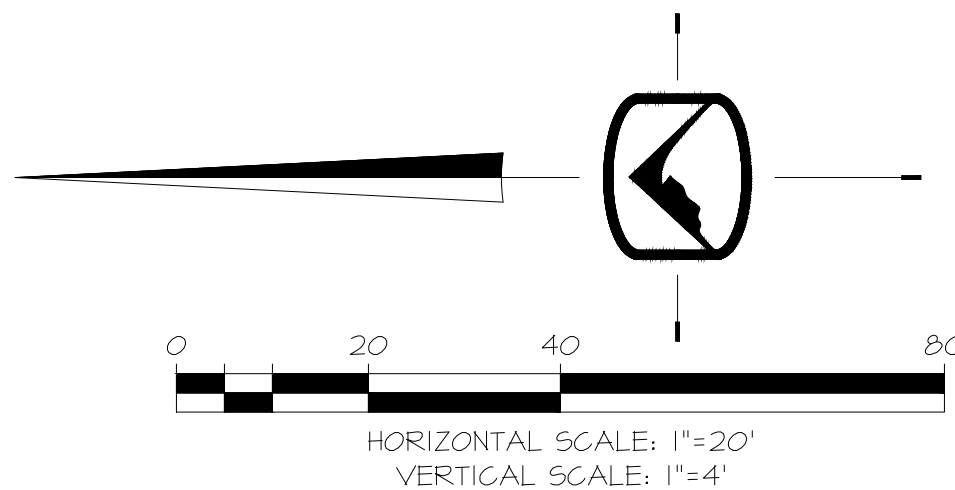
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C402



LEGEND

NOT ALL ITEMS IN THE LEGEND MAY BE APPLICABLE

---	BOUNDARY LINE
---	CENTERLINE
---	EASEMENT LINE
---	SETBACK LINE
IRR	NEW IRRIGATION LINE
SD	NEW STORM DRAIN
SS	NEW SANITARY SEWER
SW	NEW SECONDARY WATERLINE
W	NEW CULINARY WATERLINE
IRR	EX. IRRIGATION LINE
OHP	EX. OVERHEAD POWER LINE
SD	EX. STORM DRAIN
SS	EX. SANITARY SEWER
SW	EX. SECONDARY WATERLINE
T	EX. TELEPHONE LINE
CTV	EX. CABLE TV LINE
G	EX. GAS LINE
W	EX. CULINARY WATERLINE
+	NEW FENCE PER PLAN
X	EX. FENCE PER PLAN
+	SECTION CORNER
+	MONUMENT
+	CONTROL POINT
---	EG CONTOUR MINOR
---	EG CONTOUR MAJOR
---	FG CONTOUR MINOR
---	FG CONTOUR MAJOR
---	NEW ASPHALT PER DETAIL 1/C301
---	EXISTING ASPHALT
---	FIRE TURNAROUND & ACCESS
---	EXISTING CURB & GUTTER
---	24" HIGH BACK CURB PER DETAIL 2/C301
---	24" RELEASE GUTTER PER DETAIL 3/C301



CALL BLUESTAKES

AT LEAST 48 HOURS
PRIOR TO COMMENCING
ANY CONSTRUCTION

SIL VERPEAK ENGINEERING

177 E. ANTELOPE DR. STE. B
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STRUCTURAL CIVIL SURVEY

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JOHN HANCOCK - WEST CAMPUS
APPROX. 2570 NORTH LAKE MOUNTAIN ROAD
EAGLE MOUNTAIN, UTAH

SEAL
PROFESSIONAL ENGINEER
07/25/2025
No. 378280
JOSHUA R. JENSEN
UTAH

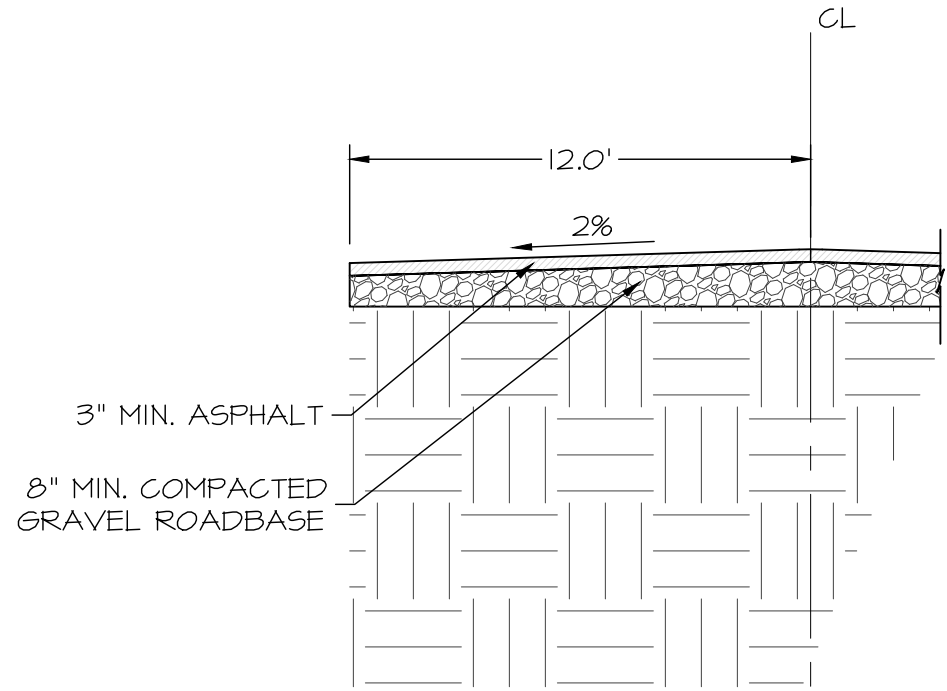
DATE: 07/25/2025
PROJECT: AW-061.02
MANGER: J.R.J.

REVISIONS

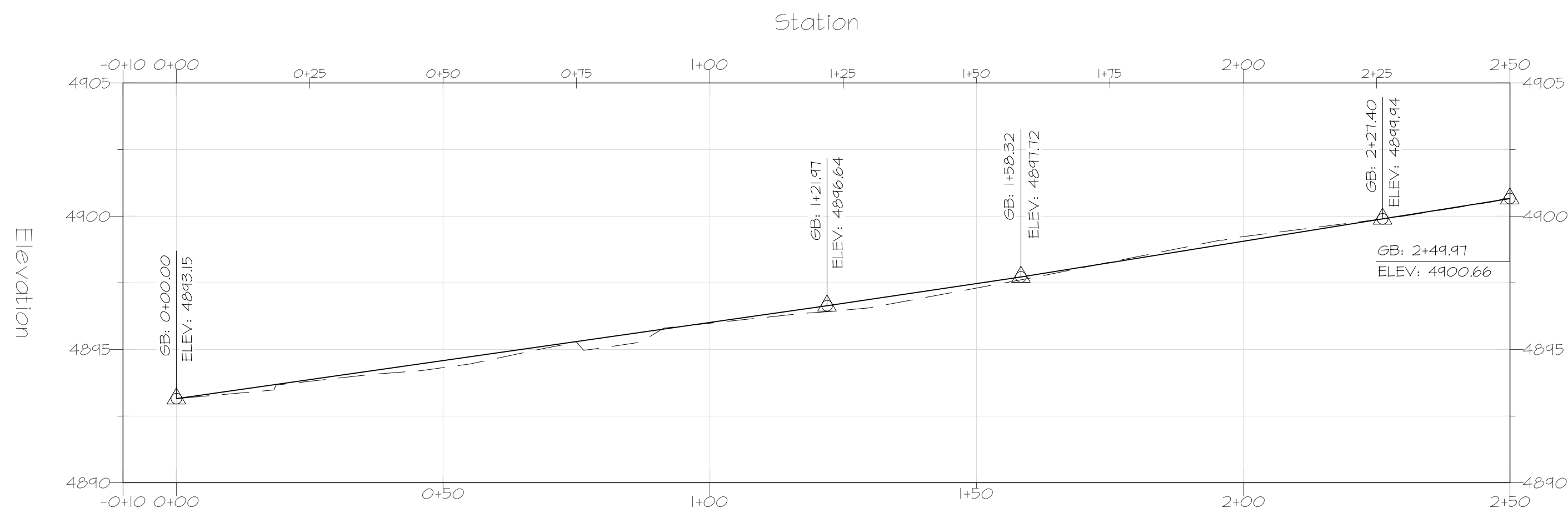
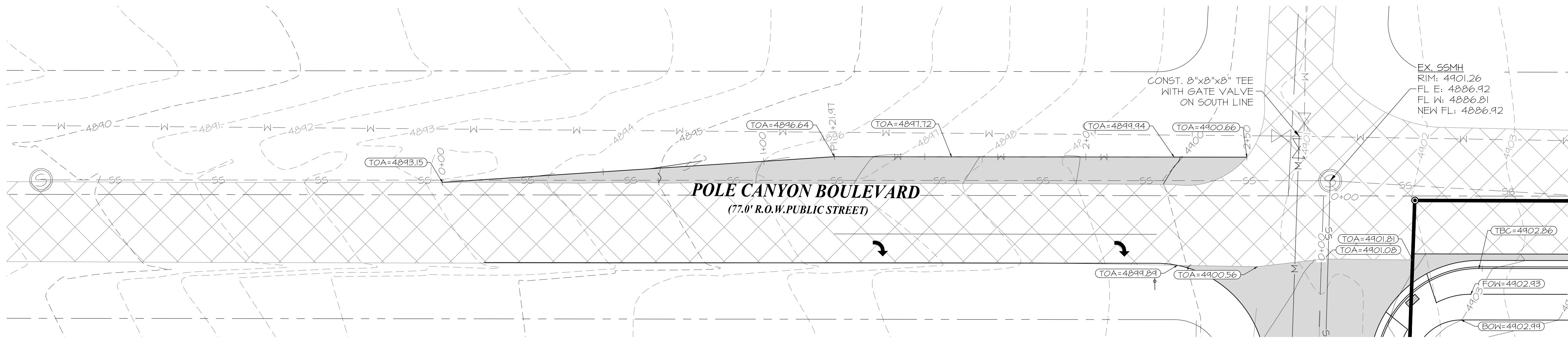
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Δ	7/25/2025 EMC REVIEW 1

POLE CANYON BLVD EAST IMPROVEMENT PLAN

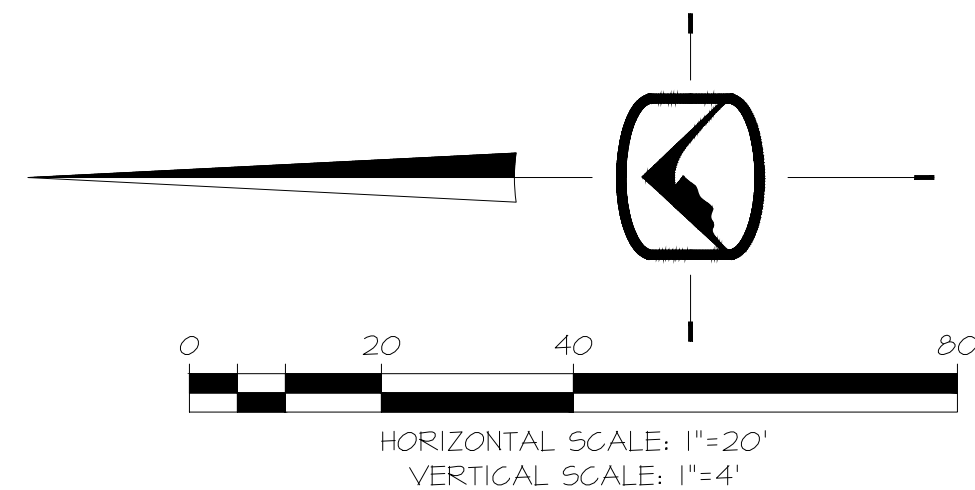
SHEET NUMBER:
C500



POLE CANYON BLVD. ROAD IMPROVEMENTS
SCALE: 1"=5'



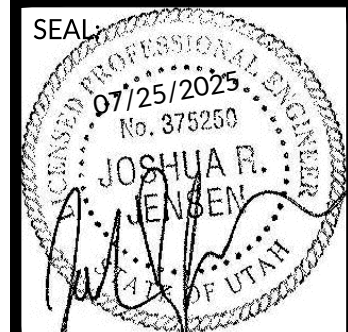
LEGEND	
NOT ALL ITEMS IN THE LEGEND MAY BE APPLICABLE	
---	BOUNDARY LINE
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---	EXISTING ASPHALT
---	FIRE TURNAROUND & ACCESS
---	EXISTING CURB & GUTTER
---	24" HIGH BACK CURB PER DETAIL 2/C301
---	24" RELEASE GUTTER PER DETAIL 3/C301



POLE CANYON BLVD
WEST IMPROVEMENT PLAN



PRIOR TO STARTING CONSTRUCTION, THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAKING SURE THAT ALL REQUIRED PERMITS AND APPROVALS HAVE BEEN OBTAINED. NO CONSTRUCTION OR FABRICATION SHALL BEGIN UNTIL THE CONTRACTOR HAS RECEIVED AND THOROUGHLY REVIEWED ALL PLANS AND OTHER DOCUMENTS APPROVED BY ALL OF THE PERMITTING AUTHORITIES.



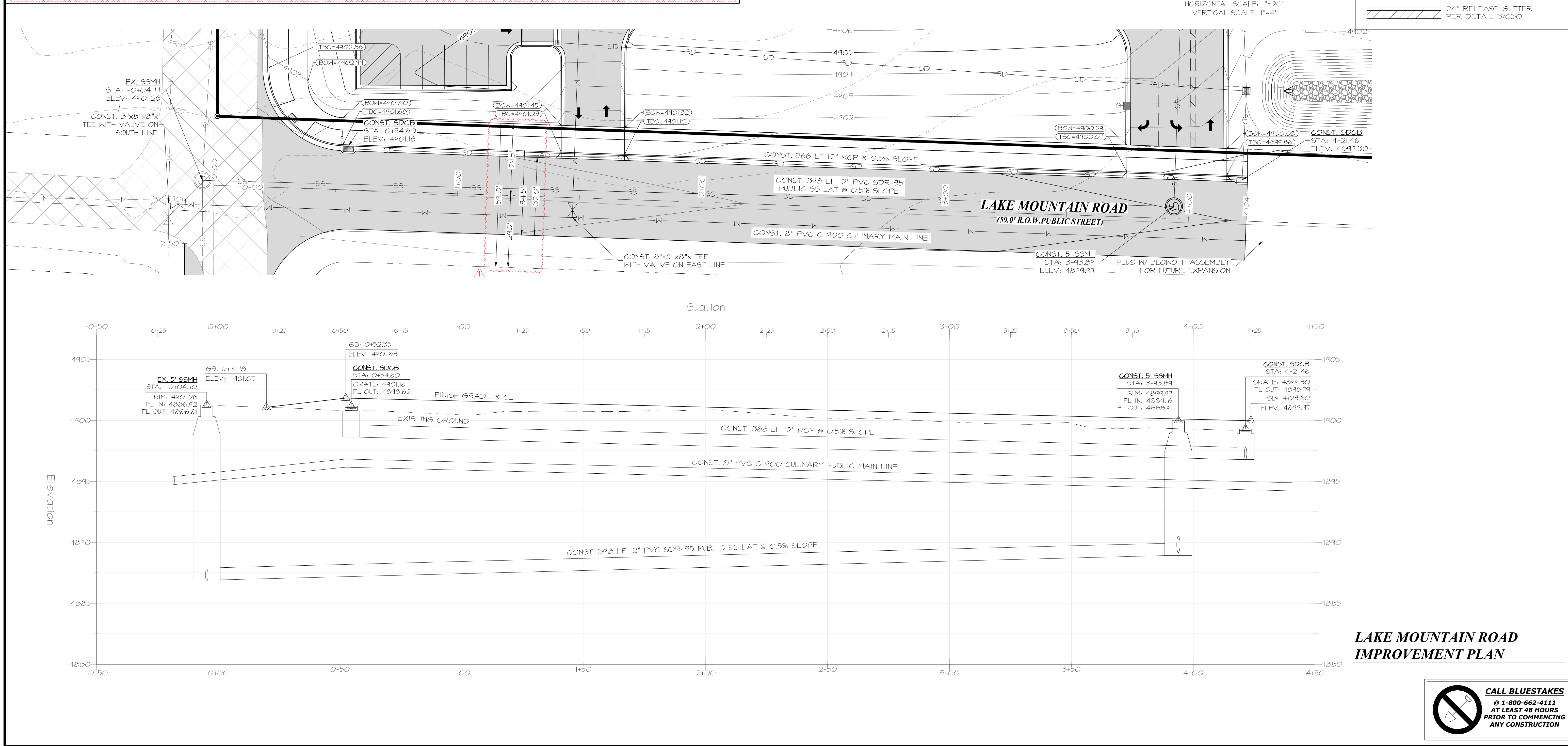
DATE: 07/25/2025
PROJECT: AW-061.02
MANGER: J.R.J.

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MARK	DATE / DESC.
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POLE CANYON
BLVD WEST
IMPROVEMENT PLAN

SHEET NUMBER:

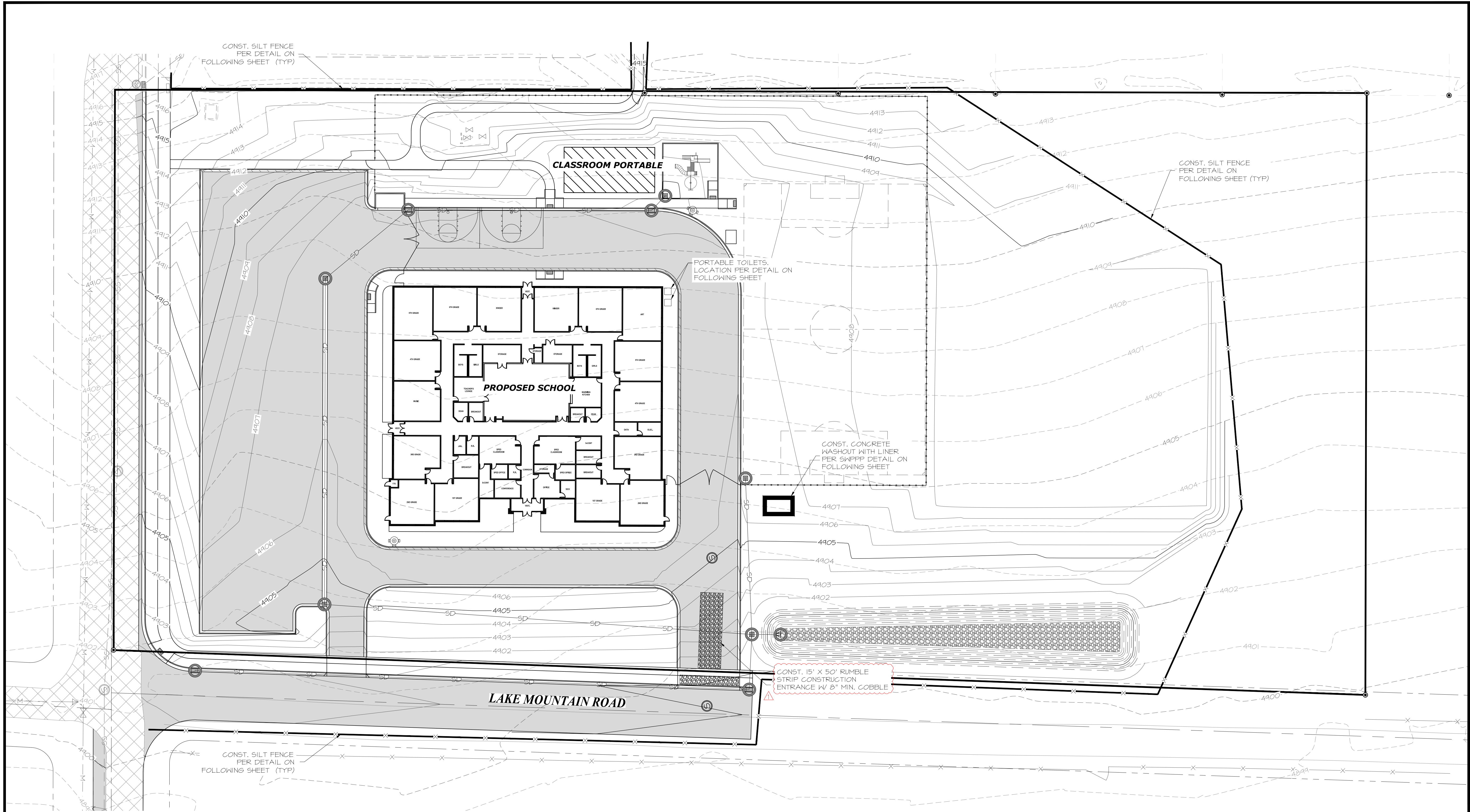
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PRIOR TO STARTING CONSTRUCTION, THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAKING SURE THAT ALL REQUIRED PERMITS AND APPROVALS HAVE BEEN OBTAINED. NO CONSTRUCTION OR FABRICATION SHALL BEGIN UNTIL THE CONTRACTOR HAS RECEIVED AND THOROUGHLY REVIEWED ALL PLANS AND OTHER DOCUMENTS APPROVED BY ALL OF THE PERMITTING AUTHORITIES.


SILVERPEAK
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WWW.SILVERPEAKENG.COM

STRUCTURAL	CIVIL	SURVEY
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LEGEND

NOT ALL ITEMS IN THE LEGEND MAY BE APPLICABLE

- SD NEW STORM DRAIN
- SD EX. STORM DRAIN
- 4250 EG CONTOUR MINOR
- 4250 EG CONTOUR MAJOR
- 4250 FG CONTOUR MINOR
- 4250 FG CONTOUR MAJOR
- NEW ASPHALT PER X-SECTION
- EXISTING ASPHALT
- EXISTING CURB & GUTTER
- CONST. CURB & GUTTER PER X-SECTION
- CONST. SILT FENCE
- SD INLET PROTECTION

0 30 60 120

HORIZONTAL SCALE: 1"=30'

EROSION CONTROL PLAN

CALL BLUESTAKES

AT LEAST 48 HOURS
PRIOR TO COMMENCING
ANY CONSTRUCTION

PRIOR TO STARTING CONSTRUCTION, THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAKING SURE THAT ALL REQUIRED PERMITS AND APPROVALS HAVE BEEN OBTAINED. NO CONSTRUCTION OR FABRICATION SHALL BEGIN UNTIL THE CONTRACTOR HAS RECEIVED AND THOROUGHLY REVIEWED ALL PLANS AND OTHER DOCUMENTS APPROVED BY ALL OF THE PERMITTING AUTHORITIES.

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EAGLE MOUNTAIN, UTAH

SEAL
07/25/2025
No. 378280
JOSHUA R. JENSEN
Professional Engineer
State of Utah

DATE: 07/25/2025
PROJECT: AW-061.02
MANGER: J.R.J.

REVISIONS	
MARK	DATE / DESC.
Δ	7/25/2025 EMC REVIEW 1

EROSION CONTROL PLAN

SHEET NUMBER:
C600

STORM WATER POLLUTION PREVENTION PLAN (SWPPP)

JOHN HANCOCK - WEST CAMPUS

CONSTRUCTION & BMP SEQUENCING

BMP INSPECTION AND MAINTENANCE SHALL BEGIN WITH THE INSTALLATION OF THE FIRST BMP AND CONTINUE UNTIL THE LAST BMP (REVEGETATION) HAS BEEN COMPLETED.

CATCH BASIN PROTECTION

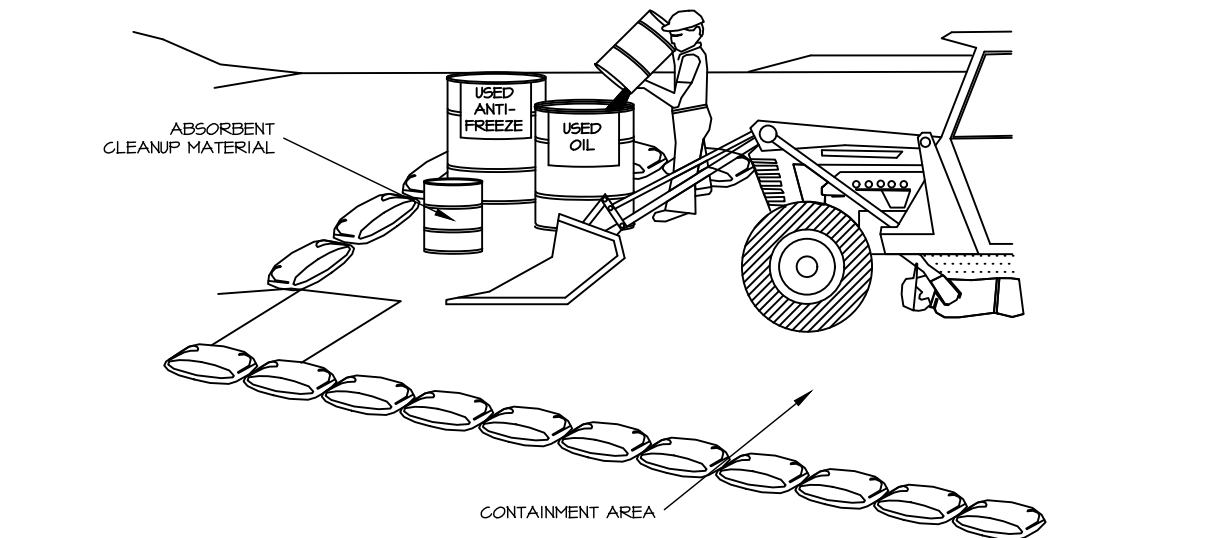
1. CATCH BASIN PROTECTION PER DETAIL LABELED "CURLEX LOG" AND/OR "FABRIC UNDER GRATE" SHALL BE INSTALLED UPON COMPLETION OF STORM DRAIN CONSTRUCTION.
2. FOR CATCH BASINS LOCATED IN CURB AND GUTTER:
 - A. "CURLEX LOG" SHALL REMAIN IN PLACE UNTIL CURB AND GUTTER IS CONSTRUCTED.
 - B. CATCH BASIN PROTECTION PER DETAIL LABELED "FABRIC UNDER GRATE" SHALL BE INSTALLED UPON COMPLETION OF CURB AND GUTTER CONSTRUCTION, AND SHALL REMAIN IN PLACE UNTIL ALL FINISH GRADING IS COMPLETED.
3. FOR CATCH BASINS LOCATED IN LANDSCAPE AREAS:
 - A. "CURLEX LOG" SHALL REMAIN IN PLACE UNTIL SITE GRADING OCCURS.
 - B. CATCH BASIN PROTECTION PER DETAIL LABELED "CURLEX LOG" AND/OR "FABRIC UNDER GRATE" SHALL BE INSTALLED UPON COMPLETION OF SITE GRADING, AND SHALL REMAIN IN PLACE UNTIL ALL GRADING & LANDSCAPING IS COMPLETED.

CONCRETE WASTE MANAGEMENT

1. A CONCRETE WASTE MANAGEMENT FACILITY SHALL BE CONSTRUCTED PRIOR TO POURING ANY CONCRETE ON THE SITE, AND SHALL REMAIN IN PLACE UNTIL THE LAST CONCRETE POUR HAS BEEN COMPLETED.
2. CONTRACTOR IS TO REMOVE THE CONCRETE WASTE MANAGEMENT FACILITY BY LEGALLY REMOVING AND DISPOSING OF WASTE CONCRETE AND, IF NECESSARY, ANY NON-SOIL BERM MATERIALS.

REVEGETATION

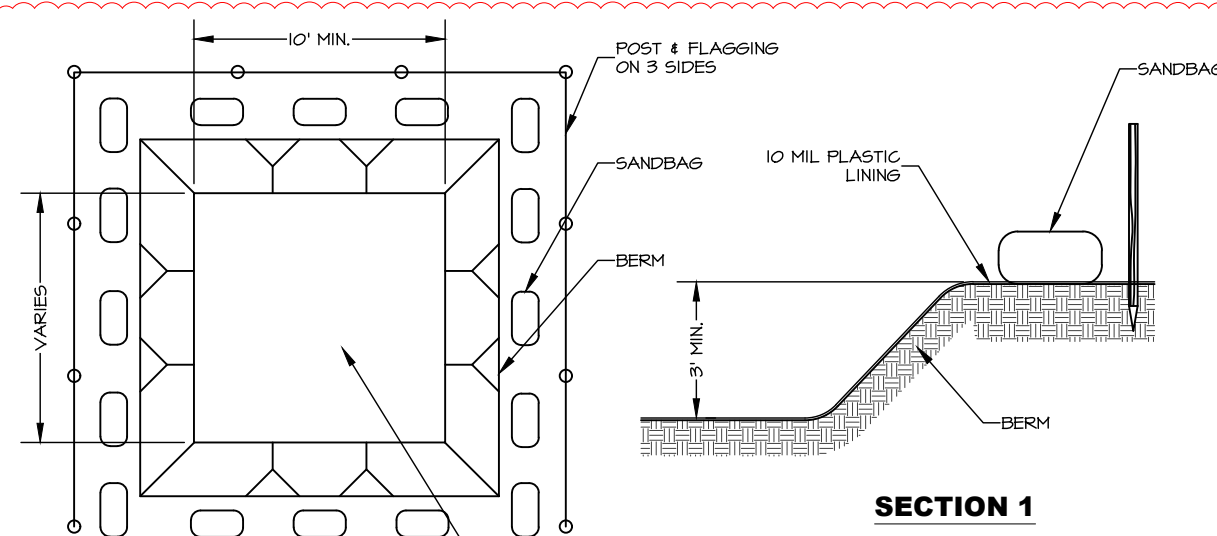
1. SEEDING AND PLANTING OF THE SITE PER THE LANDSCAPE PLAN SHALL OCCUR WITHIN 14 DAYS OF COMPLETION OF THE FINISH GRADING, IF SAID 14 DAYS OCCUR BETWEEN APRIL 15 AND SEPTEMBER 15. OTHERWISE, SEEDING AND PLANTING SHALL BEGIN APRIL 15.
2. PLANTING EFFORTS SHALL BE COMPLETED WITHIN 15 DAYS.
3. SEEDING AND PLANTING SHALL BE CONSIDERED COMPLETE WHEN 70% OF PLANTINGS ARE ESTABLISHED.



EQUIPMENT MAINTENANCE/REPAIR

NOTES:

1. LEAKING VEHICLES AND EQUIPMENT SHALL NOT BE ALLOWED ON-SITE. EQUIPMENT AND VEHICLES SHALL BE INSPECTED FREQUENTLY FOR LEAKS AND SHALL BE REPAIRED IMMEDIATELY. CLEAN UP SPILLS AND LEAKS PROMPTLY WITH ABSORBENT MATERIALS; DO NOT FLUSH WITH WATER.
2. VEHICLES AND EQUIPMENT SHALL BE MAINTAINED, AND REPAIRED ON-SITE ONLY IN DESIGNATED AREAS. PREVENT RUN-ON AND RUN-OFF FROM DESIGNATED AREAS.
3. CONTAINMENT DEVICES SHALL BE PROVIDED AND AREAS SHALL BE COVERED IF NECESSARY.
4. DESIGNATE ON-SITE VEHICLE AND EQUIPMENT MAINTENANCE AREAS, AWAY FROM STORM DRAIN INLETS AND WATERCOURSES.
5. ALWAYS USE SECONDARY CONTAINMENT, SUCH AS A DRAIN PAN OR DROP CLOTH TO CATCH SPILLS AND LEAKS WHEN REMOVING OR CHANGING FLUIDS. LEGALLY DISPOSE OF USED OILS, FLUIDS AND LUBRICANTS.
6. PROVIDE SPILL CONTAINMENT DIKES OR SECONDARY CONTAINMENT AROUND STORED OIL, FUEL, AND CHEMICAL DRUMS.
7. MAINTAIN AN ADEQUATE SUPPLY OF ABSORBENT SPILL CLEANUP MATERIALS IN DESIGNATED AREAS.



CONCRETE WASHOUT DETAIL

APPLICATION

- WASHOUT MUST MEET EPA COP REQUIREMENTS.

OPERATION PROCEDURES

- WASHOUT FACILITY SHALL BE WATERTIGHT AND IMPERMEABLE.
- WASHOUT FACILITIES SHALL BE CONSTRUCTED AND MAINTAINED WITH SUFFICIENT QUANTITY AND VOLUME TO CONTAIN ALL LIQUID AND CONCRETE WASTE GENERATED BY WASHOUT OPERATIONS.
- SIGN SHALL BE INSTALLED AT WASHOUT LOCATION
- LOCATE WASHOUT FACILITIES A MINIMUM OF 50 FEET FROM SENSITIVE AREAS SUCH AS STORM DRAINS, OPEN DITCHES, WATER BODIES, WETLANDS, OR WHERE AN INFILTRATION FEATURE WILL BE INSTALLED.
- KEEP WASHOUT FACILITIES AWAY FROM OTHER CONSTRUCTION TRAFFIC AND ACCESS AREAS TO REDUCE THE LIKELIHOOD OF ACCIDENTAL DAMAGE, OR TRACKING.

MAINTENANCE

- INSPECT AND VERIFY THAT CONCRETE WASHOUT AREAS ARE IN PLACE PRIOR TO THE COMMENCEMENT OF CONCRETE WORK.
- WASHOUTS MUST BE MAINTAINED TO PROVIDE ADEQUATE HOLDING CAPACITY WITH ONE FOOT OF FREEBOARD.
- REMOVE WASTE MATERIALS ONCE WASHOUT FACILITIES REACH 70% CAPACITY.
- DISPOSE ALL MATERIALS IN CONFORMANCE WITH APPLICABLE FEDERAL, STATE, AND LOCAL REGULATIONS.
- INSPECT WASHOUT FACILITIES WEEKLY.
- WHEN WASHOUT FACILITIES ARE NO LONGER REQUIRED, HARDENED CONCRETE AND CONTAINMENT SYSTEM SHALL BE REMOVED AND DISPOSED OF AT A LICENSED WASTE FACILITY. ATTACH INFORMATION OF DISPOSAL FACILITY.
- GROUND DISTURBANCES CAUSED BY THE REMOVAL OF CONCRETE WASHOUT AREAS SHALL BE BACKFILLED, REPAIRED, AND STABILIZED.

STORM WATER POLLUTION PREVENTION PLAN SPECIFIC NOTES

A. PROHIBITION ON MOST NON-STORM WATER DISCHARGES

ONLY STORM WATER FROM THE PROJECT SITE SHALL BE ALLOWED TO FLOW INTO THE ON-SITE STORM DRAIN SYSTEM. CLEAN WATER FROM THE FLUSHING OF FIRE HYDRANTS, WATER MAINS, AND STORM DRAINS MAY BE DISCHARGED TO THE STORM DRAIN IF IT IS NOT ALLOWED TO COLLECT DIRT, DEBRIS, AND TRASH WHILE FLOWING TO A STORM DRAIN INLET.

B. POTENTIAL SOURCES OF STORM WATER POLLUTANTS

POTENTIAL STORM WATER POLLUTANTS INCLUDE: SOIL, SEDIMENT AND NUTRIENTS, OIL, GREASE, TOXIC POLLUTANTS, AND HEAVY METALS. SOURCES OF STORM WATER POLLUTANTS INCLUDE BUT ARE NOT LIMITED TO SOIL EROSION BY WATER AND/OR WIND; CLEARING OF VEGETATION; GRADING; VEHICLE AND EQUIPMENT REFUELING AND MAINTENANCE; WASHING OF CONCRETE TRUCKS, MIXERS AND HANDLING EQUIPMENT; PAINTS, SOLVENTS AND ADHESIVES; AND LANDSCAPING WORK.

C. EROSION AND SEDIMENT CONTROLS

1. COVER EXPOSED STOCKPILES OF SOILS, CONSTRUCTION AND LANDSCAPING MATERIALS WITH HEAVY PLASTIC SHEETING.
2. IN LANDSCAPING AREAS WHERE THE VEGETATION HAS NOT ESTABLISHED GROWTH AND TAKEN HOLD, CONSTRUCT SANDBAG OR DIRT BERMS AROUND THEIR PERMITTER TO INSURE THAT WATER WILL BE CONTAINED INSIDE THE LANDSCAPING AREA AND THAT IT WILL NOT BE CONVEYED TO A STORM DRAIN INLET.
3. DISTURBED AREAS SHALL BE SEED BY THE DEVELOPER. SILT BARRIERS SHALL BE MAINTAINED BY THE DEVELOPER IN THE MEAN TIME. OR, THE DEVELOPER SHALL RE-SEED DISTURBED AREAS AS THEY SEE FIT AND REMOVE THE SEDIMENT CONTROLS.
4. THROUGHOUT CONSTRUCTION, CONTRACTOR SHALL DIVERT STORM WATER RUNOFF AROUND DISTURBED SOILS WITH BERMS OR DIRT SWALES.

D. OTHER CONTROLS

1. WASTE DISPOSAL
 - A. KEEP WASTE DISPOSAL CONTAINERS COVERED.
 - B. PROVIDE FOR THE WEEKLY (OR MORE FREQUENT, IF NECESSARY) DISPOSAL OF WASTE CONTAINERS.
 - C. PROVIDE CONTAINERS AT CONVENIENT LOCATIONS AROUND THE SITE.
2. SWEEPING OF SITE
 - A. PROVIDE DAILY, IF NECESSARY, SWEEPING BY HAND OR MECHANICAL MEANS TO KEEP THE PAVED AREAS OF THE SITE FREE OF DUST, DIRT, AND DEBRIS IF NECESSARY DURING PERIODS OF CONSTRUCTION.
 - B. DISPOSE OF ACCUMULATED DIRT IN WASTE CONTAINERS, OR HAUL IT OFF THE SITE TO A LANDFILL.
3. SANITARY/SEPTIC DISPOSAL

4. SPILLS
 - A. STORE ADEQUATE ABSORBENT MATERIALS, RAGS, BROOMS, SHOVELS, AND WASTE CONTAINERS ON THE SITE TO CLEAN-UP SPILLS OF MATERIALS SUCH AS FUEL, PAINT, SOLVENTS, OR CLEANERS. CLEAN UP MINOR SPILLS IMMEDIATELY.
 - B. FOR REPORTABLE QUANTITY OF HAZARDOUS OR TOXIC SUBSTANCE, SECURE THE SERVICES OF QUALIFIED PERSONNEL FOR CLEAN-UP AND DISPOSAL.
5. CONTROL OF ALLOWABLE NON-STORM WATER DISCHARGES LANDSCAPING IRRIGATION, EROSION CONTROL MEASURES, PIPE FLUSHING AND TESTING, AND PAVEMENT WASHING ARE ALLOWED IF THEY CANNOT FEASIBLY BE ELIMINATED, COMPLY WITH THIS PLAN, DO NOT CAUSE OR CONTRIBUTE TO A VIOLATION OF WATER QUALITY STANDARDS, AND ARE NOT REQUIRED TO BE PERMITTED BY THE LOCAL REGIONAL WATER QUALITY CONTROL BOARD.

PORTABLE TOILETS AND OTHER SANITARY FACILITIES SHALL BE SERVICED WEEKLY AND PUMPED CLEAN BY A WASTE DISPOSAL COMPANY. NO TOXIC OR HAZARDOUS WASTE SHALL BE DISPOSED OF IN A PORTABLE TOILET OR IN THE ON-SITE SANITARY SEWER. TOILETS SHALL BE ANCHORED AGAINST OVERTURNING.

6. VEHICLES AND EQUIPMENT

- A. FIX LEAKS OF FUEL, OIL AND OTHER SUBSTANCES IMMEDIATELY.
- B. PERFORM REFUELING AND SERVICE OF VEHICLES OR EQUIPMENT OFF-SITE WHEN POSSIBLE. IF REFUELING OR SERVICE OF EQUIPMENT IS PERFORMED ON-SITE, THEN PROVIDE AN IMPERVIOUS, CONTAINED AREA WHERE ANY SPILLS CAN BE CONTAINED WITHOUT FLOWING TO A STORM WATER INLET OR INTO THE GROUND.
- C. USE DRIP PANS TO CATCH LEAKS AND SMALL SPILLS.

7. CONCRETE TRUCKS, MIXERS AND HANDLING EQUIPMENT

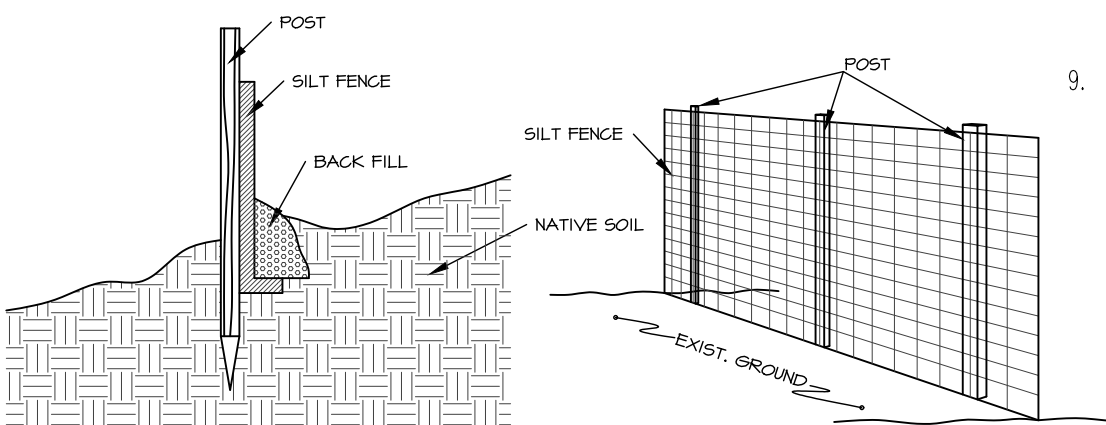
- A. DO NOT DISPOSE OF WASHOUT FROM THE WASHING OF CONCRETE TRUCKS, MIXERS, AND HANDLING EQUIPMENT WHERE IT WILL FLOW INTO A STORM WATER INLET OR INTO A PUBLIC STREET.
- B. PROVIDE A HOLDING TANK TO RECEIVE ANY WASHOUT FROM CONCRETE EQUIPMENT. DISPOSAL OF TANK CONTENTS SHALL BE CONDUCTED BY CONTRACTOR.
- C. PROVIDE, DESIGNATE AND POST A SIGN MARKING A DESIGNATED AREA FOR WASHING ANY VEHICLES OR EQUIPMENT. DRAINAGE FROM THIS AREA SHOULD BE CONTAINED OR FLOW TO A HOLDING TANK.

8. LANDSCAPING OPERATIONS

- A. USE ONLY THE MINIMUM AMOUNT OF LANDSCAPING FERTILIZERS, NUTRIENTS, AND OTHER CHEMICALS THAT ARE NEEDED.
- B. DO NOT OVER WATER FERTILIZED OR TREATED LANDSCAPE AREAS. MINIMIZE RUNOFF OF IRRIGATION WATER FROM LANDSCAPING.
- C. DO NOT PLACE LANDSCAPING MATERIAL IN THE STREET ONCE PAVING IS COMPLETE.

9. STORM WATER INLETS

- A. CONTRACTOR SHALL PROVIDE STRAW FILLED BAGS OR SOCKS AROUND INLETS WITHIN 1000 FEET OF CONSTRUCTION AS BARRIERS TO PREVENT SEDIMENT ENTERING THE INLETS. TRAPPED SEDIMENT SHALL BE REMOVED FOLLOWING STORM EVENTS. BARRIERS SHALL BE REMOVED FOLLOWING COMPLETION OF CONSTRUCTION.

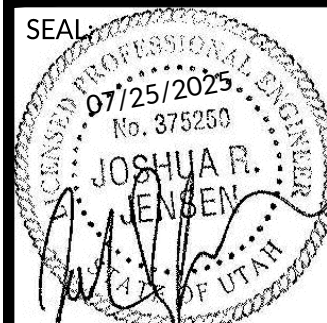
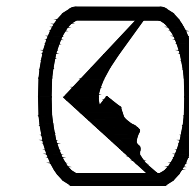


SILT FENCE DETAIL

DEFINITIONS

1. "BEST MANAGEMENT PRACTICES" ("BMP'S") MEANS SCHEDULES OF ACTIVITIES, PROHIBITIONS OF PRACTICES, MAINTENANCE PROCEDURES, AND OTHER MANAGEMENT PRACTICES TO PREVENT OR REDUCE THE POLLUTION OF WATERS OF THE UNITED STATES. BMP'S ALSO INCLUDE TREATMENT REQUIREMENTS, OPERATING PROCEDURES, AND PRACTICES TO CONTROL SITE RUNOFF, SPILLAGE OR LEAKS, WASTE DISPOSAL, OR DRAINAGE FROM RAW MATERIAL STORAGE.
2. "CLEAN WATER ACT" ("CWA") MEANS THE FEDERAL WATER POLLUTION CONTROL ACT ENACTED BY PUBLIC LAW 92-500 AS AMENDED BY PUBLIC LAWS 95-217, 95-576, 96-483, AND 97-111; 33 USC 1251 ET SEQ.
3. "CONSTRUCTION SITE" IS THE LOCATION OF THE CONSTRUCTION ACTIVITY.
4. "NON-STORM WATER DISCHARGE" MEANS ANY DISCHARGE TO STORM DRAIN SYSTEMS THAT IS NOT COMPOSED ENTIRELY OF STORM WATER EXCEPT DISCHARGE PURSUANT TO AN NPDES PERMIT AND DISCHARGES RESULTING FROM FIRE FIGHTING ACTIVITIES.
5. "SIGNIFICANT MATERIALS" INCLUDES, BUT IS NOT LIMITED TO RAW MATERIALS; FUELS; MATERIALS SUCH AS SOLVENTS, DETERGENTS, AND PLASTIC PELLETS; FINISHED MATERIALS SUCH AS METALLIC PRODUCTS; RAW MATERIALS USED IN FOOD PROCESSING OR PRODUCTION HAZARDOUS SUBSTANCES DESIGNATED UNDER SECTION 101(14) OF THE COMPREHENSIVE ENVIRONMENTAL RESPONSE, COMPENSATION, AND LIABILITY ACT (CERCLA); ANY CHEMICAL THE FACILITY IS REQUIRED TO REPORT PURSUANT TO SECTION 313 OF TITLE III OF SUPERFUND AMENDMENTS AND REAUTHORIZATION ACT (SARA); FERTILIZERS; PESTICIDES; AND WASTE PRODUCTS SUCH AS ASHES, SLAG, AND SLUDGE THAT HAVE THE POTENTIAL TO BE RELEASED WITH STORM WATER DISCHARGES.
6. "SIGNIFICANT QUANTITIES" IS THE VOLUME, CONCENTRATIONS, OR MASS OF A POLLUTANT IN STORM WATER DISCHARGE THAT CAN CAUSE OR THREATEN TO CAUSE POLLUTION, CONTAMINATION, OR NUISANCE; ADVERSELY IMPACT HUMAN HEALTH OR THE ENVIRONMENT; AND CAUSE OR CONTRIBUTE TO A VIOLATION OF ANY APPLICABLE WATER QUALITY STANDARDS FOR THE RECEIVING WATER.
7. "STORM WATER" MEANS STORM WATER RUNOFF, SNOW MELT RUNOFF, SURFACE RUNOFF AND DRAINAGE. IT EXCLUDES INFILTRATION AND RUNOFF FROM AGRICULTURAL LAND.
8. "POLLUTION" MEANS THE "MAN-MADE OR MAN-INDUCED ALTERATION OF THE CHEMICAL, PHYSICAL, BIOLOGICAL, AND RADIOLOGICAL INTEGRITY OF WATER" (CLEAN WATER ACT SECTION 502(19)). POLLUTION ALSO MEANS "AN ALTERATION OF THE QUALITY OF THE WATERS OF THE STATE BY WASTE TO A DEGREE WHICH UNREASONABLY AFFECTS EITHER... THE WATERS FOR BENEFICIAL USES... OR FACILITIES WHICH SERVE THESE BENEFICIAL USES." [CALIFORNIA WATER CODE SECTION 13050(1)].
9. "CONTAMINATION" MEANS "AN IMPAIRMENT OF THE QUALITY OF THE WATERS OF THE STATE BY WASTE TO A DEGREE WHICH CREATES A HAZARD TO THE PUBLIC HEALTH THROUGH POISONING OR THROUGH THE SPREAD OF DISEASE, INCLUDING ANY EQUIVALENT EFFECT RESULTING FROM THE DISPOSAL OF WASTE, WHETHER OR NOT WATERS OF THE STATE ARE AFFECTED."
10. "NUISANCE" MEANS "ANYTHING WHICH MEETS ALL OF THE FOLLOWING REQUIREMENTS: (1) IS INJURIOUS TO HEALTH... OR IS INDECENT OR OFFENSIVE TO THE SENSES, OR AN OBSTRUCTION TO THE FREE USE OF PROPERTY, SO AS TO INTERFERE WITH THE COMFORTABLE ENJOYMENT OF LIFE AND PROPERTY; (2) AFFECTS AT THE SAME TIME AN ENTIRE COMMUNITY OR NEIGHBORHOOD, OR ANY CONSIDERABLE NUMBER OF PERSONS, ALTHOUGH THE EXTENT OF THE ANNOYANCE OR DAMAGE INFLICTED UPON INDIVIDUALS MAY BE UNEQUAL; (3) OCCURS DURING OR AS A RESULT OF THE TREATMENT OR DISPOSAL OF WASTES."
11. "LOCAL AGENCY" MEANS ANY AGENCY THAT IS INVOLVED WITH REVIEW, APPROVAL, OR OVERSIGHT OF THE CONSTRUCTION SITE'S (a) CONSTRUCTION ACTIVITY, (b) EROSION AND SEDIMENT CONTROLS, (c) STORM WATER DISCHARGE.

SWPPP NOTES



DATE: 07/25/2025
PROJECT: AW-061.02
MANAGER: J.R.J.

REVISIONS	
MARK	DATE / DESC.
Δ	7/25/2025 EMC REVIEW 1

SWPPP NOTES

SHEET NUMBER:

C601

STRUCTURAL CIVIL SURVEY

To: Eagle Mountain City
Attn: Robert Hobbs
Re: John Hancock Academy WEST CAMPUS Site Plan Review
Location: Approx. 2570 N Lake Mountain Rd., Eagle Mountain City

Dear Robert,

Based on the review received dated 04/17/2025, the following changes have been made to the above-mentioned drawings. You will find an itemized list which addresses each comment individually. You will find the original comments followed by our response in bold.

Dwight Payne

1. Track out pad to be 15 wide, 50' long and 8" cobble.

1 Response: Track out pad updated on sheet C600 to CGP standard dimensions.

2. Detail needed for portable toilet.

2 Response: EMC's standard portable toilet detail added to plans. See sheet C601.

3. Inlet protection to meet or exceed ASTM D8057.

3 Response: Noted. EMC's standard inlet protection detail added to plans. See sheet C601.

4. Concrete washout meet CGP requirements.

4 Response: Updated detail for concrete washout has been added to sheet C601 with notes that correlate with CGP standards. Additional information for all BMPs can be found in the attached SWPPP manual.

5. Access EMC BMP manual from city website / Engineering / Environmental Compliance.

5 Response: Noted. City manual used when modifying SWPPP plans.

6. Submit SWPPP to be reviewed by EMC Environmental Compliance using CGP template.

6 Response: Noted. SWPPP manual is attached with this response.

M Bahr and Robert Ballif

7. C002- place updated list

7 Response: Please provide the updated list. Unable to find comprehensive general construction notes on EMC's website.

8. C200- Street/Stop Signs

8 Response: Callout added for city street signpost with stop sign. Details for these signs can be found on sheet C201.

9. C400- Show gate valve

9 Response: Gate valve is now called out and shown on sheet C400.

STRUCTURAL CIVIL SURVEY

10. C400- Lake Mountain Road Size?

10 Response: Size of public sewer and water lines in Lake Mountain Road are now called out on sheet C400.

11. C400- SWR 5' from CL, WTR 8' from CL

11 Response: Sheet 400 is updated to show sewer and water lines placed correctly within Lake Mountain Road. Callouts to dimensions are included within the cross-section detail on sheet C501.

12. C400- With blowoff assembly

12 Response: Callouts to include a blowoff assembly to all water line plugs are added to sheet C400.

13. C400- 5' diameter manhole

13 Response: Callouts updated to install a 5' dia. manhole on public sewer line.

14. C401- Replace with updated details

14 Response: Applicable details have been replaced with Eagle Mountain City details.

15. C500- Show base and subbase for Pole Canyon Blvd. improvements

15 Response: Base and subbase shown on cross section detail for Pole Canyon Boulevard.

16. C501- Show base and subbase for Lake Mtn. Road improvements

16 Response: Base and subbase shown on cross section detail for Lake Mountain Road. This detail has also been updated to show improvements for a 59.0' Right-of-Way and correct locations of public sewer and water lines.

Transportation

17. The roads out there and the lack of a 2nd paved access roadway to/from the project. The existing school already has substantial traffic impacts and adding another school facility in the same area would increase those impacts. The city wants a traffic study.

17 Response: A traffic impact study prepared by Hales Engineering detailing the traffic impacts of the second school and our coordinated design to facilitate impacts is attached with this response. The site plan has been updated with traffic engineer's recommendations and sheets C210 and C501 has been included to detail the recommended right-turn lane on Pole Canyon Boulevard.

STRUCTURAL CIVIL SURVEY

Public Works

18. Need to consider building out this section of Lake Mountain Road to facilitate flow of traffic.

This entire intersection should be built out.

18 Response: Improvements along property frontage at the intersection are planned to be built with 16 feet of asphalt to future face of curb planned for the west side of Lake Mountain Road.

David Salazar

19. Local roads have ROW of 59'.

19 Response: The buildout shown on the plans for Lake Mountain Road has been updated to be the full 59' R.O.W. Updated cross section detail found on sheet C501. Also included with this response is a proposed legal description and exhibit for the public road dedication required.

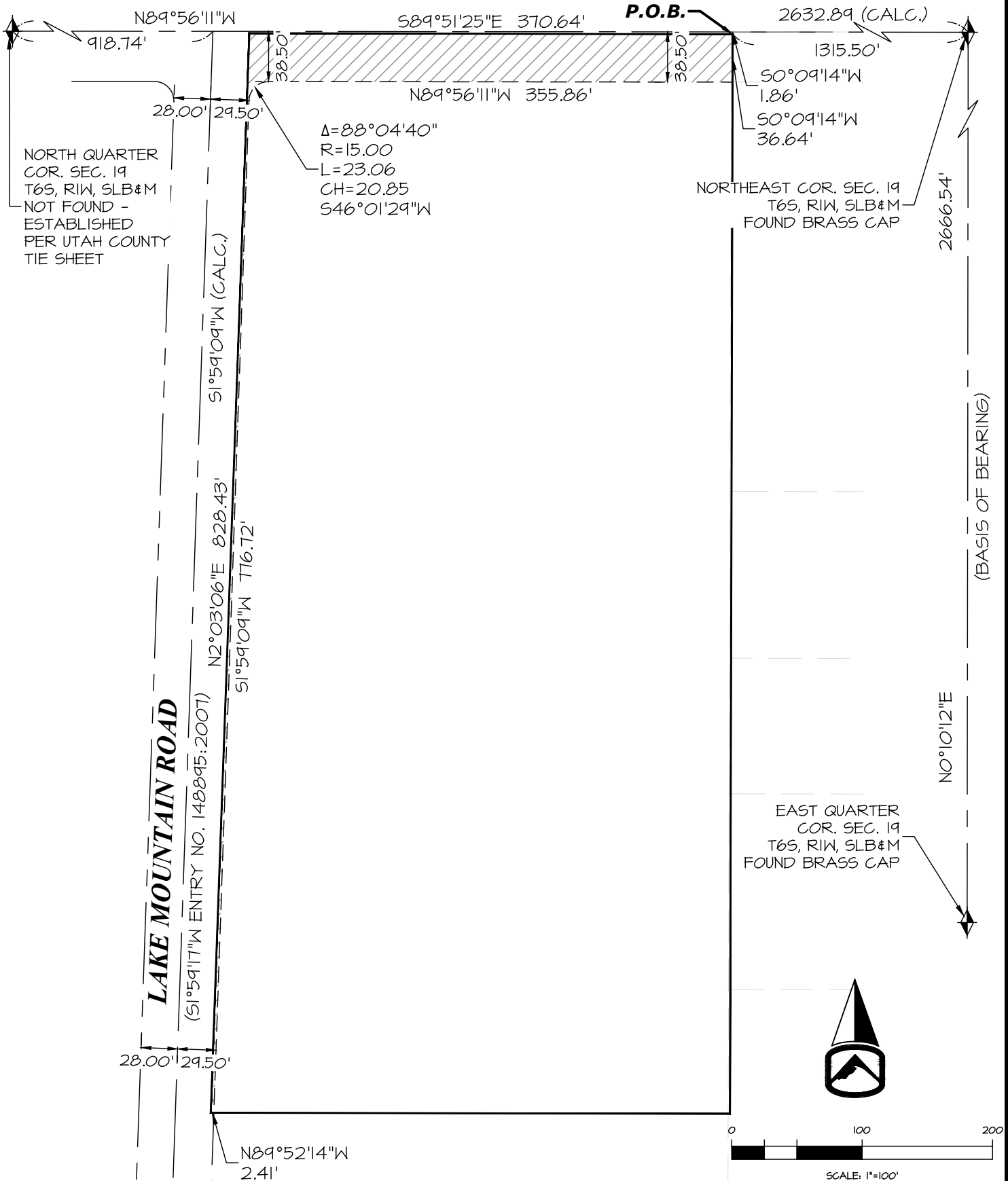
If you should have any questions, please feel free to call.

Sincerely,

Branden Kitchen
Silverpeak Engineering

Reviewed By: Josh Jensen

POLE CANYON BOULEVARD



SILVERPEAK
ENGINEERING



177 E. ANTELOPE DR. STE. B
LAYTON, UT 84041
PHONE: (801) 499-5054

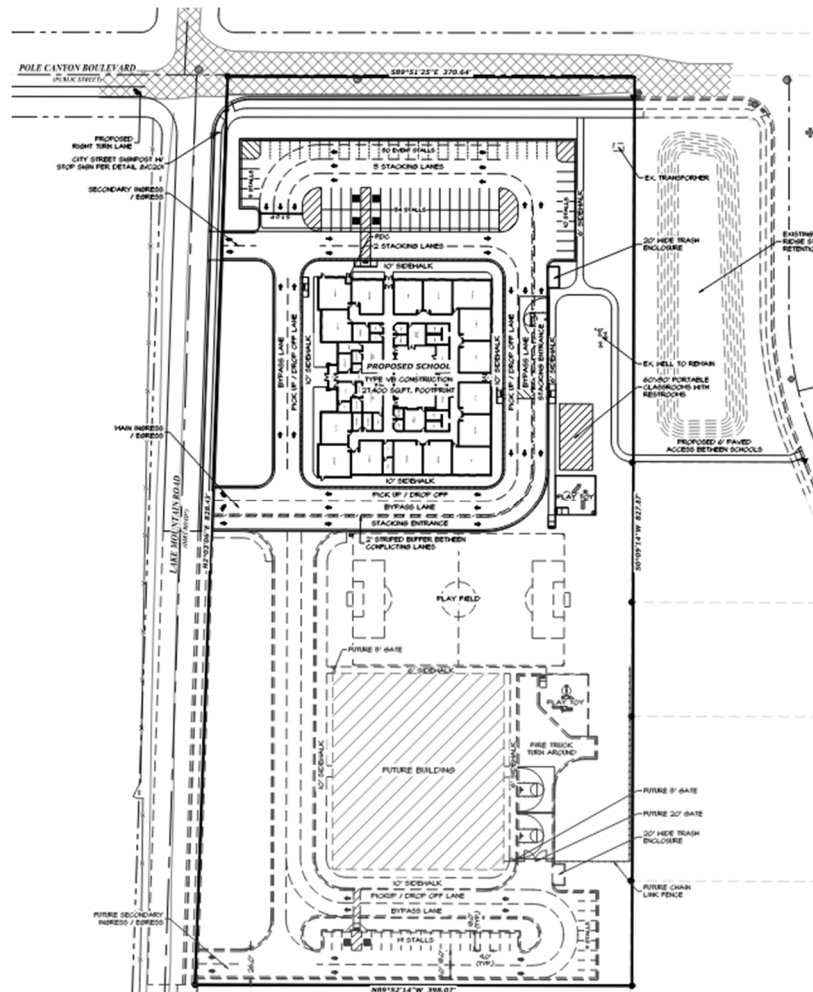
**JOHN HANCOCK -
WEST CAMPUS**
APPROX. 2570 NORTH
LAKE MOUNTAIN ROAD
EAGLE MOUNTAIN, UTAH

EXHIBIT A

DATE: 7/25/2025
PROJECT: AW-061.02
MANAGER: J.R.J.

John Hancock Academy West

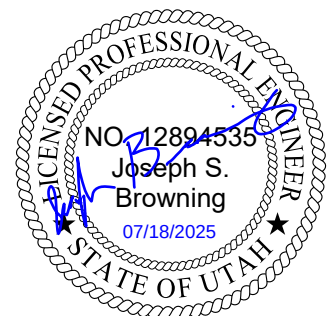
Traffic Impact Study



Eagle Mountain, Utah

July 18, 2025

UT25-3002



EXECUTIVE SUMMARY

This study addresses the traffic impacts associated with the proposed John Hancock Academy West development located in Eagle Mountain, Utah. The development is located to the east of Lake Mountain Road on the south side of Tiffany Lane.

The purpose of this traffic impact study is to analyze traffic operations at key intersections for existing (2025) and future (2030) conditions with and without the proposed project and to recommend mitigation measures as needed. The morning and afternoon peak hour level of service (LOS) results are shown in Table ES-1. 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 (2025)						Future (2030)			
		Background		Plus Project				Background		Plus Project	
		AM	PM	AM	PM	AM MIT	PM MIT	AM	PM	AM	PM
1	Lake Mountain Rd / Eagle Mountain Blvd	a	b	a	b	a	b	a	b	a	a
2	Pole Canyon Blvd / Lake Mountain Rd	c	b	e	b	C	A	c	b	C	A
3	Pole Canyon Blvd / Pony Express Pkwy	b	b	c	b	c	b	c	b	c	b
4	Secondary Access / Lake Mountain Rd	-	-	d	a	a	a	-	-	a	a
5	Main Access / Lake Mountain Rd	-	-	a	a	a	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) 2. MIT = Mitigated scenario Source: Hales Engineering, July 2025											

SUMMARY OF KEY FINDINGS & RECOMMENDATIONS

Project Conditions		
- The development will consist of a charter school with 400 students - The project is anticipated to generate approximately 908 weekday daily trips, including 418 trips in the morning peak hour, and 288 trips in the evening peak hour - The on-site queueing is anticipated to be sufficient		
2025	Background	Plus Project
Assumptions	None	30-minute staggered start and end times
Findings	Acceptable LOS	Poor LOS at the Pole Canyon Blvd / Lake Mtn Rd intersection
Mitigations	None	Pole Canyon Blvd / Lake Mtn Rd: Implement an all-way stop
2030	Background	Plus Project
Assumptions	- Future volumes: 10% annual growth rate - Volumes added from the Ault Farms TIS (2020)	None
Findings	Acceptable LOS	- Acceptable LOS - Significant EB queueing at the Pole Canyon Blvd / Lake Mtn Rd intersection
Mitigations	None	Pole Canyon Blvd / Lake Mtn Rd: Install EB RT pocket with 100' queue storage

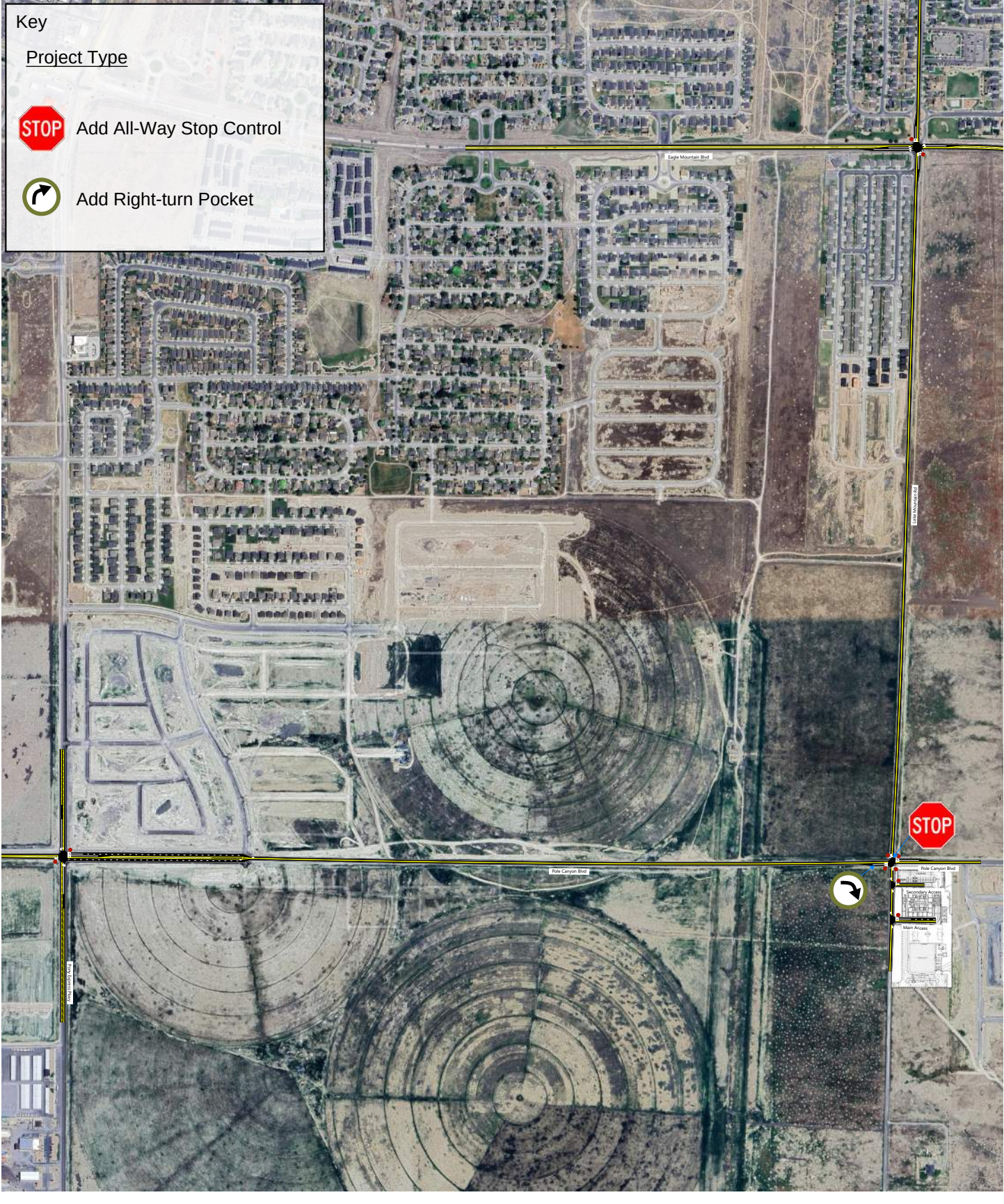


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Appendix B: Turning Movement Counts

Appendix C: LOS Results

Appendix D: Queuing Results

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I. INTRODUCTION

A. Purpose

This study addresses the traffic impacts associated with the proposed John Hancock Academy West development located in Eagle Mountain, Utah. The proposed project is located east of Lake Mountain Road on the south side of Tiffany Lane. 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 (2025) and future (2030) 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:

- Lake Mountain Road / Eagle Mountain Boulevard
- Pole Canyon Boulevard / Lake Mountain Road
- Pole Canyon Boulevard / Pony Express Parkway
- Secondary Access / Lake Mountain Road
- Main Access / Lake Mountain Road

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 (2025) 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:

Pole Canyon Boulevard – is a city-maintained roadway which is classified by the Eagle Mountain City Transportation Master Plan (July 2022) as a future minor collector. The roadway has one travel lane in each direction. The posted speed limit is 45 mph in the study area.

Lake Mountain Road – is a city-maintained roadway which is classified by the Eagle Mountain City Transportation Master Plan (July 2022) as a local road. The roadway has one travel lane in each direction. The posted speed limit is 35 mph in the study area.

C. Traffic Volumes

Weekday morning (7:00 to 9:00 a.m.) and afternoon (2:00 to 4:00 p.m.) peak period traffic counts were performed at the following intersections:

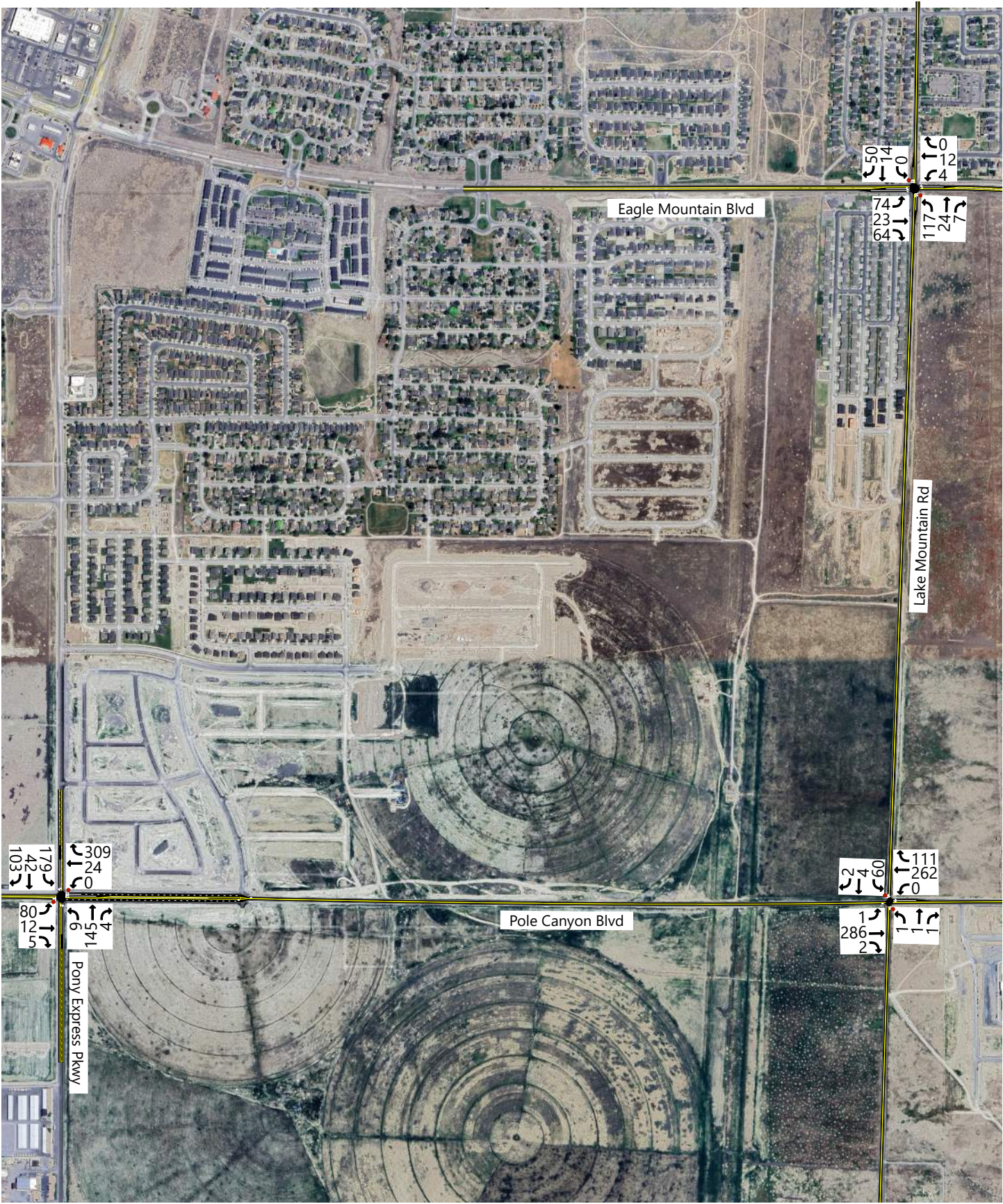
- Lake Mountain Road / Eagle Mountain Boulevard
- Pole Canyon Boulevard / Lake Mountain Road
- Pole Canyon Boulevard / Pony Express Parkway

The counts were performed on Thursday, May 1, 2025. The morning peak hour was determined to be between 7:45 and 8:45 a.m., and the afternoon peak hour was determined to be between 2:45 and 3:45 p.m. The afternoon peak hour volumes were approximately 1% higher than the morning peak hour volumes. Both the morning and afternoon peak hour volumes were used in the analysis. Detailed count data are included in Appendix B.

Hales Engineering considered seasonal adjustments to the observed traffic volumes. Monthly traffic volume data were obtained from a nearby UDOT automatic traffic recorder (ATR) on SR-73 (ATR #626). In recent years, traffic volumes in May have been approximately 104% of the average traffic volumes. Therefore, to remain conservative the observed traffic volumes were not adjusted.

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





D. Level of Service Analysis

Hales Engineering determined that all study intersections are currently operating at acceptable LOS during the morning and afternoon peak hours, as shown in Table 2. These results serve as a baseline condition for the impact analysis of the proposed development during existing (2025) conditions.

Table 2: Existing (2025) Background Peak Hour LOS

Intersection		LOS (Sec. Delay / Veh.) / Movement ¹	
Description	Control	Morning Peak	Afternoon Peak
Lake Mountain Rd / Eagle Mountain Blvd	NB/SB Stop	a (8.3) / NBT	b (10.1) / NBT
Pole Canyon Blvd / Lake Mountain Rd	NB/SB Stop	c (15.2) / SBL	b (10.5) / SBL
Pole Canyon Blvd / Pony Express Pkwy	EB/WB Stop	b (11.8) / EBT	b (13.3) / WBT
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, July 2025			

E. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. No significant queueing was observed during the morning and afternoon peak hours.

F. Mitigation Measures

No mitigation measures are recommended.

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 John Hancock Academy West development is located to the east of Lake Mountain Road on the south side of Tiffany Lane. The development will consist of a charter school with 400 students. Only the north portion was studied in this report- the south may come in at a future date and will likely need its own study. A concept plan for the proposed development is provided in Appendix A.

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.

Trip generation for the proposed project is included in Table 3. The total trip generation for the development is as follows:

- Daily Trips: 908
- Morning Peak Hour Trips: 418
- Evening Peak Hour Trips: 288

Table 3: Trip Generation

Trip Generation Eagle Mountain - John Hancock Academy West									
	Land Use ¹	# of Units	Unit Type	Trip Generation			New Trips		
				Total	% In	% Out	In	Out	Total
Weekday Daily									
	Charter Elementary School (536)	400	Students	908	50%	50%	454	454	908
AM Peak Hour									
	Charter Elementary School (536)	400	Students	418	52%	48%	217	201	418
Afternoon Peak Hour									
	Charter Elementary School (536)	400	Students	288	49%	51%	141	147	288
1. Land Use Code from the Institute of Transportation Engineers (ITE) <i>Trip Generation</i> , 11th Edition, 2021. SOURCE: Hales Engineering, July 2025									

D. Trip Distribution and Assignment

Trip distribution percentages for new trips were 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 were also used to establish these distribution percentages, especially near the site. The assumed distribution of new trips during the morning and afternoon peak hour is shown in Table 4.

Table 4: New Trip Distribution

Direction	% To/From Project (2025)	% To/From Project (2030)
North	55%	35%
West	35%	30%
E.M. Blvd Internal Neighborhoods	10%	10%
Ault Farms	-	15%
South	-	10%

These trip distribution assumptions were used to assign the morning and afternoon peak hour trip generation at the study intersections to create trip assignment for the proposed development. Trip assignment for the development is shown in Figure 3.

E. Access

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

Lake Mountain Road:

- The Secondary Access will be located approximately 155 feet south of the Pole Canyon Boulevard / Lake Mountain Road intersection. It will access the project on the east side of Lake Mountain Road. It is anticipated that the access will be stop-controlled. It is also anticipated that ingress movements will be blocked during peak hours and directed to the main access to the south.
- The Main Access will be located approximately 380 feet south of the Pole Canyon Boulevard / Lake Mountain Road intersection. It will access the project on the east side of Lake Mountain Road. It is anticipated that the access will be stop-controlled.









F. Auxiliary Lanes

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

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

Based on these guidelines, the anticipated project traffic, and low number of through volumes around the projects accesses, no auxiliary lanes are recommended.

G. On-Site Queuing Analysis

There is one pick-up / drop-off zone along the school. The entrance is anticipated to have approximately 565 feet around the school for picking up and dropping off.

The on-site circulation and queuing analyses were completed in VISSIM to closely represent the on-site out-loading conditions. Multiple runs were used to provide a statistical evaluation of the site circulation operations. This assumed an enrollment of 400 students and that all students are dismissed at the same time. The afternoon peak hour was analyzed since it has been observed at many charter schools that picking up students takes longer than dropping them off.

The 95th percentile maximum queue length during the afternoon peak hour was found to be approximately 1,800 linear feet. Based on this analysis, it is anticipated that the 565-foot drop-off zone and the 1,660-feet of queueing space around the drop-off area will be adequate for the anticipated queue length.

IV. EXISTING (2025) PLUS PROJECT CONDITIONS

A. Purpose

The purpose of the existing (2025) 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 (2025) background traffic volumes to predict turning movement volumes for existing (2025) plus project conditions. Existing (2025) plus project morning and afternoon peak hour turning movement volumes are shown in Figure 4. Staggered start times of 30 minutes for the morning drop-off and afternoon pick-up were assumed. If staggered start times are not used, it is anticipated more extensive mitigations measures will be needed.

C. Level of Service Analysis

Hales Engineering determined that the Pole Canyon Boulevard / Lake Mountain Road intersection is anticipated to operate at poor LOS during the morning peak hour with project traffic added, as shown in Table 5.

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 afternoon peak hour are summarized as follows:

- Pole Canyon Blvd / Lake Mountain Rd:
 - Northbound: 150 feet

E. Mitigation Measures

It is recommended that the Pole Canyon Boulevard / Lake Mountain Road intersection be converted to an all-way stop-controlled (AWSC) configuration.





Table 5: Existing (2025) Plus Project Peak Hour LOS

Intersection		LOS (Sec. Delay / Veh.) / Movement ¹	
Description	Control	Morning Peak	Afternoon Peak
Lake Mountain Rd / Eagle Mountain Blvd	NB/SB Stop	a (8.8) / NBT	b (10.3) / NBT
Pole Canyon Blvd / Lake Mountain Rd	NB/SB Stop	e (36.6) / NBL	b (10.5) / SBL
Pole Canyon Blvd / Pony Express Pkwy	EB/WB Stop	c (21.1) / EBL	b (12.9) / WBT
Secondary Access / Lake Mountain Rd	WB Stop	d (32.4) / WBR	a (3.7) / WBR
Main Access / Lake Mountain Rd	WB Stop	a (4.1) / WBR	a (3.1) / WBR
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, July 2025			

F. Mitigated Scenario

With the proposed improvements, it is anticipated that all study intersections will operate at acceptable levels of service, as shown in Table 6.

Table 6: Existing (2025) Plus Project Peak Hour LOS - Mitigated

Intersection		LOS (Sec. Delay / Veh.) / Movement ¹	
Description	Control	Morning Peak	Afternoon Peak
Lake Mountain Rd / Eagle Mountain Blvd	NB/SB Stop	a (8.7) / NBT	b (10.4) / NBT
Pole Canyon Blvd / Lake Mountain Rd	AWSC	C (15.8)	A (7.8)
Pole Canyon Blvd / Pony Express Pkwy	EB/WB Stop	c (19.9) / EBL	b (13.4) / WBT
Secondary Access / Lake Mountain Rd	WB Stop	a (3.4) / WBR	a (3.4) / WBR
Main Access / Lake Mountain Rd	WB Stop	a (3.3) / WBR	a (3.1) / WBR
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, July 2025			

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 Wasatch Front Regional Council (WFRC) / Mountainland Association of Governments (MAG) Regional Transportation Plan, there are no projects planned before 2030 in the study area. Therefore, no changes were made to the roadway network for the future (2030) analysis.

C. Traffic Volumes

Hales Engineering obtained future (2030) forecasted volumes from calculating annual growth rate for the area using data ATR #626 on SR-73. It was calculated that there was approximately a 10% annual growth rate. Traffic volumes from the Ault Farms TIS (2020) were added to the future (2030) forecasted volumes at the Pole Canyon Boulevard / Pony Express Parkway intersection. Future (2030) morning and afternoon peak hour turning movement volumes are shown in Figure 5.

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 afternoon peak hours in future (2030) background conditions, as shown in Table 7. These results serve as a baseline condition for the impact analysis of the proposed development for future (2030) conditions.

E. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. No significant queueing was observed during the morning and afternoon peak hours.

F. Mitigation Measures

No mitigation measures are recommended.





Table 7: Future (2030) Background Peak Hour LOS

Intersection		LOS (Sec. Delay / Veh.) / Movement ¹	
Description	Control	Morning Peak	Afternoon Peak
Lake Mountain Rd / Eagle Mountain Blvd	NB/SB Stop	a (9.0) / NBT	b (10.5) / NBT
Pole Canyon Blvd / Lake Mountain Rd	NB/SB Stop	c (20.8) / SBL	b (10.6) / SBL
Pole Canyon Blvd / Pony Express Pkwy	EB/WB Stop	c (19.3) / EBL	b (13.1) / WBT
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, July 2025			

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 afternoon peak hour turning movement volumes are shown in Figure 6.

C. Level of Service Analysis

Hales Engineering determined that all intersections are anticipated to operate at acceptable levels of service during the morning and afternoon peak hours in future (2030) plus project conditions, as shown in Table 8.

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 afternoon peak hour are summarized as follows:

- Pole Canyon Blvd / Lake Mountain Rd:
 - Eastbound: 400 feet

E. Mitigation Measures

To mitigate the excessive queueing, it is recommended that an eastbound right-turn pocket with 100 feet of storage be installed at the Pole Canyon Boulevard / Lake Mountain Road intersection.

F. Mitigated Scenario

With the proposed improvements, it is anticipated that there will be sufficient queue storage for eastbound right-turning vehicles at the Pole Canyon Boulevard / Lake Mountain Road intersection.





Table 8: Future (2030) Plus Project Peak Hour LOS

Intersection		LOS (Sec. Delay / Veh.) / Movement ¹	
Description	Control	Morning Peak	Afternoon Peak
Lake Mountain Rd / Eagle Mountain Blvd	NB/SB Stop	a (9.4) / NBT	a (9.8) / NBT
Pole Canyon Blvd / Lake Mountain Rd	AWSC	C (18.8)	A (7.9)
Pole Canyon Blvd / Pony Express Pkwy	EB/WB Stop	c (22.3) / EBL	b (12.6) / WBT
Secondary Access / Lake Mountain Rd	WB Stop	a (5.3) / WBL	a (6.1) / WBL
Main Access / Lake Mountain Rd	WB Stop	a (6.3) / WBL	a (4.7) / WBL

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.

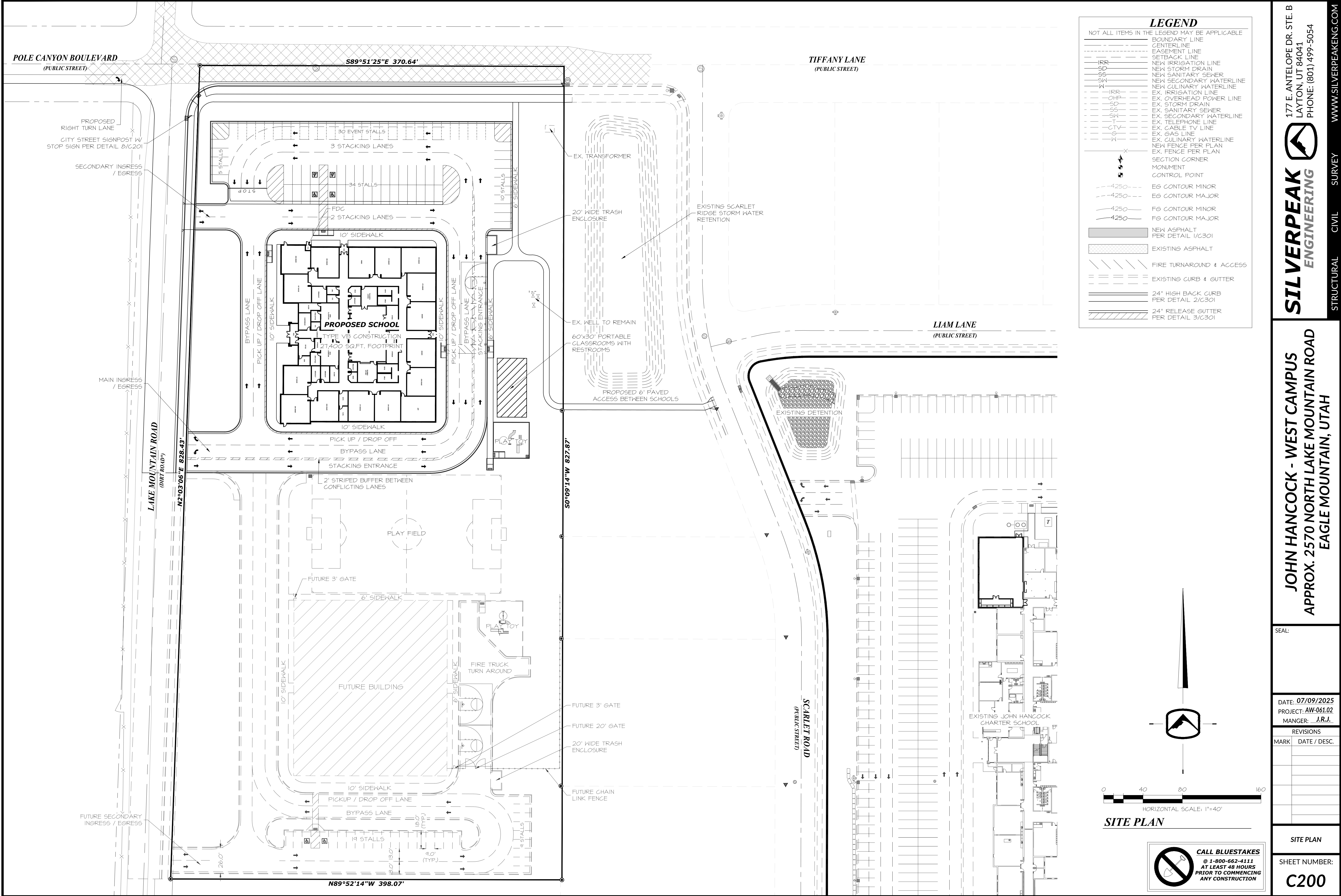
Source: Hales Engineering, July 2025

G. Recommended Storage Lengths

Hales Engineering determined recommended storage lengths based on the 95th percentile queue lengths given in the future (2030) plus project scenario. These storage lengths do not include the taper length. It is recommended that a 100 foot right-turn pocket be installed at the Pole Canyon Boulevard / Lake Mountain Road Intersection.

APPENDIX A

Site Plan



PRIOR TO STARTING CONSTRUCTION, THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAKING SURE THAT ALL REQUIRED PERMITS AND APPROVALS HAVE BEEN OBTAINED. NO CONSTRUCTION OR FABRICATION SHALL BEGIN UNTIL THE CONTRACTOR HAS RECEIVED AND THOROUGHLY REVIEWED ALL PLANS AND OTHER DOCUMENTS APPROVED BY ALL OF THE PERMITTING AUTHORITIES.

SIL VERPEAK
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JOHN HANCOCK - WEST CAMPUS
APPROX. 2570 NORTH LAKE MOUNTAIN ROAD
EAGLE MOUNTAIN, UTAH

SEAL:

DATE: 07/09/2025
PROJECT: AW-061.02
MANGER: J.R.J.

REVISIONS
MARK DATE / DESC.

SITE PLAN

SHEET NUMBER:
C200

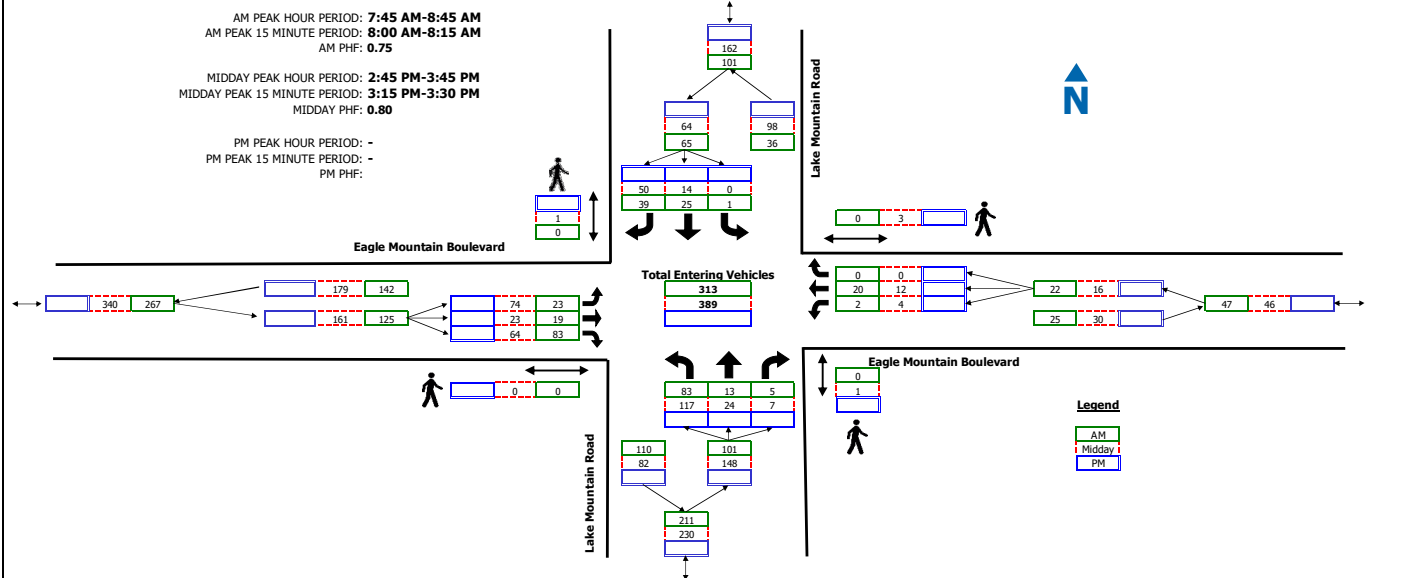
APPENDIX B

Turning Movement Counts

Intersection Turning Movement Summary

Intersection: Lake Mountain Road / Eagle Mountain Boulevard
North/South Road: Lake Mountain Road
East/West Road: Eagle Mountain Boulevard
Jurisdiction: Eagle Mountain
Project Title: Eagle mountain John hancock Academy West TIS
Project No: UT25-3002
Weather: Clear

Date:	5-1-25, Thu
Day of Week Adjustment:	100.0%
Month of Year Adjustment:	100.0%
Adjustment Station #:	0
Growth Rate:	0.0%
Number of Years:	0

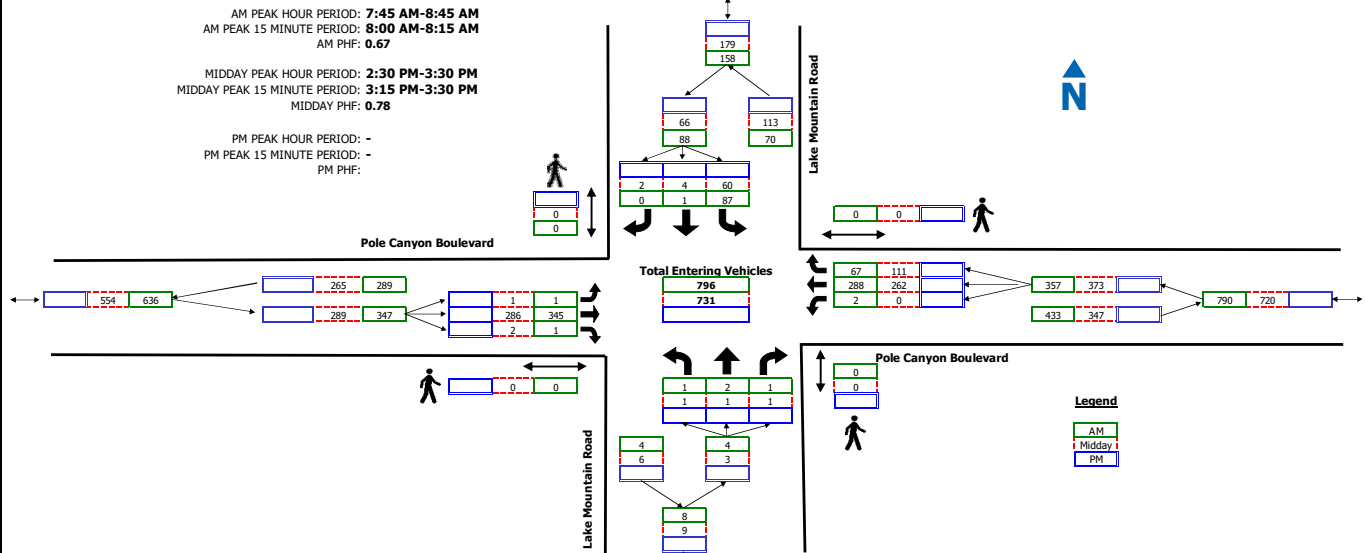


COUNT SUMMARY	Lake Mountain Road Northbound				Lake Mountain Road Southbound				Eagle Mountain Boulevard Eastbound				Eagle Mountain Boulevard Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00 - 7:15	10	0	0	0	0	4	0	0	3	5	5	0	1	9	0	0	44
7:15 - 7:30	10	0	0	0	0	0	12	0	1	4	6	0	0	0	0	0	40
7:30 - 7:45	12	1	0	0	0	1	13	0	4	3	12	0	0	2	0	0	48
7:45 - 8:00	9	0	0	0	0	2	11	0	4	9	20	0	0	6	0	0	61
8:00 - 8:15	25	3	1	0	0	11	14	0	9	2	30	0	0	10	0	0	105
8:15 - 8:30	28	6	2	0	1	10	7	0	7	5	25	0	1	3	0	0	95
8:30 - 8:45	21	4	2	0	0	2	7	0	3	3	8	0	1	1	0	0	52
8:45 - 9:00	8	2	0	0	0	1	11	4	7	5	9	0	0	6	0	4	49
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	6	0	0	0	0	7	0	0	12	4	12	0	0	2	0	0	43
14:15 - 14:30	10	1	1	1	0	0	11	0	9	2	14	1	0	5	0	0	53
14:30 - 14:45	16	0	0	0	0	4	14	1	10	5	24	0	1	6	0	0	80
14:45 - 15:00	24	3	1	0	0	13	3	0	16	3	19	0	0	4	0	0	88
15:00 - 15:15	22	5	1	0	0	4	11	0	16	4	19	0	1	2	0	2	85
15:15 - 15:30	44	9	4	0	0	5	17	0	21	6	10	0	2	4	0	0	122
15:30 - 15:45	27	7	1	1	0	0	9	0	21	10	16	0	1	2	0	1	94
15:45 - 16:00	16	2	0	1	0	0	12	0	24	2	8	1	1	3	0	0	68
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	0	0	0	0	0	0	0	0
16:15 - 16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30 - 16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45 - 17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00 - 17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15 - 17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30 - 17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45 - 18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Turning Movement Summary

Intersection: Lake Mountain Road / Pole Canyon Boulevard
North/South Road: Lake Mountain Road
East/West Road: Pole Canyon Boulevard
Jurisdiction: Eagle Mountain
Project Title: Eagle mountain John hancock Academy West TIS
Project No: UT25-3002
Weather: Clear

Date:	5-1-25, Thu
Day of Week Adjustment:	100.0%
Month of Year Adjustment:	100.0%
Adjustment Station #:	0
Growth Rate:	0.0%
Number of Years:	0

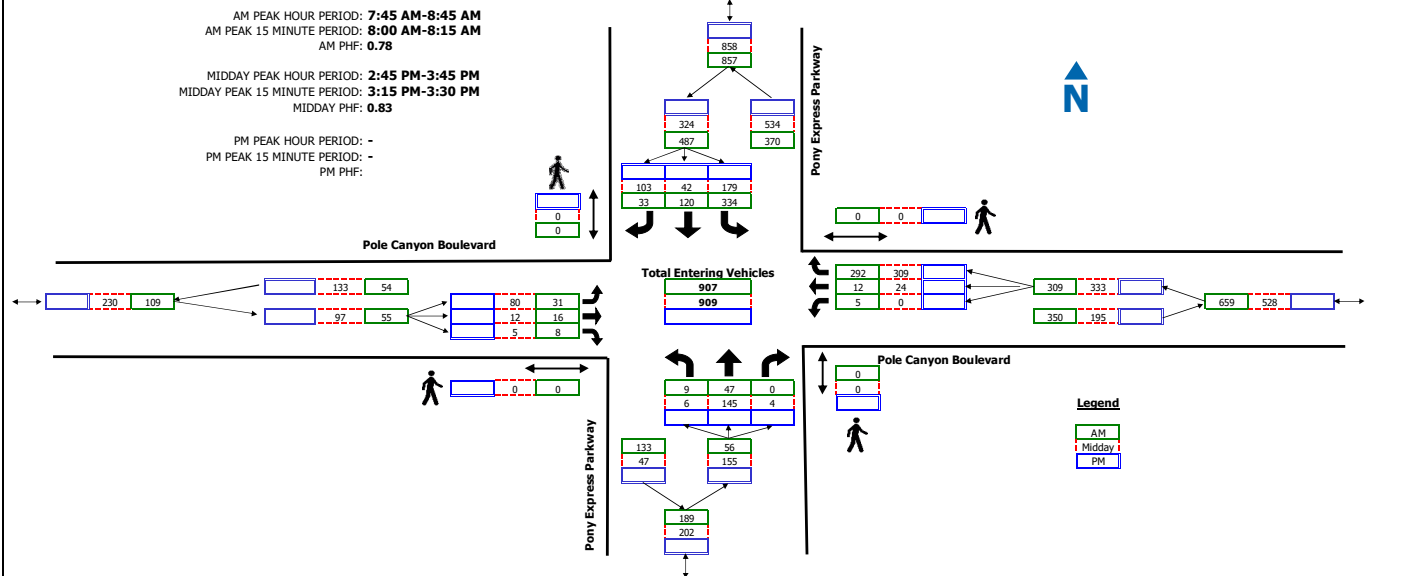


COUNT SUMMARY	Lake Mountain Road Northbound				Lake Mountain Road Southbound				Pole Canyon Boulevard Eastbound				Pole Canyon Boulevard Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00 - 7:15	0	0	0	0	0	1	6	0	0	6	6	0	0	1	0	0	9
7:15 - 7:30	2	1	0	0	1	0	1	0	0	17	0	0	0	1	0	0	23
7:30 - 7:45	0	0	0	0	4	0	0	0	0	21	0	0	0	1	0	0	26
7:45 - 8:00	0	0	0	0	17	1	0	0	0	79	0	0	1	37	8	0	134
8:00 - 8:15	0	2	1	0	35	0	0	0	1	120	0	0	0	109	22	0	299
8:15 - 8:30	0	0	0	0	30	0	0	0	0	130	1	0	1	103	26	0	291
8:30 - 8:45	1	0	0	0	5	0	0	0	0	16	0	0	0	39	11	0	72
8:45 - 9:00	1	0	0	0	2	0	1	0	1	12	0	0	0	11	0	0	28
MIDDAY PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
9:00 - 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 - 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:15	1	0	0	0	4	0	0	0	1	22	0	0	0	4	4	0	36
14:15 - 14:30	1	0	0	0	7	1	0	0	0	30	1	0	0	11	1	0	52
14:30 - 14:45	0	0	0	0	11	1	0	0	0	63	0	0	0	9	2	0	86
14:45 - 15:00	1	1	1	0	12	2	1	0	0	83	0	0	0	24	7	0	194
15:00 - 15:15	0	0	0	0	20	0	0	0	0	101	1	0	0	70	25	0	217
15:15 - 15:30	0	0	1	0	17	1	1	0	1	39	1	0	0	113	60	0	234
15:30 - 15:45	0	0	0	0	1	1	0	0	2	17	1	0	0	24	8	0	54
15:45 - 16:00	0	0	0	0	0	0	1	0	0	6	0	0	1	12	4	0	24
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	0	0	0	0	0	0	0	0
16:15 - 16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30 - 16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45 - 17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00 - 17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15 - 17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30 - 17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45 - 18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Turning Movement Summary

Intersection: Pony Express Parkway / Pole Canyon Boulevard
North/South Road: Pony Express Parkway
East/West Road: Pole Canyon Boulevard
Jurisdiction: Eagle Mountain
Project Title: Eagle mountain John hancock Academy West TIS
Project No: UT25-3002
Weather: Clear

Date:	5-1-25, Thu
Day of Week Adjustment:	100.0%
Month of Year Adjustment:	100.0%
Adjustment Station #:	0
Growth Rate:	0.0%
Number of Years:	0



COUNT SUMMARY	Pony Express Parkway Northbound				Pony Express Parkway Southbound				Pole Canyon Boulevard Eastbound				Pole Canyon Boulevard 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	17	8	0	8	67	13	0	5	0	0	0	1	7	8	0	123
7:15 - 7:30	0	10	0	0	21	55	21	0	3	0	0	0	1	0	8	0	119
7:30 - 7:45	2	7	0	0	17	38	6	0	15	1	1	0	0	2	9	0	98
7:45 - 8:00	4	15	0	0	62	42	11	0	11	0	2	0	0	0	31	0	178
8:00 - 8:15	4	11	0	0	128	36	7	0	9	5	0	0	3	3	83	0	289
8:15 - 8:30	1	12	0	0	112	22	8	0	8	11	6	0	2	4	90	0	276
8:30 - 8:45	0	9	0	0	32	20	7	0	3	0	0	0	0	5	88	0	164
8:45 - 9:00	0	12	0	0	21	30	13	0	8	3	0	0	2	2	14	0	105
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	1	14	0	0	22	6	16	0	18	2	3	0	0	0	20	0	102
14:15 - 14:30	1	27	0	0	42	5	14	0	14	0	0	0	0	0	28	0	131
14:30 - 14:45	0	21	1	0	77	17	3	0	18	3	1	0	12	0	12	0	176
14:45 - 15:00	2	28	0	0	73	7	22	0	15	4	1	0	0	5	67	0	224
15:00 - 15:15	0	27	0	0	65	13	21	0	22	3	0	0	0	3	75	0	229
15:15 - 15:30	3	51	1	0	24	10	26	0	14	4	3	0	0	8	129	0	273
15:30 - 15:45	1	39	3	0	17	12	34	0	29	1	1	0	0	8	38	0	183
15:45 - 16:00	1	26	0	0	10	5	20	0	21	1	1	0	0	1	15	0	109
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	0	0	0	0	0	0	0	0
16:15 - 16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30 - 16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45 - 17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00 - 17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15 - 17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30 - 17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45 - 18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

APPENDIX C

LOS Results

SimTraffic LOS Report

Project: Eagle Mountain - John Hancock Academy West TIS
Analysis Period: Existing (2025) Background
Time Period: Morning Peak Hour **Project #:** UT25-3002

Intersection: Lake Mountain Rd/Lake Mtn Rd & Eagle Mountain Blvd
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	83	81	97	5.8	A
	T	13	15	113	8.3	A
	R	5	5	105	2.1	A
	Subtotal	101	101	100	6.0	A
SB	L	1	1	100	2.7	A
	T	25	26	105	6.4	A
	R	39	43	110	3.2	A
	Subtotal	65	70	108	4.4	A
EB	L	23	25	110	1.9	A
	T	19	19	100	0.8	A
	R	83	83	100	1.0	A
	Subtotal	125	127	102	1.1	A
WB	L	2	2	89	1.8	A
	T	20	20	99	0.3	A
	Subtotal	22	22	100	0.4	A
Total		314	320	102	3.3	A

Intersection: Lake Mtn Rd/Lake Mountain Rd & Pole Canyon Blvd
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	1	0	0		
	T	2	2	89	12.3	B
	R	1	2	200	3.2	A
	Subtotal	4	4	100	7.8	A
SB	L	87	88	101	15.2	C
	T	23	22	96	2.8	A
	Subtotal	110	110	100	12.7	B
EB	L	1	0	0	1.7	A
	T	365	370	101	4.5	A
	R	1	1	100	2.9	A
	Subtotal	367	371	101	4.5	A
WB	L	2	3	133	3.8	A
	T	288	283	98	0.5	A
	R	67	65	97	0.3	A
	Subtotal	357	351	98	0.5	A
Total		839	836	100	4.0	A

SimTraffic LOS Report

Project: Eagle Mountain - John Hancock Academy West TIS
 Analysis Period: Existing (2025) Background
 Time Period: Morning Peak Hour Project #: UT25-3002

Intersection: Pony Express Pkwy & Pole Canyon Blvd
 Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	9	9	100	2.0	A
	T	47	49	104	0.8	A
	Subtotal	56	58	104	1.0	A
SB	L	334	342	102	2.8	A
	T	120	116	96	1.1	A
	R	33	33	100	0.7	A
	Subtotal	487	491	101	2.3	A
EB	L	31	30	97	11.4	B
	T	16	15	95	11.8	B
	R	8	7	90	4.7	A
	Subtotal	55	52	95	10.6	B
WB	L	5	4	76	8.3	A
	T	21	20	95	7.3	A
	R	292	287	98	6.0	A
	Subtotal	318	311	98	6.1	A
Total		917	912	99	4.0	A

SimTraffic LOS Report

Project: Eagle Mountain - John Hancock Academy West TIS
Analysis Period: Existing (2025) Background
Time Period: Afternoon Peak Hour **Project #:** UT25-3002

Intersection: Lake Mountain Rd/Lake Mtn Rd & Eagle Mountain Blvd
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	119	112	102	7.5	A
	T	25	20	89	10.1	B
	R	7	7	109	3.7	A
	Subtotal	151	139	92	7.7	A
SB	T	15	12	90	6.2	A
	R	51	46	98	3.6	A
	Subtotal	66	58	88	4.1	A
EB	L	76	69	99	2.4	A
	T	24	23	107	1.1	A
	R	66	57	95	1.0	A
	Subtotal	166	149	90	1.7	A
WB	L	4	3	77	1.9	A
	T	12	11	98	0.3	A
	Subtotal	16	14	88	0.6	A
Total		399	360	99	4.3	A

Intersection: Lake Mtn Rd/Lake Mountain Rd & Pole Canyon Blvd
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	1	1	109	4.4	A
	T	1	1	109	9.6	A
	R	1	1	109	6.4	A
	Subtotal	3	3	100	6.8	A
SB	L	61	51	91	10.5	B
	T	21	18	94	3.4	A
	R	2	2	96	7.6	A
	Subtotal	84	71	85	8.6	A
EB	L	1	1	109	1.2	A
	T	293	264	98	3.2	A
	R	2	2	96	1.9	A
	Subtotal	296	267	90	3.2	A
WB	T	269	251	102	0.5	A
	R	114	107	102	0.4	A
	Subtotal	383	358	93	0.5	A
Total		767	699	99	2.4	A

SimTraffic LOS Report

Project: Eagle Mountain - John Hancock Academy West TIS
 Analysis Period: Existing (2025) Background
 Time Period: Afternoon Peak Hour Project #: UT25-3002

Intersection: Pony Express Pkwy & Pole Canyon Blvd
 Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	9	9	109	2.3	A
	T	148	134	99	1.1	A
	R	4	5	128	0.1	A
	Subtotal	161	148	92	1.1	A
SB	L	183	164	98	2.9	A
	T	43	37	94	1.6	A
	R	105	102	106	0.7	A
	Subtotal	331	303	92	2.0	A
EB	L	82	78	104	11.6	B
	T	12	12	109	12.8	B
	R	5	4	83	8.1	A
	Subtotal	99	94	95	11.6	B
WB	T	24	26	117	13.3	B
	R	315	293	102	9.3	A
	Subtotal	339	319	94	9.6	A
Total		929	864	101	5.7	A

SimTraffic LOS Report

Project: Eagle Mountain - John Hancock Academy West TIS
Analysis Period: Existing (2025) Plus Project
Time Period: Morning Peak Hour **Project #:** UT25-3002

Intersection: Lake Mountain Rd & Eagle Mountain Blvd
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	114	115	100	7.2	A
	T	19	19	100	8.8	A
	R	6	6	109	4.0	A
	Subtotal	139	140	101	7.3	A
SB	L	1	1	100	5.5	A
	T	32	34	105	8.0	A
	R	39	39	100	2.7	A
	Subtotal	72	74	103	5.2	A
EB	L	24	23	98	2.3	A
	T	19	18	95	1.2	A
	R	122	125	102	1.2	A
	Subtotal	165	166	101	1.4	A
WB	L	2	2	80	2.8	A
	T	20	21	105	0.3	A
	Subtotal	22	23	105	0.5	A
Total		399	403	101	4.1	A

Intersection: Lake Mountain Rd & Pole Canyon Blvd
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	160	158	99	36.6	E
	T	39	40	103	27.6	D
	R	1	2	200	23.9	C
	Subtotal	200	200	100	34.7	D
SB	L	88	89	102	24.6	C
	T	70	72	103	20.1	C
	Subtotal	158	161	102	22.6	C
EB	L	1	0	0		
	T	342	337	99	8.0	A
	R	166	177	106	4.6	A
	Subtotal	509	514	101	6.8	A
WB	L	2	2	80	6.2	A
	T	288	294	102	0.6	A
	R	68	68	101	0.3	A
	Subtotal	358	364	102	0.6	A
Total		1,224	1,239	101	10.5	B

SimTraffic LOS Report

Project: Eagle Mountain - John Hancock Academy West TIS
Analysis Period: Existing (2025) Plus Project
Time Period: Morning Peak Hour **Project #:** UT25-3002

Intersection: Pony Express Pkwy & Pole Canyon Blvd
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	8	7	93	1.9	A
	T	40	39	96	1.1	A
	Subtotal	48	46	96	1.2	A
SB	L	443	447	101	3.3	A
	T	104	107	103	1.2	A
	R	28	29	102	0.9	A
	Subtotal	575	583	101	2.8	A
EB	L	26	24	91	21.1	C
	T	24	24	102	15.5	C
	R	6	7	108	7.6	A
	Subtotal	56	55	98	16.9	C
WB	L	4	4	89	10.3	B
	T	50	52	103	7.0	A
	R	400	403	101	7.7	A
	Subtotal	454	459	101	7.6	A
Total		1,136	1,143	101	5.4	A

Intersection: Lake Mountain Rd & Secondary Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	141	139	99	8.3	A
	Subtotal	141	139	99	8.3	A
SB	T	217	229	106	0.8	A
	Subtotal	217	229	106	0.8	A
WB	R	58	60	103	32.4	D
	Subtotal	58	60	103	32.4	D
Total		416	428	103	7.7	A

SimTraffic LOS Report

Project: Eagle Mountain - John Hancock Academy West TIS
Analysis Period: Existing (2025) Plus Project
Time Period: Morning Peak Hour Project #: UT25-3002

Intersection: Lake Mountain Rd & Main Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	4	4	114	3.7	A
	Subtotal	4	4	100	3.7	A
SB	L	212	223	105	1.8	A
	T	4	5	111	1.0	A
	Subtotal	216	228	106	1.8	A
WB	R	138	135	98	4.1	A
	Subtotal	138	135	98	4.1	A
Total		358	367	103	2.7	A

SimTraffic LOS Report

Project: Eagle Mountain - John Hancock Academy West TIS
Analysis Period: Existing (2025) Plus Project
Time Period: Afternoon Peak Hour **Project #:** UT25-3002

Intersection: Lake Mountain Rd & Eagle Mountain Blvd
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	132	131	100	7.9	A
	T	25	28	112	10.3	B
	R	7	8	114	4.5	A
	Subtotal	164	167	102	8.1	A
SB	T	16	17	103	8.2	A
	R	44	41	94	2.6	A
	Subtotal	60	58	97	4.2	A
EB	L	64	67	105	2.4	A
	T	20	20	103	1.0	A
	R	86	85	99	1.3	A
	Subtotal	170	172	101	1.7	A
WB	L	4	3	86	1.7	A
	T	11	12	109	0.3	A
	Subtotal	15	15	100	0.6	A
Total		407	412	101	4.7	A

Intersection: Lake Mountain Rd & Pole Canyon Blvd
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	112	115	103	9.1	A
	T	36	37	103	9.9	A
	R	1	1	100	7.9	A
	Subtotal	149	153	103	9.3	A
SB	L	48	45	93	10.5	B
	T	56	59	106	9.7	A
	R	2	2	100	5.3	A
	Subtotal	106	106	100	10.0	A
EB	L	1	1	100	6.8	A
	T	230	231	100	4.6	A
	R	108	105	98	2.5	A
	Subtotal	339	337	99	4.0	A
WB	T	210	216	103	0.3	A
	R	90	92	102	0.2	A
	Subtotal	300	308	103	0.3	A
Total		894	904	101	4.3	A

SimTraffic LOS Report

Project: Eagle Mountain - John Hancock Academy West TIS
Analysis Period: Existing (2025) Plus Project
Time Period: Afternoon Peak Hour **Project #:** UT25-3002

Intersection: Pony Express Pkwy & Pole Canyon Blvd
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	8	8	107	2.1	A
	T	125	121	97	1.1	A
	R	3	5	167	0.1	A
	Subtotal	136	134	99	1.1	A
SB	L	254	253	100	3.0	A
	T	36	36	99	1.4	A
	R	88	93	105	0.6	A
	Subtotal	378	382	101	2.3	A
EB	L	68	70	102	12.5	B
	T	16	16	97	12.0	B
	R	4	4	100	5.6	A
	Subtotal	88	90	102	12.1	B
WB	T	28	25	91	12.9	B
	R	370	381	103	9.4	A
	Subtotal	398	406	102	9.6	A
Total		1,001	1,012	101	6.0	A

Intersection: Lake Mountain Rd & Secondary Acces
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	104	108	103	0.7	A
	Subtotal	104	108	104	0.7	A
SB	T	145	145	100	0.9	A
	Subtotal	145	145	100	0.9	A
WB	R	44	44	101	3.7	A
	Subtotal	44	44	100	3.7	A
Total		293	297	101	1.3	A

SimTraffic LOS Report

Project: Eagle Mountain - John Hancock Academy West TIS
Analysis Period: Existing (2025) Plus Project
Time Period: Afternoon Peak Hour Project #: UT25-3002

Intersection: Lake Mountain Rd & Main Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	2	2	100	0.6	A
	Subtotal	2	2	100	0.6	A
SB	L	140	140	100	1.8	A
	T	6	5	83	0.8	A
	Subtotal	146	145	99	1.8	A
WB	R	102	105	103	3.1	A
	Subtotal	102	105	103	3.1	A
Total		250	252	101	2.3	A

SimTraffic LOS Report

Project: Eagle Mountain - John Hancock Academy West TIS
Analysis Period: Existing (2025) Plus Project - Mitigation
Time Period: Morning Peak Hour Project #: UT25-3002

Intersection: Lake Mountain Rd & Eagle Mountain Blvd
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	114	115	100	7.4	A
	T	19	19	100	8.7	A
	R	6	6	109	4.0	A
	Subtotal	139	140	101	7.4	A
SB	L	1	1	100	6.6	A
	T	32	34	105	8.2	A
	R	39	39	100	2.8	A
	Subtotal	72	74	103	5.3	A
EB	L	24	23	98	2.3	A
	T	19	18	95	1.2	A
	R	122	125	102	1.1	A
	Subtotal	165	166	101	1.3	A
WB	L	2	2	80	2.8	A
	T	20	21	105	0.3	A
	Subtotal	22	23	105	0.5	A
Total		399	403	101	4.1	A

Intersection: Lake Mountain Rd & Pole Canyon Blvd
Type: All-way Stop Controlled

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	160	158	99	6.5	A
	T	39	40	103	8.0	A
	R	1	2	200	4.5	A
	Subtotal	200	200	100	6.8	A
SB	L	88	89	102	10.4	B
	T	70	72	103	9.2	A
	Subtotal	158	161	102	9.9	A
EB	L	1	0	0		
	T	342	337	99	28.4	D
	R	166	177	106	21.6	C
	Subtotal	509	514	101	26.1	D
WB	L	2	2	80	10.1	B
	T	288	294	102	9.5	A
	R	68	68	101	3.9	A
	Subtotal	358	364	102	8.5	A
Total		1,224	1,239	101	15.8	C

SimTraffic LOS Report

Project: Eagle Mountain - John Hancock Academy West TIS
Analysis Period: Existing (2025) Plus Project - Mitigation
Time Period: Morning Peak Hour Project #: UT25-3002

Intersection: Pony Express Pkwy & Pole Canyon Blvd
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	8	7	93	1.9	A
	T	40	39	96	1.1	A
	Subtotal	48	46	96	1.2	A
SB	L	443	447	101	3.3	A
	T	104	107	103	1.2	A
	R	28	29	102	0.9	A
	Subtotal	575	583	101	2.8	A
EB	L	26	24	91	19.9	C
	T	24	24	102	15.7	C
	R	6	7	108	7.5	A
	Subtotal	56	55	98	16.5	C
WB	L	4	4	89	13.4	B
	T	50	52	103	6.8	A
	R	400	404	101	7.7	A
	Subtotal	454	460	101	7.6	A
Total		1,136	1,144	101	5.4	A

Intersection: Lake Mountain Rd & Secondary Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	141	139	99	0.6	A
	Subtotal	141	139	99	0.6	A
SB	T	217	229	106	1.0	A
	Subtotal	217	229	106	1.0	A
WB	R	58	60	103	3.4	A
	Subtotal	58	60	103	3.4	A
Total		416	428	103	1.2	A

SimTraffic LOS Report

Project: Eagle Mountain - John Hancock Academy West TIS
Analysis Period: Existing (2025) Plus Project - Mitigation
Time Period: Morning Peak Hour Project #: UT25-3002

Intersection: Lake Mountain Rd & Main Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	4	4	114	0.3	A
	Subtotal	4	4	100	0.3	A
SB	L	212	223	105	1.8	A
	T	4	5	111	1.1	A
	Subtotal	216	228	106	1.8	A
WB	R	138	135	98	3.3	A
	Subtotal	138	135	98	3.3	A
Total		358	367	103	2.3	A

SimTraffic LOS Report

Project: Eagle Mountain - John Hancock Academy West TIS
Analysis Period: Existing (2025) Plus Project - Mitigated
Time Period: Afternoon Peak Hour Project #: UT25-3002

Intersection: Lake Mountain Rd & Eagle Mountain Blvd
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	132	130	99	7.9	A
	T	25	28	112	10.4	B
	R	7	8	114	4.6	A
	Subtotal	164	166	101	8.2	A
SB	T	16	17	103	8.1	A
	R	44	41	94	2.6	A
	Subtotal	60	58	97	4.2	A
EB	L	64	67	105	2.4	A
	T	20	20	103	1.0	A
	R	86	85	99	1.3	A
	Subtotal	170	172	101	1.7	A
WB	L	4	3	86	1.7	A
	T	11	12	109	0.3	A
	Subtotal	15	15	100	0.6	A
Total		407	411	101	4.6	A

Intersection: Lake Mountain Rd & Pole Canyon Blvd
Type: All-way Stop Controlled

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	112	115	103	4.9	A
	T	36	37	103	6.1	A
	R	1	1	100	3.3	A
	Subtotal	149	153	103	5.2	A
SB	L	48	45	93	7.2	A
	T	56	59	106	7.0	A
	R	2	2	100	3.4	A
	Subtotal	106	106	100	7.0	A
EB	L	1	1	100	10.5	B
	T	230	231	100	12.8	B
	R	108	105	98	7.2	A
	Subtotal	339	337	99	11.0	B
WB	T	210	216	103	6.4	A
	R	90	92	102	3.5	A
	Subtotal	300	308	103	5.5	A
Total		894	904	101	7.8	A

SimTraffic LOS Report

Project: Eagle Mountain - John Hancock Academy West TIS
Analysis Period: Existing (2025) Plus Project - Mitigated
Time Period: Afternoon Peak Hour Project #: UT25-3002

Intersection: Pony Express Pkwy & Pole Canyon Blvd
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	8	8	107	2.1	A
	T	125	121	97	1.1	A
	R	3	5	167	0.1	A
	Subtotal	136	134	99	1.1	A
SB	L	254	253	100	3.0	A
	T	36	36	99	1.4	A
	R	88	93	105	0.6	A
	Subtotal	378	382	101	2.3	A
EB	L	68	70	102	12.6	B
	T	16	16	97	12.2	B
	R	4	4	100	5.7	A
	Subtotal	88	90	102	12.2	B
WB	T	28	25	91	13.4	B
	R	370	382	103	9.3	A
	Subtotal	398	407	102	9.6	A
Total		1,001	1,013	101	6.0	A

Intersection: Lake Mountain Rd & Secondary Acces
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	104	108	103	0.7	A
	Subtotal	104	108	104	0.7	A
SB	T	145	145	100	1.0	A
	Subtotal	145	145	100	1.0	A
WB	R	44	44	101	3.4	A
	Subtotal	44	44	100	3.4	A
Total		293	297	101	1.2	A

SimTraffic LOS Report

Project: Eagle Mountain - John Hancock Academy West TIS
Analysis Period: Existing (2025) Plus Project - Mitigated
Time Period: Afternoon Peak Hour Project #: UT25-3002

Intersection: Lake Mountain Rd & Main Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	2	2	100	0.4	A
	Subtotal	2	2	100	0.4	A
SB	L	140	140	100	1.8	A
	T	6	5	83	0.8	A
	Subtotal	146	145	99	1.8	A
WB	R	102	105	103	3.1	A
	Subtotal	102	105	103	3.1	A
Total		250	252	101	2.3	A

SimTraffic LOS Report

Project: Eagle Mountain - John Hancock Academy West TIS
Analysis Period: Future (2030) Background
Time Period: Morning Peak Hour **Project #:** UT25-3002

Intersection: Lake Mountain Rd/Lake Mtn Rd & Eagle Mountain Blvd
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	91	89	98	6.2	A
	T	14	15	109	9.0	A
	R	6	7	122	3.5	A
	Subtotal	111	111	100	6.4	A
SB	L	5	5	105	5.0	A
	T	25	25	101	6.1	A
	R	43	41	96	3.5	A
	Subtotal	73	71	97	4.5	A
EB	L	25	25	101	2.2	A
	T	21	22	104	0.9	A
	R	91	89	98	1.1	A
	Subtotal	137	136	99	1.3	A
WB	L	5	5	105	1.9	A
	T	22	22	99	0.4	A
	R	5	6	126	0.1	A
	Subtotal	32	33	103	0.6	A
Total		352	351	100	3.5	A

Intersection: Lake Mtn Rd/Lake Mountain Rd & Pole Canyon Blvd
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	5	4	84	12.8	B
	T	5	5	105	15.2	C
	R	5	6	126	8.0	A
	Subtotal	15	15	100	11.7	B
SB	L	96	96	100	20.8	C
	T	20	18	90	7.5	A
	R	5	4	84	18.3	C
	Subtotal	121	118	98	18.7	C
EB	L	5	3	63	5.1	A
	T	429	435	101	5.0	A
	R	5	5	105	3.1	A
	Subtotal	439	443	101	5.0	A
WB	L	5	5	105	3.2	A
	T	317	327	103	0.6	A
	R	74	75	101	0.3	A
	Subtotal	396	407	103	0.6	A
Total		969	983	101	5.0	A

SimTraffic LOS Report

Project: Eagle Mountain - John Hancock Academy West TIS
 Analysis Period: Future (2030) Background
 Time Period: Morning Peak Hour Project #: UT25-3002

Intersection: Pony Express Pkwy & Pole Canyon Blvd
 Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	10	10	100	2.4	A
	T	63	65	103	1.3	A
	R	5	6	114	0.3	A
	Subtotal	78	81	104	1.4	A
SB	L	400	403	101	3.4	A
	T	134	136	102	1.3	A
	R	35	32	91	0.8	A
	Subtotal	569	571	100	2.8	A
EB	L	35	34	96	19.3	C
	T	27	27	101	18.3	C
	R	10	10	100	5.9	A
	Subtotal	72	71	99	17.0	C
WB	L	10	10	100	17.3	C
	T	39	38	98	16.3	C
	R	468	476	102	14.5	B
	Subtotal	517	524	101	14.7	B
Total		1,236	1,247	101	8.5	A

SimTraffic LOS Report

Project: Eagle Mountain - John Hancock Academy West TIS
Analysis Period: Future (2030) Background
Time Period: Afternoon Peak Hour **Project #:** UT25-3002

Intersection: Lake Mountain Rd/Lake Mtn Rd & Eagle Mountain Blvd
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	125	98	104	7.9	A
	T	25	19	100	10.5	B
	R	8	8	139	4.3	A
	Subtotal	158	125	79	8.1	A
SB	L	5	4	107	5.0	A
	T	15	10	91	6.0	A
	R	53	37	93	3.6	A
	Subtotal	73	51	70	4.2	A
EB	L	79	62	105	2.7	A
	T	24	18	99	0.9	A
	R	75	54	96	1.0	A
	Subtotal	178	134	75	1.8	A
WB	L	5	4	107	2.0	A
	T	13	10	105	0.4	A
	R	5	4	107	0.2	A
	Subtotal	23	18	78	0.7	A
Total		432	328	101	4.5	A

Intersection: Lake Mtn Rd/Lake Mountain Rd & Pole Canyon Blvd
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	5	3	80	6.0	A
	T	5	4	107	8.8	A
	R	5	4	107	3.8	A
	Subtotal	15	11	73	6.2	A
SB	L	64	45	94	10.6	B
	T	26	20	104	2.7	A
	R	5	4	107	7.4	A
	Subtotal	95	69	73	8.1	A
EB	L	5	3	80	3.2	A
	T	305	226	99	3.2	A
	R	5	5	133	1.5	A
	Subtotal	315	234	74	3.2	A
WB	L	5	3	80	3.7	A
	T	279	216	103	0.6	A
	R	118	92	104	0.4	A
	Subtotal	402	311	77	0.6	A
Total		827	625	101	2.5	A

SimTraffic LOS Report

Project: Eagle Mountain - John Hancock Academy West TIS
 Analysis Period: Future (2030) Background
 Time Period: Afternoon Peak Hour Project #: UT25-3002

Intersection: Pony Express Pkwy & Pole Canyon Blvd
 Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	9	7	108	2.4	A
	T	142	107	101	1.0	A
	R	4	3	100	0.1	A
	Subtotal	155	117	75	1.1	A
SB	L	175	128	98	2.9	A
	T	41	32	104	1.4	A
	R	101	75	99	0.6	A
	Subtotal	317	235	74	2.0	A
EB	L	78	62	106	11.0	B
	T	12	8	91	11.5	B
	R	5	3	80	4.8	A
	Subtotal	95	73	77	10.8	B
WB	T	23	19	109	13.1	B
	R	302	233	103	8.5	A
	Subtotal	325	252	78	8.8	A
Total		891	677	101	5.4	A

SimTraffic LOS Report

Project: Eagle Mountain - John Hancock Academy West TIS
Analysis Period: Future (2030) Plus Project
Time Period: Morning Peak Hour **Project #:** UT25-3002

Intersection: Lake Mountain Rd & Eagle Mountain Blvd
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	114	104	92	7.4	A
	T	20	23	115	9.4	A
	R	6	4	73	3.9	A
	Subtotal	140	131	94	7.6	A
SB	L	6	5	91	4.9	A
	T	32	33	102	8.3	A
	R	44	43	99	2.9	A
	Subtotal	82	81	99	5.2	A
EB	L	26	25	98	2.1	A
	T	21	24	114	1.0	A
	R	116	118	102	1.2	A
	Subtotal	163	167	102	1.3	A
WB	L	6	6	109	2.0	A
	T	22	22	98	0.6	A
	R	6	6	109	0.0	A
	Subtotal	34	34	100	0.7	A
Total		416	413	99	4.1	A

Intersection: Lake Mountain Rd & Pole Canyon Blvd
Type: All-way Stop Controlled

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	163	160	98	6.5	A
	T	34	32	94	7.8	A
	R	4	3	67	6.2	A
	Subtotal	201	195	97	6.7	A
SB	L	96	98	102	10.5	B
	T	52	56	107	8.6	A
	R	4	3	67	8.5	A
	Subtotal	152	157	103	9.8	A
EB	L	4	3	67	35.4	E
	T	383	381	99	34.2	D
	R	176	175	100	28.0	D
	Subtotal	563	559	99	32.3	D
WB	L	4	4	89	9.5	A
	T	318	320	101	10.2	B
	R	74	71	95	4.0	A
	Subtotal	396	395	100	9.1	A
Total		1,314	1,306	99	18.8	C

SimTraffic LOS Report

Project: **Eagle Mountain - John Hancock Academy West TIS**
 Analysis Period: **Future (2030) Plus Project**
 Time Period: **Morning Peak Hour** Project #: **UT25-3002**

Intersection: **Pony Express Pkwy & Pole Canyon Blvd**
 Type: **Unsignalized**

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	8	9	106	1.9	A
	T	54	59	108	1.5	A
	R	14	14	97	0.2	A
	Subtotal	76	82	108	1.3	A
SB	L	465	464	100	3.5	A
	T	116	119	103	1.4	A
	R	30	33	108	0.9	A
	Subtotal	611	616	101	3.0	A
EB	L	30	29	95	22.3	C
	T	33	34	103	19.9	C
	R	8	11	129	8.7	A
	Subtotal	71	74	104	19.2	C
WB	L	18	16	86	19.7	C
	T	44	46	103	19.4	C
	R	514	512	100	12.3	B
	Subtotal	576	574	100	13.1	B
Total		1,338	1,346	101	8.1	A

Intersection: **Lake Mountain Rd & Secondary Access**
 Type: **Unsignalized**

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	146	142	97	0.8	A
	Subtotal	146	142	97	0.8	A
SB	T	217	215	99	0.8	A
	Subtotal	217	215	99	0.8	A
WB	L	4	3	86	5.3	A
	R	56	55	98	3.7	A
	Subtotal	60	58	97	3.8	A
Total		422	415	98	1.2	A

SimTraffic LOS Report

Project: Eagle Mountain - John Hancock Academy West TIS
Analysis Period: Future (2030) Plus Project
Time Period: Morning Peak Hour **Project #:** UT25-3002

Intersection: Lake Mountain Rd & Main Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	15	13	87	0.5	A
	R	10	10	100	0.1	A
	Subtotal	25	23	92	0.3	A
SB	L	201	199	99	1.9	A
	T	19	19	100	1.0	A
	Subtotal	220	218	99	1.8	A
WB	L	6	6	92	6.3	A
	R	130	129	99	3.3	A
	Subtotal	136	135	99	3.4	A
Total		382	376	98	2.3	A

SimTraffic LOS Report

Project: Eagle Mountain - John Hancock Academy West TIS
Analysis Period: Future (2030) Plus Project
Time Period: Afternoon Peak Hour **Project #:** UT25-3002

Intersection: Lake Mountain Rd & Eagle Mountain Blvd
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	134	134	100	7.8	A
	T	28	29	105	9.8	A
	R	7	6	86	4.1	A
	Subtotal	169	169	100	8.0	A
SB	L	4	5	111	3.9	A
	T	18	17	97	7.9	A
	R	48	46	97	2.8	A
	Subtotal	70	68	97	4.2	A
EB	L	70	69	98	2.4	A
	T	22	23	107	0.7	A
	R	86	93	108	1.3	A
	Subtotal	178	185	104	1.6	A
WB	L	4	4	89	1.6	A
	T	11	12	109	0.4	A
	R	4	5	111	0.0	A
	Subtotal	19	21	111	0.5	A
Total		436	443	102	4.4	A

Intersection: Lake Mountain Rd & Pole Canyon Blvd
Type: All-way Stop Controlled

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	117	110	94	5.0	A
	T	30	31	103	6.3	A
	R	4	4	100	3.6	A
	Subtotal	151	145	96	5.2	A
SB	L	52	51	97	7.5	A
	T	52	57	110	6.2	A
	R	4	6	150	4.5	A
	Subtotal	108	114	106	6.7	A
EB	L	4	3	75	10.9	B
	T	254	251	99	13.3	B
	R	112	113	101	7.2	A
	Subtotal	370	367	99	11.4	B
WB	L	4	3	75	5.3	A
	T	232	225	97	6.6	A
	R	98	102	104	3.5	A
	Subtotal	334	330	99	5.6	A
Total		964	956	99	7.9	A

SimTraffic LOS Report

Project: Eagle Mountain - John Hancock Academy West TIS
Analysis Period: Future (2030) Plus Project
Time Period: Afternoon Peak Hour **Project #:** UT25-3002

Intersection: Pony Express Pkwy & Pole Canyon Blvd
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	8	8	107	2.1	A
	T	125	127	102	1.2	A
	R	10	11	105	0.1	A
	Subtotal	143	146	102	1.2	A
SB	L	227	224	99	3.0	A
	T	36	36	99	1.4	A
	R	88	93	105	0.7	A
	Subtotal	351	353	101	2.2	A
EB	L	68	71	104	11.1	B
	T	16	19	115	11.7	B
	R	4	4	100	3.0	A
	Subtotal	88	94	107	10.9	B
WB	L	8	6	80	6.5	A
	T	28	25	91	12.6	B
	R	344	336	98	8.5	A
	Subtotal	380	367	97	8.7	A
Total		963	960	100	5.4	A

Intersection: Lake Mountain Rd & Secondary Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	109	106	97	0.7	A
	Subtotal	109	106	97	0.7	A
SB	T	144	148	103	0.9	A
	Subtotal	144	148	103	0.9	A
WB	L	2	1	50	6.1	A
	R	42	39	94	3.3	A
	Subtotal	44	40	91	3.4	A
Total		296	294	99	1.2	A

SimTraffic LOS Report

Project: Eagle Mountain - John Hancock Academy West TIS
Analysis Period: Future (2030) Plus Project
Time Period: Afternoon Peak Hour Project #: UT25-3002

Intersection: Lake Mountain Rd & Main Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	12	13	104	0.4	A
	R	8	7	93	0.1	A
	Subtotal	20	20	100	0.3	A
SB	L	130	132	101	1.8	A
	T	15	17	113	0.8	A
	Subtotal	145	149	103	1.7	A
WB	L	6	6	109	4.7	A
	R	96	92	95	3.2	A
	Subtotal	102	98	96	3.3	A
Total		268	267	100	2.2	A

SimTraffic LOS Report

Project: Eagle Mountain - John Hancock Academy West TIS
Analysis Period: Future (2030) Plus Project - Mitigated
Time Period: Morning Peak Hour **Project #:** UT25-3002

Intersection: Lake Mountain Rd & Eagle Mountain Blvd
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	114	104	92	7.3	A
	T	20	23	115	9.4	A
	R	6	4	73	4.0	A
	Subtotal	140	131	94	7.6	A
SB	L	6	5	91	4.9	A
	T	32	33	102	8.4	A
	R	44	43	99	2.9	A
	Subtotal	82	81	99	5.3	A
EB	L	26	25	98	2.1	A
	T	21	24	114	1.0	A
	R	116	118	102	1.2	A
	Subtotal	163	167	102	1.3	A
WB	L	6	6	109	2.0	A
	T	22	22	98	0.6	A
	R	6	6	109	0.0	A
	Subtotal	34	34	100	0.7	A
Total		416	413	99	4.0	A

Intersection: Lake Mountain Rd & Pole Canyon Blvd
Type: All-way Stop Controlled

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	163	160	98	6.2	A
	T	34	32	94	8.0	A
	R	4	3	67	6.2	A
	Subtotal	201	195	97	6.5	A
SB	L	96	98	102	10.6	B
	T	52	56	107	8.5	A
	R	4	3	67	8.5	A
	Subtotal	152	157	103	9.8	A
EB	L	4	3	67	20.0	C
	T	383	381	99	19.4	C
	R	176	175	100	9.2	A
	Subtotal	563	559	99	16.2	C
WB	L	4	4	89	9.6	A
	T	318	320	101	10.3	B
	R	74	71	95	4.0	A
	Subtotal	396	395	100	9.2	A
Total		1,314	1,306	99	11.9	B

SimTraffic LOS Report

Project: Eagle Mountain - John Hancock Academy West TIS
Analysis Period: Future (2030) Plus Project - Mitigated
Time Period: Morning Peak Hour **Project #:** UT25-3002

Intersection: Pony Express Pkwy & Pole Canyon Blvd
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	8	9	106	1.9	A
	T	54	59	108	1.5	A
	R	14	14	97	0.2	A
	Subtotal	76	82	108	1.3	A
SB	L	465	464	100	3.6	A
	T	116	119	103	1.4	A
	R	30	33	108	0.9	A
	Subtotal	611	616	101	3.0	A
EB	L	30	29	95	21.6	C
	T	33	34	103	20.0	C
	R	8	11	129	8.0	A
	Subtotal	71	74	104	18.8	C
WB	L	18	16	86	20.0	C
	T	44	46	103	18.8	C
	R	514	512	100	12.0	B
	Subtotal	576	574	100	12.8	B
Total		1,338	1,346	101	8.0	A

Intersection: Lake Mountain Rd & Secondary Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	146	142	97	0.8	A
	Subtotal	146	142	97	0.8	A
SB	T	217	215	99	0.8	A
	Subtotal	217	215	99	0.8	A
WB	L	4	3	86	5.7	A
	R	56	55	98	3.9	A
	Subtotal	60	58	97	4.0	A
Total		422	415	98	1.3	A

SimTraffic LOS Report

Project: Eagle Mountain - John Hancock Academy West TIS
Analysis Period: Future (2030) Plus Project - Mitigated
Time Period: Morning Peak Hour Project #: UT25-3002

Intersection: Lake Mountain Rd & Main Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	15	13	87	0.5	A
	R	10	10	100	0.1	A
	Subtotal	25	23	92	0.3	A
SB	L	201	199	99	1.9	A
	T	19	19	100	0.9	A
	Subtotal	220	218	99	1.8	A
WB	L	6	6	92	5.1	A
	R	130	129	99	3.3	A
	Subtotal	136	135	99	3.4	A
Total		382	376	98	2.3	A

SimTraffic LOS Report

Project: Eagle Mountain - John Hancock Academy West TIS
Analysis Period: Future (2030) Plus Project - Mitigated
Time Period: Afternoon Peak Hour **Project #:** UT25-3002

Intersection: Lake Mountain Rd & Eagle Mountain Blvd
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	134	134	100	7.9	A
	T	28	29	105	9.8	A
	R	7	6	86	4.0	A
	Subtotal	169	169	100	8.1	A
SB	L	4	5	111	3.9	A
	T	18	17	97	7.8	A
	R	48	46	97	2.8	A
	Subtotal	70	68	97	4.1	A
EB	L	70	69	98	2.4	A
	T	22	23	107	0.7	A
	R	86	93	108	1.3	A
	Subtotal	178	185	104	1.6	A
WB	L	4	4	89	1.6	A
	T	11	12	109	0.4	A
	R	4	5	111	0.0	A
	Subtotal	19	21	111	0.5	A
Total		436	443	102	4.4	A

Intersection: Lake Mountain Rd & Pole Canyon Blvd
Type: All-way Stop Controlled

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	117	110	94	4.8	A
	T	30	31	103	6.2	A
	R	4	4	100	3.0	A
	Subtotal	151	145	96	5.0	A
SB	L	52	51	97	7.5	A
	T	52	57	110	6.2	A
	R	4	6	150	4.5	A
	Subtotal	108	114	106	6.7	A
EB	L	4	3	75	9.5	A
	T	254	251	99	12.2	B
	R	112	113	101	5.3	A
	Subtotal	370	367	99	10.1	A
WB	L	4	3	75	5.5	A
	T	232	225	97	6.7	A
	R	98	102	104	3.5	A
	Subtotal	334	330	99	5.7	A
Total		964	956	99	7.4	A

SimTraffic LOS Report

Project: Eagle Mountain - John Hancock Academy West TIS
Analysis Period: Future (2030) Plus Project - Mitigated
Time Period: Afternoon Peak Hour **Project #:** UT25-3002

Intersection: Pony Express Pkwy & Pole Canyon Blvd
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	8	8	107	2.1	A
	T	125	127	102	1.2	A
	R	10	11	105	0.1	A
	Subtotal	143	146	102	1.2	A
SB	L	227	224	99	3.0	A
	T	36	36	99	1.4	A
	R	88	93	105	0.7	A
	Subtotal	351	353	101	2.2	A
EB	L	68	71	104	11.2	B
	T	16	19	115	11.7	B
	R	4	4	100	3.0	A
	Subtotal	88	94	107	11.0	B
WB	L	8	6	80	6.5	A
	T	28	25	91	12.7	B
	R	344	336	98	8.5	A
	Subtotal	380	367	97	8.8	A
Total		963	960	100	5.4	A

Intersection: Lake Mountain Rd & Secondary Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	109	106	97	0.7	A
	Subtotal	109	106	97	0.7	A
SB	T	144	148	103	0.9	A
	Subtotal	144	148	103	0.9	A
WB	L	2	1	50	5.9	A
	R	42	39	94	3.3	A
	Subtotal	44	40	91	3.4	A
Total		296	294	99	1.2	A

SimTraffic LOS Report

Project: Eagle Mountain - John Hancock Academy West TIS
Analysis Period: Future (2030) Plus Project - Mitigated
Time Period: Afternoon Peak Hour **Project #:** UT25-3002

Intersection: Lake Mountain Rd & Main Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	12	13	104	0.4	A
	R	8	7	93	0.1	A
	Subtotal	20	20	100	0.3	A
SB	L	130	132	101	1.8	A
	T	15	17	113	0.8	A
	Subtotal	145	149	103	1.7	A
WB	L	6	6	109	4.9	A
	R	96	92	95	3.2	A
	Subtotal	102	98	96	3.3	A
Total		268	267	100	2.2	A

APPENDIX D

95th Percentile Queue Length Reports

SimTraffic Queueing Report

Project: Eagle Mountain - John Hancock Academy West TIS

Analysis: Existing (2025) Background

Time Period: Morning Peak Hour

95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft



Project #: UT25-3002

Intersection	NB				SB				EB			WB			
	L	LT	LTR	R	L	LT	LTR	R	L	LTR	R	L	LT	R	T
01: Lake Mountain Rd/Lake Mtn Rd & Eagle Mountain Blvd	75				50										
02: Lake Mtn Rd/Lake Mountain Rd & Pole Canyon Blvd					100										
03: Pony Express Pkwy & Pole Canyon Blvd					50				75			100 50			

SimTraffic Queueing Report

Project: Eagle Mountain - John Hancock Academy West TIS

Analysis: Existing (2025) Background

Time Period: Afternoon Peak Hour

95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft



Project #: UT25-3002

Intersection	NB					SB					EB			WB		
	L	LT	LTR	R	TR	L	LT	LTR	R	TR	L	LTR	R	L	R	T
01: Lake Mountain Rd/Lake Mtn Rd & Eagle Mountain Blvd	75					50 75										
02: Lake Mtn Rd/Lake Mountain Rd & Pole Canyon Blvd						75					75					
03: Pony Express Pkwy & Pole Canyon Blvd						50					75			150 50		

SimTraffic Queueing Report

Project: Eagle Mountain - John Hancock Academy West TIS

Analysis: Existing (2025) Plus Project

95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft

**Project #: UT25-3002**

Intersection	NB					SB				EB			WB					
	L	LT	LTR	R	TR	L	LT	LTR	R	L	LTR	R	L	LR	LT	R	T	
01: Lake Mountain Rd & Eagle Mountain Blvd	75					50				50								
02: Lake Mountain Rd & Pole Canyon Blvd	150					125												
03: Pony Express Pkwy & Pole Canyon Blvd						75				75			125 50					
04: Lake Mountain Rd & Secondary Access	100												100					
05: Lake Mountain Rd & Main Access													75					

SimTraffic Queueing Report

Project: Eagle Mountain - John Hancock Academy West TIS

Analysis: Existing (2025) Plus Project

Time Period: Afternoon Peak Hour

95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft

HALES  **ENGINEERING**
innovative transportation solutions

Project #: UT25-3002

Intersection	NB					SB					EB		WB						
	L	LT	LTR	R	TR	L	LT	LTR	R	TR	L	LTR	L	LR	LT	R	T		
01: Lake Mountain Rd & Eagle Mountain Blvd	75					50					50								
02: Lake Mountain Rd & Pole Canyon Blvd	100					75													
03: Pony Express Pkwy & Pole Canyon Blvd						75					75		150 50						
04: Lake Mountain Rd & Secondary Acces													75						
05: Lake Mountain Rd & Main Access													75						

SimTraffic Queueing Report

Project: Eagle Mountain - John Hancock Academy West TIS

Analysis: Existing (2025) Plus Project - Mitigation

95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft



Project #: UT25-3002

Intersection	NB					SB				EB			WB					
	L	LT	LTR	R	TR	L	LT	LTR	R	L	LTR	R	L	LR	LT	R	T	
01: Lake Mountain Rd & Eagle Mountain Blvd	75					50				50								
02: Lake Mountain Rd & Pole Canyon Blvd	100					75					325			150 75				
03: Pony Express Pkwy & Pole Canyon Blvd						75					75			125 50				
04: Lake Mountain Rd & Secondary Access														75				
05: Lake Mountain Rd & Main Access														75				

SimTraffic Queueing Report

Project: Eagle Mountain - John Hancock Academy West TIS

Analysis: Existing (2025) Plus Project - Mitigated

Time Period: Afternoon Peak Hour

95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft



Project #: UT25-3002

Intersection	NB				SB					EB		WB					
	L	LT	LTR	R	L	LT	LTR	R	TR	L	LTR	L	LR	LT	R	T	
01: Lake Mountain Rd & Eagle Mountain Blvd	75				50					50							
02: Lake Mountain Rd & Pole Canyon Blvd	75				75						100		100 75				
03: Pony Express Pkwy & Pole Canyon Blvd					75						75		75 150 75				
04: Lake Mountain Rd & Secondary Acces													75				
05: Lake Mountain Rd & Main Access													75				

SimTraffic Queueing Report

Project: Eagle Mountain - John Hancock Academy West TIS

Analysis: Future (2030) Background

Time Period: Morning Peak Hour

95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft



Project #: UT25-3002

Intersection	NB					SB					EB			WB			
	L	LT	LTR	R	TR	L	LT	LTR	R	TR	L	LTR	R	L	LT	R	T
01: Lake Mountain Rd/Lake Mtn Rd & Eagle Mountain Blvd	75					50											
02: Lake Mtn Rd/Lake Mountain Rd & Pole Canyon Blvd	50					125					75						
03: Pony Express Pkwy & Pole Canyon Blvd	75					75					50			250			

SimTraffic Queueing Report

Project: Eagle Mountain - John Hancock Academy West TIS

Analysis: Future (2030) Background

Time Period: Afternoon Peak Hour

95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft



Project #: UT25-3002

Intersection	NB				SB					EB			WB			
	L	LT	LTR	R	L	LT	LTR	R	TR	L	LTR	R	L	LT	R	T
01: Lake Mountain Rd/Lake Mtn Rd & Eagle Mountain Blvd	75				50 75											
02: Lake Mtn Rd/Lake Mountain Rd & Pole Canyon Blvd	50				75					75						
03: Pony Express Pkwy & Pole Canyon Blvd					50					75			125			50

SimTraffic Queueing Report

Project: Eagle Mountain - John Hancock Academy West TIS

Analysis: Future (2030) Plus Project

Time Period: Morning Peak Hour

95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft

HALES  **ENGINEERING**
innovative transportation solutions

Project #: UT25-3002

Intersection	NB					SB					EB			WB				
	L	LT	LTR	R	TR	L	LT	LTR	R	TR	L	LTR	R	L	LR	LT	R	T
01: Lake Mountain Rd & Eagle Mountain Blvd	75					50 50								150 75				
02: Lake Mountain Rd & Pole Canyon Blvd	100					75					400							
03: Pony Express Pkwy & Pole Canyon Blvd						75					100			50 200 100				
04: Lake Mountain Rd & Secondary Access														75				
05: Lake Mountain Rd & Main Access						50								25 75				

SimTraffic Queueing Report

Project: Eagle Mountain - John Hancock Academy West TIS

Analysis: Future (2030) Plus Project

Time Period: Afternoon Peak Hour

95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft

HALES  **ENGINEERING**
innovative transportation solutions

Project #: UT25-3002

Intersection	NB					SB					EB				WB				
	L	LT	LTR	R	TR	L	LT	LTR	R	TR	L	LTR	R		L	LR	LT	R	T
01: Lake Mountain Rd & Eagle Mountain Blvd	75					50 50													
02: Lake Mountain Rd & Pole Canyon Blvd	75					75					125				100 75				
03: Pony Express Pkwy & Pole Canyon Blvd						50					75				50 125 50				
04: Lake Mountain Rd & Secondary Access															50				
05: Lake Mountain Rd & Main Access															75				

SimTraffic Queueing Report

Project: Eagle Mountain - John Hancock Academy West TIS

Analysis: Future (2030) 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 #: UT25-3002

Intersection	NB					SB					EB				WB								
	L	LT	LTR	R	TR	L	LT	LTR	R	TR	L	LT	LTR	R	L	LR	LT	R	T				
01: Lake Mountain Rd & Eagle Mountain Blvd	75					50					50												
02: Lake Mountain Rd & Pole Canyon Blvd	75					75					175				100				150				75
03: Pony Express Pkwy & Pole Canyon Blvd						75						100				50					200	100	
04: Lake Mountain Rd & Secondary Access															75								
05: Lake Mountain Rd & Main Access						50									25					75			

SimTraffic Queueing Report

Project: Eagle Mountain - John Hancock Academy West TIS

Analysis: Future (2030) Plus Project - Mitigated

Time Period: Afternoon Peak Hour

95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft

HALES  **ENGINEERING**
innovative transportation solutions

Project #: UT25-3002

Intersection	NB					SB					EB				WB				
	L	LT	LTR	R	TR	L	LT	LTR	R	TR	L	LT	LTR	R	L	LR	LT	R	T
01: Lake Mountain Rd & Eagle Mountain Blvd	75					50 50													
02: Lake Mountain Rd & Pole Canyon Blvd	75					75					100 75				100 75				
03: Pony Express Pkwy & Pole Canyon Blvd						50					75				50 125 50				
04: Lake Mountain Rd & Secondary Access															50				
05: Lake Mountain Rd & Main Access															75				



EAGLE MOUNTAIN PLANNING COMMISSION MEETING MINUTES

March 25, 2025, 5:30 p.m.
Eagle Mountain City Council Chambers
1650 East Stagecoach Run, Eagle Mountain, Utah 84005

COMMISSION MEMBERS PRESENT: Commissioners Jason Allen, Rod Hess, Brent Strong, and Craig Whiting; and Alternate Commissioner Bryan Free.

CITY STAFF PRESENT: Brandon Larsen; Planning Director; Marcus Draper, City Attorney; Todd Black, Wildlife Biologist/Environmental Planner; Nathan Shumway, Environmental Planning Intern; Robert Hobbs, Senior Planner; David Stroud, Senior Planner; Steven Lehmitz, Planner; and Heather Lamb, Planning Secretary.

5:30 P.M. – Eagle Mountain City Planning Commission Work Session

Commissioner Allen called the meeting to order at 5:31 p.m.

1. Discussion Items
 1. A. DISCUSSION - 2025 Draft Open Space Plan
 - Discussion of the 2025 Natural Open Space & Wildlife Habitat Management Plan.
 1. B. DISCUSSION - Planning Commission General Powers and Duties Part 2

Commissioner Allen adjourned the work session at 6:14 p.m.

6:30 P.M. – Eagle Mountain City Planning Commission Policy Session

2. Commissioner Allen called the policy session to order at 6:30 p.m.
3. Pledge of Allegiance

Commissioner Allen led the Pledge of Allegiance.

4. Declaration of Conflicts of Interest

None.

5. Approval of Meeting Minutes

5. A.

MOTION: *Commissioner Whiting moved to approve the minutes. Commissioner Strong seconded the motion.*

Jason Allen	Yes
Robert Fox	Absent
Rod Hess	Yes
Brent Strong	Yes
Craig Whiting	Yes
Bryan Free	Yes

The motion passed with a unanimous vote.

6. Status Report

Planning Director Brandon Larsen reviewed the planning items discussed and voted upon during the City Council meeting.

7. Action and Advisory Items

7. 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

Item 7.A. and Item 7.B. were presented concurrently.

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 Neighborhood Residential One, Neighborhood Residential Two, and Community Commercial, and, an associated Rezone request to convert existing Agriculture zoning to R1, RC and CC 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 #'s. 58:047:0060, 58:047:0058, 58:047:0061, and 58:047:0062 in Eagle Mountain City.

Applicant's Statements Summary Points: Brad Mackay Ivory Development.

- There will be an intersection at Airport Road and Pony Express, which will have a traffic signal. This will not be a major interchange that was originally planned; it will now be a standard intersection,
- Applicant stated Mr. Holbrook will donate part of the property (off of Airport Road) for an LDS Chapel Site, most of the RC zone will be taken up by this site.
- Possible wildlife fencing along the wash, but it is currently owned by Steven Holbrook, which will need to be discussed at another time once the property is acquired.

Commissioner Allen opened the public hearing at 6:50 p.m. As there were no comments, he closed the hearing at 6:50 p.m.

Discussion Summary Points:

- Discussion and review of the 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, and an associated Rezone request to convert existing Agriculture zoning to R1, RC, and CC zoning on/73.03 acres of property.
- Comment made by Todd Black, Wildlife Biologist/Environmental Planner, stated there has been discussion with the owners/developers to place a fence on the far west of the rezone property to tie into the highway fence.

MOTION: *Commissioner Hess moved to forward a positive recommendation of Item 7. A. An Ordinance of Eagle Mountain City, Utah, Amending the General Plan Future Land Use Map for Certain Lands Known as Cedar Valley Holbrook. Commissioner Allen seconded the motion.*

Jason Allen	Yes
Robert Fox	Absent
Rod Hess	Yes
Brent Strong	Yes
Craig Whiting	Yes
Bryan Free	Yes

The motion passed with a unanimous vote.

MOTION TO RECONSIDER: *Commissioner Hess moved to reconsider the previous Motion regarding Agenda Item 7 A. Commissioner Whiting seconded the motion.*

Jason Allen	Yes
Robert Fox	Absent
Rod Hess	Yes
Brent Strong	Yes
Craig Whiting	Yes
Bryan Free	Yes

The motion passed with a unanimous vote.

MOTION: *Commissioner Hess moved to recommend approval to the City Council of Item 7.A. with the recommendation that the Future Land Use Map be amended with all residential portions be neighborhood residential one. Commissioner Whiting seconded the motion.*

Jason Allen	Yes
Robert Fox	Absent
Rod Hess	Yes
Brent Strong	Yes
Craig Whiting	Yes
Bryan Free	Yes

The motion passed with a unanimous vote.

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

Item 7.A. and Item 7.B. were presented concurrently.

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 Neighborhood Residential One, Neighborhood Residential Two and Community Commercial, and, an associated Rezone request to convert existing Agriculture zoning to R1, RC and CC 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.

Commissioner Allen opened the public hearing at 6:50 p.m. As there were no comments, he closed the hearing at 6:50 p.m.

MOTION: *Commissioner Whiting moved to forward a positive recommendation to the City Council of Item 7.B., with the condition that RC would be zoned R2. Commissioner Hess seconded the motion.*

Jason Allen	Yes
Robert Fox	Absent
Rod Hess	Yes
Brent Strong	Yes
Craig Whiting	Yes
Bryan Free	Not Voting - Alternate

The motion passed with a unanimous vote.

7. C. SITE PLAN - McDonald's

Presented by Senior Planner, David Stroud: Site Plan approval of McDonald's on a portion of Parcel No. 59:044:0112 and Parcel No. 59:044:0175, to be platted at Lot 4 of The District at Eagle Mountain Subdivision. The approximate address is 4248 North Pony Express.

Applicant's Statements Summary Points, Darrin Perkes, Dominion Engineering:

- The applicant has been working with the City to enhance architecture,
- The mechanical units are typically mounted on the rooftop,
- Electrical utilities are typically at the back of the buildings, such as the electrical cabinet, the electrical cabinet would match the color of the building.

Commissioner Allen opened the public hearing at 7:19 p.m.

The following individuals spoke during the public comment period: Jeff Ruth (in person) and Stella Castellano (email comment summarized at the meeting)

Commissioner Allen closed the public hearing at 7:22 p.m.

Discussion Summary Points:

MOTION: *Commissioner Strong moved to forward a positive recommendation to the City Council of Item 7.C., with the recommendations that The District at Eagle Mountain Town Center Subdivision Plat A is recorded before submittal of a building permit, and 2) all mechanical equipment, whether ground or roof mounted, is screened from view. Commissioner Whiting seconded the motion.*

Jason Allen	Yes
Robert Fox	Absent
Rod Hess	Yes
Brent Strong	Yes
Craig Whiting	Yes
Bryan Free	Yes

The motion passed with a unanimous vote.

7.D. PRELIMINARY PLAT/PLAT AMENDMENT - Marketplace 4

MOTION: *Commissioner Allen moved to table Item 7.D Preliminary Plat/Plat Amendment Marketplace until the April 8, 2025, Planning Commission meeting. Commissioner Whiting seconded the motion.*

Jason Allen	Yes
Robert Fox	Absent
Rod Hess	Yes
Brent Strong	Yes
Craig Whiting	Yes
Bryan Free	Yes

The motion passed with a unanimous vote.

7.E. MASTER SITE PLAN - John Hancock Charter School

Presented by Senior Planner, Robert Hobbs: A request for Master Site Plan approval for the John Hancock Charter School to be located in the N ¼ of Section 19, S6S, R1W at the southeast intersection of E. Pole Canyon Boulevard and N. Lake Mountain Road in a Foothill Residential Zone on 6.9753 acres of land (Parcel No. 59:019:0023) in Eagle Mountain City.

Commissioner Allen opened the public hearing at 7:30 p.m. As there were no comments, he closed the hearing at 7:30 pm.

Discussion Summary Points: There was no discussion on Agenda item 7. E.

MOTION: *Commissioner Whiting moved to forward a positive recommendation to the City Council on Item 7.E. Master Site Plan John Hancock Charter School, with the recommendations of 1) Site plan shall have the note that refers to a "proposed 6' paved access between schools" changed to "proposed 6' paved access between school and neighboring subdivision"; and, 2) Provide a material type callout on the site plan where the future building is intended to be placed; and, 3) School shall have a minimum 6' high solid screen wall or non-chain link fence around the trash enclosure featuring solid metal gates; and, 4. Any conditions required by City Engineering. Commissioner Allen seconded the motion.*

Jason Allen	Yes
Robert Fox	Absent
Rod Hess	Yes
Brent Strong	Yes
Craig Whiting	Yes
Bryan Free	Yes

The motion passed with a unanimous vote.

7. F. 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.

Item 7.F. and Item 7.G. were presented concurrently.

Presented by Planner 2, Steven Lehmitz: A General Plan amendment for Parcel No. 59:047:0003 to change the General Plan Future Land Use Map from Regional Commercial to Business Park/Light Industry.

Applicant's Statements Summary Points, Mitchell Nelson:

- On the General Plan map, Cedar Valley Highway is adjusted to be located on the east side of the property; this placement would also position utilities on the east side.

Commissioner Allen opened the public hearing at 7:36 p.m. As there were no comments, he closed the hearing at 7:36 p.m.

Discussion Summary Points:

- The Development Agreement can't be changed unless an Amendment to the General Plan Future Land Use Map for this certain land known as Big Eagle 7 is amended.
- Energy production is currently used primarily for a Data Center(s), under provision in the Development Agreement – energy power can be generated for our use as long as it is for subordinate use.

MOTION: *Commissioner Allen moved to forward a positive recommendation to the City Council on Item 7. F. An Ordinance of Eagle Mountain City, Utah, Amending the General Plan Future Land Use Map for Certain Lands Known as Big Eagle 7. Commissioner Hess seconded the motion.*

Jason Allen	Yes
Robert Fox	Absent
Rod Hess	Yes
Brent Strong	Yes
Craig Whiting	Yes
Bryan Free	Yes

The motion passed with a unanimous vote.

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

Item 7.F. and Item 7.G. were presented concurrently.

Presented by Planner 2, Steven Lehmitz: A rezone request for Parcel No. 59:047:0003 to change the zoning from Agriculture to Industrial with the Regional Technology and Industry Overlay also applied.

Commissioner Allen opened the public hearing at 7:36 p.m. As there were no comments, he closed the hearing at 7:36 p.m.

MOTION: *Commissioner Allen moved to forward a positive recommendation to the City Council on Item 7. G. An Ordinance of Eagle Mountain, Utah, Rezoning Certain Lands Known as Big Eagle 7. Commissioner Strong seconded the motion.*

Jason Allen	Yes
Robert Fox	Absent
Rod Hess	Yes
Brent Strong	Yes
Craig Whiting	Yes
Bryan Free	Yes

The motion passed with a unanimous vote.

8. Discussion Items

9. Next Scheduled Meeting

The next Planning Commission meeting is scheduled for April 8, 2025.

10. Adjournment

MOTION: *Commissioner Strong moved to adjourn the meeting at 7:40 p.m. Commissioner Whiting seconded the motion.*

Jason Allen	Yes
Robert Fox	Absent
Rod Hess	Yes
Brent Strong	Yes

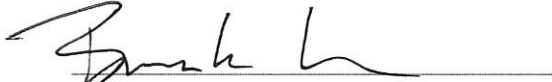
Craig Whiting
Bryan Free

Yes
Yes

The motion passed with a unanimous vote.

The meeting was adjourned at 7:40 p.m.

Approved by the Planning Commission on

A handwritten signature in black ink, appearing to read 'Brandon Larsen', is written over a horizontal line.

Brandon Larsen
Planning Director



**EAGLE MOUNTAIN CITY
CITY COUNCIL MEETING
NOVEMBER 5, 2025**

TITLE:	RESOLUTION - A Resolution of Eagle Mountain City, Utah, Approving the Amendments to the Eagle Mountain Mortgage Assistance Program Policy Regarding Eligibility and Application Requirements.
ITEM TYPE:	Resolution
FISCAL IMPACT:	N/A
APPLICANT:	City-initiated

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

PUBLIC HEARING

No

PREPARED BY

Kiara Polee

PRESENTED BY

Kiara Polee

RECOMMENDATION:

Staff recommends that the City Council adopt a Resolution Approving Amendments to the Eagle Mountain Mortgage Assistance Program Policy Regarding Eligibility and Application Requirements.

BACKGROUND:

The proposed amendments to the Mortgage Assistance Program (MAP) are intended to **expand eligibility** and **streamline access**. Changes include:

1. Adding veterans and active-duty military personnel to Tier 2 eligibility and
2. Removing the background check requirement to align with industry practice, reduce administrative burden, and simplify the applicant experience.

ITEMS FOR CONSIDERATION:

- **Addition of Veterans and Active-Duty Military Personnel**

This change reflects a request from the City Council to broaden eligibility within Tier 2 of the program.

- Honors military service and supports housing stability for military families.
- Helps workforce recruitment/retention of essential public service employees.

- **Removal of Background Check Requirement**

Staff, in coordination with the City's contracted program administrator, recommends eliminating the background check requirement. This step has proven redundant, as it is not standard in the home-buying process and has created complications in program administration. Removing the requirement would simplify the process while maintaining program integrity.

PLANNING COMMISSION ACTION/RECOMMENDATION:

N/A

ATTACHMENTS:

1. Resolution
2. Redlines

RESOLUTION NO. R-_____-2025

A RESOLUTION APPROVING AMENDMENTS TO THE EAGLE MOUNTAIN MORTGAGE ASSISTANCE PROGRAM POLICY

PREAMBLE

WHEREAS, on October 1, 2024, the City Council of Eagle Mountain City established the Mortgage Assistance Program to support public employees in obtaining affordable housing; and

WHEREAS, the City Council has identified a desire to expand eligibility for the Eagle Mountain Mortgage Assistance Program to include veterans and active-duty military personnel as part of Tier 2 eligibility; and

WHEREAS, staff and the City's contracted program administrator has recommended removal of the program's background check requirement, finding it to be redundant, inconsistent with standard home-buying practices, and a source of unnecessary complications in program administration; and

WHEREAS, staff and the City's contracted program administrator have recommended clarification around U.S. Citizenship Requirements; and

WHEREAS, the City Council finds it in the best interest of the residents to adopt these changes to improve program accessibility and efficiency while maintaining the program integrity;

NOW THEREFORE, BE IT RESOLVED by the City Council of Eagle Mountain City, Utah as follows:

1. The Eagle Mountain Mortgage Assistance Program Policy Manual which is attached hereto as Exhibit A and incorporated herein by this reference, is hereby amended and adopted as the governing policy and procedure for the program.
2. This Resolution shall become effective immediately upon its passing.

ADOPTED by the City Council of Eagle Mountain City, Utah, this 5th day of November, 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 5th day of November, 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



Mortgage Assistance Program Policy

Eagle Mountain City / Eagle Mountain Redevelopment Agency

PART I OVERVIEW

1.0 Introduction

This manual sets forth policies and procedures for the Eagle Mountain Mortgage Assistance Program, which is funded by affordable housing funds from the Eagle Mountain Redevelopment Agency and administered by Eagle Mountain City.

The goal of the mortgage assistance program is to expand home ownership opportunities for eligible households and to increase home ownership within the city. The program seeks to assist households who might otherwise not be able to become first-time homeowners.

This Manual shall be revised as new policies and procedures are established. Originally adopted on October 1, 2024, this policy was amended and adopted on March 18, 2025.

2.0 Purpose

Eagle Mountain City's General Plan includes a Moderate Income Housing Plan strategy to:

"Implement a mortgage assistance program for employees of the municipality, an employer that provides contracted services to the municipality, or any other public employer that operates within the municipality."

The purpose of this Mortgage Assistance Program Policy (Policy) is to establish processes and guidelines for the awarding of Redevelopment Agency (RDA) Housing Funds in the form of Mortgage Assistance (MAP) loans to improve the quality of life for individuals, couples, families, and the community. These guidelines cover the following: income qualification, home-buyer eligibility criteria, first mortgage requirements, occupancy standards, and other relevant items.



While priority will be given to public sector employees, such as teachers, firefighters, police, city employees, and others, the program is also available to other qualified first-time homebuyers to purchase a home in Eagle Mountain City.

3.0 General Program Information

The Mortgage Assistance Program offers a 0% deferred payment loan for the lower of \$25,000 or 7.5% of the actual purchase price of the home. Prospective applicants with household incomes up to 120% of Area Median Income may qualify for a loan.

For FY 2024-25 the maximum household income¹ ranges from \$91,600 for one person to \$151,800 for households of six or more persons.

The zero percent (0%) deferred-payment loans are secured by a loan agreement, a promissory note, and a trust deed in second position to that of the primary lender's first mortgage, which must have a fixed rate and include the escrow for property taxes and homeowners' insurance.

As a condition of the loan, the property must remain the borrower's principal place of residence for the term of the MAP loan. Borrowers are required to repay loans in full if they vacate, sell, transfer, or assign any legal or equitable interest in the property at any time on or after the closing date of this mortgage product, which amount shall be immediately due and payable in accordance with the Mortgage Assistance Program (MAP) Policy.

Prospective homeowners may apply for mortgage assistance funds simultaneously to prequalify but must obtain prequalification before a conditional letter of approval can be issued regarding the MAP program. A homeowner may not apply for mortgage assistance funds after the first mortgage loan has been closed.¹

Mortgage assistance funds are not intended for refinancing an existing

¹ These figures are updated annually based on information provided by the US Department of Housing and Urban Development for the Provo-Orem UT MSA Area. See the Appendix for more information.



mortgage or land contract. Mortgage assistance funds are not intended for investors.

4.0 Definitions

As used in this manual and other materials and forms, the words listed below are defined as:

[Active-Duty Military Personnel: shall mean individuals currently serving full time in the United States Armed Forces, including the Army, Navy, Air Force, Marine Corps, Space Force and Coast Guard. This definition includes members of the Active Guard and Reserve \(AGR\) serving under Title 10 or Title 32 orders.](#)

Affordable: In reference to housing costs, this means that the financial obligation can be paid by the person or household, along with all other financial responsibilities of that person/household, without endangering the financial stability of the person/household.

Agreement (or Loan Agreement) shall mean the written contract between the City and the successful Applicant stating the terms under which the mortgage assistance is awarded. If a Residence is to be jointly owned, all owners must enter into an agreement with the City.

Appeal shall mean a written request by an Applicant to review, modify, or reverse any written determination or decision on an Application or a determination of default of the Agreement by the Applicant.

Applicant shall mean the person, who is at least 18 years old, who applies for an Eagle Mountain Mortgage Assistance Loan. This term may be used interchangeably with "Homebuyer" and includes "Co-Applicant."

Application shall mean the form provided by the City, completed by the Applicant, with all requested attached information.

Borrower: A successful Applicant who receives an MAP Loan.

Certification: A written statement of fact filed in connection with a MAP



loan application administered by the City attesting that the information provided has been verified as true, correct, complete, and subject to penalties of perjury.

City shall mean Eagle Mountain City.

Closing Date: The date when the Borrower(s) signs the MAP Loan Agreement and other required documents.

Co-Applicant: A person who joins the Applicant in applying for a MAP loan. Spouse/Partners must be included as Co-Applicants even if they do not appear on the loan.

Complete Application: The form provided by the City, completed by the Applicant, with all requested attached information.

Debt to Income (DTI): A measure (percentage) that compares a Borrowers' total debt payments (such as house payments, child support, alimony, student loans, credit cards, gas and store cards, and any other debt) to the monthly income they generate. This calculation gives the City an idea of how likely it is that the Borrower will repay the financing obtained to purchase their home. This term is also known as "back-end ratio."

Disabled: An individual, single, head of household, or spouse who has a disability as defined in Section 223 of the Social Security Act.

Displaced Homemaker shall mean a divorced adult, who is at least 18 years old, who has not worked full time for a full year in the labor force for a number of years, but has during such years worked primarily without remuneration to care for the home and family; is unemployed or underemployed and is experiencing difficulty in obtaining or upgrading employment; or while married, owned a home with his/her spouse and in the divorce settlement the residence was awarded to the spouse or required to be sold.

~~Drug-Related Criminal Activity includes drug trafficking or illegal use, or possession for personal use, of a controlled substance (as defined in section 102 of the Controlled Substances Act (21 USC 802)).~~



Economic Hardship includes drastic reduction or loss of income caused by the loss of employment, serious or chronic illness or health conditions, and/or similar, verifiable circumstances. Reduction of the value of the home and inability to sell will also be considered.

Eligible Homebuyer shall mean an individual (and his or her spouse or partner) that meets applicable criteria specific to the MAP program funding.

Eligible Property means real property located within the City, which also meets additional criteria related to the MAP program.

Family or Household shall mean one or more people related by blood, marriage, adoption or approved foster care, and up to two (2) unrelated people.

First Mortgage shall mean a mortgage or loan which is secured by a first lien position, taking priority over all other liens; and an extension of credit for which a Deed of Trust is recorded and the proceeds of which are used to finance the purchase of an eligible property which meets the requirements set forth in this policy.

Homebuyer(s) shall mean the successful Applicant(s) approved by the Staff under the provisions of this Policy who enters into an Agreement with the City and will purchase a Residence with Mortgage Assistance from the City.

Household Member means all individuals who will live in the house purchased with Mortgage assistance. All individuals must be listed in the section "Household Composition" of the Completed Application.

Housing Expense Ratio (HER) is a measure (percentage) that compares the Borrower's gross monthly income to their housing expenses. The housing expense measure includes mortgage principal and interest payments, property taxes, hazard insurance, and mortgage insurance costs. This term is also known as the "front-end ratio."

Housing Funds shall mean monies collected by the RDA, which must



be used according to Utah Code §17C-1-411 and §17C-1-412, or successor provisions, which are allocated by the RDA Board to the Mortgage Assistance Program.

Income (household income, annual gross income) For this program it includes all sources of income as defined in UCA 17C-1-102 (6) which references the definition for income as defined in regulations for the US Department of Housing and Urban Development (HUD). Generally, it means the anticipated total annual income, before deductions, from all sources received by an individual or household (even if temporarily absent) and received by each additional member of the household, who is at least 18 years old, including all net income derived from assets for the 12-month period following the effective date of the initial determination of income.

Lender shall mean an organization or entity which provides financing for the acquisition of eligible properties in accordance with the provisions of this Manual. A customary mortgage lender means a Bank, Credit Union, Savings and Loan, Mortgage Company, or other financial institution, which provides a loan for the purchase of the Residence, approved by Staff.

Liquid Assets refers to funds that are in the form of cash or which can quickly be converted to cash. These include: (1) cash, (2) demand deposits, and (3) time and savings deposits.

Loan means funds borrowed from any lender.

Loan to Value (LTV) is a risk assessment ratio calculated by comparing the lesser of the purchase price or the appraised value of the property to the total mortgage debt on the home (including the MAP).

Moderate-Income Household: Persons and families whose income does not exceed the qualifying limits as established by HUD and amended from time to time. Such limits are defined as 80% of the area median income as adjusted for household size and revised annually.

Mortgage Assistance (MAP) Loan (or MAP loan) refers to the Mortgage Assistance Program Loan provided by the City to a successful Applicant at closing in the form of down payment assistance and closing costs to aid



in the purchase of a residence.

Ownership Interest means any of the following interests in residential property including fee simple estate with the right of survivorship, joint tenancy, and tenancy in common. It does not include a remainder interest, a lease with or without an option to purchase, or any interest acquired in the execution of a purchase contract. Nor does it include a distributed ownership interest in a Timeshare property.

Owner-Occupied Residence: A dwelling intended and used for occupancy by one household which is the owner of the property. A home with a city-approved accessory dwelling unit (ADU), for which the ADU may be rented also qualifies.

Participating Entity shall mean those property taxing agencies who participate in the RDA's project areas; namely Eagle Mountain City, Alpine School District², Utah County, Unified Fire Authority, and the Central Utah Water Conservancy District.

Principal (Primary) Place of Residence means a home of any kind where you reside most (at least 51%) of the time. This is not the only test; other factors that will be relevant to the determination include, but are not limited to:

- The address on your valid driver's license;
- Your place of employment (city, state);
- Where your immediate family lives;
- The address you use to file your federal and state income tax return;
- Where you are registered to vote;
- The property where you claim your homeowner's property tax exemption;
- The mailing address you use for general mail, bills, cell phone statements, and other general bills (utility bills do not necessarily establish residency);
- Where you maintain your bank accounts, brokerage statements, and other banking or financial relationships, i.e., credit cards, etc.;
- Where you maintain social memberships, such as health and/or country clubs, religious affiliations, etc.



All facts and circumstances will be considered when making the determination.

Public Employee shall mean a homebuyer who is an employee of a federal, state, or local governmental agency, institution, department, division, court, school district, or in military service. Also included are employees of organizations that are collaborations of various government entities (for example, Mountainland Association of Governments).²

Purchase Price means the Amount for which the purchased home will be sold.

RDA shall mean the Eagle Mountain Redevelopment Agency, a separate body corporate and politic which is a political subdivision of the state of Utah.

Residence shall mean a single-family dwelling, townhome, or condominium, to be purchased by the Homebuyer, who will receive mortgage assistance under the provisions of this Policy.

Spouse/Partner: Includes two people who are legally married, or in a common law marriage, or reside together in a marriage or domestic partner type relationship.

Staff shall mean the person(s) designated to administer the Mortgage Assistance Program. This person may be an employee of the RDA, Eagle Mountain City, or a contractor engaged by the City to assist with or administer the MAP.

[Veteran shall mean any individual who has served in the active military, naval, or air service of the United States and who was discharged or released under conditions other than dishonorable, as defined by 38 U.S.C. § 101\(2\).](#)

Term means the 15-year period of agreement between the homebuyer and

² Effective July 1, 2027, a new (yet to be named) school district will assume responsibility for operating public schools in Eagle Mountain City. On or after that date, the new district name should be inserted to replace the current.



the City.

5.0 Program Availability

5.1 This Mortgage Assistance Program is available only when approved allocations from RDA Housing Funds are available and appropriated by the City and may, at any time, be discontinued either temporarily or permanently, at the discretion of the City or RDA. Nothing in this Policy creates an entitlement to Mortgage Assistance to any Applicant until a successful Applicant enters into a written Agreement, Promissory Note, and Trust Deed at closing.

5.2 Applications will be received, considered, and may be approved during regularly scheduled and advertised application periods with priority given in the following order:

Tier 1 (first priority) Public Employees of a Participating Entity; [Employees of Eagle Mountain City, School District, Utah County, Unified Fire Authority, and the Central Utah Water Conservancy District.](#)

Tier 2 (second priority) Public Employees of other public sector entities; [Employees of other cities or government agencies, educators and school staff, law enforcement, fire service, medical professionals, veterans, and active-duty military personnel.](#)

-Tier 3 (third priority) ~~Other qualified Applicants.~~ [General Applicants; All other qualified applicants who meet the program's income and eligibility requirements.](#)

If needed, applicants will then be prioritized based on their household income relative to the area median income (AMI); that is, as a percentage of AMI. Households with the lower percentage of AMI will receive higher priority over households with an AMI percentage closer to the maximum.

5.3 As an exception to the MAP's focus on first-time homebuyers and to encourage public employees of participating entities to move into the City, notwithstanding a present ownership interest, the City will allow a simultaneous closing. Applications under this section will be received and considered as described in Section 5.2 above.

6.0 Mortgage Assistance Program Terms and Conditions



- 6.1 The stated term of the MAP loan is 15 years.
- 6.2 The MAP loan will be secured by a lien in second [or third](#) position at 0% interest. Subject to Loan Forgiveness Eligibility (see Section 8.0 below), after 15 years, the lien may be removed completely from title and no repayment will be required.
- 6.3 The Loan Agreement, Promissory Note, and Trust Deed shall be recorded with the Utah County Recorder's Office, as a lien and covenant of restriction enforceable by the City against the Homebuyer's Residence, until the terms of the Agreement are fulfilled.
- 6.4 The Homebuyer may not refinance the first mortgage without notice to and us subject to approval by the City. A cash out refinancing of the Residence by the Homebuyer during the Term of the Agreement shall require full repayment, less any loan forgiveness eligibility, to the City of the MAP loan. In addition, if a cash out refinancing occurs within the first two years of the Term, a penalty of up to \$2,000 may be assessed.
- 7.0 Mortgage Assistance Program Loan Amount and Payment
- 7.1 The maximum amount of a MAP loan is 7.5% of the actual purchase price of the Residence or \$25,000.00, whichever is less;
- 7.2 Only one MAP Loan is allowed per Residence or Homebuyer during the term of the Agreement; and
- 7.3 Payment of the MAP Loan will be made directly to the title company managing the closing transaction of the Residence for the Applicant and lender.
- 8.0 Loan Forgiveness Eligibility
- 8.1 Tier 1: Homebuyers who are Public Employees of a Participating Entity shall be eligible for loan forgiveness on a prorated basis between three (3) and five (5)



full years of continuing public employment for a participating entity, and continuous occupancy of the residence.

- 8.2 Tier 2: Homebuyers who are Public Employees, other than those in Tier 1, shall be eligible for loan forgiveness on a prorated basis between five (5) and ten (10) full years of continuing public employment, and continuous occupancy of the residence.
- 8.3 Tier 3: All other homebuyers shall be eligible for loan forgiveness on a prorated basis between 10 and 15 years of continuous occupancy.
- 8.4 Hardship: A Homebuyer may also be eligible for loan forgiveness if, after the purchase of a home, the Homebuyer dies or is permanently and totally disabled³. Staff may review and consider other types of hardships.
- 8.5 Loan forgiveness will be awarded only once. Eligible homeowners seeking loan forgiveness should apply only when they have earned the maximum amount according to their circumstances: that is, upon completion of the full term for which forgiveness applies OR If they are selling, vacating, renting or other conversion, they may apply for prorated loan forgiveness. Homeowners accepting loan forgiveness shall immediately repay the MAP loan less any earned loan forgiveness. Proration will be calculated in full years, not in portions thereof.
- 8.6 To determine the amount of and obtain loan forgiveness, the Homeowner must submit a request in writing to the City for MAP Loan forgiveness, in whole or in part, at the time of sale, conversion, or eligibility for discharge of the MAP Loan. The Homeowner must provide proof of occupancy for the applicable term. Tier 1 and Tier 2 public employees seeking loan forgiveness must also provide proof of eligible employment for the applicable term. Only time employed at a public sector employer after the closing date of the MAP loan is counted.

³ As defined by federal law pertaining to disability (Section 223 of the Social Security Act).



- 8.7 Upon verification of eligible employment, a Homeowner who has submitted a request for loan forgiveness, may be given credit for full years of public employment under sections 8.1 and 8.2. A Homebuyer whose status as a public employee ended during the term of the loan or began after the loan term began may receive credit for their years of public employment when receiving loan forgiveness.
- 8.8 Switching employers within an employer tier does not change the time required for forgiveness.
- 8.9 Switching between employer tiers will be calculated to the benefit of the homeowner with respect to proration, with the remainder being allocated to the remaining period of the lesser priority tier and always in terms of full employment years within each tier. Time may be calculated in each employer tier to the benefit of the homeowner. However, minimum times for proration or maximum times for full forgiveness within a tier must be satisfied to count.
- 8.10 Either homeowner's eligible employment history counts but not simultaneously and only time employed after closing and in full years. Thus, a couple cannot shorten the time requirements based on both persons working in the same time period. In calculating loan forgiveness, staff should count the employment tier(s) most advantageous to the homebuyer but if employment within a single tier is not sufficient for full forgiveness, full forgiveness comes at the tier with the longer term. Time served in a preferred tier (i.e., 1 > 2 > 3) counts toward the less preferred tiers' time limits.
- 8.11 A note for employees of entities which may cease to exist or for which responsibility for providing services have been transferred to or from the city or another entity⁴. Loan forgiveness eligibility will

⁴ For example, A new yet to be named school district will replace Alpine School District (ASD) in providing education services to Eagle Mountain residents beginning July 1, 2027. Homebuyers who closed on their MAP loan prior to the transfer of services (July 1, 2027) while employed the old school district will continue for the length of the loan to be eligible for the Tier 1 loan forgiveness provisions. Homebuyers employed by ASD who close a MAP loan on or after July 1, 2027, will be subject to the Tier 2 loan forgiveness provisions. Similarly, in the future it is possible that the police and/or fire services will be directly



still apply to employees who originated their MAP loan while employed by a public entity providing services to the residents of the City. Homebuyers who close on a MAP loan on or after the date of transfer of such responsibilities will qualify under loan forgiveness provisions applicable to employees of the successor entity.

8.12 Below are some examples to illustrate loan forgiveness calculations:

- Frankie is a homeowner who works for Utah County (a tier 1 employer). After nearly three years she moves out of the City. Frankie does not earn loan forgiveness because the minimum proration amount for a tier 1 employee was not met. At closing Frankie will repay the City the full MAP loan. Had Frankie left in less than two full years, Frankie would have had to pay another \$2,000.
- Morgan is a homeowner who works at Camp Williams (a tier 2 employer). Morgan decides to rent out the home after occupying it for 7 years. Upon application for forgiveness, Morgan qualifies for 7/10 or \$17,500 forgiveness of his \$25,000 MAP loan. He must repay the city \$7,500.
- Maria is a homeowner who works for the local school district (a tier 1 employer). After a while, she changes jobs to work in the local Sheriff's office. Maria is still working for a tier 1 employer. After five years, she will qualify for full loan forgiveness.
- Jamie and Leslie are homeowners who obtained a \$25,000 MAP loan. Leslie worked four full years at a tier 1 employer before changing to a tier 2 employer. At the time of the change, they will be eligible for loan forgiveness of 4/5 (or \$20,000) of the \$25,000 MAP loan, with the remaining 1/5 (or \$5,000) being applied for the remaining 6 years of the second tier (maximum 10 years) time requirement. If Jamie and Leslie (while still employed by a tier 2 employer) then needed to sell the home two full years later, the loan forgiveness would be 4/5 (or \$20,000) of the MAP loan amount plus 2/6 (or \$1,666.67) of the remaining \$5,000 for a total loan forgiveness of \$21,666.67. They will need to repay only \$3,333.33 to the City.

provided by the City rather than by a separate entity; or that a service provided by the city that could be outsourced.



- Georgina and her husband George, who has been teaching at an elementary school in the city for 8 years, buy a home with help from the MAP loan. Two years later George retires. Georgina, who has been working for the water district (another tier 1 employer) intends to quit two full years after George. At that date, upon application for loan forgiveness, verification of homeowner occupancy and eligible employment, the City would count George's two full years and Georgina's two more years for a total of four or 4/5 forgiveness of the loan. If they were to sell then, they would owe only 1/5 of the original loan. If they waited, the remaining 1/5 would apply to the remaining 11 years of the 15 year term applicable to tier 3 homeowners. For full forgiveness they would need to wait until the full 15 years from the closing of their MAP loan.

9.0 Qualifications

- 9.1 The Applicant, along with all others over the age of eighteen who will reside in the residence shall have a combined family income, which qualifies the Applicant(s) for "income targeted housing" as defined in Utah Code § 17C-1- 102(32)(a) which is currently no more than 120% of the current median annual income for Utah County, as published from time to time by the US Department of Housing and Urban Development (HUD) for the size of Family at the time of Application;

The Residence, for which the Application is being made, must be within the corporate limits of Eagle Mountain City to be approved. Staff may reject an Application if the Residence violates Eagle Mountain City or Utah State codes or is unfit or unsound for occupancy;

- 9.2 The Applicant must pay a down payment towards the purchase of the Residence of at least \$1,000;
- 9.3 The Applicant must qualify for and receive fixed-rate financing for the purchase of the Residence through a Customary Mortgage Lender; The first mortgage must be accompanied by the escrow for property taxes and homeowners' insurance.
- 9.4 The Applicant must submit a Completed Application and all requested financial, employment income, and income tax information, have an



acceptable credit rating, and be otherwise approved by Staff.

10.0 Occupancy

10.1 The Residence shall become the permanent and primary Residence of the Homebuyer after closing, and Homebuyer shall continue to reside in the Residence throughout the Term of the Agreement;

10.2 The Residence shall not be conveyed, sold, leased, rented, sublet or the like during the Term of the Agreement; and

10.3 Conveyance or Sale of the Residence by the Homebuyer during the Term of the Agreement shall require repayment of the MAP Loan. Leasing, renting, subletting or the like of the Residence by the Homebuyer during the Term of the Agreement shall require repayment of the MAP Loan. In addition, if the sale or rental occurs within the first two years of the Term, a penalty of up to \$2,000 may be assessed. For a residence that is occupied by the Homeowner throughout the Term of the Agreement there shall be no repayment of the loan upon resale or rental thereafter.

11.0 Discretionary Funding

Availability of the Mortgage Assistance Program is subject to annual appropriation of funds by the RDA and the City. Nothing in this Policy shall guarantee any present or future appropriations.

12.0 Singular and Plural

Wherever appropriate or required in the context of this Policy a singular term shall also refer to the plural form of the same term and vice versa.

13.0 Right to Appeal

Within 30 days of notification of a denial for a loan, an Applicant shall have the right to Appeal any written decision or determination by the City on an Application. The



The appeal process is outlined in Section 30 of Part III. An Appeal and obtaining a decision on appeal is mandatory before an Applicant may seek any other relief or remedy. Failure to Appeal within the Appeal Period shall preclude any other relief or remedy on the decision or action.

14.0 Statement of Nondiscrimination

It is the intent of this Policy to comply with The Fair Housing Act, Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§ 3601 – 3619), as amended, which prohibits discrimination against individuals because of race, color, religion, sex, familial status, national origin, or handicap status. Nothing in this Policy shall be construed to violate the Fair Housing Act.

15.0 Compliance with Utah Code, Title 17C

This Policy, and the use or expenditure of Housing Funds under this Policy, shall be construed and interpreted to comply with Utah Code Title 17C the “Limited Purpose Local Government Entities - Community Reinvestment Agency Act” (Act). No Housing Funds may be used or expended in violation of the Act.

16.0 Notice and Contact Information

Communications pertaining to Applications, loan forgiveness, etc., may be addressed as follows:

By email: mortgageprogram@eaglemountain.gov

By mail: Mortgage Assistance Program
1650 E Stagecoach Run
Eagle Mountain, Utah
84005

Notice of Appeals may be sent as follows:

By email: recorder@eaglemountain.gov

By mail: City Recorder
1650 E Stagecoach Run
Eagle Mountain, Utah
84005



PART II APPLICATION REQUIREMENTS

- 1.0 Applications must be submitted online using the application portal on the City's website.
- 2.0 Applicants may apply for mortgage assistance funds simultaneously to prequalify for a first mortgage. However, applicants must obtain prequalification before a conditional letter of approval can be issued for a MAP loan.
- 3.0 An eligibility review and loan qualification will be performed to ensure that the Applicant meets the requirements of the program. Prioritization will be made with Part I, Section 5.0 of this manual.
- 4.0 Applicants must complete their application for the MAP Loan and provide all the required documentation. The Complete Application package includes, but may not be limited to:
 - a. Completed and signed Application;
 - b. Copies of Federal Tax Returns for the immediately preceding two years;
 - c. Proof of income: Copies of paystubs for the immediately preceding three months for all working household members who are at least 18 years old; verification of employment; statements for all other types of income must also be submitted for the last two months, including but not limited to wages, commissions, tips, bonuses, interest, social security, self-employment income, pension/retirement, unemployment, workers compensation, child support/alimony, adoption credits, etc.
 - d. Copies of bank statements for the previous two months (all checking, savings, and investments must be included regardless of current balance);
 - e. Home Ownership Class certificate or receipt indicating course has begun;
 - f. Loan pre-approval letter from lender (dated within the last 30 days);
 - g. Documentation for all debts, showing outstanding amount and terms, including but not limited to credit card statements, loan balances, etc.;
 - h. Proof of identity: birth certificate, driver's license, US-issued passport, or permanent resident card for all household members



plus Social Security Cards. Scanned copies are okay.

- 5.0 Staff will make an eligibility determination that the Applicant meets the minimum qualifications for the program and will advise the Applicant and lender of their status no later than 15 business days after receiving the Complete Application. This eligibility determination includes verification of household income eligibility, including debt-to-income and housing-expensing ratios. The subject property must also be an eligible type and located within the City boundaries.

~~6.0 As part of the application process, applicants and all household members who are at least 18 years old are required to authorize background checks. The City will conduct background checks at or prior to issuing conditional letters of approval. Pursuant to Part III, Section 22, Grounds for Denial of Financial Assistance, of the MAP policy, the City reserves the right to withdraw a conditional letter of approval or offer of a MAP loan.~~

7.06.0 Once eligibility determination (i.e., preapproval) is verified and completed, Staff will contact the first mortgage lender and request the following documentation and any additional documentation as appropriate to determine qualification to receive the loan:

- a. First Mortgage Application (HUD-1003 form);
- b. Loan Estimate (LE);
- c. Verification(s) of Employment (VOE);
- d. Credit Reports. The middle or representative credit score must be 650 or higher, unless the Automated Underwriting System approves an applicant with a lower score;
- e. If the home is under contract, the following must also be submitted:
 - i. Real Estate Purchase Contract (REPC), including seller's disclosure form;
 - ii. Appraisal; and
 - iii. Preliminary Title Report or Commitment for Title Insurance (PR) for Mortgage Assistance;

8.07.0 When the eligibility determination and loan qualification is verified and completed, the loan will be submitted to the City Manager, or designee, for review and approval. Staff may send a letter of conditional approval to the Applicant, copying the first mortgage lender, even if the appraisal has not been received, or the Applicant does not yet have a home under contract.



- 9.08.0 The City will retain for two months following the close of an application period, those applications from Applicants who meet the qualifications for a loan but who, due to the prioritization criteria, did not receive a letter of conditional approval. This will allow the applicants up to three attempts.
- 10.09.0 The Homebuyer has 120 days from the date of conditional approval to have a contract signed for the purchase of a home. Once all required items are received, staff will notify the Homebuyer, copying the first mortgage lender, and the title company indicating the maximum loan amount for which the Homebuyer is qualified and the loan terms.
- 11.010.0 Upon notification, the first mortgage lender must inform staff which title company will be closing the loan. The City requires at least three business days' notice of closing. Staff will send an instruction letter informing the title company that the City will transfer the MAP Loan funding directly to them. If the title company is not a registered vendor with the city, the title company will need to register with the city and must allow an additional five days to get registered.
- 12.011.0 Careful coordination is necessary to ensure timing for funding of the MAP Loan. The letter will include the following instructions and a request for documents:
- A Preliminary Title Report (PR) must be ordered for the loan in the amount of the MAP Loan.
 - The Homebuyer is required to invest a minimum of \$1,000 in the purchase of the home before any MAP Loan proceeds can be used.
 - The Homebuyer should not receive any cash back from the purchase. (In rare cases, such as when the seller agrees to pay the homebuyer's closing costs and the lender provides 97% financing, Earnest Money Deposit (EMD) less the minimum \$1,000 Homebuyer's down payment may be returned.)
 - A signed copy of the Closing Disclosure must be submitted to the City to verify that the MAP Loan funds, and the title policy charge have been correctly included. Submit wiring instructions to the City; payment is made only to the Title Company which holds the Loan in escrow until funding is finalized.
 - Staff will contact the title company to request recording information from the first mortgage which must be included in City's Notice of Lien.
 - After Staff has received the requested documentation from the title



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company, staff prepares Notice of Lien.

- g. After execution of the final agreement, Staff requests City's Finance Department to wire funds to the title company that is closing the first mortgage.
- h. Upon successful recordation of a Notice of Lien, Staff will send a copy of the recorded Lien and request the issuance of the title insurance policy to the Applicant.



PART III ADMINISTRATIVE POLICIES

1.0 Reservation of Rights

Eagle Mountain City reserves the right to evaluate and underwrite Applicant eligibility based on the following criteria in a manner consistent with the intent and purpose of the Mortgage Assistance Program (MAP) and Utah Code Title 17C the “Limited Purpose Local Government Entities - Community Reinvestment Agency Act.” No Housing Funds may be used or expended in violation of the Act.

2.0 Applicant Eligibility and Responsibilities

2.1 Age Requirement: Applicant(s) must be at least 18 years old.

2.2 Eligible Homebuyer Certification

Except under an approved economic hardship and/or a displaced homemaker, present ownership interest shall disqualify an Applicant from eligibility. The following shall constitute a present ownership interest:

- a. A fee simple interest;
- b. A joint tenancy, tenancy in common, tenancy in the entirety, or community property interest;
- c. The interest of a tenant-shareholder in a cooperative;
- d. A life estate;
- e. A land contract (i.e., a contract pursuant to which a possession and the benefits and burdens of ownership are transferred even though legal title is not transferred until a later time; and
- f. An interest held in trust for the Applicant (whether created by the Applicant) that would constitute a present ownership interest if held directly by the Applicant.

2.3 Positive Identification [and Citizenship Requirement](#)

Proof of identity [and U.S. citizenship](#) must be shown to all household members who will reside on the property for which a MAP Loan is



requested. [Applicants must be U.S. citizens or lawful permanent residents of the United States to qualify for assistance.](#)

For security purposes, faxed or copied documents are not accepted unless approved by Staff. All original documents provided to the City will be returned to the Applicant. Any name variation from source documentation must be accompanied by legal authorizing documents identifying the updated information (marriage, divorce, or court order):

- a. Identity and Legal/Lawful Status Verification (must provide one):
 - i. Valid unexpired Utah Driver's License or other State issued ID
 - ii. Valid unexpired U.S. passport or passport card;
 - iii. [Certified U.S. Birth Certificate](#) (household members under the age of 18); or
 - iv. [Valid unexpired U.S. Permanent Resident card issued by U.S. Citizenship and Immigration Services.](#)
- b. Social Security Verification (must provide one):
 - i. Social Security card issued by the U.S. government that has been signed and has not been laminated; or
 - ii. If the Social Security card is not available, the Applicant may present one of the following documents which contain the Applicant's name and SSN:
 - iii. W-2 Form;
 - iv. SSA-1099 Form;
 - v. Non SSA-1099 Form;
 - vi. Pay stub showing Applicant's name and SSN; or
 - vii. Letter from the Social Security Administration indicating inability to obtain a Social Security Number because of their legal/lawful presence status.

2.4 Credit Scores, Reports, and Title Holders

To meet underwriting criteria, credit reports will be required and evaluated to determine credit worthiness for both Head of Household and Spouse/Partner. The determination is effective for the Mortgage Assistance Program even if Spouse/Partner is not included in the first mortgage.

Frequently, lenders use a three repository merged credit report



(TRMCR) to determine a mid-credit score. These reports include scoring information from three different agencies: TransUnion, Equifax, and Experian. The City will use the lowest mid-credit score of the applicant and co-applicant (if applicable) as it evaluates credit worthiness from Applicant(s). Scores of 649 and below will result in an automatic denial of the Applicant. The mid-credit score will also be used to determine if conditional exceptions to the debt ratio apply.

Credit reports will also be required from other household members, who are at least 18 years old, whose income is required to make the loan feasible and meet underwriting criteria and/or to qualify for the MAP Loan or any superior lien interest. Designated Head of Household and Spouse/Partner must be on title for the MAP Loan.

2.5 Credit and Ratios

The City will rely on AUS (automated underwriting system) to determine affordability, credit worthiness, etc., for a mortgage and then limit eligibility for the MAP to households at no more than 120% AMI.

Applicants should have a minimum FICO score of 650.

Monthly Housing Expense Ratio (HER), or front-end ratio: The mortgage payment, escrows for property taxes and homeowners' insurance, and any HOA fees, should not exceed 47% of Applicant's gross monthly income.

Applicant's total monthly fixed debt-to-income ratio (DTI) should not exceed 50% of Applicant's gross monthly income. An Applicant whose DTI exceeds the established limit should reduce their ratios before they will be eligible to receive the MAP Loan.

Any exceptions must be documented in writing by Staff and approved by the Mayor.

2.6 Guarantors

Applicants must meet credit and underwriting criteria established by



the City and must be able to qualify for Mortgage Assistance on their own credit history. The Program does not allow for co-signers that will not be the owner- occupants of the house being purchased.

2.7 Applicant Contribution

Applicants(s) shall make a cash contribution toward the down payment and closing costs of at least \$1,000. Down payment, closing costs subsidies available to Applicant(s) as gifts from relatives, seller-paid closing costs, employer assistance, other government subsidies, etc., are acceptable and allowed.

2.8 Homeowner Education

Prior to closing, Applicants will be required to participate in a homeowner's education class designed to assist new homeowners. The City will only accept certificates of completion from approved homeowner education course providers. (See Appendix for a list of approved homeowner education providers). Applicants who have begun but not yet finished the course may be conditionally approved but must submit a completion certificate before closing. The purposes of this requirement are:

- a. To enable the Applicant to understand the responsibilities that accompany participation in the City's Mortgage Assistance Program;
- b. To enable the Applicant to understand the home buying process;
- c. To enable the Applicant to understand and prepare to assume homeownership responsibilities and tasks;
- d. To develop an understanding of homeownership to promote self- respect, pride, and community responsibility.

2.9 Tax and Insurance Requirements

Applicant shall agree to have property taxes and homeowner's insurance escrowed as part of the first mortgage monthly payment.



Insurance must be in an amount acceptable and comparable to the value of the home and covering all existing buildings and structures present on the property, as determined by the first mortgage lender. Eagle Mountain City shall be listed as a Lien Holder on all property damage policies with usual loss payable to Mortgagee.

2.10 Household Assets

There are no minimum nor maximum limitations to an Applicant's total household liquid assets after closing. Liquid assets include:

- a. Savings accounts;
- b. Checking accounts;
- c. Stocks, bonds, savings certificates, money market funds and other investment accounts, not including retirement accounts;
- d. Lump-sum receipts such as inheritances, capital gains, lottery winnings, insurance settlements and other claims; and
- e. Cash value of trusts available to household members.

2.11 Household Income

The RDA will use the annual income definition found in Part 1 of this policy, which leads to at 24 CFR Part 5 to determine program eligibility. The Part 5 definition of annual income is the gross amount of income of all household members over the age of 18 that are anticipated to be received during the coming 12-month period. This definition also states that the income of minors or live-in aides will not be included. See below:

- a. Gross Amount. For those types of income counted, gross amounts (before any deductions have been taken) are used;
- b. Income of all adult household members. The Part 5 definition of annual income contains "inclusions"—types of income to be counted—and "exclusions"—types of income that are not considered (for example earned income of minors);
- c. Anticipation to be received. Part 5 annual income is used to determine eligibility and use a household's expected ability to pay, rather than past earnings; and



- d. Income Verification. All income must be fully documented and verified. Stated income is not allowed.

2.12 Income Limits⁵

The Mortgage Assistance Program is available on a one-time basis, to households and individuals whose gross income does not exceed 120% of the median income level adjusted for family size as determined by HUD for Utah City, UT HUD FMR Area and updated annually. The total household income of a Homebuyer must not exceed the income limits established by the City for this program.

2.13 Marital Status

Applicants may be single, divorced, or married. Applicants with a Spouse/Partner must co-apply for the MAP even if only one of them is obtaining the first mortgage. A credit check will be performed on all Applicants to determine qualification for a MAP Loan. The middle or representative credit score must be 650 or higher unless the Automated Underwriting System approves an applicant with a lower score.

2.14 Principal (Primary) Residence

The borrower(s) shall agree to occupy the property as their primary place of residence for as long as the MAP Loan Agreement is in place. The MAP Loan amount shall be immediately due and repayable in full at any time the Borrower(s) does not use the property as their Principal (Primary) Place of Residence.

Leasing, renting, subletting or the like of the Residence by the Homebuyer during the Term of the Agreement shall require the repayment of the full amount of the Mortgage Assistance Loan to the City.

⁵ Normally, programs like this are intended for low- to moderate-income households with gross household incomes no higher than 80% of Area Median Income (AMI). Due to a shortage of affordable housing and in recognition that it is difficult to find affordable housing for sale, Utah (per UCA 17C-1-102(32)) allows up to 120% AMI for income targeted housing to be occupied by the owner.



It is the Borrower's responsibility to inform the City if they lease, rent, sublet, vacate, sell, transfer, and/or assign any legal or equitable interest in the property. If Borrowers vacate the property prior to two years from closing date, they will incur a \$2,000 penalty beyond the outstanding MAP loan repayment amount, which must be paid at the same time the loan is paid off. No exceptions will be made for partial time living in the property that is less than two years from the closing date.

A MAP Loan for a residence that is occupied by the Homeowner through the end of the Term of the Agreement (15 years) or after full loan forgiveness shall require no repayment of the loan upon resale or rental thereafter.

3.0 Eligible Property

3.1 Properties shall meet all applicable requirements of the MAP, including:

- a. Inspections. A Certificate of Occupancy will be verified by Staff and a home inspection report performed by a professional home inspector shall be submitted by the Applicant before final approval of the MAP Loan. If substantial repairs are deemed necessary by Staff, the completion and cost shall be negotiated between buyer and seller. Repairs must be completed prior to closing and occupancy of any property subsidized with an MAP Loan. A MAP Loan may be denied if construction on the property has taken place for which no Certificate of Occupancy exists or if repairs cannot be made by the time of the closing and occupancy of the property.
- b. Location. Properties must be located within Eagle Mountain City limits.
- c. Unit Characteristics. Properties shall be situated on a permanent foundation with a permanent utility hook-up.

3.2 Eligible properties include:



- a. Single-family detached property;
- b. Single-family detached property with a City-approved legal accessory dwelling unit (if part of the unit is owner occupied); and
- c. Single-family attached properties (i.e., one half of a twin home or a town home or condominium).

3.3 Ineligible properties:

- a. Duplexes or larger multi-unit buildings under single ownership; and
- b. Mobile homes

- 3.4 Occupancy Status (prior to purchase). Single-family units are eligible provided the property is vacant, occupied by the existing owner and/or occupied (rented) by the Applicant/Borrower.

4.0 Appraisals.

- 4.1 Utah State licensed appraisers must perform all appraisals, and all appraisals must be dated within six (6) months of closing date. The MAP Loan plus the first mortgage amount cannot exceed the lesser of the appraised value or purchase price. All appraisals used to determine Fair Market Value must meet the Uniform Relocation Assistance and Real Property Acquisition Policy Act of 1970 (URA) definition of an appraisal (see 49 CFR 24.2(a)(3)) and the five following requirements (see 49 CFR 24.103(a)(2)):

- a. An adequate description of the physical characteristics of the property being appraised (and, in the case of a partial acquisition, an adequate description of the remaining property), including items identified as personal property, a statement of the known and observed encumbrances, if any, title information, location, zoning, present use, an analysis of highest and best use, and at least 5-year history of sales of the property.
- b. All relevant and reliable approaches to value. If the appraiser uses more than one approach, there shall be an analysis and reconciliation of approaches to value used that is sufficient to support the appraiser's opinion of value.
- c. A description of comparable sales, including a description of all relevant physical, legal, and economic factors, such as parties



- to the transaction, source and method of financing, and verification by a party involved in the transaction.
- d. A statement of value of the real property to be acquired and, for a partial acquisition, a statement of the value of the damage and benefits, if any, to the remaining real property, where appropriate.
 - e. The effective date of valuation, date of appraisal, signature, and certification of the appraiser.
- 4.2 Occupancy. After closing, the property must be the principal residence of all Applicants and household members which were included in the Complete Application.
- 4.3 Agreement Period. Housing purchased with an MAP Loan must remain the principal place of residence of the Borrower for the term of the MAP loan (15 years) or until the loan is repaid or forgiven.
- 4.4 Seller Responsibilities. Individuals selling a property in a transaction which is to assist with an MAP Loan shall agree to comply with all local requirements as applicable and corresponding to the funding source including:
- i. Inspection/Repairs & Corrections. The seller must make any corrections needed for the property to obtain a Certificate of Occupancy for any construction on the property not covered by such. A MAP Loan should not be closed until Staff have reviewed and approved an inspection of the property performed by a professional home inspector.
- 4.5 Lender Responsibilities.
- a. Scheduling the Closing Date. Lender must notify the City at least three (3) business days in advance of the closing date where the Loan Agreement, Promissory Note, and Trust Deed can be signed. Failure to notify the City could result in a delay in funding. The City shall make a single payment to the title company engaged in closing the First Mortgage to the property. If the requested loan amount is more than the actual



amount needed at closing, the title company will be requested to return the difference to the City at closing. If it is determined by the City after closing that the Borrower has not contributed a minimum of

\$1,000 to the closing costs or down payment, the City will request the Borrower to return the Loan to the City an amount that would satisfy the \$1,000 requirement.

- b. Misrepresentation. If Lender becomes aware of misstatements, whether negligently or intentionally made, it shall be their responsibility to immediately notify the Staff. The City will take appropriate action which may include denial or cancellation of the MAP Loan.

4.6 RDA & City Responsibilities.

Compliance with Utah Code, Title 17C. This Policy, and the use or expenditure of Housing Funds under this Policy, shall be construed and interpreted to comply with Utah Code Title 17C the "Limited Purpose Local Government Entities - Community Reinvestment Agency Act". No Housing Funds may be used or expended in violation of the Act.

- a. Conflict of Interest. No person who exercises or has exercised any functions or responsibilities with respect to activities of the Mortgage Assistance Program or who are in a position to participate in a decision-making process of the program, may obtain a financial interest or benefit from an MAP assisted activity, or have an interest in any contract, subcontract or agreement with the City, or the proceeds from the program, either for themselves or an immediate family member (a spouse, parent, child), during their tenure or for one year thereafter. The conflict of interest provisions applies to any person or family member, defined above, who is an employee, agent, consultant, officer, elected official, appointed official or any person who exercises policy or decision-making responsibilities in the Mortgage Assistance Program on behalf of the RDA or City. Exceptions to this policy can be made only after local public disclosure and formal approval by the Mayor. Staff shall provide the Mayor with the following information:



- i. A disclosure of the nature of the conflict, accompanied by an assurance that there has been public disclosure of the conflict and a description of how the public disclosure was made; and
- ii. The opinion of the City's attorney is that the interest for which the exception is sought would not violate the State or local law.

5.0 Non-Discrimination

Administration of the Mortgage Assistance Program shall be consistent with the City's commitment to non-discrimination. No person shall be excluded from participation in, denied the benefit of, or be subject to discrimination based on religious affiliation, age, race, color, creed, gender, sexual orientation, marital status, familial status (children), physical or mental disability, national origin, ancestry, or source of income.

6.0 Application Review

Staff shall review the Applicant's complete Application package to determine both Borrower and property eligibility as outlined in this policy manual. Staff may rely on the income and assets information required by policy as calculated by a licensed loan officer (for preapproval purposes) and then confirmed by the mortgage underwriter (for final approval purposes).

7.0 Zoning Compliance Verification

A zoning compliance verification may be obtained for all properties by submitting a Zoning Verification Request Form from Eagle Mountain City.

8.0 Eligible Costs

Proceeds from the MAP Loan must be used for down payment and closing costs. The City reserves the right to determine the eligibility of all closing costs and to request lender documentation of normal and reasonable costs. The following is a list of items for which assistance can be provided if all MAP eligibility and qualification requirements are met:



- a. Down Payment. Loans shall primarily be used to reduce the principal borrowed by the Homebuyer from Lender.
- b. Eligible Closing Costs
 - i. Title Company Settlement or Closing Fees;
 - ii. Recording Fees;
 - iii. Surveying Fees;
 - iv. Loan Origination Fees;
 - v. Credit Reports;
 - vi. Appraisal Fees;
 - vii. Property Inspections;
 - viii. Underwriting Fees;
 - ix. Document Preparation Fees;
 - x. Lender's Title Insurance;
 - xi. Daily Interest Charges;
 - xii. Aggregate Adjustment Amounts;
 - xiii. Mortgage Insurance Premiums;
 - xiv. Homeowner's Insurance Premiums and Fees;
 - xv. Property Taxes;
 - xvi. Interest (points) buy downs;
 - xvii. Prepaid items; and
- c. Personal Property
MAP Loan proceeds cannot be used to finance the acquisition of furnishings, appliances, or other personal property.
- d. Consumer Debt/Judgments
MAP Loan proceeds cannot be used to pay off any portion of a Borrower's consumer debt, liens, or judgments. Delinquent property taxes are also ineligible costs.
- e. Corrections and Repairs
MAP Loan proceeds cannot be used to pay for any required corrections or repairs to the property.

9.0 Underwriting

The City reserves the right to evaluate an Applicant/Borrower(s) eligibility based on the criteria listed in this program policy manual in a manner consistent with the intent and purpose of the Mortgage Assistance Program.



The City may rely in part on the Automated Underwriting System (AUS) documentation (i.e., the underwriting approval letter) from the Lender to verify loan eligibility.

10.0 Conditional Approval of Mortgage Assistance Program Loan

Once all required documentation has been received from the applicant and lender and staff has determined that the Applicant(s) meets all the requirements, the loan is submitted to the City Manager, or designee, for review and approval. If an exception to the above approval conditions needs to be made, the matter will be referred to the Mayor in writing, showing all appropriate information and the exception being requested.

The City will issue a letter of conditional approval to the Applicant, copying the lender, stating conditional approval and the terms and conditions necessary to complete the loan.

11.0 Preapprovals

Applicants may obtain preapproval from a first mortgage lender of their choice, or they may seek preapproval simultaneously to an application for a MAP loan. The City's "preapproval" is subject to evaluation and qualification as outlined in this MAP loan policy and is indicated by the issuance of a letter of conditional approval.

12.0 Determining Whose Income to Count

The income of all family members over 18 who will occupy the home purchased must be included in the determination of "annual income." In practice, this means that Staff determining income must first determine the number of people comprising the family and then calculate the income of all people in the family, which persons are at least 18 years old. Earnings of more than \$480 per month for each full-time student who is at least 18 years old (excluding the head of household and Spouse/Partner) are not included in the household's annual income.

13.0 Determining Household Size



Households may include persons who are not counted as family members for the purposes of the Program Income Limits and whose income, if any, is not considered when calculating Anticipated Gross Annual Income. Therefore, the following household members DO NOT COUNT when determining household size for the purpose of comparing “annual income” to Program Income Limits:

- a. Foster Children;
- b. Live-in Aides;
- c. Children of Live-in Aides;
- d. Unborn Children;
- e. Children being pursued for legal custody or adoption who are not currently living with the household; or
- f. A child who is subject to a shared-custody agreement in which the child resides with the household at least 51 percent of the time can be counted.

14.0 Loans

- 14.1 CREDIT: Credit score should be above 650 (using middle score) with no unsatisfied judgments; Applicants should have clean credit within the last 12 months including past due payments⁶; no bankruptcies or repossessions.
- 14.2 CAPACITY: Six months of employment. Same line of employment or related education if new job is less than six months. No probationary period.
 - a. 47% or less of gross income is for monthly housing costs – Housing Expense Ratio (HER).
 - b. 50% or less of gross income is for total monthly debt costs – Debt to Income Ratio (DTI).
- 14.3 MAXIMUM LOAN: Up to \$25,000 or 7.5% of purchase price, whichever is less.

⁶ Late payments should certainly be considered for potential disqualification but should be overridden if the Automated Underwriting System overrides them in its review.



- 14.4 ~~LIEN IN SECOND POSITION: A MAP Loan must be in second position and may not be relegated to a lower position.~~ LIEN POSITION: A MAP Loan shall be recorded in second lien position, subordinate only to the primary mortgage. However, if the first mortgage is combined with a Utah Housing Corporation (UHC) loan, the MAP Loan shall be recorded in third lien position, subordinate to both the primary and UHC loans.
- 14.5 Housing monthly payments used to calculate the Housing Expense Ratio (HER) include:
- a. Principal and interest;
 - b. Escrow deposits for real estate taxes;
 - c. Hazard insurance;
 - d. Mortgage insurance premium;
 - e. Homeowner's association duties; and
 - f. Special assessments.
- 14.6 Expenditures used to calculate the Debt to Income Ratio (DTI) include:
- a. All housing payments above;
 - b. Long-term installment debt (beyond 10 months remaining to be paid) including student loans, unless Applicant(s) can provide documentation of at least one-year deferment;
 - c. Revolving accounts and lines of credit;
 - d. Alimony, child support or maintenance payments, as applicable;
 - e. Stock pledges, if applicable.
- 14.7 A loan may be automatically denied if any of the following conditions exist:
- a. Mid credit score equal to or less than 649;
 - b. Unsatisfied local, state, or federal tax liens;
 - c. Bankruptcy or repossessions within the past year;
 - d. Clouded credit history over the past 12 to 24 months (i.e., unsatisfied judgments or collections, derogatory comments, or a history of past due payments);
 - e. Current employment history is less than six months;



- f. Unsatisfactory response from employer concerning probability of job retention;
- g. Probationary status of current employment.

14.8 All available resources of an Applicant must be disclosed (i.e., verification of deposit).

15.0 Outstanding Debt

All outstanding debt for Applicants must be counted toward the ratios unless there is less than 10 months left on the terms of the loan. Student loan payments do not count if the Applicant can provide proof that they are deferred for one year.

16.0 Self-Employed Income

Net Income from the operation of a business or profession is considered annual income. To determine this type of income, the previous two years of itemized expenditures must be provided as well as the current balance sheet and profit & loss statements. Self-employed income will only be accepted when it can be verified for at least one year prior to Application. To determine capability, if the Applicant has been in business for less than one year, employment history for the prior two years must be presented. The City may rely on the assistance of a licensed loan officer to determine self-employed income.

17.0 Permanently Absent Family Members

Documentation will be required to ensure that the family member is no longer residing at the household address. This documentation may consist of a legal separation agreement, prior year's tax return showing separate filing, or any other documentation which adequately verifies a separate residence for the absent family member.

18.0 Ineligibility

Applicants will be considered ineligible for one or more of the following:

- a. Providing false or incomplete information or previously providing false information under oath;



- b. Failing to complete the required forms or to supply requested information;
- c. Having previously received Mortgage Assistance from the program, except in extreme cases where applicant is granted an exception by the City;
- ~~d. Failure to successfully pass the required background check;~~
- e.d. _____ Unsatisfied judgements.

19.0 Application Period, Prioritization, and Use of Funds

Based on available funds, the City will allocate a certain number of loans per month or quarter. Any unspent, returned, or recovered funds may be made available in future application periods. The City will indicate on its website the number of loans available by period and the schedule for applications.

Applications will be received, considered, and approved during regularly scheduled and advertised application periods.

Prioritization will be as stated in Part 1, Section 5.2.

20.0 Reservation of Funds

A MAP Loan will be reserved for each Applicant when the loan application is complete. A Loan will be offered for 120 days and may be extended for 60 days with a total maximum of 180 days.

21.0 Projected Obligations

Debt payments such as a student loan or balloon note scheduled to begin or come due within 12 months of the mortgage loan closing must be included by the lender as anticipated monthly obligations during the underwriting analysis.

Debt payments do not have to be classified as projected obligations if the Borrower provides written evidence that the debt will be deferred to a period outside the 12- month period.

Obligations not considered debt, and therefore not subtracted from gross income, include:



- a. Federal, state, and local taxes;
- b. Federal Insurance Contributions Act (FICA) or other retirement contributions, such as 401(k) accounts (including repayment of debt secured by these funds);
- c. Commuting costs;
- d. Union dues;
- e. Open accounts with zero balances;
- f. Automatic deductions to savings accounts;
- g. Childcare; and
- h. Voluntary deductions.

22.0 Grounds for Denial of Financial Assistance

22.1 Rationale

A cornerstone of a healthy community is sustainable home ownership. The Mortgage Assistance Program exists to provide opportunities for home ownership and strengthen and maintain existing homeowners. Good relations and connections within neighborhoods are essential to building unity and encouraging homeowners to make the choice to invest their time, money, and energy into their neighborhood and community. Providing financial assistance to those required to register as sex offenders and/or those with serious and/or violent criminal records or drug-related criminal activity would undermine the City's goal of attracting new homeowners and encouraging existing homeowners to stay in their neighborhoods.

22.2 Denial

The City will deny mortgage assistance to Applicants who:

- a. Do not meet the established eligibility/underwriting criteria; or
- b. Have engaged in or threatened abusive or violent behavior towards, or have offered or inferred a bribe, gift, or benefit toward any staff, elected or appointed official, or agent of the City; or
- c. ~~Have been convicted of any violent crime against a person which includes, but is not limited to, murder, sexual assault, aggravated assault, or any offence of a sexual nature including~~



~~any individual required to register as a sex offender; or
d. Have been convicted of any Drug-Related Criminal Activity.~~

~~22.3 — Background Check~~

~~In this screening of Applicants, the City shall perform criminal history background checks necessary to determine criminal history and whether any household member is required to register as a sex offender in the State of Utah or in other States where the household members are known to have resided.~~

23.0 Accessory Apartments

Housing stock with a City-approved accessory dwelling unit is an eligible type of housing allowed if the main residence remains owner occupied. Anticipated rent must be included in the calculation of projected income to determine income eligibility. The homeowner must not rent the main residence, whether the homeowner or someone else is occupying the accessory dwelling unit.

24.0 Employment History

All Applicants must have a minimum of six months' employment with their current employer and the employer must certify they are not in a probationary period. If any of the Applicants have less than six months' employment with current employer, they must verify employment in the same line of work (position, duties, and responsibilities) for at least six months prior. Education, technical or professional, may be considered when Applicants are employed for less than six months only if it relates to the current position. Staff may take economic hardships such as changes in marital status or similar situations into consideration if this requirement is not met.

An applicant who has changed jobs to advance within the same line of work, which maintains income continuity, and is successful in that work (i.e., is retained beyond a probationary period for that position), will also receive favorable consideration.

The Applicant's probability for continued employment should be evidenced in



the file. In the case of negative comments received from the employer, Staff must perform a detailed investigation. A summary of their findings should be provided in the file, and the underwriting decision should be supported by comments in the file.

25.0 Assessing Income Information

All facts underlying the income information collected shall be assessed using the following considerations:

Pay Periods. Determine the basis on which employees are paid:

- a. Hourly, weekly, or monthly
- b. With or without overtime
- c. Bonus, shift differentials and other forms of payment

An employee who gets paid “twice a month” may be paid either twice a month (24 times a year) or every two weeks (26 times a year). The calculation will bear a significant difference. Be sure to get clarification!

An annual salary is counted as annual income regardless of the payment schedule. For example, if a teacher’s annual salary is \$30,000, this is the amount used to calculate annual (gross) income regardless of whether the teacher is paid over a 9 or 12-month period.

Variation in pay: For Applicants, whose jobs provide steady employment (e.g., 40 hours a week, 52 weeks a year), it can be assumed that there will only be slight variations in the amount of earnings reflected in monthly or bi-weekly pay stubs. In such cases, three consecutive months of income documentation is an appropriate amount upon which to base a projection of income over the following 12-month period.

For those whose annual employment is less stable or does not conform to a twelve-month schedule (e.g., seasonal laborers, construction workers, teachers), the City will examine income documentation that covers the entire previous twelve-month period. Such workers can experience substantial variations in earned income over the course of a year. As such, an examination of three months of income documentation may not provide an accurate basis upon which to project the Applicant’s income for the



following 12 months.

Sources of earned income: In addition to hourly earnings, Staff will account for all earned income. In addition to the base salary, this will include annual cost of living adjustments (COLAs), bonuses, shift differentials and overtime pay. In the case of

overtime, it is important to clarify whether overtime is sporadic or a predictable component of an employee's income. If it is determined that an Applicant has earned and will continue to earn overtime pay on a regular basis, the City will calculate the average amount of overtime pay earned by the Applicant over the pay period the City is using to calculate income eligibility (3 months or 12 months). This average amount is then to be added to the total amount of projected income earned over the following 12-month period.

26.0 Initial Certifications

Applicants' status as a moderate-income household must be certified at the time of Application. [Under State current law, the Mortgage Assistance Program will allow up to 120% AMI.]

A preliminary determination of eligibility is made to verify that the Applicant(s) meets the requirements of the Program, which meets the minimum requirements to qualify for a mortgage while being under the maximum household incomes by household size.

The City will not re-examine a household's income during the Application process, unless more than six months have elapsed since the household's income was certified by Staff.

27.0 Assets, Inclusions, and Exclusions

27.1 Determining Assets Income

The City counts the actual income generated by the asset, such as interest on a savings or checking account, for the purpose of determining "annual income." The income is counted even if the household elects not to receive it. For example, though an Applicant



may elect to reinvest interest or dividends from an asset, the interest or dividends are still counted as income. In the same manner as with other forms of income, the income from assets that is included in determining “annual income” is the income that is anticipated to be received from the asset during the coming 12 months.

Checking and savings account balances are considered assets. This rule is not intended to count monthly income as an asset, but rather, it recognizes that households sometimes keep assets in their checking accounts. To avoid counting monthly income as an asset, the City will use the average monthly balance over a three-month period as the cash value of the checking account.

When Assets Produce Little or No Income: An “imputed” income will be calculated on assets with little or no income based on the “Passbook Rate⁷” applied to the cash value of assets. This rule only applies if the total cash value of all assets is more than \$5,000.

27.2 Computing the Value of Assets

Assets have both a market value and a cash value. Only the cash value (rather than the market value) of an item is counted as an asset. The market value of an asset is simply its dollar value on the open market.

27.3 Inclusions

- a. Cash held in savings and checking accounts, safe deposit boxes, homes, etc. For savings accounts the current balance will be used. For checking accounts, the average three-month balance will be used.
- b. Cash value of revocable trusts available to the Applicant, or any adult household member.
- c. Cash value of stocks, bonds, Treasury bills, certificates of deposit and money market accounts.

⁷ The Passbook Rate is established by HUD and is updated annually. For 2025 the rate is 0.45%.



- d. Cash value of life insurance policies available to household members before death (e.g., surrender value of a whole life or universal insurance policy).
- e. Personal property held as an investment such as gems, jewelry, coin collections, antique cars, etc.
- f. Lump sum or one-time receipts, such as inheritances, capital gains, lottery winnings, victim's restitution, insurance settlements and other amounts not intended as periodic payments.
- g. Income from retirement and pension payouts.

27.4 Exclusions

- a. Necessary personal property, such as clothing, furniture, cars, and vehicles specially equipped for persons with disabilities.
- b. Interest in Indian trust lands.
- c. Assets not effectively owned by the Applicant (or an adult household member). That is, when assets are held in an individual's name, but the assets or any income they generate is accrued to the benefit of someone else who is not a member of the household, and that other person is responsible for income taxes incurred on income generated by the asset.
- d. Equity in cooperatives in which the family lives.
- e. Assets which are not accessible and that provide no income for the Applicant.
- f. Term life insurance policies (i.e., where there is no cash value).
- g. Assets that are part of an active business.
- h. Balances of retirement and pension funds.

28.0 Subordination Requirements

The outstanding MAP Loan will not be due upon prepayment or refinance of the first loan, provided that such refinancing of the property, the principal balance of the new first mortgage and the MAP Loan proceeds do not exceed the appraised value of the property, and the refinancing is not a cash out refinance.



Subordination of City's Mortgage Assistance Loan to a new first mortgage is allowed when the loan is a streamline loan with no cash out. The borrower's account must be current, which in the case of deferred loans means continuing to be owner occupants of the property for which the assistance was provided. The new loan must have a fixed rate and must have a 30-, 20- or 15- year term. The Homebuyer must continue occupying the property as their principal (primary) place of residence. A comparison of the old and new loans must be provided including loan amounts, interest rates, monthly payments, and terms for both loans. The interest rate and monthly payment must be lower than the previous loan. CD's and LE must also be provided for the proposed new loan. A copy of the pay-off from the mortgage to be paid must be included.

The City will subordinate for free, but no more than once in a three-year period. If additional subordinations are requested or required, a \$250.00 fee must be paid. The City will provide Templates for the Subordination Agreement and Request for Notice.

29.0 Default

29.1 Conditions of Default

- a. Transfer of title, sale, or lease of the property;
- b. Ceasing to occupy the property as the principal place of residence, for any reason without authorization from the City;
- c. Default on the payment of property taxes;
- d. Failing to maintain current, valid, and sufficient homeowner's insurance against the property;
- e. Failing to adhere to any other deed restrictions agreed upon by signing all the closing documents.

29.2 Determination of Default on an Agreement

MAP Loans are normally retired either by conversion to a grant when Borrower fully satisfies the terms of the Agreement or repaid in the normal course of business as the Borrowers contract to sell their property to a new owner. On occasion, borrowers will move out of the property for other reasons without remembering that vacating the property puts them in default and that it triggers immediate



repayment of the MAP Loan received to acquire the property.

Once the City has learned of a default, staff will contact borrowers to verify that borrowers have indeed vacated the property and to ascertain facts as to the circumstance that caused them to move out.

29.3 Repayment of MAP Loan in Default

The Borrower agrees that any funds advanced as a MAP loan toward the purchase of the Borrower's residence, which is the Borrower's principal residence, shall be repaid to City upon the death of the Borrower, excluding an eligible heir to or beneficiary of the property, or, in the event there are two or more Borrowers, then the loan shall be repaid upon the death of the last surviving Borrower, or upon the divorce of the Borrowers, unless one of the Borrowers is entitled pursuant to a decree of divorce to continue residing in the subsidized unit, in which event, the sum shall be repaid upon the death of said Borrower, or on the rental, sale, transfer, or any other change of ownership, as follows:

- a. The MAP loan shall be immediately repaid to City if at any time the housing unit is used other than as the Borrower's principal residence.
- b. The MAP loan amount shall also become due and payable to City on the date the housing unit ceases to be the Borrower's principal residence, for any reason, but not limited to, the Borrower selling, renting, leasing, abandoning, donating or giving the housing unit to another, subject to the qualification upon repayment or recapture provided below.
- c. The MAP loan amount shall also become due and payable to City on the date that a lienholder in lower position initiates proceedings to foreclose on the lien. Upon verification by City that the Borrower is in breach of the MAP loan agreement as indicated above, City shall notify the Borrower in writing of said breach and demand immediate repayment of the full amount of the loan. The Borrower shall then have a period of 10 days from the date the Notice of Breach is mailed to inform the City of how the loan will be repaid.
- d. Any outstanding loan balance not paid when due shall bear



interest thereafter at the rate of up to eight percent (8%) per annum until paid. In the event of foreclosure, the repayment amount will be based on the net proceeds available from the sale of the property.

- 29.4 Once it has been established that a MAP Loan is in default, the Borrower must commit to repaying the MAP Loan either in full or prorated, depending on the situation under the contract.

At the City's sole option and dependent on its assessment of the circumstances and the probability of repayment, the City may offer a payment plan to assist Borrowers in fulfilling their responsibility to repay the Loan. The terms for repayment established here are to cause the quickest repayment possible.

Lump sum payments are the ideal repayment method and will be accepted without charging the default interest percentage if paid within 60 days or sooner. Options may be presented when beneficiaries find themselves in situations where full payment is not immediately possible:

- a. 0% interest if repaid within 12 months or less
- b. 2.0% interest if repaid in 13 to 24 months
- c. 4.0% interest if repaid in 25 to 36 months
- d. 6.0% interest if repaid in 37 to 48 months
- e. 8.0% interest if repaid in 49 to 60 months

Options offered will vary depending on the outstanding loan amount.

- a. For amounts of \$5,000 or less only options a) through c) may be offered
- b. For amounts between \$5,000 and \$25,000 only options a) through e) may be offered.

30.0 Repeat Applicant

Only in extreme cases: Applicants who have previously received assistance from the City's Mortgage Assistance Program may be eligible to receive further assistance.



Consideration will only be given to Applicants where the original established Agreement Period has expired for the property to which they received assistance. The history of their previous account with the City must be satisfactory; bankruptcy, foreclosure, short sale, and/or any other form of delinquency shall immediately disqualify Applicants from consideration to receive further assistance.

If Applicants are afforded consideration to a second opportunity, in addition to meeting eligibility requirements for the program to which they are applying, they must submit a letter to the City providing specific information as to why they are seeking additional assistance from the program and why they think another opportunity should be afforded to them. Documentation must be included verifying the reasons included in the letter.

31.0 Appeal Process

- 31.1 The City will notify in writing any Applicants who have applied a MAP Loan and who, for any reason, have been determined to be ineligible. The notification shall state the reason for ineligibility. All information relative to the rejection of the Application shall be documented and placed in the Applicant's file.
- 31.2 An Applicant who has been determined ineligible for Mortgage Assistance or disagrees with any written decision may request a review within thirty (30) days of the date on the written notification. The appeal must be in writing and received by the City on or before the expiration of the Appeal Period. If the last day of the Appeal Period falls on a weekend or City holiday the Appeal Period will be extended until the next following City business day. After the close of the Appeal Period the decision or action becomes final and non-appealable, An Appeal and the decision on Appeal is mandatory before Applicant may seek any other relief or remedy. The Appeal shall state the basis for the Appeal and why the decision or action being appealed should be reversed or modified. The right to Appeal will be identified and described in all written decisions or actions of the City sent to the Applicant.
- 31.3 Notice of Right to Appeal. All written decisions or actions of the



City shall contain a notice provision like the following:

As the Applicant for a Mortgage Assistance Loan, you have the right to Appeal any decision or action on your Application for a Mortgage Assistance Loan. You may Appeal the decision or action communicated herein to the Mayor by filing a written notice of Appeal and statement of the grounds for the Appeal with the Eagle Mountain City Recorder within thirty (30) days from the date of decision or action set forth above (Appeal Period). If the last day of the Appeal Period falls on a weekend or City holiday the Appeal Period will be extended until the next following City business day. After the close of the Appeal Period the decision or action communicated herein becomes final and non-appealable, An Appeal and the decision on Appeal is mandatory before seeking any other relief or remedy. Failure to Appeal within the thirty (30) day Appeal Period may preclude any other relief or remedy. To pursue your Appeal additional information regarding your Appeal may be required. For further information regarding your right to Appeal please contact the City or legal counsel of your choosing.

31.4 Appeal Process.

The Mayor, or designee (a designee other than a person who participates in the regular approval process), shall conduct a hearing on the Appeal within thirty (30) days of receipt of the Notice of Appeal by the City Recorder.

Written notice of the date, time and location of the hearing will be provided at least ten (10) days prior to the hearing. The Mayor, or designee, will hear all evidence regarding the Appeal presented by or on behalf of the Applicant, and presented by or on behalf of Staff, both oral or written provided at or prior to the hearing. The Applicant and the City may call witnesses. The Mayor, or designee, shall determine whether the decision or action being appealed was in error or if unusual circumstances existed that would justify approval of the Application. A written decision on the Appeal and the reasons therefore shall be issued within fourteen (14) days from the date of the hearing on the Appeal. The written decision on the Appeal shall be mailed, emailed, or hand delivered to the Applicant.



31.5 Failure to Render Decision.

If a written decision by the Mayor, or designee, is not issued within thirty (30) days of the hearing the Appeal is deemed denied and the decision or action being Appeal is upheld.

32.0 Other Requirements

- a. No co-signers who will not be owner-occupants are allowed.
- b. Purchase price may not exceed appraisal valuation.
- c. Self-employed Applicants must show one year of signed and dated individual tax returns, plus all applicable schedules and signed and dated copies of federal business income tax returns with all applicable schedules and a 12- month Profit & Loss Statement.

33.0 Incomplete Applications

Failure to provide sufficient documentation, for any reason, needed by staff to determine eligibility and loan qualification will render an application incomplete. Applicants who cannot prequalify in time for the City to issue letters of conditional approval will be considered in the next application period and prioritized according to policy.

34.0 Non-Traditional Credit

Non-traditional credit will be reviewed if an Applicant does not have a credit score from any of the three bureaus. Lack of non-traditional credit will not be grounds for denial as no credit history is deemed better than a derogatory credit history.

35.0 Staffing and Administrative Matters

The Mortgage Assistance Program is funded by an appropriation from the RDA, which funding is attributable to Community Reinvestment Project Area funds intended to support affordable housing initiatives. The program is administered by the City.

As authorized by the City, a modest fee of no more than 10% of the amount



1650 E. STAGECOACH RUN
EAGLE MOUNTAIN, UT 84005
EAGLEMOUNTAIN.GOV

loaned may be assessed to the Housing Funds to cover the costs for Staff to administer the Mortgage Assistance Program.

36.0 Annual Reporting

Staff shall provide, in writing, an annual report to the RDA Board, the Mayor and City Council, City Manager, and Planning Director, which report includes:

- a. The number of people that received a benefit from the program;
- b. The number of public employees, by agency, who participated in the program;
- c. The total amounts expended, recovered, and outstanding by age; and
- d. Such other information that provides an assessment of the reach and success of the program.



APPENDIX

2025 HUD AREA MEDIAN INCOME CHART

HUD publishes income limits to determine eligibility for different HUD programs. The income limits are based on the median family income for an area. The City of Eagle Mountain is in the Provo-Orem UT MSA Area. The median income for the Utah County area, as published by HUD, for FY 2025 is ~~\$109,500~~ \$118,700. The table below shows the income limit categories based on the number of people in the family.

FY 2025 Income Limits Table (Provo-Orem UT MSA)

Household Size Income (AMI)		1	2	3	4	5	6	7	8
Low (80%) Income (\$)		61,050 <u>66,500</u>	69,750 <u>76,000</u>	78,500 <u>85,000</u>	87,200 <u>94,950</u>	94,200 <u>102,550</u>	101,200 <u>110,150</u>	108,150 <u>117,750</u>	115,150 <u>125,350</u>

(Source: <https://www.huduser.gov/portal/datasets/il.html>)

Effective July 1, 2024, through June 30, 2025:⁸

% of Area Median Income			
Household Size	80%	100%	120%
1	\$61,050 <u>\$66,500</u>	\$76,300 <u>\$83,125</u>	\$91,600 <u>\$99,750</u>
2	\$69,750 <u>\$76,000</u>	\$87,200 <u>\$95,000</u>	\$104,700 <u>\$114,000</u>
3	\$78,500 <u>\$85,500</u>	\$98,100 <u>\$106,875</u>	\$117,800 <u>\$128,250</u>
4	\$87,200 <u>\$94,950</u>	\$109,500 <u>\$118,688</u>	\$131,400 <u>\$142,425</u>
5	\$94,200 <u>\$102,550</u>	\$117,800 <u>\$128,188</u>	\$141,300 <u>\$153,825</u>
6	\$101,200 <u>\$110,150</u>	\$126,500 <u>\$137,688</u>	\$151,800 <u>\$165,225</u>
7	\$108,150 <u>\$117,750</u>	\$135,200 <u>\$147,188</u>	\$151,800 <u>\$176,625</u>
8	\$115,150 <u>\$125,350</u>	\$143,900 <u>\$156,688</u>	\$151,800 <u>\$188,025</u>

HOME BUYER EDUCATION COURSES

Applicants can take any HUD-approved homebuyer education course or any of the following courses (a fee may apply):

<https://www.fanniemae.com/education>

<https://creditsmart.freddiemac.com/#path-homebuyer-u>

⁸ These figures are updated annually based on information provided by the US Department of Housing and Urban Development for the Provo-Orem UT MSA Area. See the Appendix for more information.



**EAGLE MOUNTAIN CITY
CITY COUNCIL MEETING
NOVEMBER 5, 2025**

TITLE:	RESOLUTION - A Resolution of Eagle Mountain City, Utah Approving the Commercial Affordability Program (CAP) Policy.
ITEM TYPE:	Resolution
FISCAL IMPACT:	\$150,000 from previously approved CDBG funds
APPLICANT:	City-initiated

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

PUBLIC HEARING

No

PREPARED BY

Gina Olsen, City Recorder

PRESENTED BY

Kiara Polee

RECOMMENDATION:

Staff recommends that the City Council adopt a Resolution of Eagle Mountain City, Utah Approving the Commercial Affordability Program (CAP) Policy.

BACKGROUND:

The proposed resolution seeks formal adoption of the *Commercial Affordability Program (CAP) Policy*, establishing a new forgivable loan initiative funded through the Community Development Block Grant (CDBG).

The program is designed to help Eagle Mountain's home-based entrepreneurs and microbusinesses open their first brick-and-mortar locations within the City by providing financial assistance of up to \$75,000 for eligible build-out, equipment, and startup costs. The CAP Policy outlines program eligibility, compliance with Federal CDBG regulations, and loan forgiveness requirements tied to two years of continued operation in Eagle Mountain.

Adoption of this resolution authorizes staff to implement and administer the program in coordination with HUD and Utah County, supporting local business growth and community revitalization.

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 THE COMMERCIAL AFFORDABILITY PROGRAM (CAP) POLICY

PREAMBLE

WHEREAS, Eagle Mountain City seeks to promote economic opportunity and support local entrepreneurship within the community; and

WHEREAS, the City has identified a need to assist home-based entrepreneurs and microbusinesses in establishing their first brick-and-mortar locations within Eagle Mountain; and

WHEREAS, the Commercial Affordability Program (CAP) has been developed as a forgivable loan initiative funded through the Community Development Block Grant (CDBG) to provide financial assistance of up to \$75,000 for eligible build-out, equipment, and startup costs; and

WHEREAS, the CAP Policy establishes eligibility criteria, outlines compliance with Federal CDBG regulations, and specifies loan forgiveness conditions tied to two years of continued operation within Eagle Mountain; and

WHEREAS, adoption of the CAP Policy will authorize City staff to implement and administer the program in coordination with the U.S. Department of Housing and Urban Development (HUD) and Utah County; and

WHEREAS, the City Council finds that the Commercial Affordability Program will foster local business growth, support job creation, and encourage community revitalization consistent with the City's long-term economic development goals;

NOW, THEREFORE, BE IT RESOLVED by the City Council of Eagle Mountain City, Utah, that the Commercial Affordability Program (CAP) Policy is hereby adopted as presented, authorizing City staff to implement the program in accordance with applicable CDBG regulations and City procedures.

BE IT FURTHER RESOLVED that the Mayor is authorized to execute this Resolution and any related documents necessary to carry out the intent of this action.

This Resolution shall become effective immediately upon its passing.

ADOPTED by the City Council of Eagle Mountain City, Utah, this 5th day of November, 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 5th day of November, 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



Commercial Affordability Program (CAP) Pilot Phase

Launch Year: FY2025

I. Purpose and Vision

The Commercial Affordability Program (CAP) is designed as a transformative, forgivable loan program for Eagle Mountain. The program supports home-based entrepreneurs and microbusinesses as they open their first-ever brick-and-mortar location in the city—not for existing businesses seeking to relocate or expand additional outlets.

Core goals:

- Remove key barriers faced by local startups moving into commercial spaces.
- Foster economic self-sufficiency, job creation, and generational wealth within Eagle Mountain.
- Diversify and strengthen the local retail, service, and innovation economy.
- Enhance commercial corridors through well-supported, community-engaged local businesses.

II. Funding Model

- **Annual Budget:** \$150,000 (funded via Community Development Block Grant - CDBG).
- **Award Amounts:** Forgivable loans/grants up to \$75,000 per business.
- **Number of Awards:** 2–3 businesses per pilot year (based on funding and applicant quality).
- **Fund Sustainability & Repayment:** Awards are designed as forgivable if all program criteria are met for a minimum of two (2) years after contract execution. If a business fails to meet forgiveness criteria, the award converts into a repayable loan. The standard repayment period is twenty-four (24) months from the date of conversion. For awards above \$50,000, repayment may be extended to thirty-six (36) months at the City's discretion.

Repayments made within the 24–36-month period remain interest-free. If repayment extends beyond that timeframe, a small interest rate (annually, as set by City Council resolution) will be applied until the balance is fully repaid.



All repaid funds will be returned to the CAP program to establish a sustainable revolving loan fund supporting future applicants.

Use of Funds Restrictions: Funds may ONLY be used for:

- Commercial space build-out and improvements (tenant improvements, ADA compliance, utilities, signage, etc.)
- Equipment or commercial-grade furnishings directly supporting business launch
- Initial infrastructure and code compliance costs

Not eligible:

- Wages
- Expansion of a business with existing physical presence in Eagle Mountain or other cities
- Regular operating expenses
- Working capital
- Inventory for Resale
- Personal expenses.

III. Eligibility Criteria

To qualify, businesses must:

- Be first-time commercial tenants (never operated a brick-and-mortar elsewhere).
- Be headquartered in Eagle Mountain with no other commercial locations.
- Be independently owned (no national chains; local franchises considered case-by-case).
- Have completed the SBDC How to Start a Business 101 and Marketing Fundamentals (<https://www.uvu.edu/sbdc/training/>), covering:
 - Business planning, marketing, digital presence,
 - HR basics and payroll, accounting, tax compliance.
- Submit a comprehensive business plan with a detailed use-of-funds proposal.



- Target space in a city-approved commercial zone (no home offices/R&D facilities).
- Agree to participate in quarterly check-ins, mentorship, and public business presentations.
- CDBG Low-to-Moderate Income Requirement: Business owners must qualify as low-to-moderate income ($\leq 80\%$ Area Median Income, AMI). Documentation such as tax returns, bank statements, or other verifiable proof is required and must be kept on file. Current HUD standards can be found at [Income Limits | HUD USER](#).
- Microenterprise Requirement: Businesses must have *5 or fewer employees*, including the owner, at the time the loan is made. Documentation confirming employee count must be provided. Businesses may grow and add employees later, but initial eligibility requires 5 or fewer employees.
- Provide a valid business license and business incorporation documentation as part of the application.

IV. Compliance Requirements

1. Environmental Review:

- Before entering a contract with the small business owner, the City of Eagle Mountain must complete an environmental review using HUD's HEROs system.
- If any work begins before the environmental review is complete and the contract is signed, no expenses will be reimbursed. No program funds can be disbursed, and no business expenses reimbursed, until the environmental review is completed and the contract is signed.

2. Davis -Bacon Compliance:

- For any construction work exceeding \$2,000, the city must maintain Davis-Bacon payroll documentation.
- Documentation must show workers were paid at least the minimum prevailing wage for the work performed, per federal requirements. Borrowers and contractors must maintain certified payroll documentation.
- All federal labor compliance rules (beyond payrolls) must be followed, including subcontractor compliance.



3. City Staff Roles:

- The designated City staff member responsible for environmental reviews must obtain a HEROs account through HUD.
- City staff managing Davis-Bacon compliance must undergo labor compliance training to ensure accurate collection and maintenance of all required documentation.

V. Application & Selection Process

1. Application Package

For CDBG purposes, a business owner is defined as anyone with 20% or greater ownership in the company. The incomes of all such owners must be verified and documented.

- Structured online form with required uploads:
 - Business plan
 - Use of Funds Budget – Budget plan
 - Documentation from Readiness Program (SBDC Training)
 - Letters of intent/indication from landlords (if available)
 - Proof of owner equity in project (e.g., capital, equipment, in-kind)
 - Proof of LMI status ($\leq 80\%$ AMI)
 - Proof of employee count (5 or fewer at loan issuance)
 - Business license and incorporation documentation
 - Acknowledgment of environmental review and Davis-Bacon compliance requirements
 - <https://forms.cloud.microsoft/r/LmVca0yz7X>

2. Screening

- Administrative review of basic eligibility and completeness, all documents will be verified for validity.
- AI-supported initial segmentation, with right to manual review upon request.



3. Public Presentation

- Qualified applicants present their business (15 min pitch + Q&A) to the city's scoring panel and interested public observers.
- Fosters public transparency and surfaces community priorities.

4. Scoring Panel & Evaluation

- The scoring committee is appointed by the Economic Development Department, with strict conflict of interest disclosures, public lists of reviewers, and a requirement for impartiality. Panels include City Economic Development staff, local business mentors, and community leaders.
- Applications scored independently using formal criteria; scores averaged. (see below).

VI. Evaluation & Scoring System

Category	Points	Details
1. Business Viability	30	Business plan quality, feasibility, local demand
2. Community Impact	20	Job creation, civic engagement, filling local service gaps
3. Readiness & Commitment	20	Owner equity, speed to open, long-term intent
4. Education & Preparedness	15	Training, regulatory knowledge, HR readiness
5. Location Feasibility	15	Identified/secured site, build-out readiness
Bonus Points (Demographics/green)	up to 15	Tenant Improvement (TI) Allowances / in-kind contributions (+5); Minority, Woman, or Veteran Ownership (+5); Sustainable practices (+5); Local entrepreneurship network participation (+2)

- **Minimum Threshold:** 70/100 points for consideration.
- **Complete Rubric:** [CAP Program Scoring Rubric.xlsx](#)



VII. Forgiveness Criteria

To be fully forgiven, recipients must:

- Remain in business and physically located at the approved Eagle Mountain address for at least 2 consecutive years after launch.
- All awardees are required to participate in quarterly check-ins with the City, which include brief site visits and financial reviews.
 - To maintain forgiveness eligibility, participants must attend at least three out of four scheduled check-ins each year.
- Maintain complete and detailed expenditure records showing allowable uses of program funds (including vendor and purchase information).
- Engage in community activities (attending civic/merchant events, working with city staff).
- Submit timely reports and respond to all city feedback and technical assistance efforts.

Forgiveness is contingent upon full compliance with federal requirements, including environmental review, Davis-Bacon, low-to-moderate income documentation, and demographic reporting. Failure to meet these requirements will trigger a formal review and possible conversion of any remaining grant balance to a loan with city-mandated repayments.

VIII. Quarterly Check-In Process

Check-ins are designed as both compliance and support tools, structured as follows:

- **Check-in Form:**
 - [Quarterly Check-ins.docx](#)
- **Format:**
 - Brief written update (operations, finances, milestones, challenges)
 - Mandatory mentorship or technical assistance session provided by the SBDC (<https://www.uvu.edu/sbdc/workshops/>) (quarterly or as needed)
 - In-person or virtual site visit by Economic Development Dept.
- **Purpose:**
 - Validate progress on build-out and launch schedule



- Confirm continued alignment with business plan and city use-of-funds requirements
- Identify resource needs, connect to support services/partners
- **Documentation:**
 - Check-in form, updated expenditure report, photographs or receipts as appropriate
 - Meeting/visit notes uploaded to business's city file

IX. Transparency & Public Engagement

- Only businesses located in city-approved commercial/business zones are eligible.
- Names and basic information of awardees will be announced publicly on the EMC website under the Economic Development section.
- Annual CAP Report published, including awardees, success stories, and financial sustainability.
- All applicants are expected to participate in at least two public events, roundtable, or presentation during the program year. These events are listed in the city events calendar.
- [City Events.pdf](#)

X. Equity & Sustainability Commitment

- Targeted outreach to minority, woman, and veteran entrepreneurs.
- Bonus points for applicants leveraging landlord TI allowances.
- Incentives for green practices and sustainable sourcing
- Designed to maximize inclusion of Eagle Mountain's many home-based businesses transitioning to storefronts.

XII. Underwriting Standards

The City of Eagle Mountain will apply the following underwriting standards to all CAP applications:



1. Equity Investment:

- Borrower must contribute at least 10% of total project costs in cash or owner-provided resources.
- Equity may include documented savings, equipment, or materials directly tied to the project.

2. Debt Capacity:

- Borrower must demonstrate the ability to meet repayment obligations if forgiveness criteria are not met.
- Debt Service Coverage Ratio (DSCR) of at least 1.15 based on projected cash flow (or equivalent financial indicator for microenterprises).

3. Creditworthiness:

- Borrower must provide personal or business credit history. Minimum score is not required, but recent bankruptcies or defaults must be explained.
- Alternative credit documentation (e.g., utility payments, rental history) may be accepted for LMI applicants without traditional credit.

4. Feasibility of Business Plan:

- Business plan must demonstrate:
 - Reasonable revenue and expense projections.
 - Clear market analysis showing demand for the product/service.
 - Identification of risks and mitigation strategies.

5. Job Creation/Retention:

- Borrowers must certify intent to create or retain jobs consistent with CDBG microenterprise rules (5 or fewer employees at contract execution).
- Growth projections will be reviewed but not required for forgiveness.

6. Collateral/Assurances (if applicable):

- While collateral is not required, Borrower must agree to City monitoring and provide ongoing financial updates during the loan period.
- City reserves the right to request a personal guarantee for awards of over \$50,000.



7. Regulatory Compliance:

- Borrower must meet all CDBG regulatory requirements, including LMI ownership certification, environmental review, and Davis-Bacon compliance.
 - As part of HUD compliance and the City's recordkeeping obligations, the race and ethnicity of each business owner must be collected and maintained in the City's program documentation.
-



**EAGLE MOUNTAIN CITY
CITY COUNCIL MEETING
NOVEMBER 5, 2025**

TITLE:	RESOLUTION - A Resolution of Eagle Mountain City, Utah Approving an Escrow Agreement for Water Dedication and Public Water Supply Agreement with John Hancock Charter School Foundation.
ITEM TYPE:	Resolution
FISCAL IMPACT:	N/A
APPLICANT:	John Hancock Charter School Foundation

CURRENT GENERAL PLAN DESIGNATION & ZONE	ACREAGE
N/A	6.98 acres

PUBLIC HEARING

No

PREPARED BY

Marcus Draper, City Attorney

PRESENTED BY

Marcus Draper

RECOMMENDATION:

Staff recommends that the City Council adopt a Resolution of Eagle Mountain City, Utah Approving an Escrow Agreement for Water Dedication and Public Water Supply Agreement with John Hancock Charter School Foundation.

BACKGROUND:

John Hancock Charter School Foundation has a school located in the southeast portion of Eagle Mountain within the Scarlet Ridge subdivision. It is looking to expand the school by building another school on the adjacent property.

The School has purchased water rights to dedicate to the City in accordance with City Code requirements. In order to facilitate the construction timeline that would allow the expansion of the school to be ready for next school year, the foundation is looking to post a bond guaranteeing the water rights dedication while it goes through the change application process. This agreement would allow for that to occur.

ITEMS FOR CONSIDERATION:

N/A

PLANNING COMMISSION ACTION/RECOMMENDATION:

N/A

ATTACHMENTS:

1. Resolution
2. Exhibit A - AGR

RESOLUTION NO. R- -2025

A RESOLUTION OF EAGLE MOUNTAIN CITY, UTAH, APPROVING THE ESCROW AGREEMENT FOR DEDICATION OF WATER AND PUBLIC WATER SUPPLY AGREEMENT WITH JOHN HANCOCK CHARTER SCHOOL FOUNDATION

PREAMBLE

WHEREAS, the John Hancock Charter School Foundation operates a school in the Scarlet Ridge subdivision and intends to expand by constructing an additional facility on the adjacent property; and

WHEREAS, the Foundation has purchased water rights to dedicate to Eagle Mountain City in accordance with City Code requirements; and

WHEREAS, to maintain the construction timeline for the upcoming school year, the Foundation proposes to post a bond guaranteeing the water rights dedication while the change application is processed by the State Engineer; and

WHEREAS, the proposed agreement with the City establishes the terms for that bonding and dedication, ensuring compliance with City requirements and supporting timely school expansion;

NOW, THEREFORE, be it resolved by the City Council of Eagle Mountain City, Utah:

1. The Escrow Agreement for Dedication of Water and Public Water Supply Agreement with John Hancock Charter School Foundation, attached hereto as Exhibit A, is hereby approved.
2. This Resolution shall become effective immediately upon its passing.

ADOPTED by the City Council of Eagle Mountain City, Utah, this 5th day of November, 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 5th day of November, 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

ESCROW AGREEMENT FOR DEDICATION OF WATER AND PUBLIC WATER SUPPLY AGREEMENT

This Escrow Agreement for Dedication of Water and Public Water Supply Agreement (this “Agreement”) is made by and between John Hancock Charter School Foundation, a Utah nonprofit corporation (“Applicant”) and EAGLE MOUNTAIN CITY, a Utah municipal corporation, 1650 East Stagecoach Run, Eagle Mountain City, Utah 84005 (“City”). The City and the Applicant are sometimes referred to herein collectively as the “Parties” and each individually as a “Party”.

RECITALS

A. Applicant operates a charter school in Eagle Mountain City (“School”). Applicant is looking to expand the School onto the adjacent property (“Expansion”). In order to receive all necessary governmental approvals for the Expansion, Applicant is required to dedicate 7.25 acre-feet of water to the City (“Water Dedication Requirement”) pursuant to the Eagle Mountain Municipal Code.

B. Applicant has purchased 7.25 acre-feet of water from Water Right 54-459 from a third party with the intent to dedicate the water to the City for the Water Dedication Requirement. Applicant is in the process of filing a change application with the State Engineer to allow for the use to be changed from irrigation to municipal.

C. The change application process generally takes several months to complete. In order to complete construction of the Expansion prior to the start of the 2026-2027 school year, Applicant desires to post a bond to guarantee the fulfilment of the Water Dedication Requirement and begin construction prior to dedicating the 7.25 acre-feet to the City.

D. The City has entered into an agreement (“CWP Agreement”) with the Central Utah Water Conservancy District, a water conservancy district organized under the laws of the State of Utah (“District”), for the purchase of certain water (“CWP Water”) as part of Central Utah Water Conservancy District Water Development Project.

E. Pursuant to the CWP Agreement, the City is entitled to purchase a certain quantity of CWP Water from the District for public use.

F. The Parties are concerned that during the change application process, the State Engineer will reduce the amount of water that is changed to a municipal use and dedicated to the City leading to insufficient water for the Applicant. Applicant desires to contract with the City for the use of a certain amount of the CWP Water that the City is entitled to purchase on the terms and conditions set forth in this Agreement to satisfy building permit and development approval requirements for use on Applicant’s properties for any amounts of water that are insufficient following the approval of the change application.

NOW, THEREFORE, IN CONSIDERATION of the foregoing recitals, payment by the Applicant under the terms and conditions of this Agreement, and other good and valuable consideration, the receipt and sufficiency are hereby acknowledged, the Parties agree as follows:

TERMS

1. Dedication of Water. Applicant irrevocably acknowledges its obligation to dedicate 7.25 acre-feet of water to the City and hereby agrees to do so within thirty (30) days of the change

application being approved. If the change application approves less than 7.25 acre-feet of water for municipal use, Applicant agrees to dedicate the approved amount to the City and purchase CWP Water so that the total amount dedicated and purchased equals 7.25 acre-feet. For avoidance of doubt, if hypothetically the State Engineer approves the change application for 5 acre-feet of water for municipal use, Applicant will be obligated to purchase 2.25 acre-feet of CWP Water to meet its dedication requirements. The City may withhold certificate of occupancy until 7.25 acre-feet of water is dedicated and/or purchased in accordance with the terms of this Agreement. The City may withhold all permits and/or approvals, if Applicant fails to meet its Water Dedication Requirement within thirty (30) days of change application approval. In the event the State Engineer denies the change application, the Parties shall meet to confer in good faith as to how to amend this Agreement in a manner that fulfills the intent of the Parties.

2. Bond. Upon execution of this Agreement and prior to any construction on the Expansion, Applicant shall deposit with the City to be held in escrow one hundred fifty-two thousand eight hundred fifteen dollars and fifty cents (\$152,815.50) in cash, by cashier's check, wire transfer, or other immediately available funds ("Deposit") to guarantee the performance of its Water Dedication obligation. City shall return the Deposit without interest to the Applicant upon request after the Applicant has met its Water Dedication requirement

3. Reservation of CWP Water. The Applicant agrees to dedicate all water it purchased from Water Right 54-459 to the City to meet its development requirements. In the event the State Engineer approves less than 7.25 acre-feet of water in the change application, the City hereby agrees to purchase from the District, and to allocate and use to meet the development standards of the City for the Expansion sufficient CWP Water to meet any additional water dedication requirements of the City for the Expansion.

4. Designation of Property for Use of CWP Water. Applicant owns certain property located in the City, as described on attached Exhibit "A" ("Property"), which Applicant intends to develop for the Expansion and the CWP Water will be used to meet part of the development standards of the City for the Property if the State Engineer approves less than 7.25 acre-feet pursuant to the change application.

5. CWP Water Cost. In the event applicant must use CWP Water to fulfill part of its Water Dedication requirements, Applicant shall pay the amount of twenty-one thousand seventy-eight dollars (\$21,078) per acre-foot necessary ("Purchase Price") within thirty (30) days of the change application being approved in order to compensate the City for the cost of the acquisition of a perpetual water supply for the Property using CWP Water.

6. Infrastructure and Impact Fees. Applicant recognizes and agrees that the price of the CWP Water only reflects the price of the water and does not include the price of the infrastructure to deliver the water to the Property. Applicant shall be responsible for the construction of all infrastructure to deliver water to the Property from the City and/or payment of all City impact fees for water system infrastructure.

7. Assignment Limited. Applicant may not assign this Agreement or any of its rights under it without the prior written consent of the City, which it may deny in its sole discretion. Applicant agrees that City may charge a fee, as determined by the City from time to time, to cover the administrative costs of transfers.

8. Availability of CWP Water. Applicant acknowledges and agrees that in the event that CWP Water is not available to the City prior to Applicant allocating water for a project, the City may, in City's sole discretion, terminate this Agreement and refund any amounts paid by Applicant to City without interest or penalties.

9. Severability. If any term or provision of this Agreement shall, to any extent, be determined by a court of competent jurisdiction to be void, voidable, or unenforceable, such void, voidable or unenforceable term or provision shall not affect the enforceability of any other term or provision of this Agreement.

10. Construction. This Agreement is the result of negotiations between the Parties, neither of whom has acted under any duress or compulsion, whether legal, economic or otherwise. Accordingly, the terms and provisions hereof shall be construed in accordance with their usual and customary meanings. Each Party hereby waives the application of any rule of law which otherwise would be applicable in connection with the construction of this Agreement that ambiguous or conflicting terms or provisions should be construed against the Party who (or whose attorney) prepared the executed Agreement or any earlier draft of the same. As used herein, all words in any gender shall be deemed to include the masculine, feminine, or neuter gender, all singular words shall include the plural, and all plural words shall include the singular, as the context may require.

11. Further Action. The Parties hereby agree to execute and deliver such additional documents and to take further action as may become necessary or desirable to fully carry out the provisions and intent of this Agreement.

12. Business Relationship. This Agreement neither acknowledges the existence of nor is it intended nor shall it be construed to establish, create or organize any principal-agent relationship, partnership, joint venture, or any other legal entity or form of business relationship between the Parties, and is limited solely to the purposes and interests expressed herein.

13. Force Majeure. Any prevention, delay or stoppage of the performance of any obligation under this Agreement which is due to strikes, labor disputes, inability to obtain labor, materials, equipment or reasonable substitutes therefor; acts of nature, governmental restrictions, regulations or controls, judicial orders, enemy or hostile government actions, wars, civil commotions, fires or other casualties or other causes beyond the reasonable control of the Party obligated to perform hereunder shall excuse performance of the obligation by that Party for a period equal to the duration of that prevention, delay or stoppage.

14. Venue. Any action to enforce this Agreement shall be brought only in the Fourth District Court for the State of Utah, Utah County.

15. Counterparts. This Agreement may be executed in as many counterparts as may be deemed necessary and convenient, and by the Parties on separate counterparts, each of which, when so executed, shall be deemed an original, but all such counterparts shall constitute one and the same instrument.

16. Governmental Immunity. The City is a governmental entity under the "Utah Governmental Immunity Act" (*Utah Code Ann. § 63G-7-101, et seq.*) ("Immunity Act"). Nothing herein shall be construed as a waiver of any defenses available under the Immunity Act nor does City waive any limits of liability provided by the Immunity Act or any other provisions of Utah law.

17. Indemnification. Applicant agrees to indemnify and hold the City harmless from any and all claims, liability whether founded in tort or contract, injuries, death, loss, damage, attorney fees, and/or litigation costs arising from the implementation of this Agreement.

18. Entire Agreement. This Agreement, including exhibits, constitutes the entire agreement of the Parties and supersedes all prior undertakings, representations, or agreements of the Parties regarding the subject matter hereof.

19. Amendment. This Agreement may not be modified except by an instrument in writing signed by the Parties hereto.

20. Warranty of Authority. Each individual executing this Agreement does hereby represent and warrant that he or she has been duly authorized to sign this Agreement in the capacity and for the entities identified herein. City and Applicant each represent and warrant that it has full legal right and authority to enter into this Agreement.

21. Notices. Notices given by or to the Parties shall be in writing and may be served personally or served by depositing them in the United States mail, postage prepaid, certified or registered mail with return receipt requested, addressed to the Parties at the addresses set forth below, or at such other addresses as the Parties may designate in writing:

APPLICANT:

CITY:

Eagle Mountain City
Gina L. Olsen, City Recorder
1650 E. Stagecoach Run
Eagle Mountain City UT 84005

22. Rules and Regulations Governing Service. Applicant and the City agree that all water service to the Property is subject to the ordinances, rules and regulations of the City and the City reserves the right to adopt rules and regulations governing the delivery of water generally applicable throughout the City, and to exercise its full statutory powers, including specifically the right to amend its rates, fees, charges, and its rules and regulations in the future, and the right to exercise its statutory powers, as they now exist or are amended or enacted in the future. It is expressly agreed that the City, by signing this Agreement, does not waive or surrender any of its rights to make, amend or enforce any of its rules and regulations for water service.

IN WITNESS WHEREOF, the Parties hereto have executed this _____ day of November, 2025.

APPLICANT

By: _____

Print Name: _____

Title: _____

EAGLE MOUNTAIN CITY

Tom Westmoreland, Mayor

ATTEST:

Gina L. Olsen, CMC City Recorder

EXHIBIT A



**EAGLE MOUNTAIN CITY
CITY COUNCIL MEETING
NOVEMBER 5, 2025**

TITLE:	ORDINANCE - An Ordinance of Eagle Mountain City, Utah, Reenacting the Eagle Mountain Municipal Code Section 3.10.080, Reimbursement for Certain Users Related to Municipal Energy Tax.
ITEM TYPE:	Ordinance
FISCAL IMPACT:	N/A
APPLICANT:	City-initiated

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

PUBLIC HEARING

No

PREPARED BY

Evan Berrett, Economic
Development Director

PRESENTED BY

Evan Berrett

RECOMMENDATION:

Staff recommends that the City Council adopt an Ordinance of Eagle Mountain City, Utah, Reenacting the Eagle Mountain Municipal Code Section 3.10.080, Reimbursement for Certain Users Related to Municipal Energy Tax.

BACKGROUND:

In 2018, Eagle Mountain City adopted Municipal Code Section 3.10.080 to ensure the City could provide municipal energy and sales tax reimbursements for qualifying industrial users as the “Facebook” (now Meta) project was initiated. Three years later, the section was repealed because the language was overly specific (limiting reimbursements to users with anticipated power demands exceeding 15,000 kW) and restricted the City’s flexibility to negotiate terms on a case-by-case basis.

However, the complete repeal created ambiguity for large power users regarding the City’s legal authority to offer municipal energy tax reimbursements. The proposed reenactment restores a clear legal framework authorizing such reimbursements, without prescribing fixed terms, while also maintaining a time limitation for eligible development activity.

ITEMS FOR CONSIDERATION:

The proposed code reenactment was initiated at the request of Meta in connection with its planned expansion.

PLANNING COMMISSION ACTION/RECOMMENDATION:

N/A

ATTACHMENTS:

1. Ordinance

2. Exhibit A

ORDINANCE NO. O- -2025

AN ORDINANCE OF EAGLE MOUNTAIN CITY, UTAH,
REENACTING EAGLE MOUNTAIN MUNICIPAL CODE
CHAPTER 3.10.080 REIMBURSEMENT FOR
CERTAIN USERS RELATED TO MUNICIPAL ENERGY TAX

PREAMBLE

WHEREAS, Eagle Mountain City seeks to maintain flexibility and clarity in administering municipal energy tax reimbursement provisions; and

WHEREAS, the City Council finds it beneficial to reenact Section 3.10.080 with updated language that restores the City's authority to negotiate and administer reimbursement agreements without restricting flexibility;

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

1. The City Council finds that requirements have been completed for the City Council to repeal reenact the Eagle Mountain Municipal Code Chapter 3.10.080 Reimbursement for Certain Users Related to Municipal Energy Tax.
2. The amendment described in Exhibit A is hereby approved.
3. This Ordinance shall take effect upon its first posting or publication.

ADOPTED by the City Council of Eagle Mountain City, Utah, this 5th day of November, 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 5th day of November, 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

3.10.080 Reimbursement for certain users

The city may enter into an agreement to reimburse a portion of the municipal energy sales and use tax paid by an energy user if the energy user's total aggregated electric load is at least 15,000 kW, based on annual peak load, or whose total aggregated electrical load is expected to be at least 15,000 kW within the next thirty-six (36) months.



**EAGLE MOUNTAIN CITY
CITY COUNCIL MEETING
NOVEMBER 5, 2025**

TITLE:	RESOLUTION/PUBLIC HEARING - A Resolution of Eagle Mountain City, Utah, Approving the Wastewater Master Plan and Impact Fee Facilities Plan (IFFP).
ITEM TYPE:	Resolution
FISCAL IMPACT:	\$187 Million over the next 5 years.
APPLICANT:	City-initiated

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

PUBLIC HEARING

Yes

PREPARED BY

Vince Hogge, City Engineer

PRESENTED BY

Vince Hogge

RECOMMENDATION:

Staff recommends that the City Council adopt a Resolution of Eagle Mountain City, Utah, Approving the Wastewater Master Plan and Impact Fee Facilities Plan (IFFP)approve the Wastewater Master Plan and IFFP.

BACKGROUND:

The Wastewater Master plan and IFFP discuss current wastewater system deficiencies, as well as the wastewater improvements required for the anticipated growth of the city. The IFFP looks at the next 5 years, whereas the Master plan looks at the infrastructure needed for the full buildout of the city. Due to its rate of growth, the city has fallen behind on some of its infrastructure improvements and has been playing catch up for the last few years. Over the next 5 years, several key projects will be required, including an upgrade to the wastewater treatment facility, several new sewer pipelines, and upgrades to treated water disposal facilities. This new infrastructure will require approximately \$187M in funding over the next 5 years.

ITEMS FOR CONSIDERATION:

N/A

PLANNING COMMISSION ACTION/RECOMMENDATION:

The Planning Commission recommended approval of the Master Plan and IFFP.

ATTACHMENTS:

1. Resolution
2. Master Plan
3. IFFP

RESOLUTION NO. R- -2025

A RESOLUTION OF EAGLE MOUNTAIN CITY, UTAH, ADOPTING THE WASTEWATER MASTER PLAN AND IMPACT FEE FACILITIES PLAN (IFFP)

PREAMBLE

WHEREAS, Eagle Mountain City recognizes the need to plan for current and future wastewater system demands to support continued community growth; and

WHEREAS, the Wastewater Master Plan and Impact Fee Facilities Plan (IFFP) identify existing system deficiencies and outline necessary improvements to ensure reliable service and regulatory compliance; and

WHEREAS, the IFFP provides a five-year outlook while the Master Plan addresses infrastructure needs through full buildout of the City; and

WHEREAS, adoption of these plans will guide capital investment, support impact fee updates, and position the City to meet future wastewater capacity requirements;

NOW THEREFORE, BE IT RESOLVED by the City Council of Eagle Mountain City, Utah as follows:

1. The Wastewater Master Plan, as outlined in Exhibit A and incorporated herein by this reference, is hereby adopted; and
2. The Impact Fee Facilities Plan (IFFP), as outlined in Exhibit B and incorporated herein by this reference, is hereby adopted.
3. This Resolution shall become effective immediately upon its passing.

ADOPTED by the City Council of Eagle Mountain City, Utah, this 5th day of November, 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 5th day of November, 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

Exhibit B

EAGLE MOUNTAIN CITY



2025 WASTEWATER MASTER PLAN REPORT

Prepared by:

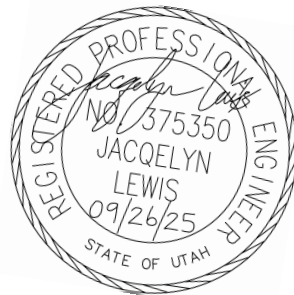


1307 N Locust Lane

Provo, UT 84604

Contact: Jacquelyn Lewis, P.E.

309-271-9981



September 2025

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EXECUTIVE SUMMARY

JWO Engineering, PLLC was contracted to complete a wastewater master plan for Eagle Mountain City (EMC). This report will evaluate necessary infrastructure for wastewater conveyance and treatment for the buildout conditions based on projected growth.

The following table is a summary of projects, and their estimated costs that JWO Engineering, PLLC recommends being completed within the next 5 years for EMC. Please refer to the rest of this report for a complete list of recommended projects and their estimated costs. Estimated costs in this table are concept level estimates based on 2025 costs. In the Budgeting section of this report, the costs were adjusted using an assumed inflation rate for each year. Actual costs will be determined by the project details and economic conditions at the time of the work being carried out. Please see the Exhibits within the report depicting the proposed pipeline projects.

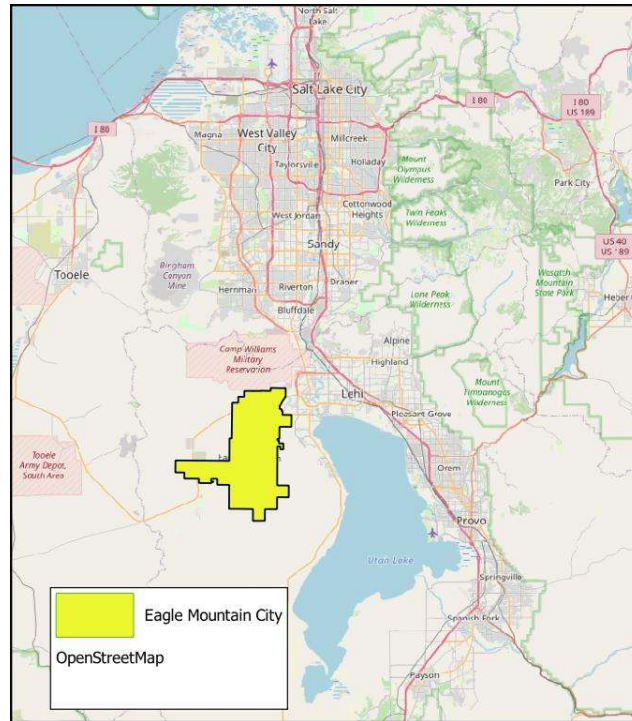
An urgent recommendation is to begin designing and constructing the East and West Sewer Trunklines as soon as possible.

Table 1 – Recommended Collection Improvements Within Next 5 Years

Collection Improvement Project	2025 Estimate (Millions)
East Trunkline	\$ 24.24
West Trunkline	\$ 12.14
Pole Canyon Trunkline	\$ 15.92
Steeplechase LS Upgrade	\$ 0.40
Annual GIS updates (5yr)	\$ 0.01
Total for next 5 years	\$ 52.71

Table 2 - Recommended Treatment Improvements Within Next 5 Years

Treatment Improvement Project	2025 Estimate (Millions)
WWTP 6 MGD Expansion	\$ 120.00
Treated Water Disposal	\$ 15.00
Total for next 5 years	\$ 135.00

*Figure 1 - Vicinity Map*

BACKGROUND

Eagle Mountain City (EMC) located in Utah County near Utah Lake as shown in the vicinity map above and is one of the fastest growing cities in the US. Since its incorporation in 1996 it has grown from a population of less than 300 to over 73,000 at the start of 2025, and consequently has undergone rapid development. Recent annual growth rates have averaged 10% and it is anticipated to continue with this growth as numerous new developments have been approved and underway. EMC has also recently annexed adjacent land, just over 300 Acres, which will add to the growth and expected population. The average household size in the state of Utah is 3.09. EMC has an average household size of 4.37 people, one of the highest in the nation.

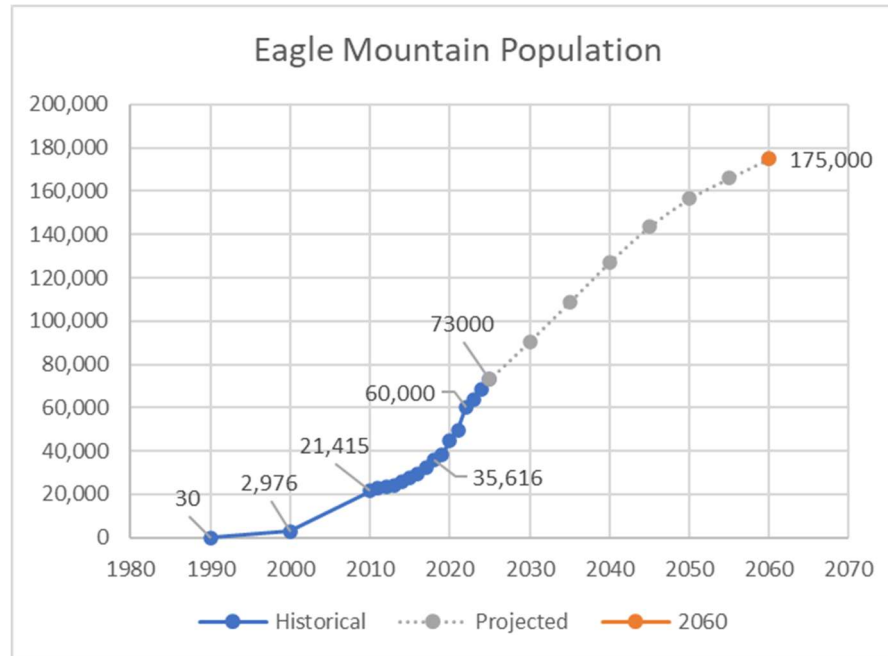


Figure 2 - Eagle Mountain City Population Chart

With only an estimated 19 square miles as being developed of EMC's 50 square miles, there is still much growth anticipated. It is projected that the city will continue to grow rapidly, with a population of 175,000 by 2060. Proper planning of city infrastructure is a crucial component of sustaining this expansion. The last EMC IFFP was completed in 2022, and before that was 2018. The population has more than doubled since 2018. Minimal infrastructure has been added or improved since 2018, but as the population continually increases rapidly, EMC will need to make infrastructure improvements a priority to support this population growth.

EMC's wastewater system contains three separate service areas designated as the North Service Area (NSA) the South Service Area (SSA) and the West Service Area (WSA). These service areas are approximate and may vary with continued development and improvements. The NSA conveys flows to the East and are treated by Timpanogos Special Services District. Flows from the SSA and WSA flow South and East respectively to the existing WWTP to be treated by EMC. The flows treated by EMC are treated and disposed of by means of Rapid Infiltration Basins (RIBs).

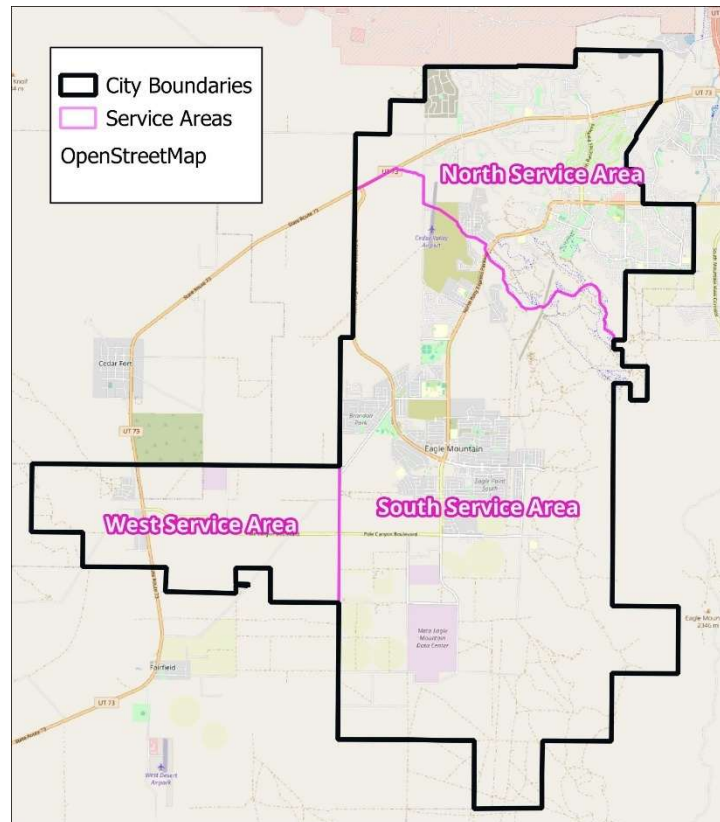


Figure 3 - Service Areas

GEOGRAPHIC INFORMATION SYSTEM (GIS)

EMC provided GIS shape files for their wastewater facilities. These files were used to compare existing facilities with proposed improvements. Field verification is needed as the shape files were not complete. There were main lines missing from the WSA to the WWTP. Numerous pipes were without details such as sizes, materials and depths. It is recommended that EMC update their GIS files to accurately depict the current completed infrastructure of EMC. The GIS files should be kept up to date as new wastewater infrastructure is added to EMC. Some information in this plan may be inaccurate due to omissions in the available GIS information.

EXISTING REPORTS

Current available reports addressing EMC's wastewater situation include the 2024 EMC WSA WW IFFP, EMC Impact Fee Facilities Plan Report from 2012 (IFFP 2012), 2018 (IFFP 2018), and 2022 (IFFP 2022). Eagle Mountain General Plan (2018) was also used for future land use and density populations. Some data from these existing reports was used in our assessment of the existing and proposed EMC wastewater water facility conditions.

EQUIVALENT RESIDENT CONNECTIONS (ERC'S)

An Equivalent Residential Connection (ERC) alternatively referred to as an Equivalent Residential Unit (ERU) represents the design flowrate from one residential connection. The previous report,

2022 IFFP, recommended an ERC flowrate of 220 gallons per day. Existing water meter data was provided for the winter months throughout EMC. Winter months were used as they would not include water used for irrigation. Actual values of ERUs were calculated and are shown in the table below. While multi-family residences can be smaller households, EMC continues to be at an above average household size implying that even smaller housing doesn't always result in a smaller household. This report will continue to use an ERC value of 220 gallons per day.

Table 3 – Calculated ERU Values

NSA ERU	240 gpd
SSA/WSA ERU	220 gpd

Current ERU's were obtained from EMC and used for the existing wastewater model.

Table 4 - Existing ERU Count

	Current # ERU's
NSA	8,027
SSA	6,744
WSA	134

ERU's per Acre can vary significantly depending on land use. Residential will be on the higher end with values between 8 and 4. On the other end, half acre lots would be a value of 2.0. Industrial and commercial users will generally be on the lower end but also vary greatly depending on the type of industry. As future developments are not yet known a value of 3.4 ERU/Acre will be used.

LEVEL OF SERVICE

EMC's current wastewater system design requirements are defined by the current city ordinances and construction standards. Wastewater pipes shall be lined non-reinforced concrete, lined reinforced concrete, or PVC and have a minimum velocity of 2 foot per second unless otherwise approved by the City Engineer. This report recommends that the standards be updated to require all concrete pipe to be lined and be corrosion resistant. Minimum slopes for pipes consistent with state standards are found in the table below:

Table 5 - Minimum Pipe Slope

Pipe Diameter	Minimum Slope
4"	2.000%
6"	1.000%
8"	0.334%
10"	0.248%
12"	0.194%
14"	0.158%
15"	0.144%
16"	0.132%
18"	0.113%
21"	0.092%
24"	0.077%
27"	0.066%
30"	0.057%
36"	0.045%

Service levels indicate how effectively a piece of infrastructure meets the city's expectations and potential need for improvement. The amount of flow that a sewer pipe can convey is a combination of its size and slope. If the pipe becomes too full, a backup in the system can occur. As pipe diameter increases, the capacity changes significantly with depth of flow. Larger pipes will have a smaller peaking factor as well as the ability to carry additional depth of flow. The level of service (LoS) for pipes in the city is broken into four levels that help determine the need for pipe size upgrades and are defined in the table below.

Table 6 - Level of Service Criteria

Level of Service	Pipe Diameter (in)	% Full with Peak Flow	Design Peak Factor
A	<18"	50%	2.50
	21"-30"	67%	2.25
	30"<	75%	2.00
B	<18"	67%	2.50
	21"-30"	75%	2.25
	30"<	85%	2.00
C	<18"	75%	2.50
	21"-30"	85%	2.25
	30"<	95%	2.00
D	<18"	85%	2.50
	21"-30"	95%	2.25
	30"<	100%	2.00

LoS D is considered failing. Pipes at 100% full would be a surcharged condition. Pipes at system build-out should be designed for LoS condition A with the associated peak factor.

EXCESS CAPACITY

All sewer pipes within EMC are currently not designed for excess capacity.

PIPE LOADING CAPACITY

EMC requested the maximum capacity of pipe based on minimum slope using 220 gpm as the ERU. Capacity is calculated for each LoS as laid out in the table above. The table below calculates the capacity of a pipe with varied depth of flow or %full with the peak factors applied.

Table 7 - Pipe Flow Calculator

JWO Engineering

Pipe Flow Calculator

Flow/ERU 220 (gpd)

Service level A									
Diameter	% full	Depth	Up Invert	Down Invert	Length	Minimum	Mannings	Peak	Capacity
(in)		(in)	(elev)	(elev)	(ft)	Slope	N	Factor	(ERU's)
8	50%	4.00	4500.00	4499.9967	1	0.00334	0.012	4.00	61,115
10	50%	5.00	4500.00	4499.9975	1	0.00248	0.012	4.00	95,484
12	50%	6.00	4500.00	4499.9981	1	0.00194	0.012	3.00	183,104
15	50%	7.50	4500.00	4499.9986	1	0.00144	0.012	3.00	286,029
18	50%	9.00	4500.00	4499.9989	1	0.00113	0.012	2.50	494,426
21	50%	10.50	4500.00	4499.9991	1	0.00092	0.012	2.50	672,950
24	67%	16.08	4500.00	4499.9992	1	0.00077	0.012	2.50	1,387,606
27	67%	18.09	4500.00	4499.9993	1	0.00066	0.012	2.50	1,758,738
30	67%	20.10	4500.00	4499.9994	1	0.00057	0.012	2.50	2,164,652
36	75%	27.00	4500.00	4499.9992	1	0.00082	0.012	2.00	6,096,841
42	75%	31.50	4500.00	4499.9992	1	0.00082	0.012	2.00	9,196,697

Service level B									
Diameter	% full	Depth	Up Invert	Down Invert	Length	Minimum	Mannings	Peak	Capacity
(in)		(in)	(elev)	(elev)	(ft)	Slope	N	Factor	(ERU's)
8	67%	5.36	4500.00	4499.9967	1	0.00334	0.012	4.00	96,479
10	67%	6.70	4500.00	4499.9975	1	0.00248	0.012	4.00	150,736
12	67%	8.04	4500.00	4499.9981	1	0.00194	0.012	3.00	289,057
15	67%	10.05	4500.00	4499.9986	1	0.00144	0.012	3.00	451,538
18	67%	12.06	4500.00	4499.9989	1	0.00113	0.012	2.50	780,523
21	67%	14.07	4500.00	4499.9991	1	0.00092	0.012	2.50	1,062,350
24	75%	18.00	4500.00	4499.9992	1	0.00077	0.012	2.50	1,603,064
27	75%	20.25	4500.00	4499.9993	1	0.00066	0.012	2.50	2,031,823
30	75%	22.50	4500.00	4499.9994	1	0.00057	0.012	2.50	2,500,764
36	85%	30.60	4500.00	4499.9996	1	0.00045	0.012	2.00	5,103,764
42	85%	35.70	4500.00	4499.9996	1	0.00045	0.012	2.00	7,698,703

Service level C									
Diameter	% full	Depth	Up Invert	Down Invert	Length	Minimum	Mannings	Peak	Capacity
(in)		(in)	(elev)	(elev)	(ft)	Slope	N	Factor	(ERU's)
8	75%	6.00	4500.00	4499.9967	1	0.00334	0.012	4.00	111,460
10	75%	7.50	4500.00	4499.9975	1	0.00248	0.012	4.00	174,141
12	75%	9.00	4500.00	4499.9981	1	0.00194	0.012	3.00	333,940
15	75%	11.25	4500.00	4499.9986	1	0.00144	0.012	3.00	521,649
18	75%	13.50	4500.00	4499.9989	1	0.00113	0.012	2.50	901,717
21	75%	15.75	4500.00	4499.9991	1	0.00092	0.012	2.50	1,227,304
24	85%	20.40	4500.00	4499.9992	1	0.00077	0.012	2.50	1,811,495
27	85%	22.95	4500.00	4499.9993	1	0.00066	0.012	2.50	2,296,001
30	85%	25.50	4500.00	4499.9994	1	0.00057	0.012	2.50	2,825,915
36	95%	34.20	4500.00	4499.9996	1	0.00045	0.012	2.00	5,322,053
42	95%	39.90	4500.00	4499.9996	1	0.00045	0.012	2.00	8,027,978

Service level D									
Diameter	% full	Depth	Up Invert	Down Invert	Length	Minimum	Mannings	Peak	Capacity
(in)		(in)	(elev)	(elev)	(ft)	Slope	N	Factor	(ERU's)
8	85%	6.80	4500.00	4499.9967	1	0.00334	0.012	4.00	125,952
10	85%	8.50	4500.00	4499.9975	1	0.00248	0.012	4.00	196,783
12	85%	10.20	4500.00	4499.9981	1	0.00194	0.012	3.00	377,359
15	85%	12.75	4500.00	4499.9986	1	0.00144	0.012	3.00	589,474
18	85%	15.30	4500.00	4499.9989	1	0.00113	0.012	2.50	1,018,959
21	85%	17.85	4500.00	4499.9991	1	0.00092	0.012	2.50	1,386,879
24	95%	22.80	4500.00	4499.9992	1	0.00077	0.012	2.50	1,888,973
27	95%	25.65	4500.00	4499.9993	1	0.00066	0.012	2.50	2,394,202
30	95%	28.50	4500.00	4499.9994	1	0.00057	0.012	2.50	2,946,780
36	100%	36.00	4500.00	4499.9996	1	0.00045	0.012	2.00	4,952,961
42	100%	42.00	4500.00	4499.9996	1	0.00045	0.012	2.00	7,471,227

WASTEWATER SYSTEM ANALYSIS

EXISTING CONDITIONS

The EMC wastewater network consists of approximately 956,000 LF of pipe with nearly 4200 manholes. There are a total of 5 lift stations currently serviced by EMC (Lone Tree, Lakeview, New Park, Pole Canyon, and Steeplechase), and 4 privately operated lift stations (Brylee Farms, Scenic Mountain 1 and 2, and Silverlake). There are potentially four additional lift stations being constructed which will be added to the wastewater system. QTS LS will be serviced by EMC, and Oquirrh Mountain, Pinnacles, and Rose Ranch will be privately owned and operated. Flows to TSSD for the past 2 months have been about 1.75 MGD. Flows to EMC WWTP have been about 1.5 MGD.

North Service Area (NSA)

The NSA is estimated to be 80% developed of its nearly 12 square miles of land and accounts for approximately 57% of the total city population. The majority of this service area is residential and all flows are conveyed to be treated with TSSD. It has three lift stations managed by EMC; Lakeview, Lone Tree and New Park, and three private lift stations; Scenic Mountain 1 and 2, and Silver Lake within the system. Each of these lift stations are currently in operation. Septic systems were not included in the existing model.

Improvements have been planned to convert the Lone Tree lift station to an overwatch type facility due to the age and condition of the existing pumps. The new overwatch pump station will continue to discharge to the NSA at this time.

The figure below shows the existing NSA with pipe diameters from the provided shape files, as well as lift stations.

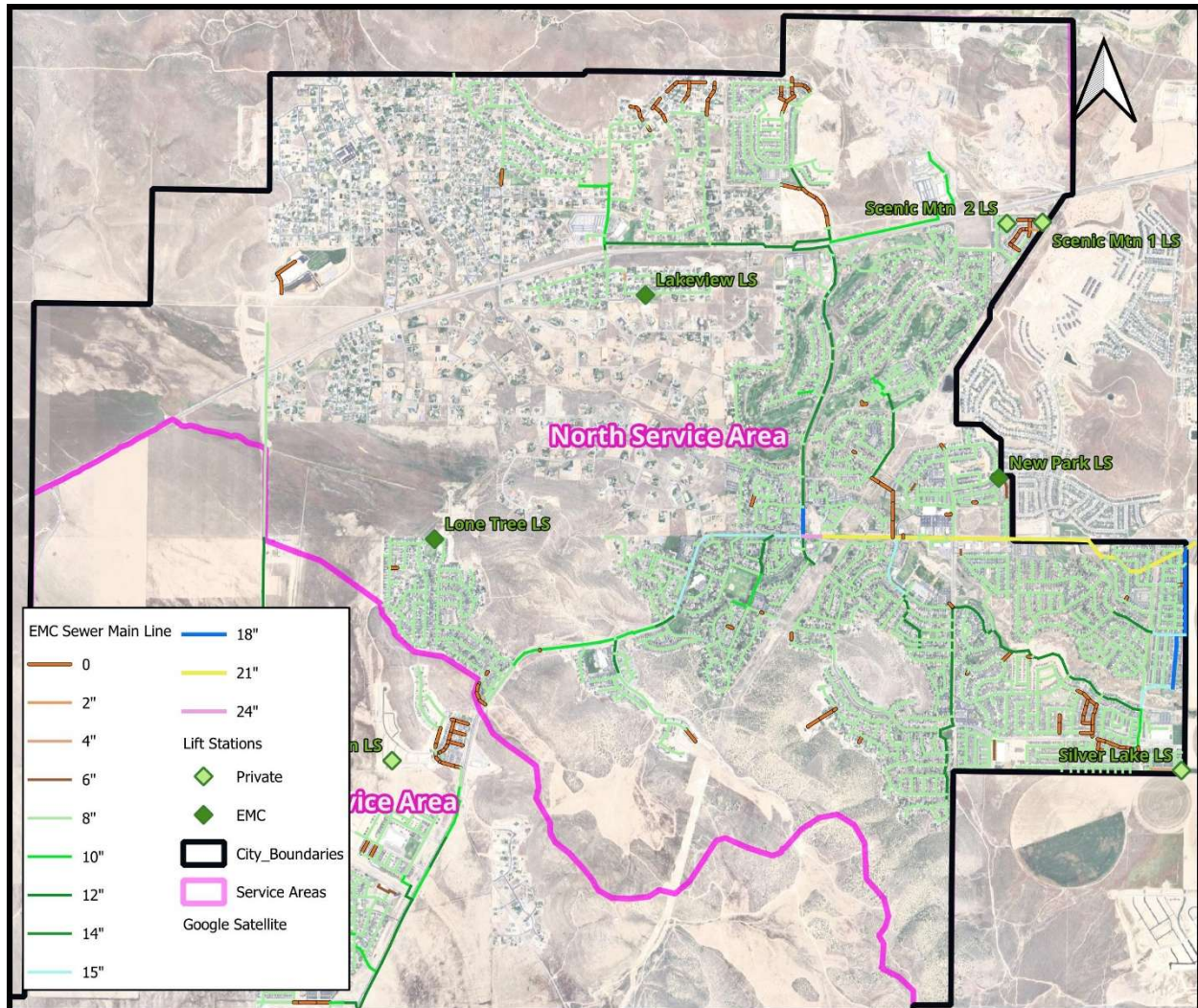


Figure 4 - Existing NSA

South Service Area (SSA)

The SSA is estimated to be 30% developed of its 31.5 square miles of land and accounts for approximately 40% of the total city population. This service area includes the Meta/Facebook sites which each have a lift station, Steeplechase LS. An additional industrial site, QTS is currently being developed and will have its own lift station to convey flows to EMC WWTP. The QTS LS is not yet in service. There are four private lift stations in this service area, Brylee Farms and Oquirrh Mountain, Pinnacles, and Rose Ranch. Only Brylee Farms LS is currently in operation. Several new developments have already been approved and are underway in this service area.

Previous IFFP reports have shown that Pony Express Parkway sewer pipes near the WWTP have been nearly at capacity and will not be able to convey additional future flows with continued development.



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The figure below shows the existing SSA with pipe diameters from the provided shape files, as well as lift stations.

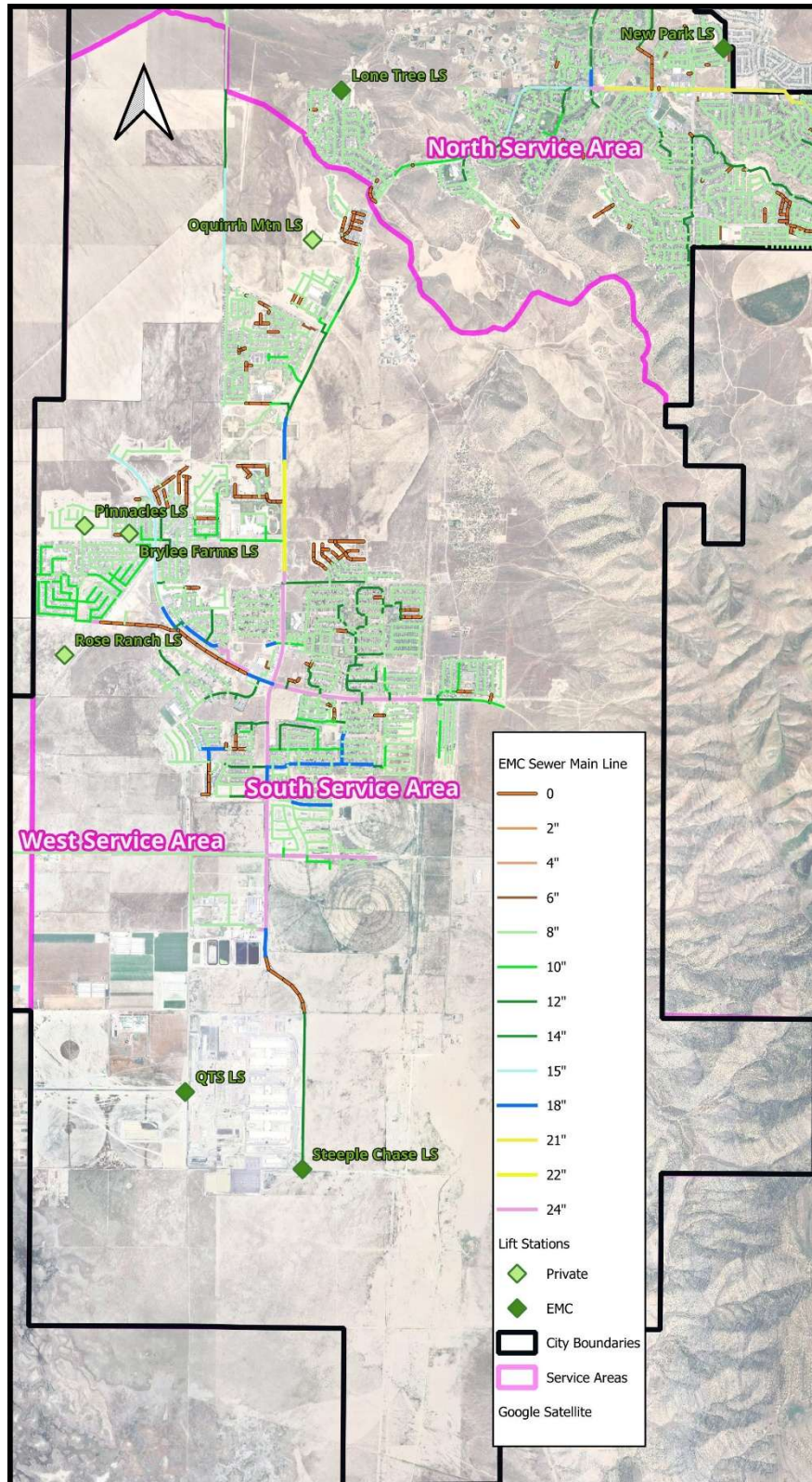


Figure 5 - Existing SSA

West Service Area (WSA)

The WSA is estimated to be less than 10% developed of its 7.4 square miles of land and accounts for approximately 3% of the total city population. More than 90% of the land within the WSA is currently used for farming or has not yet been developed. There is one industrial user, Tyson Foods Plant which has a holding tank to help more evenly distribute flows being discharged. The Firefly development is underway and will occupy just over 4 square miles of the WSA.

The WSA currently contains only a small wastewater network that collects flows from Tyson Foods and White Hills Subdivision and is pumped by means of Pole Canyon LS to EMC WWTP. This is the only LS in the WSA. There has been a temporary line to the LS from Tyson Foods. This line will be replaced once pipes in Pole Canyon Road are upsized with the Firefly development. Partial construction has been completed for a deep Pole Canyon Trunkline to replace the existing LS and have increased future flows from the WSA conveyed by gravity to the EMC WWTP.

The figure below shows the existing SSA with pipe diameters from the provided shape files, as well as lift stations.

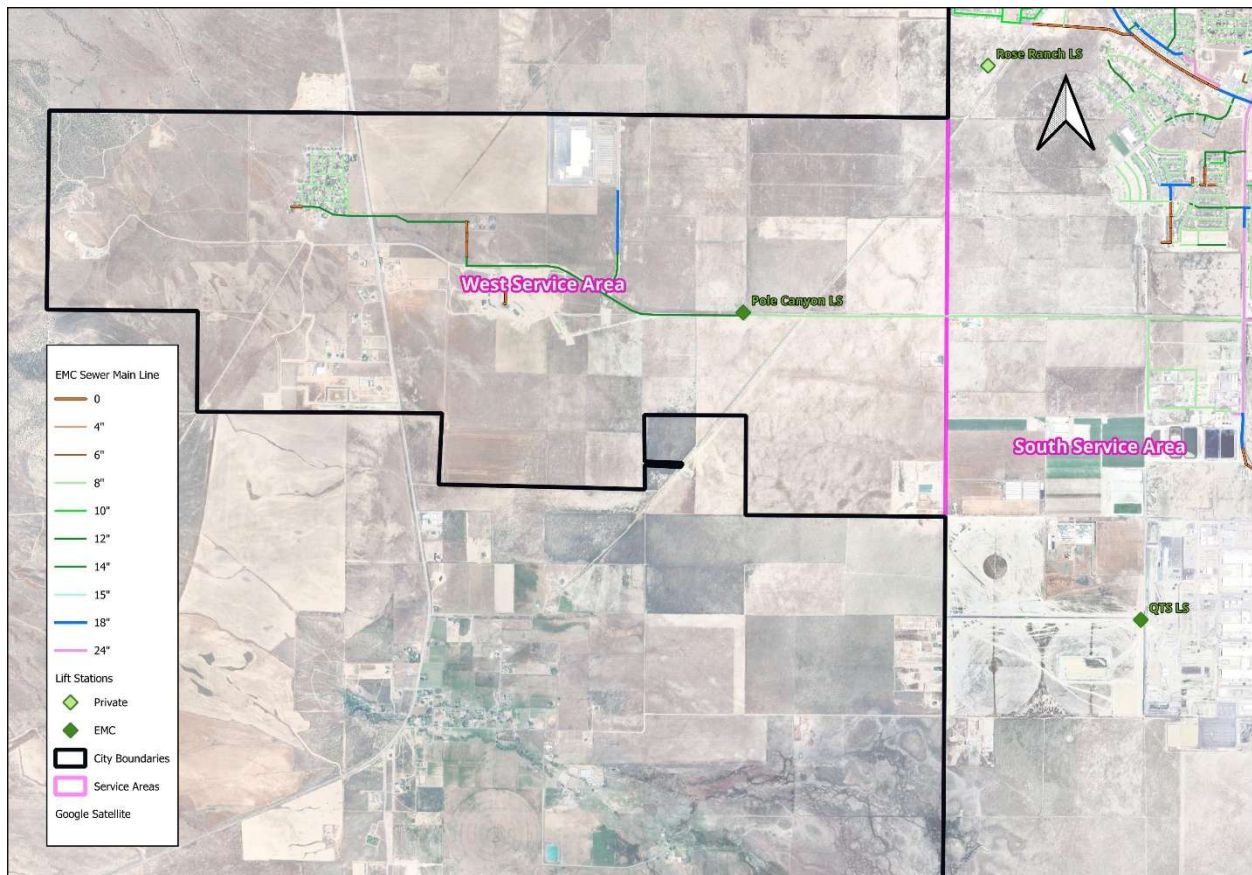


Figure 6 - Existing WSA

Treatment Plant

The EMC WWTP has recently been expanded to accommodate flows of 2.4 MGD with construction being nearly complete. Currently the WWTP is under design for additional capacity to be able to accommodate an additional 6.0 MGD bringing the total WWTP capacity to 8.4 MGD. The average total flows treated by the WWTP for the last 2 months is about 1.5 MGD. While the current capacity is 2.4 MGD by volume it should be noted that for solids loading it is already nearly at capacity necessitating the immediate need for additional capacity as growth continues.

EXISTING CONDITIONS MODEL

Advanced Engineering and Environmental Services, LLC (AE2S) modeled the sewer system using InfoWorks ICM. InfoWorks is able to import existing shape files and its data to create a system model with pipe diameters and elevations. EMC provided the existing shape files for the existing EMC wastewater system to create this model. However, as the model was run and evaluated, it was apparent that the shape files were not complete and fully updated. There were several pipes with no diameter, and many other fields with no information that will be helpful for evaluation such as "Year" (presuming that to be the year the pipe was installed) and "CUTDEPTH" (presuming that is the depth of cover). The manhole shape file appears to have multiple fields for rim and or invert elevations. These fields should be edited to be consistent and complete. Field names should be edited to help understand the difference between "INVERT" and "INVERTELEV", and "Elevation" and "RIMELEV". It was evident that some manholes used "Elevation" for a rim elevation, while others used "RIMELEV" for that information. Fields should be consistently used throughout the shapefile to avoid confusion. Since EMC GIS data provided was incomplete, slopes of existing pipes were either linearly interpolated between upstream and downstream manholes, or for larger gaps in pipe inverts, a minimum slope based on diameter was assumed.

Pipe capacities are of most concern at the confluences of pipes or along main trunklines. While smaller pipes are still included in the model, these pipes generally do not carry significant flows.

The existing wastewater infrastructure was evaluated for their current LoS based on existing discharges during peak flows. EMC provided daily flow data from October to March which determined the average and peak day flows. The calculated peak factor for the NSA was 2.74 and for the SSA/WSA it was 1.82 for existing conditions. The model used a peak factor of 2.0 for both SA in the existing conditions model. The model results discussed below for each service area are based on peak flows. Exhibits showing the existing diameters and model results for each service area based on existing conditions with peak flows are included.

North Service Area (NSA)

Pipes

Of most concern in this service area are pipes within Silverlake. The 21" main trunkline as it conveys flows to TSSD is shown to be at a LoS D. Based on data provided, it has a high point at manhole ID 3455. It is recommended that EMC confirm the invert depths at this manhole and the manholes upstream and downstream from it and update the GIS files. Additionally, the 18" line flowing towards the 21" line is shown at a LoS D. These inverts should also be verified. Two sections of pipe

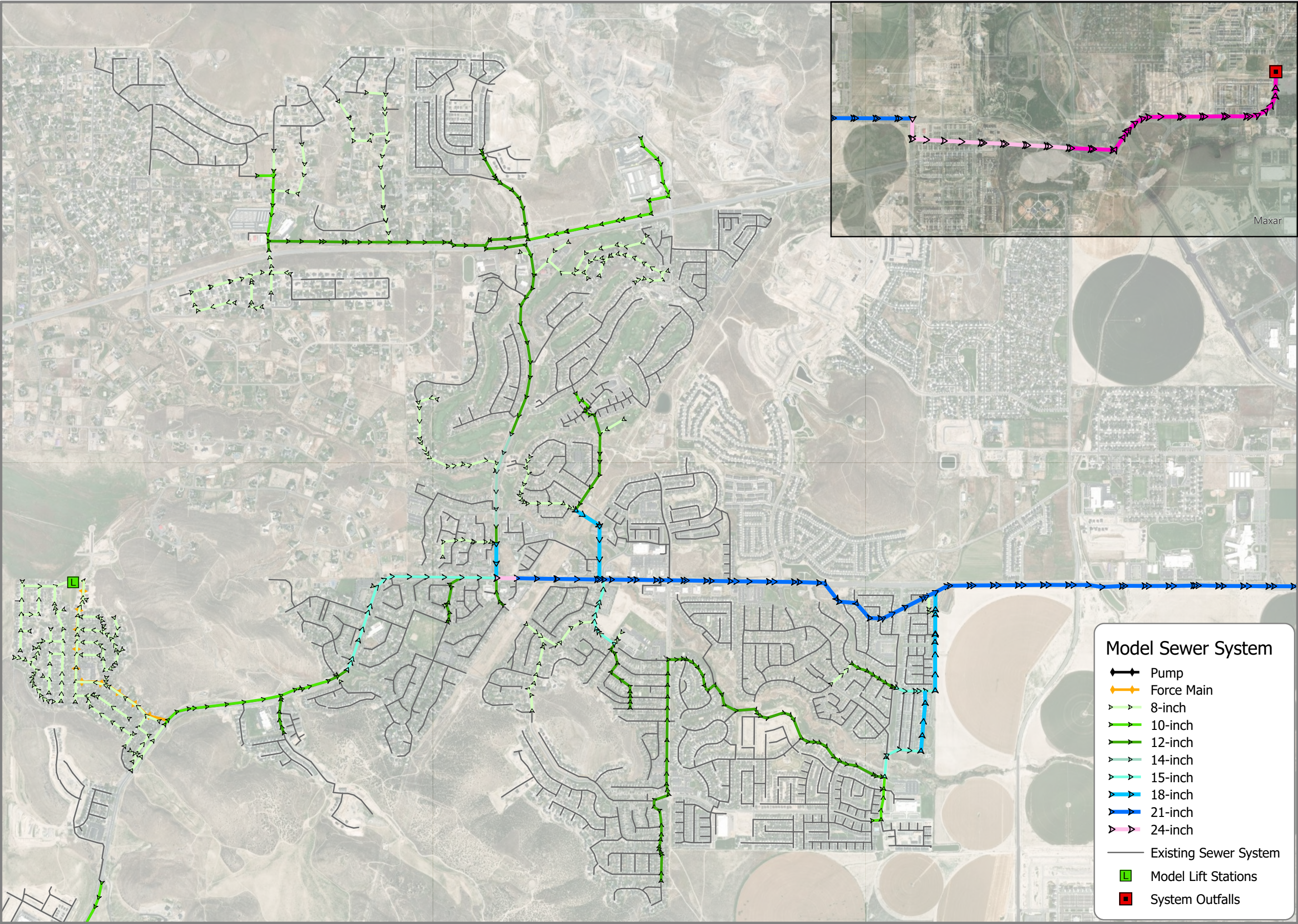
along the main trunkline towards TSSD are in LoS B categories. The trunkline conveying flows from the far north areas is hovering between LoS A and LoS B. Assuming invert elevations provided are correct, these pipelines are full and should carefully consider any additional flows into these trunklines. All other existing pipes are within the LoS A criteria. As several pipe sections are already exceeding LoS A, adding any additional flows to these pipelines would exceed the recommended capacity based on LoS.

Manholes

There are no known issues with existing manholes, and it is presumed that all existing manholes have a LoS A.

Lift Stations and Force Mains

The peak flow condition for a lift station is the capacity of the pumps. No peak factor was applied to the lift stations.



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Coordinate System: NAD 1983 StatePlane Utah Central FIPS 4302 Feet | Edited by: JCalhoon

N

0 500 1,000

Feet

1 inch equals 1,874 feet

Locator Map Not to Scale

Eagle Mountain City
Utah, UT

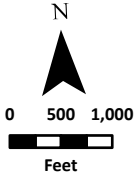
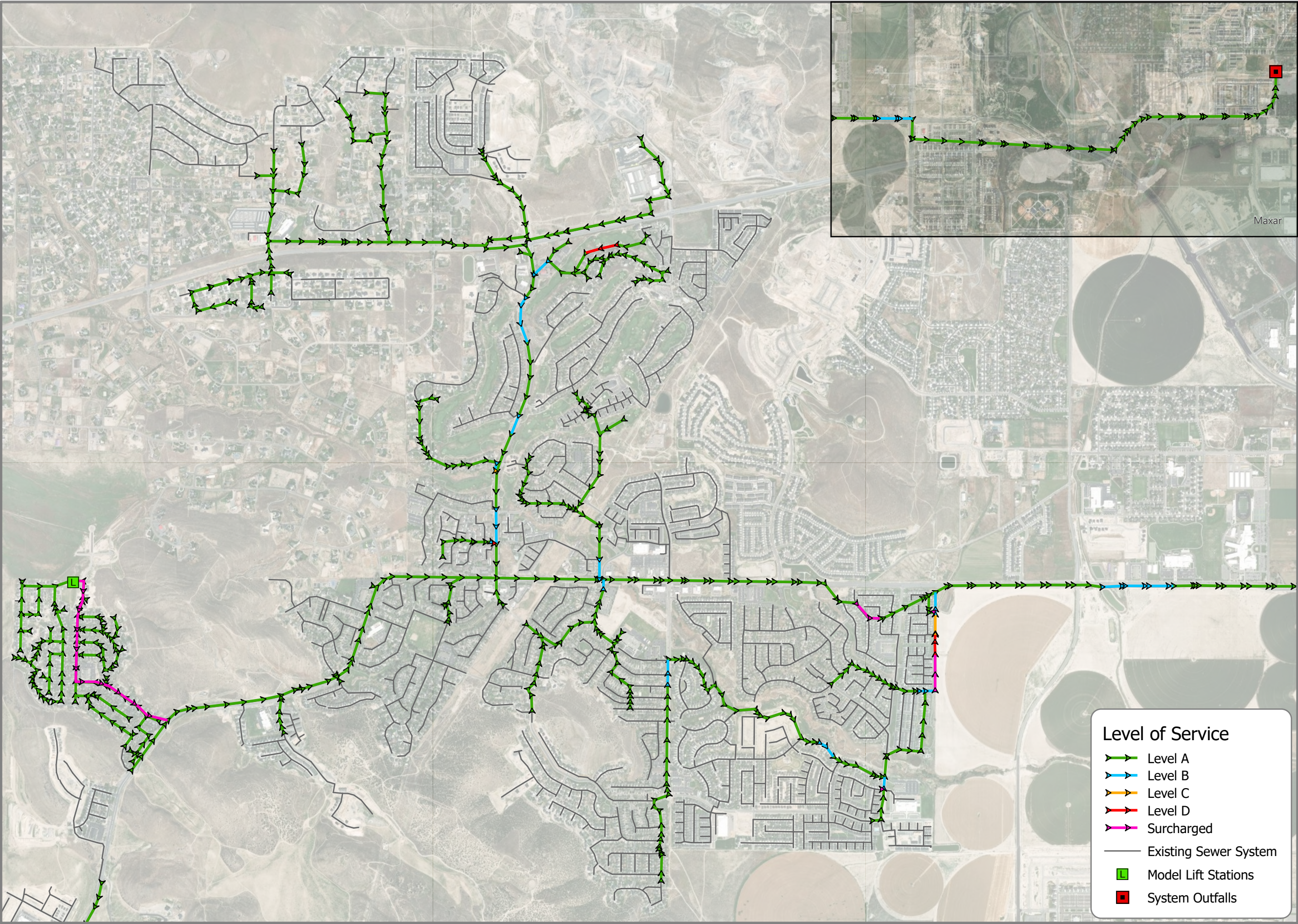
**EXISTING
WASTEWATER
SYSTEM**

**NORTH SERVICE
AREA**

DIAMETER (IN)

WASTEWATER SYSTEM
MASTER PLAN

Date: 5/8/2025



1 inch equals 1,874 feet



Locator Map Not to Scale

Eagle Mountain City
Utah, UT

**EXISTING
WASTEWATER
SYSTEM**

**NORTH SERVICE
AREA**

LEVEL OF SERVICE

WASTEWATER SYSTEM
MASTER PLAN

Date: 6/16/2025



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South Service Area (SSA)

Pipes

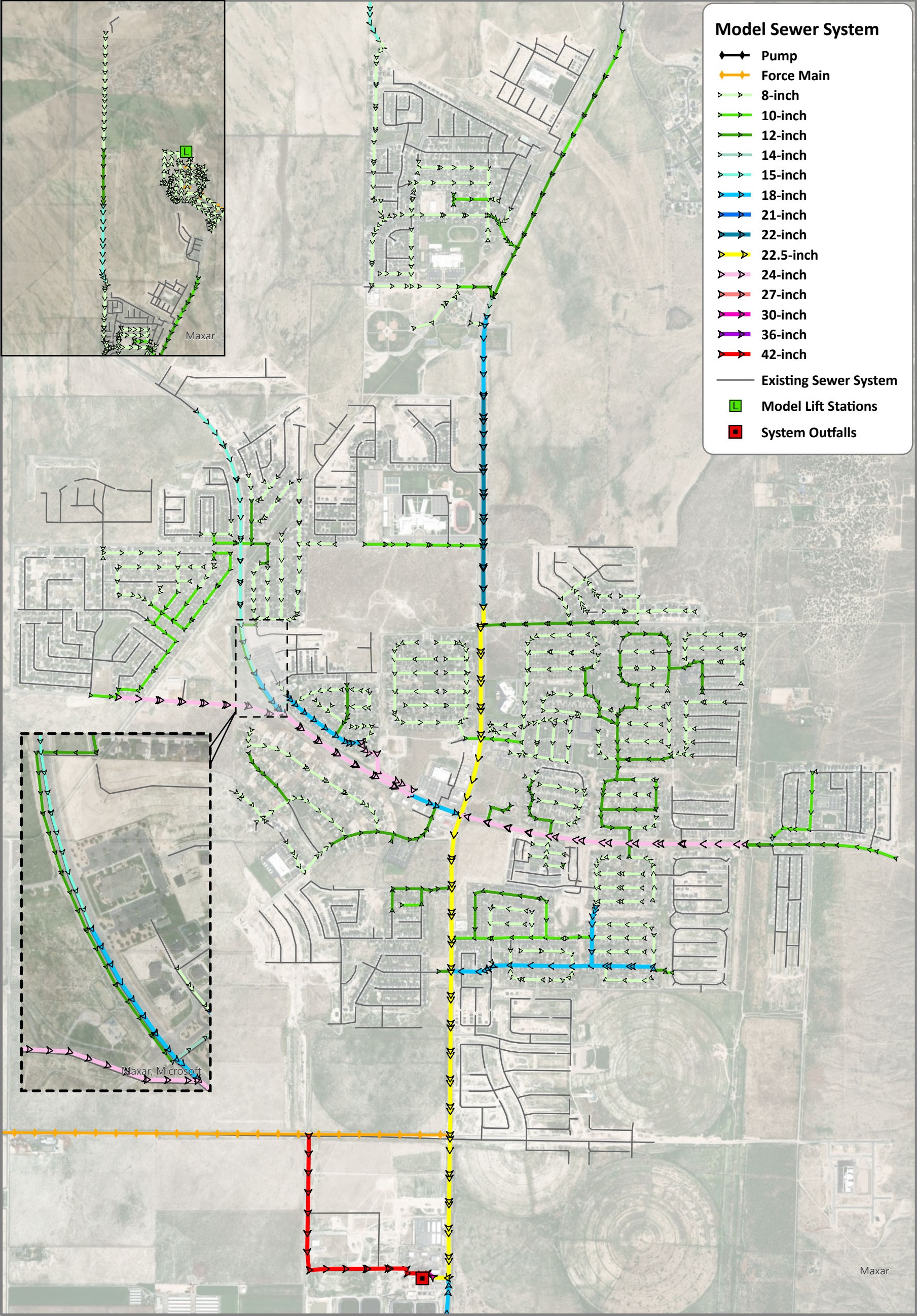
The peak flow model shows that the main trunkline in Pony Express Parkway is at a LoS C south of Pole Canyon Blvd as it approaches the WWTP indicating this trunkline is at capacity. The existing shape files labeled several pipes north of this area as 24" and one section of 18". It was requested to verify this diameter and was determined the nominal diameter was 24" but the actual inside diameter for 22.5". The model was run with these pipes at 22.5" diameter. There are a few lines at confluences that are not at a LoS A. It is expected for this to happen at confluences. These locations should be evaluated to ensure invert elevations are correct. All other existing pipes are within the LoS A criteria.

Manholes

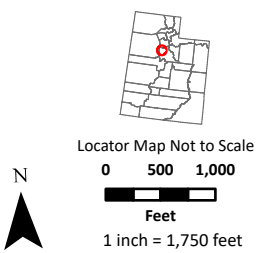
There are no known issues with existing manholes, and it is presumed that all existing manholes have a LoS A.

Lift Stations and Force Mains

The peak flow condition for a lift station is the capacity of the pumps. No peak factor was applied to the lift stations. Brylee Farms LS and Steeple Chase LS are the only operating lift stations in the SSA.



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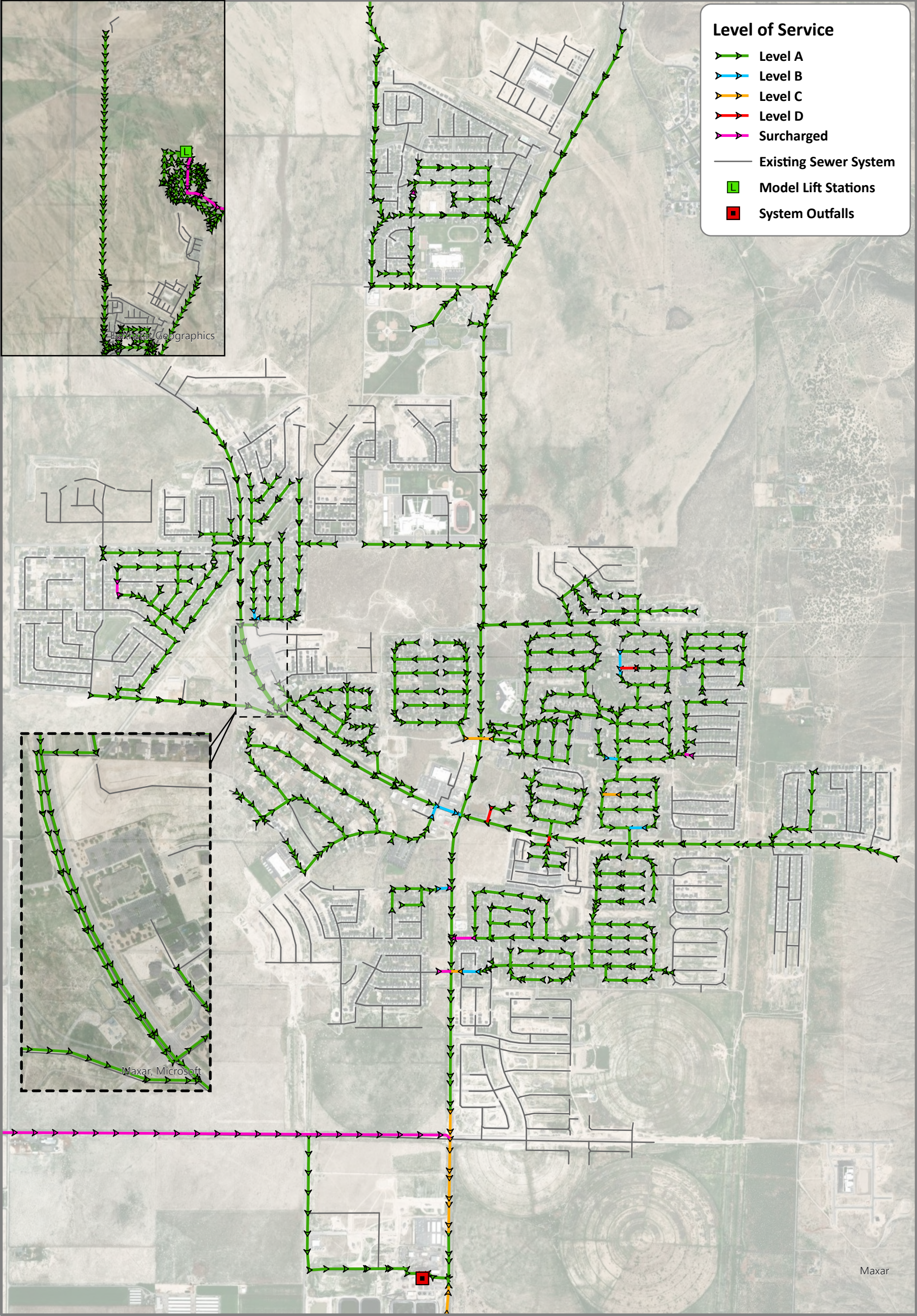


EXISTING WASTEWATER SYSTEM SOUTH SERVICE AREA DIAMETER (IN)

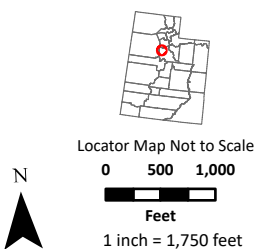
WASTEWATER SYSTEM MASTER PLAN
Eagle Mountain City | Utah, UT



Date: 6/17/2025



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EXISTING WASTEWATER SYSTEM SOUTH SERVICE AREA LEVEL OF SERVICE

WASTEWATER SYSTEM MASTER PLAN
Eagle Mountain City | Utah, UT



Date: 6/17/2025



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West Service Area (WSA)

Pipes

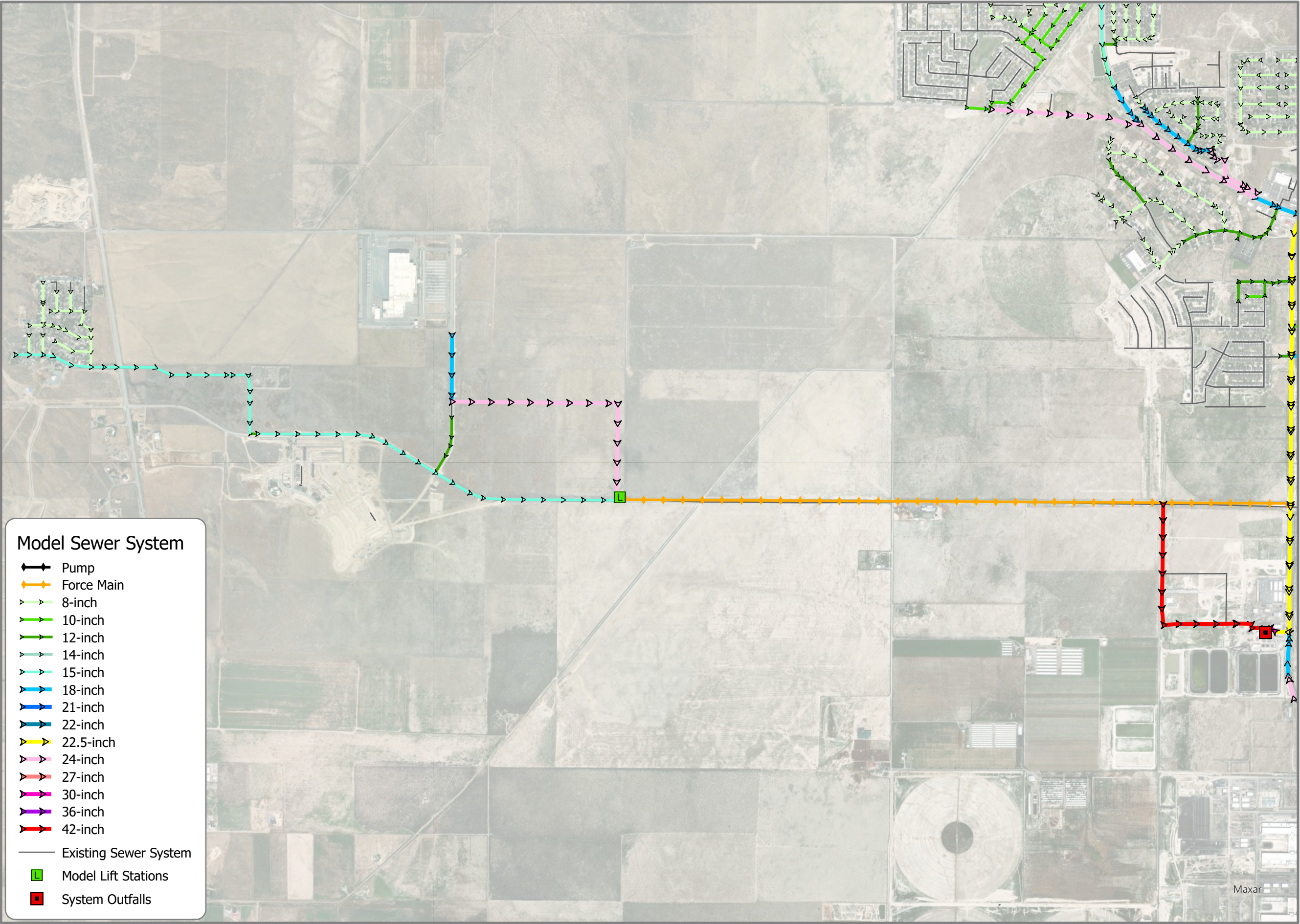
All existing pipes are within the LoS A criteria.

Manholes

There are no known issues with existing manholes, and it is presumed that all existing manholes have a LoS A.

Lift Stations and Force Mains

Pole Canyon LS is the only lift station in the WSA. The peak flow condition for a lift station is the capacity of the pumps. No peak factor was applied to the lift stations.



Model Sewer System

Pump

Force Main

8-inch

10-inch

12-inch

14-inch

15-inch

18-inch

21-inch

22-inch

22.5-inch

24-inch

27-inch

30-inch

36-inch

42-inch

Existing Sewer System

Model Lift Stations

System Outfalls

05001,000

Feet

1 inch equals 1,874 feet

Locator Map Not to Scale

Eagle Mountain City
Utah, UT

EXISTING
WASTEWATER
SYSTEM

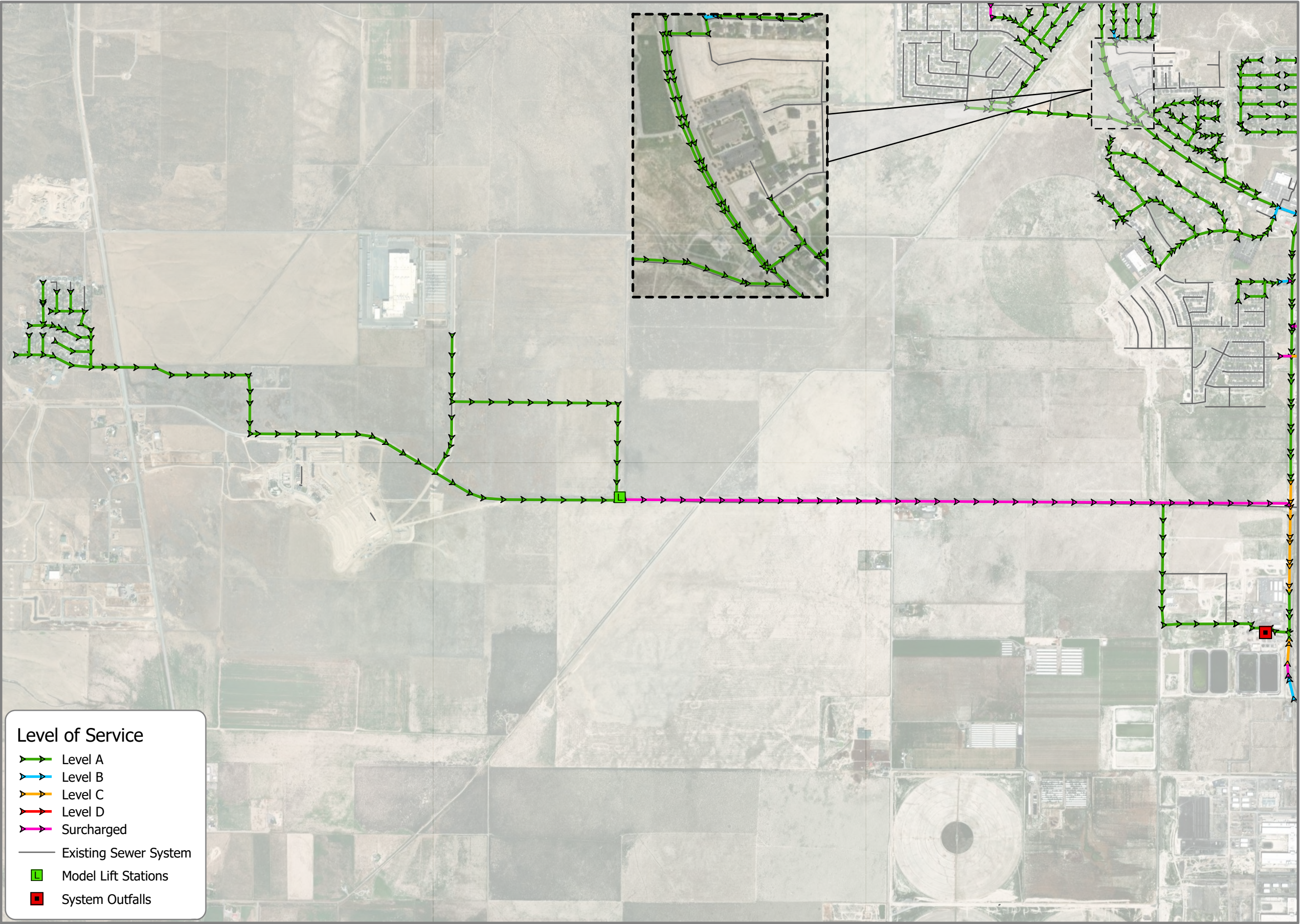
WEST SERVICE AREA

DIAMETER (IN)

WASTEWATER SYSTEM
MASTER PLAN

Date: 6/16/2025

AES[®]₂



Level of Service

Level A

Level B

Level C

Level D

Surcharged

Existing Sewer System

Model Lift Stations

System Outfalls

N

05001,000

Feet

1 inch equals 1,874 feet

Locator Map Not to Scale

Eagle Mountain City

Utah, UT

EXISTING
WASTEWATER
SYSTEM

WEST SERVICE AREA

LEVEL OF SERVICE

WASTEWATER SYSTEM
MASTER PLAN

Date: 6/17/2025

AES

2

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Coordinate System: NAD 1983 StatePlane Utah Central FIPS 4302 Feet | Edited by: JCalhoon

PROJECTED CONDITIONS WITH EXISTING INFRASTRUCTURE

The existing infrastructure was evaluated for flows anticipated with future development and growth.

Current septic users were not anticipated to connect to the wastewater system.

New industrial or commercial users should be evaluated on an individual basis as wastewater flows vary significantly depending on the type of industry.

Tyson Foods has an agreement to discharge up to 700 gpm into the wastewater system. Currently they average only 57 gpm. For the projected flows a value of 75 gpm with a peak factor of 2.0 was used. Tyson Foods has a holding tank so that flows are discharged between the hours of 10pm and 5am. This is to ensure that their flows will not compound with residential peak flows.

Generally speaking, the EMC wastewater infrastructure is relatively new. However, with time the infrastructure may experience inflow and infiltration, and pipe and manhole deterioration. It is recommended that EMC monitor their system for these conditions as the infrastructure ages with time. Infiltration is expected to remain low due to percolating soils. Inflow should be minimal with routine maintenance.

All areas south of the existing WWTP are lower in elevation. There is one industrial user in this area that pumps flows north to the WWTP.

Projected ERU's for undeveloped areas that do not have approved plans, were approximated by using a factor of 3.4 ERU/Acre. If areas are known to be planned for a lower or higher density, this value may be revised for given areas which may also reduce the amount of anticipated flows. An increase in ERU counts for a given area will affect the LoS for the wastewater system. A few of the areas have partially been developed. Only the areas where the majority of the area has not been developed are included. See the figure below showing the undeveloped areas ERU counts.

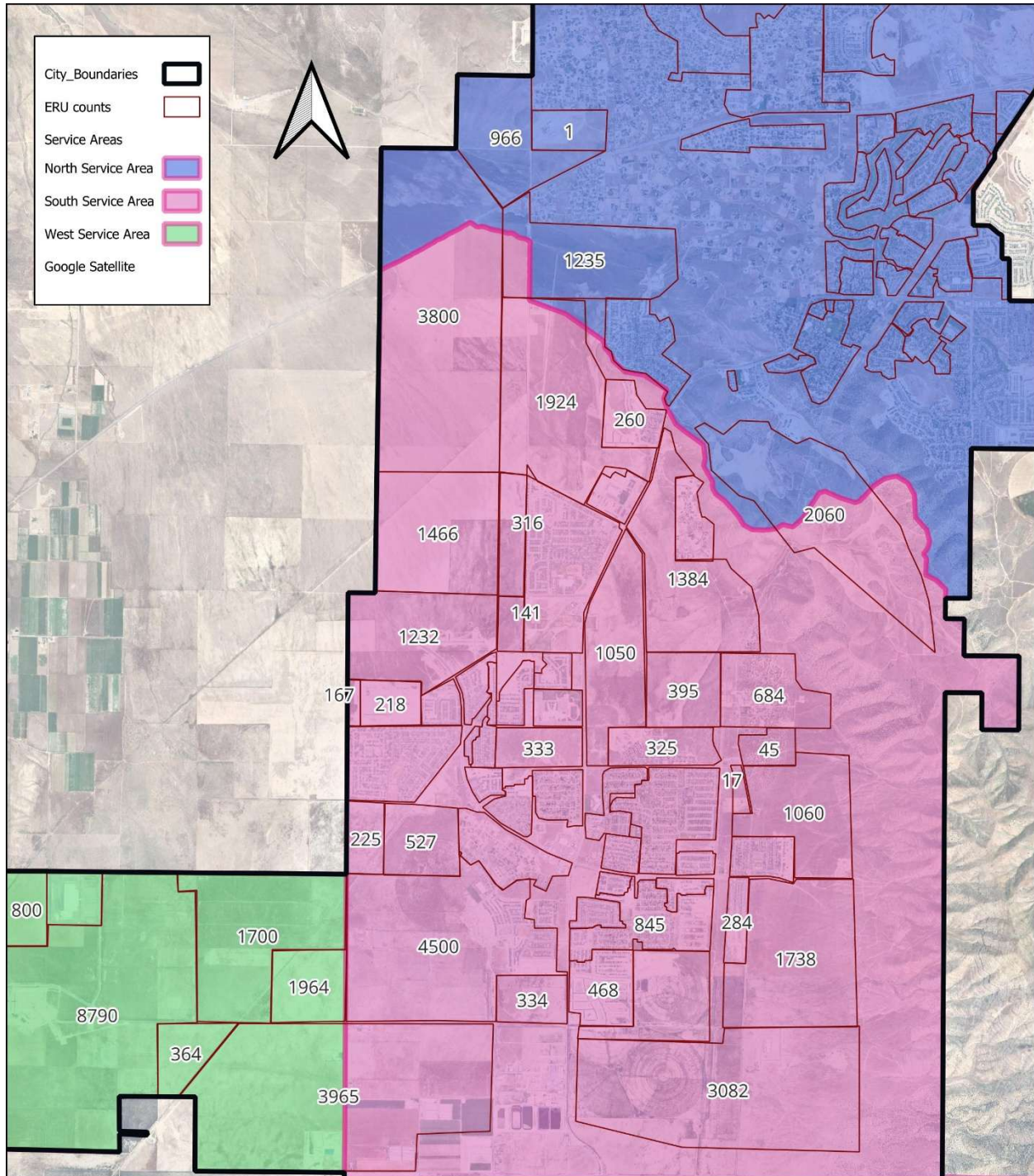


Figure 7 - Future ERU Estimates

The table below shows the added ERU's per service area as shown above. Note that the "other" areas are ones that will not be able to be conveyed by gravity with the existing trunklines and will either need an additional trunkline or lift stations to pump flows to the existing WWTP.

Table 8 - ERU's for Existing Service Areas

	Current ERU's	Added ERU's	Total ERU's at Build-out
NSA	8,027	3,473	11,500
SSA	6,744	26,956	33,700
SSA other		7,900	7,900
WSA	134	13,666	13,800
WSA other		4,000	4,000
Total			71,000

North Service Area (NSA)

TSSD Trunkline

All flows from the NSA are conveyed East through the TSSD Trunkline to TSSD. The trunkline diameter pipe as it leaves EMC is 21". As it approaches TSSD it transitions to 24" and 30" pipe. The existing model conditions for this stretch of pipe is approaching LoS B in some pipes which means that it is nearly at capacity now. Additional flows would cause additional pipe segments to exceed LoS A.

South Service Area (SSA)

Pony Express Trunkline

All flows from the SSA are conveyed south through the Pony Express Trunkline to EMC WWTP. The largest diameter pipe is 22.5" with slopes of 0.027% or greater. This slope is determined from the existing shape files and is less than the minimum slope for 24" pipe which is 0.077%. Assuming the shape files are accurate, this means that the 22.5" pipe is at a lesser slope than the minimum slope. The existing model has this trunkline currently conveying 6,744 ERU's which is at a LoS of C according to the model near the WWTP. A 22.5" pipe with 0.027% slope should be able to carry 6,176 ERU's with a LoS A (67% full). The additional anticipated ERU's needed to be conveyed through this pipe for the SSA based on projected growth is nearly 27,000. The existing Pony Express Trunkline cannot accommodate the additional anticipated flows.

West Service Area (WSA)

Pole Canyon Trunkline

Currently flows from the WSA are conveyed west to the EMC WWTP by means of a 12" force main. With planned development in the WSA this force main will be replaced with a deep gravity sewer. The largest pipe diameters being 36" and 42" with a slope of 0.082% or greater. Anticipated development would bring the number of ERU's to be conveyed in this pipeline to 13,755 ERU's. Using the ERU Capacity Table included earlier in this report, the capacity of 36" and 42" pipe would be 27,712 and 41,803 ERU's respectively. The planned pipe diameters for this trunkline are adequate.

IMPROVEMENTS NEEDED/RECOMMENDATIONS

JWO Engineering, PLLC evaluated the existing model as well as EMC projected growth and development plans for the wastewater system. Several improvements are needed for the wastewater system in order for EMC to continue growing and meet wastewater needs.

Improvement recommendations have been broken down by service area and discussed below. It is also recommended that the service area boundaries be revised with the proposed trunkline additions. Exhibits for build-out or projected conditions with proposed trunklines are included for each service area below.

PROJECTED CONDITIONS MODEL

Advanced Engineering and Environmental Services, LLC (AE2S) modeled the wastewater system with proposed trunklines and projected flows using Infoworks. A standard peak factor of 2.0 was used for projected flow conditions. Peak flows were evaluated for the proposed wastewater system to maintain a LoS A.

Projected ERU's for undeveloped areas that do not have approved plans, were approximated by using a factor of 3.4 ERU/Acre. If areas are known to be planned for a lower or higher density, this value may be revised for given areas which may also reduce the amount of anticipated flows. Once diameters are determined based on anticipated flows and ERU counts, any future development should be within the estimated ERU counts. An increase in ERU counts for a given area will affect the LoS for the wastewater system.

Current septic users were not anticipated to connect to the wastewater system in this model.

New industrial or commercial users should be evaluated on an individual basis as wastewater flows vary significantly depending on the type of industry.

Tyson Foods has an agreement to discharge up to 700 gpm into the wastewater system. Currently they average only 57 gpm. For the projected flows a value of 75 gpm with a peak factor of 2.0 was used. Tyson Foods has a holding tank so that flows are discharged between the hours of 10pm and 5am. This is to ensure that their flows will not compound with residential peak flows.

A new trunkline on the East side (East Trunkline) was added to facilitate flows from the existing 15" sewer line in Airport Road over to the East bench. This trunkline is within the SSA and will not connect to the Pony Express Trunkline, but will go directly to the EMC WWTP. This pipe will accommodate all developments East of this pipeline as well as conveying the flows from Airport Road. Flows from areas to the northwest of Airport Road will also be conveyed in this trunkline with a branch line. This is to help alleviate the flows in the Pony Express Parkway trunkline as it is already nearly at capacity and developments are continuing to be approved and constructed. See the figure below for the area this trunkline will collect from as well as the estimated ERU counts.

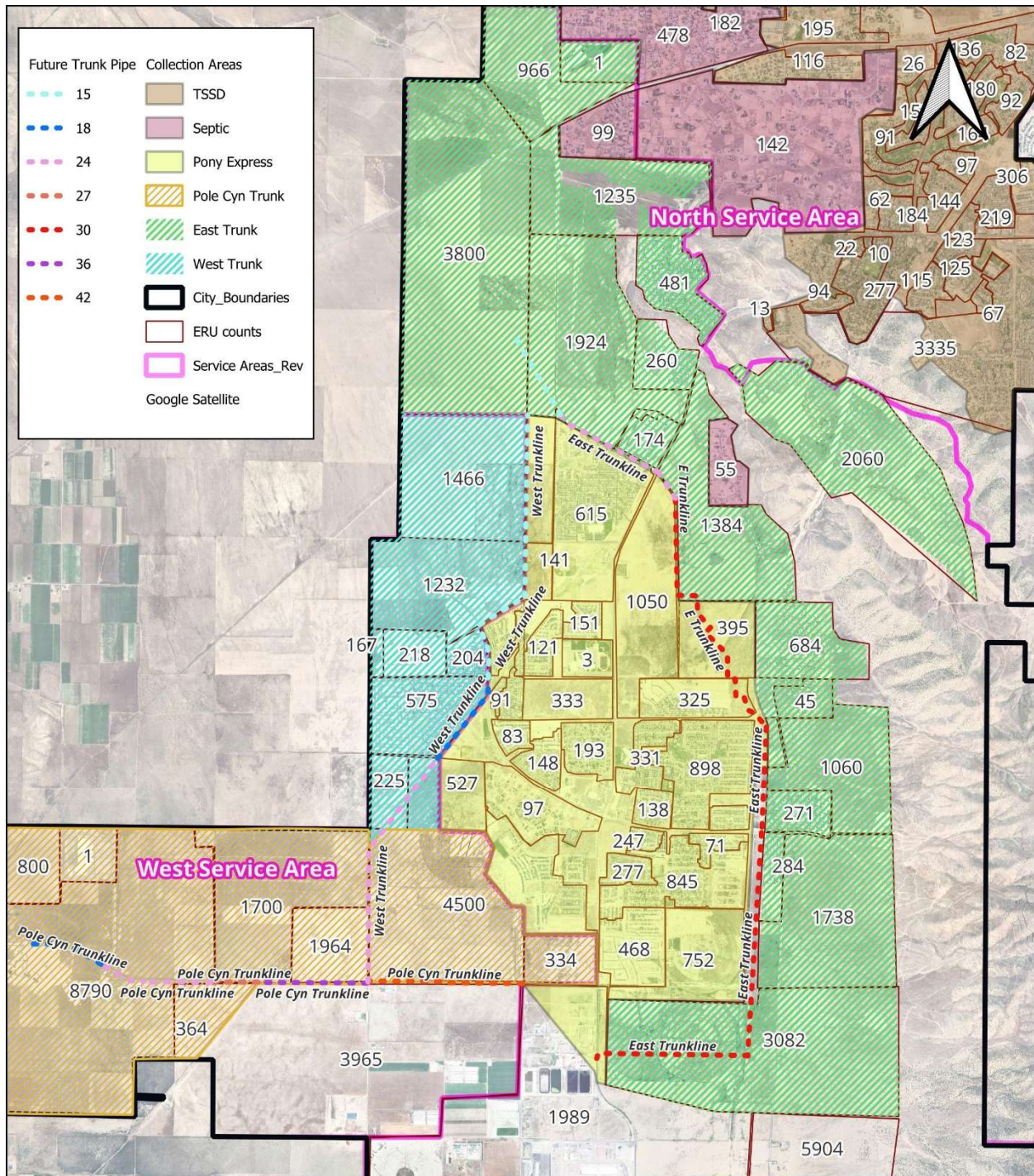


Figure 8 - New Trunkline Areas and ERU's

An additional trunkline was also added on the east side of the WSA (West Trunkline) to intercept flows from Brandon Park and other future developments in the area by gravity to help alleviate the flows into Pony Express Parkway Trunkline. This new trunkline will tie into the new Pole Canyon

Trunkline and be part of the WSA. The new West Trunkline will service the areas west of the trunkline. See the figure above for the collection area of this trunkline. Existing private lift stations remain in this model. If the West Trunkline is desired to accommodate Pinnacles and Brylee Farms by gravity and eliminate the private lift stations, it will need to be at a depth of 20' at Aviator Avenue. An additional branch line will need to be constructed within Aviator Avenue to both Pinnacles and Brylee Farms lift stations. To eliminate the Rose Ranch lift station, the depth of the proposed sewer lines for that development will need to be known to determine the depth of the trunkline along the Lehi-Fairfield Road. It is estimated that a depth of 11' will be needed at Williard Peak Drive to collect flows from Brandon Park development.

Lone Tree LS was previously modeled as conveying flows to the NSA or TSSD as that is the existing condition. EMC had indicated that these flows in the future would be pumped to Old Airport Road and conveyed through the East Trunkline to EMC WWTP. This would happen by constructing a new force main from the existing lift station to Old Airport Road. This project is not anticipated to happen within the next 5 years. The buildout model has moved these flows to the SSA which would be collected by the existing 15" pipe in Airport Road.

All areas south of the existing WWTP will need to be pumped to the WWTP as that area is lower in elevation. It may be favorable to have regional lift stations by geography. This can be determined as these areas are better determined for actual land use and developed.

The area west of the existing WWTP will need to have its own trunkline, which may include a lift station and force main to reach the existing WWTP.

The figure below shows the revised service area boundaries based on the new trunklines and collection areas discussed above.

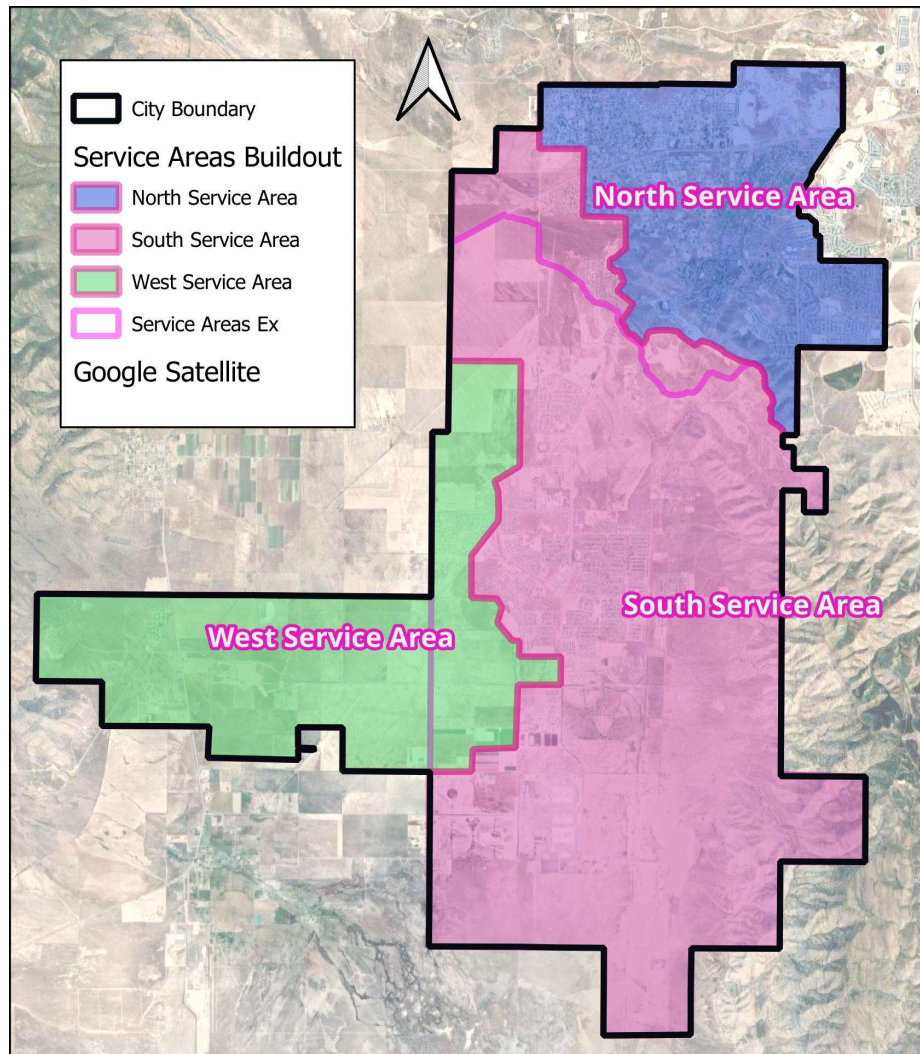


Figure 9 - Buildout Service Area Boundaries

Locations and numbers of manholes will need to follow Utah Administrative Code R317-3-3-Sewers, Section 2.6. Exact number of manholes for proposed pipes will be determined by topography, slopes, curves in the roads, changes in diameter, changes in direction and confluences of pipes. Numbers of manholes were estimated in the model.

As the service area boundaries have been revised, the number of additional ERU's is adjusted as well. The table below shows the number of ERU's added to each service area based on the revised boundaries and trunklines.

The ERU counts that are under "other" will either need to be pumped to the existing WWTP or have a separate trunkline and were not included in the model.

Table 9 - Projected ERU's per Build-out Service Areas

	Total Anticipated ERU's at Build-out
NSA	7,800
SSA	28,500
SSA other	7,900
WSA	22,700
WSA other	4,000
Total	71,000

North Service Area (NSA)

Pipes

No additional flows were added as this area is considered to be built out. Lone Tree flows were moved to the SSA. If there are any areas where significant growth is expected, these flows should be added and a model run again. The pipes in Silverlake are still a concern to address and verify GIS data is correct. This model does not account for any inflow or infiltration. As the wastewater system ages, it will be necessary to keep inflow and infiltration to a minimum to ensure there are no surcharge conditions. Any industrial or commercial users using large amounts of water should be evaluated and the model run again to ensure LoS A capacities are not exceeded. All other existing pipes are within the LoS A criteria.

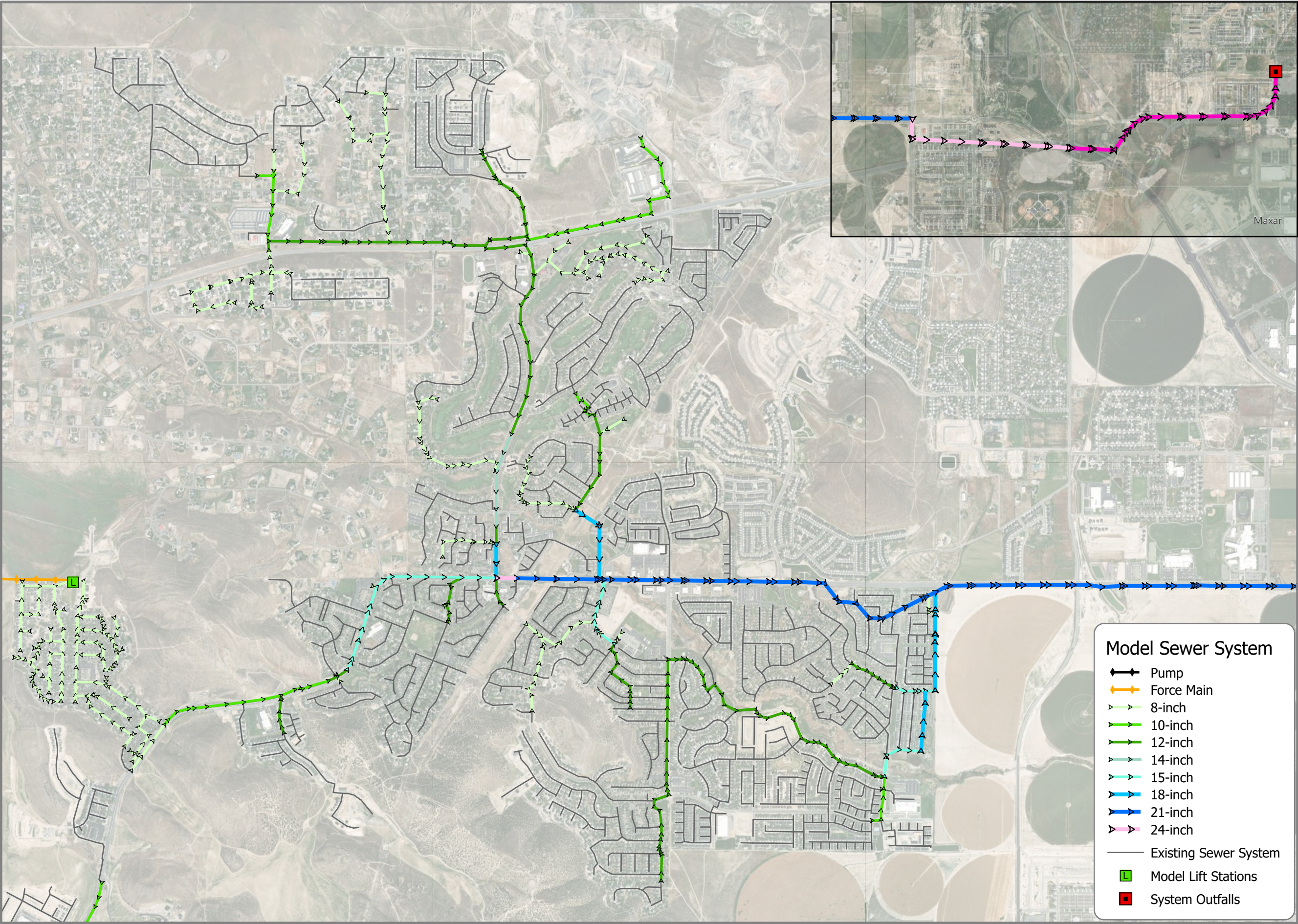
Looking forward, it is recommended that EMC consider lining the existing TSSD trunkline in Pony Express with CIPP (cast in place pipe). The timing of this project would be determined by the quality of the existing pipe and or detection of significant inflow and infiltration. It is not anticipated that this project would be necessary within the next 5 years. For Master planning purposes, a CIPP lined pipe would not affect modeling results.

Manholes

There are no known issues with existing manholes, and it is presumed that all existing manholes have a LoS A. Existing manholes should be monitored for signs of deterioration. Manholes exhibiting deterioration should be noted and monitored to be scheduled for future lining or replacement.

Lift Stations and Force Mains

Lone Tree Lift Station flows were modeled in the SSA for buildout. The peak flow condition for a lift station is the capacity of the pumps. No peak factor was applied to the lift stations.



N

05001,000

Feet

1 inch equals 1,874 feet

Locator Map Not to Scale

Eagle Mountain City
Utah, UT

FUTURE
WASTEWATER
SYSTEM

NORTH SERVICE
AREA

DIAMETER (IN)

Model Sewer System

Pump

Force Main

8-inch

10-inch

12-inch

14-inch

15-inch

18-inch

21-inch

24-inch

Existing Sewer System

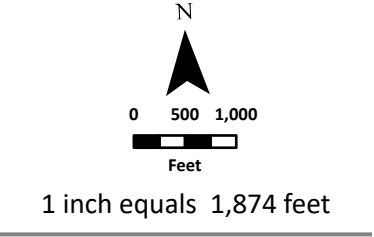
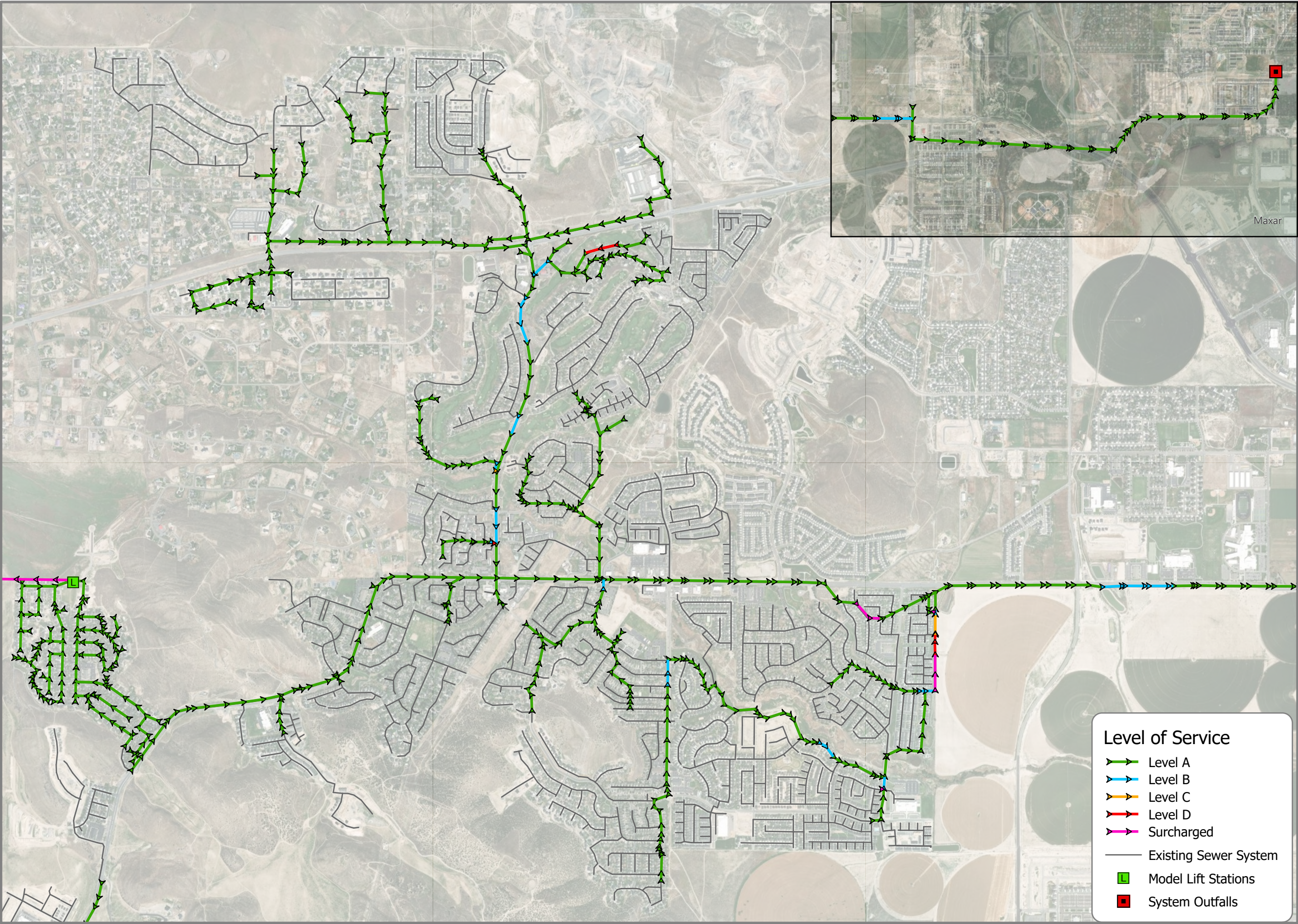
Model Lift Stations

System Outfalls

WASTEWATER SYSTEM
MASTER PLAN

Date: 6/17/2025

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Coordinate System: NAD 1983 StatePlane Utah Central FIPS 4302 Feet | Edited by: JCalhoon



Eagle Mountain City
Utah, UT

**FUTURE
WASTEWATER
SYSTEM**

**NORTH SERVICE
AREA**

**ANTICIPATED
LEVEL OF SERVICE**

WASTEWATER SYSTEM
MASTER PLAN

Date: 6/17/2025



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Coordinate System: NAD 1983 StatePlane Utah Central FIPS 4302 Feet | Edited by: JCalhoon

South Service Area (SSA)

Pipes

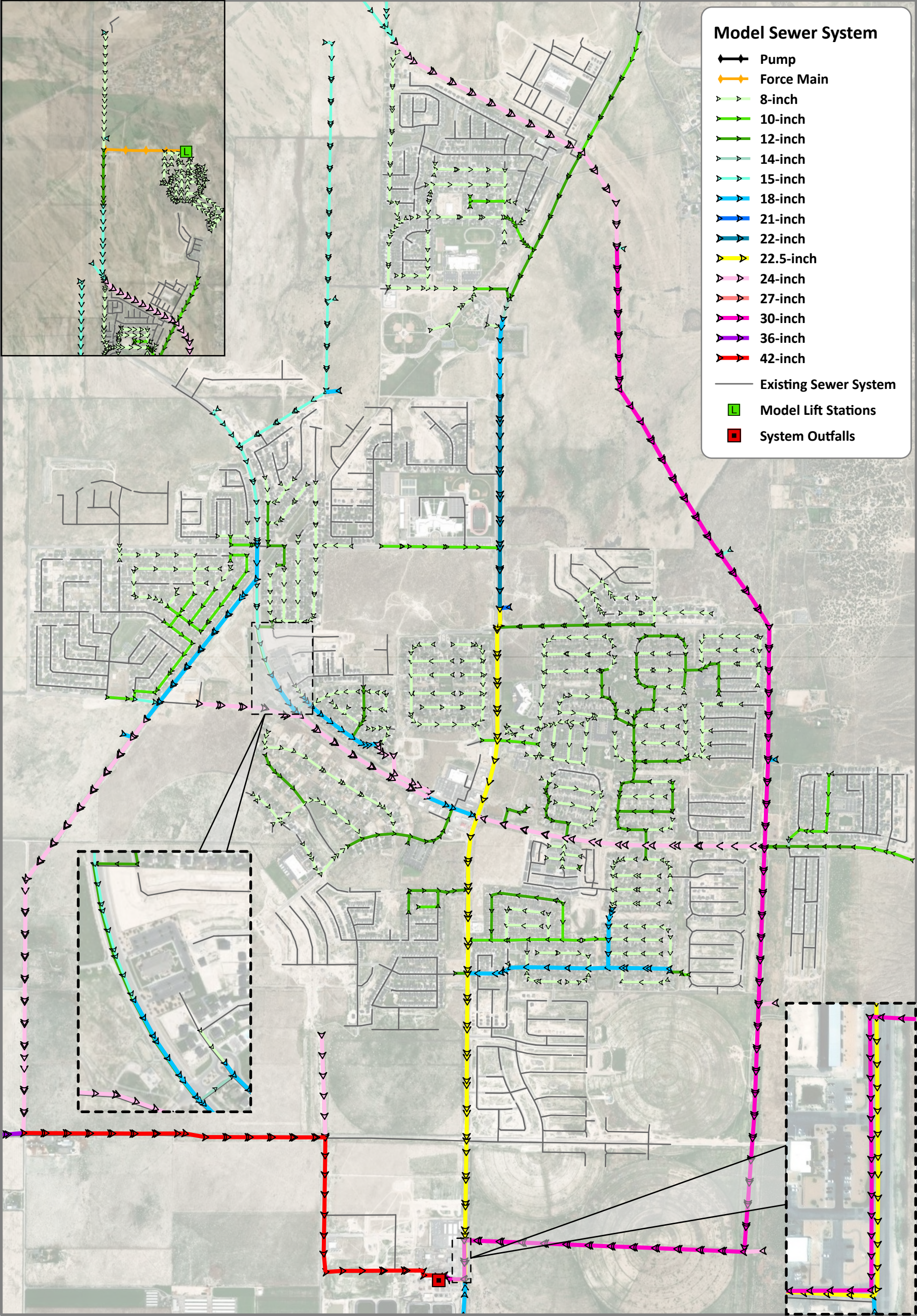
As noted in the existing conditions model, the pipe sections south of Pole Canyon Blvd in Pony Express Parkway are still of concern. With projected flows these same pipes are at LoS C and D. Some existing flows are no longer flowing to the Pony Express Trunkline and have been modeled in the West and East Trunklines. However, there are still undeveloped areas that would contribute to the Pony Express Trunkline. There are still several places of confluence shown at LoS C and should be verified for elevations. All other existing pipes are within the LoS A criteria.

Manholes

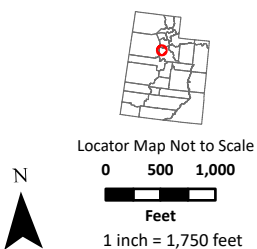
There are no known issues with existing manholes, and it is presumed that all existing manholes have a LoS A.

Lift Stations and Force Mains

The West Trunkline picks up the private lift station flows from Brylee Farms, Rose Ranch and Pinnacles. The peak flow condition for the remaining lift stations is the capacity of the pumps. No peak factor was applied to the lift stations.



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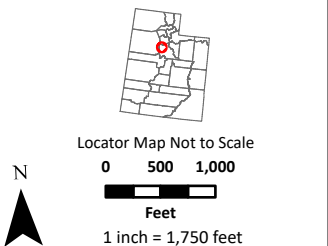
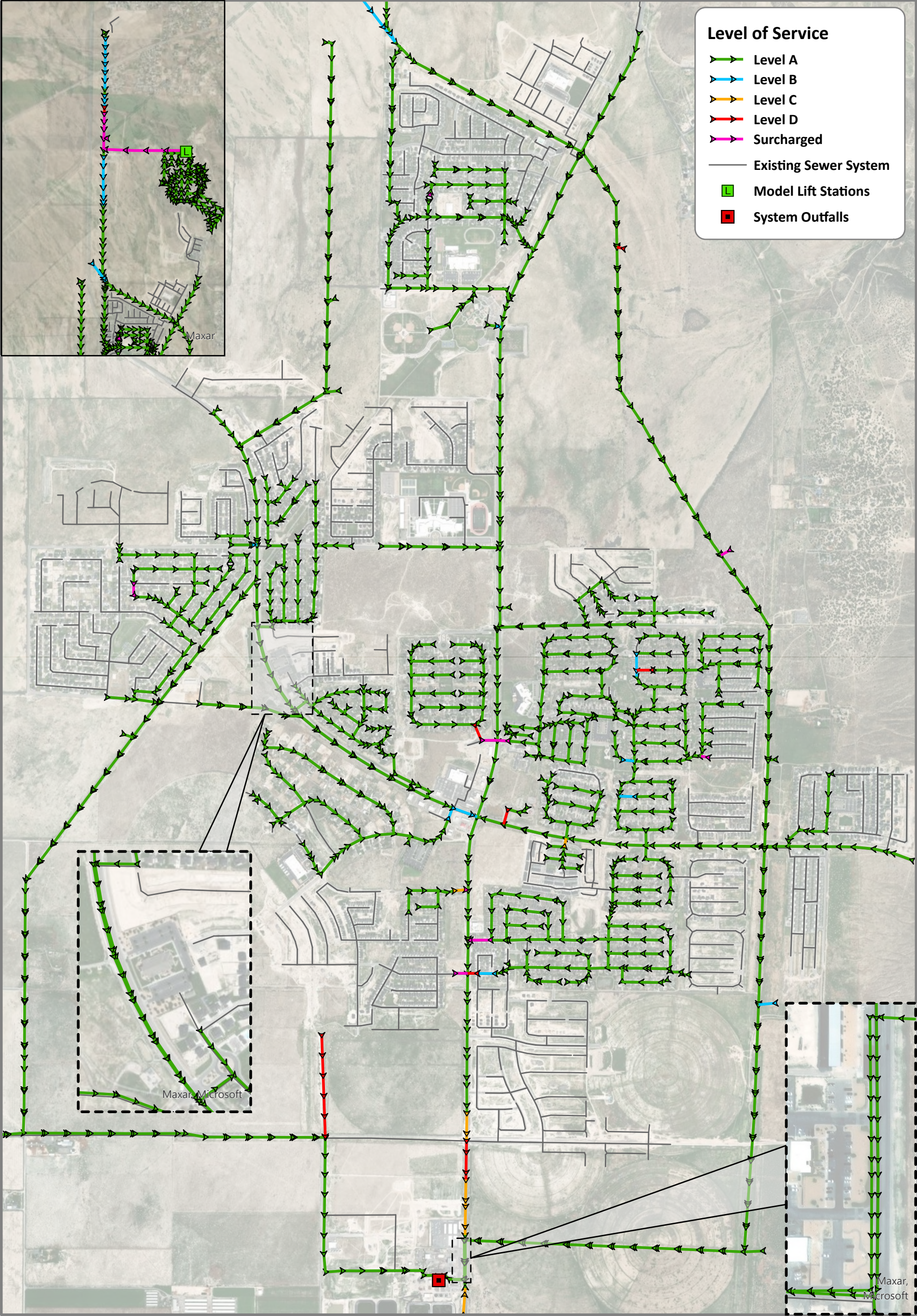


FUTURE WASTEWATER SYSTEM SOUTH SERVICE AREA DIAMETER (IN)

WASTEWATER SYSTEM MASTER PLAN
Eagle Mountain City | Utah, UT



Date: 7/28/2025



**FUTURE WASTEWATER SYSTEM
SOUTH SERVICE AREA
ANTICIPATED LEVEL OF SERVICE**

WASTEWATER SYSTEM MASTER PLAN
Eagle Mountain City | Utah, UT

West Service Area (WSA)

Pipes

The proposed Pole Canyon Trunkline was designed as a 36" pipe. This was based on peak flows from OWR or Firefly with an ERU of 220 gpd, peak factor of 2.5, and meeting the condition of not exceeding 75% full. This calculation did include the recently annexed 300 Acres and the proposed Tract development and was a peak flow of 5,686 gpm, or average flow of 2,275 gpm. This was defined in the ARMDA agreement though it is not the city standard. If a peak factor of 2.0 is used the peak flow is 4,549 gpm. A 36" pipe flowing 50% full with a slope of 0.00082 and using an N value of 0.013, the capacity is 4,286 gpm, which would require the pipe diameter to be 42". Pipes upstream of 16000 West, where the new West trunkline connects are adequately sized for LoS A criteria.

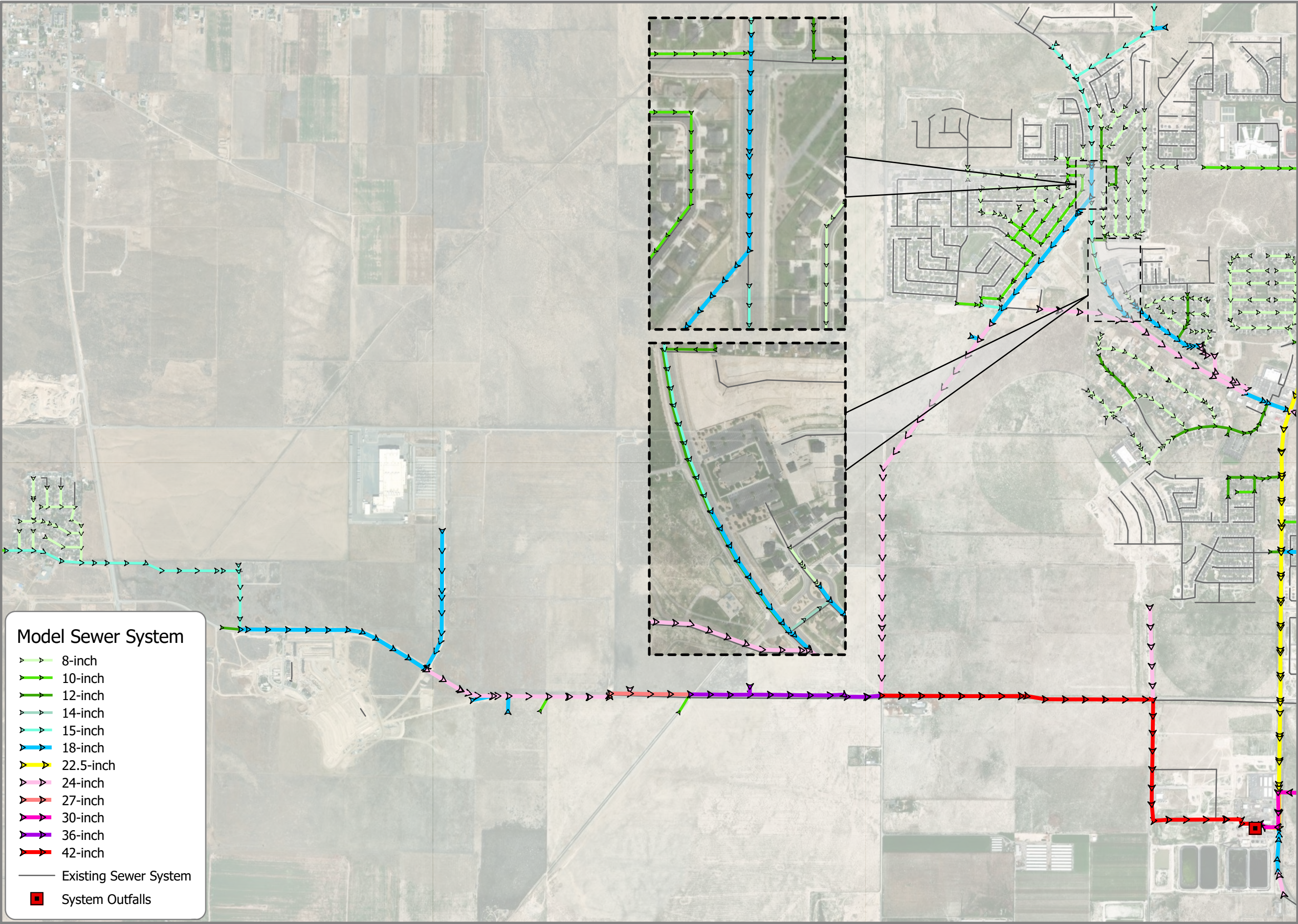
The build out wastewater model used a 42" diameter pipe downstream of the proposed West Trunkline would be at LoS A with the additional West Trunkline flows. A portion of the 18" Pole Canyon pipeline is at a LoS B, just past 50% capacity. This is due to the alternative design criteria in the ARMDA agreement. As the LoS criteria in this report had not been set forth prior to the Firefly development, the ARMDA agreement criteria will be followed. Additional flows from the Harmony development will enter the wastewater system at a 24" stub as the trunkline turns south to the WWTP. All other pipes are within the LoS A criteria.

Manholes

There are no known issues with existing manholes, and it is presumed that all existing manholes have a LoS A.

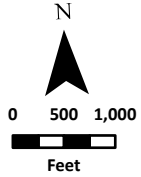
Lift Stations and Force Mains

With the Pole Canyon Trunkline, the Pole Canyon LS will no longer be in service. The depth of the West Trunkline will determine if the Brylee Farms, Pinnacles and Rose Park LS are still needed.



Model Sewer System

- 8-inch
- 10-inch
- 12-inch
- 14-inch
- 15-inch
- 18-inch
- 22.5-inch
- 24-inch
- 27-inch
- 30-inch
- 36-inch
- 42-inch
- Existing Sewer System
- System Outfalls



1 inch equals 1,874 feet



Locator Map Not to Scale

Eagle Mountain City
Utah, UT

**FUTURE
WASTEWATER
SYSTEM**
WEST SERVICE AREA
DIAMETER (IN)

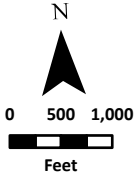
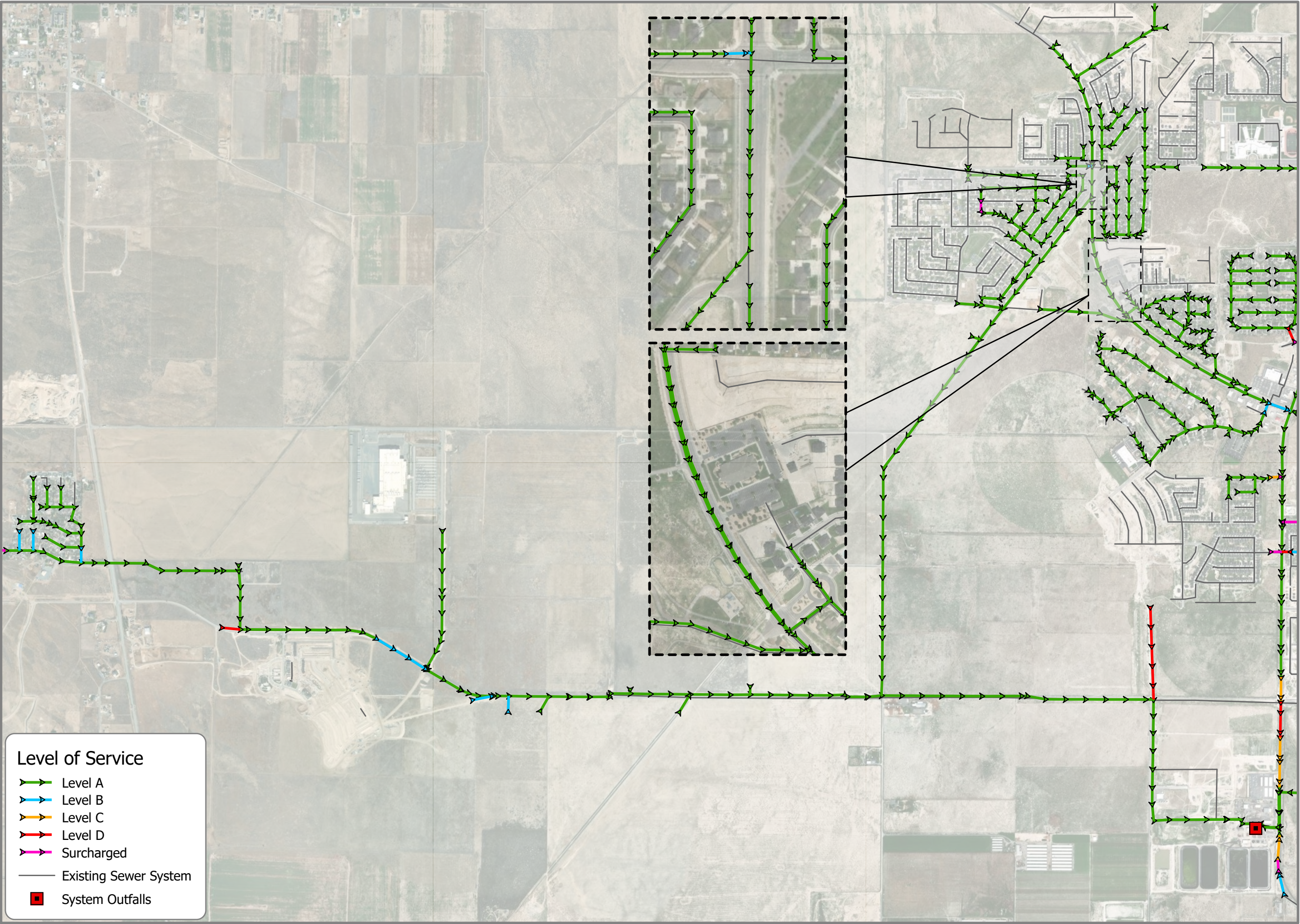
WASTEWATER SYSTEM
MASTER PLAN

Date: 7/28/2025



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Coordinate System: NAD 1983 StatePlane Utah Central FIPS 4302 Feet | Edited by: JCalhoon



1 inch equals 1,874 feet



Locator Map Not to Scale

Eagle Mountain City
Utah, UT

**FUTURE
WASTEWATER
SYSTEM**

WEST SERVICE AREA

**ANTICIPATED
LEVEL OF SERVICE**

WASTEWATER SYSTEM
MASTER PLAN

Date: 7/28/2025



Level of Service

➤

Level A

➤

Level B

➤

Level C

➤

Level D

➤

Surcharged

—

Existing Sewer System

■

System Outfalls

Treatment Plant

The EMC WWTP has recently been expanded to accommodate flows of 2.4 MGD with construction being nearly complete. Currently the WWTP is under design for additional capacity to be able to accommodate an additional 6.0 MGD bringing the WWTP capacity to 8.0 MGD. The average total flows treated by the WWTP for the last 2 months is about 1.5 MGD. While the current capacity is 2.4 MGD by flow it should be noted that for loading it is already nearly at capacity. With some modifications to the existing oxidation ditch system it is anticipated that the capacity of the existing plant can be 2.0 MGD by flow.

The SSA added an additional 896 ERU's in 2023 and is anticipated to continue growing rapidly. The WSA added 2 ERU's in 2023 but is anticipated to add 500 residential units or ERU's each year with anticipated development beginning in 2025.

The anticipated build-out population for EMC is 240,000. Using a value of 65 gpcd the projected flows to be treated would be 15.6 MGD, or 71,009 ERU's. This is for all of EMC residents. The WWTP will not be treating flows from the NSA. The NSA is nearly at build-out with flows of 1.76 MGD. There are approximately 280 ERU's to be added with residential lots and commercial or industrial areas. With Lone Tree lift station being pumped to the SSA, this removes 481 ERU's from the NSA. The anticipated NSA projected flows based on these conditions would be 1.72 MGD.

There are also several areas that are septic and not anticipated to connect to the wastewater system. It is estimated that there will be approximately 822 lots or ERU's that will remain on septic service. These septic users would account for 0.18 MGD. With the NSA and septic users combined it is nearly 2MGD, leaving approximately 14.0 MGD to be treated by the EMC WWTP for build-out conditions.

The Figures below show these anticipated flows both in ERU's and MGD. The ERU count based on 65 gpcd is 71,009, which is nearly the same as the ERU's calculated by anticipated growth for flows. The total anticipated ERU's at buildout based on areas and a density of 3.4 ERU/Acre was 70,744 ERU's. As these anticipated values are based on alternative methods, they still come very close to the same value. While the values could potentially vary due to actual commercial or industrial users, it shows that both methods come to a similar value. A value of 71,000 ERU's for build-out will be used.

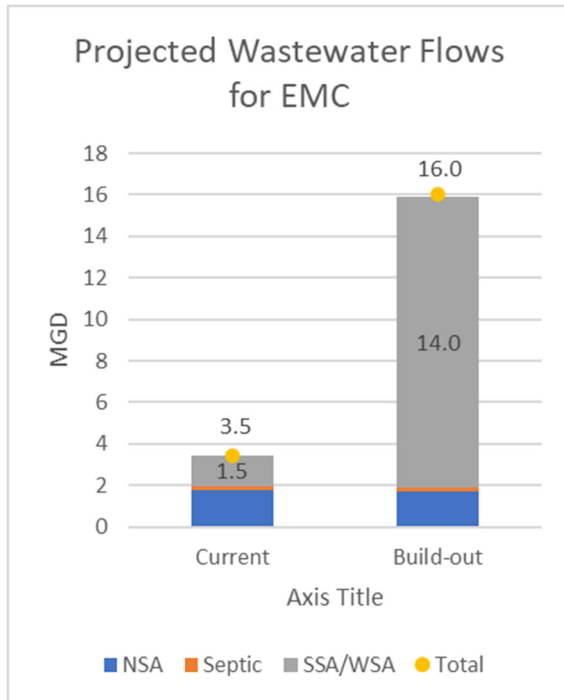


Figure 10 - Projected Wastewater Flows in MGD

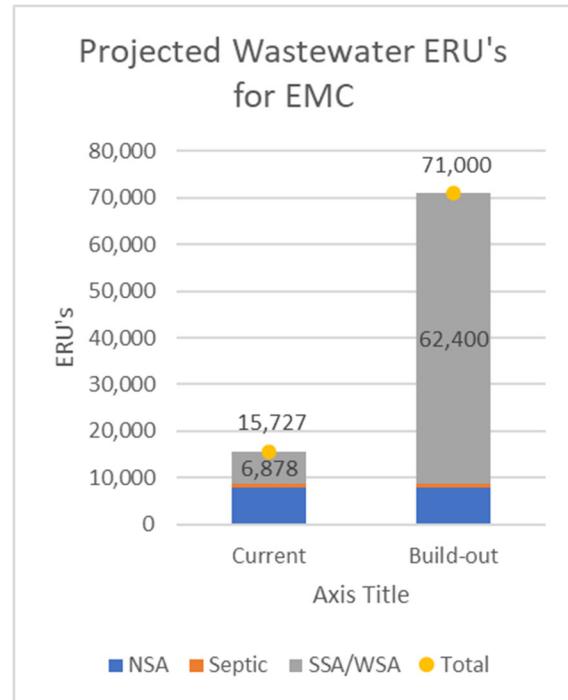


Figure 11 - Projected Wastewater Flows in ERU's

A key issue in treatment plant expansion is the lead time to procure large electrical equipment including transformers and switch gear. These are currently expected to take up to 2 years to obtain. An initial task in the plant expansion design should be determining the electrical power requirement and beginning the process of procuring additional supply from the power company.

Treated Water Disposal Options

With additional water being treated plans need to be made for what to do with additional treated water. Currently the treated water is sent to rapid infiltration basins (RIB's). Construction is currently underway to further treat the treated effluent to meet type 1 water standards for reuse. This water can be used for irrigation of parks. EMC does not yet have the permit or infrastructure to allow additional type 1 water to be used at parks or by residents. The RIB's will not be able to handle the additional treated effluent.

Deep well injection is recommended for treated effluent disposal but requires sample wells and a permit approval from the State. This will take some time for approval.

Another option would be to convey treated effluent to the sinks that are south of the WWTP, just outside the EMC boundary. EMC already has an easement to the city boundary. To flow by gravity it would be minimal slope and large pipe diameter for 3 miles. It would be recommended to pump a low head and decrease the pipe diameter for these 3 miles. EMC would need to acquire property to discharge at this location. EMC would also need to obtain permit approval from the state.

A third option would be to convey treated effluent up to Tickville Gulch on Airport Road, which would ultimately discharge to Utah Lake. This would require pumping the treated effluent 7.5 miles. The alignment could follow the East Trunkline to Airport Road and then continue North until Tickville Gulch. This option would again require permit approval from the state.

As all disposal options will require permit approval and it is unknown which would be approved the quickest, it is recommended that EMC pursue each of these options as the need for disposal will be within the next 6 months.

PROPOSED FEATURE COSTS

Estimated costs for the proposed improvements are shown in the tables below. All costs are shown in 2025 dollars. Numbers of manholes are estimated and may vary from the number shown in the table below. Cost will be affected by pipe depth and these additional costs are accounted for in the estimates below. All projects are recommended to be completed within the next five years to support continued growth rates.

Pipe Segments and Manholes

Pipe segments for each trunkline are listed by reach.

Table 10 –Estimated Improvement Costs for East Trunkline

East Trunkline		Pipe	DS MH			Est		Mobilization	Traffic	Contingency	Engineering	Total
REACH	LF	Dia	Depth	Slope	Piping Cost	#MH	MH cost		Control			
Airport Rd to Pony Express	3,800	24"	10'	0.718%	\$ 1,368,000	11	\$ 121,000	\$ 148,900	\$ 98,274	\$ 434,044	\$ 325,533	\$ 2,495,750
Pony Express to turn	1,155	24"	10'	0.077%	\$ 415,800	4	\$ 44,000	\$ 45,980	\$ 30,347	\$ 134,032	\$ 100,524	\$ 770,682
south to Eagle Quest	3,334	30"	8'	0.265%	\$ 1,283,590	9	\$ 99,000	\$ 138,259	\$ -	\$ 380,212	\$ 285,159	\$ 2,186,220
east to Eagle Quest	718	30"	23'	0.057%	\$ 987,250	2	\$ 48,000	\$ 103,525	\$ -	\$ 284,694	\$ 213,520	\$ 1,636,989
south into EQ	578	30"	16'	0.057%	\$ 311,542	2	\$ 26,000	\$ 33,754	\$ -	\$ 92,824	\$ 69,618	\$ 533,738
diagonal east in EQ	684	30"	16'	0.057%	\$ 553,356	2	\$ 36,000	\$ 58,936	\$ -	\$ 162,073	\$ 121,555	\$ 931,919
diagonal west in EQ	247	30"	12'	0.057%	\$ 133,133	1	\$ 13,000	\$ 14,613	\$ -	\$ 40,187	\$ 30,140	\$ 231,073
diagonal east in EQ	1,106	30"	15'	0.057%	\$ 596,134	3	\$ 39,000	\$ 63,513	\$ -	\$ 174,662	\$ 130,996	\$ 931,919
south to Aviator Way	832	30"	9'	0.057%	\$ 320,320	3	\$ 33,000	\$ 35,332	\$ -	\$ 97,163	\$ 72,872	\$ 558,687
east on Aviator Way	286	30"	12'	0.057%	\$ 154,154	1	\$ 13,000	\$ 16,715	\$ 11,032	\$ 48,725	\$ 36,544	\$ 280,171
south into Sunset Flats	590	30"	8'	0.119%	\$ 227,150	2	\$ 22,000	\$ 24,915	\$ -	\$ 68,516	\$ 51,387	\$ 393,968
east in Sunset Flats	235	30"	12'	0.057%	\$ 90,475	1	\$ 11,000	\$ 10,148	\$ -	\$ 27,906	\$ 20,929	\$ 160,457
south diagonal east in SF	533	30"	10'	0.057%	\$ 205,205	2	\$ 22,000	\$ 22,721	\$ -	\$ 62,481	\$ 46,861	\$ 359,268
diagonal east out of SF	263	30"	16'	0.057%	\$ 212,767	1	\$ 18,000	\$ 23,077	\$ -	\$ 63,461	\$ 47,596	\$ 364,900
diagonal across util	492	30"	22'	0.057%	\$ 676,500	2	\$ 48,000	\$ 72,450	\$ 47,817	\$ 211,192	\$ 158,394	\$ 1,214,353
south to EM Blvd	3,662	30"	8'	0.478%	\$ 1,409,870	10	\$ 110,000	\$ 151,987	\$ -	\$ 417,964	\$ 313,473	\$ 2,403,294
from EM Blvd South	7,325	30"	8'	0.124%	\$ 2,820,125	20	\$ 220,000	\$ 304,013	\$ -	\$ 836,034	\$ 627,026	\$ 4,807,198
west to Pony Express	5,300	30"	8'	0.429%	\$ 2,040,500	15	\$ 165,000	\$ 220,550	\$ -	\$ 606,513	\$ 454,884	\$ 3,487,447
south to WWTP	705	30"	8'	0.057%	\$ 271,425	2	\$ 22,000	\$ 29,343	\$ 19,366	\$ 85,533	\$ 64,150	\$ 491,817
											Total	\$24,239,852

Table 11 –Estimated Improvement Costs for West Trunkline

West Trunkline		Pipe	DS MH			Est		Mobilization	Traffic	Contingency	Engineering	Total
REACH	LF	Dia	Depth	Slope	Piping Cost	#MH	MH cost		Control			
south to E Desert Rd	6,274	15"	12'	0.711%	\$ 1,568,598	17	\$ 187,000	\$ 175,560	\$ -	\$ 482,789	\$ 362,092	\$ 2,776,039
SW on E Desert Rd to EM Blvd	1,861	15"	12'	0.635%	\$ 465,218	5	\$ 55,000	\$ 52,022	\$ 34,334	\$ 151,643	\$ 113,733	\$ 871,950
south on EM Blvd to Aviator Way	1,809	15"	12'	0.642%	\$ 587,948	5	\$ 65,000	\$ 65,295	\$ 43,095	\$ 190,334	\$ 142,751	\$ 1,094,422
south on EM Blvd to Lehi-Fairfield	660	18"	12'	0.330%	\$ 184,822	2	\$ 22,000	\$ 20,682	\$ 13,650	\$ 60,289	\$ 45,217	\$ 346,660
SW on Lehi-Fairfield to Williard Pea	2,737	18"	11'	0.432%	\$ 766,357	8	\$ 88,000	\$ 85,436	\$ 16,916	\$ 239,177	\$ 179,383	\$ 1,375,269
SW on Lehi-Fairfield to 4000 N	3,107	24"	12'	0.213%	\$ 1,118,610	9	\$ 99,000	\$ 121,761	\$ 24,109	\$ 340,870	\$ 255,652	\$ 1,960,002
SW on Lehi-Fairfield to boundary	850	24"	13'	0.077%	\$ 428,178	3	\$ 39,000	\$ 46,718	\$ 9,250	\$ 130,787	\$ 98,090	\$ 752,023
south to Tiffany lane	4,626	24"	14'	0.262%	\$ 2,331,554	13	\$ 169,000	\$ 250,055	\$ 33,007	\$ 695,904	\$ 521,928	\$ 4,001,450
											Total	\$ 13,177,814

Table 12 –Estimated Improvement Costs for Pole Canyon Trunkline

Pole Canyon Trunkline		Pipe	DS MH			Est		Mobilization	Traffic	Contingency	Engineering	Total
REACH	LF	Dia	Depth	Slope	Piping Cost	#MH	MH cost		Control			
to Tyson conn	2,569	18"	10'	0.728%	\$ 719,186	7	\$ 77,000	\$ 79,619	\$ 52,548	\$ 232,088	\$ 174,066	\$ 1,334,507
to straight Pole Canyon	1,521	24"	10'	0.366%	\$ 547,409	5	\$ 55,000	\$ 60,241	\$ 39,759	\$ 175,602	\$ 131,702	\$ 1,009,712
to Pole Canyon LS	2,307	27"	10'	0.129%	\$ -	7	\$ 77,000	\$ 7,700	\$ 5,082	\$ 22,446	\$ 16,834	\$ 129,062
to Lehi-Fairfield conn	1,639	30"	10'	0.143%	\$ 631,027	5	\$ 55,000	\$ 68,603	\$ 45,278	\$ 199,977	\$ 149,983	\$ 1,149,866
to 1600 W/West Trunkline	3,878	36"	10'	0.376%	\$ 1,648,095	3	\$ 33,000	\$ 168,109	\$ 110,952	\$ 490,039	\$ 367,529	\$ 2,817,725
to Magnolia	5,332	42"	18'	0.071%	\$ 5,598,600	3	\$ 54,000	\$ 565,260	\$ 373,072	\$ 1,647,733	\$ 1,235,800	\$ 9,474,464
											Total	\$ 15,915,336

Lift Stations and Force Mains

The Pole Canyon Trunkline is already under construction and should be complete before needing to upsize the Pole Canyon LS. In the case that the trunkline is not online in time, the estimated cost of adding a new upsized generator, additional pump and upgrading the impeller and motors on the 2 existing pumps at Pole Canyon Lift Station would be approximately \$500,000. This cost includes materials as well as mobilization, engineering, and contingency costs.

The existing Steeplechase wastewater lift station will also need to be upgraded due to other entities sending flows there. This will need to take place in 2026 and is estimated to be approximately \$400,000 for the necessary improvements.

Treatment Plant

The cost of increasing the WWTP capacity using MBR treatment for an additional 6.0 MGD is estimated to be about \$120,000,000 depending on peaking factors and what treatment level is required. As the WWTP will service both WSA and SSA, growth in each service area would need to be evaluated to determine the cost sharing proportions. This cost includes labor, materials, engineering, and contingency as well as additional electrical source capacity.

Disposal costs will vary depending on which option is selected. However, it is recommended that EMC plan for about \$15 M to address this need.

EAGLE MOUNTAIN CITY



2025 WASTEWATER IFFP REPORT

Prepared by:

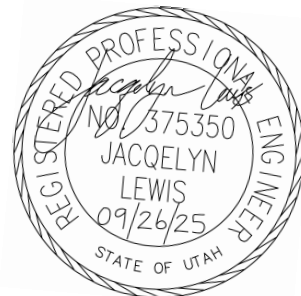


1307 N Locust Lane

Provo, UT 84604

Contact: Jacquelyn Lewis, P.E.

309-271-9981



September 2025



A Professional Limited Liability Company

1307 N Locust Lane
Provo, Utah 84604
801-828-7805

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EXECUTIVE SUMMARY

JWO Engineering, PLLC was contracted to complete a wastewater Impact Fee Facilities Plan (IFFP) Eagle Mountain City (EMC). This report uses information from the 2025 Wastewater Master Plan and will evaluate costs for necessary infrastructure for wastewater conveyance and treatment within the next five – ten years for EMC as well as a budget for these projects. As EMC is experiencing high growth rates, JWO Engineering, PLLC recommends that this IFFP focus on 5 years as the rapid growth rate in the city may bring additional needs to light in the next 5 years. This IFFP is based on projected growth as explained in the 2025 Wastewater Master Plan.

An IFFP fills the requirements established by Utah code Title 11 Chapter 36a, the “Impact Fees Act,” and will assist EMC in determining impact fees to fund necessary capital improvements for future anticipated growth.

The following table is a summary of projects, and their estimated costs that are listed in the 2025 Wastewater Master Plan to be completed within the next 5 years for EMC. Please refer to the 2025 Wastewater Master Plan for a complete list of recommended projects and their estimated costs. Estimated costs in this table are concept level estimates based on 2025 costs. In the Budgeting section of this report, the costs were adjusted using an assumed inflation rate for each year. Actual costs will be determined by the project details and economic conditions at the time of the work being carried out. Please see the Exhibits within this report depicting the proposed pipeline projects.

Table 1 – Recommended Collection Improvements Within Next 5 Years

Collection Improvement Project	2025 Estimate (Millions)
East Trunkline	\$ 24.24
West Trunkline	\$ 12.14
Pole Canyon Trunkline	\$ 15.92
Steeplechase LS Upgrade	\$ 0.40
Total for next 5 years	\$ 52.70

Table 2 - Recommended Treatment Improvements Within Next 5 Years

Treatment Improvement Project	2025 Estimate (Millions)
WWTP 6 MGD Expansion	\$ 120.00
Treated Water Disposal	\$ 15.00
Total for next 5 years	\$ 135.00

Table 3 - Recommended EMC Wastewater Improvements Within Next 5 Years

EMCWastewater Project	2025 Estimate (Millions)
Administration Building	\$ 6.00
Annual GIS updates (5yr)	\$ 0.01
Total for next 5 years	\$ 6.01

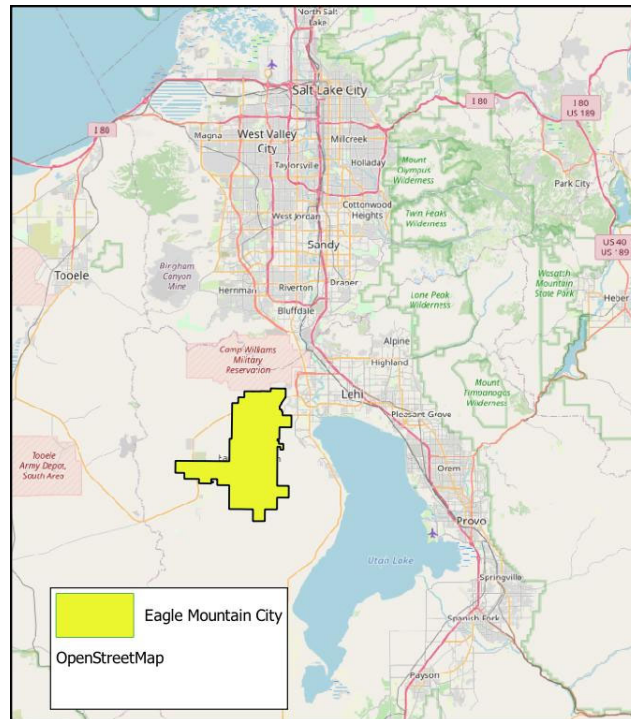


Figure 1 - Vicinity Map

BACKGROUND

Please see the 2025 Wastewater Master Plan for more detailed information. Eagle Mountain City (EMC) located in Utah County near Utah Lake as shown in the vicinity map above and is one of the fastest growing cities in the US. The average household size in the state of Utah is 3.09. EMC has an average household size of 4.37 people, one of the highest in the nation.

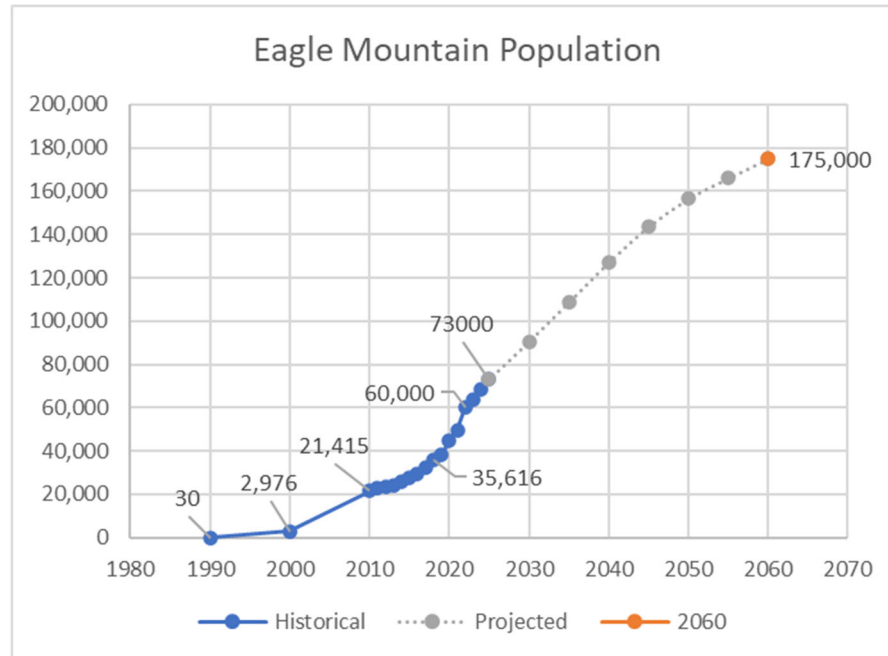


Figure 2 - Eagle Mountain City Population Chart

The figure above depicts the anticipated growth of EMC with a population of 175,000 by 2060. The buildout population is expected to be 240,000.

EMC's wastewater system contains three separate service areas designated as the North Service Area (NSA) the South Service Area (SSA) and the West Service Area (WSA). These service areas are approximate and may vary with continued development and improvements. The NSA conveys flows to the East and are treated by Timpanogos Special Services District. Flows from the SSA and WSA flow South and East respectively to the existing WWTP to be treated by EMC. The flows treated by EMC are treated and disposed of by means of Rapid Infiltration Basins (RIBs). These service areas were recently adjusted with the 2025 Wastewater Master Plan and are shown in the figure below.

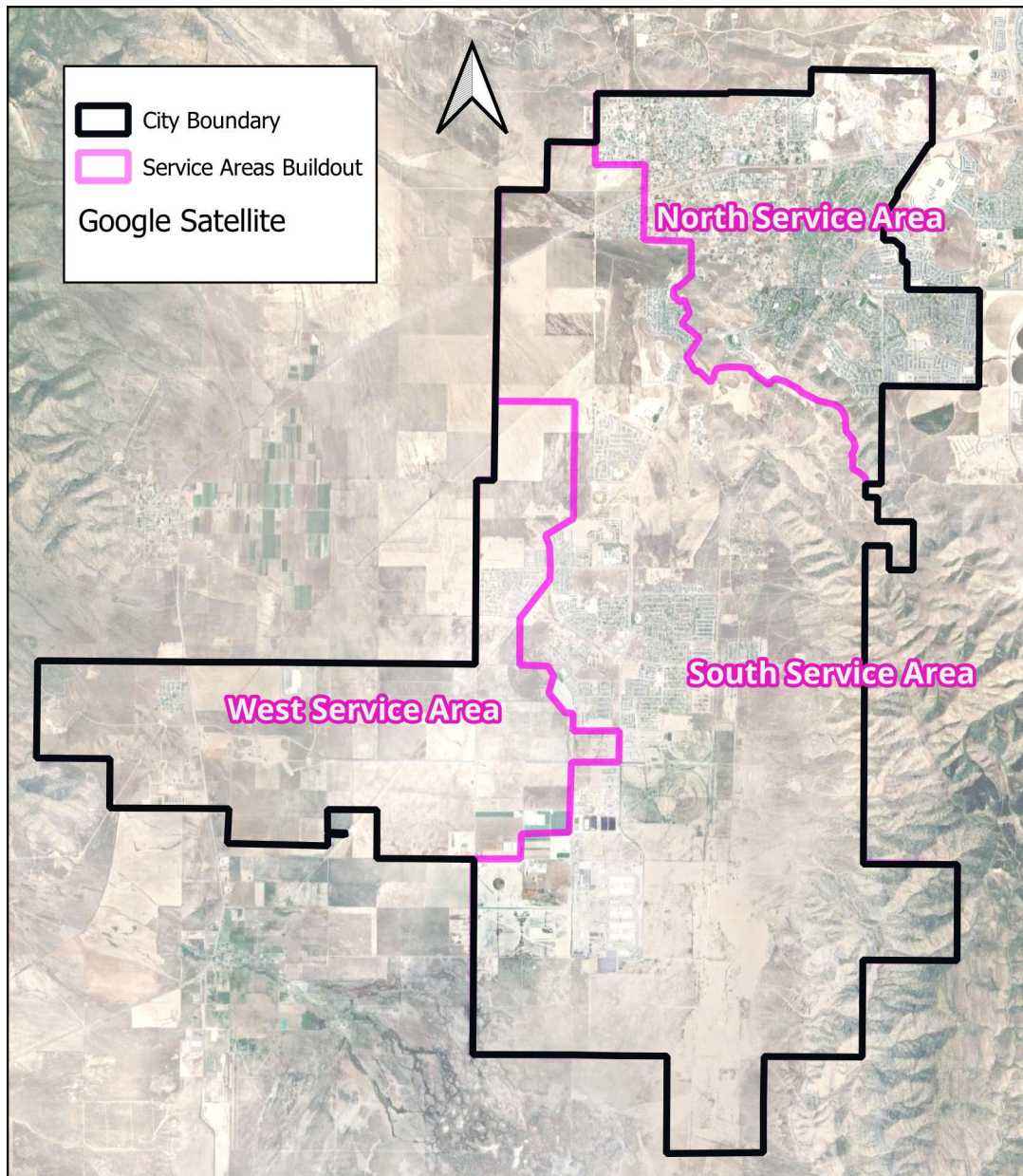


Figure 3 - Service Areas

EXISTING REPORTS

Current available reports addressing EMC's wastewater situation include the 2025 Wastewater Master Plan, EM WWTP Flows and Loads Report, 2024 EMC WSA WW IFFP, EMC Impact Fee Facilities Plan Report from 2012 (IFFP 2012), 2018 (IFFP 2018), and 2022 (IFFP 2022). Eagle Mountain General Plan (2018) was also used for future land use and density populations. Some data from these existing reports was used in our assessment of the existing and proposed EMC wastewater water facility conditions.

EQUIVALENT RESIDENT CONNECTIONS (ERC'S)

An Equivalent Residential Connection (ERC) alternatively referred to as an Equivalent Residential Unit (ERU) represents the design flowrate from one residential connection. The 2025 Wastewater Master Plan established an ERC value of 220 gallons per day.

Current ERU's were obtained from EMC and are shown in the table below.

Table 4 - Existing ERU Count

	Current # ERU's
NSA	8,027
SSA	6,744
WSA	134

Industrial and commercial users will vary significantly with the number of ERU's they would need. New Industrial and commercial users should be evaluated individually to determine the number of ERU's needed and the capacity of the system to accommodate their need.

IMPACT FEE FACILITIES PLAN

Impact fees look up to 5 years ahead for what infrastructure will be needed based on anticipated growth. With impending continual growth, all improvement projects should begin as soon as possible to alleviate capacity concerns for the existing wastewater system. Improvements were organized into potential improvements projects. Exact project items included in each project may vary as deemed appropriate or necessity warrants. The table below shows the projects needed for anticipated growth as well as the estimated needed capacity within the next 5 years. Actual needed capacities may vary and require additional projects to be completed earlier than shown. An anticipated construction year is also listed for each project. Projected costs are shown for each year assuming 4% inflation for each year after 2025. These construction costs include materials, mobilization, traffic control, engineering and contingency. These construction costs do not include right-of-way acquisition and if needed for a project would be an additional cost to the project.

Table 5 - Total Improvement Costs

Improvement Project	2025 Estimate (Millions)	Estimated Construction Year	Cost with Inflation (Millions)	Anticipated %Capacity Needed in Next 5 years
East Trunkline	\$ 24.24	2025	\$ 24.24	15%
West Trunkline	\$ 12.14	2026	\$ 12.63	50%
Pole Canyon Trunkline	\$ 15.92	2026	\$ 16.55	30%
Steeplechase LS Upgrade	\$ 0.40	2026	\$ 0.42	
WWTP 6 MGD Expansion	\$ 120.00	2026	\$ 124.80	

There is not a % Capacity needed for the wastewater treatment plant. This is due to a difference of flows vs solids. Generally speaking the capacity of a WWTP is determined by the amount of flows coming in. However, there is also a capacity for loading, or solids. The existing WWTP is nearly at capacity for solids despite it being a 2.4 MGD capacity and having an average of 1.9 MGD of flows. This is discussed in greater detail in EM WWTP Flows and Loads Report. There is an immediate and urgent need to increase the capacity of the WWTP. The capacity needed can be evaluated by ERU's being served. With the increased capacity of 6 MGD serving ERU's of 220 gpd, each ERU would need 0.036% of the WWTP.

Pole Canyon Trunkline will be constructed as part of the Firefly Development. EMC will need to construct the East and West Trunklines. The Steeplechase LS upgrade cost would include transitioning to an overwatch system, interconnect existing 3" and 4" force mains with a valve vault and achieve a capacity of around 200 gpm. If additional capacity is needed, a new force main will need to be constructed. The costs included in this report do not account for a new force main. It is not yet determined what the exact needs are for this upgrade, however, it is known that the existing LS is at capacity and that any additional flows will require an upgrade. As this upgrade is specific to the industrial/commercial user, these costs would not be attributed to residential user impact fees.

There are not any EMC WW construction needs for the NSA. This is because the NSA is nearly built out and the trunklines have been constructed. This does not mean that there would be no impact fee for the NSA. The NSA WW flows are conveyed to Timpanogos Special Service District (TSSD). The NSA impact fee should meet the TSSD impact fee requirement. At the time of this report, the TSSD general sewer impact fee is nearly \$6,000 and expected to increase. Actual impact fee would be determined by the type of user or connection. The existing agreement between EMC and TSSD does not allow for additional land areas to be added to the NSA and treated by TSSD.

The figure below shows the 2025 Wastewater Master Plan proposed trunklines with the recommended diameter.

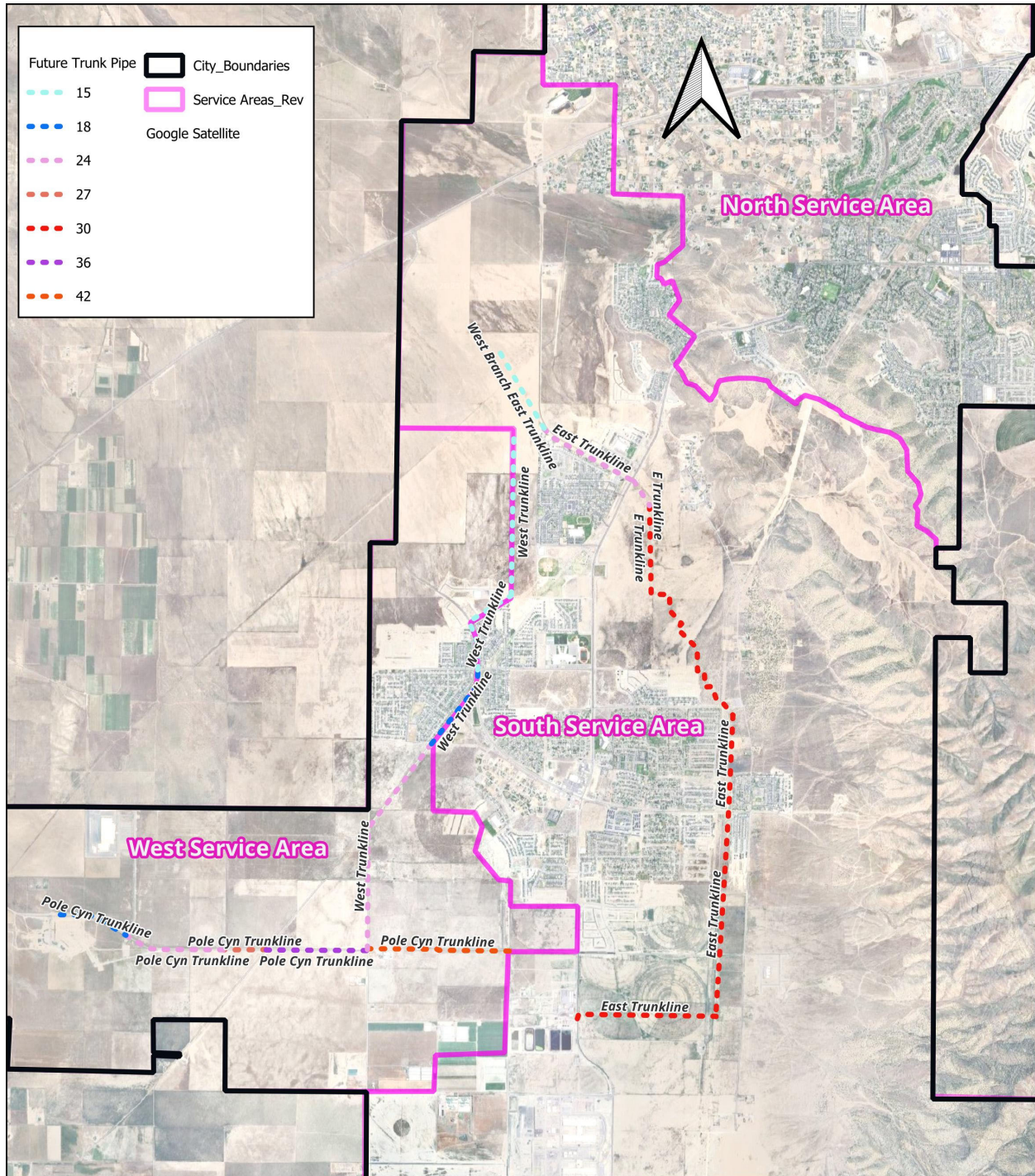


Figure 4 - Proposed Trunklines

To help understand what areas are included with each trunkline, the following exhibit shows each area as well as estimated ERU's for sub-areas for build-out conditions. Areas that have approved plans show the number of ERU's based on those plans. Areas without approved plans

were estimated by the area and a value of 3.4 ERU/Acre as established in the 2025 Wastewater Master Plan. Industrial and Commercial users will be evaluated on an individual basis as those demands will vary significantly depending on the type of industry.

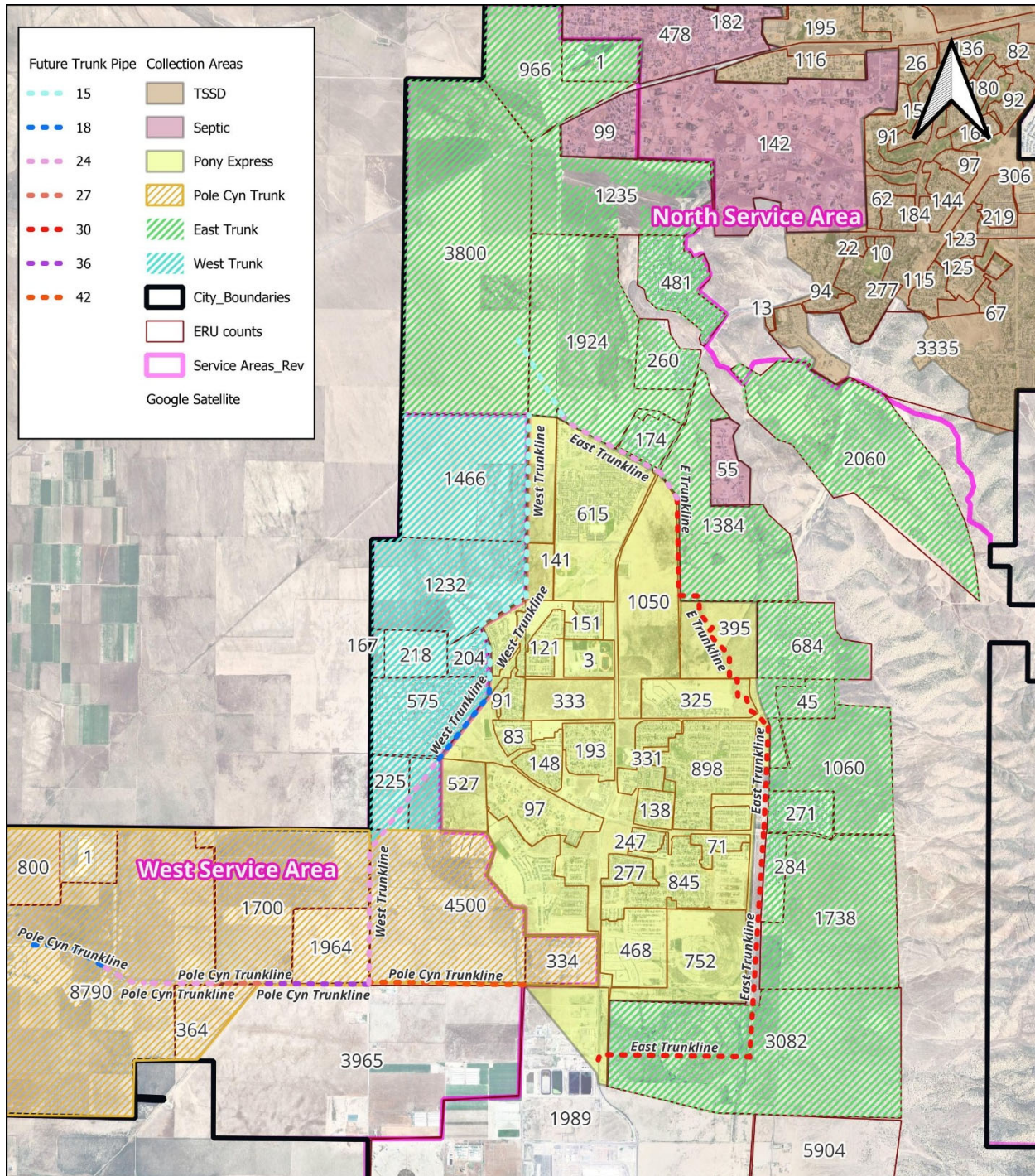


Figure 5 - Proposed Trunklines with Areas and ERU's

The table below shows the estimated ERU's at build-out for each trunkline that conveys flows to EMC WWTP. "Other" ERU's are not able to be conveyed by the existing or proposed trunklines. These areas will require their own trunkline and or lift stations to be conveyed to the existing WWTP. It is assumed that existing septic homes will remain on septic systems. Pole Canyon Trunkline will also convey West Trunkline flows.

For additional details on projected flows to the EMC WWTP, please see the Technical Memorandum Report titled, "EM WWTP Flows and Loads" by AE2S.

Table 6 - ERU's per Trunkline for Build-out

SA	Trunkline	Total Anticipated ERU's at Build-out
SSA	Pony Exp Trunk	9,000
SSA	East Trunk	19,500
SSA	Other	7,900
SSA	Septic	55
WSA	Pole Cyn Trunk*	18,600
WSA	West Trunk	4,100
WSA	Other	4,000
WSA	Septic	48
Total		63,000

To better facilitate the needs of wastewater conveyance and treatment within EMC a new administration building is needed. The estimated cost for this new building, which would be located at the wastewater treatment plant facility, is estimated to be \$12,000,000. As this building would house water as well as wastewater personnel, only 50% of the construction costs would be attributed to wastewater costs. Construction is anticipated to begin in 2026.

BONDS AND REIMBURSEMENTS

EMC has notified JWO Engineering, PLLC with existing bond and agreement information. They are listed below and should be accounted for in impact fee analysis.

Table 7 - EMC Agreement Information

Number	Agreement Name	Description	Balance Remaining
2020-67	Monte Vista Ranch L.C.	42" sewer trunkline	\$ 1,944,791.48

Table 8 - EMC Bond Information

Bond Name and Description	Details	Outstanding principal as of 6/30/2025
Water and Sewer Revenue Bonds 2008	wastewater treatment plant	\$ 1,369,000.00
Water and Sewer Refunding Bonds 2014	57% wastewater portion	\$ 4,939,050.00
Water and Sewer Refunding Bonds 2108-A	57% wastewater portion	\$ 162,450.00

BUDGETING

In order to have funds available for the projects anticipated within the next 5 years, a budget needs to be established. The table below shows the estimated cost each year with inflated costs. While actual construction years and projects may vary, using these costs will help Eagle Mountain City plan for continued growth at an accelerated rate.

Table 9- Annual Budgets

Construction Year	Budget (Millions)
2025	\$ 24.24
2026	\$ 154.39
2027	\$ -
2028	\$ -
2029	\$ -
2030	\$ -
Average Annual Budget	\$ 29.77

RECOMMENDATIONS

It is recommended that EMC update their GIS files to accurately depict the current completed infrastructure of EMC. The GIS files should be kept up to date as new wastewater infrastructure is added to EMC. Efforts should also be made to update the existing GIS files to reflect actual elevations and pipe diameters as new pipes and infrastructure are added to the system. A budget of \$2,000/year is included in the EMC Wastewater fees.

Improvement projects to be completed within the next 5 years are shown in the tables below.

Table 10 - Next Five Years Collection Project Estimates

Collection Improvement Project	2025 Estimate (Millions)
East Trunkline	\$ 24.24
West Trunkline	\$ 12.14
Pole Canyon Trunkline	\$ 15.92
Steeplechase LS Upgrade	\$ 0.40
Total for next 5 years	\$ 52.70

Table 11 - Next Five Years Treatment Project Estimates

Treatment Improvement Project	2025 Estimate (Millions)
WWTP 6 MGD Expansion	\$ 120.00
Treated Water Disposal	\$ 15.00
Total for next 5 years	\$ 135.00

Table 12 - Next Five Years EMC Wastewater Project Estimates

EMCWastewater Project	2025 Estimate (Millions)
Administration Building	\$ 6.00
Annual GIS updates (5yr)	\$ 0.01
Total for next 5 years	\$ 6.01

The estimated average annual budget is just under \$30 million for the collection improvement projects. The construction and costs will be necessary in the next year so the average is not representative of how the funding will be needed. JWO Engineering, PLLC recommends that Eagle Mountain City break the treatment plant and treated water disposal costs out due to the size of those items. 6MGD with an ERU of 220 gal/day should provide for an additional 27,000 ERU's. An impact fee cost would be in the \$20 per gallon range or \$4400 per ERU. The treatment portion of the fee would account for the treatment costs and treated water disposal and the impact fee for the other wastewater improvements should be evaluated based on the number of units anticipated to be completed in each service area vs the costs for the infrastructure. Annual GIS updates and the administration building costs would be applied to each household connected to EMC wastewater system. The annual budget for all costs other than the treatment plant would be \$12 million.

It is recommended that within 5 years Eagle Mountain City re-evaluate the wastewater improvement needs as well as anticipated construction years and costs.

EAGLE MOUNTAIN CITY

JWO Engineering, PLLC



**EAGLE MOUNTAIN CITY
CITY COUNCIL MEETING
NOVEMBER 5, 2025**

TITLE:	ORDINANCE - An Ordinance of Eagle Mountain City, Utah, Adopting the Sweetwater #4 Community Reinvestment Area Project Area Plan, as Approved by the Redevelopment Agency of Eagle Mountain City, as the Official Community Reinvestment Project Area Plan for the Project Area and Directing that Notice of the Adoption be Given as Required by Statute.
ITEM TYPE:	Ordinance
FISCAL IMPACT:	N/A
APPLICANT:	Meta

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

PUBLIC HEARING

No

PREPARED BY

Evan Berrett, Economic
Development Director

PRESENTED BY

Evan Berrett

RECOMMENDATION:

Staff recommends that the City Council adopt an Ordinance of Eagle Mountain City, Utah, Adopting the Sweetwater #4 Community Reinvestment Area Project Area Plan, as Approved by the Redevelopment Agency of Eagle Mountain City, as the Official Community Reinvestment Project Area Plan for the Project Area and Directing that Notice of the Adoption be Given as Required by Statute.

BACKGROUND:

The proposed ordinance adopts the Sweetwater #4 Community Reinvestment Area (CRA) Project Area Plan as approved by the Redevelopment Agency (RDA) of Eagle Mountain City. Adoption of this ordinance formally designates the plan as the official project area plan for the Sweetwater #4 CRA and authorizes the required statutory notice of adoption pursuant to Utah Code Title 17C.

The Sweetwater #4 CRA encompasses approximately 567 acres directly south of the existing Meta data center campus and contemplates several billion dollars in new private investment within the Cedar Valley. The project area is intended to facilitate ongoing expansion of the Meta data center campus and associated public infrastructure improvements that will benefit the broader community.

While it may appear that this action precedes the RDA's formal adoption of the Project Area Plan, the City Council and RDA Board are comprised of the same members, and the RDA action is scheduled immediately following this item. The sequence ensures procedural compliance while allowing both bodies to take coordinated action during the same meeting.

ITEMS FOR CONSIDERATION:

N/A

PLANNING COMMISSION ACTION/RECOMMENDATION:

N/A

ATTACHMENTS:

1. Ordinance
2. Project Area Plan

WHEN RECORDED, RETURN TO:
Eagle Mountain City
1650 E Stagecoach Run
Eagle Mountain, UT 84005

ORDINANCE NO. O- -2025

AN ORDINANCE OF EAGLE MOUNTAIN CITY, UTAH, ADOPTING THE SWEETWATER #4 COMMUNITY REINVESTMENT AREA PROJECT AREA PLAN AS APPROVED BY THE EAGLE MOUNTAIN REDEVELOPMENT AGENCY AND DIRECTING NOTICE OF ADOPTION AS REQUIRED BY STATUTE

PREAMBLE

WHEREAS, the Board of the Eagle Mountain Redevelopment Agency (the “Agency”) prepared a Project Area Plan (the “Plan”) for the Sweetwater #4 Community Reinvestment Project Area (the “Project Area”), the boundary description of which is attached hereto as Exhibit A, pursuant to Utah Code § 17C-5-105; and

WHEREAS, the Agency held the required public hearing on the Plan on November 5, 2025, in accordance with Utah Code § 17C-5-104, and thereafter adopted the Plan as the Official Community Reinvestment Project Area Plan for the Project Area, attached hereto as Exhibit B; and

WHEREAS, the Utah Community Reinvestment Agency Act (the “Act”) requires that, before a community reinvestment project area plan approved by an agency may take effect, it must be adopted by ordinance of the legislative body of the community that created the agency, pursuant to Utah Code § 17C-5-109; and

WHEREAS, the Act further requires that notice of adoption be provided by the community’s legislative body pursuant to Utah Code § 17C-5-110;

NOW, THEREFORE, BE IT ORDAINED by the City Council of Eagle Mountain City, Utah, as follows:

1. Adoption of Plan. The City of Eagle Mountain hereby adopts and designates the Project Area Plan, as approved by the Agency Board, as the official Community Reinvestment Project Area Plan for the Project Area (the “Official Plan”).
2. Publication of Notice. City staff and consultants are authorized and directed to publish, or cause to be published, the notice required by Utah Code § 17C-5-110. Upon such publication, the Official Plan shall become effective as provided in § 17C-5-110(2).
3. Implementation. Pursuant to Utah Code § 17C-5-110(5), the Agency may proceed to carry out the Official Plan upon its adoption.

4. Effective Date. This Ordinance shall take effect upon publication.

APPROVED AND ADOPTED by the City Council of Eagle Mountain City this 5th day of November, 2025

EAGLE MOUNTAIN CITY

Tom Westmoreland, Mayor

ATTEST:

Gina L. Olsen, CMC
City Recorder

CERTIFICATION

The above resolution was adopted by the Redevelopment Agency of Eagle Mountain City on the 5th day of November, 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
City Recorder

EXHIBIT A:
SWEETWATER INDUSTRIAL PARK COMMUNITY
REINVESTMENT PROJECT AREA #4
BOUNDARY DESCRIPTION

Parcels: 71:049:0002, 71:049:0001, 66:815:0001

Legal Description: LOT 1 OF STEEPLECHASE SOUTH SUBDIVISION, RECORDED JUNE 1, 2020 AS ENTRY NO. 74983:2020, MAP NO. 17093 IN THE OFFICE OF THE UTAH COUNTY RECORDER. MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT BEING 391.14 FEET NORTH 89°39'30" WEST AND 88.00 FEET NORTH 00°20'30" EAST FROM THE SOUTHEAST CORNER OF SECTION 36, TOWNSHIP 6 SOUTH, RANGE 2 WEST, SALT LAKE BASE AND MERIDIAN AND RUNNING THENCE NORTH 89°39'30" WEST 2275.21 FEET; THENCE NORTH 88°46'51" WEST 2521.08 FEET; THENCE NORTH 00°04'24" WEST 2573.17 FEET; THENCE NORTH 01°26'04" WEST 2660.32 FEET TO THE NORTH LINE OF SAID SECTION 36; THENCE, ALONG SAID NORTH LINE SOUTH 89°21'40" EAST 2543.94 FEET TO THE NORTH QUARTER CORNER OF SAID SECTION 36; THENCE, CONTAINING ALONG SAID NORTH LINE, SOUTH 89°24'30" EAST 1306.74 FEET TO THE WEST LINE OF PONY EXPRESS PARKWAY AS SHOWN ON STEEPLECHASE SOUTH SUBDIVISION, RECORDED JUNE 1, 2020 AS ENTRY NO. 74983:2020, MAP NO. 17093 IN THE OFFICE OF THE UTAH COUNTY RECORDER; THENCE, ALONG SAID WEST LINE, THE FOLLOWING SIX (6) COURSES: (1) SOUTH 00°56'16" WEST 43.18 FEET, (2) SOUTHEASTERLY 430.40 FEET ALONG THE ARC OF A 411.00 FOOT RADIUS CURVE TO THE LEFT, THROUGH A CENTRAL ANGLE OF 60°00'00", (CHORD BEARS SOUTH 29°03'44" EAST 411.00 FEET), (3) SOUTH 59°03'44" EAST 808.91 FEET, (4) SOUTHEASTERLY 299.14 FEET ALONG THE ARC OF A 289.00 FOOT RADIUS CURVE TO THE RIGHT, THROUGH A CENTRAL ANGLE OF 59°18'21", (CHORD BEARS SOUTH 29°24'33" EAST 285.96 FEET), (5) SOUTH 00°14'37" WEST 1615.86 FEET, (6) SOUTH 00°14'59" WEST 2574.76 FEET TO THE POINT OF BEGINNING.

CONTAINS 24,725,364 SQUARE FEET OR 567.62 ACRES

EXHIBIT B:

SWEETWATER #4 COMMUNITY REINVESTMENT PROJECT AREA PLAN



PUBLIC
FINANCE
ADVISORS

LEWIS | ROBERTSON | BURNINGHAM



EAGLE MOUNTAIN REDEVELOPMENT AGENCY, UTAH

OCTOBER 2025

PROJECT AREA PLAN

SWEETWATER INDUSTRIAL PARK
COMMUNITY REINVESTMENT AREA
(CRA) #4

PREPARED BY:

**LRB PUBLIC FINANCE
ADVISORS**

FORMERLY LEWIS YOUNG ROBERTSON &
BURNINGHAM INC.



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DEFINITIONS

As used in this Community Reinvestment Project Area Plan, the term:

"Act" shall mean and include the Limited Purpose Local Government Entities – Community Reinvestment Agency Act in Title 17C, Chapters 1 through 5, Utah Code Annotated 1953, as amended, or such other amendments as shall from time to time be enacted or any successor or replacement law or act.

"Agency" shall mean the Eagle Mountain Redevelopment Agency, which is a separate body corporate and politic created by the City pursuant to the Act.

"Base taxable value" shall mean the agreed value specified in a resolution or interlocal agreement under Subsection 17C-1-102(8) from which tax increment will be collected.

"Base year" shall mean the agreed upon year for which the base taxable value is established and shall be incorporated into the interlocal agreements with participating taxing entities.

"City" or "Community" shall mean the City of Eagle Mountain.

"Legislative body" shall mean the City Council of Eagle Mountain which is the legislative body of the City.

"Plan Hearing" shall mean the public hearing on the draft Project Area Plan required under Subsection 17C-1-102 (42) and 17C-5-104(3)(e).

"Project Area" shall mean the geographic area described in the Project Area Plan or draft Project Area Plan where the community development set forth in this Project Area Plan or draft Project Area Plan takes place or is proposed to take place (**Exhibit A & Exhibit B**).

"Net Present Value (NPV)" shall mean the discounted value of a cash flow. The NPV illustrates the total value of a stream of revenue over a number of years in today's dollars.

"Project Area Budget" shall mean (as further described under 17-C-5-303 of the Act) the multi-year projection of annual or cumulative revenues, other expenses and other fiscal matters pertaining to the Project Area that includes:

 the base taxable value of property in the Project Area;





- the projected tax increment expected to be generated within the Project Area;
- the amount of tax increment expected to be shared with other taxing entities;
- the amount of tax increment expected to be used to implement the Project Area plan;
- if the area from which tax increment is to be collected is less than the entire Project Area:
 - the tax identification number of the parcels from which tax increment will be collected; or
 - a legal description of the portion of the Project Area from which tax increment will be collected; and
- for property that the Agency owns and expects to sell, the expected total cost of the property to the Agency and the expected selling price.

"Project Area Plan" or "Plan" shall mean the written plan (outlined by 17C-5-105 of the Act) that, after its effective date, guides and controls the community reinvestment activities within the Project Area. Project Area Plan refers to this document and all of the attachments to this document, which attachments are incorporated by this reference. It is anticipated that the **SWEETWATER INDUSTRIAL PARK #4 PLAN** will be subject to an interlocal agreement process with the taxing entities within the Project Area.

"Taxes" includes all levies on an ad valorem basis upon land, local and centrally assessed real property, personal property, or any other property, tangible or intangible.

"Taxing Entity" shall mean any public entity that levies a tax on any property within the Project Area.

"Tax Increment" shall mean the difference between the amount of property tax revenues generated each tax year by all taxing entities from the Project Area using the current assessed value of the property and the amount of property tax revenues that would be generated from the same area using the base taxable value of the property.

"Tax Increment Period" shall mean the period in which the taxing entities from the Project Area consent that a portion of their tax increment from the Project Area be used to fund the objectives outlined in the Project Area Plan.





"Tax Year" shall mean the 12-month period between sequential tax roll equalizations (November 1st - October 31st) of the following year, e.g., the November 1, 2025 - October 31, 2026 tax year.

DRAFT





INTRODUCTION

The Eagle Mountain Redevelopment Agency (the Agency), following thorough consideration of the needs and desires of Eagle Mountain City (the City) and its residents, as well as the City's capacity for new development, has carefully crafted this draft Project Area Plan (the Plan) for the Sweetwater Industrial Park Community Reinvestment Project Area #4 (the Project Area). This Plan is the end result of a comprehensive evaluation of the types of appropriate land-uses and economic development for the land encompassed by the Project Area which lies within the southern portion of the City, generally to the west of Pony Express Parkway and to the south of 1000 North. The Plan is intended to define the method and means of the Project Area from its current state to a higher and better use.

The City has determined it is in the best interest of its citizens to assist in the development of the Project Area. It is the purpose of this Plan to clearly set forth the aims and objectives of development, scope, financing mechanism, and value to the residents of the City and other taxing entities within the Project Area.

The Project Area is being undertaken as a community reinvestment project area pursuant to certain provisions of Chapters 1 and 5 of the Utah Limited Purpose Local Governmental Entities -- Community Reinvestment Agency Act (the Act", Utah Code Annotated (UCA) Title 17C). The requirements of the Act, including notice and hearing obligations, have been observed at all times throughout the establishment of the Project Area. The realization of the Plan is subject to interlocal agreements between the taxing entities individually and the Agency.

RESOLUTION AUTHORIZING THE PREPARATION OF A DRAFT COMMUNITY REINVESTMENT PROJECT AREA PLAN

Pursuant to the provisions of §17C-5-103 of the Act, the governing body of the Agency adopted a resolution authorizing the preparation of a draft Community Reinvestment Project Area Plan on **September 2, 2025**.

Utah Code
§17C-5-104

RECITALS OF PREREQUISITES FOR ADOPTING A COMMUNITY REINVESTMENT PROJECT AREA PLAN

In order to adopt a community reinvestment project area plan, the Agency shall;

- ☐ Pursuant to the provisions of §17C-5-104(1)(a) and (b) of the Act, the City has a planning commission and general plan as required by law;
- ☐ Pursuant to the provisions of §17C-5-104 of the Act, the Agency has conducted or will conduct one or more public hearings for the purpose of





informing the public about the Project Area, and allowing public input into the Agency's deliberations and considerations regarding the Project Area; and

- Pursuant to the provisions of §17C-5-104 of the Act, the Agency has allowed opportunity for input on the draft Project Area Plan and has made a draft Project Area Plan available to the public at the Agency's offices during normal business hours, provided notice of the plan hearing, sent copies of the draft Project Area Plan to all required entities prior to the hearing, and provided opportunities for affected entities to provide feedback.

Utah Code
§17C-5-105(1)

DESCRIPTION OF THE BOUNDARIES OF THE PROPOSED PROJECT AREA

A legal description of the Project Area along with a detailed map of the Project Area is attached respectively as **Exhibit A** and **Exhibit B** and incorporated herein. The Project Area lies within the southern portion of the City, generally to the west of Pony Express Parkway and to the south of 1000 North. All the land use in the project area is currently vacant. The Project Area is comprised of approximately 567 acres of property.

As delineated in the office of the Utah County Recorder, the Project Area encompasses all of the parcels detailed in **Table 1**.

TABLE 1: PARCEL LIST

PARCEL ID	PARCEL OWNER	ACRES
710490002	STADION LLC	37.31
710490001	STADION LLC	71.78
668150001	STADION LLC	458.21
Total		567





Utah Code
§17C-5-105(2)

GENERAL STATEMENT OF LAND USES, LAYOUT OF PRINCIPAL STREETS, POPULATION DENSITIES, BUILDING DENSITIES AND HOW THEY WILL BE AFFECTED BY THE PROJECT AREA

GENERAL LAND USES

The property within the Project Area is currently classified as vacant property. The majority of the property surrounding the Project Area to the west is also vacant. The Meta Data Center Complex is immediately north of the Project Area.

Table 2 summarizes the approximate acreage of existing land uses by land use type.

TABLE 2: LAND USES

TYPE	ACRES	% OF AREA
Vacant Commercial	567	100%

This Project Area Plan is consistent with the General Plan of the City and promotes economic activity by virtue of the land uses contemplated. Any zoning change, amendment or conditional use permit necessary to the successful development contemplated by this Project Area Plan shall be undertaken in accordance with the requirements of the City's Code and all other applicable laws including all goals and objectives in the City's General Plan.

LAYOUT OF PRINCIPAL STREETS

There are currently no paved streets within the Project Area, 1000 N., an unpaved road runs along the western and southern periphery of the Project Area. A partially improved road has been created for access to power substation.

POPULATION DENSITIES

There are no residences within the Project Area, therefore the estimated population density is 0.0 residents per acre.

BUILDING DENSITIES

Building densities will increase as development occurs. The intent of this plan is to promote greater economic utilization of the land area.





IMPACT OF COMMUNITY REINVESTMENT ON LAND USE, LAYOUT OF PRINCIPAL STREETS, AND POPULATION DENSITIES

Community reinvestment activities within the Project Area will primarily consist of development and economic enhancement of an underutilized area of the City. The types of land uses will include a data center and affiliated office space.

Land Use – It is anticipated that future development within the Project Area will create space for a data center complex. Other supplementary development may take place during future phases of the development.

Layout of Principal Streets – It is anticipated that the community reinvestment of the Project Area will not alter the layout of principal streets in the area. It is anticipated that access roads will be constructed within the Project Area.

Population Densities – The Project Area does not include any residential components. The population density will not be affected by the Project Area. The daytime population of the City will slightly increase as the Project Area is anticipated to create approximately 60 new jobs.

Utah Code
§17C-5-105(3)

STANDARDS GUIDING THE COMMUNITY REINVESTMENT

In order to provide maximum flexibility in the development and economic promotion of the Project Area, and to encourage and obtain the highest quality in development and design, specific development controls for the uses identified above are not set forth herein. Each development proposal in the Project Area will be subject to appropriate elements of the City's proposed General Plan; the Zoning Ordinance of the City, including adopted Design Guidelines pertaining to the area; institutional controls, deed restrictions if the property is acquired and resold by the Agency, other applicable building codes and ordinances of the City; and, as required by ordinance or agreement, review and recommendation of the Planning Commission and approval by the Agency.

Each development proposal by an owner, tenant, participant or a developer shall be accompanied by site plans, development data and other appropriate material that clearly describes the extent of proposed development, including land coverage, setbacks, height and massing of buildings, off-street parking and loading, use of public transportation, and any other data determined to be necessary or requested by the Agency or the City.





**Utah Code
§17C-5-105(4)**

HOW THE PURPOSES OF THIS TITLE WILL BE ATTAINED BY COMMUNITY DEVELOPMENT

It is the intent of the Agency, with the assistance and participation of private developers and property owners, to facilitate the development within the Project Area.

**Utah Code
§17C-5-105(5)**

CONFORMANCE OF THE PROPOSED DEVELOPMENT TO THE COMMUNITY'S GENERAL PLAN

The proposed Community Reinvestment Project Area Plan and the development contemplated are consistent with the City's proposed General Plan and land use regulations.

**Utah Code
§17C-5-105(7)**

DESCRIBE ANY SPECIFIC PROJECT OR PROJECTS THAT ARE THE OBJECT OF THE PROPOSED COMMUNITY REINVESTMENT

The Project Area is being created in order to assist with the construction of a future colocation data center complex.

**Utah Code
§17C-5-105(8)**

METHOD OF SELECTION OF PRIVATE DEVELOPERS TO UNDERTAKE THE COMMUNITY REINVESTMENT AND IDENTIFICATION OF DEVELOPERS CURRENTLY INVOLVED IN THE PROCESS

The City and Agency will select or approve such development as solicited or presented to the Agency and City that meets the development objectives set forth in this plan. The City and Agency retain the right to approve or reject any such development plan(s) that in their judgment do not meet the development intent for the Project Area. The City and Agency may choose to solicit development through an RFP or RFQ process, through targeted solicitation to specific industries, from inquiries to the City, EDC Utah, and/or from other such references.





The City and Agency will ensure that all development conforms to this plan and is approved by the City. All potential developers may need to provide a detailed development plan including sufficient financial information to provide the City and Agency with confidence in the sustainability of the development and the developer. Such a review may include a series of studies and reviews including reviews of the Developer's financial statements, third-party verification of benefit of the development to the City, appraisal reports, etc.

Any participation between the Agency, developers and property owners shall be by an approved agreement.

Utah Code
§17C-5-105(9)

REASON FOR SELECTION OF THE PROJECT AREA

The Project Area is currently classified as greenbelt and is collecting relatively no tax revenue for the taxing entities. The creation of the Project Area will create a significant economic benefit to all taxing entities as this underutilized area will be developed to a higher and greater use.

Utah Code
§17C-5-105(10)

DESCRIPTION OF PHYSICAL, SOCIAL AND ECONOMIC CONDITIONS EXISTING IN THE PROJECT AREA

PHYSICAL CONDITIONS

The Project Area consists of approximately 567 acres of relatively flat, privately owned land as shown on the Project Area map.

SOCIAL CONDITIONS

The Project Area experiences a lack of connectivity and vitality. There are no residential units and no parks, libraries, or other social gathering places in the Project Area. This is in line with the contemplated uses of the area surrounding the Project Area which is currently under the greenbelt classification or used for similar types of development as contemplated in the Project Area.

ECONOMIC CONDITIONS

The Project Area is currently under greenbelt classification. The Agency desires to encourage development within the Project Area that will directly benefit the existing economic base of the City, Utah County and other taxing entities.





Utah Code
§17C-5-105(11)

DESCRIPTION OF ANY TAX INCENTIVES OFFERED PRIVATE ENTITIES FOR FACILITIES LOCATED IN THE PROJECT AREA

Tax increment arising from the development within the Project Area shall be used for public infrastructure improvements, Agency requested improvements and upgrades, both off-site and on-site improvements, land and job-oriented incentives, desirable Project Area improvements, and other items as approved by the Agency. Subject to provisions of the Act, the Agency may agree to pay for eligible costs and other items from taxes during the tax increment period which the Agency deems appropriate under the circumstances. A cost benefit analysis will assist the Agency in making decisions about offering assistance.

In general, tax incentives may be offered to achieve the community reinvestment goals and objectives of this plan, specifically to:

- Foster and accelerate economic development;
- Stimulate job development;
- Make needed infrastructure improvements to roads, street lighting, water, storm water, sewer, and parks and open space; and
- Provide attractive development for high-quality tenants.

The Project Area Budget will include specific participation percentages and timeframes for each taxing entity. Furthermore, a resolution and interlocal agreement will formally establish the participation percentage and tax increment period for each taxing entity.

Utah Code
§17C-5-105(12)

ANTICIPATED PUBLIC BENEFIT TO BE DERIVED FROM THE COMMUNITY DEVELOPMENT

THE BENEFICIAL INFLUENCES UPON THE TAX BASE OF THE COMMUNITY

The beneficial influences upon the tax base of the City and the other taxing entities will include increased property tax revenues, job growth, and affordable housing opportunities in the community. The increased revenues will come from the property values associated with new construction in the area, as well as increased land values as the property within the Project Area will no longer be





classified as greenbelt. Property values include land, buildings and personal property (machines, equipment, etc.).

Job growth in the Project Area will result in increased wages, increasing local purchases and benefiting existing businesses in the area. Job growth will also result in increased income taxes paid. Additionally, business growth will generate corporate income taxes.

There will also be a beneficial impact on the community through increased construction activity within the Project Area. Positive impacts will be felt through construction wages paid, as well as construction supplies purchased locally.

THE ASSOCIATED BUSINESS AND ECONOMIC ACTIVITY LIKELY TO BE STIMULATED

Other business and economic activity likely to be stimulated includes increased spending by new and existing residents within the City and employees in the Project Area and in surrounding areas. This includes both direct and indirect purchases that are stimulated by the spending of the additional employees in the area.

Employees may make some purchases in the local area, such as convenience shopping for personal services (haircuts, banking, dry cleaning, etc.). The employees will not make all of their convenience or personal services purchases near their workplace and each employee's purchasing patterns will be different. However, it is reasonable to assume that a percentage of these annual purchases will occur within close proximity of the workplace (assuming the services are available). The City also envisions this area as a future industrial park, this development will further attract new businesses to the area.

EFFORTS TO MAXIMIZE PRIVATE INVESTMENT

The agency has formed a partnership with the developers to realize the vision of this Project Area. It is anticipated that the development will require over \$1 billion of private capital. Creating a CRA will act as a catalyst for the development.

"BUT FOR" ANALYSIS

The anticipated development includes numerous costs, including land purchase, infrastructure, and over personal property. "But-for" the creation of the CRA and public participation, the costs associated with the development would be too high, and the Project Area would remain in its underutilized state.

COST/BENEFIT ANALYSIS





Based on the land use assumptions and tax increment participation levels, the following tables outline the benefits anticipated in the Project Area. As shown below, the proposed community reinvestment will create a net benefit to the City and the other taxing entities that participate in the Project Area. The cost/benefit analysis includes the tax increment projections of the development. The Agency may be allowed to receive 40 years of tax increment for each phase that is undertaken, not to exceed 40 years for all phases beginning with the first-year increment is remitted to the Agency. Additional 20-year periods will be outlined in an amended Project Area Plan, as necessary.

TABLE 3: SOURCES OF TAX INCREMENT FUNDS

ENTITY	PERCENTAGE		LENGTH (YEARS)	TOTAL	NPV AT 4.75%
	REAL PROPERTY	PERSONAL PROPERTY			
Utah County	55%	85%	40	78,359,059	34,301,253
Alpine School District	55%	85% ¹	40	494,824,910	211,479,633
Eagle Mountain City	55%	85%	40	46,857,489	20,511,611
Central Utah Water Conservancy District	55%	75%	20	15,389,941	9,684,066
Unified Fire Service Area – Salt Lake County	55%	85%	40	144,784,376	63,378,574
TOTAL REVENUE				\$780,215,776	\$339,355,138

¹ Percentage to personal property in the first five years is 65 percent.

TABLE 4: PROJECT AREA REVENUES

ENTITY	PROPERTY TAX	FRANCHISE TAX	TOTAL INCREMENTAL REVENUES
Utah County	97,433,861	-	97,433,861
Alpine School District	629,992,288	-	629,992,288
Eagle Mountain City	58,263,921	45,552,656	103,816,577
Central Utah Water Conservancy District	43,643,387	-	43,643,387
Unified Fire Service Area – Salt Lake County	180,028,970	-	180,028,970
TOTAL REVENUE	\$1,009,362,427	\$45,552,656	\$1,054,915,083

TABLE 5: PROJECT AREA EXPENDITURES

ENTITY	CRA BUDGET	GENERAL GOVERNMENT	PUBLIC WORKS	PUBLIC SAFETY	TOTAL INCREMENTAL EXPENDITURES
Utah County	78,359,059	979,432	-	-	79,338,491
Alpine School District	494,824,910	2,064,976	-	-	496,889,886
Eagle Mountain City	46,857,489	1,017,793	218,210	930,389	49,023,881
Central Utah Water Conservancy District	15,389,941	106,980	-	-	15,496,921
Unified Fire Service Area – Salt Lake County	144,784,376	7,649,984	-	-	152,434,360
TOTAL EXPENDITURES	\$780,215,776	\$11,819,165	\$218,210	\$930,389	\$793,183,540





The total net benefit to the taxing entities of participating in the Project Area is Project Area is \$261,731,544 with the City's net benefit being \$54,792,696¹.

DRAFT

¹ The net benefit does not include the \$78,021,578 housing portion of tax increment that will be reinvested into the City.





EXHIBIT A: LEGAL DESCRIPTION OF SWEETWATER INDUSTRIAL PARK CRA #4

Parcels: 71:049:0002, 71:049:0001, 66:815:0001

Legal Description: LOT 1 OF STEEPLECHASE SOUTH SUBDIVISION, RECORDED JUNE 1, 2020 AS ENTRY NO. 74983:2020, MAP NO. 17093 IN THE OFFICE OF THE UTAH COUNTY RECORDER. MORE PARTICULARLY DESCRIBED AS FOLLOWS:

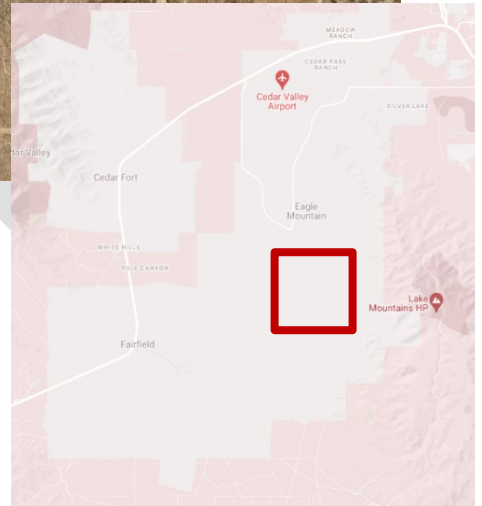
BEGINNING AT A POINT BEING 391.14 FEET NORTH 89°39'30" WEST AND 88.00 FEET NORTH 00°20'30" EAST FROM THE SOUTHEAST CORNER OF SECTION 36, TOWNSHIP 6 SOUTH, RANGE 2 WEST, SALT LAKE BASE AND MERIDIAN AND RUNNING THENCE NORTH 89°39'30" WEST 2275.21 FEET; THENCE NORTH 88°46'51" WEST 2521.08 FEET; THENCE NORTH 00°04'24" WEST 2573.17 FEET; THENCE NORTH 01 °26'04" WEST 2660.32 FEET TO THE NORTH LINE OF SAID SECTION 36; THENCE, ALONG SAID NORTH LINE SOUTH 89°21'40" EAST 2543.94 FEET TO THE NORTH QUARTER CORNER OF SAID SECTION 36; THENCE, CONTAINING ALONG SAID NORTH LINE, SOUTH 89°24'30" EAST 1306.74 FEET TO THE WEST LINE OF PONY EXPRESS PARKWAY AS SHOWN ON STEEPLECHASE SOUTH SUBDIVISION, RECORDED JUNE 1, 2020 AS ENTRY NO. 74983:2020, MAP NO. 17093 IN THE OFFICE OF THE UTAH COUNTY RECORDER; THENCE, ALONG SAID WEST LINE, THE FOLLOWING SIX (6) COURSES: (1) SOUTH 00°56'16" WEST 43.18 FEET, (2) SOUTHEASTERLY 430.40 FEET ALONG THE ARC OF A 411.00 FOOT RADIUS CURVE TO THE LEFT, THROUGH A CENTRAL ANGLE OF 60°00'00", (CHORD BEARS SOUTH 29°03'44" EAST 411.00 FEET), (3) SOUTH 59°03'44" EAST 808.91 FEET, (4) SOUTHEASTERLY 299.14 FEET ALONG THE ARC OF A 289.00 FOOT RADIUS CURVE TO THE RIGHT, THROUGH A CENTRAL ANGLE OF 59°18'21", (CHORD BEARS SOUTH 29°24'33" EAST 285.96 FEET), (5) SOUTH 00°14'37" WEST 1615.86 FEET, (6) SOUTH 00°14'59" WEST 2574.76 FEET TO THE POINT OF BEGINNING.

CONTAINS 24,725,364 SQUARE FEET OR 567.62 ACRES





EXHIBIT B: PROJECT AREA MAP





**EAGLE MOUNTAIN CITY
CITY COUNCIL MEETING
NOVEMBER 5, 2025**

TITLE:	RESOLUTION - A Resolution of Eagle Mountain City, Utah, Approving an Interlocal Cooperation Agreement between the Eagle Mountain Redevelopment Agency and Eagle Mountain City, Utah for the Collection and Remittance of Incremental Property Taxes Collected from Property Within the Sweetwater #4 Community Reinvestment Project Area.
ITEM TYPE:	Resolution
FISCAL IMPACT:	\$46,642,572 Allocated from Future Tax Increment for Budget over 40 year period
APPLICANT:	Meta

CURRENT GENERAL PLAN DESIGNATION & ZONE	ACREAGE
N/A	567 Acres

PUBLIC HEARING

No

PREPARED BY

Evan Berrett, Economic
Development Director

PRESENTED BY

Evan Berrett

RECOMMENDATION:

Staff recommends the City Council adopt a Resolution of Eagle Mountain City, Utah, Approving an Interlocal Cooperation Agreement between the Eagle Mountain Redevelopment Agency and Eagle Mountain City, Utah for the Collection and Remittance of Incremental Property Taxes Collected from Property Within the Sweetwater #4 Community Reinvestment Project Area.

BACKGROUND:

The Sweetwater #4 Community Reinvestment Area considers the investment of several billion dollars into the Cedar Valley for the expansion of the Meta data center campus. The project area covers approximately 567 acres directly south of the current Meta data center campus.

Similar to the adoption of the Sweetwater #4 Community Reinvestment Area (CRA) Project Area Plan, this item may appear to precede the Redevelopment Agency's approval of the corresponding Interlocal Agreement. The City Council and Redevelopment Agency consist of the same governing body, and the RDA's formal action on the agreement is scheduled immediately following this agenda item. This sequence ensures both actions are completed in proper statutory order while allowing the City and Agency to coordinate approvals within the same meeting.

The Interlocal Agreement establishes the terms of participation between Eagle Mountain City and the Redevelopment Agency for the Sweetwater #4 CRA, including the collection and use of tax increment revenues to support infrastructure improvements and economic development within the project area.

ITEMS FOR CONSIDERATION:

Due to the expected high costs of development and procuring power generation solutions, the tools contained within a Community Reinvestment Area are recommended to be used to make possible this expansion in Eagle Mountain rather than seeing the expansion take place at one of Meta's other sites across the country. This Community Reinvestment Area project, Sweetwater #4, respects the desires of all involved taxing entities to reduce the percentages of tax increment diverted to the project (in comparison to Sweetwater #1) while ensuring the project costs are acceptable to Meta.

If approved, Meta would begin construction as soon as possible on the first two buildings. Additional buildings have not yet been fully planned, but are anticipated in the future.

PLANNING COMMISSION ACTION/RECOMMENDATION:

N/A

ATTACHMENTS:

1. Resolution
2. Interlocal

RESOLUTION NO. R-____-2025

A RESOLUTION OF EAGLE MOUNTAIN CITY, UTAH, APPROVING AN INTERLOCAL COOPERATION AGREEMENT BETWEEN THE REDEVELOPMENT AGENCY OF EAGLE MOUNTAIN AND EAGLE MOUNTAIN CITY FOR THE COLLECTION AND REMITTANCE OF INCREMENTAL PROPERTY TAXES COLLECTED FROM PROPERTY WITHIN THE SWEETWATER INDUSTRIAL PARK COMMUNITY REINVESTMENT PROJECT AREA #4.

PREAMBLE

WHEREAS, pursuant to the provisions of the Interlocal Cooperation Act, Title 11, Chapter 13, Utah Code Annotated 1953, as amended (the “Interlocal Act”), and the provisions of the Community Reinvestment Agency Act, Title 17C, Utah Code Annotated 1953, as amended (the “CRA Act”), public agencies, including political subdivisions of the State of Utah as therein defined, are authorized to enter into mutually advantageous agreements for joint and cooperative actions, including the sharing of tax and other revenues; and

WHEREAS, the Redevelopment Agency of Eagle Mountain City (the “Agency”) and Eagle Mountain City (the “City”) are “public agencies” for purposes of the Act; and

WHEREAS, after careful analysis and consideration of relevant information, the City desires to enter into an Interlocal Agreement with the Agency whereby the City would remit to the Agency a portion of the property tax increment generated within the Sweetwater Industrial Park Community Reinvestment Project Area #4, (the “Project Area”) which would otherwise flow to the City, for the purpose of encouraging development activities through the payment for certain public infrastructure and other uses that directly benefit the Project Area; and

WHEREAS, Section 11-13-202.5 of the Interlocal Act requires that certain interlocal agreements be approved by resolution of the legislative body of a public agency.

NOW, THEREFORE, IT IS HEREBY RESOLVED BY THE CITY COUNCIL OF EAGLE MOUNTAIN CITY as follows:

1. The Interlocal Cooperation Agreement between the Agency and the City, substantially in the form attached hereto as Exhibit A (the “Agreement”), is approved in final form and shall be executed for and on behalf of the City by the Mayor.

2. Pursuant to Section 11-13-202.5 of the Interlocal Act, the Agreement has been reviewed and approved as to form and legality by the City’s legal counsel.

3. Pursuant to Section 11-13-209 of the Interlocal Act, a duly executed original counterpart of the Agreement shall be filed with the City Recorder, the official keeper of records for the City.

4. As provided in Utah Code Ann. § 17C-5-205(3), the Agreement shall take effect on the date the Agency publishes notice of the Agreement pursuant to Utah Code Ann. § 11-13-219 of the Interlocal Cooperation Act.

5. This Resolution shall take effect upon adoption of corresponding interlocal agreements by the governing boards of Eagle Mountain City, the Central Utah Water Conservancy District, the Unified Fire Service Area, the Alpine School District, and Utah County.

APPROVED AND ADOPTED by the City Council of Eagle Mountain City this 5th day of November, 2025.

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 November, 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
City Recorder

EXHIBIT A: INTERLOCAL COOPERATION AGREEMENT

INTERLOCAL COOPERATION AGREEMENT

THIS INTERLOCAL COOPERATION AGREEMENT is made and entered into this ____ day of _____, 2025, by and between the **EAGLE MOUNTAIN REDEVELOPMENT AGENCY**, a community reinvestment agency and political subdivision of the State of Utah (the “Agency”), and **EAGLE MOUNTAIN CITY**, a political subdivision of the State of Utah (the “City”) in contemplation of the following facts and circumstances:

A. **WHEREAS**, the Agency was created and organized pursuant to the provisions of the Utah Neighborhood Development Act, Utah Code Annotated (“UCA”) §17A-2-1201 *et seq.* (2000), and continues to operate under the provisions of its extant successor statute, the Limited Purpose Local Government Entities - Community Reinvestment Agency Act, Title 17C of the UCA (the “Act”), and is authorized and empowered under the Act to undertake, among other things, various community development activities pursuant to the Act, including, among other things, assisting the City in development activities that are likely to advance the policies, goals and objectives of the City’s general plan, contributing to capital improvements which substantially benefit the City, creating economic benefits to the City, and improving the public health, safety and welfare of its citizens; and

B. **WHEREAS**, this Agreement is made pursuant to the provisions of the Act and the Interlocal Cooperation Act (UCA Title 11, Chapter 13) (the “Cooperation Act”); and

C. **WHEREAS**, the Agency will create the Sweet Water Industrial Park Community Reinvestment Project Area #4 (the “Project Area”), through the adoption of the Sweet Water Industrial Park #4 Plan (the “Project Area Plan”), located within the City, which Project Area is described in Exhibit “A” attached hereto and incorporated herein by this reference; and

D. **WHEREAS**, the Project Area contains vacant and underutilized land, which is anticipated to be developed, with encouragement and planning by the Agency, as a data center consisting of real and personal property including a building or group of buildings for the construction, maintenance, use and/or operation of a data center, including ancillary buildings consisting of office buildings, utility buildings and temporary and/or prefabricated construction management buildings (each a “Building” and collectively the “Buildings”). The Agency has not entered into any participation or development agreements with developers but anticipates that prior to development of the Project Area, the City and/or the Agency may enter into one or more participation agreements with one or more developer(s) which will provide certain terms and conditions upon which the Project Area will be developed using, in part, “Tax Increment” (as that term is defined in the Act), generated from the Project Area; and

E. **WHEREAS**, historically, the Project Area has generated a total of \$21 per year in property taxes for the various taxing entities, including the City, Utah County (the “County”), Alpine School District (the “School District”), and other taxing entities; and

F. **WHEREAS**, upon full development as contemplated in the Project Area Plan, property taxes produced by the Project Area for the City, the County, the School District, and other taxing entities are projected to total approximately \$34,951,566 per year; and

G. **WHEREAS**, the Agency has requested the City, the County, the School District, and other taxing entities to participate in the promotion of development in the Project Area by agreeing to remit to the Agency for a specified period of time specified portions of the increased real and personal property tax (i.e., Tax Increment,) which will be generated by the Project Area; and

H. **WHEREAS**, it is in the best interest of the citizens of the City for the City to remit such payments to the Agency to permit the Agency to leverage private development of the Project Area; and

I. **WHEREAS**, the Agency has retained Lewis Robertson & Burningham, Inc., an independent financial consulting firm with substantial experience regarding community reinvestment projects and tax increment funding across the State of Utah, to prepare the Project Area Plan and to provide a report regarding the need and justification for investment of Tax Increment revenues from and within the Project Area. A copy of the report is included in the Draft Project Area Plan attached as Exhibit “B”; and

J. **WHEREAS**, the Agency will create the Sweet Water Industrial Park Community Reinvestment Project Area #4 Budget (the “Project Area Budget”), a draft copy of which is attached as Exhibit “C”, which Project Area Budget, generally speaking, outlines the anticipated generation, payment and use of Tax Increment within the Project Area;

K. **WHEREAS**, the parties desire to set forth in writing their agreements regarding the nature and timing of such assistance;

NOW, THEREFORE, the parties agree as follows:

1. **Additional Tax Revenue.** The City has determined that significant additional Tax Increment will likely be generated by the development of the Project Area as described in further detail in the Project Area Plan and Project Area Budget. Each of the parties acknowledge, however, that the development activity required for the generation of the Tax Increment is not likely to occur within the foreseeable future or to the degree possible or desired without Tax Increment participation in order to induce and encourage such development activity.

2. **Offset of Development Costs and Expenses.** The City has determined that it is in the best interests of its citizens to pay specified portions of its portion of Tax Increment to the Agency in order for the Agency to offset costs and expenses which will be incurred by Agency or participants in Project Area development, including, without limitation, the construction and installation of Buildings, infrastructure improvements, personal property and other development related costs needed to serve the Project Area, to the extent permitted by the Act, the Project Area Plan, and the Project Area Budget, each as adopted and amended from time to time.

3. **Base Year and Base Year Value.** The base year, for purposes of calculation of the Base Taxable Value (as that term is defined in the Act), shall be 2024, meaning the Base Taxable Value shall, to the extent and in the manner defined by the Act, be equal to the equalized taxable value shown on the 2024 Utah County assessment rolls for all property located within the Project Area (which is currently estimated to be \$2,291, but is subject to final adjustment and verification by the County and Agency).

4. **Agreement(s) with Developer(s).** The Agency is authorized to enter into one or more participation agreements with one or more participants which may provide for the payment of certain amounts of Tax Increment (to the extent such Tax Increment is actually paid to and received by the Agency from year to year) to the participant(s) conditional upon the participant (s)’s meeting of certain performance measures as outlined in said agreement. Such agreement shall be consistent with the terms and conditions of this Agreement, shall require as a condition of the payment to the participant(s) that the respective participant or its approved successors in title as owners of all current and subsequent parcels within the Project Area, as outlined in Exhibit “A” (the “Property”), shall pay any and all taxes and assessments which shall be assessed against the Property in accordance with levies made by applicable municipal entities in accordance with the laws of the state of Utah applicable to such levies, and such other performance measures as the Agency may deem appropriate.

5. **Payment Trigger.** The Property may be developed in Phases. A “Phase” means each phase of the development of the Property as designated by a participant, which Phase shall include at least one (1) Building and any associated real property identified and designated by a participant. A Phase may or may not be a legally subdivided parcel of real property. The first year of payment of Tax Increment from the City to the Agency shall be determined by the Agency. The Agency may trigger the collection of Tax Increment for a Phase by delivering a letter or other written request to the Utah County Auditor’s office identifying such Phase (the “Trigger Notice”). The Agency shall be entitled to receive Tax Increment for each Phase for an initial period of twenty (20) full calendar years commencing with the year after they Agency delivers a Trigger Notice for such Phase (each, an “Increment Period”). However, the Agency will no longer be entitled to receive tax increment on any Phase after the fortieth year following the trigger year of the first Increment Period.

6. **Total Payment to Agency.** The City shall authorize the County to remit to the Agency, beginning with property tax receipts during each Incremental Period for each Phase, 85% of the annual Tax Increment generated from the personal property tax within the Project Area and 55% of the annual Tax Increment generated from the real (*i.e.*, building, land, and fixtures) and centrally assessed property within the Project Area; provided, however, that the total amount of such Tax Increment generated and properly attributable to the City’s tax levy that is paid to the Agency under this Agreement shall not exceed \$7,773,762 per Phase and shall not exceed a total of \$46,642,572 for all Phases within the Project Area.

7. **Property Tax Increase.** This Agreement provides for the payment of the increase in real, personal property, and centrally assessed property taxes collected from the Project Area by the County acting as the tax collection agency for the City. Without limiting the foregoing, this Agreement includes Tax Increment resulting from an increase in the tax rate of the City, which is hereby expressly approved as being included in Tax Increment as required by Section 17C-1-407 of the Act. It is expressly understood that the Property Taxes which are the subject of this Agreement are only those Property Taxes actually collected by the County from the Project Area.

8. **No Independent Duty.** The City shall be responsible to remit to the Agency only Tax Increment actually received by the County acting as the tax collecting agency for the City. The City shall have no independent duty to pay any amount to the Agency other than the Tax Increment actually received by the County, on behalf of the City on an annual basis during each Increment Period for each Phase.

9. **Authority to Bind.** Each individual executing this Agreement represents and warrants that such person is authorized to do so, and, that upon executing this Agreement, this Agreement shall be binding and enforceable in accordance with its terms upon the party for whom such person is acting.

10. **Further Documents and Acts.** Each of the parties hereto agrees to cooperate in good faith with the others, and to execute and deliver such further documents and perform such other acts as may be reasonably necessary or appropriate to consummate and carry into effect the transactions contemplated under this Agreement.

11. **Notices.** Any notice, request, demand, consent, approval or other communication required or permitted hereunder or by law shall be validly given or made only if in writing and delivered to an officer or duly authorized representative of the other party in person or by Federal Express, private commercial delivery or courier service for next business day delivery, or by United States mail, duly certified or registered (return receipt requested), postage prepaid, and addressed to the party for whom intended, as follows:

If to City:
Eagle Mountain City
Attn: City Council

1650 E. Stagecoach Run
Eagle Mountain, UT 84005
Phone: (801) 789-6603

If to Agency:
Eagle Mountain Redevelopment Agency
Attn: Agency Board
1650 E. Stagecoach Run
Eagle Mountain, UT 84005
Phone: (801) 789-6603

Any party may from time to time, by written notice to the others as provided above, designate a different address which shall be substituted for that specified above. Notice sent by mail shall be deemed served or delivered seventy-two (72) hours after mailing. Notice by any other method shall be deemed served or delivered upon actual receipt at the address or facsimile number listed above. Delivery of courtesy copies noted above shall be as a courtesy only and failure of any party to give or receive a courtesy copy shall not be deemed to be a failure to provide notice otherwise properly delivered to a party to this Agreement.

12. **Entire Agreement.** This Agreement is the final expression of and contains the entire agreement between the parties with respect to the subject matter hereof and supersedes all prior understandings with respect thereto. This Agreement may not be modified, changed, supplemented or terminated, nor may any obligations hereunder be waived, except by written instrument signed by the party to be charged or by its agent duly authorized in writing or as otherwise expressly permitted herein. This Agreement and its exhibits constitute the entire agreement between the parties hereto pertaining to the subject matter hereof, and the final, complete and exclusive expression of the terms and conditions thereof. All prior agreements, representations, negotiations and understandings of the parties hereto, oral or written, express or implied, are hereby superseded and merged herein.

13. **No Third Party Benefit.** The parties do not intend to confer any benefit hereunder on any person, firm or corporation other than the parties hereto. There are no intended third party beneficiaries to this Agreement.

14. **Construction.** Headings at the beginning of each paragraph and subparagraph are solely for the convenience of the parties and are not a part of the Agreement. Whenever required by the context of this Agreement, the singular shall include the plural and the masculine shall include the feminine and vice versa. Unless otherwise indicated, all references to paragraphs and subparagraphs are to this Agreement. In the event the date on which any of the parties is required to take any action under the terms of this Agreement is not a business day, the action shall be taken on the next succeeding business day.

15. **Partial Invalidity.** If any term or provision of this Agreement or the application thereof to any person or circumstance shall, to any extent, be invalid or unenforceable, the remainder of this Agreement, or the application of such term or provision to persons or circumstances other than those as to which it is held invalid or unenforceable, shall not be affected thereby, and each such term and provision of this Agreement shall be valid and shall be enforced to the fullest extent permitted by law.

16. **Amendments.** No addition to or modification of any provision contained in this Agreement shall be effective unless fully set forth in writing executed by each of the parties hereto.

17. **Counterparts.** This Agreement may be executed in one or more counterparts, each of which shall be deemed an original, but all of which together shall constitute but one and the same instrument.

18. **Waivers.** No waiver of any breach of any covenant or provision herein contained shall be deemed a waiver of any preceding or succeeding breach thereof or of any other covenant or provision herein contained. No extension of time for performance of any obligation or act shall be deemed an extension of the time for performance of any other obligation or act.

19. **Governing Law.** This Agreement and the exhibits attached hereto shall be governed by and construed under the laws of the State of Utah. In the event of any dispute hereunder, it is agreed that the sole and exclusive venue shall be in a court of competent jurisdiction in Utah County, Utah, and the parties hereto agree to submit to the jurisdiction of such court.

20. **Declaration of Invalidity.** In the event that a court of competent jurisdiction declares that the County or the City cannot pay and/or that the Agency cannot receive payments of the Tax Increment, declares that the Agency cannot pay the Tax Increment to developers, or takes any other action which has the effect of eliminating or reducing the payments of Tax Increment received by the Agency, the Agency's obligation to pay the Tax Increment to developers shall be reduced or eliminated accordingly, the Agency, and the City shall take such steps as are reasonably required to not permit the payment and/or receipt of the Tax Increment to be declared invalid.

21. **No Separate Legal Entity.** No separate legal entity is created by this Agreement.

22. **Duration.** This Agreement shall terminate with respect to a particular Phase upon the expiration of each Increment Period for such Phase but shall continue for all undeveloped Phases. Notwithstanding, this Agreement shall terminate after the fortieth year following the trigger year of the first Phase.

23. **Assignment.** No party may assign its rights, duties or obligations under this Agreement without the prior written consent first being obtained from all parties. Notwithstanding the foregoing, such consent shall not be unreasonably withheld or delayed so long as the assignee thereof shall be reasonably expected to be able to perform the duties and obligations being assigned.

24. **Termination.** Upon any termination of this Agreement resulting from the uncured default of any party, the order of any court of competent jurisdiction or termination as a result of any legislative action requiring such termination, then any funds held by the Agency and for which the Agency shall not be required to disburse to developers in accordance with the agreements which govern such disbursement, then such funds shall be returned to the party originally remitting same to the Agency and upon such return this Agreement shall be deemed terminated and of no further force or effect.

25. **Interlocal Cooperation Act.** In satisfaction of the requirements of the Cooperation Act in connection with this Agreement, the Parties agree as follows:

- a. This Agreement has been, on or prior to the date hereof, authorized and adopted by resolution of the legislative body of each Party pursuant to and in accordance with the provisions of Section 11-13-202.5 of the Cooperation Act;
- b. This Agreement has been, on or prior to the date hereof, reviewed as to proper form and compliance with applicable law by a duly authorized attorney on behalf of each Party pursuant to and in accordance with the provisions of Section 11-13-202.5(3) of the Cooperation Act;
- c. A duly executed original counterpart of this Agreement shall be filed immediately with the keeper of records of each Party pursuant to Section 11-13-209 of the Cooperation Act;

- d. The Chair of the Agency is hereby designated the administrator for all purposes of the Cooperation Act, pursuant to Section 11-13-207 of the Cooperation Act; and
- e. Should a party to this Agreement desire to terminate this Agreement, in part or in whole, each party to the Agreement must adopt, by resolution, an amended Interlocal Cooperation Agreement stating the reasons for such termination. Any such amended Interlocal Cooperation Agreement must be in harmony with any development/participation agreement(s) entered into by the Agency as described in this Agreement.
- f. Immediately after execution of this Agreement by both Parties, the Agency shall, on behalf of both parties, cause to be published notice regarding this Agreement pursuant to Section 11-13-219 of the Cooperation Act.
- g. This Agreement makes no provision for the parties acquiring, holding and disposing of real and personal property used in the joint undertaking as such action is not contemplated as part of this Agreement nor part of the undertaking. Any such provision would be outside the parameters of the current undertaking. However, to the extent that this Agreement may be construed as providing for the acquisition, holding or disposing of real and/or personal property, all such property shall be owned by the Agency upon termination of this Agreement.

IN WITNESS WHEREOF, the parties have executed this Agreement on the day specified above.

City: EAGLE MOUNTAIN CITY

Attest:

By: _____

Its: Mayor

City Recorder

Approved as to form:

Attorney for City

Agency: EAGLE MOUNTAIN REDEVELOPMENT AGENCY

Attest:

By: _____

Its: Chair

Secretary

Approved as to form:

Attorney for Agency

Map and Legal Description of Project

Dec. 36, TGS, R2W T2035 Q-T (STEELECHASE SOUTH SWB LOT 2)

**EXHIBIT “B”
To
INTERLOCAL AGREEMENT**

Project Area Plan

**EXHIBIT “C”
To
INTERLOCAL AGREEMENT**

Project Area Budget



Upcoming Staff Agenda Items for City Council Information (Tentative)

Development Projects

- Horizon Project Entitlement Process
- **11/18 PUBLIC HEARING** - Lower Hidden Valley MDA Amendment
- Firefly NPA 6A
- **11/18 PUBLIC HEARING** - Annexation Policy Declaration (affected entity notices as well)

Code Amendments

- **PH** - EMMC 16.30.090.C.5.b.iii - Connectivity Standards – Requiring Shared Access
- **PH** - EMMC 17.80 – Sign Permits, figures, schematics
- **11/18 PH** - EMMC 17.64 – Creation of an Alternative Energy Overlay Zone (AEOZ)

Other Items

- Scenic Mountain HOA - Lift Station Resolution
- 11/18 – General Election Canvass (Resolution – Recorder)
- Updated General Plan
- **PH** - Amending the General Water Use and Preservation Plan.

Redevelopment Agency

- **PUBLIC HEARING** - Mid-Valley CRA Project Area Plan & Budget
- 11/18 – Sweetwater #4 Interlocal Agreement with Alpine School District

Please note all items are tentative and are subject to change.