EAGLE MOUNTAIN
PLANNING COMMISSION MEETING

November 9, 2021, 5:30 PM
Eagle Mountain City Council Chambers
1650 East Stagecoach Run, Eagle Mountain, Utah 84005

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

1. Discussion Items

1.A RTI Overlay Zone - Discussion
A discussion concerning EMMC Chapter 17.48, the Regional Technology and Industry Overlay Zone.

1.B DISCUSSION ITEM - Lone Tree 3
A conceptual plan for 22 lots located in the Lone Tree development. This land was removed from the last Lone Tree preliminary plat with the understanding the applicant would bring it back to the city in the future.
Lone Tree 3 Concept Plan
Lone Tree F - Proposed Preliminary Plat
Circle 5 Ranch Plans

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

2. Pledge of Allegiance

3. Declaration of Conflicts of Interest

4. Approval of Meeting Minutes

4.A October 26, 2021 Planning Commission Minutes
PC Minutes 10.26.21 DRAFT

5. Status Report

6. Action and Advisory Items

6.A PUBLIC HEARING - Ranches Crossing
A Master Site Plan proposal for a commercial development located at the intersection of Ranches Parkway and Pony Express Parkway on parcels 58:034:0250 and 58:034:0242 approximately 3.74 acres.
Traffic Study

Ranches Crossing - Proposed Master Site Plan
Architectural Themes

6.B PUBLIC HEARING - Tagg N Go Carwash

A Site Plan and Rezone application for a Carwash located on parcel 66:403:0102, a portion of lot 2 within the Saddle Junction Plat 1 Commercial Subdivision, located south of the Maverick and west of Ranches Parkway.

Tagg N Go - Civil Plans
Tagg N Go Traffic Study Summary
Tagg N Go Landscaping Plans
Elevations
Colored Elevations - Stonebridge Montessori.pdf

6.C PUBLIC HEARING - Marketplace at Eagle Mountain Town Center Lot 8 Retail Site A

A Site Plan for a a commercial pad building located on Lot eight of the Marketplace at Eagle Mountain Town Center, approximately 28,350 SF.

MDA Approved Pad Buildings
Marketplace Master Site Plan
Site Plan
Proposed Elevations
Plaza

6.D PUBLIC HEARING - Sign Code

An applicant proposed Development Code Amendment, making changes to 17.80 Sign Regulations and Sign Permits.

Sign Code - Proposed Change
Draft Sign Proposal

6.E PUBLIC HEARING - Big O Tires

A site plan proposal for a Big O Tires store located on approximately 1 acre (Parcel 49:955:0003) adjacent to the recently approved Cascade Collision site.

Site Plan
Big O Elevations
Pony Express Business Park Plat
Cascade Collision Elevations

6.F PUBLIC HEARING - Shooting Ranges

A City proposed Development Code Amendment, making changes to Titles 17.10, 17.20, 17.35, 17.37, 17.40, and 17.75

Draft Indoor & Outdoor Shooting Range Ordinances

6.G ACTION ITEM - Eagle Crest Business Park

A proposed Master Site Plan and the first preliminary plat for the 20.58 acres zoned Business Park within Sage Park.

November 19, 2019 CC Minutes
Eagle Crest Phase A - Storage Concept
Elevation Examples
Exhibit B Approved Concept
Eagle Crest Master Site Plan

6.H ACTION ITEM - Ault Farms Master Development Agreement

A proposed master development agreement for the Ault Farms project, located east of Pony Express Parkway and south of the Eagle Point neighborhoods.

Ault Farms MDA
Ault Farms MDA Exhibits & Concept Landscaping Plans
CC Minutes 7-20-21

6.I ACTION ITEM - The Pinnacles Master Development Agreement

A proposed master development agreement for The Pinnacles project, located north of Aviator Avenue and west of the Brylee Farms project.

Pinnacles MDA
Pinnacles MDA Exhibits
General Plan Amendment Exhibit
CC Minutes 4-6-21

7. Discussion Items

8. Next scheduled meeting December 14th 2021

9. Adjournment

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

CERTIFICATE OF POSTING

The undersigned, duly appointed City Recorder, does hereby certify that the above agenda notice was posted on this 5th day of November, 2021, on the Eagle Mountain City bulletin boards, the Eagle Mountain City website www.emcity.org, posted to the Utah State public notice website http://www.utah.gov/pmn/index.html, and was emailed to at least one newspaper of general circulation within the jurisdiction of the public body.

Fionnuala B. Kofoed, MMC, City Recorder

EAGLE MOUNTAIN	**EAGLE MOUNTAIN CITY** **PLANNING COMMISSION MEETING** **NOVEMBER 9, 2021**
TITLE:	RTI Overlay Zone - Discussion
ITEM TYPE:	Discussion
APPLICANT:	Eagle Mountain City

ACTION ITEM:
No

PUBLIC HEARING:
No

PREPARED BY:
Steve Mumford, Planning

BACKGROUND:

The Regional Technology and Industry Overlay Zone (RTI) has been a valuable economic development tool for the City to attract and land some large technology and industrial businesses. The City received an award several years ago from the Utah Chapter of the American Planning Association for the creation of the ordinance, as it was a cutting edge planning strategy that was the first of its kind in Utah.

The overlay zone was created with an automatic sunset date of May 31, 2022, to incentivize the Commission and Council to review it prior to that time to examine the ordinance, to review the land uses and processes defined in the ordinance, and to consider renewal, renewal with tweaks/changes, or to remove the sunset date altogether.

Some of the benefits or positives of the overlay zone have included:

- The approval process in the RTI Overlay has been listed by major companies (Facebook, Tyson, Google) as a key reason for them choosing Eagle Mountain for their business.
- More certainty in the approval process and development standards goes a long way in our economic development efforts, in efforts of property owners, and efforts of industrial and business park real estate brokers.
- Administrative reviews/approvals (site plans) don't get caught up in legislative review or create controversy for the approval authority.
- The overlay zone has given us an economic development edge over competing cities.

Items to Consider

- Uses are "pre-approved" if listed in the code as permitted uses.

If a specific use is not desired then it should be removed or modified in the code.
- Are there any development standards that should be modified?

We recommend a review of the permitted uses listed in the zone, the development standards, and the removal of the automatic sunset clause or a minimum 5-year extension of the sunset date.

The RTI Overlay Zone may be found in Chapter 17.48 of EMMC

ITEMS FOR CONSIDERATION:

REQUIRED FINDINGS:

RECOMMENDATION:

ATTACHMENTS:

EAGLE MOUNTAIN	**EAGLE MOUNTAIN CITY** **PLANNING COMMISSION MEETING** **NOVEMBER 9, 2021**
TITLE:	DISCUSSION ITEM - Lone Tree 3
ITEM TYPE:	Concept Plan
APPLICANT:	Brian Haskell

ACTION ITEM:
No

PUBLIC HEARING:
No

PREPARED BY:
Tayler Jensen, Planning

BACKGROUND:

On May 7th 2019 the Eagle Mountain City Council approved the Lone Tree Plat F preliminary plat, during the review of the project the applicant volunteered to remove the 17 lots within the "300 series" of lots from the preliminary plat, with the understanding that by doing so they would lose vesting and he would need to come back through the preliminary platting process if he desired to build the lots.

Having built out the rest of Plat F the applicant is bringing this concept plan back for Planning Commission Review.

It should be noted that there is an approved preliminary plat for Circle 5 Ranch on top of the rock hill, and that this plat includes a stubbed connection into Lone Tree, this access is important as it provides a second route in and out of the future Circle 5 Ranch Development.

The applicant's first proposal to staff included only 10 lots, and the use of a cul-de-sac, and did not tie into road stub in Circle 5 Ranch, this raised concerns that it could require the City to approve a plat, and lots that didn't have an adequate second access.

The applicant's current proposal shows 22 lots and a connection into the approved stub in Circle 5 Ranch

ITEMS FOR CONSIDERATION:

The average lot size in the proposed plat is ~18,500 SF
The smallest lot size in the proposed plat is 6,550 SF
The largest lot size in the proposed plat is 29,467 SF

The average lot size is a little bit misleading as there are 4 lots that

are under 10,000 SF in size making them significantly smaller than the rest of the plat. removing the 4 outlier lots the average lot size of the additional 18 units is nearly 21,000 SF

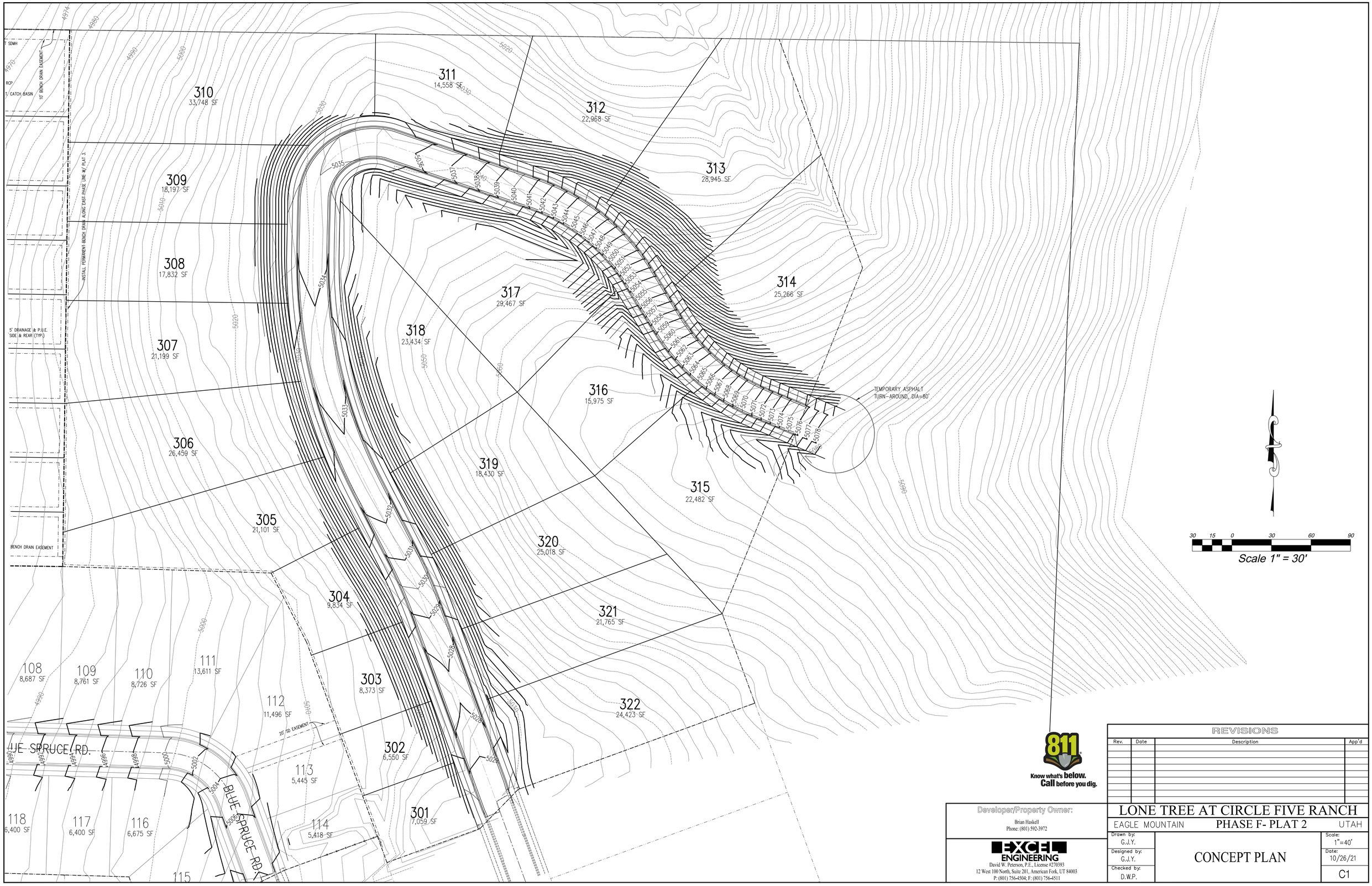
The Future Land Use Designation for the area is Neighborhood Residential One, accounting for the smallest lot the plat the neighborhood could fit within the R3 designation, by removing the one smallest lot the plat would fit in the R2 designation, and if you remove the 4 outlier lots the plat would roughly fit the FR zoning designation. It is worth noting that the 4 smallest lots are adjacent to existing development with lots from 5,000 SF - 11,450 SF making them appropriate transitioning lots.

REQUIRED FINDINGS:

RECOMMENDATION:

ATTACHMENTS:

Lone Tree 3 Concept Plan
Lone Tree F - Proposed Preliminary Plat
Circle 5 Ranch Plans



Know what's below. Call before you dig.

REVISIONS			
Rev.	Date	Description	App'd

Developer/Property Owner:

Brian Haskell
Phone: (801) 592-3972

EXCEL ENGINEERING
David W. Peterson, P.E., License #270393
12 West 100 North, Suite 201, American Fork, UT 84003
P: (801) 756-4504; F: (801) 756-4511

LONE TREE AT CIRCLE FIVE RANCH

EAGLE MOUNTAIN — PHASE F- PLAT 2 — UTAH

Drawn by:	G.J.Y.
Designed by:	G.J.Y.
Checked by:	D.W.P.
Scale:	1"=40'
Date:	10/26/21

CONCEPT PLAN

C1

N 1/4 SEC 25
T5S, R2W, SLB&M

NE COR SEC 25
T5S, R2W, SLB&M
ELEV = 5101.09

P.O.B.

N 89°15'7" W 303.58'
BASIS OF BEARING

S 89°15'07" E 1066.76'
309.43'

NORTH 29.62'
EAST 42.46'
N 43°58'06" E 73.94'

LDS CHURCH
58:047:0010

EAGLE MTN CITY
58:048:0096

BELLE STREET INVEST. LLC
58:047:0017

ATWOOD
66:487:0211

WHIPPLE
66:487:0210

EAGLE MTN CITY
66:487:0222

JOHNSON
66:487:0209

PETERSON
66:487:0208

BARNUM
66:487:0206

ELSWOOD
66:487:0207

MCDONALD
66:487:0205

WALKER
66:487:0204

WOODWARD
66:487:0203

IMEL
66:487:0202

RIGGLE
66:487:0201

TIBBITTS
66:415:0113

TESCHNER
66:415:0112

HAMILL
45:459:0520

AMH
45:459:0521

POSTMA
45:459:0522

DUKE
45:459:0523

GREEN
45:459:0524

KADLECK
45:459:0525

O'DONNAL
45:459:0526

SORENSON
45:459:0527

JASMER
45:459:0533

PETERSON
45:459:0534

EAGLE MTN HOLDINGS
58:040:0378

SUNSET RIDGE PHASE A PLAT 2

N 01°38'23" E 753.61'

BRISTLECONE RD.

BLUE SPRUCE RD.

WALNUT DRIVE

PHASE LINE

LONE TREE AT CIRCLE FIVE RANCH PLAT "E"

S 20°02'00" E 246.26'

S 22°05'49" W 377.38'

S 20°02'20" E 96.44'

S 69°57'40" W 254.78

S 44°19'12" W 55.46'

N 88°21'02" W 129.94'

N 77°02'27" W 50.99'

N 88°21'02" W 345.17'

N 20°02'20" W 52.85'

S 69°57'40" W 100.00'

S 63°59'40" W 50.27'

N 20°2'20" W 28.16'

S 69°57'40" W 100.00'

20' SD EASEMENT

101	7,064 SF	128.44'
102	7,064 SF	128.45'
103	8,121 SF	132.31'
104	8,839 SF	145.78'
105	6,262 SF	99.43'
106	5,558 SF	103.28'
107	5,807 SF	106.23'
108	6,742 SF	100.91'
109	5,929 SF	100.00'
110	5,500 SF	100.00'
111	5,500 SF	100.00'
112	5,500 SF	100.00'
113	13,781 SF	156.10'
114	11,209 SF	158.61'
115	8,957 SF	161.66'
116	9,089 SF	164.06'
117	9,221 SF	166.45'
118	9,353 SF	168.85'
119	9,556 SF	171.25'
120	10,159 SF	177.71'
121	11,298 SF	193.32'
122	10,136 SF	165.39'
123	7,346 SF	60.89'
124	5,452 SF	40.00'
125	5,500 S.F.	55.00'
201	5,580 SF	98.79'
202	7,134 SF	45.02'
203	5,867 SF	58.67'
204	5,500 S.F.	55.00'
205	5,500 S.F.	55.00'
206	5,500 S.F.	55.00'
207	6,500 SF	65.00'
208	6,500 SF	65.00'
209	8,687 SF	65.00'
210	8,761 SF	65.00'
211	8,726 SF	65.00'
212	13,611 SF	159.92'
213	11,496 SF	159.92'
214	5,445 SF	101.75'
215	5,418 SF	98.50'
301	7,059 SF	98.50'
302	6,550 SF	98.50'
303	8,373 SF	98.50'
304	9,834 SF	100.00'
305	21,101 SF	225.49'
306	26,459 SF	239.64'
307	21,199 SF	224.71'
308	17,832 SF	222.66'
309	18,197 SF	243.58'
310	33,748 SF	309.43'
311	28,376 SF	285.83'
312	63,206 SF	253.50'
313	45,377 SF	303.61'
314	32,897 SF	278.37'
315	25,554 SF	226.69'
316	39,768 SF	253.13'
317	24,314 SF	253.13'

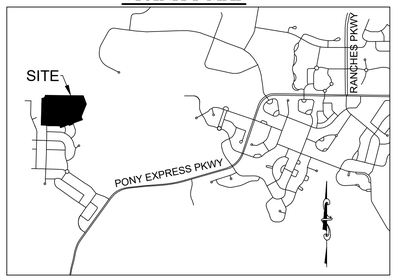
LEGAL DESCRIPTION

Beginning at a point located North 89°15'07" West along section line 303.58 feet from the Northeast Corner of Section 25, Township 5 South, Range 2 West, Salt Lake Base and Meridian; thence South 20°02'00" East 246.26 feet; thence South 22°05'49" West 377.38 feet; thence South 20°02'20" East 96.44 feet; thence along the northerly boundary of Lone Tree at Circle Five Ranch Plat "E" the following eleven courses and distances: 1) South 69°57'48" West 254.78 feet, 2) South 44°19'12" West 55.46 feet, 3) South 69°57'40" West 100.00 feet, 4) North 20°02'20" West 28.16 feet, 5) South 69°57'40" West 100.00 feet, 6) South 63°59'40" West 50.27 feet, 7) South 69°57'40" West 100.00 feet, 8) North 20°02'20" West 52.85 feet, 9) North 88°21'02" West 345.17 feet, 10) North 77°02'27" West 50.99 feet, and 11) North 88°21'02" West 129.94 feet; thence North 1°38'23" East along the easterly boundary of Sunset Ridge Phase A Plats 1 and 2 a distance of 753.61 feet; thence East 42.46 feet; thence North 43°58'06" East 73.94 feet; thence North 29.62 feet; thence South 89°15'07" East along section line 1066.76 feet to the point of beginning.
Area = 22.019 Acres

GENERAL NOTES

1. SEE SHEET 3 FOR EXISTING CONTOURS.
2. THERE ARE SOME AREAS IN THIS SUBDIVISION WITH A NATURAL GRADE THAT EXCEEDS 15% IN RELATION TO THE PROPOSED LOT LAYOUT. THEREFORE, A SLOPE ANALYSIS PLAN HAS BEEN PROVIDED FOR THIS SITE.
3. BUILDING SETBACKS ARE SHOWN ON THIS PLAN AND INCLUDE 15' FRONT, 25' DRIVEWAY, 20' REAR, 15' CORNER LOT, AND SIDE TOTAL OF 10' WITH 5' MIN. ON ONE SIDE.
4. ALL ROADS WILL BE PUBLIC AND MEET CITY STANDARDS.
5. A FIRE FLOW ANALYSIS IS REQUIRED AFTER INSTALLATION OF FIRE HYDRANTS AND PRIOR TO BUILDING PERMITS.
6. ALL OUTDOOR LIGHTING MUST BE FULL CUT-OFF, DARK SKY COMPLIANT IN ACCORDANCE WITH CITY CODE.
7. HOMES CONSTRUCTED WITHIN THIS SUBDIVISION MUST COMPLY WITH CITY CODE ARCHITECTURAL DESIGN REVIEW.
8. CITY WILL OWN AND MAINTAIN THE PROPOSED OPEN SPACE AREAS SHOWN ON THIS PRELIMINARY PLAT.
9. NO TURNAROUNDS WILL BE NEED WITH THE CURRENT PROPOSED PHASING.
10. EXISTING ZONE = TOWN CORE
11. THERE ARE NO IRRIGATION DITCHES OR STRUCTURES, CANALS, WELLS, STREAMS, SIGNIFICANT ROCK OUTCROPPINGS, WETLANDS, FLOOD PLAINS, OR OTHER NATURAL FEATURES ON SITE.
12. PUBLIC UTILITY EASEMENTS ARE 10' FRONT, AND 5' REAR AND SIDES ON EACH LOT.

VICINITY MAP



PLAT CALCULATIONS

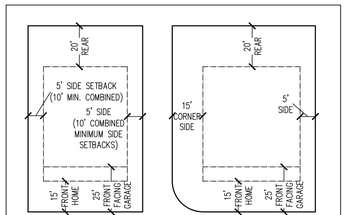
TOTAL ACREAGE:	22.02 ACRES
BUILDABLE ACREAGE:	22.02 ACRES
TOTAL ACREAGE IN LOTS:	18.70 ACRES
TOTAL ROADWAY AREA:	3.31 ACRES
TOTAL OPEN SPACE (INCLUDES PONDS):	1.74 ACRES
TOTAL DEVELOPED OPEN SPACE*:	1.41 ACRES
AVERAGE LOT SIZE:	14,294 SF/0.33 ACRES
LARGEST LOT SIZE:	63,206 SF/1.45 ACRES
SMALLEST LOT SIZE:	5,452 SF/0.13 ACRES
OVERALL DENSITY:	2.59 LOTS/ACRE
TOTAL # OF LOTS:	57 LOTS

*INCLUDES 75% OF POND

50 25 0 50 100 150
Scale 1" = 50'

SHEET INDEX

1. PRELIMINARY PLAT
2. UTILITY PLAN
3. GRADING, DRAINAGE & EROSION PLAN



TYPICAL INTERIOR LOT TYPICAL CORNER LOT

SETBACK DIAGRAM
(NO EXCEPTION REQUESTED)

BENCH MARK

NORTHEAST CORNER, SECTION 25, TOWNSHIP 5 SOUTH, RANGE 2 WEST, SALT LAKE BASE AND MERIDIAN
ELEVATION = 5101.09

REVISIONS

Rev.	Date	Description	App'd

LAND SURVEYOR:
ZTEC ENGINEERING INC.
491 N. 450 W.
OREM, UT. 84057
(801) 224-7308

Developer/Property Owner:
Brian Haskell
Phone: (801) 592-3972

EXCEL ENGINEERING
David W. Peterson, P.E., License #270393
12 West 100 North, Suite 201, American Fork, UT 84003
P: (801) 756-4504; F: (801) 756-4511

LONE TREE - PLAT F

EAGLE MOUNTAIN UTAH

Drawn by: D.W.P.
Designed by: D.W.P.
Checked by: D.W.P.

PRELIMINARY PLAT

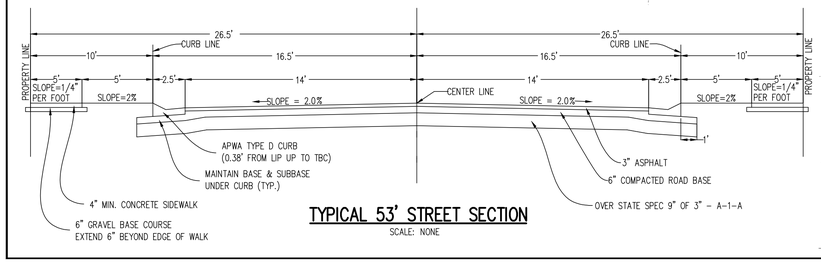
LOCATED IN THE NORTHEAST QUARTER OF SECTION 25, TOWNSHIP 5 SOUTH, RANGE 2 WEST, SLB&M

Scale: 1"=50'
Date: 01/18/19
C1

GENERAL NOTES

1. A FIRE FLOW ANALYSIS IS REQUIRED AFTER INSTALLATION OF FIRE HYDRANTS AND PRIOR TO BUILDING PERMITS.
2. ALL OUTDOOR LIGHTING MUST BE FULL CUT-OFF, DARK SKY COMPLIANT IN ACCORDANCE WITH CITY CODE.
3. TURNAROUNDS WILL BE PROVIDED AT PHASING LINES WITH A 60-FOOT RADIUS PAVED TURN AROUND OR AN APPROVED PAVED HAMMERHEAD FIRE TURN AROUND PER EAGLE MOUNTAIN STANDARDS.
4. PUBLIC UTILITY EASEMENTS ARE 10' FRONT, AND 5' REAR AND SIDES ON EACH LOT.

Scale 1" = 50'



TYPICAL 53' STREET SECTION

SCALE: NONE

REVISIONS			
Rev.	Date	Description	App'd

Developer/Property Owner:

Brian Haskell
Phone: (801) 592-3972

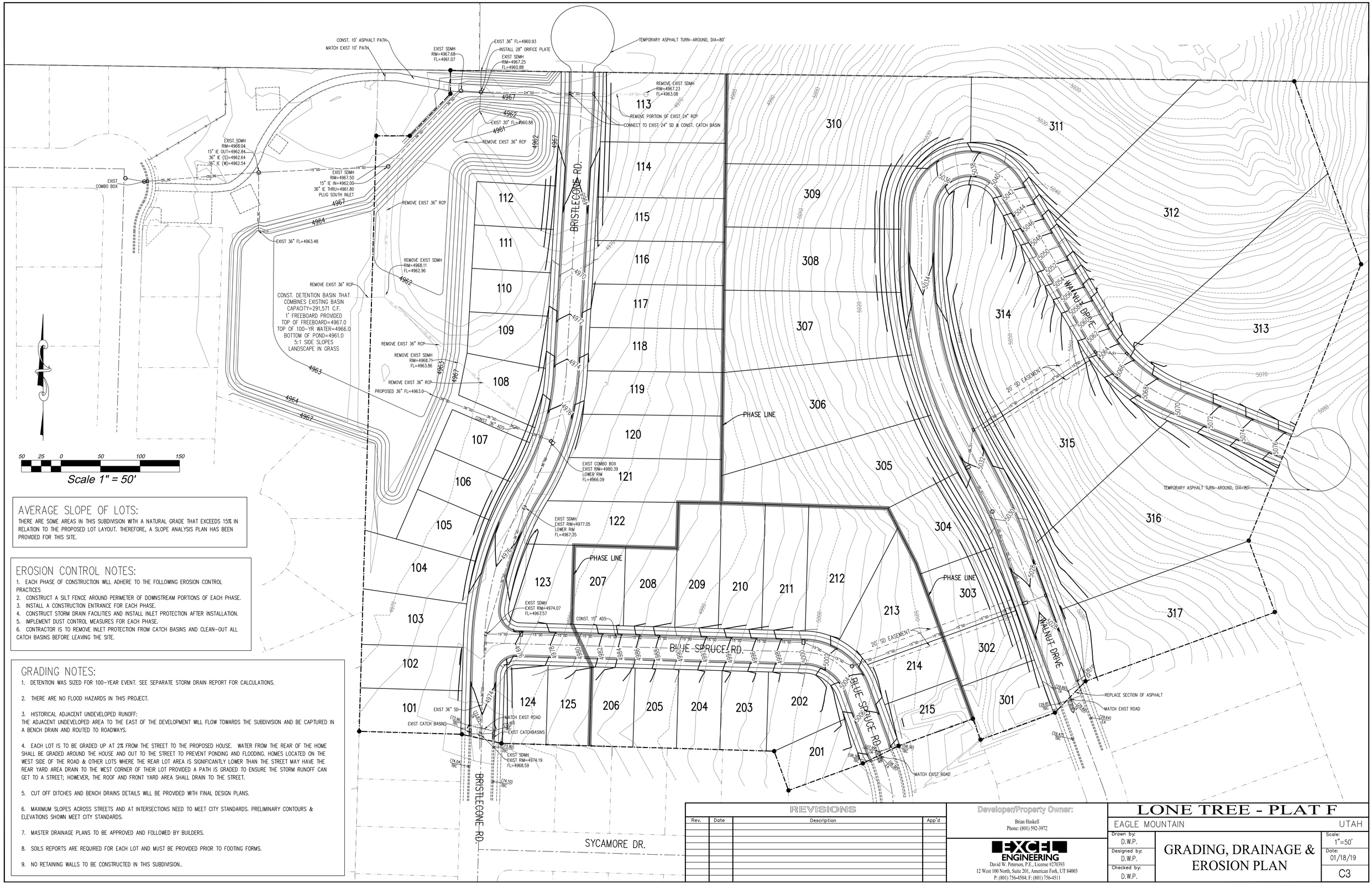
EXCEL ENGINEERING
David W. Peterson, P.E., License #270393
12 West 100 North, Suite 201, American Fork, UT 84003
P: (801) 756-4504; F: (801) 756-4511

LONE TREE - PLAT F

EAGLE MOUNTAIN UTAH

Drawn by:	Scale:
D.W.P.	1"=50'
Designed by: D.W.P.	Date: 01/16/19
Checked by: D.W.P.	C2

UTILITY PLAN



AVERAGE SLOPE OF LOTS:

THERE ARE SOME AREAS IN THIS SUBDIVISION WITH A NATURAL GRADE THAT EXCEEDS 15% IN RELATION TO THE PROPOSED LOT LAYOUT. THEREFORE, A SLOPE ANALYSIS PLAN HAS BEEN PROVIDED FOR THIS SITE.

EROSION CONTROL NOTES:

1. EACH PHASE OF CONSTRUCTION WILL ADHERE TO THE FOLLOWING EROSION CONTROL PRACTICES
2. CONSTRUCT A SILT FENCE AROUND PERIMETER OF DOWNSTREAM PORTIONS OF EACH PHASE.
3. INSTALL A CONSTRUCTION ENTRANCE FOR EACH PHASE.
4. CONSTRUCT STORM DRAIN FACILITIES AND INSTALL INLET PROTECTION AFTER INSTALLATION.
5. IMPLEMENT DUST CONTROL MEASURES FOR EACH PHASE.
6. CONTRACTOR IS TO REMOVE INLET PROTECTION FROM CATCH BASINS AND CLEAN-OUT ALL CATCH BASINS BEFORE LEAVING THE SITE.

GRADING NOTES:

1. DETENTION WAS SIZED FOR 100-YEAR EVENT. SEE SEPARATE STORM DRAIN REPORT FOR CALCULATIONS.

2. THERE ARE NO FLOOD HAZARDS IN THIS PROJECT.

3. HISTORICAL ADJACENT UNDEVELOPED RUNOFF:
THE ADJACENT UNDEVELOPED AREA TO THE EAST OF THE DEVELOPMENT WILL FLOW TOWARDS THE SUBDIVISION AND BE CAPTURED IN A BENCH DRAIN AND ROUTED TO ROADWAYS.

4. EACH LOT IS TO BE GRADED UP AT 2% FROM THE STREET TO THE PROPOSED HOUSE. WATER FROM THE REAR OF THE HOME SHALL BE GRADED AROUND THE HOUSE AND OUT TO THE STREET TO PREVENT PONDING AND FLOODING. HOMES LOCATED ON THE WEST SIDE OF THE ROAD & OTHER LOTS WHERE THE REAR LOT AREA IS SIGNIFICANTLY LOWER THAN THE STREET MAY HAVE THE REAR YARD AREA DRAIN TO THE WEST CORNER OF THEIR LOT PROVIDED A PATH IS GRADED TO ENSURE THE STORM RUNOFF CAN GET TO A STREET; HOWEVER, THE ROOF AND FRONT YARD AREA SHALL DRAIN TO THE STREET.

5. CUT OFF DITCHES AND BENCH DRAINS DETAILS WILL BE PROVIDED WITH FINAL DESIGN PLANS.

6. MAXIMUM SLOPES ACROSS STREETS AND AT INTERSECTIONS NEED TO MEET CITY STANDARDS. PRELIMINARY CONTOURS & ELEVATIONS SHOWN MEET CITY STANDARDS.

7. MASTER DRAINAGE PLANS TO BE APPROVED AND FOLLOWED BY BUILDERS.

8. SOILS REPORTS ARE REQUIRED FOR EACH LOT AND MUST BE PROVIDED PRIOR TO FOOTING FORMS.

9. NO RETAINING WALLS TO BE CONSTRUCTED IN THIS SUBDIVISION..

REVISIONS

Rev.	Date	Description	App'd

Developer/Property Owner:
Brian Haskell
Phone: (801) 592-3972

EXCEL ENGINEERING
David W. Peterson, P.E., License #270393
12 West 100 North, Suite 201, American Fork, UT 84003
P: (801) 756-4504; F: (801) 756-4511

LONE TREE - PLAT F

EAGLE MOUNTAIN UTAH

GRADING, DRAINAGE & EROSION PLAN

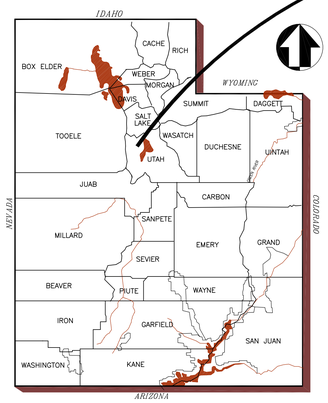
Drawn by:	D.W.P.
Designed by:	D.W.P.
Checked by:	D.W.P.
Scale:	1"=50'
Date:	01/18/19
	C3

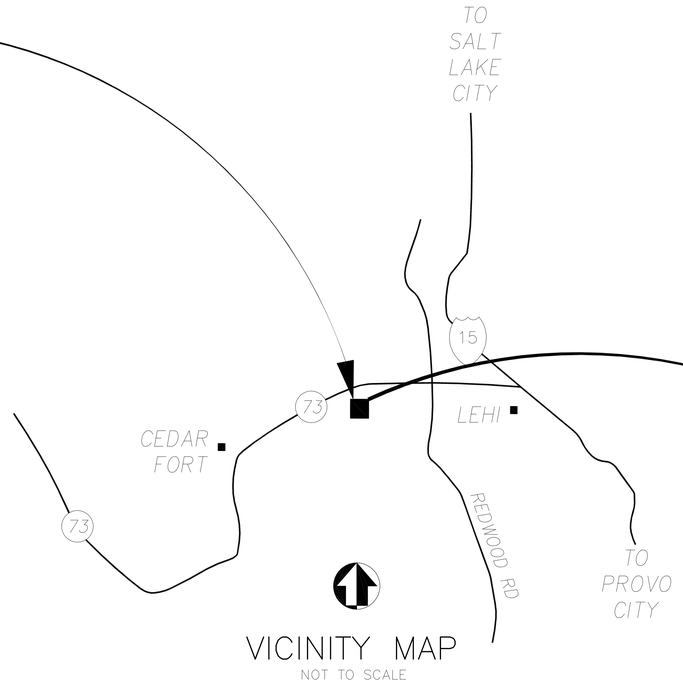
CIRCLE 5 RANCH

PRELIMINARY PLAT

CITY OF EAGLE MOUNTAIN UTAH COUNTY UTAH

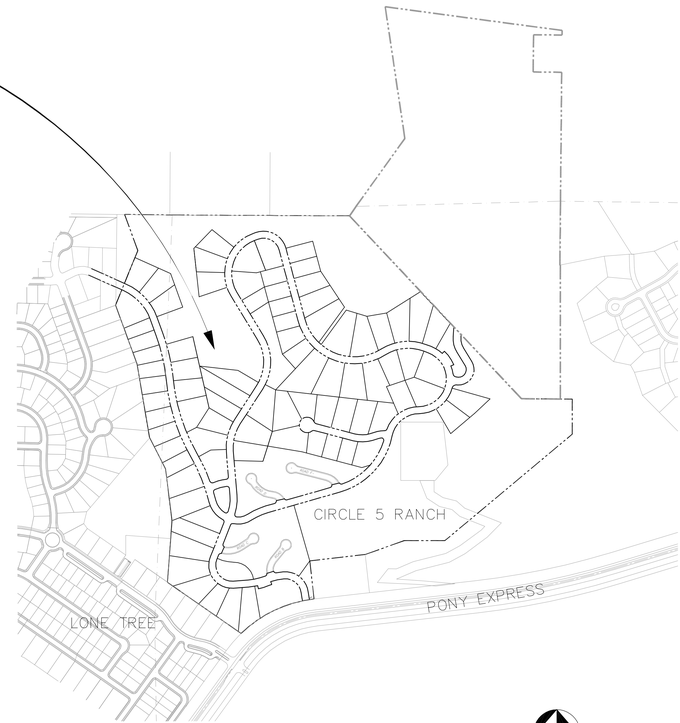
(LOCATED IN SECTION 17, TOWNSHIP 5 SOUTH, RANGE 1 WEST, SALT LAKE BASE AND MERIDIAN)





VICINITY MAP

NOT TO SCALE



PROJECT LOCATION

INDEX OF DRAWINGS

SHT NO.	DESCRIPTION
1	TITLE SHEET
2	CONCEPT PLAN
3	CONCEPT PLAN
4	PHASING PLAN
5	PARCEL LAYOUT AND DIMENSIONS
6	PARCEL LAYOUT AND DIMENSIONS
7	OVERALL GRADING PLAN
8	OVERALL GRADING PLAN
9	OVERALL UTILITY PLAN
10	OVERALL UTILITY PLAN
11-A, 11-B	OVERALL LANDSCAPING PLAN
12	OVERALL LANDSCAPING PLAN
13	SIGN AND STRIPING PLAN
14	SIGN AND STRIPING PLAN
15	PARCEL AREAS AND CROSS SECTIONS

ENGINEERING PREPARED BY:

PSOMAS
4179 S. Riverboat Road
Salt Lake City, Utah 84123
(801)270-5777 (801)270-5782(FAX)

LICENSED PROFESSIONAL ENGINEER
No. 175981
SCOTT D. ROCKE
STATE OF UTAH

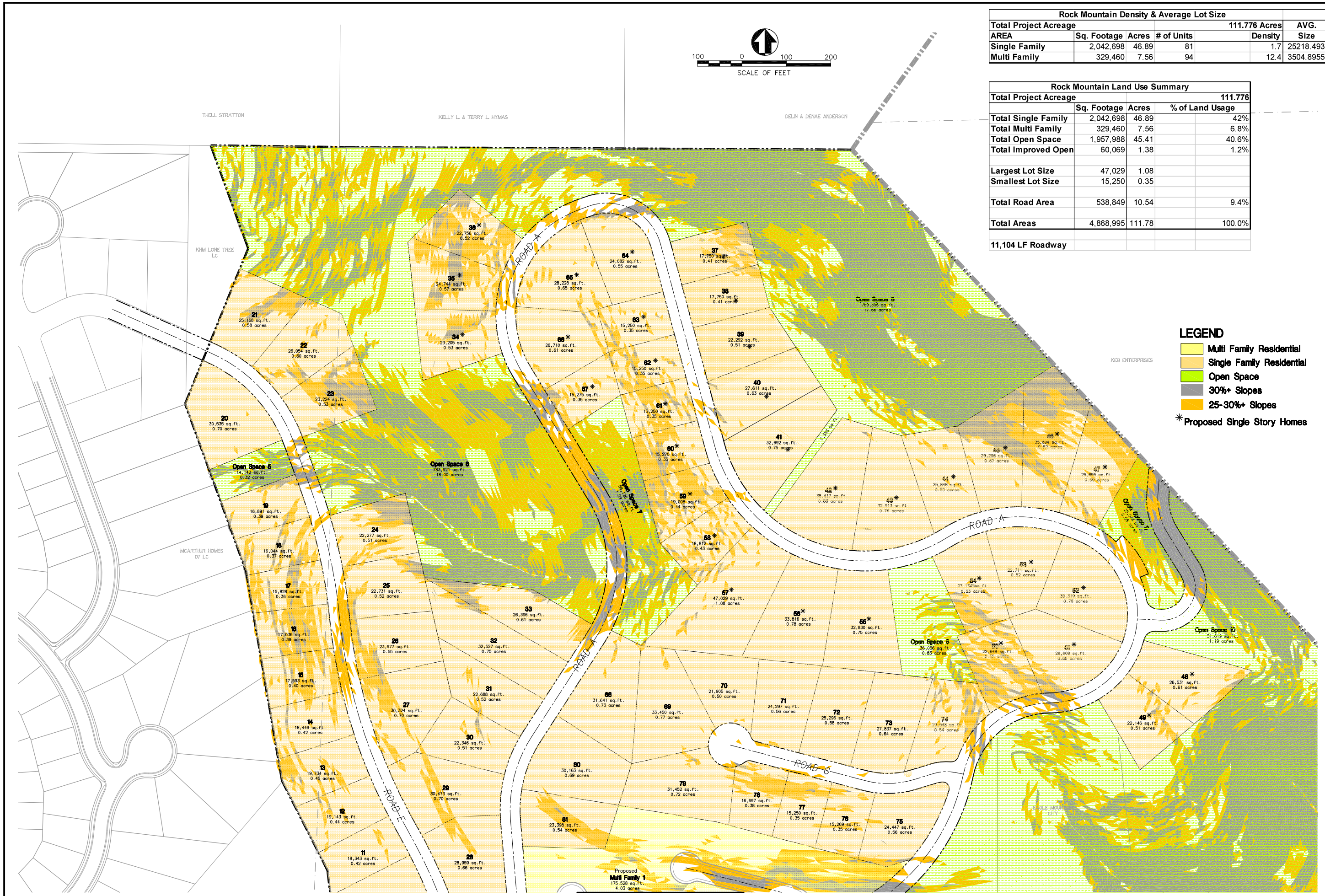
DATE 09-19-07
SCALE NTS
PROJECT NO. 8EML010300

CIRCLE 5 RANCH
PRELIMINARY PLAT

TITLE SHEET

PSOMAS
4179 South Riverboat Road, Suite 200
Salt Lake City, Utah 84123
(801) 270-5777 (801) 270-5782 (FAX)

DESIGNED JWJ
DRAWN JWJ
CHECKED SDR



Rock Mountain Density & Average Lot Size					
Total Project Acreage				111.776 Acres	AVG.
AREA	Sq. Footage	Acres	# of Units	Density	Size
Single Family	2,042,698	46.89	81	1.7	25218.4938
Multi Family	329,460	7.56	94	12.4	3504.89553

Rock Mountain Land Use Summary			
Total Project Acreage			111.776
	Sq. Footage	Acres	% of Land Usage
Total Single Family	2,042,698	46.89	42%
Total Multi Family	329,460	7.56	6.8%
Total Open Space	1,957,988	45.41	40.6%
Total Improved Open	60,069	1.38	1.2%
Largest Lot Size	47,029	1.08	
Smallest Lot Size	15,250	0.35	
Total Road Area	538,849	10.54	9.4%
Total Areas	4,868,995	111.78	100.0%
11,104 LF Roadway			

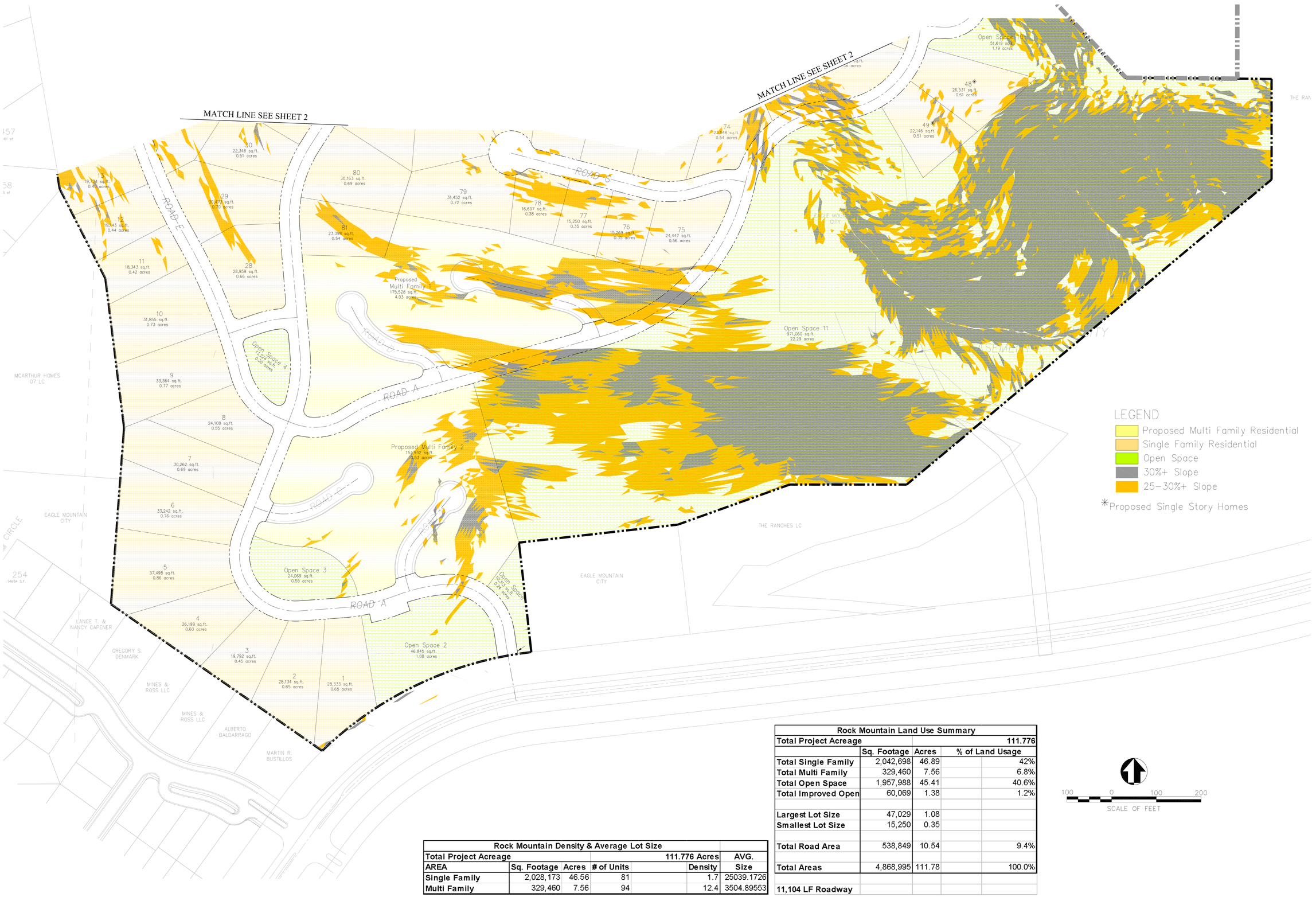
LICENSED PROFESSIONAL ENGINEER No. 175981 SCOTT D. ROCKE STATE OF UTAH

DATE 09-19-07
SCALE 1" = 100'
PROJECT NO. 8EML010300

CIRCLE 5 RANCH
PRELIMINARY PLAT
CONCEPT PLAN

PSOMAS
4179 South Riverboat Road, Suite 200
Salt Lake City, Utah 84123
(801) 270-5777 (801) 270-5782 (FAX)

DESIGNED JWJ
DRAWN JWJ
CHECKED SDR



Rock Mountain Density & Average Lot Size						
Total Project Acreage				111.776 Acres		AVG.
AREA	Sq. Footage	Acres	# of Units		Density	Size
Single Family	2,028,173	46.56	81		1.7	25039.1726
Multi Family	329,460	7.56	94		12.4	3504.89553

Rock Mountain Land Use Summary				
Total Project Acreage				111.776
	Sq. Footage	Acres	% of Land Usage	
Total Single Family	2,042,698	46.89		42%
Total Multi Family	329,460	7.56		6.8%
Total Open Space	1,957,988	45.41		40.6%
Total Improved Open	60,069	1.38		1.2%
Largest Lot Size	47,029	1.08		
Smallest Lot Size	15,250	0.35		
Total Road Area	538,849	10.54		9.4%
Total Areas	4,868,995	111.78		100.0%
11,104 LF Roadway				

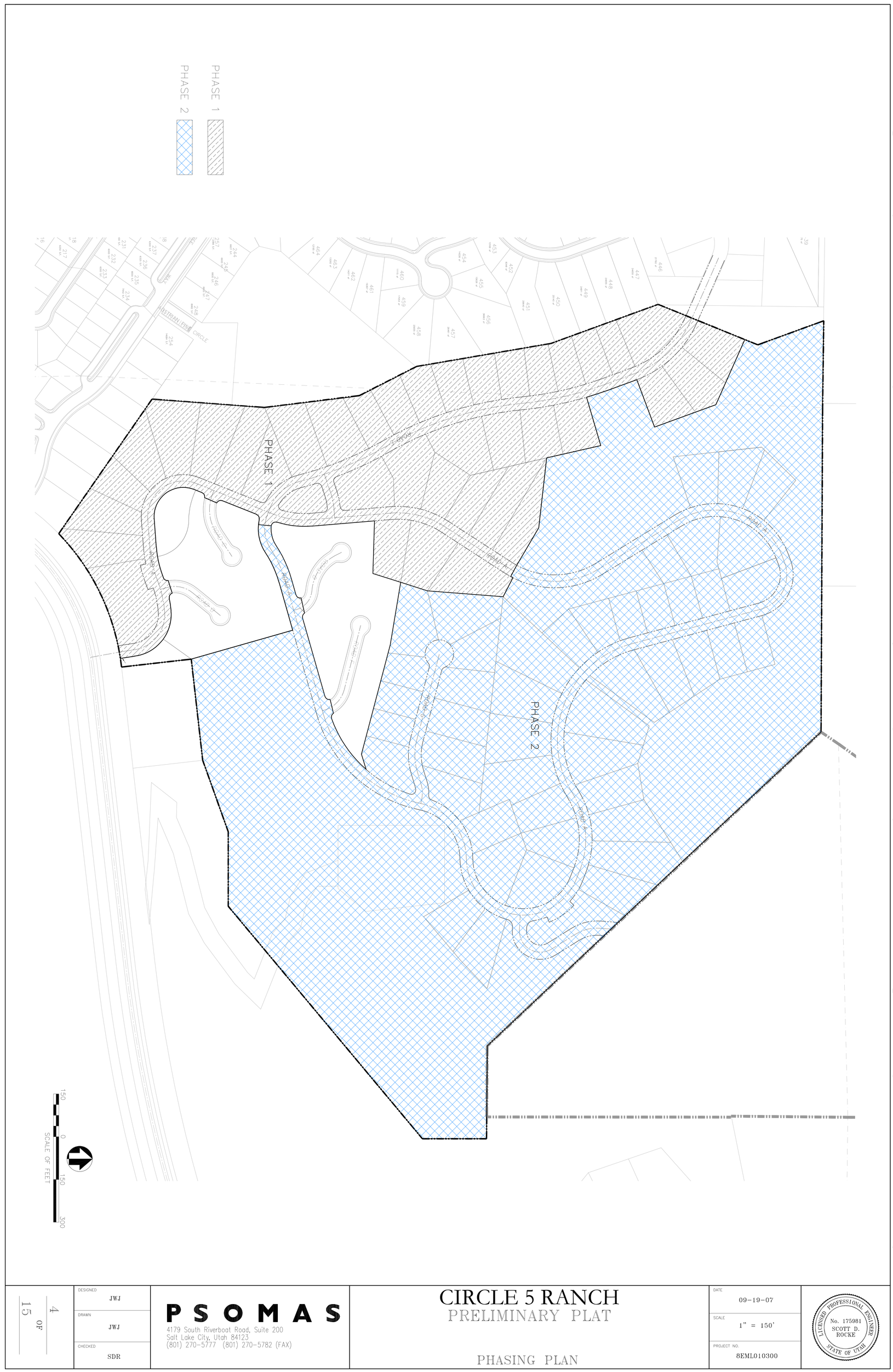
PROFESSIONAL ENGINEER
No. 175981
SCOTT D. ROCKE
LICENSED
JULY 17, 2007
STATE OF UTAH

DATE 09-19-07
SCALE 1" = 100'
PROJECT NO. 8EML010300

CIRCLE 5 RANCH
PRELIMINARY PLAT
CONCEPT PLAN

PSOMAS
4179 South Riverboat Road, Suite 200
Salt Lake City, Utah 84123
(801) 270-5777 (801) 270-5782 (FAX)

DESIGNED JWJ
DRAWN JWJ
CHECKED SDR



CIRCLE 5 RANCH
PRELIMINARY PLAT

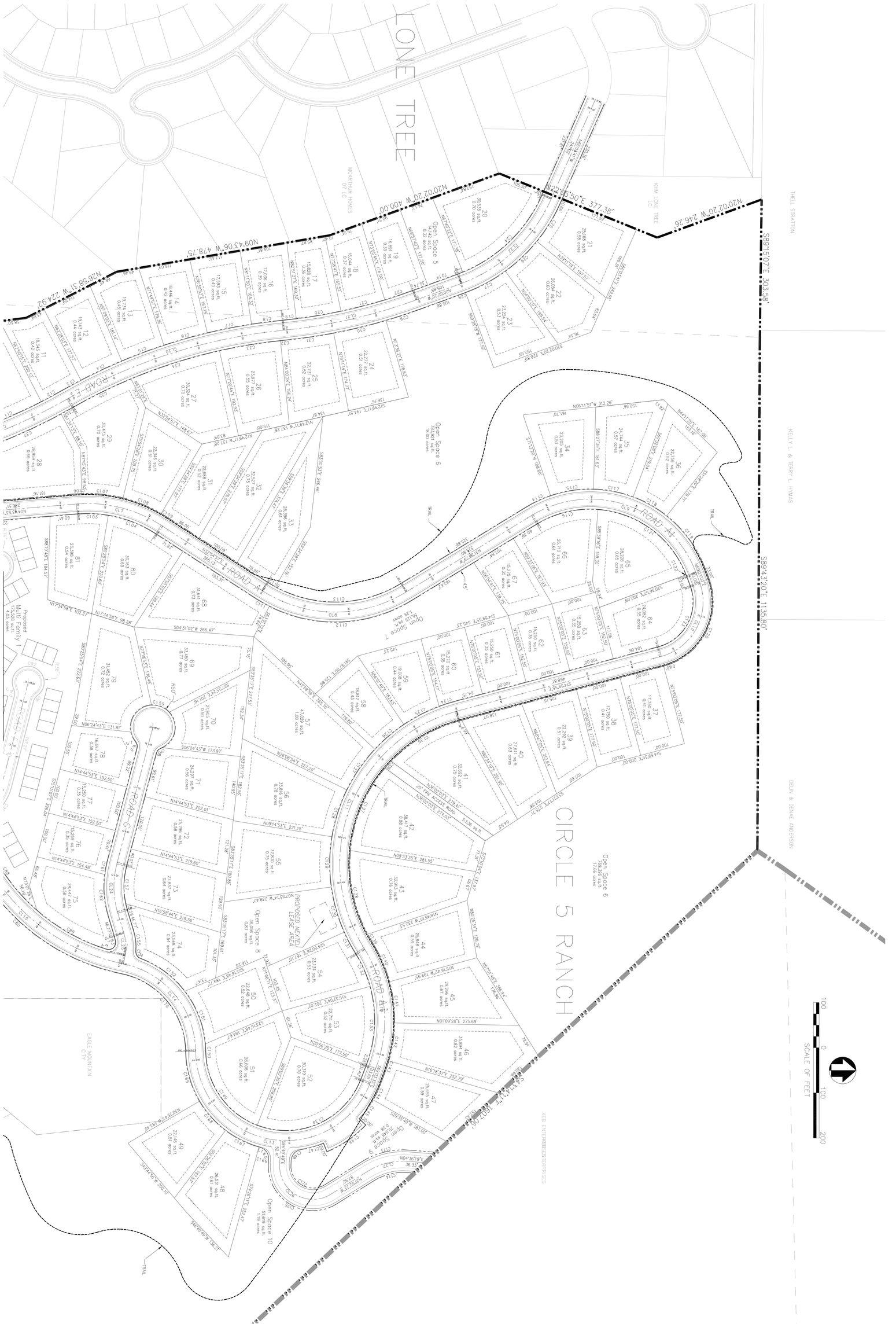
PHASING PLAN

PSOMAS
4179 South Riverboat Road, Suite 200
Salt Lake City, Utah 84123
(801) 270-5777 (801) 270-5782 (FAX)

DESIGNED JWJ
DRAWN JWJ
CHECKED SDR

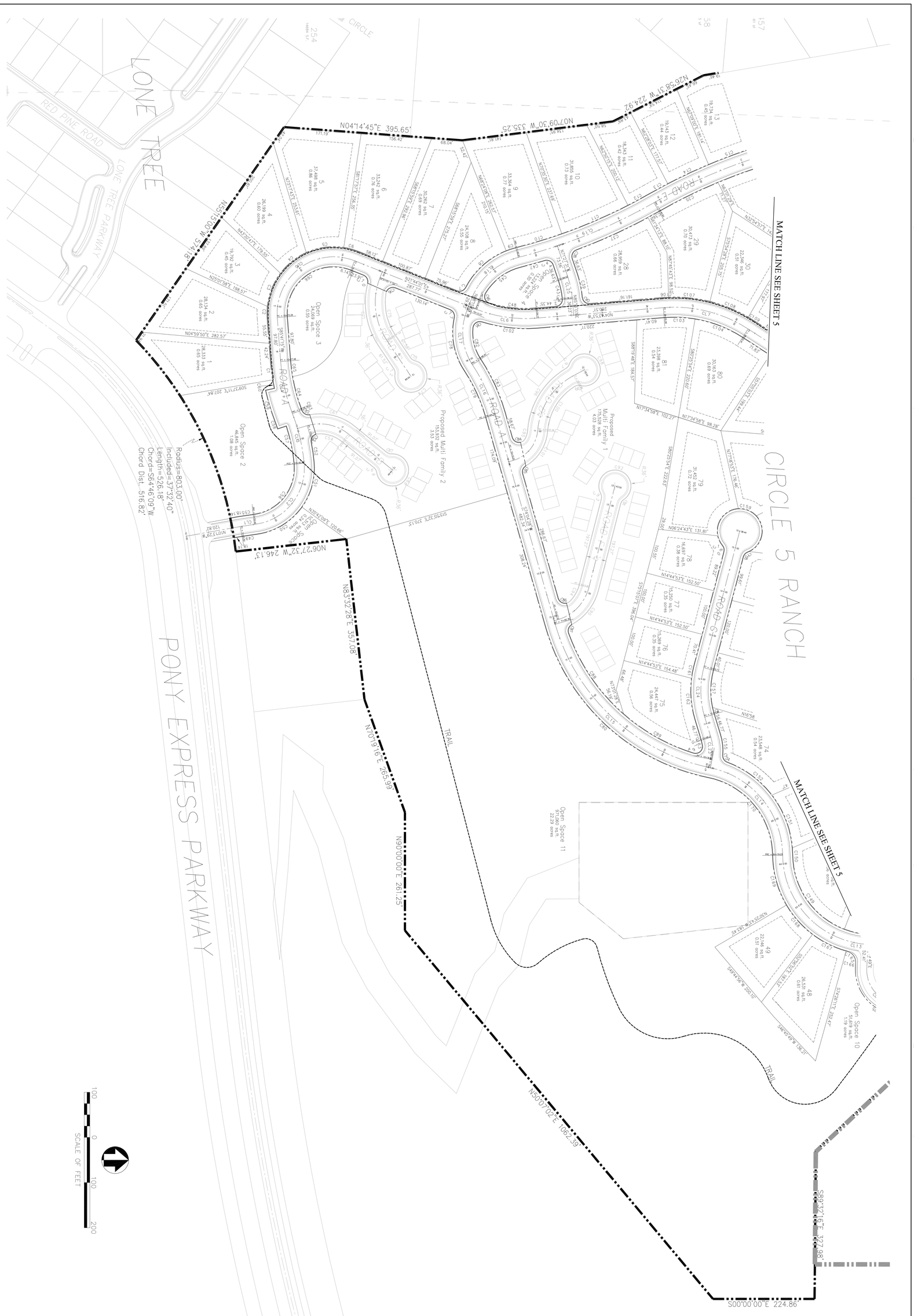
DATE 09-19-07
SCALE 1" = 150'
PROJECT NO. 8EML010300

LICENSED PROFESSIONAL ENGINEER
No. 175981
SCOTT D. ROCKE
STATE OF UTAH

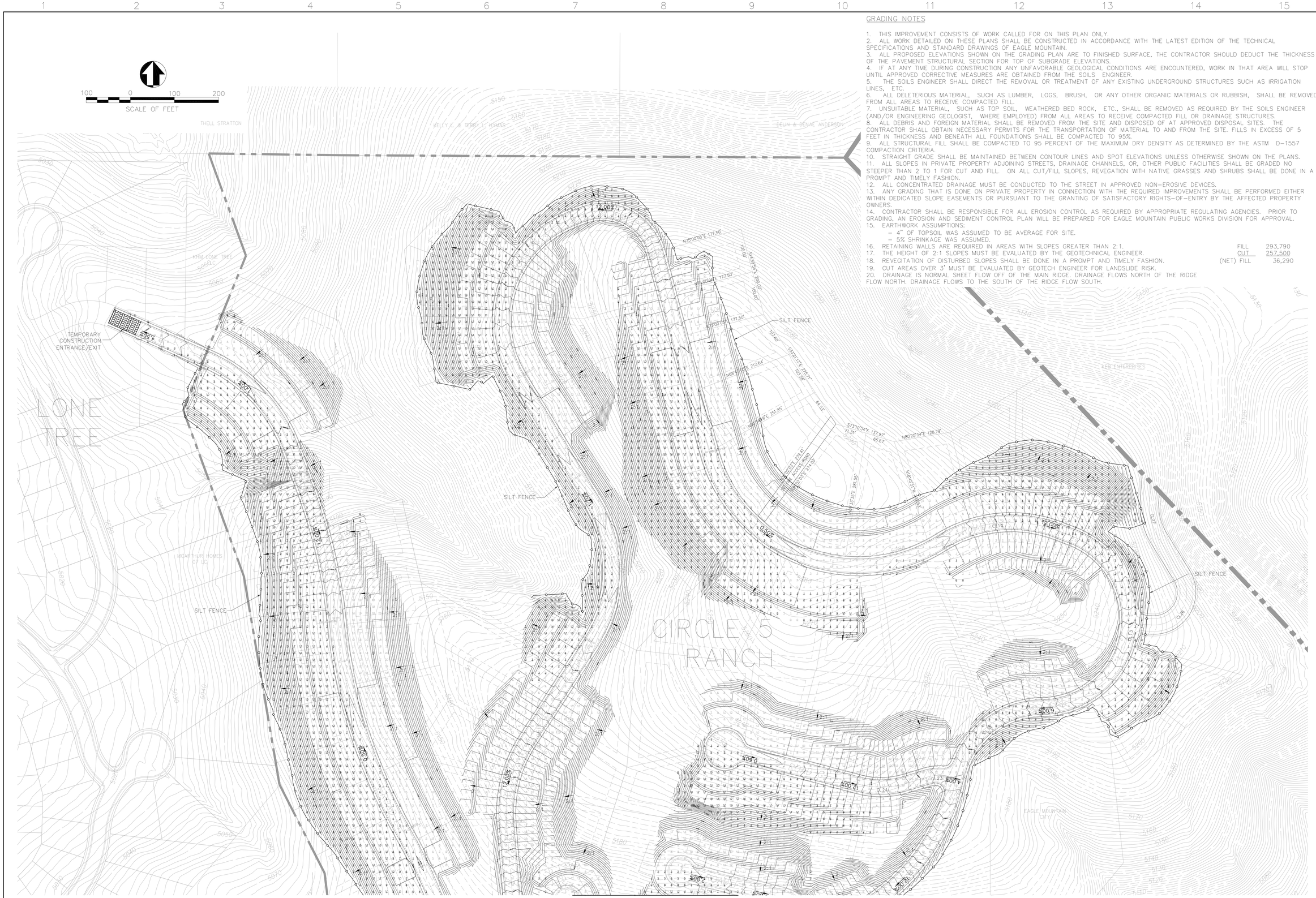


MATCH LINE SEE SHEET 6

5 OF 15	DESIGNED JWJ DRAWN JWJ CHECKED SDR	PSOMAS 4179 South Riverboat Road, Suite 200 Salt Lake City, Utah 84123 (801) 270-5777 (801) 270-5782 (FAX)	CIRCLE 5 RANCH PRELIMINARY PLAT PARCEL LAYOUT / DIMENSIONS	DATE 09-19-07 SCALE 1" = 100' PROJECT NO. 8EML010300	LICENSED PROFESSIONAL ENGINEER No. 175981 SCOTT D. ROCKE STATE OF UTAH



6 OF 15	DESIGNED: JWJ DRAWN: JWJ CHECKED: SDR	PSOMAS 4179 South Riverboat Road, Suite 200 Salt Lake City, Utah 84123 (801) 270-5777 (801) 270-5782 (FAX)	CIRCLE 5 RANCH PRELIMINARY PLAT PARCEL LAYOUT / DIMENSIONS	DATE: 09-19-07 SCALE: 1" = 100' PROJECT NO.: 8EML010300	LICENSED PROFESSIONAL ENGINEER No. 175981 SCOTT D. ROCKE STATE OF UTAH



GRADING NOTES

1. THIS IMPROVEMENT CONSISTS OF WORK CALLED FOR ON THIS PLAN ONLY.
2. ALL WORK DETAILED ON THESE PLANS SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE LATEST EDITION OF THE TECHNICAL SPECIFICATIONS AND STANDARD DRAWINGS OF EAGLE MOUNTAIN.
3. ALL PROPOSED ELEVATIONS SHOWN ON THE GRADING PLAN ARE TO FINISHED SURFACE, THE CONTRACTOR SHOULD DEDUCT THE THICKNESS OF THE PAVEMENT STRUCTURAL SECTION FOR TOP OF SUBGRADE ELEVATIONS.
4. IF AT ANY TIME DURING CONSTRUCTION ANY UNFAVORABLE GEOLOGICAL CONDITIONS ARE ENCOUNTERED, WORK IN THAT AREA WILL STOP UNTIL APPROVED CORRECTIVE MEASURES ARE OBTAINED FROM THE SOILS ENGINEER.
5. THE SOILS ENGINEER SHALL DIRECT THE REMOVAL OR TREATMENT OF ANY EXISTING UNDERGROUND STRUCTURES SUCH AS IRRIGATION LINES, ETC.
6. ALL DELETERIOUS MATERIAL, SUCH AS LUMBER, LOGS, BRUSH, OR ANY OTHER ORGANIC MATERIALS OR RUBBISH, SHALL BE REMOVED FROM ALL AREAS TO RECEIVE COMPACTED FILL.
7. UNSUITABLE MATERIAL, SUCH AS TOP SOIL, WEATHERED BED ROCK, ETC., SHALL BE REMOVED AS REQUIRED BY THE SOILS ENGINEER (AND/OR ENGINEERING GEOLOGIST, WHERE EMPLOYED) FROM ALL AREAS TO RECEIVE COMPACTED FILL OR DRAINAGE STRUCTURES.
8. ALL DEBRIS AND FOREIGN MATERIAL SHALL BE REMOVED FROM THE SITE AND DISPOSED OF AT APPROVED DISPOSAL SITES. THE CONTRACTOR SHALL OBTAIN NECESSARY PERMITS FOR THE TRANSPORTATION OF MATERIAL TO AND FROM THE SITE. FILLS IN EXCESS OF 5 FEET IN THICKNESS AND BENEATH ALL FOUNDATIONS SHALL BE COMPACTED TO 95%.
9. ALL STRUCTURAL FILL SHALL BE COMPACTED TO 95 PERCENT OF THE MAXIMUM DRY DENSITY AS DETERMINED BY THE ASTM D-1557 COMPACTION CRITERIA.
10. STRAIGHT GRADE SHALL BE MAINTAINED BETWEEN CONTOUR LINES AND SPOT ELEVATIONS UNLESS OTHERWISE SHOWN ON THE PLANS.
11. ALL SLOPES IN PRIVATE PROPERTY ADJOINING STREETS, DRAINAGE CHANNELS, OR, OTHER PUBLIC FACILITIES SHALL BE GRADED NO STEEPER THAN 2 TO 1 FOR CUT AND FILL. ON ALL CUT/FILL SLOPES, REVEGATION WITH NATIVE GRASSES AND SHRUBS SHALL BE DONE IN A PROMPT AND TIMELY FASHION.
12. ALL CONCENTRATED DRAINAGE MUST BE CONDUCTED TO THE STREET IN APPROVED NON-EROSIVE DEVICES.
13. ANY GRADING THAT IS DONE ON PRIVATE PROPERTY IN CONNECTION WITH THE REQUIRED IMPROVEMENTS SHALL BE PERFORMED EITHER WITHIN DEDICATED SLOPE EASEMENTS OR PURSUANT TO THE GRANTING OF SATISFACTORY RIGHTS-OF-ENTRY BY THE AFFECTED PROPERTY OWNERS.
14. CONTRACTOR SHALL BE RESPONSIBLE FOR ALL EROSION CONTROL AS REQUIRED BY APPROPRIATE REGULATING AGENCIES. PRIOR TO GRADING, AN EROSION AND SEDIMENT CONTROL PLAN WILL BE PREPARED FOR EAGLE MOUNTAIN PUBLIC WORKS DIVISION FOR APPROVAL.
15. EARTHWORK ASSUMPTIONS:
    - 4" OF TOPSOIL WAS ASSUMED TO BE AVERAGE FOR SITE.
    - 5% SHRINKAGE WAS ASSUMED.
16. RETAINING WALLS ARE REQUIRED IN AREAS WITH SLOPES GREATER THAN 2:1.
17. THE HEIGHT OF 2:1 SLOPES MUST BE EVALUATED BY THE GEOTECHNICAL ENGINEER.
18. REVEGITATION OF DISTURBED SLOPES SHALL BE DONE IN A PROMPT AND TIMELY FASHION.
19. CUT AREAS OVER 3' MUST BE EVALUATED BY GEOTECH ENGINEER FOR LANDSLIDE RISK.
20. DRAINAGE IS NORMAL SHEET FLOW OFF OF THE MAIN RIDGE. DRAINAGE FLOWS NORTH OF THE RIDGE FLOW NORTH. DRAINAGE FLOWS TO THE SOUTH OF THE RIDGE FLOW SOUTH.

FILL	293,790
CUT	257,500
(NET) FILL	36,290

PROFESSIONAL ENGINEER — LICENSED — No. 175981 — SCOTT D. ROCKE — STATE OF UTAH

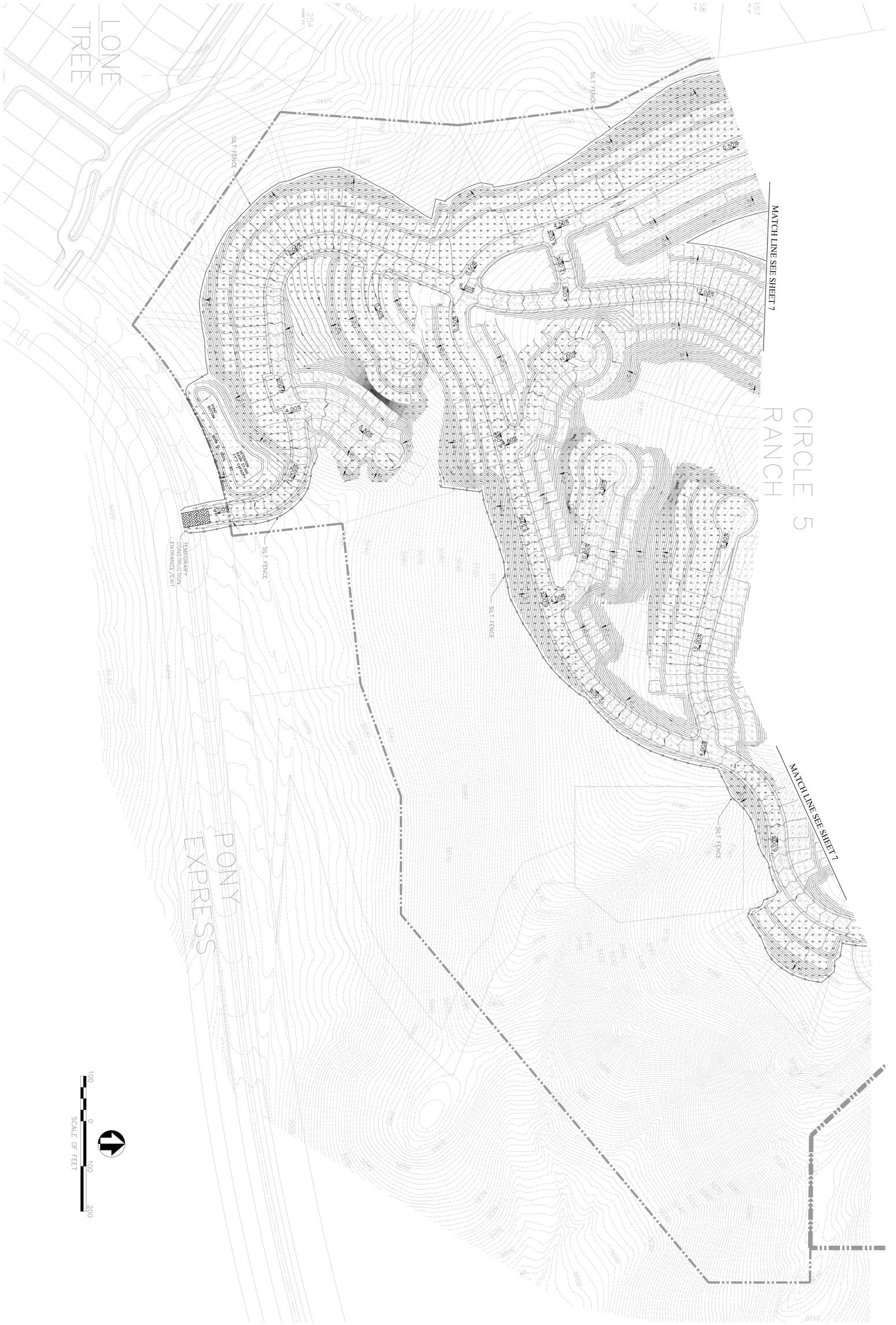
DATE 09-19-07 | SCALE 1" = 100' | PROJECT NO. 8EML010300

CIRCLE 5 RANCH
PRELIMINARY PLAT
OVERALL GRADING PLAN

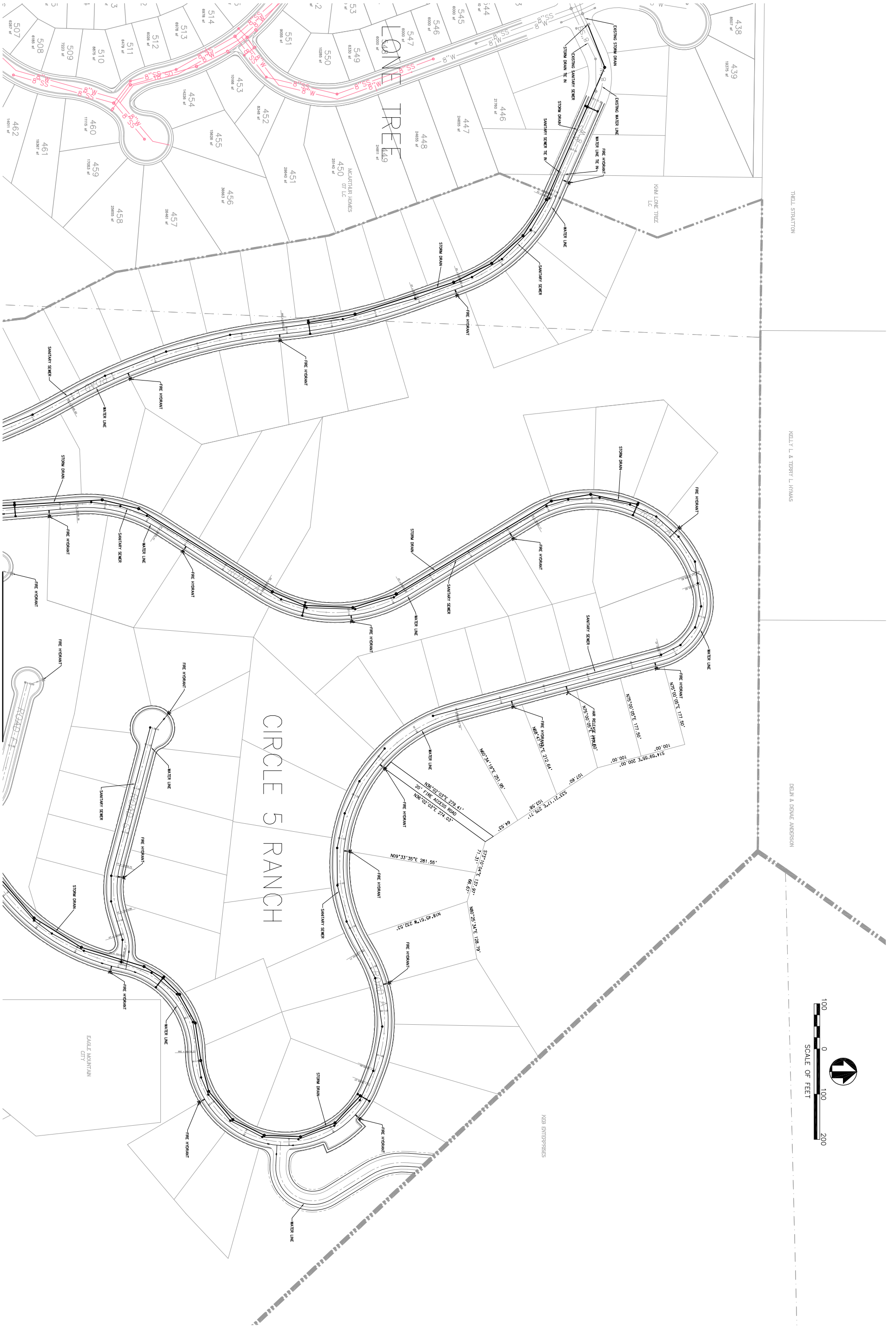
PSOMAS
4179 South Riverboat Road, Suite 200
Salt Lake City, Utah 84123
(801) 270-5777 (801) 270-5782 (FAX)

DESIGNED	DRAWN	CHECKED
JWJ	JWJ	SDR

7 OF 15



8 OF 15	DESIGNED JWJ DRAWN JWJ CHECKED SDR	PSOMAS 4179 South Riverboat Road, Suite 200 Salt Lake City, Utah 84123 (801) 270-5777 (801) 270-5782 (FAX)	CIRCLE 5 RANCH PRELIMINARY PLAT OVERALL GRADING PLAN	DATE 09-19-07 SCALE 1" = 100' PROJECT NO. 8EML010300	LICENSED PROFESSIONAL ENGINEER No. 175981 SCOTT D. ROCKE STATE OF UTAH



CIRCLE 5 RANCH
PRELIMINARY PLAT

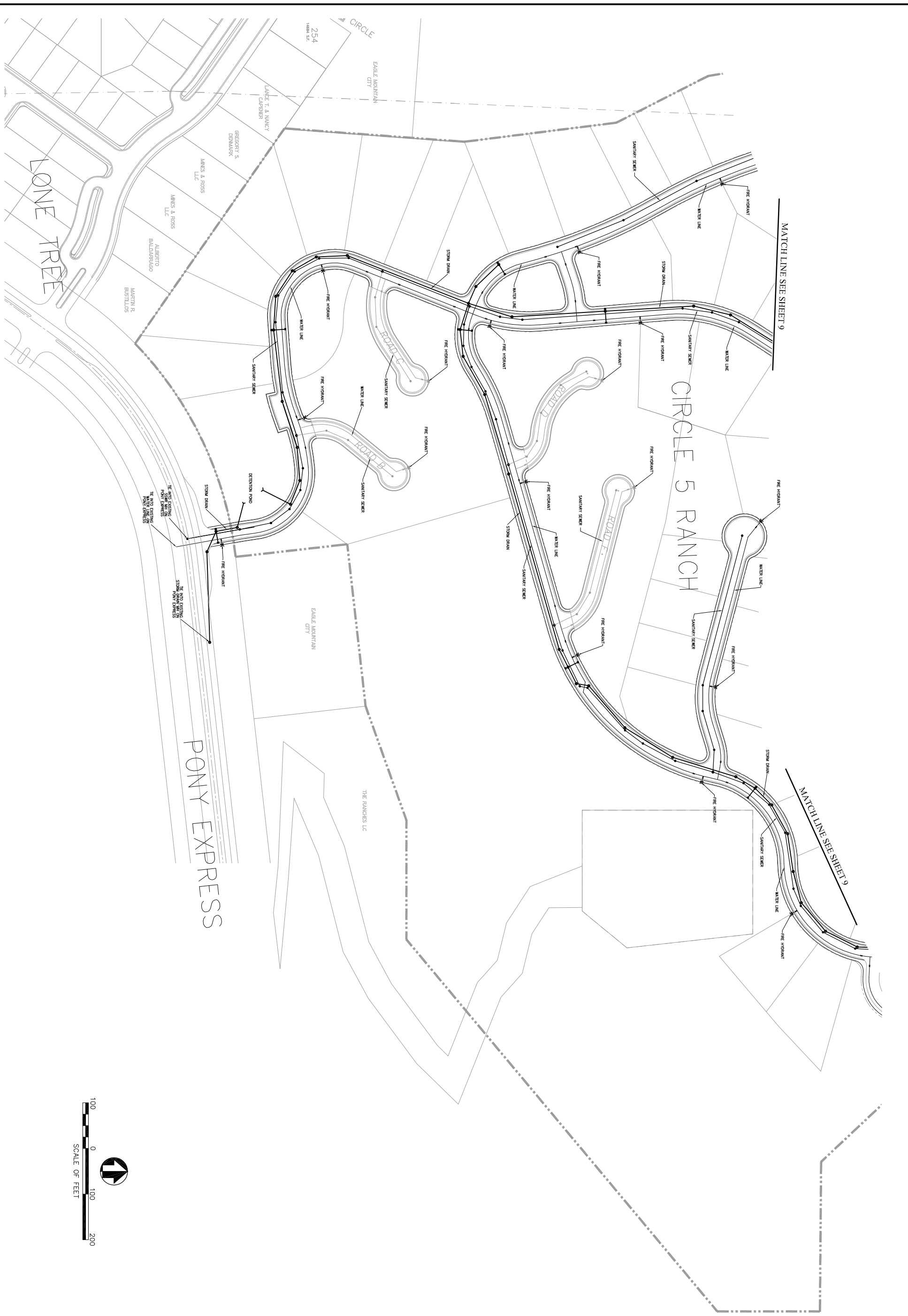
OVERALL UTILITY PLAN

PSOMAS
4179 South Riverboat Road, Suite 200
Salt Lake City, Utah 84123
(801) 270-5777 (801) 270-5782 (FAX)

DESIGNED: JWJ
DRAWN: JWJ
CHECKED: SDR

DATE: 09-19-07
SCALE: 1" = 100'
PROJECT NO.: 8EML010300

LICENSED PROFESSIONAL ENGINEER
No. 175981
SCOTT D. ROCKE
STATE OF UTAH



10 OF 15	DESIGNED JWJ DRAWN JWJ CHECKED SDR	PSOMAS 4179 South Riverboat Road, Suite 200 Salt Lake City, Utah 84123 (801) 270-5777 (801) 270-5782 (FAX)	CIRCLE 5 RANCH PRELIMINARY PLAT OVERALL UTILITY PLAN	DATE 09-19-07 SCALE 1" = 100' PROJECT NO. 8EML010300	LICENSED PROFESSIONAL ENGINEER No. 175981 SCOTT D. ROCKE STATE OF UTAH

SIGN AND STRIPING NOTES:

1. CONTRACTOR TO INSTALL ALL SIGNING AND STRIPING PER THE LATEST MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) PUBLISHED BY THE U.S. DEPARTMENT OF TRANSPORTATION AND UDOT STANDARDS.
2. PAINT 24" SOLID WHITE STOP BAR REQUIRED. (UDOT STD. DWG. 745-44)
3. INSTALL STREET SIGN PER EAGLE MOUNTAIN STANDARDS.
4. CROSS WALK

100 0 100 200
SCALE OF FEET



MATCH LINE SEE SHEET 14

LICENSED PROFESSIONAL ENGINEER
No. 175981
SCOTT D. ROCKE
STATE OF UTAH

DATE 09-19-07
SCALE 1" = 100'
PROJECT NO. 8EML010300

CIRCLE 5 RANCH
PRELIMINARY PLAT

SIGN AND STRIPING PLAN

PSOMAS
4179 South Riverboat Road, Suite 200
Salt Lake City, Utah 84123
(801) 270-5777 (801) 270-5782 (FAX)

DESIGNED	DRAWN	CHECKED
JWJ	JWJ	SDR

SIGN AND STRIPING NOTES:

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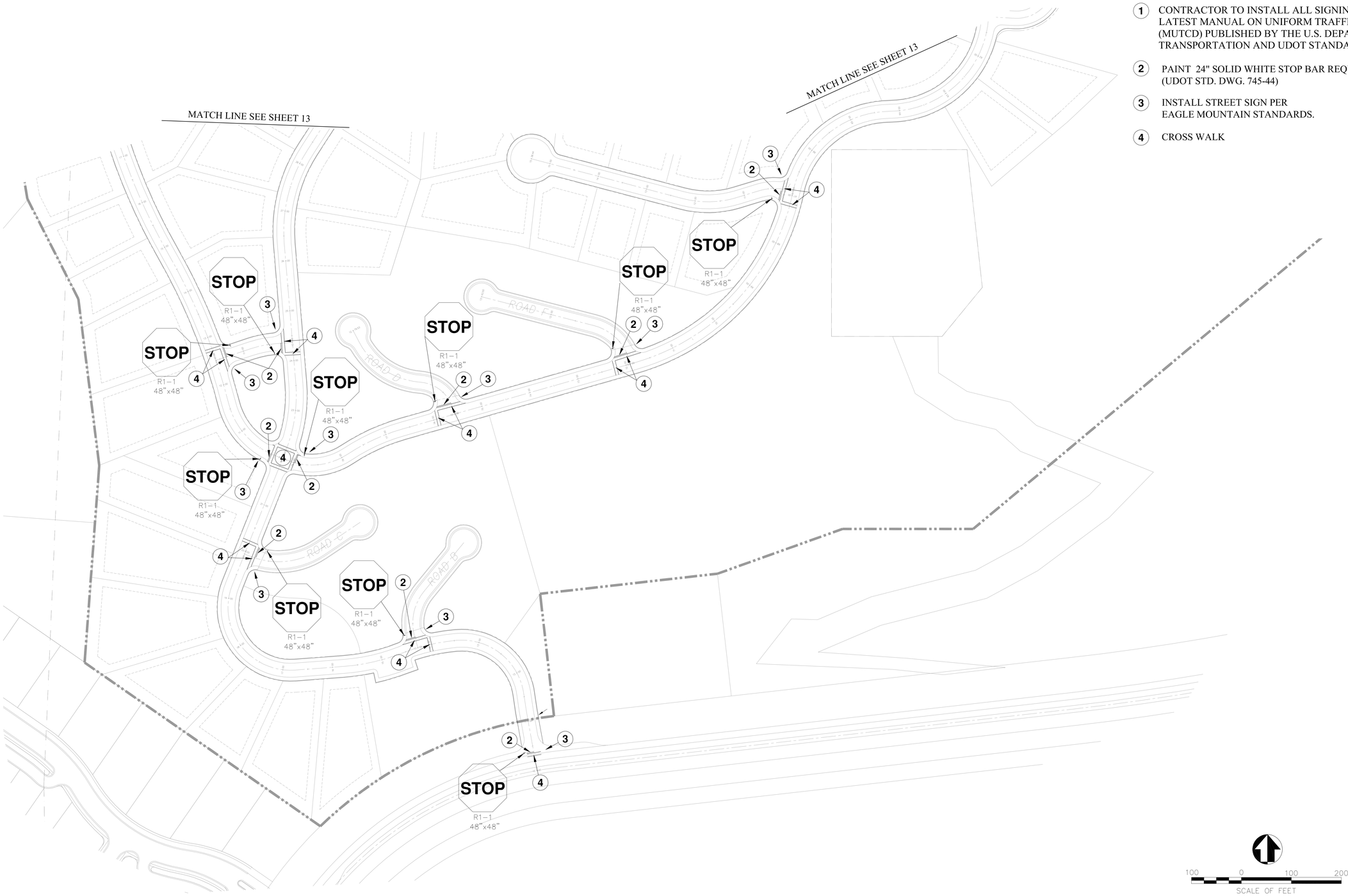
2. PAINT 24" SOLID WHITE STOP BAR REQUIRED. (UDOT STD. DWG. 745-44)
3. INSTALL STREET SIGN PER EAGLE MOUNTAIN STANDARDS.
4. CROSS WALK



LICENSED PROFESSIONAL ENGINEER
No. 175981
SCOTT D. ROCKE
STATE OF UTAH

DATE 09-19-07
SCALE 1" = 100'
PROJECT NO. 8EML010300

CIRCLE 5 RANCH
PRELIMINARY PLAT
SIGN AND STRIPING PLAN

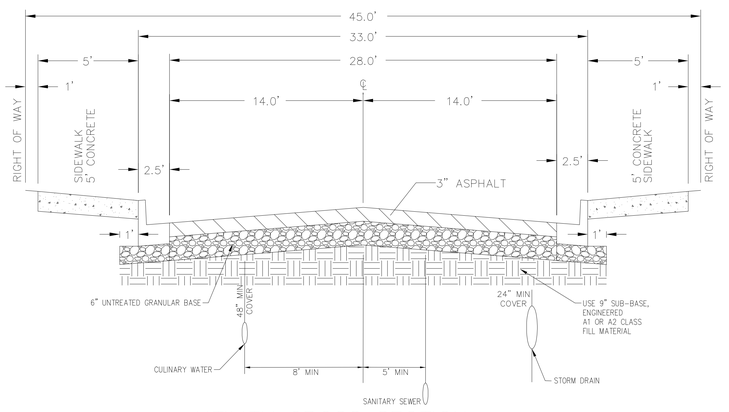
PSOMAS
4179 South Riverboat Road, Suite 200
Salt Lake City, Utah 84123
(801) 270-5777 (801) 270-5782 (FAX)

DESIGNED	DRAWN	CHECKED
JWJ	JWJ	SDR

Parcel name: 1	Perimeter: 750.0635	Area: 28,333 sq.ft.	0.65 acres
Parcel name: 2	Perimeter: 734.3513	Area: 28,134 sq.ft.	0.65 acres
Parcel name: 3	Perimeter: 596.1527	Area: 19,792 sq.ft.	0.45 acres
Parcel name: 4	Perimeter: 707.9253	Area: 26,199 sq.ft.	0.60 acres
Parcel name: 5	Perimeter: 808.1400	Area: 37,498 sq.ft.	0.86 acres
Parcel name: 6	Perimeter: 797.3976	Area: 33,242 sq.ft.	0.76 acres
Parcel name: 7	Perimeter: 789.5518	Area: 30,262 sq.ft.	0.69 acres
Parcel name: 8	Perimeter: 707.3482	Area: 24,108 sq.ft.	0.55 acres
Parcel name: 9	Perimeter: 770.7811	Area: 33,364 sq.ft.	0.77 acres
Parcel name: 10	Perimeter: 732.1118	Area: 31,855 sq.ft.	0.73 acres
Parcel name: 11	Perimeter: 580.1100	Area: 18,343 sq.ft.	0.42 acres
Parcel name: 12	Perimeter: 573.1979	Area: 19,143 sq.ft.	0.44 acres
Parcel name: 13	Perimeter: 576.3057	Area: 19,734 sq.ft.	0.45 acres
Parcel name: 14	Perimeter: 561.0973	Area: 18,446 sq.ft.	0.42 acres
Parcel name: 15	Perimeter: 544.8290	Area: 17,593 sq.ft.	0.40 acres
Parcel name: 16	Perimeter: 538.4016	Area: 17,036 sq.ft.	0.39 acres
Parcel name: 17	Perimeter: 525.0486	Area: 15,828 sq.ft.	0.36 acres
Parcel name: 18	Perimeter: 531.8402	Area: 16,044 sq.ft.	0.37 acres
Parcel name: 19	Perimeter: 544.1823	Area: 16,891 sq.ft.	0.39 acres
Parcel name: 20	Perimeter: 699.9160	Area: 30,535 sq.ft.	0.70 acres
Parcel name: 21	Perimeter: 651.2826	Area: 25,168 sq.ft.	0.58 acres
Parcel name: 22	Perimeter: 653.4250	Area: 26,054 sq.ft.	0.60 acres
Parcel name: 23	Perimeter: 630.1563	Area: 23,224 sq.ft.	0.53 acres
Parcel name: 24	Perimeter: 606.6506	Area: 22,277 sq.ft.	0.51 acres
Parcel name: 25	Perimeter: 614.7006	Area: 22,731 sq.ft.	0.52 acres
Parcel name: 26	Perimeter: 630.7907	Area: 23,977 sq.ft.	0.55 acres
Parcel name: 27	Perimeter: 701.8035	Area: 30,324 sq.ft.	0.70 acres
Parcel name: 28	Perimeter: 671.4089	Area: 28,959 sq.ft.	0.66 acres
Parcel name: 29	Perimeter: 728.7893	Area: 30,473 sq.ft.	0.70 acres
Parcel name: 30	Perimeter: 624.3184	Area: 22,346 sq.ft.	0.51 acres
Parcel name: 31	Perimeter: 691.4037	Area: 22,688 sq.ft.	0.52 acres
Parcel name: 32	Perimeter: 887.9073	Area: 32,527 sq.ft.	0.75 acres
Parcel name: 33	Perimeter: 873.7683	Area: 26,396 sq.ft.	0.61 acres
Parcel name: 34	Perimeter: 628.6352	Area: 23,205 sq.ft.	0.53 acres
Parcel name: 35	Perimeter: 655.1664	Area: 24,744 sq.ft.	0.57 acres
Parcel name: 36	Perimeter: 637.8189	Area: 22,756 sq.ft.	0.52 acres
Parcel name: 37	Perimeter: 555.0000	Area: 17,750 sq.ft.	0.41 acres
Parcel name: 38	Perimeter: 555.0000	Area: 17,750 sq.ft.	0.41 acres
Parcel name: 39	Perimeter: 608.5516	Area: 21,649 sq.ft.	0.50 acres
Parcel name: 40	Perimeter: 671.2133	Area: 25,785 sq.ft.	0.59 acres
Parcel name: 41	Perimeter: 723.5026	Area: 30,471 sq.ft.	0.70 acres
Parcel name: 42	Perimeter: 762.4576	Area: 35,066 sq.ft.	0.81 acres
Parcel name: 43	Perimeter: 704.6061	Area: 29,658 sq.ft.	0.68 acres
Parcel name: 44	Perimeter: 628.4701	Area: 22,619 sq.ft.	0.52 acres
Parcel name: 45	Perimeter: 745.0086	Area: 29,296 sq.ft.	0.67 acres
Parcel name: 46	Perimeter: 813.3320	Area: 35,894 sq.ft.	0.82 acres
Parcel name: 47	Perimeter: 690.5263	Area: 25,655 sq.ft.	0.59 acres
Parcel name: 48	Perimeter: 700.3820	Area: 26,531 sq.ft.	0.61 acres
Parcel name: 49	Perimeter: 617.7982	Area: 22,146 sq.ft.	0.51 acres
Parcel name: 50	Perimeter: 626.5391	Area: 22,648 sq.ft.	0.52 acres
Parcel name: 51	Perimeter: 683.2923	Area: 28,608 sq.ft.	0.66 acres
Parcel name: 52	Perimeter: 696.6231	Area: 30,319 sq.ft.	0.70 acres
Parcel name: 53	Perimeter: 619.7859	Area: 22,711 sq.ft.	0.52 acres
Parcel name: 54	Perimeter: 625.8353	Area: 23,134 sq.ft.	0.53 acres
Parcel name: 55	Perimeter: 753.0981	Area: 32,830 sq.ft.	0.75 acres
Parcel name: 56	Perimeter: 771.0574	Area: 33,816 sq.ft.	0.78 acres
Parcel name: 57	Perimeter: 960.2431	Area: 47,029 sq.ft.	1.08 acres
Parcel name: 58	Perimeter: 573.1508	Area: 18,812 sq.ft.	0.43 acres
Parcel name: 59	Perimeter: 570.0919	Area: 19,008 sq.ft.	0.44 acres
Parcel name: 60	Perimeter: 506.7241	Area: 15,270 sq.ft.	0.35 acres
Parcel name: 61	Perimeter: 505.0000	Area: 15,250 sq.ft.	0.35 acres
Parcel name: 62	Perimeter: 505.0000	Area: 15,250 sq.ft.	0.35 acres
Parcel name: 63	Perimeter: 505.0000	Area: 15,250 sq.ft.	0.35 acres
Parcel name: 64	Perimeter: 622.4299	Area: 24,082 sq.ft.	0.55 acres
Parcel name: 65	Perimeter: 679.8820	Area: 28,228 sq.ft.	0.65 acres
Parcel name: 66	Perimeter: 654.5232	Area: 26,710 sq.ft.	0.61 acres
Parcel name: 67	Perimeter: 510.5109	Area: 15,275 sq.ft.	0.35 acres
Parcel name: 68	Perimeter: 767.4726	Area: 31,641 sq.ft.	0.73 acres
Parcel name: 69	Perimeter: 763.7983	Area: 33,450 sq.ft.	0.77 acres
Parcel name: 70	Perimeter: 661.2542	Area: 21,905 sq.ft.	0.50 acres
Parcel name: 71	Perimeter: 634.7913	Area: 24,297 sq.ft.	0.56 acres
Parcel name: 72	Perimeter: 662.8883	Area: 25,296 sq.ft.	0.58 acres
Parcel name: 73	Perimeter: 692.0164	Area: 27,837 sq.ft.	0.64 acres
Parcel name: 74	Perimeter: 647.0952	Area: 23,548 sq.ft.	0.54 acres
Parcel name: 75	Perimeter: 638.2433	Area: 24,447 sq.ft.	0.56 acres
Parcel name: 76	Perimeter: 507.0646	Area: 15,269 sq.ft.	0.35 acres
Parcel name: 77	Perimeter: 505.0000	Area: 15,250 sq.ft.	0.35 acres
Parcel name: 78	Perimeter: 512.7121	Area: 16,697 sq.ft.	0.38 acres
Parcel name: 79	Perimeter: 744.3227	Area: 31,452 sq.ft.	0.72 acres
Parcel name: 80	Perimeter: 703.6734	Area: 30,163 sq.ft.	0.69 acres
Parcel name: 81	Perimeter: 636.6635	Area: 23,398 sq.ft.	0.54 acres

Open Space 1	Perimeter: 568.2168	Area: 10,313 sq.ft.	0.24 acres
Open Space 2	Perimeter: 947.0976	Area: 46,845 sq.ft.	1.08 acres
Open Space 3	Perimeter: 638.9217	Area: 24,069 sq.ft.	0.55 acres
Open Space 4	Perimeter: 454.0778	Area: 13,224 sq.ft.	0.30 acres
Open Space 5	Perimeter: 514.2332	Area: 14,142 sq.ft.	0.32 acres
Open Space 6	Perimeter: 7216.4399	Area: 783,921 sq.ft.	18.00 acres
Open Space 7	Perimeter: 1362.8139	Area: 56,126 sq.ft.	1.29 acres
Open Space 8	Perimeter: 838.9307	Area: 36,056 sq.ft.	0.83 acres
Open Space 9	Perimeter: 1164.0705	Area: 57,445 sq.ft.	1.32 acres
Open Space 10	Perimeter: 886.6699	Area: 39,187 sq.ft.	0.90 acres
Open Space 11	Perimeter: 4851.1834	Area: 971,060 sq.ft.	22.29 acres
Multi Family 1	Perimeter: 3524.5136	Area: 175,528 sq.ft.	4.03 acres
Multi Family 2	Perimeter: 2782.0101	Area: 153,932 sq.ft.	3.53 acres

ROADWAY CROSS SECTION (N.T.S.)



UTILITY CROSS SECTION (N.T.S.)

CENTERLINE CURVE TABLE

CURVE	RADIUS	LENGTH	DELTA	CHORD	CHORD DIR.
CL1	500.00	31.63	3°37'28"	31.62	S08°24'45"E
CL2	125.00	193.04	88°28'53"	174.42	N50°50'28"W
CL3	400.00	113.30	16°13'45"	112.92	S76°48'13"W
CL4	400.00	118.67	16°59'55"	118.24	N77°11'18"E
CL5	125.00	253.17	116°02'46"	212.07	S36°17'22"E
CL6	300.00	138.57	26°27'55"	137.34	N08°30'04"E
CL7	300.00	197.12	37°38'51"	193.59	S14°05'32"W
CL8	300.00	336.71	64°18'26"	319.31	N00°45'44"E
CL9	250.00	439.72	100°46'32"	385.19	S18°59'47"W
CL10	125.00	208.60	95°37'01"	185.23	N62°48'26"W
CL11	350.00	654.47	107°08'17"	563.20	S68°34'04"E
CL12	300.00	277.91	53°04'38"	268.08	S84°24'06"W
CL13	200.00	552.96	158°24'41"	392.92	N10°08'46"E
CL14	200.00	271.73	77°50'41"	251.31	S50°25'45"W
CL15	449.98	491.41	62°34'16"	467.35	N42°47'27"E
CL16	400.00	122.21	17°30'18"	121.73	S65°19'19"W
CL17	130.00	125.16	55°09'51"	120.39	N84°09'06"E
CL18	150.00	141.48	54°02'28"	136.29	S41°14'45"E
CL19	1200.00	324.92	15°30'50"	323.93	N21°58'56"W
CL20	1200.00	505.55	24°08'18"	501.82	S17°40'12"E
CL21	1200.00	302.39	14°26'17"	301.59	N12°49'11"W
CL22	350.00	281.14	46°01'21"	273.64	N43°03'01"W
CL23	100.00	49.71	28°28'57"	49.20	S87°15'57"W
CL24	200.00	110.74	31°43'25"	109.33	N88°53'11"E
CL25	200.00	48.21	13°48'36"	48.09	S78°21'49"W
CL26	74.00	161.50	125°02'34"	131.30	N30°38'54"E
CL27	145.00	92.32	36°28'43"	90.77	S13°38'02"E

CURVE TABLE

CURVE	RADIUS	LENGTH	DELTA	CHORD	CHORD DIR.
C1	422.50	39.14	5°18'26"	39.12	N83°02'02"E
C2	147.50	26.15	10°09'32"	26.12	S89°13'59"E
C3	147.50	80.14	31°07'47"	79.16	S68°35'19"E
C4	147.50	73.95	28°43'36"	73.18	S38°39'38"E
C5	147.50	84.95	32°59'53"	83.78	S07°47'53"E
C6	147.50	33.55	13°01'58"	33.48	S15°13'02"W
C7	15.00	22.11	84°28'11"	20.17	N20°30'04"W
C8	172.50	123.85	41°08'18"	121.21	S42°10'01"E
C9	172.50	22.20	7°22'21"	22.18	S17°54'41"E
C10	1177.50	106.52	5°10'59"	106.48	N16°49'00"W
C11	1177.50	159.36	7°45'15"	159.24	N23°17'07"W
C12	1177.50	52.95	2°34'36"	52.95	N28°27'03"W
C13	1222.50	47.08	2°12'24"	47.08	S28°38'09"E
C14	1222.50	99.91	4°40'57"	99.88	S25°11'28"E
C15	1222.50	99.91	4°40'57"	99.88	S20°30'32"E
C16	1222.50	99.91	4°40'57"	99.88	S15°49'35"E
C17	1222.50	99.91	4°40'57"	99.88	S11°08'38"E
C18	1222.50	68.32	3°12'07"	68.31	S07°12'06"E
C19	1177.50	31.63	1°32'21"	31.63	N06°22'13"W
C20	1177.50	100.33	4°52'56"	100.30	N09°34'51"W
C21	1177.50	100.33	4°52'56"	100.30	N14°27'47"W
C22	1177.50	64.42	3°08'05"	64.42	N18°28'17"W
C23	327.50	13.08	2°17'18"	13.08	N21°10'59"W
C24	327.50	249.98	43°44'03"	243.96	N44°11'40"W
C25	372.50	99.15	15°15'00"	98.85	N58°26'11"W
C26	372.50	96.33	14°49'01"	96.06	N43°24'10"W
C27	372.50	100.55	15°27'58"	100.24	N28°15'41"W
C28	372.50	3.18	0°29'22"	3.18	N20°17'01"W
C29	1222.50	77.77	3°38'41"	77.75	N18°12'59"W
C30	1222.50	119.09	5°34'53"	119.04	N13°36'12"W
C31	1222.50	111.21	5°12'43"	111.17	N08°12'24"W
C32	1177.50	8.05	0°23'30"	8.05	S05°47'47"E
C33	1177.50	136.91	6°39'44"	136.84	S09°19'24"E
C34	1177.50	205.84	10°00'57"	205.58	S17°39'44"E
C35	1177.50	145.28	7°04'08"	145.18	S26°12'17"E
C36	1222.50	27.94	1°18'34"	27.94	N29°05'04"W
C37	1222.50	173.93	8°09'06"	173.78	N24°21'14"W
C38	15.00	23.11	88°15'49"	20.89	S64°24'35"E
C39	222.50	52.44	13°30'09"	52.31	S78°12'35"W
C40	15.00	23.48	89°41'33"	21.16	N40°06'53"E
C42	15.00	23.68	90°26'58"	21.30	N49°57'22"W
C43	177.50	41.39	13°21'38"	41.30	S78°08'20"W
C44	15.00	23.11	88°15'49"	20.89	S27°19'36"W
C45	127.50	98.54	44°16'49"	96.10	S36°21'55"E
C46	15.00	27.43	104°46'19"	23.76	N69°06'31"E
C47	1222.50	55.04	2°34'47"	55.04	N15°30'54"W
C48	277.50	103.91	21°27'15"	103.30	N05°59'44"E
C49	477.50	30.21	3°37'28"	30.20	S08°24'45"E
C50	147.50	122.79	47°41'50"	119.27	N30°26'56"W
C51	147.50	104.99	40°47'04"	102.79	N74°41'22"W
C52	422.50	45.28	6°08'25"	45.26	S81°50'53"W
C53	15.00	25.48	97°20'12"	22.53	S52°33'13"E
C54	77.50	58.35	43°08'28"	56.99	S17°41'04"W
C55	522.50	33.05	3°37'28"	33.05	S08°24'45"E
C56	102.50	158.29	88°28'53"	143.02	N50°50'28"W
C57	377.50	86.01	13°03'14"	85.82	S78°23'29"W
C58	357.50	19.81	3°10'31"	19.81	S70°16'36"W
C59	442.50	70.40	9°06'55"	70.32	N73°14'48"E
C60	422.50	19.00	2°34'33"	18.99	N79°05'33"E
C61	122.50	106.66	49°53'13"	103.32	S14°18'41"W
C62	15.00	20.81	79°28'10"	19.18	N29°06'19"E
C63	422.50	1.11	0°09'04"	1.11	S68°45'52"W
C64	377.50	77.05	11°41'42"	76.92	N74°32'12"E
C65	377.50	34.94	5°18'13"	34.93	N83°02'09"E
C66	102.50	207.60	116°02'46"	173.89	S36°17'22"E
C67	15.00	11.17	42°40'05"	10.91	N17°55'16"E
C68	36.00	166.72	265°20'09"	52.94	N50°44'42"W
C69	15.00	11.17	42°40'05"	10.91	S60°35'20"W
C70	15.00	21.61	82°33'16"	19.79	S63°00'39"W
C71	172.50	144.81	48°05'49"	140.59	N80°14'23"E
C72	15.00	11.17	42°40'05"	10.91	S77°31'31"W
C73	15.00	11.17	42°40'05"	10.91	N34°51'26"E
C74	36.00	166.72	265°20'09"	52.94	N33°48'31"W
C75	127.50	95.84	43°04'11"	93.60	N77°43'34"E
C76	15.00	26.83	102°28'21"	23.39	S29°30'09"E
C77	15.00	21.13	80°43'31"	19.43	S62°05'47"W
C78	152.50	122.14	45°53'22"	118.90	N79°30'51"E
C79	377.50	115.33	17°30'18"	114.89	S65°19'19"W
C80	472.50	515.97	62°34'03"	490.72	N42°47'27"E
C81	15.00	26.73	102°06'38"	23.33	S33°34'40"E
C82	107.50	72.79	38°47'51"	71.41	N75°58'05"E
C83	422.50	129.08	17°30'18"	128.58	S65°19'19"W
C84	15.00	35.91	137°09'19"	27.93	N05°29'49"E
C85	15.00	19.86	75°51'13"	18.44	S67°59'55"E
C86	15.00	31.07	118°40'21"	25.81	N14°44'18"E
C87	15.00	21.11	80°38'26"	19.41	S69°11'14"E
C88	427.50	218.69	29°18'36"	216.31	N55°50'15"E
C89	427.50	178.70	23°56'59"	177.40	N29°12'28"E
C90	122.50	99.93	46°44'13"	97.18	N52°14'07"W
C91	15.00	11.17	42°40'05"	10.91	S54°16'12"E
C92	36.00	166.72	265°20'09"	52.94	S14°23'46"W
C93	15.00	11.17	42°40'05"	10.91	S83°03'44"W
C94	77.50	41.94	31°00'21"	41.43	N60°06'04"W
C95	52.50	20.74	22°38'12"	20.61	N74°23'57"W
C96	172.50	166.82	55°24'38"	160.40	S58°00'43"E
C97	15.00	10.59	40°25'55"	10.37	N50°31'22"W
C98	36.00	166.62	265°11'17"	53.00	S61°51'19"W
C99	15.00	12.09	46°11'56"	11.77	S08°39'01"E
C100	127.50	120.09	53°58'04"	115.70	S58°44'01"E
C101	97.50	94.69	55°38'44"	91.01	N57°53'41"W
C102	322.50	125.01	22°12'32"	124.23	N06°22'23"E
C103	277.50	68.82	14°12'31"	68.64	S02°22'22"W
C104	277.50	113.52	23°26'20"	112.73	S21°11'47"W
C106	322.50	14.03	2°29'36"	14.03	S03°29'05"E
C107	322.50	91.92	16°19'49"	91.61	S05°55'37"W
C108	322.50	91.92	16°19'49"	91.61	S22°15'27"W
C109	322.50	14.03	2°29'36"	14.03	S31°40'09"W

CURVE TABLE

CURVE	RADIUS	LENGTH	DELTA	CHORD	CHORD DIR.
C110	277.50	21.09	4°21'18"	21.09	N30°44'19"E
C111	322.50	33.41	5°56'10"	33.40	N29°56'53"E
C112	322.50	328.55	58°22'17"	314.53	N02°12'20"W
C113	277.50	290.37	59°57'08"	277.30	N01°24'54"W
C114	272.50	59.91	12°35'49"	59.79	S25°05'34"E
C115	272.50	96.71	20°20'00"	96.20	S08°37'40"E
C116	227.50	141.90	35°44'13"	139.61	S13°31'22"E
C117	272.50	90.01	18°55'32"	89.60	S11°00'06"W
C118	272.50	85.91	18°03'47"	85.55	S29°29'46"W
C119	272.50	146.75	30°51'24"	144.99	S53°57'22"W
C120	147.50	246.15	95°37'01"	218.57	N62°48'26"W
C121	227.50	256.07	64°29'25"	242.76	S36°35'27"W
C122	227.50	2.18	0°32'55"	2.18	S69°06'36"W
C123	102.50	171.06	95°37'01"	151.89	N62°48'26"W
C124	372.50	35.30	5°25'46"	35.29	S17°42'49"E
C125	372.50	88.04	13°32'29"	87.83	S27°11'56"E
C126	372.50	84.83	13°02'53"	84.65	S40°29'38"E
C127	372.50	109.66	16°52'01"	109.26	S55°27'05"E
C128	372.50	109.66	16°52'01"	109.26	S72°19'06"E
C129	372.50	111.62	17°10'07"	111.20	S89°20'10"E
C130	372.50	104.59	16°05'12"	104.24	N74°02'10"E
C131	372.50	52.85	8°07'46"	52.81	N61°55'41"E
C132	277.50	80.41	16°36'09"	80.13	S66°09'52"W
C133	277.50	176.66	36°28'29"	173.69	N87°17'49"W
C134	177.50	278.82	90°00'00"	251.02	N24°03'35"W
C135	327.50	177.78	31°06'12"	175.61	S30°33'01"E
C136	327.50	20.12	3°31'10"	20.11	S47°51'42"E
C137	327.50	201.29	35°12'57"	198.14	S67°13'46"E
C138	327.50	191.99	33°35'20"	189.26	N78°22'06"E
C139	327.50	21.21	3°42'38"	21.21	N59°43'07"E
C140	322.50	94.89	16°51'30"	94.55	S66°17'33"W
C141	322.50	92.51	16°26'10"	92.20	S82°56'23"W
C142	322.50	85.29	15°09'08"	85.04	N81°15'58"W
C143	322.50	26.06	4°37'49"	26.05	N71°22'29"W
C144	222.50	33.61	8°39'15"	33.58	N64°43'57"W
C145	222.50	52.13	13°25'30"	52.02	N53°41'35"W
C146	242.50	106.03	25°03'06"	105.19	N34°27'17"W
C147	222.50	52.21	13°26'36"	52.09	N15°12'26"W
C148	25.00	34.18	78°20'42"	31.58	S47°39'28"E
C149	177.50	211.94	68°24'41"	199.57	N55°08'46"E
C150	222.50	16.43	4°13'49"	16.42	S87°14'11"W
C151	222.50	126.79	32°38'59"	125.08	S68°47'47"W
C152	328.99	104.40	18°10'51"	103.96	S40°41'57"W
C154	15.00	19.48	74°23'40"	18.14	N57°33'21"E
C155	122.50	46.46	21°43'43"	46.18	S83°53'20"W
C156	177.50	15.32	4°56'46"	15.32	N75°29'51"E
C157	177.50	82.96	26°46'39"	82.20	S88°38'26"E
C158	15.00	14.34	54°45'56"	13.80	S47°52'08"E
C159	50.00	252.66	289°31'52"	57.69	S14°44'53"W
C160	15.00	14.34	54°45'56"	13.80	S77°21'55"W
C161	222.50	29.68	7°38'35"	29.66	S79°04'24"E
C162	222.50	93.51	24°04'51"	92.83	N85°03'53"E
C163	77.50	11.89	8°47'36"	11.88	S77°25'16"W
C164	15.00	30.22	115°24'54"	25.36	N40°28'29"W
C165	25.00	34.18	78°20'42"	31.58	S53°59'50"W
C166	222.50	2.87	0°44'19"	2.87	N15°11'39"E
C167	222.50	83.45	21°29'20"	82.96	N26°18'28"E
C168	222.50	87.45	22°31'08"	86.89	N48°18'43"E
C169	222.50	115.65	29°46'49"	114.35	N74°27'41"E
C170	177.50	241.16	77°50'41"	223.03	S50°25'45"W
C172	49.00	106.94	125°02'34"	86.94	N30°38'54"E
C173	170.00	108.23	36°28'43"	106.42	S13°38'02"E
C174	120.00	76.40	36°28'43"	75.12	S13°38'02"E
C175	99.00	216.06	125°02'34"	175.66	N30°38'54"E

PROFESSIONAL ENGINEER
No. 175981
SCOTT D. ROCKE
STATE OF UTAH
LICENSED

DATE 09-19-07
SCALE 1" = 100'
PROJECT NO. 8EML010300

CIRCLE 5 RANCH
PRELIMINARY PLAT
PARCEL AREAS, CURVE TABLE, AND CROSS SECTIONS

PSOMAS
4179 South Riverboat Road, Suite 200
Salt Lake City, Utah 84123
(801) 270-5777 (801) 270-5782 (FAX)

DESIGNED JWJ
DRAWN JWJ
CHECKED SDR

15 OF 15

EAGLE MOUNTAIN
Planning Commission MEETING MINUTES

October 26, 2021, 5:30 p.m.
Eagle Mountain City Council Chambers
1650 East Stagecoach Run, Eagle Mountain, Utah 84005

COMMISSION MEMBERS PRESENT: Jeremy Bergener, Matthew Everett, and Brett Wright. Commissioner Christopher Pengra was excused.

COMMISSION MEMBERS PRESENT ELECTRONICALLY: Erin Wells.

ELECTED OFFICIALS PRESENT: Councilmember Donna Burnham, Primary Liaison to the Planning Commission.

CITY STAFF PRESENT: Tayler Jensen, Senior Planner; and Elizabeth Fewkes, Recording Secretary.

CITY STAFF PRESENT ELECTRONICALLY: Steve Mumford, Assistant City Administrator/Community Development Director.

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

Commissioner Wright called the meeting to order at 5:35 p.m.

1. Discussion Items

1.A. INFORMATION ITEM – Wildlife Corridor Rezone

Senior Planning Tayler Jensen presented maps that identify areas the City desires to protect including land designated for the wildlife corridor, parks and open space, and 25-foot-wide washes and 50-foot-wide ridgeline buffers. The total acreage of land within the wildlife corridor will be calculated designated as either buildable or unbuildable to determine the appropriate compensations for the dedication of buildable area to the City such as open space credit, density transfer, or design guideline credits. The property owners with land in the corridor have been identified. After the completion of data collection, the City will begin discussions with the impacted landowners and will work on a City-driven rezone to apply the Wildlife Corridor Overlay Zone to the properties. The overlay will be added to the updated City zoning map.

1.B. LAND USE TRAINING – DISCUSSION ITEM

Mr. Jensen presented the item. The Planning Commissioners and City Councilmembers occasionally act in a judicial role. Judicial is the least frequently used of the three powers granted to decision-making bodies, executive and legislative being the other two. When acting in a quasi-judicial role Commissioners are tasked with interpreting the law/ordinance when disputes arise about the enforcement of executive actions such as granting a variance from Municipal Code standards or business license appeals. The quasi-judicial is the most restrictive of the three roles.

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Public input is restricted to the parties in the case. The role is based on established state law and community ordinance and seeks only to identify errors made in the process. The decision is not judgmental through determining right or wrong but instead focuses on if the process was followed. Public input is for information only.

In quasi-judicial functions:

A. Decision-makers are neutral and unbiased.
B. Conclusions of law are based on relevant statutes, ordinances, and case law that are identified in the record.
C. Findings of fact are based on substantial evidence included in the record of the proceedings and nothing else.
D. There are no ex parte contacts or political pressure.
    a. For example, conversations outside the meeting with an interested party.
E. Public clamor is irrelevant to the decision.

To ensure due process:

- Decision-makers must be impartial.
- Each party has a fair opportunity to present evidence and argument to the decision-maker.
- All law and evidence to be considered are made available to each party in a manner that allows each party to review and respond to it.
- Those providing evidence as witnesses, if any, shall be available for questions.

The Utah League of Cities and Towns and the Land Use Academy of Utah have more information and resources available on the subject.

Commissioner Everett inquired if a mechanism is in place to communicate the Planning Commission will be called to act in a quasi-judicial role on an item to inform the Commission that the terms are in effect regarding ex parte conversations.

Mr. Jensen said the City has not experienced issues with the Planning Commission behaving inappropriately in the past. Staff will communicate upcoming agenda items to the chair and vice-chair and provide the requisite 10 to 14 days of public noticing before the meeting. Items, such as appeals and variances, are not official until the City receives an application.

Commissioner Everett recommended adding a specified notification process to the Planning Commission Policies and Procedures, the Commission drafted in 2019 and adopted in January 2020, as he has learned of items in the past via questions from the residents or post on social media after the public notice has been posted and prior to notification through City channels.

Mr. Jensen stated that a notification procedure could be introduced. Should an ex parte conversation have occurred, the Commissioner could disclose the conversation or be recused from the decision depending upon what the Commission and City Attorney felt was most appropriate. At times, an item may have elements that fall under the ex parte conversation limitations in addition to aspects the Commission would be free to discuss.

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Commissioner Wright concurred with the recommendation to create a procedure to notify the Commission in a timely manner regarding upcoming items requiring them to act in a quasi-judicial role.

1.C. DISCUSSION ITEM – City Rezone #2

Assistant City Administrator/Community Development Director Steve Mumford presented the item. A number of master development agreements (MDA) have expired and new zoning has been adopted. The City is beginning the process to rezone existing properties in the City to match current zones in Municipal Code. The process will occur in stages over several months. The areas will be reviewed by the Planning Commission and discussed in work sessions prior to notifying property owners and presenting rezones in public hearings.

Current properties and homes noncompliant with the standards for a new zoning designation are legal nonconforming uses in accordance with Utah Code 10-9a-511 standards including:

- "Except as provided in this section, a nonconforming use or noncomplying structure may be continued by the present or a future property owner."
- "A municipality may not prohibit the reconstruction or restoration of a noncomplying structure or terminate the nonconforming use of a structure that is involuntarily destroyed in whole or in part due to fire or other calamity unless the structure or use has been abandoned." To be considered abandoned, the home must have been unoccupied for a minimum of six months.
- Abandonment: "A majority of the primary structure associated with the nonconforming use has been voluntarily demolished without prior written agreement with the municipality regarding an extension of the nonconforming use."

Setbacks listed on a recorded plat would continue to apply, no matter the setbacks in the zone in Municipal Code, unless the City found a countervailing public interest for applying the new setbacks. Accessory structure setbacks in the code would apply, but nonconforming structures would be grandfathered.

Per a new addition to Utah Code 10-9a-509 during the most recent legislative session:

- "(4)(a) Except as provided in Subsection (4)(b), for a period of 10 years after the day on which a subdivision plat is recorded, a municipality may not impose on a building permit applicant for a single-family dwelling located within the subdivision any land use regulation that is enacted within 10 years after the day on which the subdivision plat is recorded."
- "(4)(b) Subsection (4)(a) does not apply to any changes in the requirements of the applicable building code, health code, or fire code, or other similar regulations."

City rezone area #2 includes Ash Point and Ruby Valley. The Future Land Use Map in the General Plan designates the area as Neighborhood Residential One, Foothill Residential, Parks and Open Space, and Community Commercial. Rezoning based solely upon minimum lot sizes would prevent zone groupings as many properties have a lot size noncongruent with the lot size of the adjacent lot according to the current minimum lot size designations.

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Commissioner Wells virtually joined the meeting at 6:00 p.m.

The properties were evaluated in accordance with the following Municipal Code standards:

General Plan Residential Category	Ag/Rural Density 1		Ag/Rural Density 2		Foothill Residential	Neighborhood Residential 1			Neighborhood Residential 2		Neighborhood Residential 3
Zone Designation	RA1	RA2	RD1	RD2	FR	R1	R2	R3	RC	MF1	MF2
Minimum Residential Lot Sizes	5+ acres (217,800 sq ft)	2.5 acres (108,900 sq ft)	1 acre (43,560 sq ft)	1/2 acre (21,780 sq ft)	1/4 acre (10,890 sq ft)	1/4 acre (10,890 sq ft)	8,000 sq ft	6,500 sq ft	4,500 sq ft		
Minimum Average Lot Sizes[7]				3/4 acre (32,670 sq ft)	1/2 Acre (21,780 sq ft)	1/3 Acre (14,520 sq ft)	1/4 Acre (10,890 sq ft)	8,500 sq ft	6,000 sq ft		
Required Improved Open Space (in compliance with EMMC 16.35.105)				500 sq ft per lot	750 sq ft per lot	750 sq ft per lot	900 sq ft per lot	1,000 sq ft per lot	1,000 sq ft per lot	1,000 sq ft per 3 bd; 750 sq ft per 1 and 2 bd	1,000 sq ft per 3 bd; 750 sq ft per 1 and 2 bd
Primary Structure Maximum Height[1]	35'	35'	35'	35'	35'	35'	35'	35'	35'	35'	35'
Accessory Structure Maximum Height[1]	35'	35'	35'	25'	20'	20'	20'	20'	20'	20'	20'

General Plan Residential Category	Ag/Rural Density 1		Ag/Rural Density 2		Foothill Residential	Neighborhood Residential 1			Neighborhood Residential 2		Neighborhood Residential 3
Zone Designation	RA1	RA2	RD1	RD2	FR	R1	R2	R3	RC	MF1	MF2
Minimum Setbacks for Primary Structures[3]											
Front	35'	35'	30'	25'	25'	25'	25'	15'	15'	15'	15'
Front Garage	45'	45'	40'	30'	25'	25'	25'	22'	22'	22'[5]	22'[5]
Rear	35'	35'	35'	35'	35'	25'	20'	20'	20'	30' between buildings	
Side	20'	20'	15'	10'	10'	10'	8'	8'	8'	15' between buildings	20' between buildings
Garage Side	20'	20'	15'	15'	10'	10'	10'	10'	10'	15' between buildings	20' between buildings
Street Side	25'	25'	25'	25'	15'	15'	15'	15'	15'	15'	15'
Maximum Size of Accessory Structure				75% of dwelling footprint[4]	50% of dwelling footprint[4]						
Minimum Setbacks for Accessory Structures											
Front	Same as principal structure										
Rear	10'	10'	10'	10'	5'	5'	5'	5'	5'	5'	5'
Side	10'	10'	10'	10'	5'	5'	5'	5'	5'	5'	5'

Mr. Mumford presented graphics indicating the proposed zoning for each of the lots in the developments. The residential zones have the following minimum lot frontage requirements: RC 58 feet, R3 62 feet, R2 80 feet; R1 85 feet, FR 90 feet, and RA-2 150 feet. Staff evaluation and considerations including lot size, frontage, setbacks, and preventing the subdivision of lots resulted in proposed zoning including OS-N, OS-I, PF, FR, RA-2, R1, R2, R3, and RC. The area

indicated as OS-N is privately owned and likely unbuildable due to inaccessibility and topography challenges. The area designated with the PF Zone is a church and a park owned by the Church of Jesus Christ of Latter-day Saints. He explained that should a resident voluntarily remove a structure without prior consent from the City, in order to rebuild the structure as previously constructed, they would lose their previously grandfathered status and new construction would be subject to current ordinances.

Commissioner Everett supported grouping properties into zones as much as reasonably possible rather than spot zoning properties individually.

Commissioner Bergener said he had no objection to the proposing zoning due to the reasoning employed by staff in assigning the designations.

Mr. Mumford said Joe's Dugout adjoins the OS-N area to the south and is designated as commercial property in the General Plan, to the northwest is an open space City parcel, and to the west is Circle Five Ranch. A parcel in the central north FR area is owned by the adjacent property owner and the intent was to originally combine the lots. The rear parcel could not be subdivided because it lacks road frontage and access. The City owns an unbuildable lot due to topography in the R3 cul-de-sac that could be zoned as open space or R3 to allow the land to be sold to an adjacent property owner.

Commissioner Wright agreed that the suggested FR zoning would be most appropriate and would prohibit the subdividing of the lots, the location along a hillside, and the minimum average lot size for the FR Zone. He would prefer for the northern parcel to be zoned as RA-2 rather than FR to provide an appropriate buffer to the RA-2 lots and to prevent subdivision of the lot should a method to add access be devised.

Commissioner Wright adjourned work session at 6:26 p.m.

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

Commissioner Wright called the policy session to order at 6:30 p.m.

2. Pledge of Allegiance

Commissioner Bergener led the Pledge of Allegiance.

3. Declaration of Conflicts of Interest

None.

4. Approval of Meeting Minutes

4.A. October 12, 2021 Planning Commission Minutes

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MOTION: ***Commissioner Bergener moved to approve the October 12, 2021 minutes. Commissioner Everett seconded the motion. Those voting aye: Jeremy Bergener, Matthew Everett, and Brett Wright. Those voting nay: None. The motion carried with a vote of 3:0. Commissioner Wells abstained as she was not in attendance at the October 12, 2021 meeting.***

5. Status Report

Mr. Jensen reviewed the planning items discussed and voted upon during the October 19, 2021 City Council meeting.

6. Action and Advisory Items

6.A. PUBLIC HEARING – Sign Code

This item was removed from the agenda at the request of the applicant.

6.B. PUBLIC HEARING – Mochila Rezone

Mr. Jensen stated that staff review determined that the property had previously been rezoned with the RTI Overlay Zone in 2018. The item was removed because the rezone is not necessary.

6.C. PUBLIC HEARING – Tagg N Go Carwash

Mr. Jensen presented the item. The proposed site plan is located directly south of Maverick, and directly north of the recently approved Stonebridge Montessori School. EMMC 17.60.110(D) requires a headlight screen of 3.5 feet capable of blocking headlights. The applicant is proposing a number of compact burning bush plants between the drive aisle and Ranches Parkway, to serve as a headlight screen. The Parks and Recreation Director stated that the plants would be spaced closely enough to form a hedge to provide adequate screening. EMMC 17.72.040(A) requires commercial buildings to be similar in style to significant adjacent buildings. The significant adjacent buildings include the Maverick and Stonebridge Montessori School. The elevations are similar in style to the Stonebridge School while the chosen colors are of a darker pallet. It shall be up to the Planning Commission to determine if any changes shall be required.

The traffic study of the existing level of service for the study area concluded that the intersection of Wride Memorial Highway and Ranches Parkway operates at a level of service (LOS) D, the intersection of Ranches Parkway and Campus Drive operates at a LOS A, the intersection of Ranches Parkway and Stonebridge Lane operates at a LOS A. The project trip generation anticipates 61-weekday trips entering and exiting, 7 AM trips entering and exiting, and 29 PM trips entering and exiting the business. The addition of the car wash for the full development level of service for the study area retained the same level of services except for reducing the intersection of Ranches Parkway and Campus Drive from a LOS A to a LOS B in 2022 and reducing the intersection of Ranches Parkway and Stonebridge Lane from a LOS A to LOS B by 2025. The City Engineer reviewed the study and based upon the mitigation and the submitted

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plan, he recommended approval. The north-to-south connection to the Stonebridge Montessori School will be provided but has been moved to the west slightly at the request of the school.

The proposal includes seven normal parking stalls and 19 vacuum stalls. Quiet hours are defined as 9:00 p.m. to 7:00 a.m. Monday through Friday and 9:00 p.m. to 9:00 a.m. on Saturday and Sunday.

Staff recommends the Planning Commission motion to recommend approval of the Tagg N Go Site Plan to the City Council with the following condition, and any other conditions the Planning Commission feels are appropriate:

1. The project shall comply with quiet hours defined in EMMC 8.15.070 as 9:00 p.m. to 7:00 a.m. Monday through Friday and 9:00 p.m. to 9:00 a.m. on Saturday and Sunday.

Mr. Jensen clarified that the Parks and Recreation Director did not have concerns with the compact burning bushes providing adequate screening during the winter when they lose their foliage because of the density of the plants. The north to south drive access has been moved slightly to the west to accommodate the school.

Commissioner Wright opened the public hearing at 6:46 p.m.

Camille Gardner said she is concerned with the traffic generated during peak hours due to the length of queues at other carwashes. She feels the site has inadequate onsite queuing and the carwash traffic combined with the school will result in traffic backing up onto the roads. Traffic from Rockwell Charter High School already backs up onto residential roads. Residents with nearby homes would not have a route to pass through the other traffic. The road is insufficient and the business is not appropriate for a residential road. The road should be widened and righthand turn lanes should be provided on Ranches Parkway and Stonebridge Lane to accommodate the business.

The following residents provided email comments on the item:

Dear Eagle Mountain Planning Commission,

I am deeply concerned about the proposed Tag-N-Go with entrance on Stonebridge Ln. As a resident on Stonebridge Ln its already risky getting onto Ranches Parkway. There is already traffic with the high school and I cannot see how safely you would place further traffic on this street. With the long lines car washes in this area receive, it is ridiculous to think of placing those lines in a Residential neighborhood (proposed entrance on Stonebridge Ln). A little up the street you have a sharp bend that impedes visibility. You will have accidents on both Ranches Parkway and Stonebridge Ln. As a family we walk along the running paths on Ranches Parkway and would be highly concerned for the safety of my kids at both corners of the proposed establishment. Why would you think putting a car wash where kids (both neighborhood kids & high school students) often travel, could be safe? A sincere explanation would be appreciated.

Thank you for your time.

Brian Koka
Stonebridge Ln Resident

To Whom It May Concern:

As a resident who lives on Stonebridge Ln in a residential neighborhood, I am deeply concerned for the proposal of putting in a car wash at the entrance of our neighborhood. Not only do I have young children, but we have so many young families in this area who use the walkways on Stonebridge and Ranches Parkway. It's already dangerous trying to turn left from Stonebridge to Ranches Pkwy, I can't even fathom how horrific traffic would become with cars coming and going constantly. I also would hesitate to even walk the path anymore with my young children knowing how careless drivers can be when they are in a hurry.

Quite frankly, it would be ignorant and reckless to put a car wash at this location. I could understand a business with offices (dentist, Dr, etc) because while traffic would increase, it would be regulated significantly in comparison to a car wash with constant movement.

This would impact our quality of life here in a neighborhood we love and have appreciated having the space and quiet. Please listen to the residents that this would impact the most.

Sincerely,

A concerned resident
Carrie Koka

I am really concerned about the traffic that would occur from having a car wash on the corner of Stonebridge lane and ranches parkway. This intersection has frequent accidents and it is already dangerous enough to try to turn left into ranches when you cannot see clearly up the road. Having way more cars have to enter from the intersection is an insanely bad idea. Have they looked to see what the safety impact would be? How it would back up traffic on Stonebridge, especially during heavy traffic time frames like when the school begins and ends. We would need a traffic light to safely get everyone off of Stonebridge and onto ranches without having traffic back up, which means then that the traffic would then back up onto ranches parkway impeding drive-73. The businesses that will be placed onto this intersection need to be low trafficked businesses or it is going to create a headache and safety issue. I had no idea they were even planning this until someone posted on social media. This is insane that it would even be considered a good idea. Please seriously consider the safety impact this would have on that intersection.

Alexis Hicks

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I am writing to voice my concern over the access road proposed from Stonebridge Lane to the new car wash being put in next to Maverick. I live on Stonebridge Lane, and as it is, it is too congested with the Rockwell Charter school and the traffic on the Ranches Parkway. We could really use a traffic light but it's too close to the light at SR-73 and Ranches Parkway for a second light to be feasible. A designated right turn lane on southbound Ranches Parkway is necessary for the current traffic there, and another designated right turn lane would be needed on Stonebridge to accommodate an entrance street for the car wash. There is no way our street can hold the traffic that comes with a car wash without a major redesign of the proposed plan that has been put forward which proposes no change to either Stonebridge Lane or the Ranches Parkway. Please do not go forward with the current plan.

Christine Kiesel

To Whom it may concern,

I live on Stonebridge Lane. Having this business entrance come off our street is going to pose many problems. If you are unfamiliar with this turn it is quite tight. If you're coming off of SR73 heading south on Ranches Parkway you really have to put your turn signal on when you start the curve and ride your brakes until the turn. It's a tight turn like I said and the cars on Ranches Parkway don't like to slow down. I've been surprised that over the last 8 years I've lived here there haven't been more accidents. We've had many close calls. There is no feasible way for this to work without a light, and adding the light feels a little silly since there's already a light right around the corner at SR73.

It looks to me like the car wash is going to be right next to the Maverick. Why would the entrance not just be right there through the parking lot? There's already a partial road built right there. Currently it's just used for parking, often by the sheriffs. It would seem more logical to me as there is already more traffic in and out through the Maverick than there is on our street.

Realistically I really don't know that our street can handle that influx of traffic, especially around the start and stop times for the school right down the road. Please reconsider allowing this to occur. The parking lot entrance really is the better option. There's already a crossway cut in across both sides of Ranches and people are already used to watching for cars turning there. I'm really concerned about the number of accidents that will occur should the entrance be put on Stonebridge lane.

Michelle Blackburn

Commissioner Wright closed the public hearing at 6:54 p.m.

Mr. Jensen explained that the traffic engineer reviewed the daily trip estimates in the traffic study prior to approving the study.

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Discussion ensued evaluating the traffic volume estimates in the traffic study.

Commissioner Everett expressed concerns regarding staff numbers and staff parking needs and using a deciduous bush for headlight screening due to the lack of foliage during a portion of the year resulting in inadequate screening. He recommended tabling the item until an applicant can be available to answer questions.

Mr. Jensen stated the traffic study indicated that additional commercial uses being added to the area will result in the need for a traffic light at Stonebridge Lane and Ranches Parkway. The traffic engineer indicated a light at that location could also improve the traffic at the intersection of Campus Drive and Ranches Parkway.

MOTION: ***Commissioner Everett moved to table the site plan for Tagg N Go Carwash until an applicant is able to be present to answer questions. Commissioner Bergener seconded the motion. Those voting aye: Jeremy Bergener, Matthew Everett, Erin Wells, and Brett Wright. The motion passed with a unanimous vote.***

6.D. PUBLIC HEARING – Shooting Ranges

Mr. Jensen presented the item. The RTI Overlay zone currently allows "Indoor Shooting Ranges" but there is no definition or standards for either indoor or outdoor shooting ranges in City Code. This change is proposed to allow for and regulate said uses in the City.

Municipal Code currently permits:
9.10.030 Discharge allowed at Firing Ranges
This article shall not prevent the firing of firearms at any rifle, pistol, or shotgun range lawfully designated by the City Council of Eagle Mountain.

Proposed changes to Eagle Mountain Municipal Code:
17.48.040 Allowed Uses
M – Indoor Shooting Ranges 17.10.030 Definitions

<u>"Indoor Shooting Range" means a target range used for shooting, or for any other use involving the discharge of handguns, rifles, or Archery Bows, which is open to the General Public upon payment of a fee and which is located within the confines of a building.</u>

<u>"Outdoor Shooting Range" means a target range used for shooting, or for any other use involving the discharge of handguns, rifles, or Archery Bows, which is open to the General Public upon payment of a fee and which is located outside the confines of a building.</u>

<u>17.20 Agricultural Zone</u>

17.20.050 Conditional <u>and special</u> uses.

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The following conditional uses and such uses as the planning director and planning commission may recommend as similar and consistent with the scale, character and impact of the area and special uses as defined in 17.75 will be considered:

K. Outdoor Shooting Range – Special Use

17.35.030 Commercial Land Use Table

Commercial/Nonresidential Uses			
	Commercial Neighborhood (CN)	Commercial Community (CC)	Commercial Regional (CR)
Indoor Shooting Range		S	S

17.37.030 Business Park Zones Land Use Table

Commercial/Nonresidential Uses			
	Light/Manufacturing/ Distribution (LMD)	Medical/Educational Campus (MEC)	Office Professional (OP)
Indoor Shooting Range	S		

17.40 Industrial Zone

17.40.040 Conditional and special uses.

The following conditional uses and such uses as the planning director and planning commission may recommend as similar and consistent with the scale, character and impact of the area and special uses as defined in 17.75 will be considered:

K. Indoor Shooting Range – Special Use
L. Outdoor Shooting Range – Special Use

Chapter 17.75 Standards for Special Use

17.75.072 Indoor Shooting Ranges

Indoor shooting ranges may be permitted only where:

A. Nuisance. The Use will not be a nuisance to surrounding uses.
B. Lot Size. Shall be located on lots with a minimum of three (3) acres in size.
C. Safety Regulations:
    1. The range shall conform to all federal, state, and industry regulations and standards for health.
    2. Material and construction shall be designed and certified to capture all fired rounds.
    3. No ammunition shall be permitted to be fired that exceeds the certified design specifications of the range.
    4. No alcoholic beverages shall be sold, consumed, or permitted on the premises.
    5. A written log of all range users shall be maintained by the ranger operator.

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6. Minors shall not be permitted on the shooting range unless accompanied by an adult at all times, and at no time shall a child under the age of eight (8) be permitted to discharge or handle firearms on the shooting range.
7. On-site supervision and monitoring shall be provided by the range operator in addition to a credentialed qualified range master at all times.
8. An alarm system, cut wire protected, shall be provided for general security of the premises.

D. Sound Study. A sound study shall be performed and submitted with the application indicating decibel levels at the property lines and on the interior of neighboring properties (if connected by a shared/party wall) a measurement of 65 decibels or above shall be considered a nuisance per 8.15.070 B.

E. Additional Components: In addition to the above an Indoor Shooting Range may include the following components:
1. A retail component for the sale of firearms, ammunition and other accessories related to firearms. Such facility shall comply with all licensing and operation requirements of the Federal Bureau of Alcohol, Tobacco and Firearms (ATF), State Agencies, and other regulator organizations.
2. Classroom facilities to be used for community education, public forums, and seminars on gun safety and use.
3. Restaurant or dining component.

17.75.073 Outdoor Shooting Ranges

Outdoor shooting ranges may be permitted only where:

A. Nuisance. The Use will not be a nuisance to surrounding uses.

B. Lot Size. Shall be located on lots with a minimum of Five (5) acres in size.

C. Standards:
1. Access to the facility shall be from a public rights-of-way or road.
2. The applicant shall submit a plan of operations for the shooting range, including all ancillary uses and activities. Such plan shall include a safety plan that addresses the safety and security of patrons, guests, staff, and persons on adjacent parcels or lots of land.
3. Applicant shall provide documentation to demonstrate that such facility has been designed, and shall be operated, to contain, on-site, all projectiles and debris caused by firing ammunition.
4. Food services, as well as groceries, sporting goods, merchandise, guns, and ammunition shall only be provided or sold to patrons, guests, staff, or operators of the facility.

D. Safety Regulations:
1. The range shall conform to all federal, state, and industry regulations and standards for health.
2. Material and construction shall be designed and certified to capture all fired rounds.
3. No ammunition shall be permitted to be fired that exceeds the certified design specifications of the range.
4. No alcoholic beverages shall be sold, consumed, or permitted on the premises.
5. A written log of all range users shall be maintained by the ranger operator.

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6. Minors shall not be permitted on the shooting range unless accompanied by an adult at all times, and at no time shall a child under the age of eight (8) be permitted to discharge or handle firearms on the shooting range.
7. On-site supervision and monitoring shall be provided by the range operator in addition to a credentialed qualified range master at all times.

E. Additional Components: In addition to the above an Outdoor Shooting Range may include the following components:
1. A retail component for the sale of firearms, ammunition and other accessories related to firearms. Such facility shall comply with all licensing and operation requirements of the Federal Bureau of Alcohol, Tobacco and Firearms (ATF), State Agencies, and other regulator organizations.
2. Classroom facilities to be used for community education, public forums, and seminars on gun safety and use.
3. Restaurant or dining component.
4. Event Facilities

Commissioner Wright opened the public hearing at 7:08 p.m.

Jim Smith, one of the owners of Wasatch Wing and Clay, said he approached the City several months ago regarding allowing a shooting range and submitted a proposed ordinance to staff. They have no objections to the staff-drafted standards but would like to make some suggestions for consideration including the sale of guns and ammunition, firearm rental, restrooms, administrative office space to process liability releases, allowing yurt membrane structures for the office materials, instructors, and recovering lead from around the targets. They receive as many as 20 calls a day asking if they have a rifle range. The City lacks a safe area to use as a range, but they could create one if allowed. They want to provide a convenient, reasonably-priced, well-planned out, and safe range that will help prevent people from shooting in prohibited areas.

Commissioner Wright closed the public hearing at 7:15 p.m.

Commissioner Wells suggested for the amendment to address areas of the City inappropriate for shooting ranges such as the Wildlife Corridor Overlay Zone. Requiring three acres might be excessive for an indoor range located in commercial areas. It would be beneficial to include outside knowledgeable parties in amending the proposed standards.

Mr. Jensen explained manufacturing and selling of homemade ammunition is allowable in the City with ATF approval and the requirement for the range to conform to all federal, state, and industry regulations and standards for health was included to clarify that all standards as stipulated by other entities and agencies are required to be followed within City ranges.

Commissioner Everett expressed concern with fire prevention at outdoor ranges and advocated for prohibiting exploding targets and requiring landscaping maintenance to clear dry plant materials. He had no objections to Mr. Smith's recommendation.

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Commissioner Wright concurred with concerns with exploding targets and suggested for such targets to be regulated either through the City or by a private range master. He recommended for EMMC 9.10.030 to include archery and bows, to strike "The Use will not be a nuisance to surrounding uses," from EMMC 17.75.072(A) Indoor Shooting Ranges to allow safety standards to determine the appropriate lot size for the use, to add "safety" to EMMC 17.75.072(C)(1) and EMMC 17.75.073(D)(1), to have the City perform or require regular safety inspections, and to amend EMMC 17.75.072(C)(6) from "an adult" to "a responsible adult." He supports the requests made by Mr. Smith during public comment. He requested to remove the planning director from the conditional and special uses approvals process stipulated in EMMC 17.20.050 and EMMC 17.40.040. He advised staff to utilize and evaluate Utah Code Title 47-3-101 Shooting Ranges when amending the standards and incorporating the applicable elements into Municipal Code requirements.

Discussion ensued regarding if shooting ranges are appropriate in the Community Commercial Zone in relation to the other allowed uses and appropriate supervision requirements for minor children using the range.

Mr. Jensen explained that the requirement for a sound study for shared party walls was intended for properties in a strip mall or other configuration with shared walls to prevent noise nuisance to the adjacent businesses and that requiring a parent or guardian to accompany minors could be problematic for scouting groups or classes. He clarified that EMMC 17.75.072(C)(1) requires that all State requirements be followed and prevents the need to update Municipal Code should State Code be amended.

MOTION: ***Commissioner Wells moved to table the Municipal Code amendment related to Shooting Ranges to allow staff to incorporate changes requested by the Commission and to receive input from interested parties. Commissioner Everett seconded the motion. Those voting aye: Jeremy Bergener, Matthew Everett, Erin Wells, and Brett Wright. The motion passed with a unanimous vote.***

7. Discussion Items

8. Next scheduled meeting

The next Planning Commission meeting is scheduled for November 9, 2021.

Commissioner Everett stated he will not be able to attend the meeting in person but hopes to be able to attend electronically.

Commissioner Wells stated that she will not be in attendance due to a work conflict.

9. Adjournment

MOTION: ***Commissioner Everett moved to adjourn the meeting at 7:37 p.m. Commissioner Bergener seconded the motion. Those voting aye: Jeremy***

Bergener, Matthew Everett, Erin Wells, and Brett Wright. The motion passed with a unanimous vote.

The meeting was adjourned at 7:37 p.m.

Approved by the Planning Commission on November 9, 2021.

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Steve Mumford, AICP
Assistant City Administrator/Community Development Director

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EAGLE MOUNTAIN	**EAGLE MOUNTAIN CITY** **PLANNING COMMISSION MEETING** **NOVEMBER 9, 2021**
TITLE:	PUBLIC HEARING - Ranches Crossing
ITEM TYPE:	Master Site Plan
APPLICANT:	Brian Haskell

ACTION ITEM:
Yes

PUBLIC HEARING:
Yes

PREPARED BY:
Tayler Jensen, Planning

BACKGROUND:

This application is for a master site plan for 5 Commercial pad sites located at the Northeast intersection of Ranches Crossing and Pony Express Parkway. It should be noted that Master Site Plans are by definition considered rezones.

ITEMS FOR CONSIDERATION:

The following shall be considered when making a recommendation to the City Council:

17.100.040 Master Site Plan Requirements: The following shall be considered for all commercial sites that are planned to be developed in phases, for the entire land area that will eventually be developed.

Land use: The proposed master site plan envisions the entire area to be developed for commercial development, which is in line with the Future Land Use Plan which designates both parcels as Community Commercial.

Open space and landscaped areas: The applicant has included a landscape plan which shows 54% of the landscaping on the site as Water-wise landscaping, as the applicant is proposing to leave existing turf and irrigation in place. The applicant is proposing a 6' masonry wall between the site and the Rock Creed development to the east as required by 17.60.110 B.

Architectural guidelines: The applicant has provided some general architectural guidelines, which roughly match the City's Commercial Design Standards, and has provided images of several structures that include the chosen materials as well as corporate elements. It shall be up to the PC to make a recommendation on these standards.

Buildable square footage: There is no property on either parcel that is defined as unbuildable, and the applicant has shown five (5) development pads, which cover the entire parcel minus traffic circulation routes, parking areas, and required setbacks/landscaping along the outside edge of the development.

Parking requirements: While no parking requirements are discussed in the Master Site Plan, because the applicant doesn't know what future uses will be, a plan has been provided showing anticipated parking with 216 illustrated parking stalls (and 11 ADA stalls which exceeds the requirement of 7 that would be required for this development). Each individual site plan would need to prove that there is adequate parking for that use. the applicant has brought forward a concept plan which showed anticipated buildings and parking requirements, which showed that the site could accommodate the various commercial uses. As the applicant is unsure of what uses will be coming into the center it is difficult to plan for minimum parking standards in advance. It is the applicants intention that adequate parking will be provided and planned for with each individual site plan.

Access and circulation: The applicant is showing access and circulation with access coming off Rock Creek Road, Clear Rock Road, and a new access onto Ranches Parkway.

Phasing and timing of improvements: The phasing and timing of improvements is not discussed in the Master Site Plan

Project monument sign locations: The Applicant has shown the location of monument sign locations.

Storm drainage and all preliminary calculations for infrastructure improvements: The applicant has worked with the City Engineering Department on these requirements and they will continually be updated as the site builds out.

Traffic impact mitigation related to a traffic impact study: The applicant has completed a traffic study (attached this this report) This traffic study shows that the intersection of Rock Creek Road and Ranches Parkway currently operates with a LOS F in the PM Peak.

The applicants proposal creates two new road access "Access Y" which accesses Ranches Parkway to the west, and "Access Z" which completes Clear Rock Road, providing it as a full access onto Pony Express Parkway, both of these accesses are included as

recommended mitigations which include:

- Access Y along Ranches Parkway should be built with a southbound left turn deceleration with a minimum of 50 feet of storage. This is a new access point and will need to modify the center landscaped median if it to be installed.
- Access Z be built to align with the existing access to the south and include an eastbound left turn deceleration lane with a minimum of 50 feet of storage. There is currently already a left turn pocket on Pony Express to accommodate this eastbound left turn movement.
- The EBL queue at Pony Express Parkway / Ranches Parkway is already operating near capacity and based on the volumes should be considered for dual left turns. This is an existing issue that worsens as traffic and development in the area increases. There is an opportunity to extend the eastbound left turn storage length by utilizing the existing landscaped median to the west.

It should be noted that the traffic modeling software also doesn't take into account the visual blockages caused by the median, and the additional delays that may be caused by the beaming and landscaping of the medians.

Other Items for consideration

- All buildings shall meet commercial design standards, including orienting buildings to pedestrian ways along Ranches Parkway and Pony Express Parkway, with Parking to the side or rear of buildings.
- All lighting shall be dark sky compliant
- Headlight Screening: Staff and the applicant are seeking feedback from the Planning Commission on if headlight screening needs to be provided where the road accesses onto Clear Rock Road as there are townhome units on the opposite side of the road.
- Parking Location: The applicant is showing a significant amount of parking between the proposed development pads and Both Ranches Parkway and Pony Express Parkway, per 17.72.030 B all parking should be located to the side or rear of the buildings and should not be located

between the buildings and the street. It is the opinion of staff that this master plan should be updated to show development pads next to the ROW with parking behind.

REQUIRED FINDINGS:

Master Site Plan approvals are based upon compliance with City Code requirements the approval criteria for a Master Site Plan can be found in EMMC 17.100.040.

RECOMMENDATION:

A recommendation of approval may be made to the City Council for the reasons set forth in the staff report and in the meeting, along with the following conditions of approval.

1. The applicant shall provide a plan for the phasing and timing of improvements
2. The applicant provide all Mitigations recommended by the traffic study.
3. Approval of the Master Site Plan is conditional on the approval of a Master Development Agreement.
4. The applicant shall update the Master Site Plan to show development pads adjacent to the Public ROW with parking located behind the buildings as required in 17.72.030 B

ATTACHMENTS:

Traffic Study
Ranches Crossing - Proposed Master Site Plan
Architectural Themes

Ranches – Pony Express Mixed Use
Ranches Parkway &
Pony Express Parkway
Traffic Impact Study

Eagle Mountain, Utah

October 2021

TRAFFIC STUDY

TRANSPORTATION ENGINEERING

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Ranches – Pony Express Mixed Use
Ranches Parkway &
Pony Express Parkway
Traffic Impact Analysis

Eagle Mountain, Utah

Category II

October 2021

Prepared by:

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I. Introduction and Summary

The following traffic impact analysis is for the proposed Ranches-Pony Express Mixed Use development located on the northeast corner of Pony Express Parkway and Ranches Parkway in Eagle Mountain, Utah. The site is planned to include 14,750 sf of retail and 4 fast food restaurants totaling 15,330 sf and is projected to generated 630 AM and 557 PM peak hour trips and 7,776 daily trips. The site is planning 3 accesses to the site, one along Rock Creek Road, one along Ranches Parkway and one along Pony Express Parkway.

Pony Express Parkway / Ranches Parkway is a signalized intersection that currently operates with overall LOS C in the AM and LOS C in the PM peak period. With the addition of the site traffic the signal operates with LOS C in the AM and LOS D in the PM peak period. In 2027 with or without the site the intersection operates with LOS C in the AM and LOS D in the PM peak period. Rock Creek Road / Ranches Parkway currently operates with critical EBL at LOS C in the AM and LOS F in the PM peak period. This is maintained in 2027 without the site. In 2022 and 2027 with the site traffic the intersection operates with critical EBL at LOS C in the AM and LOS F in the PM peak period.

Rock Creek Road / Access X operates with critical NBL at LOS A in the AM and LOS A in the PM peak period. This is maintained throughout 2027. Ranches Parkway / Access Y operates with critical WBL at LOS C in the AM and LOS D in the PM peak period. This is maintained throughout 2027. Pony Express Parkway / Access Z operates with critical side street delay at LOS C in the AM and LOS D in the PM peak period. This is maintained throughout 2027. There is very little left turn egress capacity at this access in the PM peak period.

Recommendations:

Access Y along Ranches Parkway should be built with a southbound left turn deceleration with a minimum of 50 feet of storage. This is a new access point and will need to modify the center landscaped median if it to be installed.

Access Z be built to align with the existing access to the south and include an eastbound left turn deceleration lane with a minimum of 50 feet of storage. There is currently already a left turn pocket on Pony Express to accommodate this eastbound left turn movement.

The EBL queue at Pony Express Parkway / Ranches Parkway is already operating near capacity and based on the volumes should be considered for dual left turns. This is an existing issue that worsens as traffic and development in the area increases. There is an opportunity to extend the eastbound left turn storage length by utilizing the existing landscaped median to the west.

II. Proposed Project

The proposed Ranches-Pony Express Mixed Use development is planned to include 14,750 sf of retail and 4 fast food restaurants totaling 15,330 sf and is projected to generated 630 AM and 557 PM peak hour trips and 7,776 daily trips. The site is located on the northeast corner of Pony Express Parkway and Ranches Parkway in Eagle Mountain, Utah. The site is planning 3 accesses to the site. Access X, along Rock Creek Road is located approximately 240 feet east of Ranches Parkway and 40 feet offset from the access on the north side of the roadway. Access Y, along Ranches Parkway is approximately 290 feet south of Rock Creek Road and 460 feet north of Pony Express Parkway. Access Z along Pony Express Parkway aligns with the access on the south side of the roadway approximately 390 feet east of Ranches Parkway. The site location and conceptual site plan is shown in Figure 1.

III. Study Area Conditions

The study area includes the following intersection.

- Ranches Parkway / Pony Express Parkway
- Ranches Parkway / Rock Creek Road
- Rock Creek Road / Access X
- Ranches Parkway / Access Y
- Pony Express Parkway / Access Z

Ranches Parkway

Ranches Parkway (Rt 2889) is currently a 5 lane facility with two lanes in each direction and a landscaped median. The 2019 AADT is 12,000 vehicles per day with a posted speed limit is 35 MPH.

Pony Express Parkway

Pony Express Parkway (Rt 2881) is currently a 5 lane facility with two lanes in each direction and a landscaped median. The 2019 AADT is 19,000 vehicles per day with a posted speed limit is 35 MPH.

The site location is shown in Figure 2. The existing geometry is shown in Figure 3.

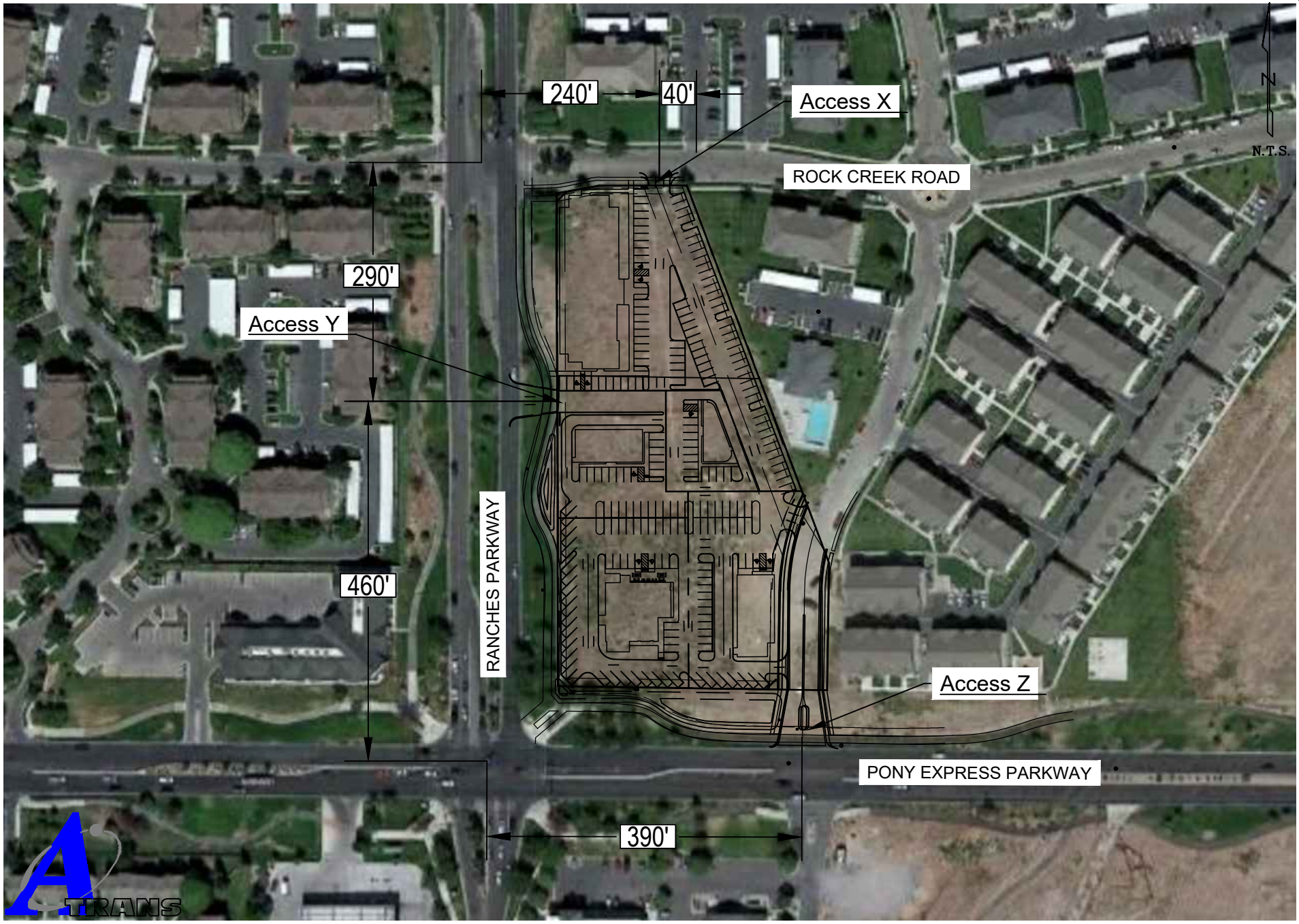

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Figure 1

Conceptual Site Plan

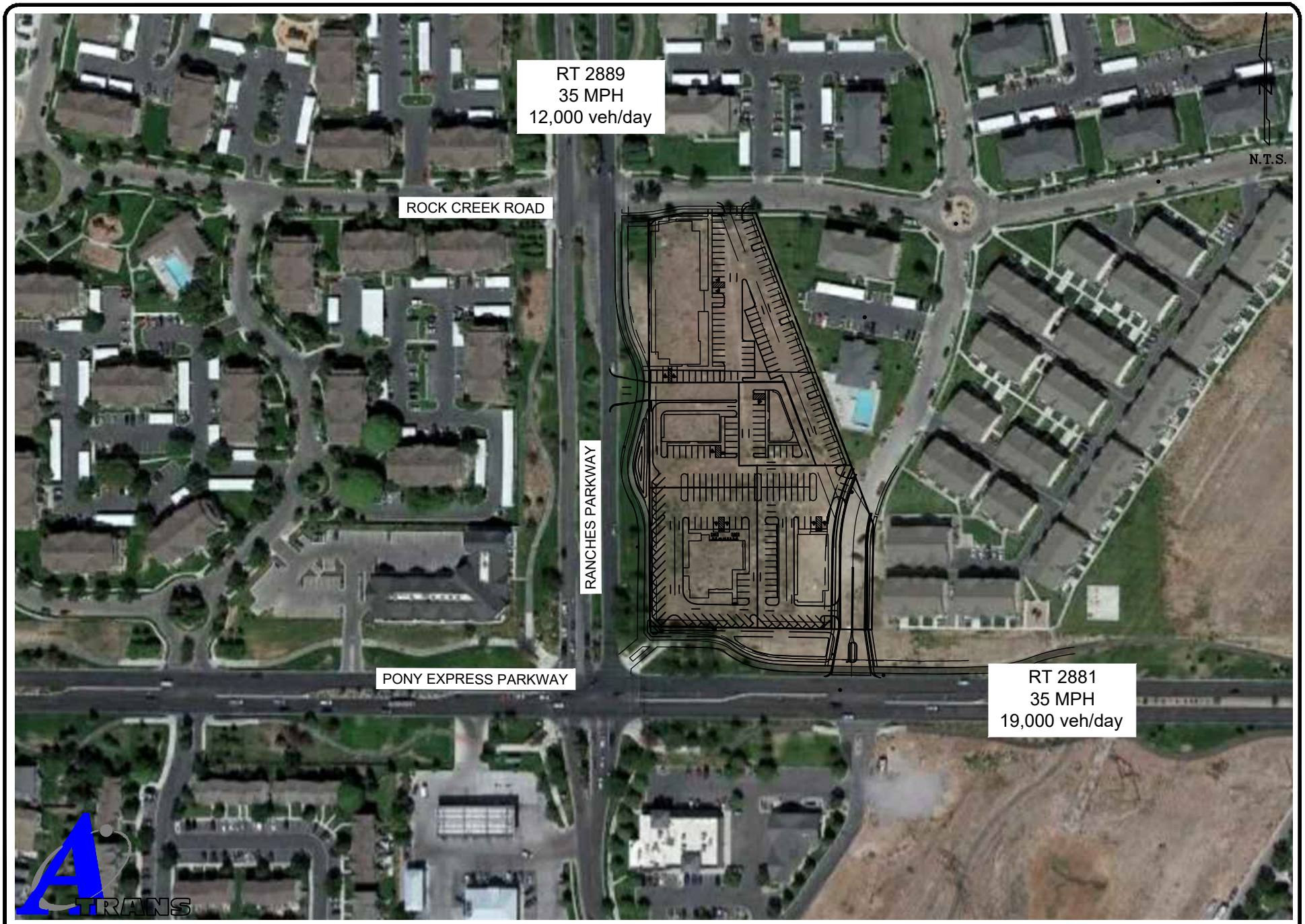

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Figure 2

Site Location

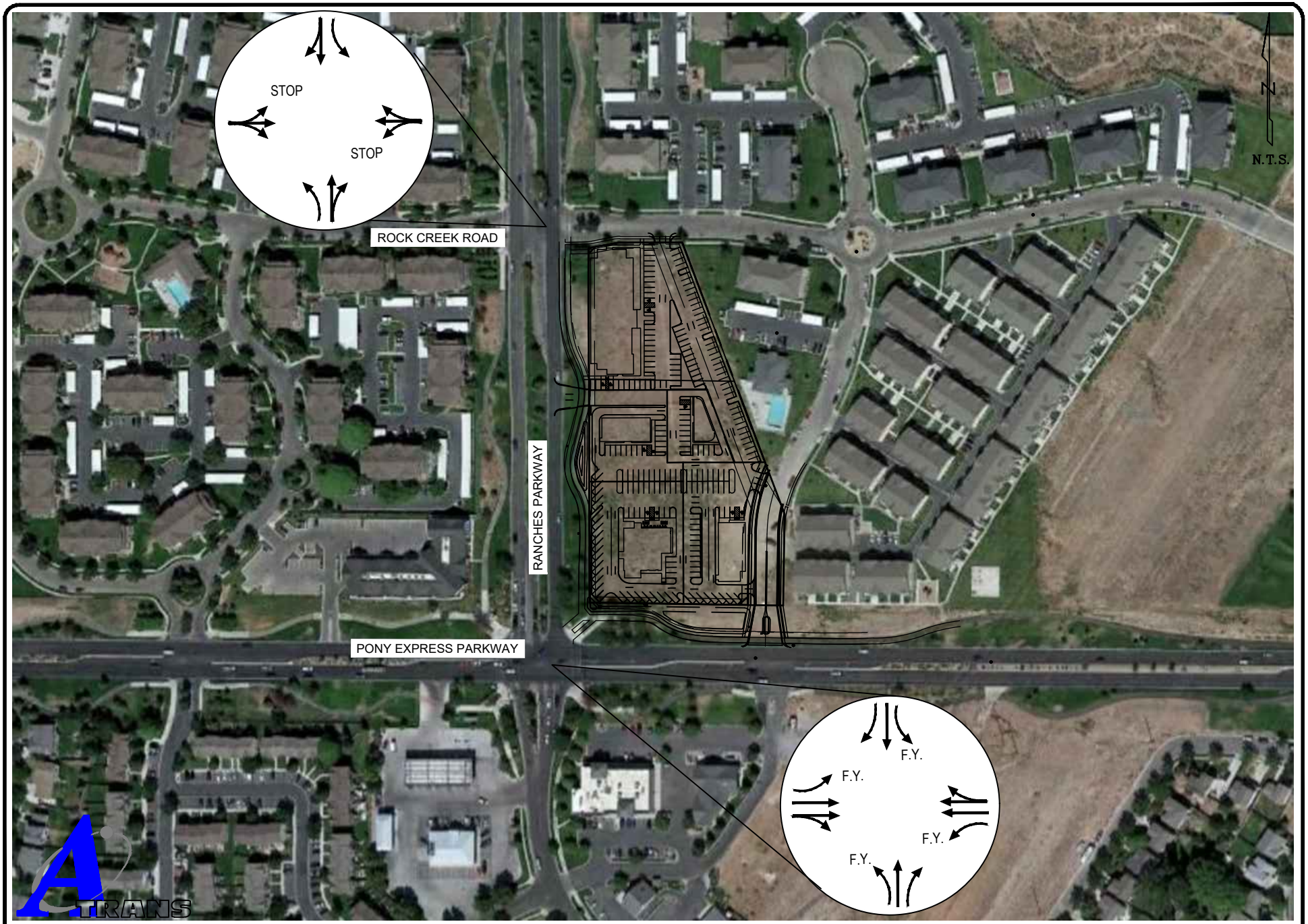

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Figure 3

Existing Geometry

IV. Existing Condition

The existing traffic counts were performed September 30 – October 6, 2021 during the AM and PM peak periods. The 2021 Existing Traffic volumes used in the study are shown in Figure 4.

The 6th Edition Highway Capacity Manual defines the Level of Service (LOS) for both signalized and unsignalized intersections as a range of average experienced delay. LOS is a qualitative rating of traveler satisfaction from A to F whereby LOS A is good and LOS F poor. Table 1 shows the LOS range by delay for unsignalized and signalized intersections and accesses.

Table 1: Intersection LOS-Delay Relationship

	Unsignalized	Signalized
Level of Service	Total Delay per Vehicle (sec)	Total Delay per Vehicle (sec)
A	≤ 10.0	≤ 10.0
B	> 10.0 and ≤ 15.0	> 10.0 and ≤ 20.0
C	> 15.0 and ≤ 25.0	> 20.0 and ≤ 35.0
D	> 25.0 and ≤ 35.0	> 35.0 and ≤ 55.0
E	> 35.0 and ≤ 50.0	> 55.0 and ≤ 80.0
F	> 50.0	> 80.0

Pony Express Parkway / Ranches Parkway currently operates with overall LOS C in the AM and LOS C in the PM peak period. Rock Creek Road / Ranches Parkway currently operates with critical EBL at LOS C in the AM and LOS F in the PM peak period. Table 2 shows the Existing LOS.

Table 2: Existing Level of Service

Intersection	Time Period	Delay (sec/veh)	
Pony Express Parkway / Ranches Parkway (Overall)	AM	21.6	C
	PM	30.9	C
Rock Creek Road / Ranches Parkway (EBL)	AM	18.2	C
	PM	63.5	F

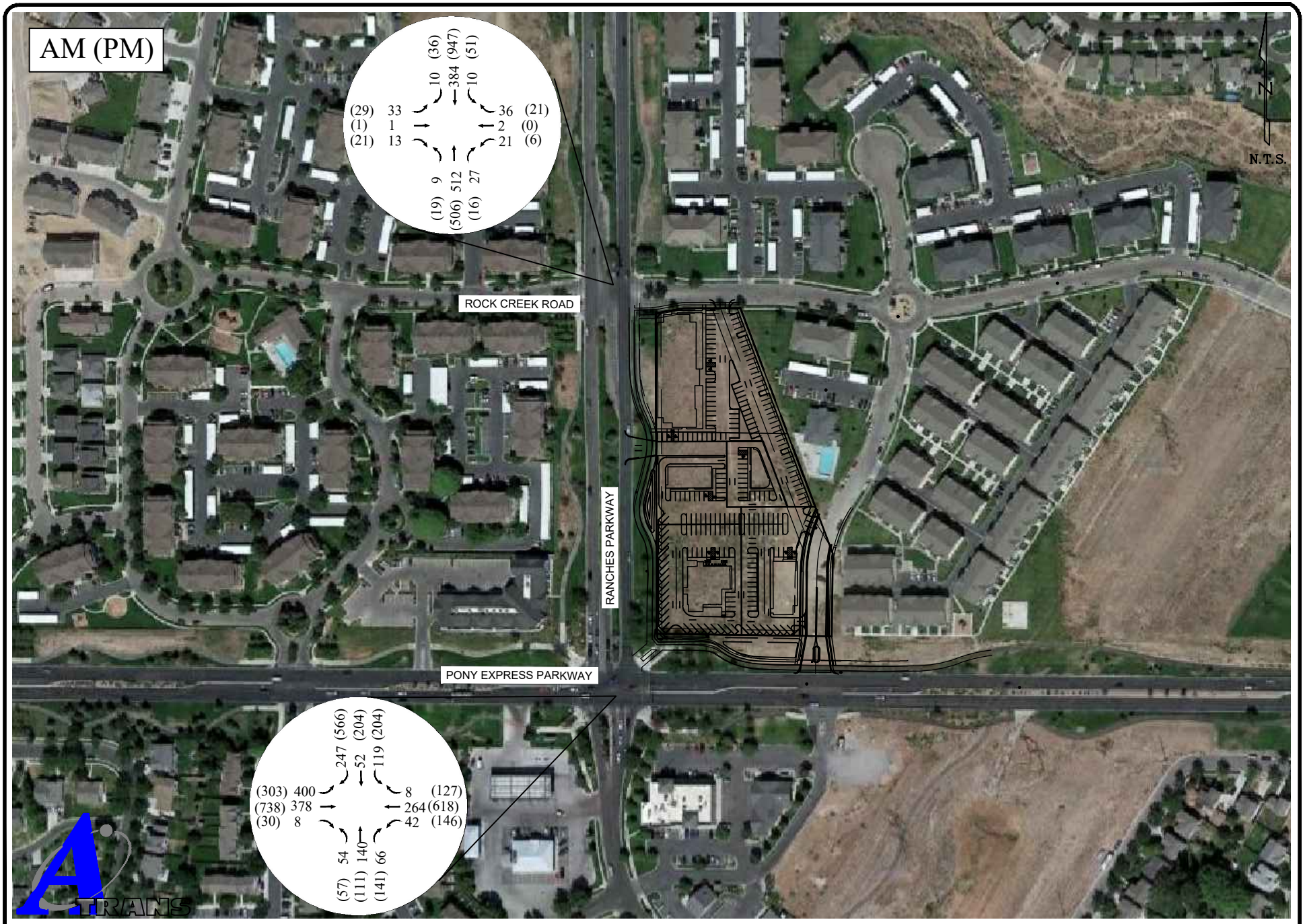

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Figure 4

Existing Traffic

V. Projected Traffic

A. Trip Generation

Trip generation for the site was done using The Institute of Transportation Engineers (ITE) *Trip Generation* (10th Edition) handbook. The site is planned to include 14,750 sf of retail and 4 fast food restaurants totaling 15,330 sf and is projected to generated 630 AM and 557 PM peak hour trips and 7,776 daily trips. The trip generation for the site is shown in Table 3.

Table 3: Trip Generation for Site

Land Use Type	Density (sf)	Land Use #	Trip Rate	Trips	% In	% Out	Trips In	Trips Out
AM								
Commercial Building	14,750	820	0.94	14	62%	38%	9	5
Drive Thru 1	3,300	934	40.19	133	51%	49%	68	65
Drive Thru 2	1,800	934	40.19	72	51%	49%	37	35
Drive Thru 3	5,800	934	40.19	233	51%	49%	119	114
Drive Thru 4	4,430	934	40.19	178	51%	49%	91	87
Total				**630**			**324**	**306**
PM								
Commercial Building	14,750	820	3.81	56	48%	52%	27	29
Drive Thru 1	3,300	934	32.67	108	52%	48%	56	52
Drive Thru 2	1,800	934	32.67	59	52%	48%	31	28
Drive Thru 3	5,800	934	32.67	189	52%	48%	98	91
Drive Thru 4	4,430	934	32.67	145	52%	48%	75	70
Total				**557**				
Daily								
Commercial Building	14,750	820	37.75	557				
Drive Thru 1	3,300	934	470.95	1554				
Drive Thru 2	1,800	934	470.95	848				
Drive Thru 3	5,800	934	470.95	2732				
Drive Thru 4	4,430	934	470.95	2086				
Total				**7776**				

While no trip reduction strategies including pass-by traffic and internal traffic were implemented within this study, based on the proposed land uses, it is estimated that nearly 50% of the traffic generated by this site are pass-by trips, meaning this traffic is already on the roadway and these trips are intercept trips not primary trips.

B. Trip Distribution

Project site traffic was applied to the origin-destination (O-D) for the site. Origin-destination was determined from evaluating the existing traffic patterns and hourly traffic volumes on each leg of the included intersections as well as the location of retail centers and freeways relative to this site. This was used as a baseline for origin destination and engineering judgment was applied to this to determine the following OD for the site. Origin Destination is shown in Figure 5. Site trip distribution is shown in Figure 6.

- 30% to/from north on Ranches Parkway
- 10% to/from south on Ranches Parkway
- 30% to/from east on Pony Express Parkway
- 30% to/from west on Pony Express Parkway

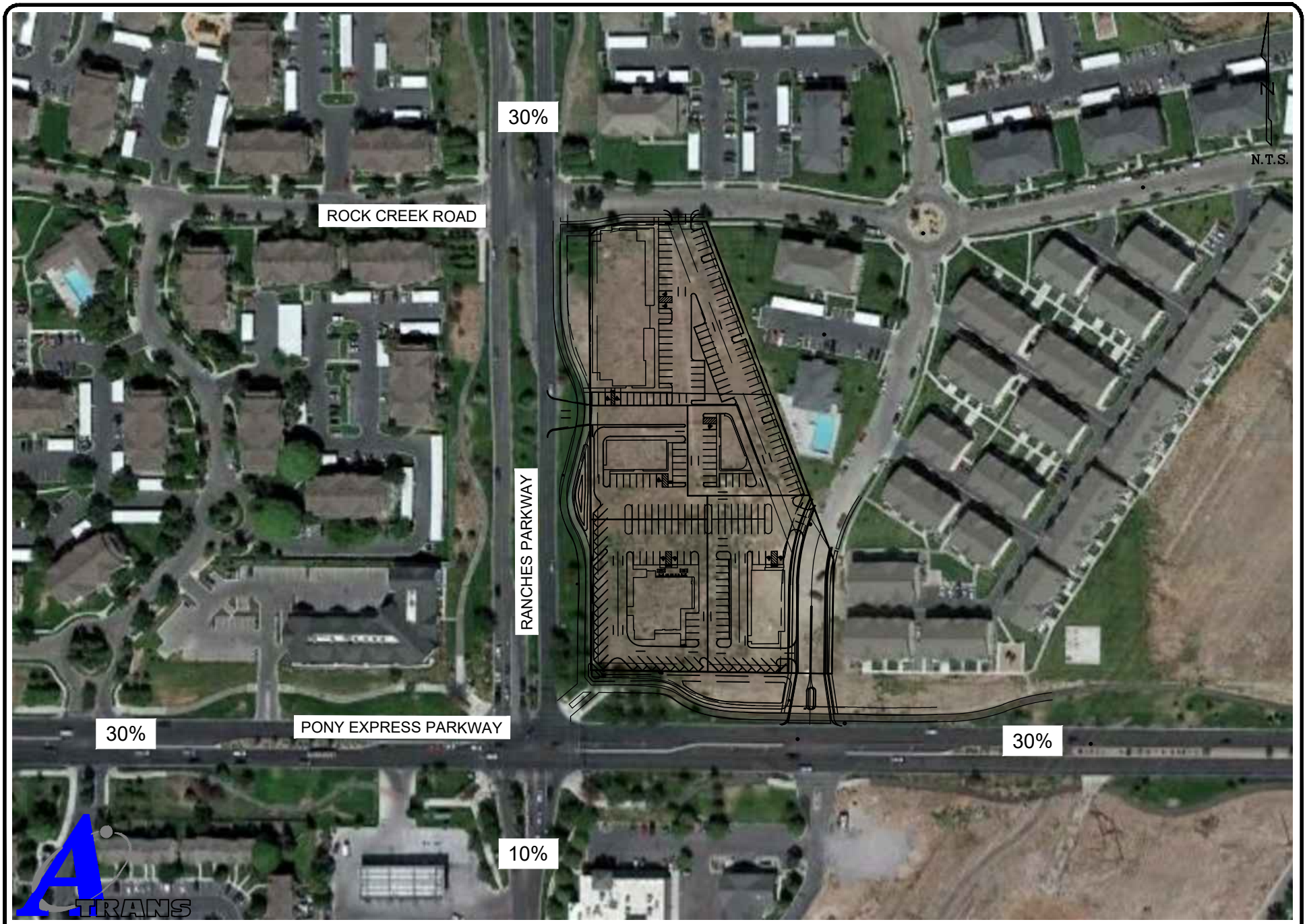

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Figure 5

Origin Destination

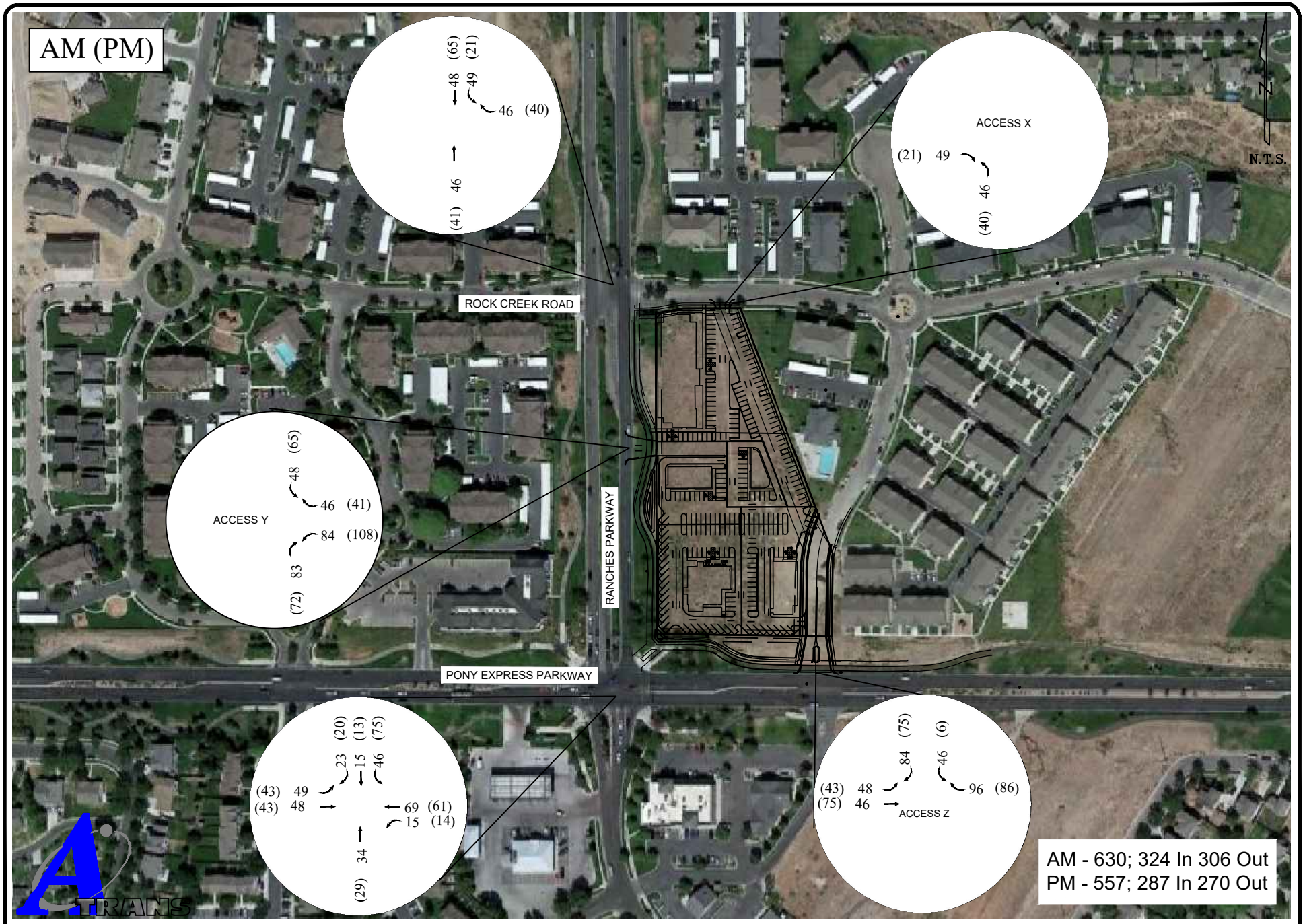

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Figure 6

Site Generated Traffic

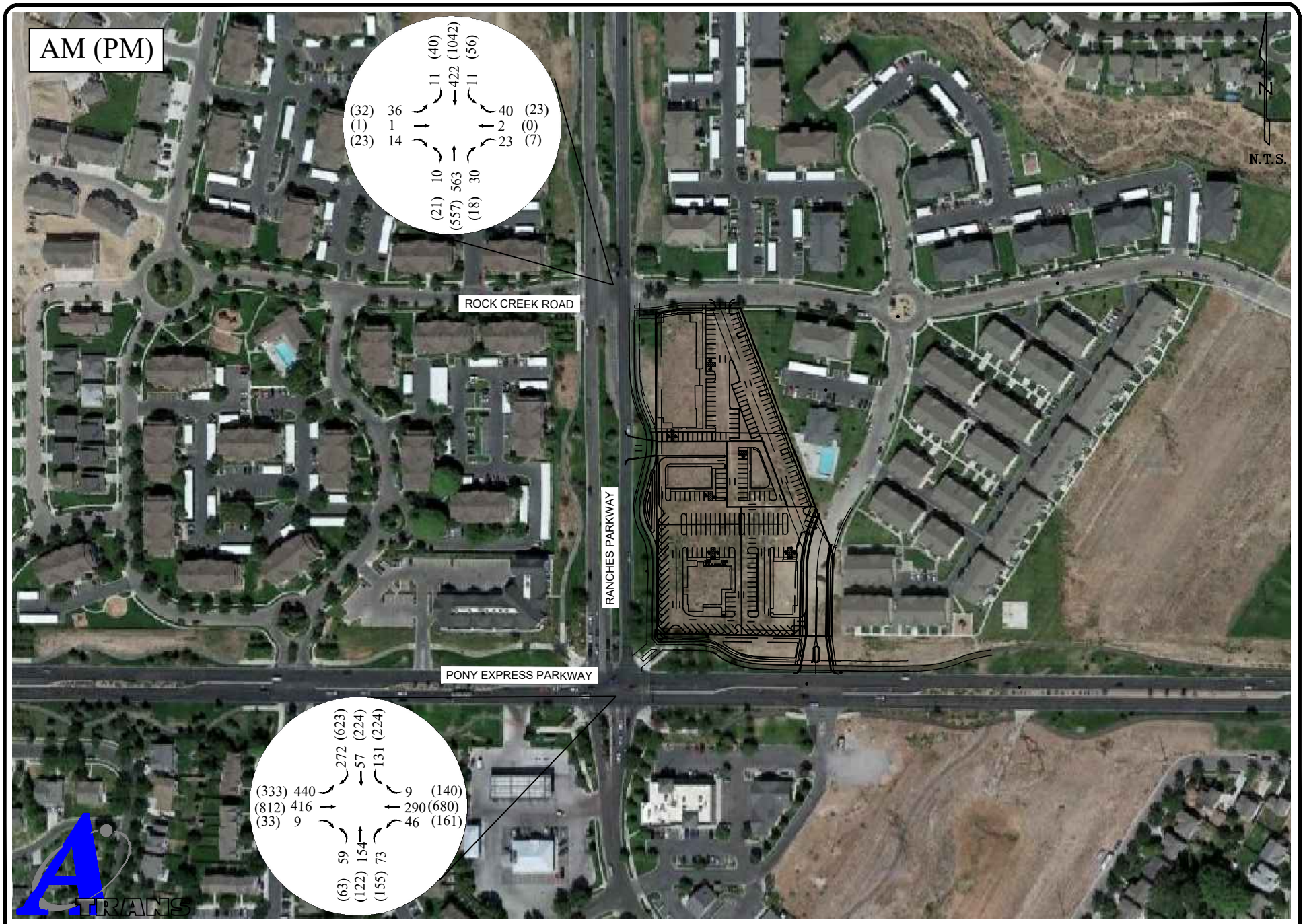
VI. Growth

Growth in the area was determined from the 2019 Traffic Counts and 2050 projections from Wasatch Front Regional Council. The volumes utilized to determine growth in the area is shown in Table 4. Based on this data an average annual growth of 1.56% was found. The growth factor for 2027 is 1.10.

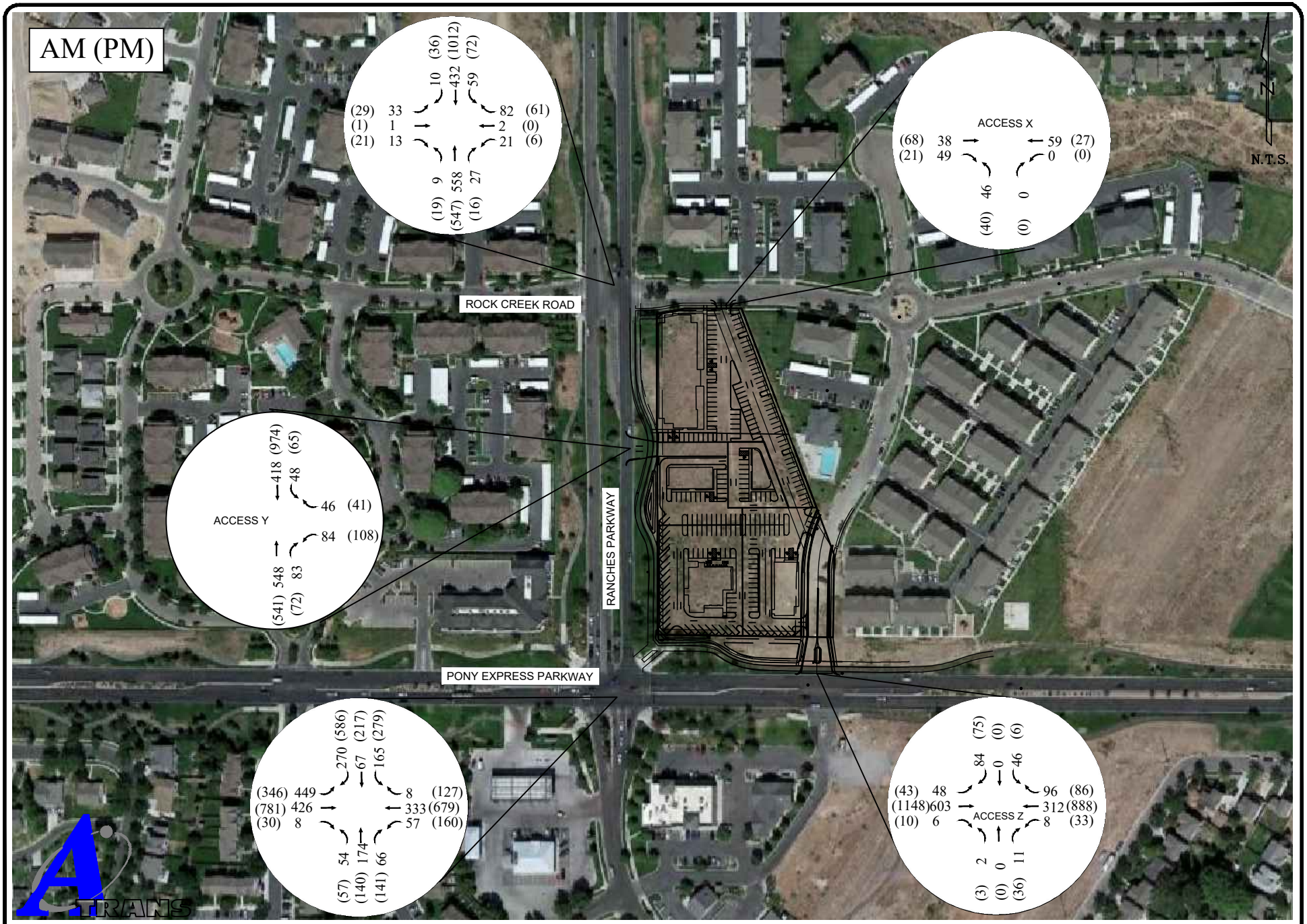
Table 4: Growth Projections

	Ranches Parkway	Pony Express Parkway
2019	12,000	19,000
2050	16,500	42,000
Growth	**0.95%**	**2.15%**

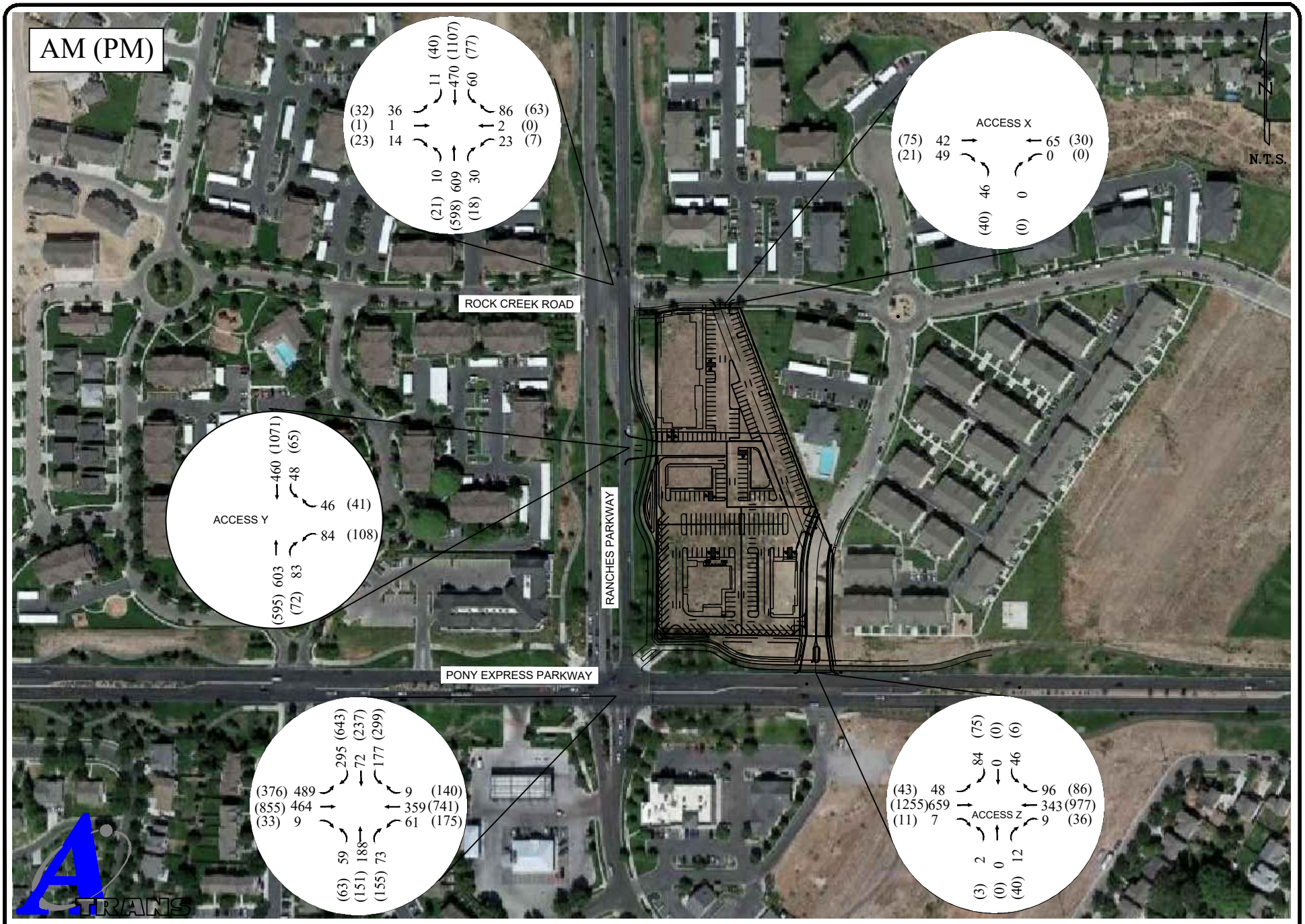
Background traffic is determined by multiplying the existing traffic by the growth factor for 2027. 2027 Background Traffic is shown in Figure 7. Total traffic in the area for the future projection years is derived by adding the non-site volume forecasts to the site trip distribution. 2022 Total Traffic is shown in Figure 8. 2027 Total Traffic is shown in Figure 9.



A-TRANS TRANSPORTATION ENGINEERING P.O. BOX 521651, SLC, UT 84152 Phone: 801-949-0348 Fax: 801-582-6252	Figure 7	2027 Background Traffic



A-TRANS TRANSPORTATION ENGINEERING P.O. BOX 521651, SLC, UT 84152 Phone: 801-949-0348 Fax: 801-582-6252	Figure 8	2022 Total Traffic



A-TRANS TRANSPORTATION ENGINEERING P.O. BOX 521651, SLC, UT 84152 Phone: 801-949-0348 Fax: 801-582-6252	Figure 9	2027 Total Traffic

VII. Traffic Analysis

A. Level of Service Analysis

The intersection and access analysis evaluates the performance of each intersection and access using the measure of performance of delay and level of service (LOS). Tables 5-7 show the intersection and access analysis.

Analysis Results

- Pony Express Parkway / Ranches Parkway currently operates with overall LOS C in the AM and LOS C in the PM peak period. With the addition of the site traffic the signal operates with LOS C in the AM and LOS D in the PM peak period. In 2027 with or without the site the intersection operates with LOS C in the AM and LOS D in the PM peak period.
- Rock Creek Road / Ranches Parkway currently operates with critical EBL at LOS C in the AM and LOS F in the PM peak period. This is maintained in 2027 without the site. In 2022 and 2027 with the site traffic the intersection operates with critical EBL at LOS C in the AM and LOS F in the PM peak period.
- Rock Creek Road / Access X operates with critical NBL at LOS A in the AM and LOS A in the PM peak period. This is maintained throughout 2027.
- Ranches Parkway / Access Y operates with critical WBL at LOS C in the AM and LOS D in the PM peak period. This is maintained throughout 2027.
- Pony Express Parkway / Access Z operates with critical side street delay at LOS C in the AM and LOS D in the PM peak period. This is maintained throughout 2027. There is very little left turn egress capacity at this access in the PM peak period.

Table 5: Pony Express Parkway / Ranches Parkway Intersection Analysis

		EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR	INT
2021 Existing	AM	23.3 C	18.3 B	17.3 B	40.5 D	18.4 B	30.1 C	0.5 A	19.4 B	26.3 C	5.6 A	21.6 C
	PM	41.3 D	30.0 C	25.5 C	51.5 D	17.5 B	28.5 C	1.9 A	20.5 C	25.8 C	15.4 B	30.9 C
2022 Total	AM	27.9 C	18.2 B	17.2 B	40.4 D	19.9 B	33.2 C	0.5 A	24.2 C	27.2 C	5.8 A	23.8 C
	PM	56.5 E	30.9 C	32.2 C	68.6 E	17.6 B	29.9 C	1.9 A	25.9 C	26.4 C	17.9 B	37.8 D
2027 Background	AM	25.6 C	17.7 B	17.0 B	40.0 D	19.3 B	31.3 C	0.6 A	21.1 C	26.9 C	5.7 A	22.2 C
	PM	50.4 D	32.1 C	35.5 D	72.0 E	17.8 B	29.1 C	2.6 A	21.8 C	26.6 C	22.5 C	38.8 D
2027 Total	AM	33.7 C	17.8 B	17.3 B	40.2 D	20.5 C	34.7 C	0.7 A	27.2 C	27.6 C	6.0 A	25.3 C
	PM	70.0 E	32.0 C	33.3 C	70.2 E	19.7 B	33.9 C	3.0 A	33.3 C	29.4 C	32.5 C	43.2 D

Table 6: Ranches Parkway / Rock Creek Road Intersection Analysis

		NBL		EBLTR		WBLTR		SBL	
2021 Existing	AM	8.3	A	18.2	C	15.7	C	8.8	A
	PM	10.9	B	63.5	F	17.2	C	8.9	A
2022 Total	AM	8.4	A	27.1	D	17.6	C	9.2	A
	PM	11.3	B	112.7	F	15.3	C	9.1	A
2027 Background	AM	8.4	A	20.8	C	17.6	C	9.0	A
	PM	11.5	B	109.5	F	19.9	C	9.1	A
2027 Total	AM	8.6	A	32.7	D	20.2	C	9.4	A
	PM	12.0	B	212.0	F	18.0	C	9.4	A

Table 7: Access X / Rock Creek Road Intersection Analysis

		NBLR		WBL	
2022 Total	AM	9.5	A	0.0	A
	PM	9.3	A	0.0	A
2027 Total	AM	9.5	A	0.0	A
	PM	9.4	A	0.0	A

Table 8: Ranches Parkway / Access Y Intersection Analysis

		WBLR		SBL	
2022 Total	AM	18.3	C	9.3	A
	PM	27.6	D	9.3	A
2027 Total	AM	19.9	C	9.6	A
	PM	31.9	D	9.6	A

Table 9: Pony Express Parkway / Access Z Intersection Analysis

		NBLTR		EBL		WBL		SBLTR	
2021 Existing	AM	11.8	B			8.8	A		
	PM	20.5	C			11.7	B		
2022 Total	AM	13.2	B	8.4	A	9.0	A	18.0	C
	PM	27.2	D	11.1	B	12.2	B	26.5	D
2027 Background	AM	12.3	B			9.1	A		
	PM	24.8	C			12.5	B		
2027 Total	AM	13.8	B	8.6	A	9.3	A	19.9	C
	PM	33.6	D	11.7	B	13.2	B	34.9	D

B. Queue Analysis

Based on the projected traffic, queue storage length requirements can be determined. To determine if sufficient storage space exists to accommodate the projected demand, the intersection and accesses included in this traffic study are analyzed for queue storage capacity. The queue lengths are provided by the HCM analysis and are done through Synchro. Once the storage length is determined, this can typically be compared to the available storage length within the provided turn pockets or between intersections. The queuing analysis for Center Street / Main Street is shown in Table 10.

Table 10: 2027 Queue Analysis

		EBL	WBL	NBL	NBR	SBL	SBR
Pony Express Parkway / Ranches Parkway	Available	125	125	100	100	125	Drop
	Projected	400	150	100	100	250	100
Rock Creek Road / Ranches Parkway	Available			150		150	
	Projected			50		50	
Access Y / Ranches Parkway	Available						
	Projected					50	
Pony Express Parkway / Access	Available	100	100				
	Projected	50	50				

The following queue deficiencies are expected by 2027:

- EBL at Pony Express Parkway / Ranches Parkway, this movement is already operating near capacity and based on the volumes should be considered for dual left turns. This is an existing issue that worsens as traffic in the area increases.
- WBL at Pony Express Parkway / Ranches Parkway is expected to back beyond the existing pocket by 1 vehicle during the PM peak period.
- SBL at Pony Express Parkway / Ranches Parkway is expected to back beyond the available storage in the future. The existing raised median can be removed and this pocket can be extended when the queuing becomes an issue.

VIII. Conclusions

This traffic impact analysis is for the proposed Ranches-Pony Express Mixed Use development located on the northeast corner of Pony Express Parkway and Ranches Parkway in Eagle Mountain, Utah. The site is planned to include 14,750 sf of retail and 4 fast food restaurants totaling 15,330 sf and is projected to generated 630 AM and 557 PM peak hour trips and 7,776 daily trips. The site is planning 3 accesses to the site, one along Rock Creek Road, one along Ranches Parkway and one along Pony Express Parkway.

The following comments are made about the site:

- Pony Express Parkway / Ranches Parkway currently operates with overall LOS C in the AM and LOS C in the PM peak period. With the addition of the site traffic the signal operates with LOS C in the AM and LOS D in the PM peak period. In 2027 with or without the site the intersection operates with LOS C in the AM and LOS D in the PM peak period.
- Rock Creek Road / Ranches Parkway currently operates with critical EBL at LOS C in the AM and LOS F in the PM peak period. This is maintained in 2027 without the site. In 2022 and 2027 with the site traffic the intersection operates with critical EBL at LOS C in the AM and LOS F in the PM peak period.
- Rock Creek Road / Access X operates with critical NBL at LOS A in the AM and LOS A in the PM peak period. This is maintained throughout 2027.
- Ranches Parkway / Access Y operates with critical WBL at LOS C in the AM and LOS D in the PM peak period. This is maintained throughout 2027.
- Pony Express Parkway / Access Z operates with critical side street delay at LOS C in the AM and LOS D in the PM peak period. This is maintained throughout 2027. There is very little left turn egress capacity at this access in the PM peak period.
- The EBL queue at Pony Express Parkway / Ranches Parkway exceeds the available turn pocket, this movement is already operating near capacity and based on the volumes should be considered for dual left turns. This is an existing issue that worsens as traffic in the area increases.
- The WBL queue at Pony Express Parkway / Ranches Parkway exceeds the available turn pocket and is expected to back beyond the existing pocket by 1 vehicle during the PM peak period.
- The SBL queue at Pony Express Parkway / Ranches Parkway exceeds the available turn pocket and is expected to back beyond the available storage in the future. The existing raised median can be removed and this pocket can be extended when the queuing becomes an issue.

Recommendations:

Access Y along Ranches Parkway should be built with a southbound left turn deceleration with a minimum of 50 feet of storage. This is a new access point and will need to modify the center landscaped median if it to be installed.

Access Z be built to align with the existing access to the south and include an eastbound left turn deceleration lane with a minimum of 50 feet of storage. There is currently already a left turn pocket on Pony Express to accommodate this eastbound left turn movement.

The EBL queue at Pony Express Parkway / Ranches Parkway is already operating near capacity and based on the volumes should be considered for dual left turns. This is an existing issue that worsens as traffic and development in the area increases. There is an opportunity to extend the eastbound left turn storage length by utilizing the existing landscaped median to the west.

APPENDICES

Appendix A Traffic Counts and Projections
Appendix B Without Site Intersection Analyses
Appendix C With Site Intersection Analysis

Appendix A Traffic Counts and Projections

Ranches Pkwy East Access AM
September 30, 2021 Thursday
Keely

	7:00-9:00
NBL	2
NBR	11
EBR	6
EBU	0
WBL	8

Ranches Pkwy East Access PM
30-Sep-21 Thursday
Joe

	4:30-5:30	5:30-6:10
NBL	1	7
NBR	36	29
EBR	10	7
EBU	1	0
WBL	33	30

AM PEAK HOUR VOLUMES

Ped = 0

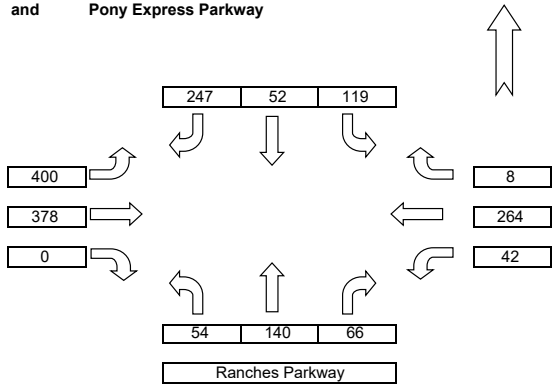
INTERSECTION: **Ranches Parkway** **and** **Pony Express Parkway**

N-S STREET: **Ranches Parkway**
E-W STREET: **Pony Express Parkway**

COUNT DATE: **October 6, 2021**
Day of the Week: **Wednesday**
NOTES:

COUNT TIME:
FROM: **7:00 AM**
TO: **9:00 AM**

PK HR VOLUME:	1,770
PHF:	0.89
PEAK HOUR:	
FROM:	TO:
7:00 AM	8:00 AM



AM Traffic

COUNT DATA INPUT: Name: Lacie Name: Lacie Name: Lacie Name: Lacie

TIME PERIOD		NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND			TOTAL 5'	TOTAL 15'	PEDESTRIAN	
FROM:	TO:	NBL	NBT	NBR	EBL	EBT	EBR	SBL	SBT	SBR	WBL	WBT	WBR	VOLUMES	VOLUMES	E/W	N/S
7:00 AM	7:05 AM	6	25	7	12	16	0	6	1	21	1	24	2	121	438	0	0
7:05 AM	7:10 AM	5	11	3	46	34	0	5	6	14	5	29	0	158	492	0	0
7:10 AM	7:15 AM	1	13	4	36	42	0	11	3	14	2	31	2	159	498	0	0
7:15 AM	7:20 AM	6	13	7	43	37	0	3	4	31	4	26	1	175	487	0	0
7:20 AM	7:25 AM	9	8	10	41	34	0	10	2	17	4	28	1	164	457	0	0
7:25 AM	7:30 AM	5	16	5	37	31	0	15	4	14	5	16	0	148	436	0	0
7:30 AM	7:35 AM	2	6	12	28	32	0	13	4	29	2	17	0	145	439	0	0
7:35 AM	7:40 AM	2	11	7	34	41	0	7	1	17	3	19	1	143	421	0	0
7:40 AM	7:45 AM	5	11	1	36	30	0	15	2	20	6	25	0	151	418	0	0
7:45 AM	7:50 AM	1	6	4	34	31	0	5	10	23	2	11	0	127	406	0	0
7:50 AM	7:55 AM	9	8	4	26	26	0	17	9	20	3	17	1	140	319	0	0
7:55 AM	8:00 AM	3	12	2	27	24	0	12	6	27	5	21	0	139	179	0	0
8:00 AM	8:05 AM	0	4	2	13	4	0	0	1	7	0	9	0	40	40	0	0

PM PEAK HOUR VOLUMES

Ped = 8

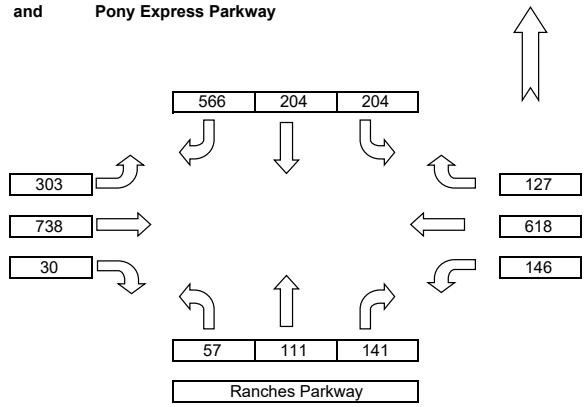
INTERSECTION: **Ranches Parkway** **and** **Pony Express Parkway**

N-S STREET: **Ranches Parkway**
E-W STREET: **Pony Express Parkway**

COUNT DATE: **September 30, 2021**
Day of the Week: **Thursday**
NOTES:

COUNT TIME:
FROM: **4:30 PM**
TO: **6:30 PM**

PK HR VOLUME:	3,245
PHF:	0.90
PEAK HOUR:	
FROM:	TO:
5:00 PM	6:00 PM



PM Traffic

COUNT DATA INPUT: Name: Joe Name: Joe Name: Joe Name: Joe

TIME PERIOD		NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND			TOTAL 5'	TOTAL 15'	PEDESTRIAN	
FROM:	TO:	NBL	NBT	NBR	EBL	EBT	EBR	SBL	SBT	SBR	WBL	WBT	WBR	VOLUMES	VOLUMES	E/W	N/S
4:30 PM	4:35 PM	1	3	8	33	44	1	6	15	29	5	36	17	198	607	0	1
4:35 PM	4:40 PM	1	10	4	20	35	4	12	15	28	13	47	8	197	678	0	0
4:40 PM	4:45 PM	3	9	8	29	47	1	9	14	25	13	42	12	212	714	0	1
4:45 PM	4:50 PM	5	9	6	22	62	3	18	26	33	10	63	12	269	749	1	1
4:50 PM	4:55 PM	9	13	3	25	55	0	8	23	41	10	33	13	233	751	2	1
4:55 PM	5:00 PM	6	11	6	22	54	3	10	25	40	10	45	15	247	761	0	3
5:00 PM	5:05 PM	4	21	9	17	62	2	15	21	54	8	39	19	271	758	0	0
5:05 PM	5:10 PM	7	12	10	19	54	2	18	18	40	12	40	11	243	747	2	0
5:10 PM	5:15 PM	7	8	11	23	65	0	15	11	45	7	44	8	244	750	0	0
5:15 PM	5:20 PM	6	7	13	34	59	5	19	13	39	11	47	7	260	789	0	0
5:20 PM	5:25 PM	0	8	8	29	53	3	17	21	35	17	45	10	246	779	0	0
5:25 PM	5:30 PM	6	10	10	33	84	2	8	20	51	7	43	9	283	835	0	0
5:30 PM	5:35 PM	7	7	16	24	52	0	15	18	52	6	43	10	250	845	0	0
5:35 PM	5:40 PM	3	6	12	18	92	4	19	16	60	11	54	7	302	899	0	0
5:40 PM	5:45 PM	7	7	5	26	65	1	15	20	45	9	78	15	293	898	0	1
5:45 PM	5:50 PM	4	10	19	24	57	0	18	19	53	22	65	13	304	853	0	4
5:50 PM	5:55 PM	4	8	13	32	59	8	23	13	45	18	71	7	301	773	0	0
5:55 PM	6:00 PM	2	7	15	24	36	3	22	14	47	18	49	11	248	472	1	0
6:00 PM	6:05 PM	6	8	14	28	41	0	12	13	45	6	41	10	224	224	0	0

AM PEAK HOUR VOLUMES

Ped = 0

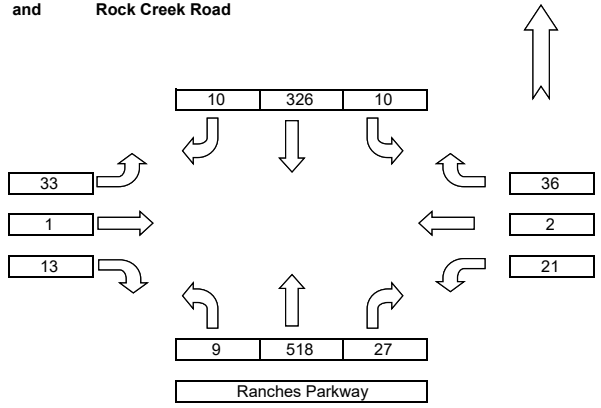
INTERSECTION: **Ranches Parkway** **and** **Rock Creek Road**

N-S STREET: **Ranches Parkway**
E-W STREET: **Rock Creek Road**

COUNT DATE: **October 6, 2021**
Day of the Week: **Wednesday**
NOTES:

COUNT TIME:
FROM: **7:00 AM**
TO: **9:00 AM**

PK HR VOLUME:	1,006
PHF:	0.89
PEAK HOUR:	
FROM:	TO:
7:00 AM	8:00 AM



AM Traffic

COUNT DATA INPUT: Name: Lacie Name: Lacie Name: Lacie Name: Lacie

TIME PERIOD		NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND			TOTAL 5'	TOTAL 15'	PEDESTRIAN	
FROM:	TO:	NBL	NBT	NBR	EBL	EBT	EBR	SBL	SBT	SBR	WBL	WBT	WBR	VOLUMES	VOLUMES	E/W	N/S
7:00 AM	7:05 AM	1	50	1	3	0	3	1	30	2	0	1	4	96	282	0	0
7:05 AM	7:10 AM	1	51	1	6	0	0	4	19	0	0	0	6	88	278	0	0
7:10 AM	7:15 AM	0	58	2	0	0	1	0	27	0	1	0	9	98	265	0	0
7:15 AM	7:20 AM	1	49	4	3	0	1	1	29	1	2	0	1	92	238	0	0
7:20 AM	7:25 AM	0	44	2	4	1	0	1	19	1	3	0	0	75	223	0	0
7:25 AM	7:30 AM	0	32	0	1	0	1	2	29	1	3	0	2	71	234	0	0
7:30 AM	7:35 AM	0	39	0	1	0	1	0	33	0	2	0	1	77	240	0	0
7:35 AM	7:40 AM	0	32	4	4	0	3	0	37	1	0	1	4	86	242	0	0
7:40 AM	7:45 AM	0	45	1	1	0	2	0	21	2	3	0	2	77	236	0	0
7:45 AM	7:50 AM	2	35	5	2	0	0	0	30	2	2	0	1	79	246	0	0
7:50 AM	7:55 AM	3	35	3	5	0	0	0	30	0	1	0	3	80	167	0	0
7:55 AM	8:00 AM	1	48	4	3	0	1	1	22	0	4	0	3	87	87	0	0

PM PEAK HOUR VOLUMES

Ped = 0

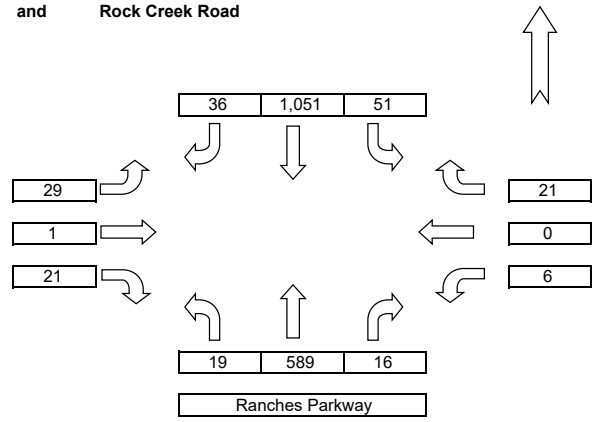
INTERSECTION: **Ranches Parkway** **and** **Rock Creek Road**

N-S STREET: **Ranches Parkway**
E-W STREET: **Rock Creek Road**

COUNT DATE: **September 30, 2021**
Day of the Week: **Thursday**
NOTES:

COUNT TIME:
FROM: **4:00 PM**
TO: **6:00 PM**

PK HR VOLUME:	1,840
PHF:	0.96
PEAK HOUR:	
FROM:	TO:
4:35 PM	5:35 PM



PM Traffic

COUNT DATA INPUT: Name: Alex Name: Alex Name: Alex Name: Alex

TIME PERIOD		NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND			TOTAL 5'	TOTAL 15'	PEDESTRIAN	
FROM:	TO:	NBL	NBT	NBR	EBL	EBT	EBR	SBL	SBT	SBR	WBL	WBT	WBR	VOLUMES	VOLUMES	E/W	N/S
4:00 PM	4:05 PM	3	51	1	0	0	2	2	69	5	2	0	5	140	393	2	1
4:05 PM	4:10 PM	1	41	3	5	0	3	4	68	3	2	0	5	135	368	0	0
4:10 PM	4:15 PM	1	45	2	3	1	1	3	60	1	0	0	1	118	395	0	0
4:15 PM	4:20 PM	3	43	3	1	0	0	1	62	0	1	0	1	115	396	0	0
4:20 PM	4:25 PM	1	45	3	1	0	2	2	104	1	0	0	3	162	428	1	0
4:25 PM	4:30 PM	2	41	5	3	0	1	4	54	3	2	0	4	119	439	0	0
4:30 PM	4:35 PM	2	43	2	2	0	2	3	82	4	2	0	5	147	466	0	0
4:35 PM	4:40 PM	2	64	3	4	0	3	4	92	1	0	0	0	173	473	1	0
4:40 PM	4:45 PM	4	43	1	1	0	2	3	87	1	2	0	2	146	442	4	1
4:45 PM	4:50 PM	2	48	0	2	1	0	2	91	5	0	0	3	154	479	1	0
4:50 PM	4:55 PM	0	49	2	2	0	2	4	77	3	1	0	2	142	469	1	0
4:55 PM	5:00 PM	2	59	1	4	0	1	9	100	5	1	0	1	183	470	1	0
5:00 PM	5:05 PM	1	55	0	2	0	0	3	78	2	1	0	2	144	435	3	0
5:05 PM	5:10 PM	1	41	1	2	0	1	4	86	4	0	0	3	143	438	0	0
5:10 PM	5:15 PM	1	41	2	1	0	1	3	96	2	0	0	1	148	447	3	0
5:15 PM	5:20 PM	0	45	2	2	0	5	6	85	2	0	0	0	147	452	0	0
5:20 PM	5:25 PM	1	43	2	3	0	1	4	94	3	0	0	1	152	460	0	0
5:25 PM	5:30 PM	4	56	0	4	0	3	4	76	2	1	0	3	153	427	0	0
5:30 PM	5:35 PM	1	45	2	2	0	2	5	89	6	0	0	3	155	411	1	0
5:35 PM	5:40 PM	1	41	2	5	0	0	0	67	2	1	0	0	119	256	0	0
5:40 PM	5:45 PM	1	50	0	0	0	2	3	78	2	0	0	1	137	137	1	0

TRIP GENERATION

			Trip Rate			Trips			In / Out %				New			
ITE 10th Ed	Size	Land Use	AM	PM	Daily	AM	PM	Daily	AM IN	AM Out	PM IN	PM OUT	AM IN	AM Out	PM IN	PM OUT
Commercial Building	14.750	820	0.94	3.81	37.75	14	56	557	62%	38%	48%	52%	9	5	27	29
Drive Thru 1	3.300	934	40.19	32.67	470.95	133	108	1554	51%	49%	52%	48%	68	65	56	52
Drive Thru 2	1.800	934	40.19	32.67	470.95	72	59	848	51%	49%	52%	48%	37	35	31	28
Drive Thru 3	5.800	934	40.19	32.67	470.95	233	189	2732	51%	49%	52%	48%	119	114	98	91
Drive Thru 4	4.430	934	40.19	32.67	470.95	178	145	2086	51%	49%	52%	48%	91	87	75	70
Total						**630**	**557**	**7776**					**324**	**306**	**287**	**270**

Long Term Growth

1.56%	Growth Factor	Years	Analysis Year
	1.02	1	2022
	1.10	6	2027
	1.34	19	2040

Straight line growth assumed between 2016 and 2040

Ranches Parkway			
2019	12,000	Traffic on Utah Highways	
2050	16,500	Wasatch Front Regional Council	
growth	**0.96%**		
2019	145.16	12000	
2020	145.16	12145	1.21%
2021	145.16	12290	1.20%
2022	145.16	12435	1.18%
2023	145.16	12581	1.17%
2024	145.16	12726	1.15%
2025	145.16	12871	1.14%
2026	145.16	13016	1.13%
2027	145.16	13161	1.12%
2028	145.16	13306	1.10%
2029	145.16	13452	1.09%
2030	145.16	13597	1.08%
2031	145.16	13742	1.07%
2032	145.16	13887	1.06%
2033	145.16	14032	1.05%
2034	145.16	14177	1.03%
2035	145.16	14323	1.02%
2036	145.16	14468	1.01%
2037	145.16	14613	1.00%
2038	145.16	14758	0.99%
2039	145.16	14903	0.98%
2040	145.16	15048	0.97%
2041	145.16	15194	0.96%
2042	145.16	15339	0.96%
2043	145.16	15484	0.95%
2044	145.16	15629	0.94%
2045	145.16	15774	0.93%
2046	145.16	15919	0.92%
2047	145.16	16065	0.91%
2048	145.16	16210	0.90%
2049	145.16	16355	0.90%
2050	145.16	16500	0.89%
			1.03%

Pony Express Parkway			
2019	19,000	Traffic on Utah Highways	
2050	42,000	Wasatch Front Regional Council	
growth	**2.15%**		
2019	741.94	19000	
2020	741.94	19742	3.90%
2021	741.94	20484	3.76%
2022	741.94	21226	3.62%
2023	741.94	21968	3.50%
2024	741.94	22710	3.38%
2025	741.94	23452	3.27%
2026	741.94	24194	3.16%
2027	741.94	24935	3.07%
2028	741.94	25677	2.98%
2029	741.94	26419	2.89%
2030	741.94	27161	2.81%
2031	741.94	27903	2.73%
2032	741.94	28645	2.66%
2033	741.94	29387	2.59%
2034	741.94	30129	2.52%
2035	741.94	30871	2.46%
2036	741.94	31613	2.40%
2037	741.94	32355	2.35%
2038	741.94	33097	2.29%
2039	741.94	33839	2.24%
2040	741.94	34581	2.19%
2041	741.94	35323	2.15%
2042	741.94	36065	2.10%
2043	741.94	36806	2.06%
2044	741.94	37548	2.02%
2045	741.94	38290	1.98%
2046	741.94	39032	1.94%
2047	741.94	39774	1.90%
2048	741.94	40516	1.87%
2049	741.94	41258	1.83%
2050	741.94	42000	1.80%
			2.59%

Ranches Parkway / Pony Express Parkway				1.1		
	2021	Site	2022	2027	2027	
AM	Existing	Traffic	Total	Growth	Total	
EBL	400	49	449	440	489	
EBT	378	48	426	416	464	
EBR	8		8	9	9	
WBL	42	15	57	46	61	
WBT	264	69	333	290	359	
WBR	8		8	9	9	
NBL	54		54	59	59	
NBT	140	34	174	154	188	
NBR	66		66	73	73	
SBL	119	46	165	131	177	
SBT	52	15	67	57	72	
SBR	247	23	270	272	295	16.82%
East	877			965		
West	1351			1486		
North	966			1063		
South	362			398		

	2021	Site	2022	2027	2027	
PM	Existing	Traffic	Total	Growth	Total	
EBL	303	43	346	333	376	
EBT	738	43	781	812	855	
EBR	30		30	33	33	
WBL	146	14	160	161	175	
WBT	618	61	679	680	741	
WBR	127		127	140	140	
NBL	57		57	63	63	
NBT	111	29	140	122	151	
NBR	141		141	155	155	
SBL	204	75	279	224	299	
SBT	204	13	217	224	237	9.18%
SBR	566	20	586	623	643	
East	1974			2171		
West	2312			2543		

Ranches Parkway / Rock Creek Road				1.1		
	2021	Site	2022	2027	2027	
AM	Existing	Traffic	Total	Growth	Total	
EBL	33		33	36	36	
EBT	1		1	1	1	
EBR	13		13	14	14	
WBL	21		21	23	23	
WBT	2		2	2	2	
WBR	36	46	82	40	86	
NBL	9		9	10	10	
NBT	512	46	558	563	609	
NBR	27		27	30	30	
SBL	10	49	59	11	60	
SBT	384	48	432	422	470	
SBR	10		10	11	11	17.86%
East	97			107		
West	68			75		
North	985			1084		
South	966			1063		

	2021	Site	2022	2027	2027	
PM	Existing	Traffic	Total	Growth	Total	
EBL	29		29	32	32	
EBT	1		1	1	1	
EBR	21		21	23	23	
WBL	6		6	7	7	
WBT	0		0	0	0	
WBR	21	40	61	23	63	
NBL	19		19	21	21	
NBT	506	41	547	557	598	
NBR	16		16	18	18	
SBL	51	21	72	56	77	
SBT	947	65	1012	1042	1107	10.10%
SBR	36		36	40	40	
East	95			105		
West	106			117		

Trip Distribution

Rock Creek Road / Access X				1.1		
	2021	Site	2022	2027	2027	
AM	Existing	Traffic	Total	Growth	Total	
EBL			0	0	0	
EBT	38		38	42	42	
EBR		49	49	0	49	
WBL			0	0	0	
WBT	59		59	65	65	
WBR			0	0	0	
NBL		46	46	0	46	
NBT			0	0	0	
NBR			0	0	0	
SBL			0	0	0	
SBT			0	0	0	
SBR			0	0	0	97.94%
East	97			107		
West	97			107		
North	0			0		
South	0			0		

	2021	Site	2022	2027	2027	
PM	Existing	Traffic	Total	Growth	Total	
EBL			0	0	0	
EBT	68		68	75	75	
EBR		21	21	0	21	
WBL			0	0	0	
WBT	27		27	30	30	
WBR			0	0	0	
NBL		40	40	0	40	
NBT			0	0	0	
NBR			0	0	0	
SBL			0	0	0	
SBT			0	0	0	64.21%
SBR			0	0	0	
East	95			105		
West	95			105		

Ranches Parkway / Access Y				1.1		
	2021	Site	2022	2027	2027	
AM	Existing	Traffic	Total	Growth	Total	
EBL			0	0	0	
EBT			0	0	0	
EBR			0	0	0	
WBL		84	84	0	84	
WBT			0	0	0	
WBR		46	46	0	46	
NBL			0	0	0	
NBT	548		548	603	603	
NBR		83	83	0	83	
SBL		48	48	0	48	
SBT	418		418	460	460	
SBR			0	0	0	27.02%
East	0			0		
West	0			0		
North	966			1063		
South	966			1063		

	2021	Site	2022	2027	2027	
PM	Existing	Traffic	Total	Growth	Total	
EBL			0	0	0	
EBT			0	0	0	
EBR			0	0	0	
WBL		108	108	0	108	
WBT			0	0	0	
WBR		41	41	0	41	
NBL			0	0	0	
NBT	541		541	595	595	
NBR		72	72	0	72	
SBL		65	65	0	65	
SBT	974		974	1071	1071	18.88%
SBR			0	0	0	
East	0			0		
West	0			0		

Pony Express Parkway / Access Z				1.1		
	2021	Site	2022	2027	2027	
AM	Existing	Traffic	Total	Growth	Total	
EBL		48	48	0	48	
EBT	557	46	603	613	659	
EBR	6		6	7	7	
WBL	8		8	9	9	
WBT	312		312	343	343	
WBR		96	96	0	96	
NBL	2		2	2	2	
NBT			0	0	0	
NBR	11		11	12	12	
SBL		46	46	0	46	
SBT			0	0	0	
SBR		84	84	0	84	35.71%
East	888			977		
West	877			965		
North	0			0		
South	27			30		

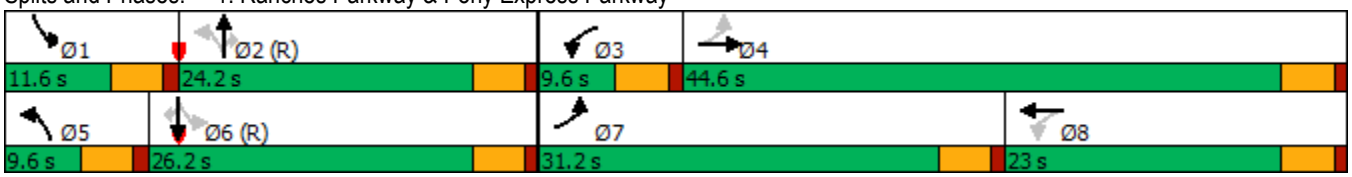
	2021	Site	2022	2027	2027	
PM	Existing	Traffic	Total	Growth	Total	
EBL		43	43	0	43	
EBT	1073	75	1148	1180	1255	
EBR	10		10	11	11	
WBL	33		33	36	36	
WBT	888		888	977	977	
WBR		86	86	0	86	
NBL	3		3	3	3	
NBT			0	0	0	
NBR	36		36	40	40	
SBL		6	6	0	6	
SBT			0	0	0	13.95%
SBR		75	75	0	75	
East	2030			2233		
West	1974			2171		

Appendix B Without Site Intersection Analyses

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	400	378	42	264	54	140	66	119	52	247
Future Volume (vph)	400	378	42	264	54	140	66	119	52	247
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4	3	8	5	2		1	6	
Permitted Phases	4		8		2		2	6		6
Detector Phase	7	4	3	8	5	2	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	9.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	31.2	44.6	9.6	23.0	9.6	24.2	24.2	11.6	26.2	26.2
Total Split (%)	34.7%	49.6%	10.7%	25.6%	10.7%	26.9%	26.9%	12.9%	29.1%	29.1%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	42.7	37.0	18.1	13.0	31.7	24.8	24.8	36.5	28.8	28.8
Actuated g/C Ratio	0.47	0.41	0.20	0.14	0.35	0.28	0.28	0.41	0.32	0.32
v/c Ratio	0.72	0.30	0.20	0.60	0.12	0.31	0.13	0.28	0.10	0.40
Control Delay	23.3	18.3	17.3	40.5	18.4	30.1	0.5	19.4	26.3	5.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	23.3	18.3	17.3	40.5	18.4	30.1	0.5	19.4	26.3	5.6
LOS	C	B	B	D	B	C	A	B	C	A
Approach Delay		20.9		37.4		20.1			12.1	
Approach LOS		C		D		C			B	

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.72	
Intersection Signal Delay: 21.6	Intersection LOS: C
Intersection Capacity Utilization 58.7%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 1: Ranches Parkway & Pony Express Parkway



Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	33	1	13	21	2	36	9	512	27	10	384	10
Future Vol, veh/h	33	1	13	21	2	36	9	512	27	10	384	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	150	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	37	1	15	24	2	40	10	575	30	11	431	11

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	768	1084	221	848	1074	303	442	0	0	605	0	0
Stage 1	459	459	-	610	610	-	-	-	-	-	-	-
Stage 2	309	625	-	238	464	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	291	216	783	255	218	693	1114	-	-	969	-	-
Stage 1	551	565	-	448	483	-	-	-	-	-	-	-
Stage 2	676	475	-	744	562	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	268	212	783	245	214	693	1114	-	-	969	-	-
Mov Cap-2 Maneuver	268	212	-	245	214	-	-	-	-	-	-	-
Stage 1	546	559	-	444	479	-	-	-	-	-	-	-
Stage 2	628	471	-	720	556	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	18.2	15.7	0.1	0.2
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1114	-	-	325	401	969	-	-
HCM Lane V/C Ratio	0.009	-	-	0.162	0.165	0.012	-	-
HCM Control Delay (s)	8.3	-	-	18.2	15.7	8.8	-	-
HCM Lane LOS	A	-	-	C	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.6	0.6	0	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	557	6	8	312	0	2	0	11	0	0	0
Future Vol, veh/h	0	557	6	8	312	0	2	0	11	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	626	7	9	351	0	2	0	12	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	351	0	0	633	0	0	824	999	317	682	1002	176
Stage 1	-	-	-	-	-	-	630	630	-	369	369	-
Stage 2	-	-	-	-	-	-	194	369	-	313	633	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1204	-	-	946	-	-	265	242	679	336	241	837
Stage 1	-	-	-	-	-	-	436	473	-	623	619	-
Stage 2	-	-	-	-	-	-	789	619	-	672	472	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1204	-	-	946	-	-	263	240	679	328	239	837
Mov Cap-2 Maneuver	-	-	-	-	-	-	263	240	-	328	239	-
Stage 1	-	-	-	-	-	-	436	473	-	623	613	-
Stage 2	-	-	-	-	-	-	781	613	-	660	472	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.2	11.8	0
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	546	1204	-	-	946	-	-	-
HCM Lane V/C Ratio	0.027	-	-	-	0.01	-	-	-
HCM Control Delay (s)	11.8	0	-	-	8.8	-	-	0
HCM Lane LOS	B	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	-

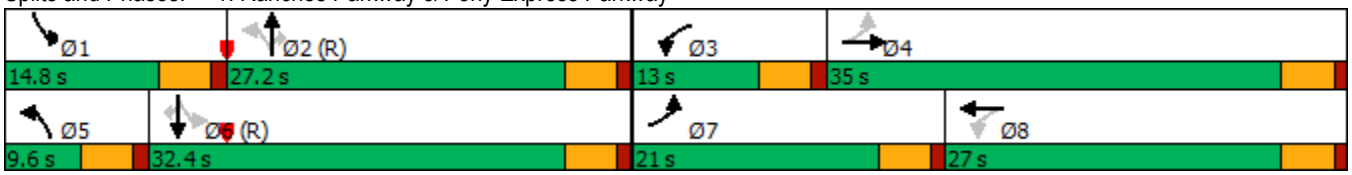
Timings
1: Ranches Parkway & Pony Express Parkway

10/06/2021

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	303	738	146	618	57	111	141	204	204	566
Future Volume (vph)	303	738	146	618	57	111	141	204	204	566
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4	3	8	5	2		1	6	
Permitted Phases	4		8		2		2	6		6
Detector Phase	7	4	3	8	5	2	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	9.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	21.0	35.0	13.0	27.0	9.6	27.2	27.2	14.8	32.4	32.4
Total Split (%)	23.3%	38.9%	14.4%	30.0%	10.7%	30.2%	30.2%	16.4%	36.0%	36.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	43.0	30.3	30.8	22.6	28.7	23.5	23.5	38.0	30.3	30.3
Actuated g/C Ratio	0.48	0.34	0.34	0.25	0.32	0.26	0.26	0.42	0.34	0.34
v/c Ratio	0.85	0.72	0.61	0.94	0.16	0.25	0.27	0.44	0.36	0.76
Control Delay	41.3	30.0	25.5	51.5	17.5	28.5	1.9	20.5	25.8	15.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.3	30.0	25.5	51.5	17.5	28.5	1.9	20.5	25.8	15.4
LOS	D	C	C	D	B	C	A	C	C	B
Approach Delay		33.2		47.3		14.3			18.7	
Approach LOS		C		D		B			B	

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.94	
Intersection Signal Delay: 30.9	Intersection LOS: C
Intersection Capacity Utilization 71.6%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 1: Ranches Parkway & Pony Express Parkway



Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	29	1	21	6	0	21	19	506	16	51	947	36
Future Vol, veh/h	29	1	21	6	0	21	19	506	16	51	947	36
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	150	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	32	1	23	7	0	23	21	562	18	57	1052	40

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1509	1808	546	1254	1819	290	1092	0	0	580	0	0
Stage 1	1186	1186	-	613	613	-	-	-	-	-	-	-
Stage 2	323	622	-	641	1206	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	83	78	482	128	77	707	635	-	-	990	-	-
Stage 1	200	260	-	446	481	-	-	-	-	-	-	-
Stage 2	663	477	-	430	255	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	75	71	482	112	70	707	635	-	-	990	-	-
Mov Cap-2 Maneuver	75	71	-	112	70	-	-	-	-	-	-	-
Stage 1	193	245	-	431	465	-	-	-	-	-	-	-
Stage 2	620	461	-	384	240	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	63.5	17.2	0.4	0.4
HCM LOS	F	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	635	-	-	115	324	990	-	-
HCM Lane V/C Ratio	0.033	-	-	0.493	0.093	0.057	-	-
HCM Control Delay (s)	10.9	-	-	63.5	17.2	8.9	-	-
HCM Lane LOS	B	-	-	F	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	2.2	0.3	0.2	-	-

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	1073	10	33	888	0	3	0	36	0	0	0
Future Vol, veh/h	0	1073	10	33	888	0	3	0	36	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	1192	11	37	987	0	3	0	40	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	987	0	0	1203	0	0	1766	2259	602	1657	2264	494
Stage 1	-	-	-	-	-	-	1198	1198	-	1061	1061	-
Stage 2	-	-	-	-	-	-	568	1061	-	596	1203	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	696	-	-	576	-	-	53	41	443	64	40	521
Stage 1	-	-	-	-	-	-	197	257	-	239	299	-
Stage 2	-	-	-	-	-	-	475	299	-	457	256	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	696	-	-	576	-	-	50	38	443	55	37	521
Mov Cap-2 Maneuver	-	-	-	-	-	-	50	38	-	55	37	-
Stage 1	-	-	-	-	-	-	197	257	-	239	280	-
Stage 2	-	-	-	-	-	-	444	280	-	416	256	-

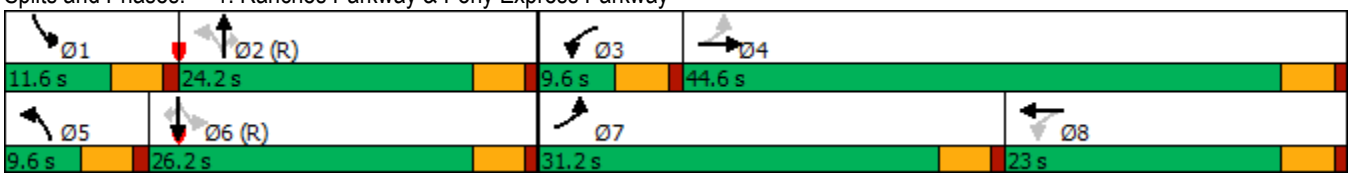
Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.4	20.5	0
HCM LOS			C	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	276	696	-	-	576	-	-	-
HCM Lane V/C Ratio	0.157	-	-	-	0.064	-	-	-
HCM Control Delay (s)	20.5	0	-	-	11.7	-	-	0
HCM Lane LOS	C	A	-	-	B	-	-	A
HCM 95th %tile Q(veh)	0.5	0	-	-	0.2	-	-	-

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	400	378	42	264	54	140	66	119	52	247
Future Volume (vph)	400	378	42	264	54	140	66	119	52	247
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4	3	8	5	2		1	6	
Permitted Phases	4		8		2		2	6		6
Detector Phase	7	4	3	8	5	2	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	9.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	31.2	44.6	9.6	23.0	9.6	24.2	24.2	11.6	26.2	26.2
Total Split (%)	34.7%	49.6%	10.7%	25.6%	10.7%	26.9%	26.9%	12.9%	29.1%	29.1%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	44.2	38.4	19.0	13.9	30.3	23.6	23.6	35.0	27.6	27.6
Actuated g/C Ratio	0.49	0.43	0.21	0.15	0.34	0.26	0.26	0.39	0.31	0.31
v/c Ratio	0.78	0.32	0.22	0.62	0.14	0.36	0.15	0.33	0.11	0.44
Control Delay	25.6	17.7	17.0	40.0	19.3	31.3	0.6	21.1	26.9	5.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.6	17.7	17.0	40.0	19.3	31.3	0.6	21.1	26.9	5.7
LOS	C	B	B	D	B	C	A	C	C	A
Approach Delay		21.7		36.9		21.0			12.8	
Approach LOS		C		D		C			B	

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.78	
Intersection Signal Delay: 22.2	Intersection LOS: C
Intersection Capacity Utilization 63.0%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 1: Ranches Parkway & Pony Express Parkway



Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	33	1	13	21	2	36	9	512	27	10	384	10
Future Vol, veh/h	33	1	13	21	2	36	9	512	27	10	384	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	150	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	41	1	16	26	2	44	11	633	33	12	475	12

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	845	1193	244	934	1183	333	487	0	0	666	0	0
Stage 1	505	505	-	672	672	-	-	-	-	-	-	-
Stage 2	340	688	-	262	511	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	256	186	757	221	188	663	1072	-	-	919	-	-
Stage 1	518	539	-	412	453	-	-	-	-	-	-	-
Stage 2	648	445	-	720	535	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	232	182	757	211	184	663	1072	-	-	919	-	-
Mov Cap-2 Maneuver	232	182	-	211	184	-	-	-	-	-	-	-
Stage 1	513	532	-	408	448	-	-	-	-	-	-	-
Stage 2	595	441	-	694	528	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	20.8	17.6	0.1	0.2
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1072	-	-	285	358	919	-	-
HCM Lane V/C Ratio	0.01	-	-	0.204	0.204	0.013	-	-
HCM Control Delay (s)	8.4	-	-	20.8	17.6	9	-	-
HCM Lane LOS	A	-	-	C	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.7	0.8	0	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	557	6	8	312	0	2	0	11	0	0	0
Future Vol, veh/h	0	557	6	8	312	0	2	0	11	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	688	7	10	386	0	2	0	14	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	386	0	0	695	0	0	905	1098	348	750	1101	193
Stage 1	-	-	-	-	-	-	692	692	-	406	406	-
Stage 2	-	-	-	-	-	-	213	406	-	344	695	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1169	-	-	897	-	-	232	211	648	300	211	816
Stage 1	-	-	-	-	-	-	400	443	-	593	596	-
Stage 2	-	-	-	-	-	-	769	596	-	645	442	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1169	-	-	897	-	-	230	209	648	291	209	816
Mov Cap-2 Maneuver	-	-	-	-	-	-	230	209	-	291	209	-
Stage 1	-	-	-	-	-	-	400	443	-	593	589	-
Stage 2	-	-	-	-	-	-	760	589	-	631	442	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.2	12.3	0
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	506	1169	-	-	897	-	-	-
HCM Lane V/C Ratio	0.032	-	-	-	0.011	-	-	-
HCM Control Delay (s)	12.3	0	-	-	9.1	-	-	0
HCM Lane LOS	B	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	-

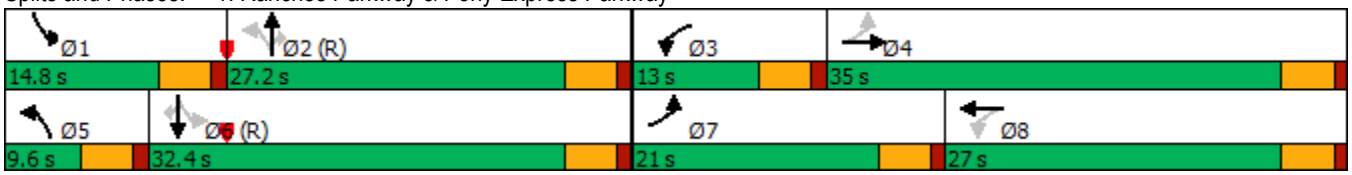
Timings
1: Ranches Parkway & Pony Express Parkway

10/06/2021

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	303	738	146	618	57	111	141	204	204	566
Future Volume (vph)	303	738	146	618	57	111	141	204	204	566
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4	3	8	5	2		1	6	
Permitted Phases	4		8		2		2	6		6
Detector Phase	7	4	3	8	5	2	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	9.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	21.0	35.0	13.0	27.0	9.6	27.2	27.2	14.8	32.4	32.4
Total Split (%)	23.3%	38.9%	14.4%	30.0%	10.7%	30.2%	30.2%	16.4%	36.0%	36.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	43.5	30.6	30.9	22.6	28.0	22.9	22.9	37.5	29.8	29.8
Actuated g/C Ratio	0.48	0.34	0.34	0.25	0.31	0.25	0.25	0.42	0.33	0.33
v/c Ratio	0.91	0.78	0.72	1.03	0.18	0.29	0.30	0.50	0.40	0.85
Control Delay	50.4	32.1	35.5	72.0	17.8	29.1	2.6	21.8	26.6	22.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.4	32.1	35.5	72.0	17.8	29.1	2.6	21.8	26.6	22.5
LOS	D	C	D	E	B	C	A	C	C	C
Approach Delay		37.3		66.0		15.0			23.2	
Approach LOS		D		E		B			C	

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.03	
Intersection Signal Delay: 38.8	Intersection LOS: D
Intersection Capacity Utilization 77.2%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 1: Ranches Parkway & Pony Express Parkway



Intersection	
Int Delay, s/veh	4.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	29	1	21	6	0	21	19	506	16	51	947	36
Future Vol, veh/h	29	1	21	6	0	21	19	506	16	51	947	36
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	150	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	35	1	26	7	0	26	23	618	20	62	1157	44

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1658	1987	601	1377	1999	319	1201	0	0	638	0	0
Stage 1	1303	1303	-	674	674	-	-	-	-	-	-	-
Stage 2	355	684	-	703	1325	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	64	60	443	104	59	677	577	-	-	942	-	-
Stage 1	170	229	-	410	452	-	-	-	-	-	-	-
Stage 2	635	447	-	394	223	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	57	54	443	89	53	677	577	-	-	942	-	-
Mov Cap-2 Maneuver	57	54	-	89	53	-	-	-	-	-	-	-
Stage 1	163	214	-	394	434	-	-	-	-	-	-	-
Stage 2	587	429	-	345	208	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	109.5	19.9	0.4	0.4
HCM LOS	F	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	577	-	-	89	274	942	-	-
HCM Lane V/C Ratio	0.04	-	-	0.7	0.12	0.066	-	-
HCM Control Delay (s)	11.5	-	-	109.5	19.9	9.1	-	-
HCM Lane LOS	B	-	-	F	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	3.4	0.4	0.2	-	-

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	1073	10	33	888	0	3	0	36	0	0	0
Future Vol, veh/h	0	1073	10	33	888	0	3	0	36	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	1311	12	40	1085	0	4	0	44	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1085	0	0	1323	0	0	1940	2482	662	1821	2488	543
Stage 1	-	-	-	-	-	-	1317	1317	-	1165	1165	-
Stage 2	-	-	-	-	-	-	623	1165	-	656	1323	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	639	-	-	518	-	-	39	29	404	48	29	484
Stage 1	-	-	-	-	-	-	166	225	-	206	267	-
Stage 2	-	-	-	-	-	-	440	267	-	421	224	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	639	-	-	518	-	-	37	27	404	40	27	484
Mov Cap-2 Maneuver	-	-	-	-	-	-	37	27	-	40	27	-
Stage 1	-	-	-	-	-	-	166	225	-	206	246	-
Stage 2	-	-	-	-	-	-	406	246	-	375	224	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.4	24.8	0
HCM LOS			C	A

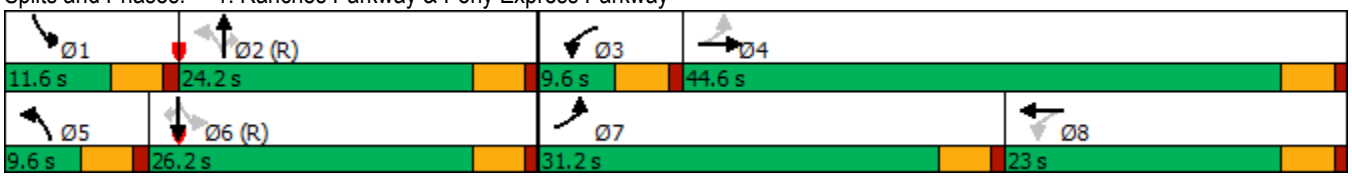
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	229	639	-	-	518	-	-	-
HCM Lane V/C Ratio	0.208	-	-	-	0.078	-	-	-
HCM Control Delay (s)	24.8	0	-	-	12.5	-	-	0
HCM Lane LOS	C	A	-	-	B	-	-	A
HCM 95th %tile Q(veh)	0.8	0	-	-	0.3	-	-	-

Appendix C With Site Intersection Analyses

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	449	426	57	333	54	174	66	165	67	270
Future Volume (vph)	449	426	57	333	54	174	66	165	67	270
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4	3	8	5	2		1	6	
Permitted Phases	4		8		2		2	6		6
Detector Phase	7	4	3	8	5	2	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	9.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	31.2	44.6	9.6	23.0	9.6	24.2	24.2	11.6	26.2	26.2
Total Split (%)	34.7%	49.6%	10.7%	25.6%	10.7%	26.9%	26.9%	12.9%	29.1%	29.1%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	45.3	37.6	19.9	14.8	28.7	22.3	22.3	34.3	26.9	26.9
Actuated g/C Ratio	0.50	0.42	0.22	0.16	0.32	0.25	0.25	0.38	0.30	0.30
v/c Ratio	0.81	0.33	0.26	0.66	0.14	0.42	0.14	0.45	0.13	0.44
Control Delay	27.9	18.2	17.2	40.4	19.9	33.2	0.5	24.2	27.2	5.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.9	18.2	17.2	40.4	19.9	33.2	0.5	24.2	27.2	5.8
LOS	C	B	B	D	B	C	A	C	C	A
Approach Delay		23.1		37.1		23.4			14.7	
Approach LOS		C		D		C			B	

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.81	
Intersection Signal Delay: 23.8	Intersection LOS: C
Intersection Capacity Utilization 67.6%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 1: Ranches Parkway & Pony Express Parkway



Intersection	
Int Delay, s/veh	3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	33	1	13	21	2	82	9	558	27	59	432	10
Future Vol, veh/h	33	1	13	21	2	82	9	558	27	59	432	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	150	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	37	1	15	24	2	92	10	627	30	66	485	11

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	958	1300	248	1037	1290	329	496	0	0	657	0	0
Stage 1	623	623	-	662	662	-	-	-	-	-	-	-
Stage 2	335	677	-	375	628	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	212	160	752	185	162	667	1064	-	-	926	-	-
Stage 1	440	476	-	417	457	-	-	-	-	-	-	-
Stage 2	653	450	-	618	474	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	170	147	752	169	149	667	1064	-	-	926	-	-
Mov Cap-2 Maneuver	170	147	-	169	149	-	-	-	-	-	-	-
Stage 1	436	442	-	413	453	-	-	-	-	-	-	-
Stage 2	555	446	-	561	440	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	27.1	17.6	0.1	1.1
HCM LOS	D	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1064	-	-	215	403	926	-	-
HCM Lane V/C Ratio	0.01	-	-	0.246	0.293	0.072	-	-
HCM Control Delay (s)	8.4	-	-	27.1	17.6	9.2	-	-
HCM Lane LOS	A	-	-	D	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.9	1.2	0.2	-	-

Intersection	
Int Delay, s/veh	2.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	38	49	0	59	46	0
Future Vol, veh/h	38	49	0	59	46	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	43	55	0	66	52	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	98	0	137	71
Stage 1	-	-	-	-	71	-
Stage 2	-	-	-	-	66	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1495	-	856	991
Stage 1	-	-	-	-	952	-
Stage 2	-	-	-	-	957	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1495	-	856	991
Mov Cap-2 Maneuver	-	-	-	-	856	-
Stage 1	-	-	-	-	952	-
Stage 2	-	-	-	-	957	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	9.5
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	856	-	-	1495	-
HCM Lane V/C Ratio	0.06	-	-	-	-
HCM Control Delay (s)	9.5	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Intersection	
Int Delay, s/veh	2.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	84	46	548	83	48	418
Future Vol, veh/h	84	46	548	83	48	418
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	94	52	616	93	54	470

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1006	355	0	0	709	0
Stage 1	663	-	-	-	-	-
Stage 2	343	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	238	641	-	-	886	-
Stage 1	474	-	-	-	-	-
Stage 2	690	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	223	641	-	-	886	-
Mov Cap-2 Maneuver	348	-	-	-	-	-
Stage 1	474	-	-	-	-	-
Stage 2	648	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	18.3	0	1
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	415	886	-
HCM Lane V/C Ratio	-	-	0.352	0.061	-
HCM Control Delay (s)	-	-	18.3	9.3	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	1.6	0.2	-

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	48	603	6	8	312	96	2	0	11	46	0	84
Future Vol, veh/h	48	603	6	8	312	96	2	0	11	46	0	84
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	54	678	7	9	351	108	2	0	12	52	0	94

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	459	0	0	685	0	0	984	1267	343	870	1216	230
Stage 1	-	-	-	-	-	-	790	790	-	423	423	-
Stage 2	-	-	-	-	-	-	194	477	-	447	793	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1098	-	-	904	-	-	203	168	653	246	180	772
Stage 1	-	-	-	-	-	-	350	400	-	579	586	-
Stage 2	-	-	-	-	-	-	789	554	-	560	398	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1098	-	-	904	-	-	170	158	653	231	169	772
Mov Cap-2 Maneuver	-	-	-	-	-	-	170	158	-	231	169	-
Stage 1	-	-	-	-	-	-	333	380	-	551	580	-
Stage 2	-	-	-	-	-	-	686	548	-	522	378	-

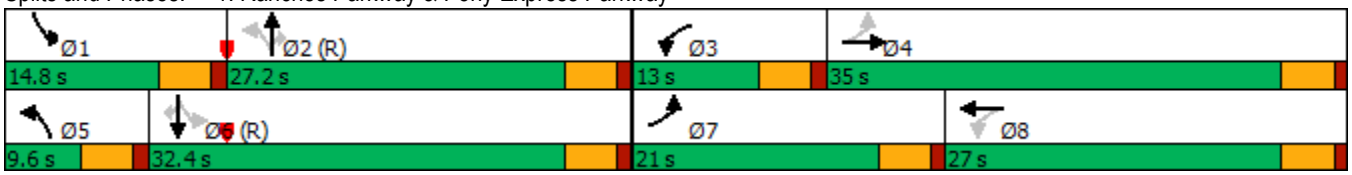
Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	0.2	13.2	18
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	454	1098	-	-	904	-	-	422
HCM Lane V/C Ratio	0.032	0.049	-	-	0.01	-	-	0.346
HCM Control Delay (s)	13.2	8.4	-	-	9	-	-	18
HCM Lane LOS	B	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.1	0.2	-	-	0	-	-	1.5

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	346	781	160	679	57	140	141	279	217	586
Future Volume (vph)	346	781	160	679	57	140	141	279	217	586
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4	3	8	5	2		1	6	
Permitted Phases	4		8		2		2	6		6
Detector Phase	7	4	3	8	5	2	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	9.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	21.0	35.0	13.0	27.0	9.6	27.2	27.2	14.8	32.4	32.4
Total Split (%)	23.3%	38.9%	14.4%	30.0%	10.7%	30.2%	30.2%	16.4%	36.0%	36.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	43.5	30.7	30.8	22.5	27.8	22.7	22.7	37.5	29.8	29.8
Actuated g/C Ratio	0.48	0.34	0.34	0.25	0.31	0.25	0.25	0.42	0.33	0.33
v/c Ratio	0.94	0.75	0.70	1.02	0.16	0.33	0.27	0.64	0.39	0.80
Control Delay	56.5	30.9	32.2	68.6	17.6	29.9	1.9	25.9	26.4	17.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.5	30.9	32.2	68.6	17.6	29.9	1.9	25.9	26.4	17.9
LOS	E	C	C	E	B	C	A	C	C	B
Approach Delay		38.5		62.6		16.2			21.7	
Approach LOS		D		E		B			C	

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.02	
Intersection Signal Delay: 37.8	Intersection LOS: D
Intersection Capacity Utilization 79.8%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 1: Ranches Parkway & Pony Express Parkway



Intersection	
Int Delay, s/veh	4.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	29	1	21	6	0	61	19	547	16	72	1012	36
Future Vol, veh/h	29	1	21	6	0	61	19	547	16	72	1012	36
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	150	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	32	1	23	7	0	68	21	608	18	80	1124	40

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1650	1972	582	1382	1983	313	1164	0	0	626	0	0
Stage 1	1304	1304	-	659	659	-	-	-	-	-	-	-
Stage 2	346	668	-	723	1324	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	65	62	456	103	61	683	596	-	-	952	-	-
Stage 1	169	229	-	419	459	-	-	-	-	-	-	-
Stage 2	643	455	-	384	224	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	53	55	456	88	54	683	596	-	-	952	-	-
Mov Cap-2 Maneuver	53	55	-	88	54	-	-	-	-	-	-	-
Stage 1	163	210	-	404	443	-	-	-	-	-	-	-
Stage 2	559	439	-	332	205	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	112.7	15.3	0.4	0.6
HCM LOS	F	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	596	-	-	83	425	952	-	-
HCM Lane V/C Ratio	0.035	-	-	0.683	0.175	0.084	-	-
HCM Control Delay (s)	11.3	-	-	112.7	15.3	9.1	-	-
HCM Lane LOS	B	-	-	F	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	3.2	0.6	0.3	-	-

Intersection	
Int Delay, s/veh	2.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	68	21	0	27	40	0
Future Vol, veh/h	68	21	0	27	40	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	76	23	0	30	44	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	99	0	118	88
Stage 1	-	-	-	-	88	-
Stage 2	-	-	-	-	30	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1494	-	878	970
Stage 1	-	-	-	-	935	-
Stage 2	-	-	-	-	993	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1494	-	878	970
Mov Cap-2 Maneuver	-	-	-	-	878	-
Stage 1	-	-	-	-	935	-
Stage 2	-	-	-	-	993	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	9.3
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	878	-	-	1494	-
HCM Lane V/C Ratio	0.051	-	-	-	-
HCM Control Delay (s)	9.3	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Intersection	
Int Delay, s/veh	2.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	108	41	541	72	65	974
Future Vol, veh/h	108	41	541	72	65	974
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	120	46	601	80	72	1082

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1326	341	0	0	681	0
Stage 1	641	-	-	-	-	-
Stage 2	685	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	147	655	-	-	907	-
Stage 1	487	-	-	-	-	-
Stage 2	462	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	135	655	-	-	907	-
Mov Cap-2 Maneuver	269	-	-	-	-	-
Stage 1	487	-	-	-	-	-
Stage 2	426	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	27.6	0	0.6
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	321	907	-
HCM Lane V/C Ratio	-	-	0.516	0.08	-
HCM Control Delay (s)	-	-	27.6	9.3	-
HCM Lane LOS	-	-	D	A	-
HCM 95th %tile Q(veh)	-	-	2.8	0.3	-

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	43	1148	10	33	888	86	3	0	36	6	0	75
Future Vol, veh/h	43	1148	10	33	888	86	3	0	36	6	0	75
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	48	1276	11	37	987	96	3	0	40	7	0	83

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1083	0	0	1287	0	0	1946	2535	644	1843	2492	542
Stage 1	-	-	-	-	-	-	1378	1378	-	1109	1109	-
Stage 2	-	-	-	-	-	-	568	1157	-	734	1383	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	640	-	-	535	-	-	39	27	416	46	29	485
Stage 1	-	-	-	-	-	-	152	210	-	223	283	-
Stage 2	-	-	-	-	-	-	475	269	-	378	209	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	640	-	-	535	-	-	29	23	416	37	25	485
Mov Cap-2 Maneuver	-	-	-	-	-	-	29	23	-	37	25	-
Stage 1	-	-	-	-	-	-	141	194	-	206	263	-
Stage 2	-	-	-	-	-	-	366	250	-	316	193	-

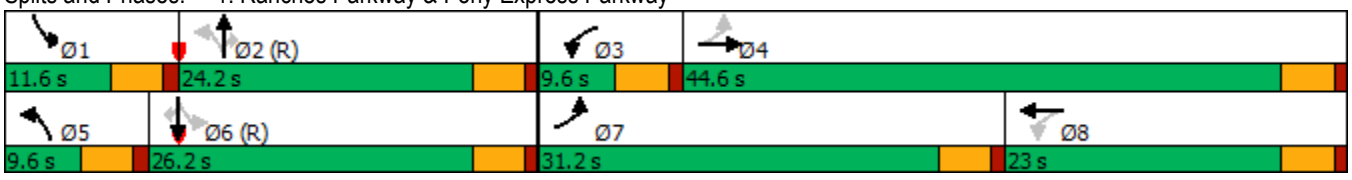
Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0.4	27.2	26.5
HCM LOS			D	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	205	640	-	-	535	-	-	256
HCM Lane V/C Ratio	0.211	0.075	-	-	0.069	-	-	0.352
HCM Control Delay (s)	27.2	11.1	-	-	12.2	-	-	26.5
HCM Lane LOS	D	B	-	-	B	-	-	D
HCM 95th %tile Q(veh)	0.8	0.2	-	-	0.2	-	-	1.5

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	489	464	61	359	59	188	73	177	72	295
Future Volume (vph)	489	464	61	359	59	188	73	177	72	295
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4	3	8	5	2		1	6	
Permitted Phases	4		8		2		2	6		6
Detector Phase	7	4	3	8	5	2	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	9.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	31.2	44.6	9.6	23.0	9.6	24.2	24.2	11.6	26.2	26.2
Total Split (%)	34.7%	49.6%	10.7%	25.6%	10.7%	26.9%	26.9%	12.9%	29.1%	29.1%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	46.6	38.9	20.7	15.6	27.4	21.3	21.3	32.8	25.8	25.8
Actuated g/C Ratio	0.52	0.43	0.23	0.17	0.30	0.24	0.24	0.36	0.29	0.29
v/c Ratio	0.87	0.35	0.28	0.67	0.15	0.48	0.16	0.53	0.15	0.48
Control Delay	33.7	17.8	17.3	40.2	20.5	34.7	0.7	27.2	27.6	6.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.7	17.8	17.3	40.2	20.5	34.7	0.7	27.2	27.6	6.0
LOS	C	B	B	D	C	C	A	C	C	A
Approach Delay		25.9		36.9		24.3			15.8	
Approach LOS		C		D		C			B	

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.87	
Intersection Signal Delay: 25.3	Intersection LOS: C
Intersection Capacity Utilization 72.0%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 1: Ranches Parkway & Pony Express Parkway



Intersection	
Int Delay, s/veh	3.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	36	1	14	23	2	86	10	609	30	60	470	11
Future Vol, veh/h	36	1	14	23	2	86	10	609	30	60	470	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	150	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	40	1	16	26	2	97	11	684	34	67	528	12

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1033	1408	270	1122	1397	359	540	0	0	718	0	0
Stage 1	668	668	-	723	723	-	-	-	-	-	-	-
Stage 2	365	740	-	399	674	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	187	138	728	161	140	638	1025	-	-	879	-	-
Stage 1	414	455	-	384	429	-	-	-	-	-	-	-
Stage 2	627	421	-	598	452	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	146	126	728	146	128	638	1025	-	-	879	-	-
Mov Cap-2 Maneuver	146	126	-	146	128	-	-	-	-	-	-	-
Stage 1	409	420	-	380	424	-	-	-	-	-	-	-
Stage 2	524	416	-	539	418	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	32.7	20.2	0.1	1
HCM LOS	D	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1025	-	-	186	360	879	-	-
HCM Lane V/C Ratio	0.011	-	-	0.308	0.346	0.077	-	-
HCM Control Delay (s)	8.6	-	-	32.7	20.2	9.4	-	-
HCM Lane LOS	A	-	-	D	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	1.2	1.5	0.2	-	-

Intersection	
Int Delay, s/veh	2.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	42	49	0	65	46	0
Future Vol, veh/h	42	49	0	65	46	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	47	55	0	73	52	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	102	0	148	75
Stage 1	-	-	-	-	75	-
Stage 2	-	-	-	-	73	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1490	-	844	986
Stage 1	-	-	-	-	948	-
Stage 2	-	-	-	-	950	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1490	-	844	986
Mov Cap-2 Maneuver	-	-	-	-	844	-
Stage 1	-	-	-	-	948	-
Stage 2	-	-	-	-	950	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	9.5
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	844	-	-	1490	-
HCM Lane V/C Ratio	0.061	-	-	-	-
HCM Control Delay (s)	9.5	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Intersection	
Int Delay, s/veh	2.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	84	46	603	83	48	460
Future Vol, veh/h	84	46	603	83	48	460
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	94	52	678	93	54	517

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1092	386	0	0	771	0
Stage 1	725	-	-	-	-	-
Stage 2	367	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	209	612	-	-	840	-
Stage 1	440	-	-	-	-	-
Stage 2	671	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	196	612	-	-	840	-
Mov Cap-2 Maneuver	321	-	-	-	-	-
Stage 1	440	-	-	-	-	-
Stage 2	628	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	19.9	0	0.9
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	386	840	-
HCM Lane V/C Ratio	-	-	0.378	0.064	-
HCM Control Delay (s)	-	-	19.9	9.6	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	1.7	0.2	-

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	48	659	7	9	343	96	2	0	12	46	0	84
Future Vol, veh/h	48	659	7	9	343	96	2	0	12	46	0	84
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	54	740	8	10	385	108	2	0	13	52	0	94

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	493	0	0	748	0	0	1065	1365	374	937	1315	247
Stage 1	-	-	-	-	-	-	852	852	-	459	459	-
Stage 2	-	-	-	-	-	-	213	513	-	478	856	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1067	-	-	856	-	-	177	146	623	219	157	753
Stage 1	-	-	-	-	-	-	321	374	-	551	565	-
Stage 2	-	-	-	-	-	-	769	534	-	537	373	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1067	-	-	856	-	-	147	137	623	204	147	753
Mov Cap-2 Maneuver	-	-	-	-	-	-	147	137	-	204	147	-
Stage 1	-	-	-	-	-	-	305	355	-	523	558	-
Stage 2	-	-	-	-	-	-	665	528	-	499	354	-

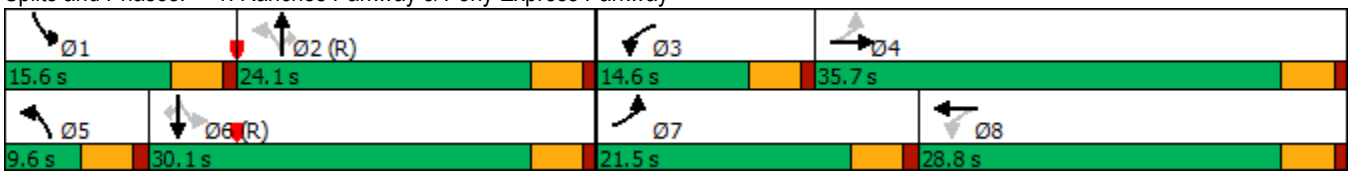
Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	0.2	13.8	19.9
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	426	1067	-	-	856	-	-	386
HCM Lane V/C Ratio	0.037	0.051	-	-	0.012	-	-	0.378
HCM Control Delay (s)	13.8	8.6	-	-	9.3	-	-	19.9
HCM Lane LOS	B	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.1	0.2	-	-	0	-	-	1.7

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	376	855	175	741	63	151	155	299	237	643
Future Volume (vph)	376	855	175	741	63	151	155	299	237	643
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4	3	8	5	2		1	6	
Permitted Phases	4		8		2		2	6		6
Detector Phase	7	4	3	8	5	2	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	9.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	21.5	35.7	14.6	28.8	9.6	24.1	24.1	15.6	30.1	30.1
Total Split (%)	23.9%	39.7%	16.2%	32.0%	10.7%	26.8%	26.8%	17.3%	33.4%	33.4%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	45.8	31.7	33.9	24.3	24.7	19.6	19.6	35.2	27.5	27.5
Actuated g/C Ratio	0.51	0.35	0.38	0.27	0.27	0.22	0.22	0.39	0.31	0.31
v/c Ratio	1.00	0.79	0.72	1.03	0.20	0.41	0.33	0.75	0.46	0.92
Control Delay	70.0	32.0	33.3	70.2	19.7	33.9	3.0	33.3	29.4	32.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	70.0	32.0	33.3	70.2	19.7	33.9	3.0	33.3	29.4	32.5
LOS	E	C	C	E	B	C	A	C	C	C
Approach Delay		43.3		64.1		18.5			32.1	
Approach LOS		D		E		B			C	

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 100	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.03	
Intersection Signal Delay: 43.2	Intersection LOS: D
Intersection Capacity Utilization 85.3%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 1: Ranches Parkway & Pony Express Parkway



Intersection	
Int Delay, s/veh	7.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	32	1	23	7	0	63	21	598	18	77	1107	40
Future Vol, veh/h	32	1	23	7	0	63	21	598	18	77	1107	40
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	150	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	36	1	26	8	0	70	23	664	20	86	1230	44

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1802	2154	637	1508	2166	342	1274	0	0	684	0	0
Stage 1	1424	1424	-	720	720	-	-	-	-	-	-	-
Stage 2	378	730	-	788	1446	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	50	47	420	83	46	654	541	-	-	905	-	-
Stage 1	143	200	-	385	430	-	-	-	-	-	-	-
Stage 2	616	426	-	350	195	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	40	41	420	69	40	654	541	-	-	905	-	-
Mov Cap-2 Maneuver	40	41	-	69	40	-	-	-	-	-	-	-
Stage 1	137	181	-	368	412	-	-	-	-	-	-	-
Stage 2	527	408	-	296	176	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	212	18	0.4	0.6
HCM LOS	F	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	541	-	-	64	354	905	-	-
HCM Lane V/C Ratio	0.043	-	-	0.972	0.22	0.095	-	-
HCM Control Delay (s)	12	-	-	212	18	9.4	-	-
HCM Lane LOS	B	-	-	F	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	4.7	0.8	0.3	-	-

Intersection	
Int Delay, s/veh	2.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	75	21	0	30	40	0
Future Vol, veh/h	75	21	0	30	40	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	83	23	0	33	44	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	106	0	128	95
Stage 1	-	-	-	-	95	-
Stage 2	-	-	-	-	33	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1485	-	866	962
Stage 1	-	-	-	-	929	-
Stage 2	-	-	-	-	989	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1485	-	866	962
Mov Cap-2 Maneuver	-	-	-	-	866	-
Stage 1	-	-	-	-	929	-
Stage 2	-	-	-	-	989	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	9.4
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	866	-	-	1485	-
HCM Lane V/C Ratio	0.051	-	-	-	-
HCM Control Delay (s)	9.4	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Intersection	
Int Delay, s/veh	2.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	108	41	595	72	65	1071
Future Vol, veh/h	108	41	595	72	65	1071
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	120	46	661	80	72	1190

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1440	371	0	0	741	0
Stage 1	701	-	-	-	-	-
Stage 2	739	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	124	626	-	-	862	-
Stage 1	453	-	-	-	-	-
Stage 2	433	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 114	626	-	-	862	-
Mov Cap-2 Maneuver	245	-	-	-	-	-
Stage 1	453	-	-	-	-	-
Stage 2	397	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	31.9	0	0.5
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	294	862	-
HCM Lane V/C Ratio	-	-	0.563	0.084	-
HCM Control Delay (s)	-	-	31.9	9.6	-
HCM Lane LOS	-	-	D	A	-
HCM 95th %tile Q(veh)	-	-	3.2	0.3	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

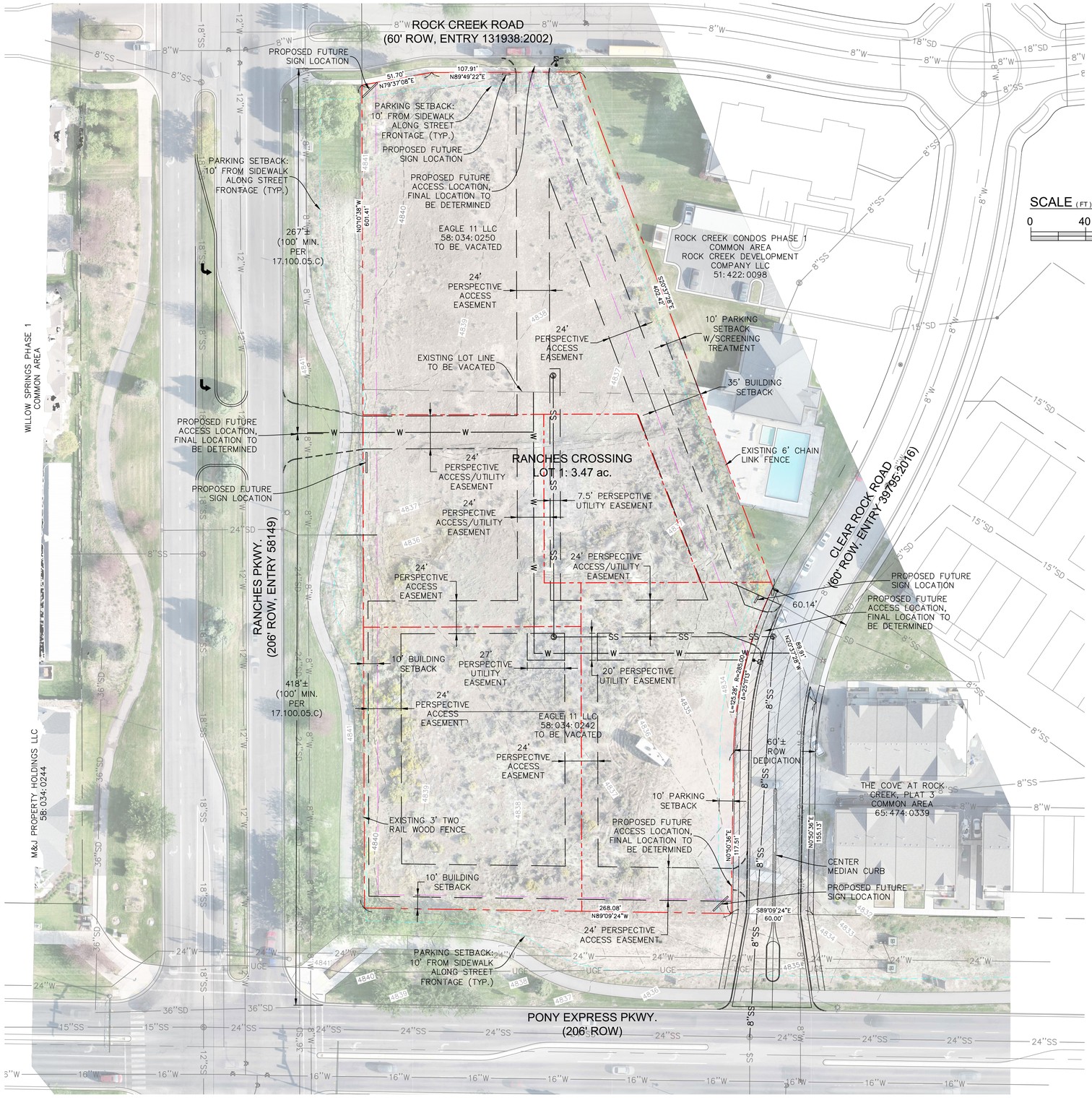
Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	43	1255	11	36	977	86	3	0	40	6	0	75
Future Vol, veh/h	43	1255	11	36	977	86	3	0	40	6	0	75
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	48	1394	12	40	1086	96	3	0	44	7	0	83

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1182	0	0	1406	0	0	2119	2758	703	2007	2716	591
Stage 1	-	-	-	-	-	-	1496	1496	-	1214	1214	-
Stage 2	-	-	-	-	-	-	623	1262	-	793	1502	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	587	-	-	481	-	-	29	19	380	35	21	450
Stage 1	-	-	-	-	-	-	129	184	-	193	253	-
Stage 2	-	-	-	-	-	-	440	239	-	348	183	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	587	-	-	481	-	-	21	16	380	27	18	450
Mov Cap-2 Maneuver	-	-	-	-	-	-	21	16	-	27	18	-
Stage 1	-	-	-	-	-	-	118	169	-	177	232	-
Stage 2	-	-	-	-	-	-	329	219	-	282	168	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0.4	33.6	34.9
HCM LOS			D	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	173	587	-	-	481	-	-	208
HCM Lane V/C Ratio	0.276	0.081	-	-	0.083	-	-	0.433
HCM Control Delay (s)	33.6	11.7	-	-	13.2	-	-	34.9
HCM Lane LOS	D	B	-	-	B	-	-	D
HCM 95th %tile Q(veh)	1.1	0.3	-	-	0.3	-	-	2



LEGEND

- PROPERTY LINE OF INTEREST
- PERSPECTIVE PROPERTY LINE
- PARKING OFFSET REQ'T
- BUILDING OFFSET REQ'T
- EXISTING PROPERTY LINE
- EXISTING EASEMENT
- PERSPECTIVE EASEMENT
- EXISTING CURB & GUTTER
- PROPOSED CURB
- PROPOSED FENCE
- EXISTING FENCE
- ROADWAY DEDICATION TO EAGLE MOUNTAIN CITY

SCALE (FT)

0 40 80 120

GENERAL NOTES:

1. NO SLOPES EXIST OVER 15%.
2. NO NATURAL DRAINAGES EXIST THROUGH THE SITE.
3. ACCORDING TO THE UTAH GEOLOGIC HAZARDS PORTAL THERE ARE NO EARTHQUAKE FAULT HAZARDS WITHIN OR ADJACENT TO THE SITE.

LEGAL DESCRIPTION

BEGINNING AT A POINT LOCATED NORTH 89°02'40" WEST ALONG SECTION LINE 419.44 FEET AND NORTH 122.78 FEET FROM THE SOUTH QUARTER CORNER OF SECTION 20, TOWNSHIP 5 SOUTH, RANGE 1 WEST, SALT LAKE BASE AND MERIDIAN; THENCE NORTH 89°09'24" WEST ALONG THE NORTHERLY RIGHT-OF-WAY OF PONY EXPRESS PARKWAY A DISTANCE OF 328.08 FEET; THENCE NORTH 0°10'37" WEST ALONG THE EASTERLY RIGHT-OF-WAY OF RANCHES PARKWAY A DISTANCE OF 601.40 FEET; THENCE ALONG THE SOUTHERLY BOUNDARY OF ROCK CREEK CONDOMINIUMS PHASE 1 THE FOLLOWING THREE COURSES AND DISTANCES: 1) NORTH 79°37'08" EAST 51.70 FEET, 2) NORTH 89°49'22" EAST 107.91 FEET, AND 3) SOUTH 20°37'28" EAST 402.56 FEET; THENCE ALONG THE WESTERLY BOUNDARY OF THE COVE AT ROCK CREEK PHASE 3 THE FOLLOWING TWO COURSES AND DISTANCES: 1) SOUTH 20°37'28" EAST 89.76 FEET, AND 2) SOUTH 0°50'36" WEST 155.13 FEET TO THE POINT OF BEGINNING. AREA = 3.738 ACRES.

LOT DEVELOPMENT NOTES

PARCEL NUMBER: 58:034:0242 & 58:034:0250
SECTION: 20
TOWNSHIP: 5S
RANGE: 1W

DEVELOPMENT ACREAGE: 3.738 ACRES (162,824 SF)

PROPOSED ZONING: CC – COMMERCIAL COMMUNITY

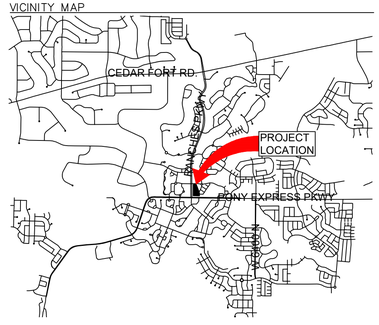
ADJOINING RECORDED DEED NAMES:

- ROCK CREEK CONDOS PHASE 1
- THE COVE AT ROCK CREEK
- WILLOW SPRINGS PHASE 1
- M&J PROPERTY HOLDINGS LLC

FLOOD PLAIN: PER FEMA FLOOD INSURANCE RATE MAP #49049C0300F CITY OF EAGLE MOUNTAIN 490258, EFFECTIVE DATE 6/19/2020, THIS PROPERTY LIES WITHIN UNSHADED ZONE X AND DOES NOT FALL WITHIN THE SPECIAL FLOOD HAZARD AREA.

PLAT CALCULATIONS	
TOTAL ACREAGE:	3.74 ACRES
BUILDABLE ACREAGE:	2.93 ACRES
TOTAL ACREAGE IN LOTS:	3.47 ACRES
TOTAL OPEN SPACE:	0 ACRES
TOTAL IMPROVED OPEN SPACE:	0 ACRES
AVERAGE LOT SIZE:	3.47 ACRES
LARGEST LOT:	3.47 ACRES
SMALLEST LOT SIZE:	3.47 ACRES
OVERALL DENSITY:	0.29 LOTS/ACRE
TOTAL # OF LOTS:	1 LOT

VICINITY MAP



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ABERDEEN, SD
SALT LAKE CITY, UT
605.725.5257

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OWNER:
EAGLE 11 LLC

RANCHES CROSSING

PONY EXPRESS PKWY &
RANCHES PKWY
EAGLE MOUNTAIN, UT

811 Know what's below. Call before you dig.

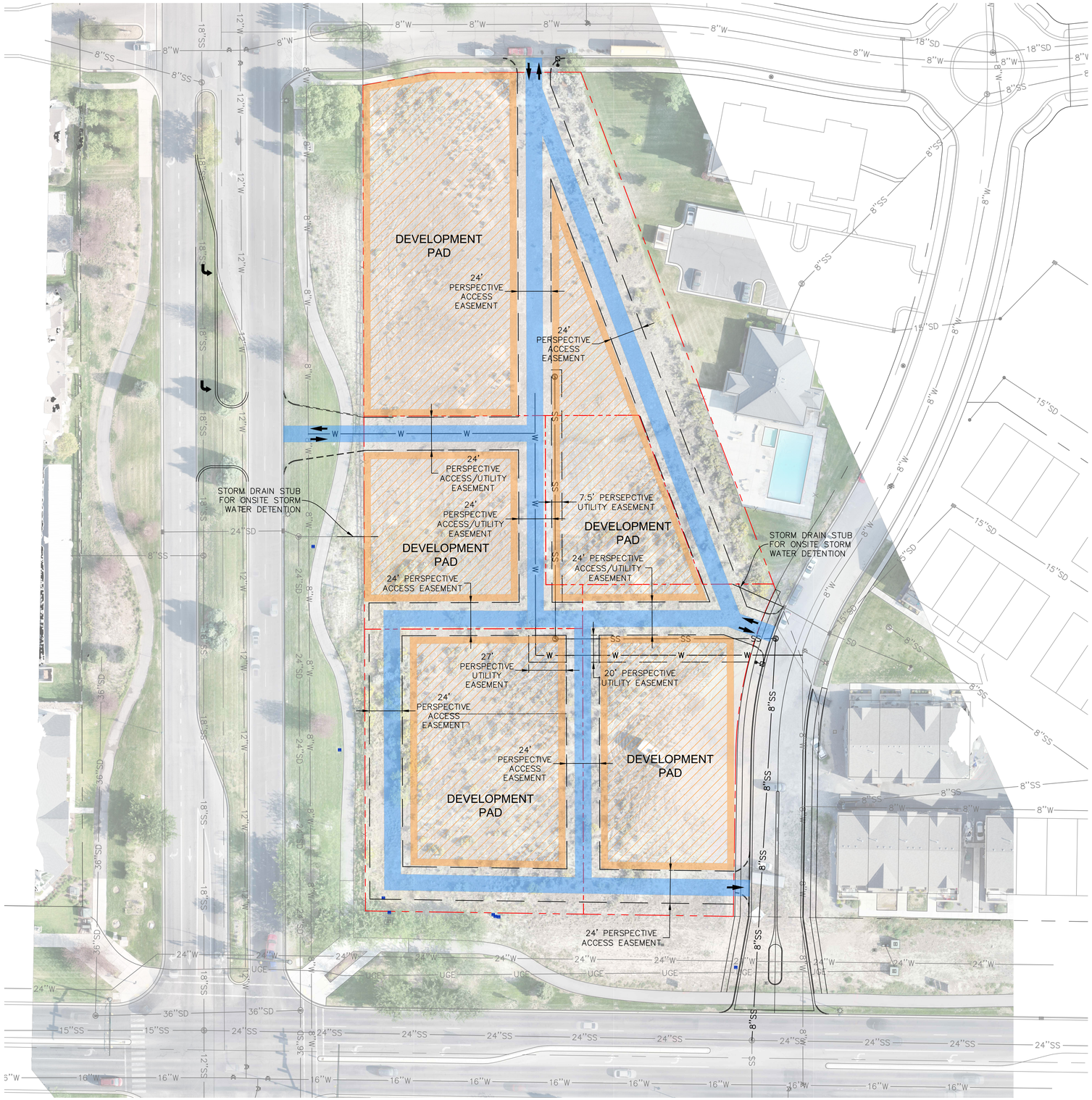
Rev.	Date	Comment
A	11.04.21	CITY COMMENTS

DRAWN BY: DRS
DESIGN BY: CBL
ORIG. ISSUE DATE: OCT. 4, 2021

PROFESSIONAL ENGINEER
No. 5149789
CRAIG B. LARSEN
STATE OF UTAH

11/4/2021 3:36:52 PM

PRELIMINARY PLAT
P100



LEGEND

PERSPECTIVE	EXISTING	
		PERSPECTIVE & EXISTING PROPERTY LINE
		EASEMENT
		CURB & GUTTER
		PROPOSED CIRCULATION ROUTE
SD	SD	STORMDRAIN LINE
SS	SS	SANITARY SEWER LINE
W	W	WATER LINE
OHE	OHE	OVERHEAD ELECTRIC LINE
UGE	UGE	UNDERGROUND ELECTRIC LINE
COM	COM	COMMUNICATIONS LINE
G	G	GAS LINE
COND	COND	CONDUIT
		STORMDRAIN INLET
		STORMDRAIN COMBINATION BOX
		STORMDRAIN MANHOLE
		DOWNSPOUT CONNECTION (ROOF DRAIN W/CONNECTION)
		ROOFDRAIN DISCHARGE (DISCHARGE TO LANDSCAPING)
		CLEANOUT
		SANITARY SEWER MANHOLE
		ELECTRICAL/TRANSFORMER BOX
		FIRE HYDRANT
		WATER METER & DIAMETER IF KNOWN
		WATER, IRRIGATION, POST INDICATOR VALVES
		FIRE DEPT. CONNECTION
		SITE LIGHT
		POWER POLE & GUY WIRE
		PROPOSED DEVELOPMENT PAD

SCALE (FT)

0 40 80 120

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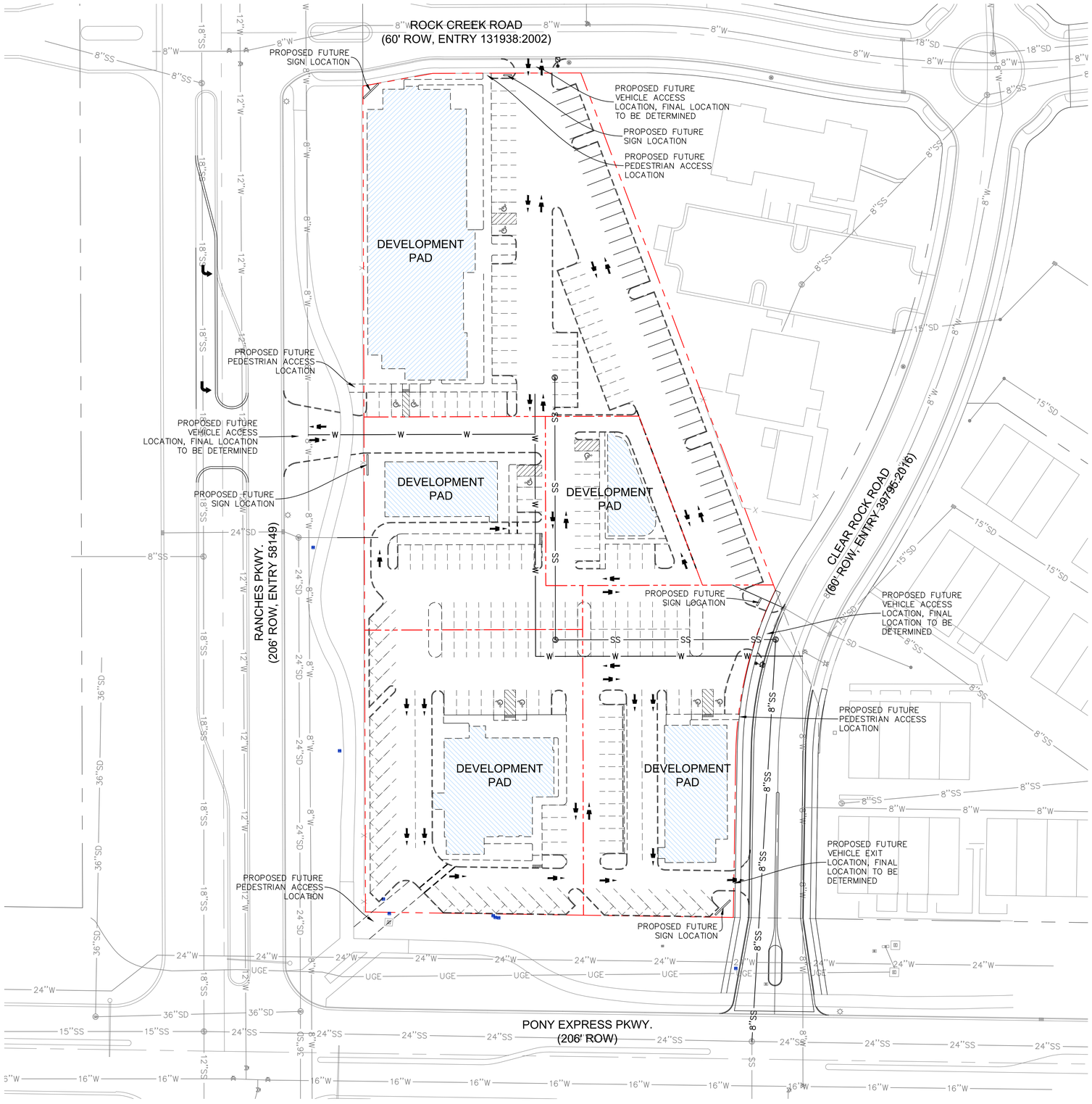
STATE OF UTAH

11/4/2021 3:30:12 PM

MASTER SITE PLAN
C100



LEGEND

PERSPECTIVE	EXISTING	
		PERSPECTIVE & EXISTING PROPERTY LINE
		EASEMENT
		CURB & GUTTER
		PROPOSED CIRCULATION ROUTE
SD	SD	STORMDRAIN LINE
SS	SS	SANITARY SEWER LINE
W	W	WATER LINE
OHE	OHE	OVERHEAD ELECTRIC LINE
UGE	UGE	UNDERGROUND ELECTRIC LINE
COM	COM	COMMUNICATIONS LINE
G	G	GAS LINE
COND	COND	CONDUIT

- STORMDRAIN INLET
- STORMDRAIN COMBINATION BOX
- STORMDRAIN MANHOLE
- DOWNSPOUT CONNECTION (ROOF DRAIN W/CONNECTION)
- ROOFDRAIN DISCHARGE (DISCHARGE TO LANDSCAPING)
- CLEANOUT
- SANITARY SEWER MANHOLE
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- FIRE HYDRANT
- WATER METER & DIAMETER IF KNOWN
- WATER, IRRIGATION, POST INDICATOR VALVES
- FIRE DEPT. CONNECTION
- SITE LIGHT
- POWER POLE & GUY WIRE

SCALE (FT)

0 40 80 120

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RANCHES PKWY
EAGLE MOUNTAIN, UT

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PROFESSIONAL ENGINEER
No. 5149785
CRAIG B. LARSEN
STATE OF UTAH

11/4/2021 3:35:10 PM

PERSPECTIVE CONCEPT PLAN
C101

ROCK CREEK ROAD (60' ROW)

EX. SS MANHOLE
RIM: 4842.07
IE(18"N,S,W): 4830.52

PROPOSED
STREET LIGHT

EAGLE 11 LLC
58:034:0250

ROCK CREEK CONDOS
PHASE 1 COMMON AREA
51:422:0098

WILLOW SPRINGS PHASE 1
COMMON AREA

PERSPECTIVE
SS MANHOLE

EX. CATCH BASIN
TBC: 4840.062
IE(24"E,W): 4834.012

EX. SD MANHOLE
RIM: 4840.752
IE(24"S,W): 4833.85
IE(6"E-STUB): 4834.35

PERSPECTIVE
WATER LINE

PERSPECTIVE
SS LINE

PERSPECTIVE STORM
DRAIN STUB FOR ONSITE
STORM WATER DETENTION

EX. SS MANHOLE
RIM: 4841.09
IE(18"N,S,W): 4829.29

PERSPECTIVE
SS MANHOLE

EAGLE 11 LLC
58:034:0242

RANCHES PKWY.
(206' ROW)

M&J PROPERTY HOLDINGS LLC
58:034:0244

EX. CATCH BASIN
TBC: 4831.965
IE(E): 4827.765

PERSPECTIVE STORM
DRAIN STUB FOR ONSITE
STORM WATER DETENTION

CLEAR ROCK ROAD
(60' ROW)

EX. CATCH BASIN
TBC: 4831.919
IE(15"W): 4827.519
IE(15"N): 4827.219
IE(8"E): 4827.22

PROPOSED SS
MANHOLE

PROPOSED
STREET LIGHT

EX. FIRE HYDRANT

EXISTING 8" D.I.
WATER LINE

EX. SS MANHOLE
RIM: 4831.55
IE(8"E): 4822.20

THE COVE AT ROCK
CREEK, PLAT 3
COMMON AREA
65:474:0339

8"ø PROPOSED
SS LINE

EX. SD MANHOLE
RIM: 4840.014
IE(24"N): 4833.11
IE(36"S,W): 4833.11

PONY EXPRESS PKWY. (206' ROW)

PROPOSED SS
CONNECTION EX. SS
MANHOLE
RIM: 4834.40
IE(24"E,W): 4820.40/
SHELF(N): 4822.05

SCALE (FT)
0 20 80 120

LEGEND

PROPOSED	EXISTING	
SD	SD	STORMDRAIN LINE
SS	SS	SANITARY SEWER LINE
W	W	WATER LINE
OHE	OHE	OVERHEAD ELECTRIC LINE
UGE	UGE	UNDERGROUND ELECTRIC LINE
COM	COM	COMMUNICATIONS LINE
G	G	GAS LINE
COND	COND	CONDUIT
		PROPERTY LINE
		EASEMENT
		STORMDRAIN INLET
		STORMDRAIN COMBINATION BOX
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		FIRE HYDRANT
		WATER METER & DIAMETER IF KNOWN
		WATER, IRRIGATION, POST INDICATOR VALVES
		FIRE DEPT. CONNECTION
		SITE LIGHT
		POWER POLE & GUY WIRE

GENERAL UTILITY NOTES:

1. IT SHALL BE THE CONTRACTORS RESPONSIBILITY TO CONTACT BLUE STAKES FOR UTILITY MARKING. DIAL 811.
2. CONTRACTOR SHALL FOLLOW GUIDELINES & RECOMMENDATIONS OF PROJECT GEOTECHNICAL INVESTIGATION & ALL ADDENDUMS.
3. ALL UTILITY INSTALLATIONS SHALL BE DONE PER LOCAL JURISDICTION AND AGENCY REQUIREMENTS & SPECIFICATIONS.

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RANCHES PKWY
EAGLE MOUNTAIN, UT

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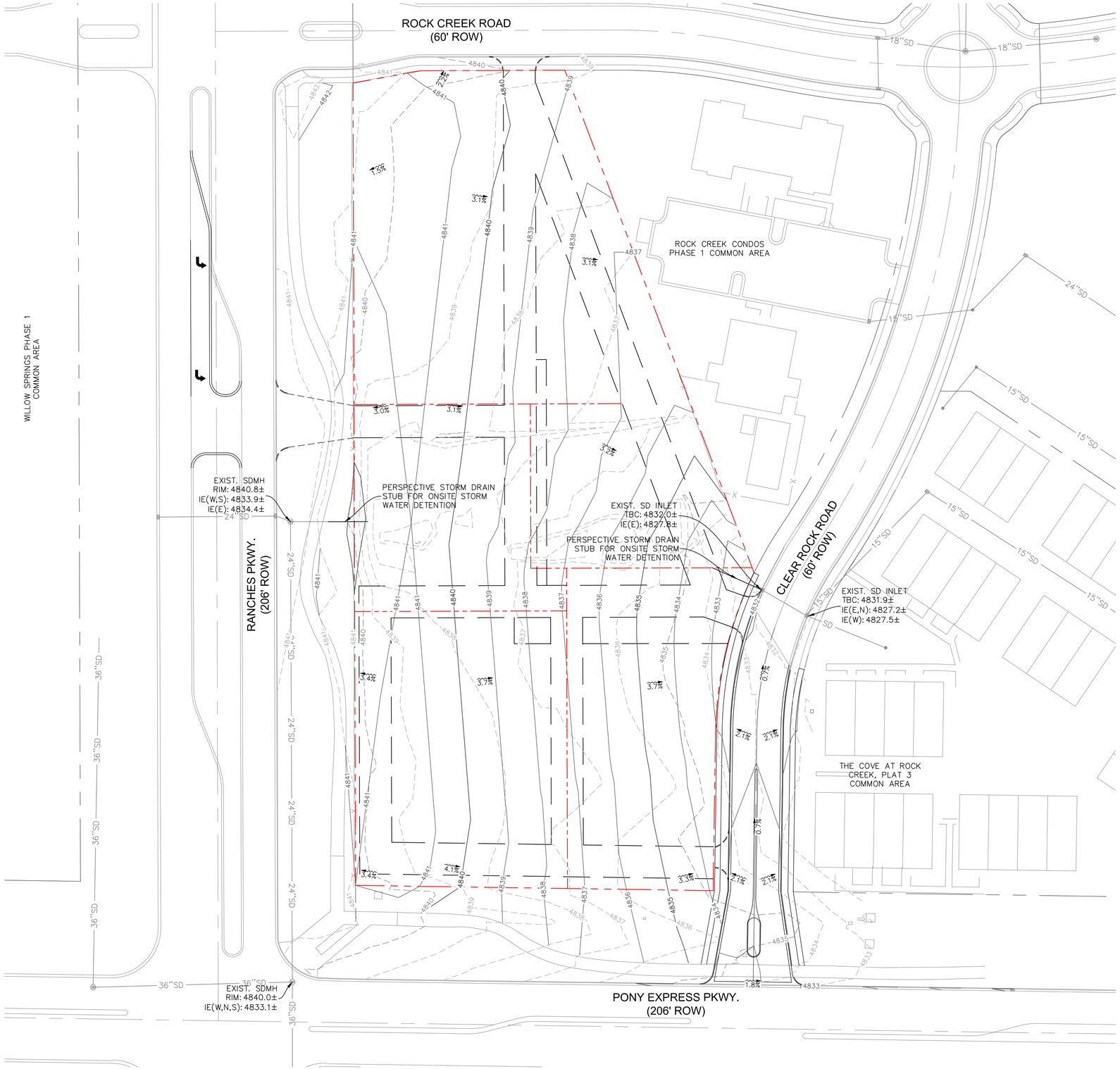
DRAWN BY: DRS
DESIGN BY: CBL
ORIG. ISSUE DATE: OCT. 4, 2021

PROFESSIONAL ENGINEER
No. 5149785
CRAIG B. LARSEN
STATE OF UTAH

11/4/2021 12:23:22 PM

UTILITY PLAN

C200



LEGEND

PROPOSED	EXISTING	
4650	4650	MAJOR CONTOUR
4649	4649	MINOR CONTOUR
		DITCH BANK, FLOWLINE
		BUILDING/STRUCTURE
		CURB, GUTTER
		PROPERTY LINE
		EASEMENT
		GRADE BREAK LINE/CONVERGENCE POINT
		STORMDRAIN INLET
		STORMDRAIN COMBINATION BOX
SD	SD	STORMDRAIN MANHOLE
		DOWNSPOUT CONNECTION (ROOF DRAIN W/CONNECTION)
		ROOFDRAIN DISCHARGE (DISCHARGE TO LANDSCAPING)
		CLEANOUT

GRADING, DRAINAGE & EROSION PLAN NOTES & INFORMATION:

1. PREDEVELOPMENT RUNOFF OF 3.74 ac. (SEE ADD'L CALCS PROVIDED):
   - 1.1. 10 YEAR–24 HOUR STORM (2.16 in. RAINFALL): 0.27 CFS
   - 1.2. 100 YEAR–24 HOUR STORM (3.07 in. RAINFALL): 1.07 CFS:
   - 1.3. TOC: 55 min.
   - 1.4. CN: 67.0 (BRUSH)
   - 1.5. SOIL GROUP B: JUAB LOAM – WELL DRAINED MIXED ALLUVIUM & LAKE SEDIMENT
2. NO MAJOR OR NATURAL DRAINAGES EXISTING WITHIN THE PROPERTY
3. HISTORICAL DRAINAGE PATTERN: EAST–SOUTHEAST SHEET FLOW (SEE EXIST. CONTOURS)
4. PROPOSED DRAINAGE PATTERN: EAST–SOUTHEAST FOLLOWING EXIST. PATTERN
   - 4.1. EXISTING STORMWATER FACILITIES EXIST IN THE RANCHES PARKWAY & CLEAR ROCK ROAD FOR FUTURE CONNECTIONS FOR ON–SITE DEVELOPMENT. NO ADDITIONAL STORMWATER PUBLIC INFRASTRUCTURE IS REQUIRED.
   - 4.2. ONSITE DETENTION & TREATMENT WILL BE PROVIDED FOR FUTURE ONSITE DEVELOPMENT TO LIMIT RUNOFF TO PREDEVELOPMENT RATES & 0.2 CFS/AC.
   - 4.3. ALL DISTURBED & IMPROVED AREAS NOT ALREADY IMPROVED WITH A FINISHED SURFACE SHALL BE LANDSCAPED.
5. CONSTRUCTION EROSION & SEDIMENT CONTROL SHALL BE CONTROLLED BY ADHERENCE TO A SWPPP (SEE C400) & PERMITTED UNDER THE CURRENT STATE OF UTAH UPDES CONSTRUCTION GENERAL PERMIT (UTRC00000)
6. THERE ARE NO EXISTING SLOPES GREATER THAN 15%
7. NO FUTURE SLOPES, CUT OR FILL SURFACES, GREATER THAN 15% ARE ANTICIPATED.
8. CUT & FILL DEPTHS WILL BE LESS THAN 10 ft.
9. NO OFFSITE RUNOFF IS EXPECTED TO IMPACT OR RUN THROUGH THE SITE DUE TO EXISTING IMPROVEMENTS AND ELEVATIONS.
10. ALL PROPOSED CONTOURS & SLOPES SHOWN HERE SHOULD BE CONSIDERED PRELIMINARY TO DEMONSTRATE FEASIBILITY & MASS GRADING & DRAINAGE PATTERNS.

SCALE (FT)

0 40 80 120

LEGACY DESIGN GROUP
ABERDEEN, SD
SALT LAKE CITY, UT
605.725.5257

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OWNER:
EAGLE 11 LLC

RANCHES CROSSING

PONY EXPRESS PKWY &
RANCHES PKWY
EAGLE MOUNTAIN, UT

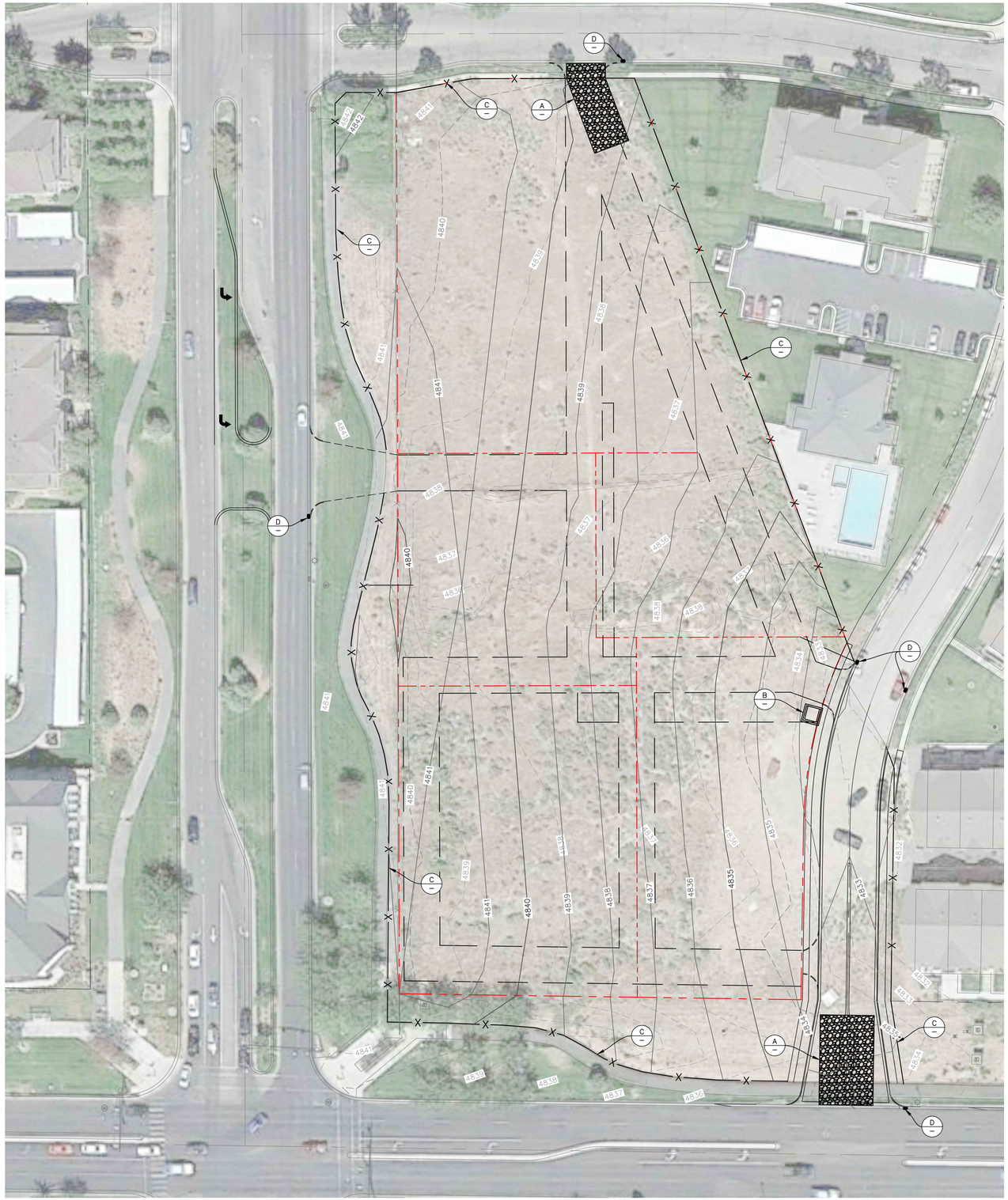
811 Know what's below. Call before you dig.

Rev.	Date	Comment
-	-	-

DRAWN BY: CBL
DESIGN BY: CBL
ORIG. ISSUE DATE: OCT. 4, 2021

PROFESSIONAL ENGINEER
No. 5149789
CRAIG B. LARSEN
STATE OF UTAH

GRADING & DRAINAGE
C300



A — CONSTRUCT VEHICLE TRACKING CONTROL ENTRANCE, LOCATION TO BE DETERMINED BY CONTRACTOR THROUGHOUT PROJECT FOR PRACTICALITY

B — CONSTRUCT CONCRETE WASHOUT FACILITY, LOCATION(S) TO BE DETERMINED BY CONTRACTOR THROUGHOUT PROJECT FOR PRACTICALITY, CLEAN & DISPOSE OF EXCESS MATERIAL AS NECESSARY IN A LAWFUL MANNER

C — INSTALL SILT FENCE, STRAW WATTLE OR BALE EROSION CONTROL BARRIER AT ALL LOCATIONS WHERE STORMWATER RUNOFF MAY FLOW OFF-SITE

D — PLACE GRAVEL BAGS & INLET PROTECTION, OVER PROPOSED & EXISTING INLETS & STREET GUTTERS UNTIL COMPLETION OF SITE CONSTRUCTION & LANDSCAPING (TYP. ALL INLETS)

SCALE (FT)

0 40 80 120

LEGEND

PROPOSED	EXISTING	
SD	SD	STORMDRAIN LINE
		PROPERTY LINE
		EASEMENT
1775	1775	MAJOR CONTOUR
1776	1776	MINOR CONTOUR
		DITCH BANK, FLOWLINE
X	X	SILT FENCE, STRAW WATTLE
		STRAW BAIL
		GRAVEL BAG
		STORMDRAIN INLET
		STORMDRAIN COMBINATION BOX
	SD	STORMDRAIN MANHOLE
		DOWNSPOUT CONNECTION

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SALT LAKE CITY, UT
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RANCHES CROSSING

PONY EXPRESS PKWY &
RANCHES PKWY
EAGLE MOUNTAIN, UT

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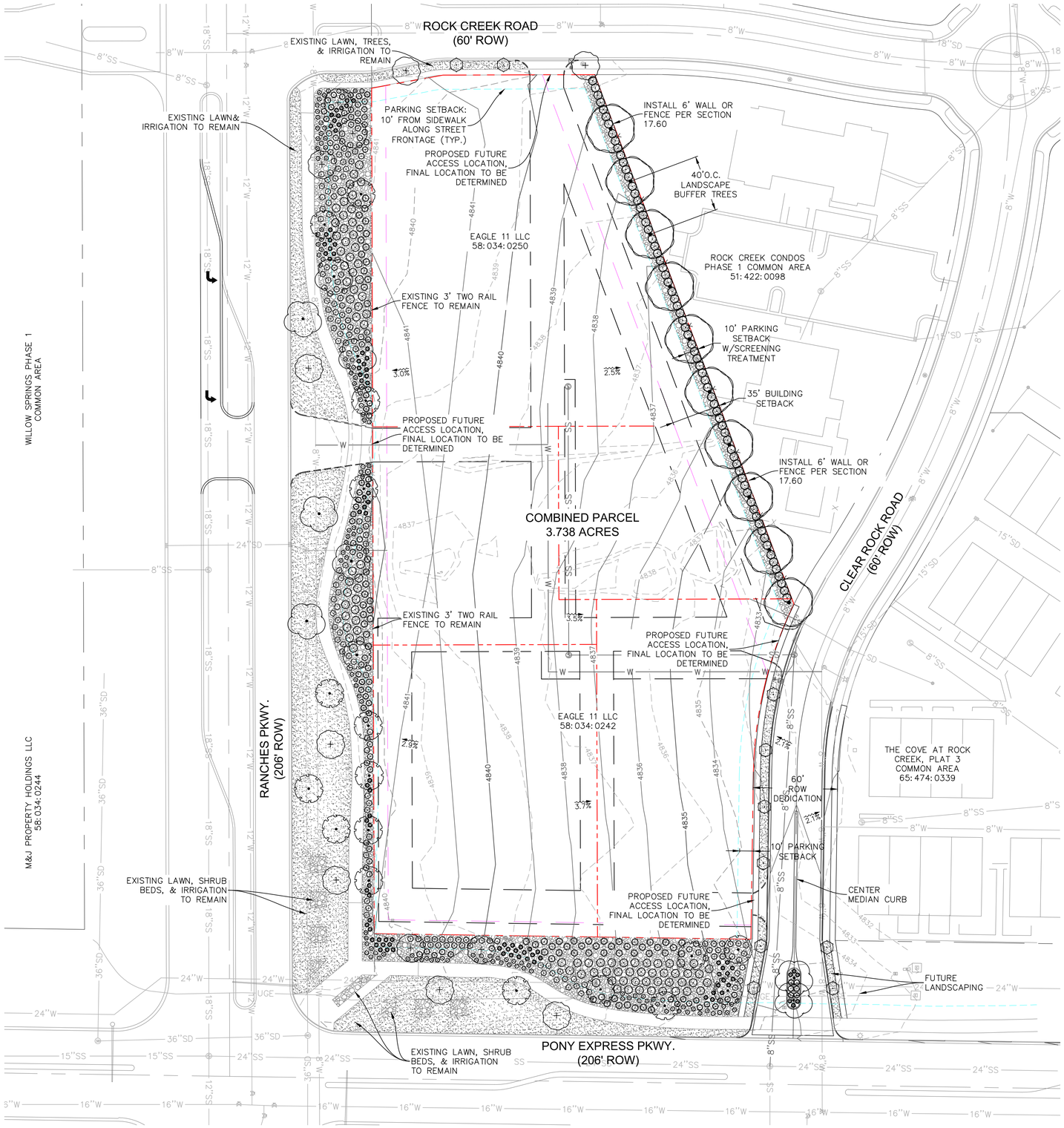
Rev.	Date	Comment
-	-	-

DRAWN BY: DRS
DESIGN BY: CBL
ORIG. ISSUE DATE: OCT. 4, 2021

PROFESSIONAL ENGINEER
No. 5149785
CRAIG B. LARSEN
STATE OF UTAH

EROSION PLAN
C400



SCALE (FT)

0 40 80 120

LEGEND

PROPOSED	EXISTING	
SD	SD	STORMDRAIN LINE
SS	SS	SANITARY SEWER LINE
W	W	WATER LINE
OHE	OHE	OVERHEAD ELECTRIC LINE
UGE	UGE	UNDERGROUND ELECTRIC LINE
COM	COM	COMMUNICATIONS LINE
G	G	GAS LINE
COND	COND	CONDUIT
		PROPERTY LINE
		EASEMENT
		STORMDRAIN INLET
		STORMDRAIN COMBINATION BOX
		STORMDRAIN MANHOLE
		DOWNSPOUT (ROOF DRAIN W/CONNECTION)
		ROOFDRAIN (OUTLET TO LANDSCAPING)
		CLEANOUT
		SANITARY SEWER MANHOLE
		ELECTRICAL/TRANSFORMER BOX
		FIRE HYDRANT
		WATER METER & DIAMETER IF KNOWN
		WATER, IRRIGATION, POST INDICATOR VALVES
		SITE LIGHT
		POWER POLE & GUY WIRE

LANDSCAPE AREAS SUMMARY	
TOTAL LANDSCAPE AREA	52,472 SF
TURF LANDSCAPE AREA	24,169 SF (46%)
WATER-WISE LANDSCAPE AREA	28,303 SF (54%)
LANDSCAPE BUFFER TREES	10 TREES
ROW TREES	40 TREES
STREET TREES	8 TREES

LANDSCAPE NOTES:

1. DECORATIVE ROCK MULCH MIN. 1" AGGREGATE TO MATCH EXISTING ROCK MULCH ON SITE SHALL BE A MIN. OF 3" THICK ABOVE DEWIT PRO WEED BARRIER FABRIC.
2. ALL ROCK MATERIALS SHALL NOT EXCEED THE HEIGHT OF THE SIDEWALK/TRAIL OR THE TOP BACK OF CURB.
3. ALL ROCK MULCH AREAS TO BE WATER-WISE LANDSCAPE WITH DRIP IRRIGATION SYSTEM.
4. INSTALL LANDSCAPE BERM HEADLIGHT SCREEN WHERE INDICATED WITH MAXIMUM HEIGHT OF 3' AND SLOPED SIDES TO BE NO GREATER THAN 1' VERTICAL TO 6' HORIZONTAL.

PLANT SCHEDULE

TREES	CODE	BOTANICAL NAME	COMMON NAME	SIZE	CONTAINER	QTY
	CER FOR	Cercis canadensis 'Forest Pansy'	Forest Pansy Eastern Redbud	1.5" Cal.	B&B	8
	EX TREE	Existing Tree	Existing Tree to Remain	---		12
	PYR CAP	Pyrus calleryana 'Capital'	Capital Callery Pear	1.5" Cal.	B&B	10
	ZEL GRE	Zelkova serrata 'Green Vase'	Green Vase Sawleaf Zelkova	1.5" Cal.	B&B	10
	ZEL MUS	Zelkova serrata 'Musashino'	Musashino Sawleaf Zelkova	1.5" Cal.	B&B	18
SHRUBS	CODE	BOTANICAL NAME	COMMON NAME	SIZE	CONTAINER	QTY
	CAL KAR	Calamagrostis x acutiflora 'Karl Foerster'	Karl Foerster Feather Reed Grass	1 gal.	Pot	96
	JUN MOO	Juniperus sabina 'Monard' TM	Moor-Dense Juniper	5 gal.	Pot	68
	LIG VIC	Ligustrum vicaryi	Golden Privet	5 gal.	Pot	70
	MAH COM	Mahonia aquifolium 'Compacta'	Compact Oregon Grape	5 gal.	Pot	116
	PER NYJ	Perovskia atriplicifolia 'Blue Jean Baby'	Blue Jean Baby Russian Sage	1 gal.	Pot	70
	PHY TI6	Physocarpus opulifolius 'SMPOTW' TM	Tiny Wine Ninebark	2 gal.	Pot	82
	RHU GRO	Rhus aromatica 'Gro-Low'	Gro-Low Fragrant Sumac	2 gal.	Pot	90
	ROS K32	Rosa x 'Radsunny' TM	Sunny Knock Out Yellow Rose	5 gal.	Pot	53
	SYR BL2	Syringa x 'Bloomerang'	Bloomerang Series Lilac	5 gal.	Pot	53
GROUND COVERS	CODE	BOTANICAL NAME	COMMON NAME	SIZE	CONTAINER	QTY
	POA PRA	Poa pratensis	Kentucky Bluegrass	---		24,169 sf
	ROC MUL	Rock Mulch	3" Rock Mulch	---		28,303 sf

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RANCHES CROSSING

PONY EXPRESS PKWY & RANCHES PKWY
EAGLE MOUNTAIN, UT

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Rev.	Date	Comment
A	11.04.21	CITY COMMENTS

DRAWN BY: DRS
DESIGN BY: DRS
ORIG. ISSUE DATE: OCT. 4, 2021

State of Utah
DEBORA R. SHEPARD
349758-5301
Licensed Landscape Architect

11/4/2021 12:07:17 PM

LANDSCAPE PLAN
L100

Potential Building Elevations (Theme) – Ranches Crossing







We have no specific commitments from any user/tenant; however, the attached photos are examples of potential building elevations within the Ranches Crossing project. We have not designed any specific buildings, at this time, but plan to incorporate architectural designs that will maintain a consistent theme throughout the project.

We plan to include the following architectural elements in each of the project's buildings:

- The main, customer use, entrance of each structure will be oriented to utilize pedestrian access points connecting to existing trails along Ranches and Pony Express Parkways.
- Varied but complimentary exterior colors and materials will be used for each structure. Masonry materials will be used, including rock, brick, stucco, and "Hardi-Board" type siding. Specific color/material schemes for branded users will be allowed, provided they do not overpower the coordinated architectural project theme.
- Architectural designs will provide vertical, and horizontal articulated variations to avoid large uninterrupted building walls.
- Roofs will be designed to reduce the perceived scale of each structure, utilizing slopes, overhangs, parapets, or other similar features.

EAGLE MOUNTAIN	**EAGLE MOUNTAIN CITY** **PLANNING COMMISSION MEETING** **NOVEMBER 9, 2021**
TITLE:	PUBLIC HEARING - Tagg N Go Carwash
ITEM TYPE:	Site Plan & Rezone
APPLICANT:	Conner Atkin

ACTION ITEM:
Yes

PUBLIC HEARING:
Yes

PREPARED BY:
Tayler Jensen, Planning

BACKGROUND:

The proposed site plan is located directly south of Maverick, and directly north of the recently approved Stonebridge Montessori School. The approval for the Stonebridge Montessori School required a connection to the north *(Condition #1 The applicant shall work with staff to determine a drive aisle to connect to the northern property, permitting less than half-width of the drive aisle be located on the applicant's property)* This is addressed by this site plan as it provides a full drive access (26' from curb to curb) to Stronebridge Lane, and it moves the entire drive access off the school's site.

The parcel is shown as Community Commercial on the City's Future Land Use Plan, and the applicant is proposing a rezone to the Commercial Community (CC) zone, which is appropriate within the Community Commercial land use designation.

The applicant has also responded to staff concerns rotating the building 45 degrees so the exit (where sound is anticipated to be the loudest) is to the west rather than the south facing towards the school's playground.

It should be noted that the site was redesigned and a traffic study was completed for the site after the city received the traffic study for the intersection of Campus Drive and Ranches Parkway, and that the applicant has taken care to avoid putting additional pressures on that intersection.

In January of 2008 the Planning Commission Recommended approval of a Carwash at the site where the Tagg N Go is proposed.

On October 26th 2021 the Planning Commission held a public

hearing on the proposed Tagg N Go site plan, a number of public comments were received expressing concern with the traffic that the project would be placing on the roads in the area as well, as parking concerns, and safety concerns for pedestrians, and the perceived negative impact the Car Wash would have on the Montessori School. Ultimately the Planning Commission tabled the site plan as the applicant wasn't able to make the meeting and respond to citizen concerns.

ITEMS FOR CONSIDERATION:

The following items should be considered when making a recommendation to the City Council.

Site Plan Development Standards 17.100.050

The following standards apply to the proposed development all bullets and letters are under section 17.100.050

A. Use of Property. Lot 2 in the subdivision is over 4 acres in size, while the Car Wash takes only 1.08 Acres, a Final Plat (staff level application) will be used to divide the parcel from the remainder of the parcel after a site plan is approved. As the full area for the car wash is being improved it is the opinion of Staff that it *complies* with this provision.

B. Screening Requirements. Any commercial lot which abuts a residential or agricultural use shall be effectively screened... The proposed use will abut Commercial property on the West, North, and South sides, and will abut Ranches Parkway to the East, therefore it *complies* with this provision.

C. Access Requirements.

The proposal has access onto a public right-of-way through an existing drive access to the north, and onto Stonebridge Lane to the south, its access point is under 40' in width and provides interconnection with other projects in *compliance* with this requirement.

Landscaping, Buffering, Fencing and Transitioning 17.60

In addition to Site Plan requirements, the proposal should comply with the standards of 17.60 as detailed below:

17.60.040. The proposal is showing landscaping for the entire area that is not improved, including the park strip area, there is no violation of the Clear-Vision Triangles therefore it *complies* with this provision.

17.60.050. The Applicant has provided a landscaping plan completed by a Landscaped architect which includes the plant name and locations, as well as a planting schedule, in *compliance* with this provision.

17.60.090 The applicant is proposing waterwise landscaping which utilizes trees, bushes and shrubs in lieu of turf, the vegetation is spread throughout the project, and approved rock is utilized in *compliance* with this provision.

17.60.110 D requires a headlight screen of 3.5 feet capable of blocking headlights, the applicant is proposing a number of *Compact Burning Bush* plants between the drive aisle and Ranches Parkway, to serve as a headlight screen.

Commercial and Multifamily Design Standards 17.72

As a commercial development the proposal shall also be required to comply with the standards found in chapter 17.72.

17.72.030 A The building is located fairly close to the front setback line, with only the access drive between it and Ranches Parkway, as this is an auto oriented development (Customers only leave vehicles after going through the tunnel wash to vacuum) it is appropriate that there is not a pedestrian oriented entrance.

17.72.030 B Requires parking to be to the side or rear of commercial buildings. As the front of this lot is onto Ranches Parkway, the proposed site plan *complies* with this provision.

17.72.040 A Requires commercial buildings to be similar in style as significant adjacent buildings. The significant adjacent buildings include Maverick and Stonebringe Montessori School. The Elevations are similar in style to the Stonebridge School while the chosen colors are of a darker pallet. It shall be up to the Planning Commission to determine if any changes shall be required.

17.72.040 B Requires that the main entrance of a building orient to

major sidewalks, pedestrian ways plazas...and consist of a sheltering element. As a tunnel carwash doesn't provide any services to pedestrians it is the opinion of staff that it is appropriate that the site doesn't include these elements.

17.72.040 C Requires that the primary roof form of a structure help reduce the perceived scale of the building. The proposed elevations have columns, towers and multiple roof heights which is in *compliance* with this requirement.

17.72.040 D requires both horizontal and vertical articulation. The proposal largely meets this standard through the use of different materials as well as columns.

Rezones

As the proposal also includes a proposal to rezone the parcel to the CC zone it shall comply with the Rezone Criteria Found in 17.90.060 of Eagle Mountain Municipal Code detailed below:

Compliance with General Plan: The General Plan designates the area as Community Commercial, and surrounding land uses are commercial in nature (Maverik Gas Station, and School, which was rezoned to a commercial zone) Therefore the proposal *complies* with this provision.

Compatibility Determination: The proposed rezone and site plan fit with the commercial uses in the area, and a car wash has long been anticipated for the area.

City Services: The proposed rezone and anticipated land use is not anticipated to overburden City Services

Traffic Generation: Traffic is a concern in the area, and has been addressed in a Traffic Study, the study does reveal that traffic concerns are existing in the area, the traffic study does indicate that through mitigation the overall traffic situation can be improved from its current levels.

Property Values: The proposed rezone to Commercial Community is not expected to have a significant negative impact on surrounding property values.

Other Items for consideration

Parking
The applicant is proposing 7 parking stalls, and an additional 19 vacuum stalls. There is no standard for required parking stalls for Car Washes.

Noise Levels
8.15.070 defines noise disturbances as sounds over 65 decibels 25 feet from a property line, with quiet hours from 9:00 pm to 7:00 am - Monday to Friday and 9:00 pm to 9:00 am Saturday and Sunday.

The applicant has moved the exit to the car wash which does alleviate some staff concerns with the amount of noise being directed towards the school.

Traffic Study:
The applicant has provided a traffic study (The Summary has been attached to this report) which was completed after the applicant changed up the site orientation, added the new connection to Stonebridge, and after the Traffic Study at Campus Drive was completed. With the mitigation recommended of adding a new connection to Stonebridge the LOS for each of the study intersections remains consistent with current condition's

It is worth noting that the traffic modeling software does anticipate all vehicles exiting onto Stonebridge during the PM peak due to the traffic at Stonebridge lane, this movement increases in the future with a signal being added to Stonebridge, thus the traffic study shows with a traffic signal a reduction of total traffic on Campus Drive.

There was also questions about the number of vehicles/trips being shown on the traffic study for the car wash, the applicant has indicated that those numbers are accurate for week day trips, and that most visits to the carwash happen on the weekends, which aren't typically modeled in a traffic report as the Peak traffic numbers occur during the week.

REQUIRED FINDINGS:

Site Plan approvals are based upon compliance with City Code requirements. The approval criteria for a Site Plan can be found in EMMC 17.100.080

Rezones are legislative decisions and are considered valid if reasonably debatable and not illegal, criteria for approval are found in EMMC 17.90.060

RECOMMENDATION:

We recommend the Planning Commission make a motion to recommend approval of the Tagg N Go Rezone, rezoning parcel 66:403:0102 to the Commercial Community (CC) Zone for the reasons listed in this staff report and in the meeting with any conditions the Planning Commission finds appropriate.

We recommend the Planning Commission make a motion to recommend approval of the Tagg N Go Site Plan to the City Council for the reasons listed in this staff report and in the meeting with the following conditions, and any other conditions the Planning Commission feels are appropriate:

1. Project complies quite hours defined in 8.15.070 (9:00 PM to 7:00 AM Monday - Friday and 9:00 PM to 9:00 AM Saturday and Sunday
2. The applicant comply with the traffic mitigation strategies recommended by the Traffic Impact Study.

ATTACHMENTS:

Tagg N Go - Civil Plans
Tagg N Go Traffic Study Summary
Tagg N Go Landscaping Plans
Elevations
Colored Elevations - Stonebridge Montessori.pdf

Project Narratives/Revision

1. 10/12/21 TH – SUBMITTAL FOR FIRST REVIEW.

Tagg N Go Express Wash

CIVIL CONSTRUCTION SET

EAGLE MOUNTAIN CITY, UTAH COUNTY, UTAH
OCTOBER, 2021

AGENCY CONTACTS:

PLANNING:
Eagle Mountain Planning Department
1650 E Stagecoach Run,
Eagle Mountain UT 84005
Phone: (801) 789-6617

SEWER DISTRICT:
Eagle Mountain Public Utilities
1650 E Stagecoach Run,
Eagle Mountain UT 84005
Phone: (801) 789-6691

POWER COMPANY:
Rocky Mountain Power
Customer Service Line
Phone: (801) 546-1235

TELEPHONE COMPANY:
Century Link
Customer Service Line
Phone: (801) 603-6000

FIRE DEPARTMENT:
Eagle Mountain Fire & EMS
1680 E Heritage DR.
Eagle Mountain , UT 84005
Phone: (801) 743-7200

GAS SERVICE:
Dominion Energy
1140 West 200 South
Salt Lake City, UT 84104
Phone: (801) 323-5517



Vicinity Map
NTS

N

DEVELOPER:

Wright Development Group
Spencer Wright
1178 W. Legacy Crossing Blvd Ste 100
Centerville Utah 84014
PH: (801) 773-7339

ARCHITECT:

Vincent Design Group, Inc.
401 East 1700 South,
Salt Lake City, UT
PH: (801) 484-2046

ENGINEERING:

Hunt Engineering
Thomas Hunt, PE
6619 Willow Creek Rd
Mountain Green, UT 80450
PH: (801) 664-4724

SURVEYOR:

Utah Land Surveying
Mike Wangemann, PLS
1359 Fairway Cir., Farmington, UT 84025
PH: (801) 725-8395

Sheet Index

Sheet 1 - Cover Sheet
Sheet 2 - Notes/Legend Sheet
Sheet 3 - Site Plan
Sheet 4 - Grading & Drainage Plan
Sheet 5 - Utility Plan
Sheet 6 - Details
Sheet 7 - Details
Sheet 8- Erosion Control Plan
Sheet 9 - Erosion Control Details

Know what's below. Call before you dig.

Notice To Contractors:

THE EXISTENCE AND LOCATION OF ANY UNDERGROUND UTILITIES OR STRUCTURES SHOWN ON THESE PLANS WERE OBTAINED FROM AVAILABLE INFORMATION PROVIDED BY THE SURVEYOR OR CITY PRODUCED DOCUMENTS. THE LOCATIONS SHOWN ARE APPROXIMATE AND SHALL BE CONFIRMED IN THE FIELD BY THE CONTRACTOR, SO THAT ANY NECESSARY ADJUSTMENT CAN BE MADE. IF ANY CONFLICT/DISCREPENCIES ARISE, PLEASE CONTACT THE ENGINEER OF RECORD IMMEDIATELY. THE CONTRACTOR IS REQUIRED TO CONTACT THE UTILITY COMPANIES AND TAKE PRECAUTIONARY MEASURES TO PROTECT ANY UTILITIES SHOWN OR NOT SHOWN ON THESE PLANS.

HUNT ENGINEERING, LLC
6619 Willow Creek Rd.
Mountain Green, UT 84050
C. 801.664.4724
thomas.hunt@hunt-engineering.com

Tagg N Go Express Wash
Ranches Parkway
Eagle Mountain, UT

Site Plan

Revisions	Date

ENGINEERS STAMP

PROFESSIONAL ENGINEER
THOMAS J. HUNT
10/19/2021
STATE OF UTAH

PROJECT INFO.

Engineer: T. HUNT
Drafter: T. HUNT
Start Date: 9/27/2021
Name: Tagg N Go

SHEET 1 of 9 SHEETS

GENERAL NOTES

1.0 COMPLIANCE

1.1 ALL WORK TO CONFORM TO GOVERNING MUNICIPALITY'S STANDARDS, SPECIFICATIONS AND REQUIREMENTS.
1.2 ALL CONSTRUCTION AND MATERIALS SHALL BE IN ACCORDANCE WITH THESE CONTRACT DOCUMENTS AND THE MOST RECENT, ADOPTED EDITIONS OF THE FOLOWING:
- INTERNATIONAL BUILDING CODES (IBC)
- INTERNATIONAL PLUMBING CODES
- STATE DRINKING WATER REGULATIONS
- APWA MANUAL OF STANDARD PLANS AND SPECIFICATIONS
- ADA ACCESSIBILITY GUIDELINES.

1.3 ALL CONSTRUCTION SHALL BE AS SHOWN ON THESE PLANS, ANY REVISIONS MUST HAVE PRIOR WRITTEN APPROVAL.

2.0 PERMITTING AND INSPECTIONS

2.1 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 THOROUGHLY REVIEWED PLANS AND OTHER DOCUMENTS APPROVED BY ALL OF THE PERMITTING AUTHORITIES.
2.2 CONTRACTOR IS RESPONSIBLE FOR SCHEDULING AND NOTIFYING ARCHITECT/ENGINEER OR INSPECTING AUTHORITY 48 HOURS IN ADVANCE OF COVERING UP ANY PHASE OF CONSTRUCTION REQUIRING OBSERVATION.
2.3 ANY WORK IN THE PUBLIC RIGHT-OF-WAY WILL REQUIRE PERMITS FROM THE APPROPRIATE CITY, COUNTY OR STATE AGENCY CONTROLLING THE ROAD AND WITH APPROPRIATE INSPECTIONS.

3.0 COORDINATION AND VERIFICATION

3.1 ALL DIMENSIONS, GRADES & UTILITY DESIGNS SHOWN ON THE PLANS SHALL BE VERIFIED BY THE CONTRACTOR PRIOR TO CONSTRUCTION. CONTRACTOR SHALL NOTIFY ARCHITECT/ENGINEER OF ANY DISCREPANCIES 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 NOT VERIFIED AND NOTIFICATION OF CONFLICTS HAVE NOT BEEN BROUGHT TO THE ATTENTION OF THE ARCHITECT/ENGINEER.
3.2 CONTRACTOR MUST VERIFY ALL EXISTING CONDITIONS BEFORE BIDDING AND BRING UP ANY QUESTIONS BEFOREHAND. NO ALLOWANCE WILL BE MADE FOR DISCREPANCIES OR OMISSIONS THAT CAN BE EASILY OBSERVED.
3.3 CONTRACTOR TO COORDINATE WITH ALL OTHER DISCIPLINES, INCLUDING BUT NOT LIMITED TO:
- LANDSCAPE PLANS
- SITE ELECTRICAL PLANS AND ELECTRICAL SERVICE TO THE BUILDING(S)
- FIRE PROTECTION
- ARCHITECTURAL SITE PLANS
- ACCESSIBLE ROUTES
- ETC.

3.4 CONTRACTOR IS TO COORDINATE LOCATION OF NEW TELEPHONE SERVICE, GAS SERVICE, CABLE, ETC. TO BUILDING WITH THE APPROPRIATE UTILITY COMPANY. FOR TELEPHONE, CONTRACTOR TO FURNISH CONDUIT, PLYWOOD BACKBOARD, AND GROUND WIRE, AS REQUIRED.

4.0 SAFETY AND PROTECTION

4.1 CONTRACTOR IS SOLELY RESPONSIBLE FOR THE MEANS AND METHODS OF CONSTRUCTION.
4.2 CONTRACTOR IS RESPONSIBLE FOR THE SAFETY OF THE PROJECT AND SHALL MEET ALL OSHA REQUIREMENTS.
4.3 CONTRACTOR IS RESPONSIBLE FOR CONFORMING TO LOCAL AND FEDERAL CODES GOVERNING SHORING AND BRACING OF EXCAVATIONS AND TRENCHES, AND FOR THE PROTECTION OR WORKERS AND PUBLIC.
4.4 CONTRACTOR SHALL TAKE ALL MEASURES NECESSARY TO PROTECT ALL EXISTING PUBLIC AND PRIVATE PROPERTY, ROADWAYS, AND UTILITY IMPROVEMENTS. DAMAGE TO EXISTING IMPROVEMENTS CAUSED BY THE CONTRACTOR MUST BE REPAIRED BY THE CONTRACTOR AT HIS/HER EXPENSE TO THE SATISFACTION OF THE OWNER OF SAID IMPROVEMENTS.
4.5 CONTRACTOR IS REQUIRED TO KEEP ALL CONSTRUCTION ACTIVITIES WITHIN THE APPROVED PROJECT LIMITS. THIS INCLUDES, BUT IS NOT LIMITED TO, VEHICLE AND EQUIPMENT STAGING, MATERIAL STORAGE AND LIMITS OF TRENCH EXCAVATION.
4.6 IT IS THE CONTRACTOR'S RESPONSIBILITY TO OBTAIN PERMISSION AND/OR EASEMENTS FROM THE APPROPRIATE GOVERNMENT AGENCY AND/OR INDIVIDUAL PROPERTY OWNER(S) FOR WORK OR STAGING OUTSIDE OF THE PROJECT LIMITS.
4.7 CONTRACTOR SHALL PROVIDE BARRICADES, SIGNS, FLASHERS, OTHER EQUIPMENT AND FLAG PERSONS NECESSARY TO INSURE THE SAFETY OF WORKERS AND VISITORS. ALL CONSTRUCTION SIGNING, BARRICADING, AND TRAFFIC DELINEATION SHALL CONFORM TO THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES", LATEST EDITION.
4.8 CONTRACTOR SHALL COMPLY WITH LOCAL NOISE ORDINANCE STANDARDS.
4.9 CONTRACTOR IS RESPONSIBLE FOR DUST CONTROL ACCORDING TO GOVERNING AGENCY STANDARDS.
4.10 CONTRACTOR SHALL TAKE ALL NECESSARY AND PROPER PRECAUTIONS TO PROTECT ADJACENT PROPERTIES FROM ANY AND ALL DAMAGE THAT MAY OCCUR FROM STORM WATER RUNOFF AND/OR DEPOSITION OF DEBRIS RESULTING FROM ANY AND ALL WORK IN CONNECTION WITH CONSTRUCTION. SUBMIT A STORM WATER POLLUTION PREVENTION PLAN, IF REQUIRED.
4.11 WORK IN PUBLIC STREETS, ONCE BEGUN, SHALL BE PROSECUTED TO COMPLETION WITHOUT DELAY AS TO PROVIDE MINIMUM INCONVENIENCE TO ADJACENT PROPERTY OWNERS AND TO THE TRAVELING PUBLIC.
4.12 CONTRACTOR SHALL PROVIDE ALL NECESSARY HORIZONTAL AND VERTICAL TRANSITIONS BETWEEN NEW CONSTRUCTION AND EXISTING SURFACES TO PROVIDE FOR PROPER DRAINAGE AND FOR INGRESS AND EGRESS TO NEW CONSTRUCTION.
4.13 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 THE SITE. THE APPROACH SHALL BE DESIGNATED BY THE OWNER OR GOVERNING AGENCY.
4.14 THE CONTRACTOR SHALL TAKE REASONABLE MEASURES TO PROTECT EXISTING IMPROVEMENTS FROM DAMAGE AND ALL SUCH IMPROVEMENTS DAMAGED BY THE CONTRACTOR'S OPERATION SHALL BE REPAIRED OR RECONSTRUCTED TO THE ENGINEER/OWNER'S SATISFACTION AT THE EXPENSE OF THE CONTRACTOR.

5.0 MATERIALS

5.1 SITE CONCRETE SHALL BE A MINIMUM 6.5 BAG MIX, 4000 P.S.I. @ 28 DAYS, 4" MAXIMUM SLUMP WITH 5 + OR -1% AIR ENTRAINMENT, UNLESS SPECIFIED OTHERWISE. SEE SPECIFICATION:
- SLABS-ON-GRADE WILL BE TYPICALLY SCORED (1/4 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. 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.
- CONCRETE WATERWAYS, CURBWALLS, MOWSTRIPS, CURB AND GUTTER, ETC. WILL TYPICALLY BE SCORED 1/4 THE DEPTH AT INTERVALS NOT TO EXCEED 10 FEET AND HAVE FULL DEPTH EXPANSION JOINTS AT EQUAL SPACING NOT TO EXCEED 50 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 (90%) MIN. SUBGRADE.
- 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, CONSTRUCTION OR EXPANSION JOINTS, ETC.) WILL BE SEALED WITH A ONE PART POLYURETHANE SEALANT.

5.2 ASPHALT CONCRETE PAVEMENT SHALL BE A MINIMUM 3" OVER 6" OF COMPACTED (95%) ROAD BASE OVER PROPERLY PREPARED AND COMPACTED (90%) SUBGRADE, UNLESS NOTED OTHERWISE.
- ASPHALT COMPACTION SHALL BE A MINIMUM 96%.
- SURFACE COARSE SHALL BE 1/2" MINUS. MIX DESIGN TO BE SUBMITTED FOR APPROVAL AT LEAST TWO WEEKS PRIOR TO ANTICIPATED PAVING SCHEDULE.
- AC PAVEMENT TO BE A 1/4" ABOVE LIP OF ALL GUTTER AFTER COMPACTION.
- THICKNESS OVER 3" WILL BE LAID IN TWO LIFTS WITH THE FIRST LIFT BEING AN APPROVED 3/4" MINUS DESIGN.

6.0 GRADING & SOILS

6.1 SITE GRADING SHALL BE PERFORMED IN ACCORDANCE WITH THESE PLANS AND SPECIFICATIONS AND THE RECOMMENDATIONS SET FORTH IN THE SOILS REPORT, WHICH BY REFERENCE ARE A PART OF THE REQUIRED CONSTRUCTION DOCUMENTS AND IN CASE OF CONFLICT SHALL TAKE PRECEDENCE, UNLESS SPECIFICALLY NOTED OTHERWISE ON THE PLANS, OR IN THE SPECIFICATIONS. THE CONTRACTOR SHALL NOTIFY THE ENGINEER OF RECORD OF ANY DISCREPANCY BETWEEN THE SOILS REPORT AND THESE PLANS AND SPECIFICATIONS.
6.2 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.
6.3 ALL EXCAVATED OR FILLED AREAS SHALL BE COMPACTED TO 95% OF MODIFIED PROCTOR MAXIMUM DENSITY PER ASTM TEST D-1557, EXCEPT UNDER BUILDING FOUNDATIONS WHERE IT SHALL BE 98% MIN. OF MAXIMUM DENSITY. MOISTURE CONTENT AT TIME OF PLACEMENT SHALL NOT EXCEED 2% ABOVE NOR 3% BELOW OPTIMUM.
6.4 CONTRACTOR SHALL SUBMIT A COMPACTION REPORT PREPARED BY A QUALIFIED REGISTERED SOILS ENGINEER, VERIFYING THAT ALL FILLED AREAS AND SUBGRADE AREAS WITH THE BUILDING PAD AREA AND AREAS TO BE PAVED, HAVE BEEN COMPACTED IN ACCORDANCE WITH THESE PLANS AND SPECIFICATIONS AND THE RECOMMENDATIONS SET FORTH IN THE SOILS REPORT.
6.5 SITE CLEARING SHALL INCLUDE THE LOCATING AND REMOVAL OF ALL UNDERGROUND TANKS, PIPES, VALVES, ETC.
6.6 ALL EXISTING VALVES, MANHOLES, ETC. SHALL BE RAISED OR LOWERED TO GRADE AS REQUIRED.

7.0 UTILITIES

7.1 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 EITHER DIRECT OR THROUGH BLUE STAKE TO LOCATE THEIR FACILITIES PRIOR TO STARTING CONSTRUCTION.
7.2 CONTRACTOR TO VERIFY BY POTHOLING BOTH THE VERTICAL AND HORIZONTAL LOCATION OF ALL EXISTING UTILITIES PRIOR TO INSTALLING ANY NEW LINES, NOT ADDITIONAL COMPENSATION SHALL BE PAID TO THE CONTRACTOR FOR DAMAGE AND REPAIR TO THESE FACILITIES CAUSED BY HIS WORK FORCE.
7.3 CONTRACTOR MUST START AT LOW END OF ALL NEW GRAVITY UTILITY LINES. MECHANICAL SUB-CONTRACTOR MUST BE PROVIDED CIVIL SITE DRAWINGS FOR COORDINATION AND TO CHECK THE FLOW FROM THE LOWER POINT IN BUILDING TO THE FIELD VERIFIED CONNECTION AT THE EXISTING MAIN. NO EXTRA COMPENSATION IS TO BE PAID TO THE CONTRACTOR FOR WORK HAVING TO BE REDONE DUE TO FAILURE TO COMPLY WITH THESE REQUIREMENTS.
7.4 CONTRACTOR IS TO VERIFY LOCATION, DEPTH, SIZE, TYPE, AND OUTSIDE DIAMETERS OF UTILITIES IN THE FIELD BY POTHOLING A MINIMUM OF 300 FEET AHEAD, PIPELINE CONSTRUCTION TO AVOID CONFLICTS WITH DESIGNED PIPELINE GRADE AND ALIGNMENT. EXISTING UTILITY INFORMATION SHOWN ON PLANS OR OBTAINED FROM UTILITY COMPANIES OR BLUE STAKED MUST BE ASSIMED AS APPROXIMATE, REQUIRING FIELD VERIFICATION.
7.5 CULINARY WATER AND FIRE SERVICE LINES TO BE CONSTRUCTED IN ACCORDANCE WITH LOCAL GOVERNING MUNICIPALITY STANDARDS AND SPECIFICATIONS.
7.6 SANITARY SEWER MAINS AND LATERALS TO BE CONSTRUCTED IN ACCORDANCE WITH LOCAL GOVERNING MUNICIPALITY SEWER DISTRICT STANDARDS AND SPECIFICATIONS.
7.7 STORM SEWER TO BE CONSTRUCTED IN ACCORDANCE WITH THE GOVERNING MUNICIPALITY STANDARDS AND SPECIFICATIONS.
7.8 ALL STORM DRAIN AND IRRIGATION CONDUITS SHALL BE INSTALLED WITH WATER TIGHT JOINTS AND CONNECTIONS.
7.9 ALL STORM DRAIN PIPE PENETRATIONS INTO BOXES SHALL BE CONSTRUCTED WITH WATER TIGHT SEALS ON THE OUTSIDE AND GROUTED SMOOTH WITH A NON-SHRINK GROUT ON THE INSIDE. CONDUITS SHALL BE CUT OFF FLUSH WITH THE INSIDE OF THE BOX.
7.10 NO CHANGE IN THE DESIGN OF UTILITIES AS SHOWN WILL BE MADE BY THE CONTRACTOR WITHOUT THE WRITTEN APPROVAL OF THE GOVERNING MUNICIPALITY, OR AUTHORITY HAVING JURISDICTION OVER THAT UTILITY.
7.11 ALL STORM DRAIN CONDUITS AND BOXES SHALL BE CLEAN AND FREE OF ROCKS, DIRT, AND CONSTRUCTION DEBRIS PRIOR TO FINAL INSPECTION.

8.0 SURVEY CONTROL

8.1 CONTRACTOR MUST PROVIDE A REGISTERED LAND SURVEY OR PERSONS UNDER THE SUPERVISION OF A REGISTERED LAND SURVEYOR TO SET STAKES FOR THE ALIGNMENT AND GRADE OF EACH MAIN AND/OR FACILITY AS SHOWN ON THE PLANS. THE STAKES SHALL BE MARKED WITH THE HORIZONTAL LOCATION (STATION) AND VERTICAL LOCATION (GRADE) WITH CUTS AND/OR FILLS TO THE APPROVED GRADE OF THE MAIN AND OR FACILITY AS SHOWN ON THE PLANS.
8.2 THE CONTRACTOR SHALL PROTECT ALL STAKES AND MARKERS FOR VERIFICATION PURPOSES.
8.3 CONTRACTOR WILL BE RESPONSIBLE FOR FURNISHING, MAINTAINING, OR RESTORING ALL MONUMENTS AND REFERENCE MARKS WITHIN THE PROJECT SITE.

9.0 AMERICAN DISABILITIES ACT

9.1 PEDESTRIAN / ADA ROUTES SHALL MEET THE FOLLOWING SPECIFICATIONS:
- ROUTES SHALL HAVE A 2.00% (1:50) MAXIMUM CROSS SLOPE.
- ROUTES SHALL HAVE A 5.00% (1:20) MAXIMUM RUNNING SLOPE.
- RAMPS SHALL HAVE A 8.33% (1:12) MAXIMUM RUNNING SLOPE.

9.2 ADA PARKING STALLS AND ADJACENT ROUTES SHALL HAVE A 2.00% MAXIMUM SURFACE SLOPE IN ANY DIRECTION.
9.3 THE CONTRACTOR SHALL ADHERE TO THE ABOVE SPECIFICATIONS. IN THE EVENT OF A DISCREPANCY IN THE CONSTRUCTION DOCUMENTS, THE CONTRACTOR SHALL NOTIFY THE ARCHITECT/ENGINEER PRIOR TO ANY CONSTRUCTION.

10.0 EROSION CONTROL

10.1 THE CONTRACTOR TO USE BEST MANAGEMENT PRACTICES FOR PROVIDING EROSION CONTROL FOR CONSTRUCTION OF THIS PROJECT. ALL MATERIAL AND WORKMANSHIP SHALL CONFORM TO GOVERNING AGENCIES ORDINANCES AND ALL WORK SHALL BE SUBJECT TO INSPECTION BY THE COUNTIES. ALSO, INSPECTORS WILL HAVE THE RIGHT TO CHANGE THE FACILITIES AS NEEDED.
10.2 CONTRACTOR SHALL KEEP THE SITE WATERED TO CONTROL DUST. CONTRACTOR TO LOCATE A NEARBY HYDRANT FOR USE AND TO INSTALL TEMPORARY METER. CONSTRUCTION WATER COST TO BE INCLUDED IN BID.
10.3 WHEN GRADING OPERATIONS ARE COMPLETED AND THE DISTURBED GROUND IS LEFT "OPEN" FOR 14 DAYS OR MORE, THE AREA SHALL BE FURROWED PARALLEL TO THE CONTOURS.
10.4 THE CONTRACTOR SHALL MODIFY EROSION CONTROL MEASURES TO ACCOMMODATE PROJECT PLANNING.
10.5 ALL ACCESS TO PROPERTY WILL BE FROM PUBLIC RIGHT-OF-WAYS. THE CONTRACTOR IS REQUIRED BY STATE AND FEDERAL REGULATIONS TO PREPARE A STORM WATER POLLUTION PREVENTION.

11.0 MAINTENANCE

11.1 ALL BEST MANAGEMENT PRACTICES (BMP'S) SHOWN ON THIS PLAN MUST BE MAINTAINED AT ALL TIMES UNTIL PROJECT CLOSE-OUT.
11.2 THE CONTRACTOR'S RESPONSIBILITY SHALL INCLUDE MAKING BI-WEEKLY CHECKS ON ALL EROSION CONTROL MEASURES TO DETERMINE IF REPAIR OR SEDIMENT REMOVAL IS NECESSARY. CHECKS SHALL BE DOCUMENTED AND COPIES OF THE INSPECTIONS KEPT ON SITE.
11.3 SEDIMENT DEPOSITS SHOULD BE REMOVED AFTER EACH RAINFALL. THEY MUST BE REMOVED WHEN THE LEVEL OF DEPOSITION REACHES APPROXIMATELY ONE-HALF THE HEIGHT OF BARRIER.
11.4 SEDIMENT TRACKED ONTO PAVED ROADS MUST BE CLEANED UP AS SOON AS PRACTICAL, BUT IN NO CASE LATER THAN THE END OF THE NORMAL WORK DAY. THE CLEAN UP WILL INCLUDE SWEEPING OF THE TRACKED MATERIAL, PICKING IT UP, AND DEPOSITING IT TO A CONTAINED AREA.
11.5 ANY EXPOSED SLOPE THAT WILL REMAIN UNTOUCHED FOR LONGER THAN 14 DAYS MUST BE STABILIZED BY ONE OR MORE OF THE FOLLOWING METHODS:
- SPRAYING DISTURBED AREAS WITH A TACKIFIER VIA HYDROSEED
- TRACKING STRAW PERPENDICULAR TO SLOPES
- INSTALLING A LIGHT-WEIGHT, TEMPORARY EROSION CONTROL BLANKET

LEGEND

	PROPOSED IRRIGATION
	EXISTING IRRIGATION
	EXISTING IRRIGATION REMOVE
	BOUNDARY
	EASEMENT
	EXISTING EASEMENT
	RED LINE
	PROPOSED CURB & GUTTER
	EXISTING CURB & GUTTER
	EXISTING CURB & GUTTER REMOVE
	LOT
	PROPOSED POWER
	EXISTING POWER
	EXISTING POWER REMOVE
	PROPOSED GAS
	EXISTING GAS
	EXISTING GAS REMOVE
	PROPOSED SEWER
	PROPOSED SEWER LATERAL
	EXISTING SEWER
	EXISTING SEWER REMOVE
	PROPOSED FIRE HYDRANT
	EXISTING FIRE HYDRANT
	PROPOSED MANHOLE
	EXISTING MANHOLE
C.O.	EXISTING CLEAN OUT
	PROPOSED VALVE
	EXISTING VALVE
	NEW WATER METER
	EXISTING WATER METER
	PROPOSED CATCH BASIN
	EXISTING CATCH BASIN
	PLUG & BLOCK
	PROPOSED STREET LIGHT
	EXISTING STREET LIGHT
R.O.W.	RIGHT-OF-WAY
TBC	TOP BACK OF CURB
TOA	TOP OF ASPHALT
TOC	TOP OF CONCRETE
TOI	TOP OF PUMP ISLAND
TSW	TOP OF SIDEWALK
	EXISTING ASPHALT PAVEMENT
	EXISTING CONCRETE PAVEMENT
	PROPOSED ASPHALT PAVEMENT
	PROPOSED CONCRETE

	PROPOSED LAND DRAIN
	PROPOSED LAND DRAIN LATERAL
	EXISTING LAND DRAIN
	EXISTING LAND DRAIN REMOVE
	PROPOSED BUILDING
	EXISTING BUILDING
	EXISTING BUILDING REMOVE
	PROPOSED WATER
	PROPOSED WATER LATERAL
	EXISTING WATER
	EXISTING WATER REMOVE
	PROPOSED STORM DRAIN
	EXISTING STORM DRAIN
	EXISTING STORM DRAIN REMOVE
	PROPOSED SECONDARY WATER
	PROPOSED SECONDARY WATER LATERAL
	EXISTING SECONDARY WATER
	EXISTING SECONDARY WATER REMOVE
	PROPOSED RETAINING WALL
	SIGN
BSW	BACK OF SIDEWALK
BOW	BOTTOM OF WALL
BLDG	BUILDING
C&G	CURB AND GUTTER
CB	CATCH BASIN
C.F.	CUBIC FOOT
FFE	FINISHED FLOOR ELEVATION
FG	FINISHED GRADE
FH	FIRE HYDRANT
FL	FLOW LINE
GB	GRADE BREAK
INV	INVERT
L.F.	LINEAR FOOT
NG	NATURAL GRADE
PP	POWER POLE
RIM	RIM OF MANHOLE
TOW	TOP OF WALL
WM	WATER METER

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Tagg N Go Express Wash
Ranches Parkway
Eagle Mountain, UT

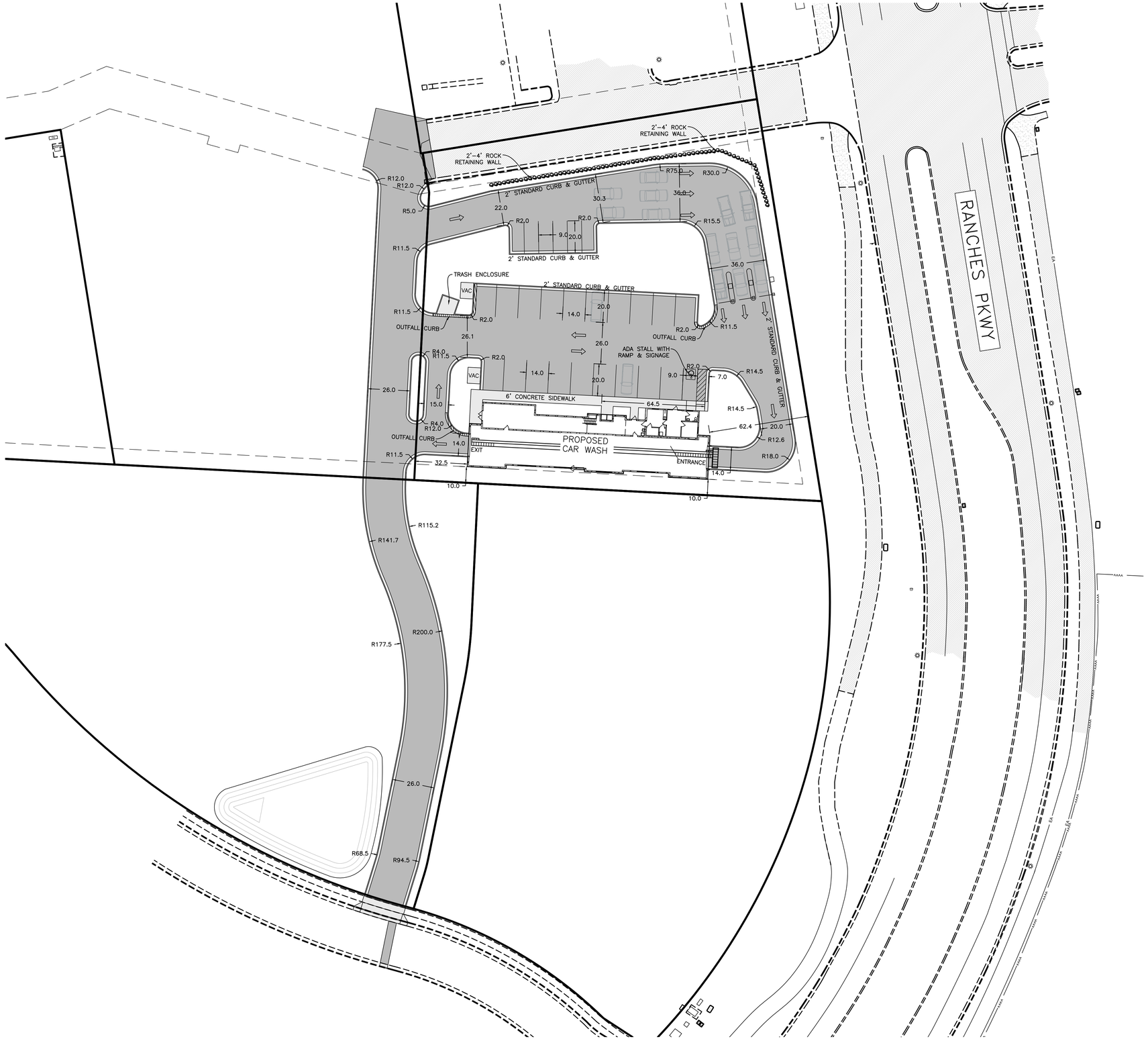
Site Plan

Revisions	Date

ENGINEERS STAMP
PROFESSIONAL ENGINEER
THOMAS J. HUNT
10/19/2021
STATE OF UTAH

PROJECT INFO.
Engineer: T. HUNT
Drafter: T. HUNT
Start Date: 9/27/2021
Name: Tagg N Go

SHEET 2 of 9 SHEETS



Site Information

LOCATED IN:	EAGLE MOUNTAIN, UTAH COUNTY	
PROPERTY:	1.08 ACRES	
BUILDING AREA:	5,466 SF	
HARD SURFACE AREA:	36,414 SF	
LANDSCAPE AREA:	10,786 SF	23.0%
PARKING:	7 STANDARD STALLS 19 VACUUM STALLS	

N

30 0 30 60 90

Scale: 1" = 30'

811 Know what's below. Call before you dig.

Notice To Contractors:

THE EXISTENCE AND LOCATION OF ANY UNDERGROUND UTILITIES OR STRUCTURES SHOWN ON THESE PLANS WERE OBTAINED FROM AVAILABLE INFORMATION PROVIDED BY THE SURVEYOR OR CITY PRODUCED DOCUMENTS. THE LOCATIONS SHOWN ARE APPROXIMATE AND SHALL BE CONFIRMED IN THE FIELD BY THE CONTRACTOR, SO THAT ANY NECESSARY ADJUSTMENT CAN BE MADE. IF ANY CONFLICT/DISCREPENCIES ARISE, PLEASE CONTACT THE ENGINEER OF RECORD IMMEDIATELY. THE CONTRACTOR IS REQUIRED TO CONTACT THE UTILITY COMPANIES AND TAKE PRECAUTIONARY MEASURES TO PROTECT ANY UTILITIES SHOWN OR NOT SHOWN ON THESE PLANS.

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THOMAS J. HUNT
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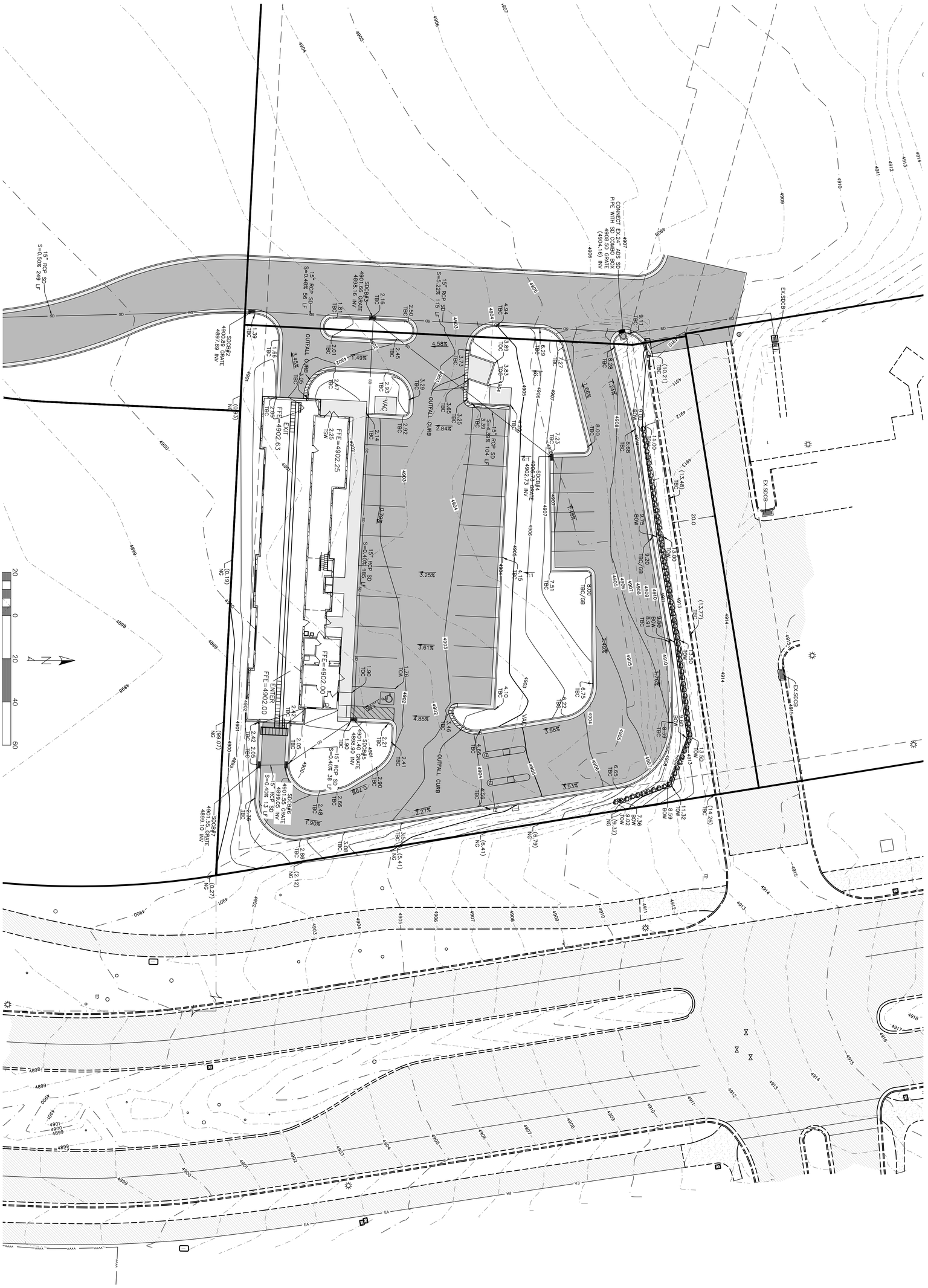
SHEET 3 of 9 SHEETS



SHEET	4
SHEETS	9

PROJECT INFO.
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ENGINEERS STAMP
STATE OF UTAH
PROFESSIONAL ENGINEER
THOMAS E. HUNT

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Grading & Drainage Plan

Tagg N Go Express Wash

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Eagle Mountain, UT

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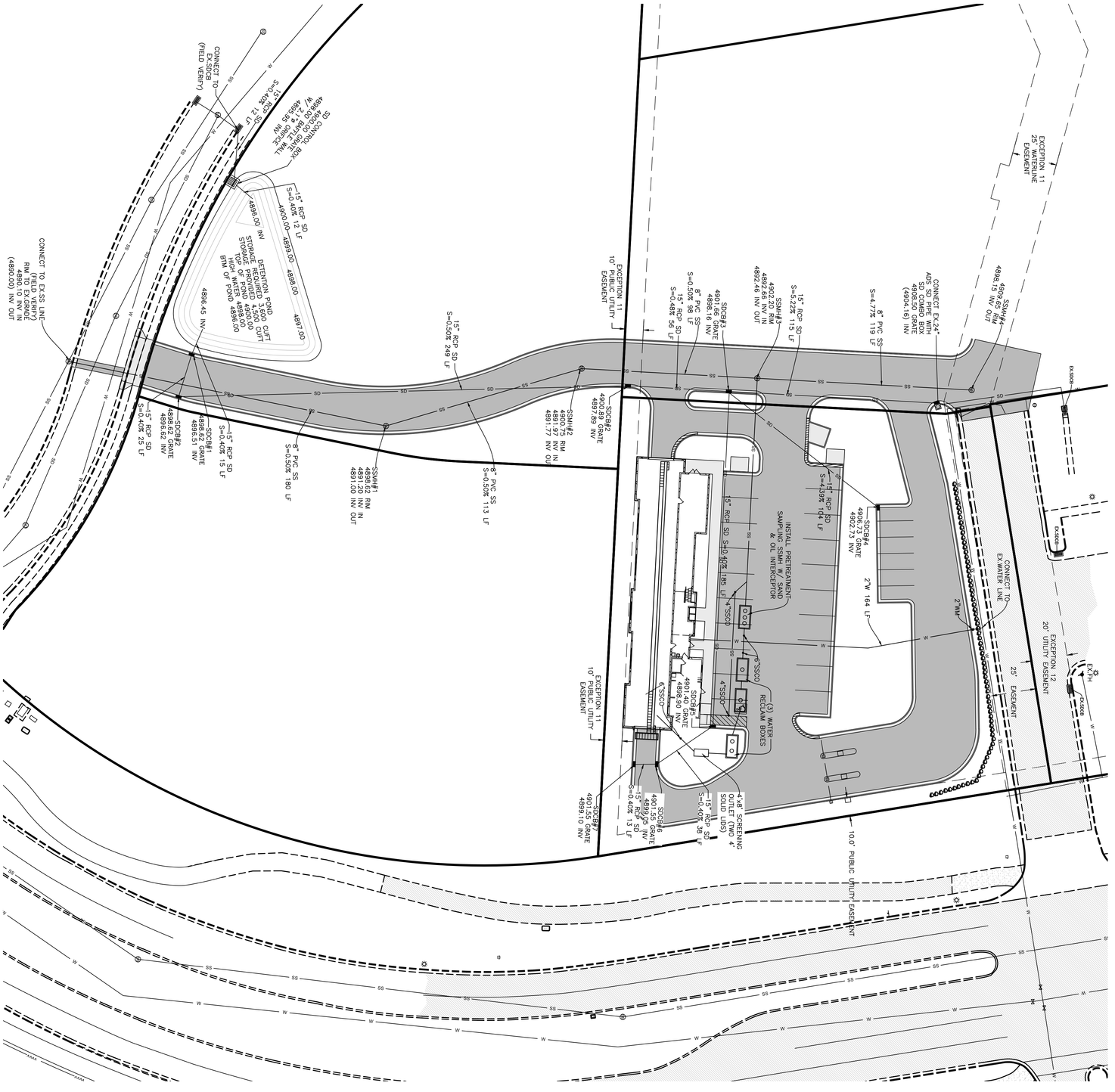

SHEET	5
SHEETS	9

PROJECT INFO.
Engineer: T. HUNT
Drafter: T. HUNT
Start Date: 9/27/2021
Name: Tagg N Go

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PROFESSIONAL ENGINEER
THOMAS E. HUNT
STATE OF UTAH

Revisions
Date

Utility Plan

Tagg N Go Express Wash

Ranches Parkway
Eagle Mountain, UT

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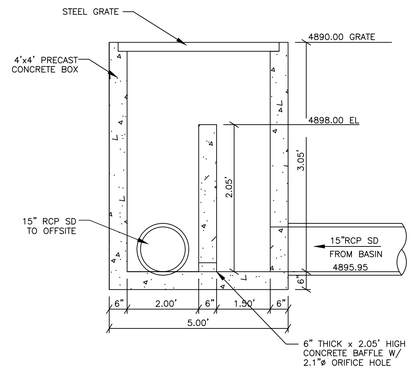
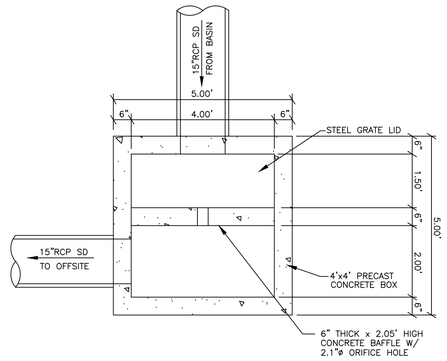


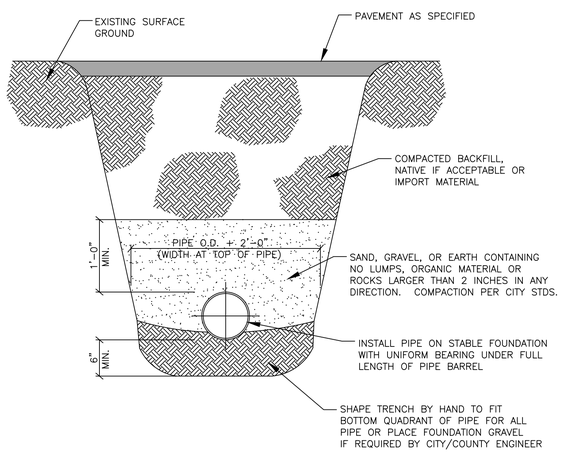
4'x4' Control Box Detail

SCALE: NONE



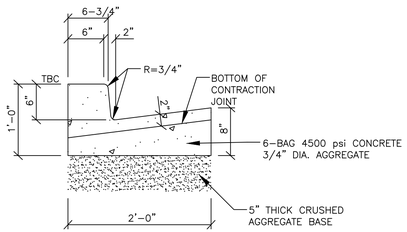
4'x4' Control Box Plan

SCALE: NONE



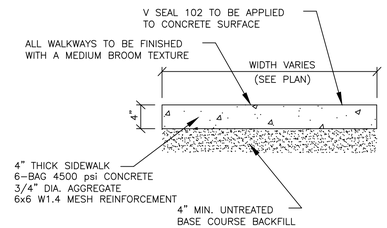
Typical On-Site Pipe Bed Section

SCALE: NONE



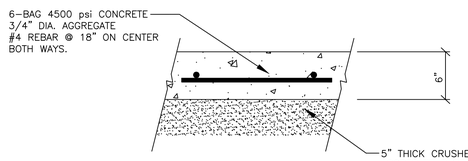
On-Site Curb & Gutter

SCALE: NONE



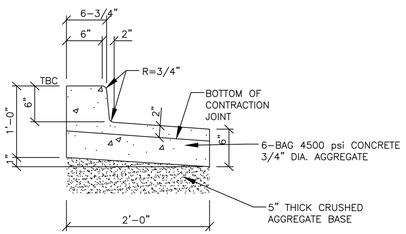
Concrete Walkway

SCALE: NONE



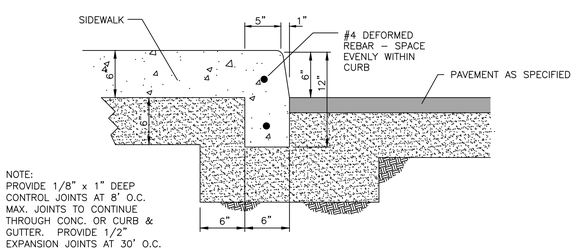
Trash Enclosure Concrete Pad

SCALE: NONE



On-Site Outflow Curb & Gutter

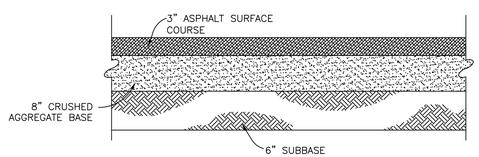
SCALE: NONE



NOTE:
PROVIDE 1/8" x 1" DEEP CONTROL JOINTS AT 8' O.C. MAX. JOINTS TO CONTINUE THROUGH CONC. OR CURB & GUTTER. PROVIDE 1/2" EXPANSION JOINTS AT 30' O.C.

Thickened Edge Sidewalk

SCALE: NONE



Parking Lot/Parking Stall Asphalt Paving

SCALE: NONE

NOTICE TO CONTRACTOR:
ON ALL SECTIONS, REFER TO THE SITE SPECIFIC GEOTECHNICAL REPORT, GEOTECHNICAL REPORT DONE BY AGEC APPLIED GEOTECH PROJ. NO. 1210864 DATED OCTOBER 15, 2021 IS TO GOVERN & CONTROL.

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Details

Revisions	Date

ENGINEERS STAMP

PROFESSIONAL ENGINEER
THOMAS J. HUNT
10/19/2021
STATE OF UTAH

PROJECT INFO.
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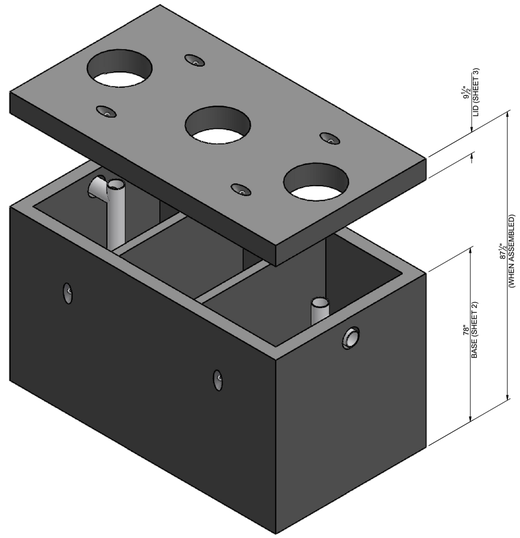
Drafter: T. HUNT
Start Date: 9/27/2021
Name: Tagg N Go

SHEET 6 of 9 SHEETS



ISOMETRIC VIEW

NOTES:
- DESIGNED TO MEET ASTM C1613 AND IAPMO/ANSI Z1001 SPECIFICATIONS
- LATERAL SOIL LOAD = 45 pcf
- SOILD DENSITY = 120 pcf
- DEPTH OF FILL WILL BE 0-6' FILL
- ASSUMED WATER TABLE - BELOW TANK
- COAT ALL INTERIOR SEAMS WITH CONSEAL CS1800 FOR WATER TIGHTNESS

© Mfr DrwG# Engineering\Submittals\Stacked Products\Grease Interceptor\3,000 Gallon Grease Interceptor with 3 Chambers (Deep Bury)\3,000 Gallon Grease Interceptor with 3 Chambers (Deep Bury) 8.5.DWW

Geneva Pipe and Precast — A Northwest Pipe Company

PROPRIETARY AND CONFIDENTIAL
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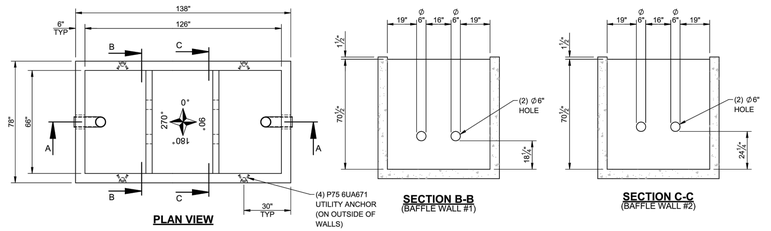
ALL DIMENSIONS ARE ROUNDED TO NEAREST ¼" U.O.N.

PRODUCT: 2,000 GALLON GREASE INTERCEPTOR WITH 3 CHAMBERS (DEEP BURY)

DRAWN BY:	DMANNING	DATE:	11/24/2020	LOADING:	HS-20
CHECKED BY:	MB	SCALE:	1:24	SHEET SIZE:	B

LOCATION: OREM, SALT LAKE CITY, ST. GEORGE — SHEET: 1 of 3



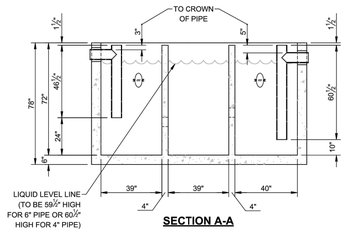
PLAN VIEW

SECTION B-B (BAFFLE WALL #1)

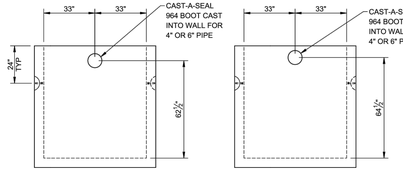
SECTION C-C (BAFFLE WALL #2)

ISOMETRIC VIEW (SCALE 1 : 48)

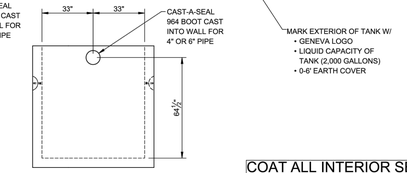
MARK EXTERIOR OF TANK W/
- GENEVA LOGO
- LIQUID CAPACITY OF TANK (2,000 GALLONS)
- 0-6' EARTH COVER



SECTION A-A



90° ELEVATION VIEW (OUTLET)

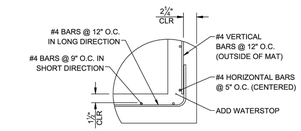


270° ELEVATION VIEW (INLET)

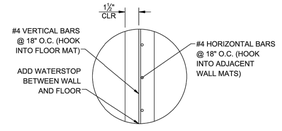
COAT ALL INTERIOR SEAMS WITH CONSEAL CS1800 FOR WATER TIGHTNESS

ADDITIONAL REBAR NOTES:
- ADD (1) #4 HORIZONTAL BAR ABOVE EXTERIOR HOLES

LIFTING NOTES:
- WEIGHT = **24,080 LBS**
- DO NOT LIFT UNTIL CONCRETE STRENGTH REACHES **3,000 PSI**
- LIFT WITH MINIMUM SLING LENGTHS OF **11'-3" LONG**



FLOOR / WALL REINFORCING DETAIL



BAFFLE WALL REINFORCING DETAIL

© Mfr DrwG# Engineering\Submittals\Stacked Products\Grease Interceptor\3,000 Gallon Grease Interceptor with 3 Chambers (Deep Bury)\3,000 Gallon Grease Interceptor with 3 Chambers (Deep Bury) 8.5.DWW

Geneva Pipe and Precast — A Northwest Pipe Company

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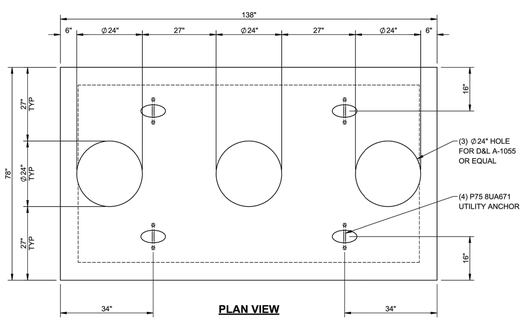
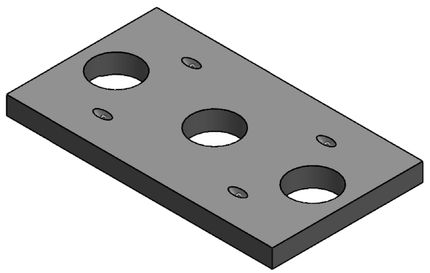
PRODUCT: 2,000 GALLON GREASE INTERCEPTOR WITH 3 CHAMBERS (DEEP BURY)

DRAWN BY:	DMANNING	DATE:	11/24/2020	LOADING:	HS-20
CHECKED BY:	MB	SCALE:	1:42	SHEET SIZE:	B

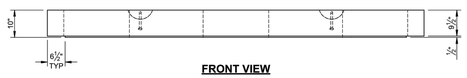
LOCATION: OREM, SALT LAKE CITY, ST. GEORGE — SHEET: 2 of 3



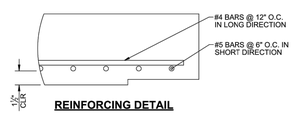
PLAN VIEW



ISOMETRIC VIEW



FRONT VIEW



REINFORCING DETAIL

ADDITIONAL REBAR NOTES:
- ADD (2) #4 DIAGONAL BAR AROUND EACH SIDE OF ALL HOLES

LIFTING NOTES:
- WEIGHT = **8,040 LBS**
- DO NOT LIFT UNTIL CONCRETE STRENGTH REACHES **2,500 PSI**
- LIFT WITH MINIMUM SLING LENGTHS OF **7' LONG**

© Mfr DrwG# Engineering\Submittals\Stacked Products\Grease Interceptor\3,000 Gallon Grease Interceptor with 3 Chambers (Deep Bury)\3,000 Gallon Grease Interceptor with 3 Chambers (Deep Bury) 8.5.DWW

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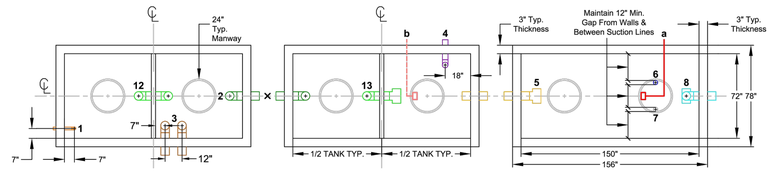
CHECKED BY:	MB	SCALE:	1:24	SHEET SIZE:	B

LOCATION: OREM, SALT LAKE CITY, ST. GEORGE — SHEET: 3 of 3

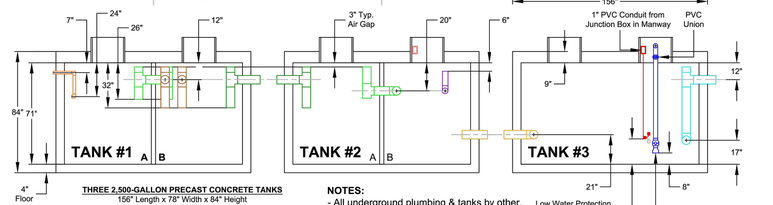
SOBRITE ERS 100 3-TANK LAYOUT

Three 2,500 Gallon Precast Concrete Tanks

TOP VIEW



SIDE VIEW



THREE 2,500-GALLON PRECAST CONCRETE TANKS
156" Length x 78" Width x 84" Height

TANK #1 - 1A Underflow - 1B Primary Settlement
TANK #2 - Secondary Settlement w./ Baffle
TANK #3 - Process Tank

PLUMBING LEGEND
1 - 2" sch 80 PVC Pipe - Underflow Discharge - To TANK 1A
2 - 6" sch 40 PVC Pipe - External Crossover - From TANK 1B to TANK 2A
3 - Two 6" sch 40 PVC Pipes - Center Trench - To TANK 1B
4 - 4" or 6" sch 40 PVC Pipe - Overflow to Sewer - From TANK 2B
5 - 6" sch 40 PVC Pipe - External Crossover - From TANK 2B to TANK 3
6 - 3" sch 80 PVC Pipe - Filter Pump Suction Line - From TANK 3
7 - 3" sch 80 PVC Pipe - Optional Extra Suction Line - From TANK 3
8 - 4" or 6" sch 40 PVC Pipe - AquaPrep Discharge - To TANK 3
12 - 6" sch 40 PVC Pipe - Internal Crossover - From TANK 1A to TANK 1B
13 - 6" sch 40 PVC Pipe - Internal Crossover - From TANK 2A to TANK 2B

ELECTRICAL LEGEND
a - 1" PVC Conduit - Low Water Protection Float Switch (FS-2) - TANK 3
b - 1" PVC Conduit - FOR FUTURE USE - TANK 2B

NOTES:
- All underground plumbing & tanks by other.
- Actual tank dimensions may vary.
- Plumbing should be placed as shown regardless of what tanks are used.
- All pipes must be set below frost line.
- Suction lines MUST be sch 80 PVC.
- Do NOT install screens on foot valve.
- All tank bottoms should be same elevation.
- Consult engineer for elevations.

(If Foot Valve is Raised, The Float Switch Also Needs to be Raised)
Keep a 10" Distance Between Them!

DRAWING NOT TO SCALE

Tanks by Geneva Pipe
1465 West 400 North Orem, UT 84057
Phone #: (801) 225-2416
VERY IMPORTANT - PLEASE READ CAREFULLY!
IF THE TANKS AS SHOWN ON THIS PRINT ARE NOT THE TANKS BEING USED, STOP!
CONSULT SOBRITE FOR NEW TANK DRAWING

SHEET 4

SoBrite Technologies
809 W. Center St.
Eureka IL 61520
Phone:(309)467-2335
Fax: (309) 467-2539

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SOBRITE® Smart Energy Technologies

NOTICE TO CONTRACTOR:
ON ALL SECTIONS, REFER TO THE SITE SPECIFIC GEOTECHNICAL REPORT, GEOTECHNICAL REPORT IS TO GOVERN & CONTROL.

Contents:
Underground Reclaim Tank Details

Job:
Cedar City Car Wash

Customer:
Tagg N Go

File Name:
04292021.dwg

Revisions

Date	Rev.	Drafter
04/29/21	0	NRC

HUNT ENGINEERING, LLC
HUNT ENGINEERING, LLC
6619 Willow Creek Rd.
Mountain Green, UT 84050
C. 801.664.4724
thomas.hunt@hunt-engineering.com

Tagg N Go Express Wash
Ranches Parkway
Eagle Mountain, UT

Details

Revisions | Date

ENGINEERS STAMP
PROFESSIONAL ENGINEER
THOMAS J. HUNT
10/19/2021
STATE OF UTAH

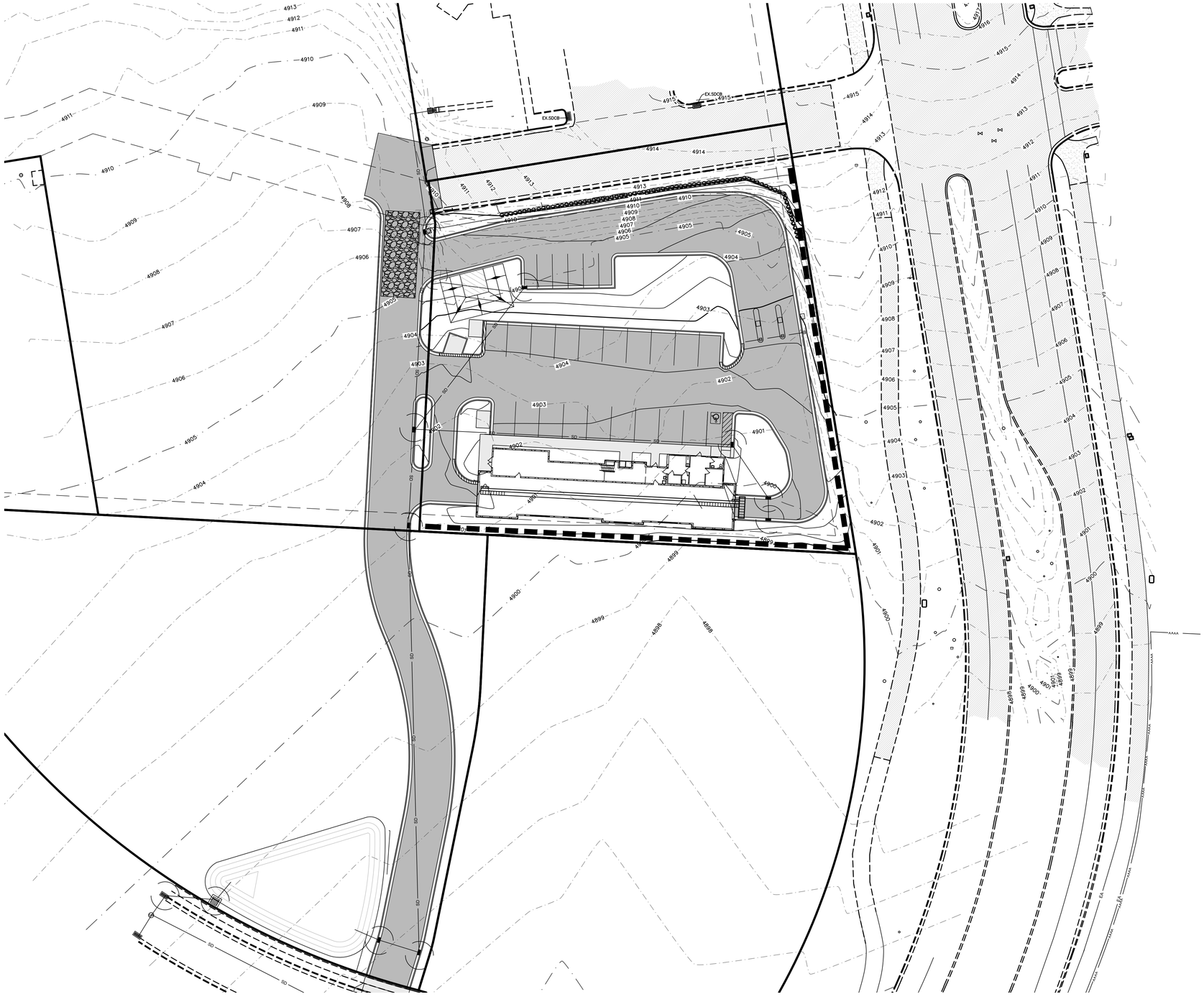
PROJECT INFO.
Engineer: T. HUNT
Drafter: T. HUNT
Start Date: 9/27/2021
Name: Tagg N Go

SHEET 7 | 9 SHEETS

Tagg N Go Express Wash

Storm Water Pollution Prevention Plan

EAGLE MOUNTAIN, UTAH COUNTY, UTAH
OCTOBER 2021



Vicinity Map
NOT TO SCALE

PORTABLE TOILET

INLET PROTECTION TYP. (SEE DETAIL)

SILT FENCE (SEE DETAIL)

STREETS TO BE SWEPT WITHIN 1000 FEET OF CONSTRUCTION ENTRANCE DAILY IF NECESSARY

SCALE: 1"=20'

ALL VEHICLES EXITING SITE TO PROCEED THROUGH CONSTRUCTION ENTRANCE TO REDUCE AMOUNTS OF SEDIMENT TRACKED ONTO ROADWAYS.

50'x20' CONSTRUCTION ENTRANCE W/8" CLEAN GRAVEL

SCALE: 1"=20'

CONCRETE WASH AREA (SEE DETAIL) OR AS SELECTED BY CONTRACTOR

N

30 0 30 60 90

Scale: 1" = 30'

HUNT ENGINEERING, LLC
6619 Willow Creek Rd.
Mountain Green, UT 84050
C. 801.664.4724
thomas.hunt@hunt-engineering.com

Tagg N Go Express Wash
Ranches Parkway
Eagle Mountain, UT

Erosion Control Plan

Revisions	Date

ENGINEERS STAMP

PROFESSIONAL ENGINEER
THOMAS J. HUNT
10/19/2021
STATE OF UTAH

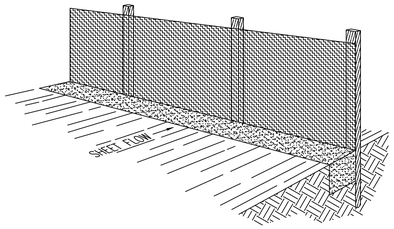
PROJECT INFO.

Engineer: T. HUNT
Drafter: T. HUNT
Start Date: 9/27/2021
Name: Tagg N Go

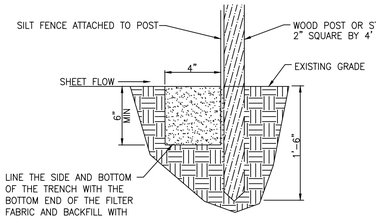
SHEET 8 of 9 SHEETS

Notes:

1. AT ALL TIMES DURING CONSTRUCTION, THE CONTRACTOR SHALL BE RESPONSIBLE FOR PREVENTING AND CONTROLLING EROSION DUE TO WIND AND RUNOFF. THE CONTRACTOR SHALL ALSO BE RESPONSIBLE FOR MAINTAINING EROSION CONTROL FACILITIES SHOWN.
2. THE CONTRACTOR SHALL REMOVE LITTER, CONSTRUCTION DEBRIS, AND CONSTRUCTION CHEMICALS EXPOSED TO STORM WATER, FROM THE SITE ON A DAILY BASIS, OR AS A MINIMUM, PRIOR TO ANY ANTICIPATED STORM EVENT; OR OTHERWISE PREVENT SUCH MATERIAL FROM BECOMING A POLLUTANT SOURCE FOR STORM WATER DISCHARGES.
3. CONTRACTOR SHALL USE VEHICLE TRACKING CONTROL AT ALL LOCATIONS WHERE VEHICLE WILL ENTER OR EXIT THE SITE. VEHICLE TRACKING CONTROL FACILITIES, SILT FENCE, AND INLET PROTECTION WILL BE MAINTAINED WHILE CONSTRUCTION IS IN PROGRESS, MOVED WHEN NECESSARY FOR PHASING OF THE WORK, UNTIL ALL WORK IS COMPLETE.
4. CONTRACTOR SHALL BE RESPONSIBLE FOR KEEPING STREETS CLEAN OF DEBRIS FROM TRAFFIC FROM THE SITE. IF SEDIMENT ESCAPES THE CONSTRUCTION SITE, THE CONTRACTOR SHALL REMOVE OFF-SITE ACCUMULATIONS OF SEDIMENT IMMEDIATELY TO MINIMIZE OFF SITE IMPACTS. AT NO TIME SHALL SEDIMENT BE WASHED DOWN UNPROTECTED INLETS INTO THE PUBLIC STORM SEWER SYSTEM.
5. CONTRACTOR SHALL BE RESPONSIBLE FOR CLEANING DRAINAGE AND EROSION CONTROL FACILITIES AS REQUIRED, AND SHALL REMOVE SEDIMENT FROM SEDIMENT TRAPS OR PONDS WHEN THE DESIGN CAPACITY HAS BEEN REDUCED BY 50%.
6. EXCEPT AS PROVIDED IN (A), (B), AND (C) BELOW, THE CONTRACTOR SHALL INITIATE STABILIZATION MEASURES AS SOON AS PRACTICABLE IN PORTIONS OF THE SITE WHERE CONSTRUCTION ACTIVITIES HAVE TEMPORARILY OR PERMANENTLY CEASED, BUT IN NO CASE MORE THAN 14 DAYS AFTER THE CONSTRUCTION ACTIVITY IN THAT PORTION OF THE SITE HAS TEMPORARILY OR PERMANENTLY CEASED.
   (A)WHERE THE INITIATION OF STABILIZATION MEASURES BY THE 14TH DAY AFTER CONSTRUCTION ACTIVITY TEMPORARILY OR PERMANENTLY CEASES IS PRECLUDED BY SNOW COVER OR FROZEN GROUND CONDITIONS. STABILIZATION MEASURES SHALL BE INITIATED AS SOON AS PRACTICABLE.
   (B)WHERE CONSTRUCTION ACTIVITY ON A PORTION OF THE SITE IS TEMPORARILY CEASED, AND EARTH DISTURBING ACTIVITIES WILL BE RESUMED WITHIN 21 DAYS, TEMPORARY STABILIZATION MEASURES DO NOT HAVE A TO BE INITIATED ON THAT PORTION OF THE SITE.
   (C) IN ARID AREAS (AREAS WITH AN AVERAGE ANNUAL RAINFALL OF 0-10 INCHES), SEMI-ARID AREAS (AREAS WITH AN AVERAGE ANNUAL RAINFALL OF 10-20 INCHES), AND AREAS EXPERIENCING DROUGHTS WHERE THE INITIATION OF STABILIZATION MEASURES BY THE 14TH DAY AFTER CONSTRUCTION ACTIVITY HAS TEMPORARILY OR PERMANENTLY CEASED IS PRECLUDED BY SEASONAL ARID CONDITIONS, STABILIZATION SHALL BE INITIATED AS SOON AS PRACTICABLE.
7. EROSION CONTROL STRUCTURES BELOW SODDED AREAS MAY BE REMOVED ONCE SOD AND FINAL LANDSCAPING IS IN PLACE, EROSION CONTROL STRUCTURES BELOW SEEDED AREAS MUST REMAIN IN PLACE UNTIL THE ENTIRE AREA HAS ESTABLISHED A MATURE COVERING OF HEALTHY VEGETATION. EROSION CONTROL IN PROPOSED PAVED AREAS SHALL REMAIN IN PLACE UNTIL PAVEMENT IS COMPLETE.
8. ALL AREAS DISTURBED DURING CONSTRUCTION SHALL BE PAVED OR SEEDED PER PLAN.
9. ADDITIONAL EROSION CONTROL MEASURES MAY BE REQUIRED DUE TO UNFORSEEN PROBLEMS OR IF THE PLAN DOES NOT FUNCTION AS INTENDED. A REPRESENTATIVE OF THE LOCAL JURISDICTION MAY REQUIRE ADDITIONAL CONTROL DEVICES UPON INSPECTION OF PROPOSED FACILITIES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR IMPLEMENTING ANY NECESSARY CHANGES AND POSTING ANY UPDATES TO THE PLANS AND RECORDING CHANGES IN THE STORMWATER POLLUTION PLAN DOCUMENT.
10. THIS PLAN IS ONLY TO BE USED FOR INSTALLATION OF EROSION CONTROL FACILITIES. DO NOT USE THIS PLAN FOR FINISH GRADING OR STORM SEWER CONSTRUCTION.
11. THE CONTRACTOR SHALL AMEND THE STORM WATER POLLUTION PREVENTION PLAN (SWPPP) WHENEVER:
    - THERE IS A CHANGE IN DESIGN, CONSTRUCTION OPERATION, OR MAINTENANCE, WHICH HAS A SIGNIFICANT EFFECT ON THE DISCHARGE OF POLLUTANTS TO THE WATERS OF THE STATE AND WHICH HAS NOT OTHERWISE BEEN ADDRESSED IN THE PLAN;
    - INSPECTIONS OR INVESTIGATIONS BY SITE OPERATORS, LOCAL, STATE, OR FEDERAL OFFICIALS INDICATE THE SWPPP IS PROVING INEFFECTIVE IN ELIMINATING OR SIGNIFICANTLY MINIMIZING POLLUTANTS FROM SOURCES INDENTIFIED UNDER PART III.D.1 OF THE PERMIT, OR IS OTHERWISE NOT ACHIEVING THE GENERAL OBJECTIVES OF CONTROLLING POLLUTANTS IN STORM WATER DISCHARGES ASSOCIATED WITH CONSTRUCTION ACTIVITY; AND
    - A NEW CONTRACTOR AND/OR SUBCONTRACTOR WILL IMPLEMENT A MEASURE OF THE SWPPP IN ORDER TO IDENTIFY THEIR ROLE AND RESPONSIBILITY FOR THE SWPPP. AMENDMENTS TO THE PLAN MAY BE REVIEWED BY THE EXECUTIVE SECRETARY (OR AUTHORIZED REPRESENTATIVE) IN THE SAME MANNER AS PART III.B.2 OF THE PERMIT.
12. THE CONTRACTOR SHALL KEEP A RECORD OF THE DATES WHEN MAJOR GRADING ACTIVITIES OCCUR, WHEN CONSTRUCTION ACTIVITIES TEMPORARILY OR PERMANENTLY CEASE ON A PORTION OF THE SITE, AND WHEN STABILIZATION MEASURES ARE INITIATED, AND INCLUDE THIS INFORMATION IN THE SWPPP.
13. THE CONTRACTOR SHALL NOTE THAT FLUCTUATIONS OF THE GROUNDWATER TABLE MAY OCCUR DUE TO VARIOUS FACTORS NOT EVIDENT AT THE TIME OF PREPARATION OF THIS PLAN. THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING ANY DEWATERING PERMITS REQUIRED FOR THE PROJECT.
14. THE PROJECT SITE IN IN FLOOD ZONE "X" WHICH DENOTES AREAS OUTSIDE THE 0.2% ANNUAL CHANCE OF FLOOD.
15. THERE ARE NO SURFACE WATER FEATURES LOCATED ON THIS SITE.
16. THE TEMPORARY PARKING AND STORAGE AREA SHALL ALSO BE USED AS THE EQUIPMENT MAINTENANCE AREA, EQUIPMENT CLEANING AREA. EMPLOYEES BREAK AREA, AND AREA FOR LOCATING PORTABLE FACILITIES, OFFICE TRAILERS, AND TOILET FACILITIES. THE CONTRACTOR SHALL CONTAIN AND TREAT ALL LEAKS AND SPILLS FROM ANY EQUIPMENT OR FACILITIES.
17. ALL WASH WATER (CONCRETE TRUCKS, VEHICLE CLEANING, ETC.) SHALL BE DISPOSED OF IN A MANNER THAT PREVENTS CONTACT WITH STORM WATER DISCHARGES FROM THE SITE. CONCRETE TRUCK WASHING SHALL BE DONE AT THE LOCATION SHOWN.
18. MAINTAIN ON THE SITE OR HAVE READILY AVAILABLE SUFFICIENT OIL AND GREASE ABSORBING MATERIALS TO CONTAIN AND CLEANUP FUEL OR CHEMICAL SPILLS AND LEAKS.
19. FUGITIVE DUST BLOWING FROM THE SITE SHALL BE CONTROLLED BY SPRAYING WATER ON DRY AREAS OF THE SITE. THE USE OF MOTOR OILS AND OTHER PETROLEUM BASED OR TOXIC LIQUIDS FOR DUST SUPPRESSION OPERATIONS IS ABSOLUTELY PROHIBITED.
20. NO RUBBISH, TRASH, GARBAGE, OR OTHER SUCH MATERIALS SHALL BE DISCHARGED INTO DRAINAGE DITCHES OR WATERS OF THE STATE.
21. ALL MEASURES PRESENTED IN THE SWPPP SHALL BE INITIATED AS SOON AS PRACTICABLE.
22. IF THE GRAVEL CONSTRUCTION ENTRANCES ARE NOT EFFECTIVE IN REMOVING THE MAJORITY OF DIRT OR MUD FROM THE TIRES OF THE CONSTRUCTION VEHICLES, THEN THE TIRES MUST BE WASHED BEFORE THE VEHICLES ENTER THE PUBLIC ROAD. IF WASHING IS USED, PROVISIONS MUST BE MADE TO INTERCEPT THE WASH WATER AND TRAP THE SEDIMENT BEFORE IT IS CARRIED OFF THE SITE.
23. ALL MATERIALS SPILLED, DROPPED, WASHED, OR TRACKED FROM VEHICLES ONTO ROADWAYS OR INTO STORM DRAINS MUST BE REMOVED IMMEDIATELY.
24. IF SOIL STOCKPILING IS EMPLOYED ON THE SITE, SILT FENCES SHALL BE USED TO HELP CONTAIN THE SEDIMENT.
25. ALL TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES SHALL BE DISPOSED OF WITHIN 30 DAYS AFTER FINAL STABILIZATION. FINAL STABILIZATION HAS OCCURRED WHEN ALL SOIL DISTURBING ACTIVITIES ARE COMPLETED AND A UNIFORM PERENNIAL VEGETATIVE COVER WITH A DENSITY OF 70% OF THE COVER FOR UNPAVED AREAS AND AREAS NOT COVERED BY PERMANENT STRUCTURES HAS BEEN EMPLOYED.
26. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ADJUSTING THE EROSION CONTROL MEASURES (SILT FENCES, STRAW BALES, ETC.) DUE TO GRADE CHANGES DURING THE DEVELOPMENT OF THE PROJECT.
27. ALL OFF-SITE CONSTRUCTION SHALL BE STABILIZED AT THE END OF EACH WORKING DAY. THIS INCLUDES BACKFILLING OF TRENCHES FOR STORM DRAIN CONSTRUCTION AND PLACEMENT OF GRAVEL OR BITUMINOUS PAVING FOR ROAD CONSTRUCTION.
28. THE CONTRACTOR SHALL POST THESE PLANS AND THE SWPPP IN THE JOB TRAILER, LOG ALL CHANGES, AND UPDATE PLANS AND THE SWPPP AS REQUIRED.
29. THE CONTRACTOR SHALL IMPLEMENT BEST MANAGEMENT PRACTICES (BMPS) AND CONFORM TO ALL CITY AND STATE REQUIREMENTS FOR EROSION CONTROL AND STORM WATER PROTECTION.
30. IN THE UNLIKELY EVENT THAT A PHASE DOES NOT IMPROVE ACCESS AND/OR AN ACCESS ROAD IS CONSTRUCTED, BEST MANAGEMENT PRACTICES SHALL BE APPLIED IN ANY TEMPORARY OR PERMANENT STRUCTURES OR ACCESS POINTS.
31. THE CONTRACTOR SHALL COMPLETE WEEKLY INSPECTION FORMS FOR THE CITY'S RECORDS, COVERING WEEKLY INSPECTIONS AND MAINTENANCE.
32. EXISTING PERIMETER FENCING TO ACT AS CONSTRUCTION FENCING. IF PERIMETER FENCING IS REMOVED, A CONSTRUCTION SHALL BE INSTALLED UNTIL A NEW FENCE OR WALL IS CONSTRUCTED.



Perspective View

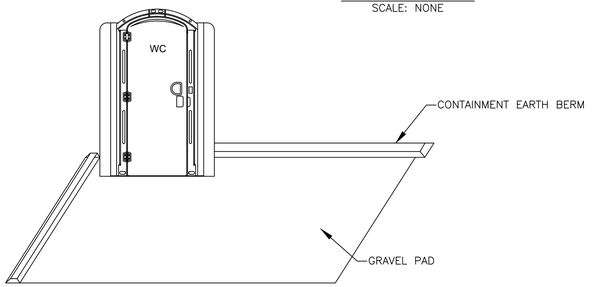


Section

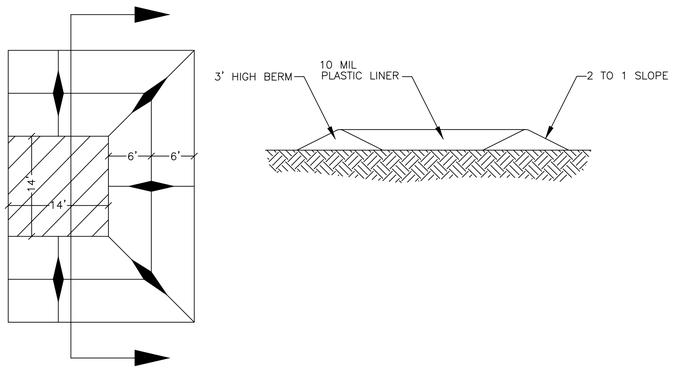
Silt Fence Notes:

1. WHERE POSSIBLE, LAYOUT THE SILT FENCE 5' TO 10' BEYOND THE TOE OF THE SLOPE.
2. ALIGN THE FENCE ALONG THE CONTOUR AS CLOSE AS POSSIBLE.
3. WHEN EXCAVATING THE TRENCH, USE MACHINERY THAT WILL PRODUCE NO MORE THAN THE DESIRED DIMENSIONS.
4. AVOID USING JOINTS ALONG THE FENCE AS MUCH AS POSSIBLE. IF A JOINT IS NECESSARY, SPLICE THE SILT FENCE AT A POST WITH A 6" OVERLAP AND SECURELY FASTEN BOTH ENDS TO THE POST.
5. MAINTAIN A PROPERLY FUNCTIONING SILT FENCE THROUGHOUT THE DURATION OF THE PROJECT OR UNTIL DISTURBED AREAS HAVE BEEN VEGETATED.
6. REMOVE SEDIMENT AS IT ACCUMULATES AND PLACE IT IN A STABLE AREA.
7. WHEN PLACING FENCE ON SLOPES STEEPER THAN 2:1 SEE SWPPP REPORT.

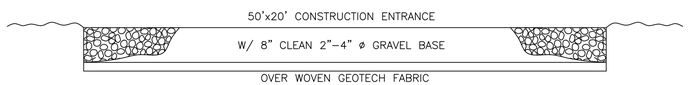
Silt Fence Detail
SCALE: NONE



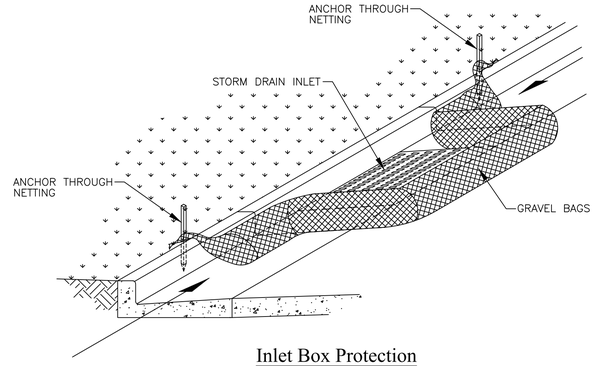
Portable Toilet
SCALE: NONE



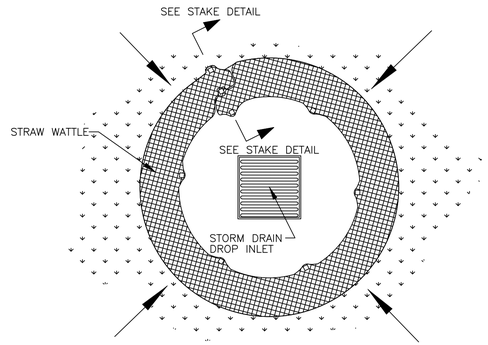
Concrete Washout Area
w/ 10 mil Plastic Liner
SCALE: NONE



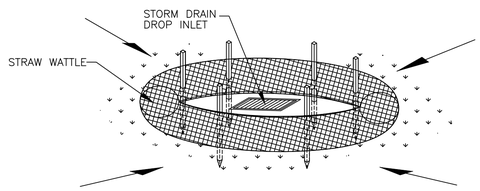
Cross Section 50' x 20' Construction Entrance



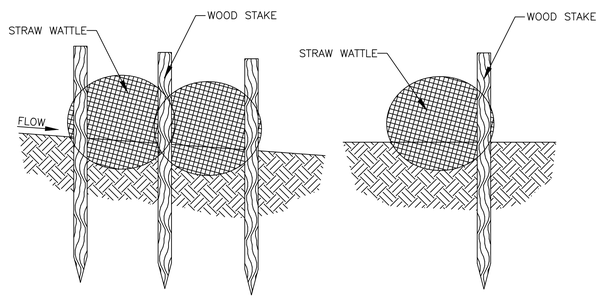
Inlet Box Protection



Plan View



Drop Inlet Protection



HUNT ENGINEERING, LLC
6619 Willow Creek Rd.
Mountain Green, UT 84050
C. 801.664.4724
thomas.hunt@hunt-engineering.com

Tagg N Go Express Wash
Ranches Parkway
Eagle Mountain, UT

Erosion Control Details

Revisions	Date

ENGINEERS STAMP

PROFESSIONAL ENGINEER
THOMAS J. HUNT
10/19/2021
STATE OF UTAH

PROJECT INFO.

Engineer: T. HUNT
Drafter: T. HUNT
Start Date: 9/27/2021
Name: Tagg N Go

SHEET 9 of 9 SHEETS

Executive Summary

Tagg-N-Go is proposing a Car Wash Development that is planning to open in early 2022 on the southwest corner of Memorial Highway (SR-73) and Ranches Parkway. There are some other developments in the near vicinity that are also planning on being built within the next 3-4 years. The purpose of this study is to assess the existing traffic flow and distribution, forecast the additional traffic generated from the development on opening day for the Car Wash (2022) and forecast the traffic 3-4 years from now (2025) with the surrounding developments being in place to determine the projected Level of Service to determine the impact these developments would have on the existing traffic flow and what mitigations may be needed.

Key Findings

- **Existing 2021 Traffic conditions:**
    - The existing Memorial Highway (SR-73) and Ranches Pkwy intersection is operating at a Level of Service D in the AM & PM Peak.
    - During the morning school rush, left turn movements onto Ranches Pkwy have a delay, but is quickly resolved after the school rush.

- **Car Wash 2022:** The Car Wash generates 14 AM trips and 58 PM trips during the peak hours.
    - The Car Wash has little to no impact on the Level of Service at the intersection but does increase the Maverik access delay.
    - Mitigations:
        - An alternative route to Stonebridge Ln has been designed to ease the Maverik access.

- **Adjoining Developments (2022-2025):** Anticipated neighboring developments (preschool, dentist office, variety retail store, fast food restaurants etc.) generate 314 AM trips and 325 PM Trips.
    - The addition of these developments worsens the Level of Service at the accesses into the site – but has little to no impact on the intersection.
    - Mitigations:
        - A traffic light at Stonebridge Ln is needed once any fast food restaurant with a drive thru-window is installed.
        - Slight modifications to the signal phasing at the Memorial Highway (SR-73) & Ranches Pkwy traffic signal.

Introduction and Summary

This report presents the findings of the Traffic Impact Study (TIS) performed for the proposed Tagg-N-Go Car Wash, PreSchool, and drive-thru restaurants and other retail buildings at this location. The study areas are:

- Ranches Parkway/Memorial Highway (SR-73) (Signalized)
- Ranches Parkway/Campus Drive (Two-way stop controlled)
- Ranches Parkway/Stonebridge Ln (One-way stop controlled)

This report addresses the impacts based on Level of Service (LOS) values calculated by delay per vehicles.

Proposed Development

The proposed development is located on the southwest corner of Memorial Highway (SR-73) and Ranches Parkway. This project location is shown in Figure #1. This land is currently undeveloped, and it is proposed that a car wash be built during Phase 1, a PreSchool to be built during Phase 2 (to be completed by others), a general retail store with some office space and fast food restaurants be built during Phase 3, and a dental office be built during Phase 4. While the final layouts have not been solidified, see Figure #2 for a rough concept plan.

Analysis of Existing Conditions

Level of Service Analysis

For this traffic impact study, the LOS was determined by calculating the average delay time per vehicle in seconds using Synchro 11. Each LOS is associated with a designated range of delay times in seconds per vehicle. Table 1 (below) is used to determine the LOS for a signalized intersection based on the delay in seconds per vehicle. Table 2 (below) is used to determine the LOS for an unsignalized intersection based on the delay in seconds per vehicle. According to the Highway Capacity Manual, most facilities are designed for a service flow rate at LOS D or better to ensure acceptable operating conditions to users.

Table 1 - Signalized Intersections Level of Service

LOS	*Intersection Delay per Vehicle (sec/veh)*	*General Description*
A	**≤ 10**	**Free Flow**
B	**> 10 - 20**	**Stable Flow (slight delays)**
C	**> 20 - 35**	**Stable Flow (acceptable delays)**
D	**> 35 - 55**	**Approaching unstable (tolerable delay)**
E	**> 55 - 80**	**Unstable Flow (intolerable delay)**
F	**> 80**	**Forced Flow (congested and failure)**

Source: Highway Capacity Manual (HCM) 2010.

Table 2 - Unsignalized Intersections Level of Service

LOS	*Intersection Delay per Vehicle (sec/veh)*	*General Description*
A	**≤ 10**	**Free Flow**
B	**> 10 - 15**	**Stable Flow (slight delays)**
C	**> 15 - 25**	**Stable Flow (acceptable delays)**
D	**> 25 - 35**	**Approaching unstable (tolerable delay)**
E	**> 35 - 50**	**Unstable Flow (intolerable delay)**
F	**> 50**	**Forced Flow (congested and failure)**

Source: Highway Capacity Manual (HCM) 2010.

Study Area Level of Service

The existing intersection was analyzed using Synchro 11. The results, indicating the current level of service, are shown in Table 3 and the appendix.

Table 3 – Existing Level of Service for Study Area

Studied Intersection	*AM Peak Hour*		*PM Peak Hours*	
	Delay (sec/veh)	*LOS*	*Delay (sec/veh)*	*LOS*
Memorial Highway/Ranches Pkwy	***48.0***	***D***	***48.4***	***D***
Ranches Pkwy/Campus Dr	***5.5***	***A***	***2.9***	***A***
Ranches Pkwy/Stonebridge Ln	***2.2***	***A***	***2.1***	***A***

Source: Delay times and LOS determined using Synchro 11.

Queuing

Memorial Highway/Ranches Pkwy
The northbound left and southbound left turn movements at the signalized intersection have some queue lengths and delay that sometimes create unstable flow.

Ranches Pkwy/Campus Dr
Eastbound turn movements out of the existing Maverik access at times have a significant delay where mitigation is needed.

Ranches Pkwy/Stonebridge Ln
Eastbound left turn movements out of the have times of significant delay, however this was only during a very small portion of day when school traffic was in play.

Summary of Existing Conditions

Based upon the existing traffic conditions in both the AM and PM peak hours, the overall Level of Service on Memorial Highway/Ranches Pkwy operates at a LOS D, while the unsignalized intersections operate at a LOS A.

Projected Traffic w/ Car Wash in 2022

Trip Generation

The number of new trips generated for the proposed development was determined using trip generation figures obtained from ITE Trip Generation Manual 10th Edition.

It is proposed that the development will consist of a 5,100 square foot automated Car Wash. The number of new trips generated for the proposed development was determined using trip generation figures obtained from ITE Trip Generation Manual 10th Edition. The calculations for this can be found in the Appendix. These results can be seen in Table 4 below. For additional information and calculations see the Appendix.

Table 4 – Project Trip Generation

Land Use	*Weekday Trips Entering*	*Weekday Trips Exiting*	*AM Trips Entering*	*AM Trips Exiting*	*PM Trips Entering*	*PM Trips Exiting*
Car Wash	61	61	7	7	29	29

The new trips estimated to be generated from the proposed development was distributed onto the roadway network based on the proposed site access locations, existing turning movements, existing traffic patterns, and proximity to major roadways. The estimated trip generation distribution is shown in Figure 4 below.

The projected new trips were added to the existing 2021 background traffic to represent opening day of this project. The projected combined vehicle movements are shown in Figure 5 below.

Results – w/Car Wash in 2022

Based on current conditions, combined with the projected traffic flows from the proposed development at full build out, we have prepared a study of the studied intersection and new accesses. The results of the study are shown in Table 5.

Table 5 – Existing and Proposed Level of Service for Study Area (2022 w/Car Wash)

Peak Hour	*Studied Intersection*	*Existing*		*Proposed*	
		Delay (sec/veh)	*LOS*	*Delay (sec/veh)*	*LOS*
AM Peak	*Memorial Highway/Ranches Pkwy*	*48.0*	*D*	*48.2*	*D*
	Ranches Pkwy/Campus Dr	*5.5*	*A*	*5.5*	*A*
	Ranches Pkwy/Stonebridge Ln	*2.2*	*A*	*2.6*	*A*
	Stonebridge Ln Access	*-*	*-*	*0.2*	*A*
PM Peak	*Memorial Highway/Ranches Pkwy*	*48.4*	*D*	*48.4*	*D*
	Ranches Pkwy/Campus Dr	*2.9*	*A*	*3.0*	*A*
	Ranches Pkwy/Stonebridge Ln	*2.1*	*A*	*3.6*	*A*
	Stone Bridge Ln Access	*-*	*-*	*1.1*	*A*

Source: Delay times and LOS determined using Synchro 11.

Queuing

Memorial Highway/Ranches Pkwy
The Car Wash has minimal to no impact on the level of service at this intersection.

Ranches Pkwy/Campus Dr
While the overall level of service is still fantastic, Eastbound turn movements out of this access at times have a significant delay where mitigation is needed.

Ranches Pkwy/Stonebridge Ln
Eastbound left turn movements out of the have times of significant delay, however this was only during a very small portion of day when school traffic was in play. The peak hours of the car wash don't coincide with the school hours, so there virtually isn't any increase in delay.

Mitigations

- It is recommended that an alternative access point be constructed to Stonebridge Ln to not produce any additional traffic to the existing Maverik Access.

Summary of Existing Conditions

Based upon the existing traffic conditions in both the AM and PM peak hours, the overall Level of Service in all locations remain the same. However, there are significant queue/delay times specifically at the Ranches Pkwy/Campus Dr. intersection and an alternative route to Stonebridge Ln should be built.

Future Traffic w/full Development by 2025

Trip Generation

The number of new trips generated for the proposed development was determined using trip generation figures obtained from ITE Trip Generation Manual 10th Edition.

It is proposed that the development will consist of a 7,000 square foot Dental Office, 15,000 square feet of Variety Retail, and 3,000 square feet of Fast Food Restaurant. The number of new trips generated for the proposed development was determined using trip generation figures obtained from ITE Trip Generation Manual 10th Edition. The calculations for this can be found in the Appendix. These results can be seen in Table 6 below. For additional information and calculations see the Appendix.

Table 6 – Project Trip Generation

Land Use	*Weekday Trips Entering*	*Weekday Trips Exiting*	*AM Trips Entering*	*AM Trips Exiting*	*PM Trips Entering*	*PM Trips Exiting*
PreSchool	98	97	37	31	14	18
Dental Office	122	122	16	9	11	18
Variety Retail Store	476	476	34	34	56	55
Fast Food Restaurant	708	705	81	72	78	75
TOTAL	1404	1400	168	146	159	166

The new trips estimated to be generated from the proposed development was distributed onto the roadway network based on the proposed site access locations, existing turning movements, existing traffic patterns, and proximity to major roadways. The estimated trip generation distribution is shown in Figure 6 below.

The projected new trips were added to the Car Was 2022 background traffic to represent opening day of this project. The projected combined vehicle movements are shown in Figure 7 below.

Results - 2025

Based on current conditions, combined with the projected traffic flows from all of the developments, we have prepared a study of the studied intersection and new accesses. The results of the study are shown in Table 7.

Table 7 – Existing, Proposed 2025 Ful Development Level of Service for Study Area

Peak Hour	*Studied Intersection*	*Existing*		*Car Wash 2022*		*2025*	
		Delay (sec/veh)	*LOS*	*Delay (sec/veh)*	*LOS*	*Delay (sec/veh)*	*LOS*
AM Peak	*Memorial Highway/Ranches Pkwy*	*48.0*	*D*	*48.2*	*D*	*48.4*	*D*
	Ranches Pkwy/Campus Dr	*5.5*	*A*	*5.5*	*A*	*2.9*	*A*
	Ranches Pkwy/Stonebridge Ln	*2.2*	*A*	*2.6*	*A*	*8.9*	*A*
	Stonebridge Ln Access	*-*	*-*	*0.2*	*A*	*4.2*	*A*
PM Peak	*Memorial Highway/Ranches Pkwy*	*48.4*	*D*	*48.4*	*D*	*49.9*	*D*
	Ranches Pkwy/Campus Dr	*2.9*	*A*	*3.0*	*B*	*2.4*	*A*
	Ranches Pkwy/Stonebridge Ln	*2.1*	*A*	*3.6*	*A*	*8.9*	*B*
	Stonebridge Ln Access	*-*	*-*	*1.1*	*A*	*4.2*	*A*

Source: Delay times and LOS determined using Synchro 11.

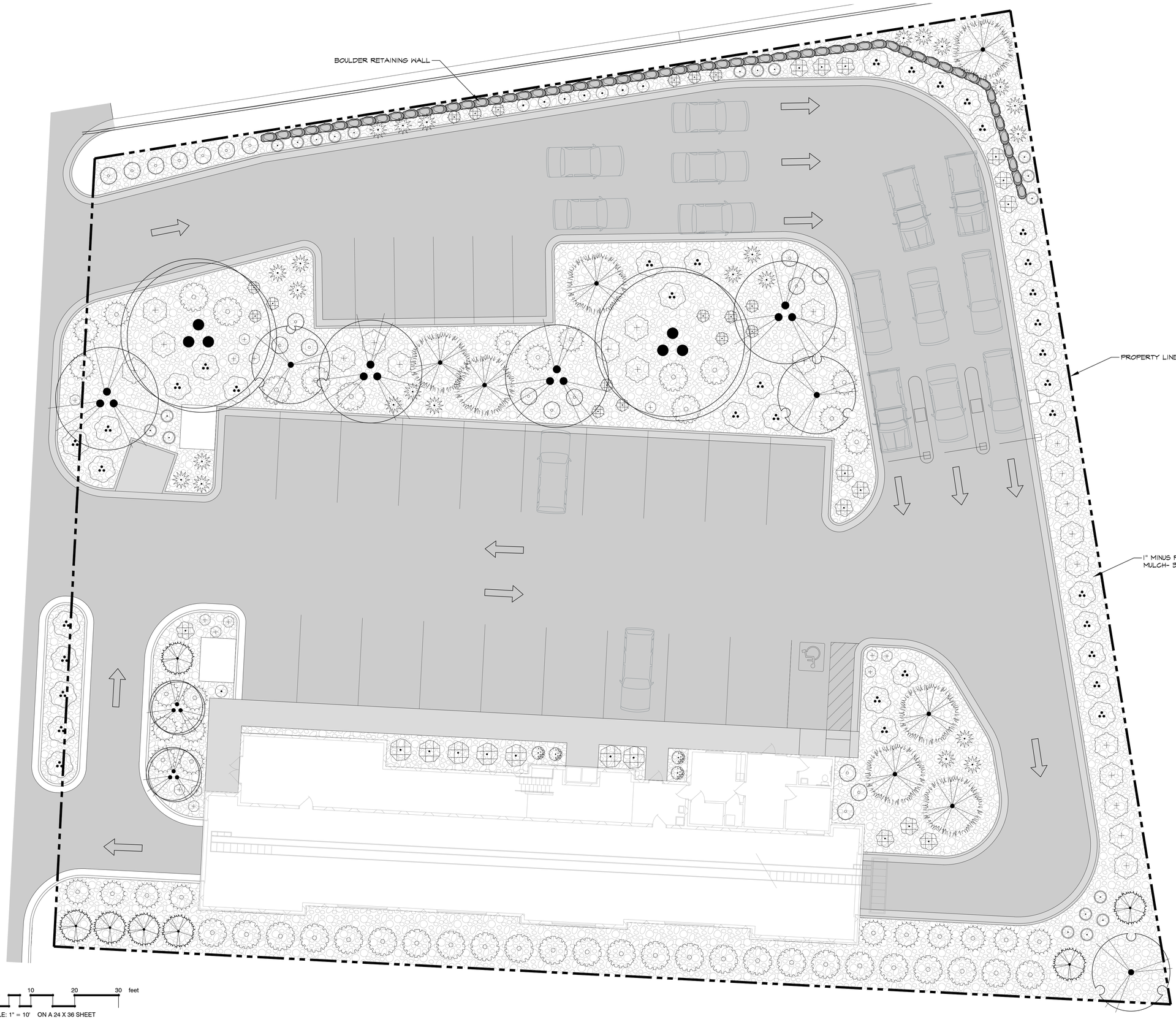
Our principal findings from our traffic impact analysis have determined that during the peak hours, the Memorial Highway/Ranches Pkwy intersection will all operate at a LOS D or better and all accesses will operate at a LOS B or better.

Queuing

Memorial Highway/Ranches Pkwy
The addition of this full development will very slightly increase the delay and queuing at the intersection.

Ranches Pkwy/Campus Dr
With the new traffic signal on Stonebridge Ln and Ranches Pkwy, a majority traffic at this intersection can be redistributed to the new traffic signal improving the level of services at this intersection

Ranches Pkwy/Stonebridge Ln
With a traffic signal being installed at this intersection, the level of service and left turn lanes is dramatically improved.



0 10 20 30 feet

SCALE: 1" = 10' ON A 24 X 36 SHEET

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utlandarc@gmail.com
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SEAL

LICENSED LANDSCAPE ARCHITECT
ZACHARY TAYLOR
#11997347-5301
STATE OF UTAH

10/19/2021

PROJECT

TAGG N GO CARWASH
RANCHES PARKWAY
EAGLE MOUNTAIN, UT

ISSUE DRAWING LOG

CALL 811 BEFORE YOU DIG
811
SAFE DIGGING PARTNER

TITLE

LANDSCAPE PLAN

SHEET NO.

L100

PLANT SCHEDULE

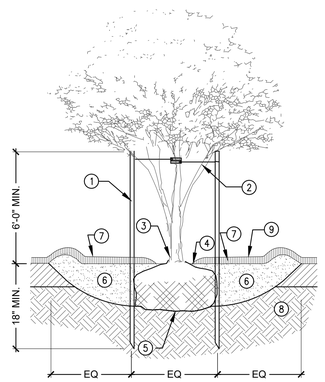
TREES	BOTANICAL / COMMON NAME	CONT	QTY
	CARPINUS BETULUS 'FRANZ FONTAINE' / FRANZ FONTAINE HORNBEAM	2" CAL.	2
	GLEDITSIA TRIACANTHOS 'AUREA' / GOLDEN HONEY LOCUST 20' TALL BY 40' WIDE AT MATURITY	2" CAL.	4
	PICEA GLAUCA PENDULA / WEEPING WHITE SPRUCE 8' TALL MIN. AT TIME OF PLANTING	B & B	7
	PICEA PUNGENS 'BABY BLUEEYES' / BABY BLUE EYES SPRUCE 8' TALL MIN. AT TIME OF PLANTING	B & B	7
	PRUNUS VIRGINIANA 'CANADA RED' / CANADA RED CHOKECHERRY	2" CAL.	3
	TILIA CORDATA / LITTLELEAF LINDEN	2" CAL.	2

SHRUBS	BOTANICAL / COMMON NAME	SIZE	QTY
	BUXUS X 'GREEN MOUNTAIN' / BOXWOOD	5 GAL	4
	CORNUS SERICEA 'IVORY HALO' / VARIEGATED REDTWIG DOGWOOD	5 GAL	7
	EUONYMUS ALATUS 'COMPACTUS' / COMPACT BURNING BUSH	5 GAL	37
	HESPERALOE PARVIFLORA / RED YUCCA	5 GAL	24
	JUNIPERUS HORIZONTALIS 'BLUE RUG' / BLUE RUG JUNIPER	5 GAL	25
	PHYSOCARPUS OPULIFOLIUS 'SMNPOBLR' TM / GINGER WINE NINEBARK	5 GAL	22
	POTENTILLA FRUTICOSA / BUSH CINQUEFOIL	5 GAL	17
	RHUS AROMATICA 'GRO-LOW' / GRO-LOW FRAGRANT SUMAC	5 GAL	33
	SPIRAEA X BUMALDA 'GOLDFLAME' / GOLDFLAME SPIREA	5 GAL	19
	SPIRAEA X BUMALDA 'LIMEMOUND' TM / LIMEOUND SPIREA	5 GAL	8
	WEIGELA FLORIDA 'MINUET' / MINUET WEIGELA	5 GAL	13

ANNUALS/PERENNIALS	BOTANICAL / COMMON NAME	SIZE	QTY
	HEMEROCALLIS X 'STELLA DE ORO' / STELLA DE ORO DAYLILY	1 GAL	14

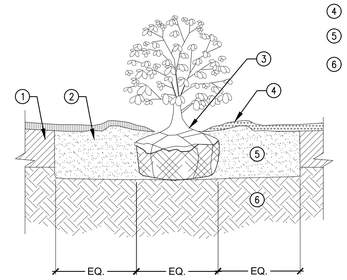
GRASSES	BOTANICAL / COMMON NAME	SIZE	QTY
	CALAMAGROSTIS X ACUTIFLORA 'KARL FOERSTER' / FEATHER REED GRASS	1 GAL	19

NOTES:
1. INSTALL TREE PLUMB
2. FOR ALL FALL PLANTING, WRAP TRUNK TO LOWEST BRANCH. REMOVE THE FOLLOWING SPRING.



1. 2" DIA (ROUND) FIR POSTS, 2 PER TREE. ALL POSTS SHALL BE PLUMB AND HAVE SAME HEIGHT ABOVE FINISH GRADE.
2. GALVANIZED WIRE CABLE LOOPED THROUGH 1" GROMMETED NYLON WEBBING AROUND TRUNK. SECURE BY TWISTING UNTIL TAUT
3. TOP OF ROOTBALL SHALL BE 1"-2" ABOVE FINISHED GRADE
4. ROOT FLARE SHALL BE EXPOSED; MULCH SHOULD NOT BE WITHIN 4" OF TREE TRUNK
5. PLACE BALL ON UNDISTURBED SUBSOIL. CUT WIRE BASKET AND REMOVE AND DISCARD BURLAP OR OTHER SOD WRAPPING MATERIALS FOR TOP 1/3 OF ROOTBALL.
6. EXCAVATE HOLE TO DIAMETER 3X WIDER THAN ROOTBALL. BACKFILL WITH PLANTING SOIL MIX
7. BARK MULCH, DEPTH AS SPECIFIED.
8. UNDISTURBED SUBGRADE
9. 5' DIA. DEPRESSED WATERING BASIN.

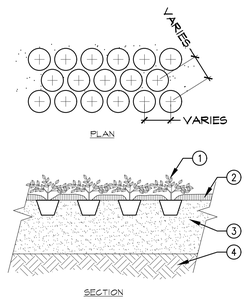
1 DECIDUOUS TREE WITH STAKING
NTS



1. PLANTING SOIL MIX
2. BARK MULCH
3. SET ROOT FLARE 2" HIGHER THAN FINISH GRADE TO ALLOW FOR SETTLING
4. BERM TO FORM DEPRESSED WATERING BASIN
5. PLANTING SOIL MIX
6. UNDISTURBED SUBGRADE

NOTES:
1. PLACE BALL ON UNDISTURBED SUBGRADE. REMOVE AND DISCARD WRAPPING MATERIAL EXCEPT UNDER BALL.
2. SETTLE PLANT BY FILLING PLANTING PIT WITH WATER USING HOSE OR BUCKET.
3. MULCH SHOULD NOT BE WITHIN 4" OF TRUNK.
4. REMOVE WATERING BASIN PRIOR TO END OF MAINTAINANCE PERIOD.

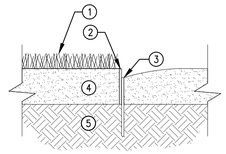
2 SHRUB
NTS



1. GROUNDCOVER/PERENNIALS (SEE NOTE)
2. 3-4" MIN. BARK MULCH OR GRAVEL, PER PLAN
3. PLANTING SOIL MIX
4. UNDISTURBED SUBGRADE

NOTE:
1. SEE PLANTING LEGEND FOR SPACING

3 GROUNDCOVER / PERENNIAL
NTS



1. TURF PER PLANTING PLAN
2. STEEL EDGING
3. STEEL STAKE ENSURE SMOOTH CURVES AND/OR STRAIGHT LINES
4. PLANTING SOIL MIX
5. UNDISTURBED SUBGRADE

NOTE:
EDGING TO BE 1/2" ABOVE FINISH GRADE

4 EDGING - CUSTOM METAL
NTS

PLANTING NOTES

1. THE BASE INFORMATION FOR THIS DRAWING WAS OBTAINED FROM OTHERS. THE CONTRACTOR IS RESPONSIBLE FOR VERIFYING THE DRAWING WITH ACTUAL FIELD CONDITIONS PRIOR TO BEGINNING ANY WORK, AND IMMEDIATELY NOTIFYING THE LANDSCAPE ARCHITECT OF ANY DISCREPANCIES. IN THE EVENT THAT THE CONTRACTOR BEGINS WORK PRIOR TO VERIFYING AND COMPARING THE BASE INFORMATION WITH ACTUAL FIELD CONDITIONS, THEN ANY CHANGES OR ALTERATIONS TO THE OR ALTERATIONS TO THE WORK INVOLVED WITH THESE DRAWINGS DUE TO SUCH DISCREPANCIES WILL BE PERFORMED BY THE CONTRACTOR AT NO ADDITIONAL EXPENSE TO THE OWNER.

2. THE CONTRACTOR IS RESPONSIBLE FOR VERIFYING AND MARKING THE LOCATIONS OF ALL UTILITIES WITHIN THE LIMITS OF WORK PRIOR TO BEGINNING CONSTRUCTION. CONTACT THE OWNER, BLUE STAKES OF UTAH (1-800-662-4111), AND ALL OTHER ENTITIES AS NECESSARY. IN THE EVENT THAT THE CONTRACTOR BEGINS WORK PRIOR TO VERIFYING AND STAKING ALL UTILITIES, AND DAMAGE TO UTILITIES OCCURS, THE DAMAGED UTILITIES WILL BE PREPARED AND/OR REPLACED AT NO ADDITIONAL COST TO THE OWNER.

3. IF PROVIDED, REFER TO LEGENDS, NOTES, DETAILS, AND SPECIFICATIONS FOR FURTHER INFORMATION.

4. ANY ALTERATIONS TO THESE ACTUAL PLANTING PLANS DURING CONSTRUCTION SHALL BE REPORTED TO THE LANDSCAPE ARCHITECT AND RECORDED ON 'AS BUILT' DRAWINGS.

5. ALL PLANT MATERIAL SHALL CONFORM TO THE MINIMUM GUIDELINES ESTABLISHED BY THE AMERICAN STANDARD FOR NURSERY STOCK, PUBLISHED BY THE AMERICAN NURSERY ASSOCIATION, INC.

6. ALL PLANTS TO BE BALLED AND BURLAPPED OR CONTAINER GROWN, UNLESS OTHERWISE NOTED ON THE PLANT LIST.

7. QUANTITIES INDICATED IN THE PLANT SCHEDULE ARE FOR CONVENIENCE ONLY. THE CONTRACTOR IS RESPONSIBLE FOR VERIFYING ALL QUANTITIES, AND SHALL SUPPLY ALL PLANT MATERIAL IN QUANTITIES SUFFICIENT TO COMPLETE THE PLANTING DESIGN SHOWN ON THE PLANS, REGARDLESS OF QUANTITIES INDICATED IN THE PLANT SCHEDULE.

8. ANY PROPOSED SUBSTITUTIONS OF PLANT SPECIES SHALL BE MADE WITH PLANTS OF EQUIVALENT OVERALL FORM, HEIGHT, BRANCHING HABIT, FLOWER, LEAF, COLOR, FRUIT AND CULTURE ONLY AS APPROVED BY THE LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.

9. ANY TURF AREAS SHALL RECEIVE 6" OF PLANTING SOIL MIX, AND ALL PLANT BEDS SHALL RECEIVE 12" OF PLANTING SOIL MIX AS SPECIFIED. BACKFILL ALL PLANTING PITS WITH PLANTING SOIL MIX.

10. ANY GROUND COVER AREAS SHALL RECEIVE 1-1/2" OF FINE TEXTURED SOIL AID/SOIL PEP.

11. PRUNE TREES NEXT TO SIDEWALKS TO A MINIMUM HEIGHT OF 7' FOR A CLEAR WALKING PATH.

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LANDARC
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HEBER CITY, UT 84032
utlandarc@gmail.com
435.654.4414

SEAL

LICENSED LANDSCAPE ARCHITECT
ZACHARY TAYLOR
#11997347-5301
STATE OF UTAH

10/19/2021

PROJECT

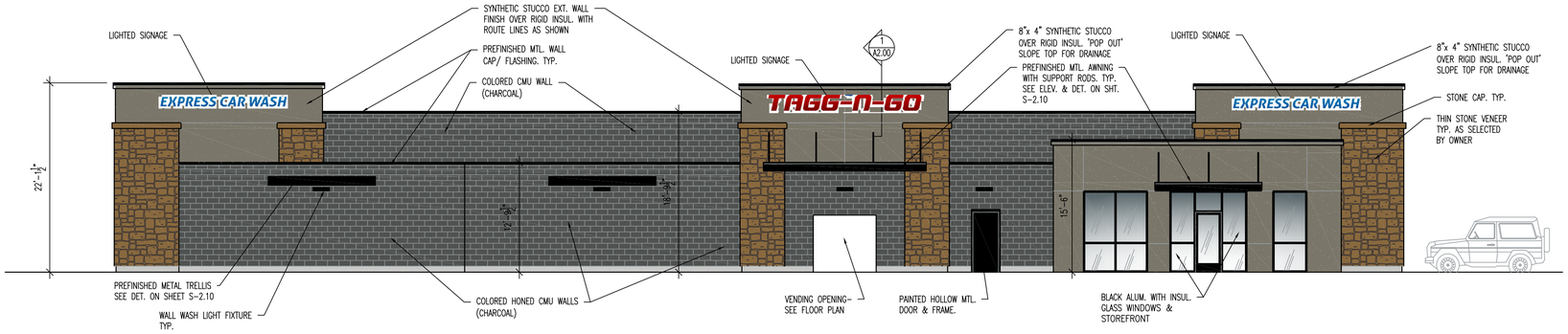
TAGG N GO CARWASH
RANCHES PARKWAY
EAGLE MOUNTAIN, UT

ISSUE DRAWING LOG

CALL 811 BEFORE YOU DIG
811
SAFE DIGGING PARTNER

TITLE
PLANT SCHEDULE

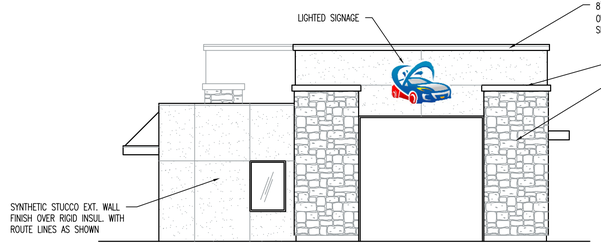
SHEET NO.
L101



NORTH ELEVATION

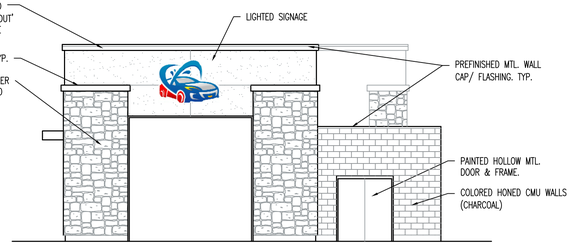
SCALE: 1/8" = 1'-0"

NOTE:
APPLY CLEAR SEALER TO STONE EXTERIOR WALL FINISH. TYP. ALL ELEVATIONS.



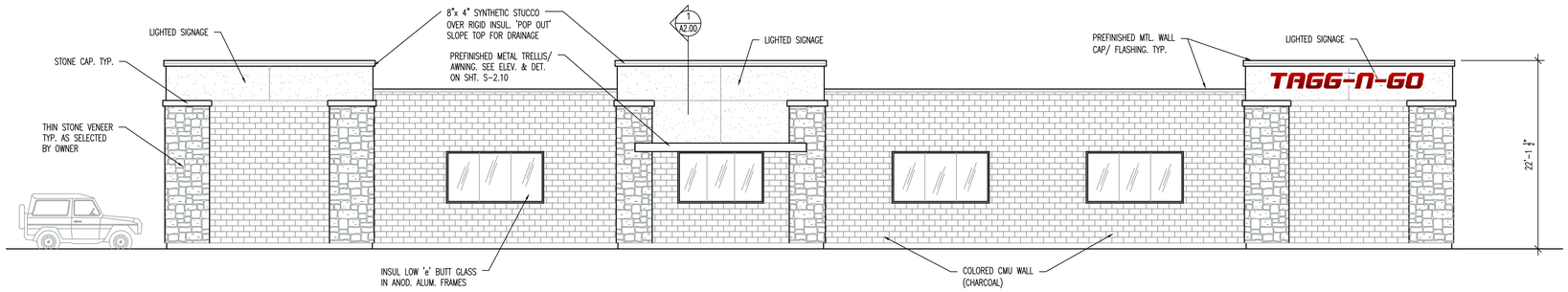
WEST ELEVATION

SCALE: 1/8" = 1'-0"



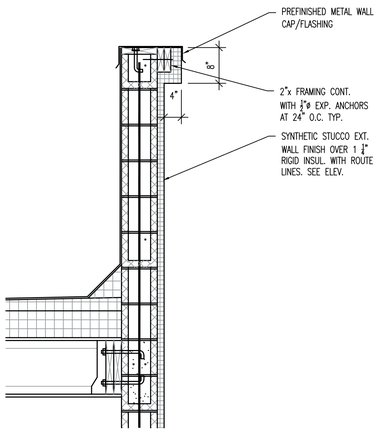
EAST ELEVATION

SCALE: 1/8" = 1'-0"



SOUTH ELEVATION

SCALE: 1/8" = 1'-0"



DETAIL 1 / A-2.00

SCALE: 3/4" = 1'-0"

VDG
VINCENT DESIGN GROUP, INC.
ARCHITECTS AND PLANNERS
401 EAST 1700 SOUTH, SALT LAKE CITY, UTAH (801) 484-2046

NEW TUNNEL CAR WASH BUILDING:
TAGG N GO CAR WASH
EAGLE MOUNTAIN, UTAH
BUILDING ELEVATIONS

ARCH. PROJECT NO:	
DATE:	
DRAWN BY:	
CHECKED BY:	
DESIGNED BY:	

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DATE	REVISION

SHEET TITLE
A-2.00
ARCHITECTURAL 2 OF 8

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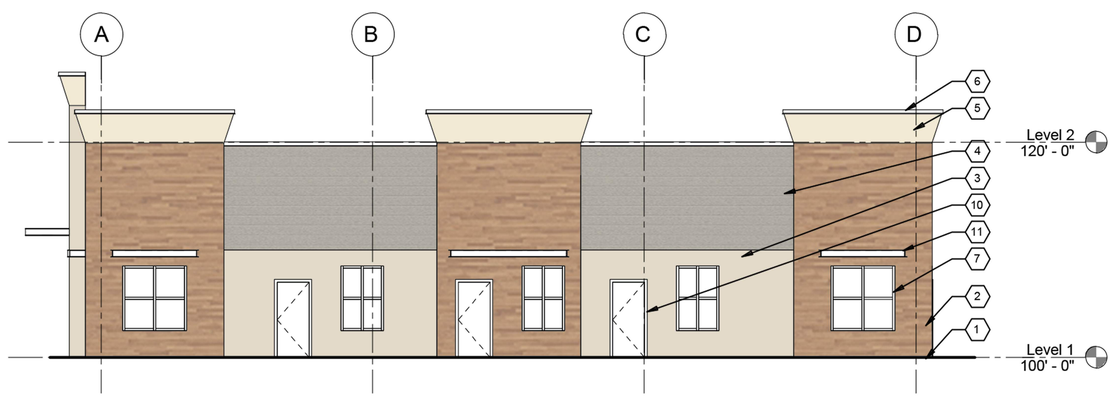
SOUTH ELEVATION MATERIAL DATA:
SIMILATED WOOD = 989 SF
EIFS = 1,284 SF 42%
SIDING = 401 SF
GLASS = 418 SF
TOTAL = 3,092 SF



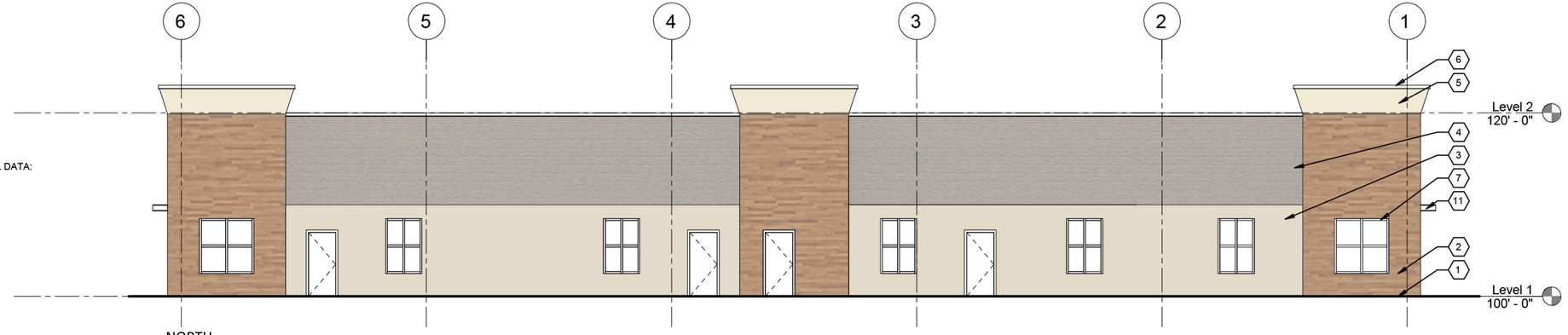
SOUTH

EAST ELEVATION MATERIAL DATA:
SIMILATED WOOD = 664 SF
EIFS = 556 SF 32%
SIDING = 227 SF
GLASS = 270 SF
TOTAL = 1,717 SF



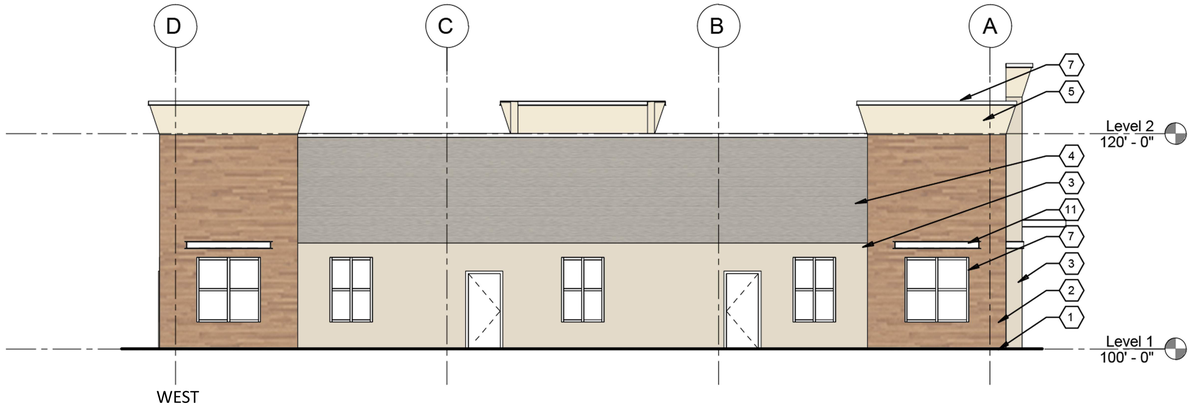
EAST

NORTH ELEVATION MATERIAL DATA:
SIMILATED WOOD = 659 SF
EIFS = 1241 SF 43%
SIDING = 691 SF
GLASS = 301 SF
TOTAL = 2,892 SF



NORTH

WEST ELEVATION MATERIAL DATA:
SIMILATED WOOD = 444 SF
EIFS = 670 SF 40%
SIDING = 368 SF
GLASS = 203 SF
TOTAL = 1,685 SF



WEST

KEYED NOTES:

1. FINISH GRADE SEE CIVIL
2. PHENOLIC WOOD VENEER
3. EIFS - COLOR BY OWNER
4. HORIZONTAL SIDING - COLOR BY OWNER
5. EIFS CROWN - COLOR BY OWNER
6. METAL WALL CAP - COLOR BY OWNER
7. STOREFRONT WINDOW
8. STOREFRONT ENTRY
9. SIGN PANEL
10. PAINTED STEEL EXIT DOOR
11. STEEL WINDOW AWNING

EAGLE MOUNTAIN	**EAGLE MOUNTAIN CITY** **PLANNING COMMISSION MEETING** **NOVEMBER 9, 2021**

TITLE:	PUBLIC HEARING - Marketplace at Eagle Mountain Town Center Lot 8 Retail Site A
ITEM TYPE:	Site Plan
FISCAL IMPACT:	
APPLICANT:	Bill Gaskill

GENERAL PLAN DESIGNATION	**CURRENT ZONE**	**ACREAGE**	**COMMUNITY**
Community Commercial	CC	.63	South Town

PUBLIC HEARING:
Yes

PREPARED BY:
Tayler Jensen, Planning

PRESENTED BY:
Tayler Jensen

RECOMMENDATION:
We recommend that the Planning Commission make a motion to recommend approval of the application to the City Council, for the reasons set forth in the staff report and in the meeting, with the following conditions any conditions the Planning Commission finds appropriate:

1. Drive Through shall provide at least 120' of stacking (before the window)
2. Applicant shall extend the median between drive throughs.
3. Signage and painted arrows shall be included to clearly indicate correct direction of travel for the drive throughs
4. The applicant shall add bike racks to the pedestrian area in accordance with 17.35.050 K

BACKGROUND:
Bill Gaskill has applied for site plan approval for a Pad building located on the Northwest corner of the intersection of Eagle Mountain Boulevard and Pony Express Parkway, also known as Marketplace at Eagle Mountain Town Center. The Marketplace at Eagle Mountain Town Center Master Site Plan and Preliminary plat were approved on August 18th 2020, with the development agreement being approved December 1st 2020. The property is zoned Commercial Community (CC).

ITEMS FOR CONSIDERATION:

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

A. Use of Property: The entire parcel is to be built, landscaped, or paved, thus the proposal *complies* with 17.100.050 A
B. Screening Requirements: The project is located within a commercial district, and does not abut any agriculture or residential property, therefore it *complies* with 17.100.050 B
C. Access Requirements: The pad building is in the internal portion of the development, with no frontage on any public ROW, it is located next to the Macey's site
D. Off-Street Truck Loading Space: This use does not require the frequent distribution of materials and therefore does not provide off-street Truck Loading Space.
E. Utilities: All utilities are shown as being underground and in proper easements in compliance with 17.100.050 E.
F. Grading and Drainage: The applicant has provided grading and draining plans that have been reviewed by the City Engineer

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

17.72.030 A requires buildings be located at or near the front setback with pedestrian access leading to the primary entrance and with landscaping between the building and the street. The building is located within the parking lot of the larger project, between the Macey's site and Pad D. While the site has no access off a public ROW the applicant is showing a pedestrian plaza on the front side of the pod, with crosswalks connecting it to Macey's and Pad D, thus it is the opinion of staff that the building *complies* with 17.72.030A

17.72.030 A1 requires the primary entrance of a commercial building to orient toward the street and the sidewalk. The main entrance to the building is located on the South Elevation which opens onto a pedestrian plaza, with the rear (North elevation) facing toward future development within the Master Site Plan. As the site is accessed through a larger parking lot, and provides access onto a pedestrian plaza staff believes the site *complies* with 17.72.030 A1.

17.72.030 B Requires surface parking to be located to the rear or side

of the building, and that parking should not be located between any commercial building and the street. All parking is located to the rear of the building, thus this project *complies* with 17.72.030 B.

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

17.72.040 A requires that commercial buildings be similar in style to adjacent buildings, and that all facades of the building be designed with consistent architectural style, detail, and trim features as the primary façade. The proposed Pad site elevations are similar in look to the approved Marketplace at Eagle Mountain Town Center pad site elevations, and have been updated to include color schemes closer to those used in already approved pad buildings.

17.72.040 B states "the main entrance of a structure should orient to major sidewalks, pedestrian ways, plazas, courtyards, or other public spaces. It shall be clearly identifiable, and consist of a sheltering element such a porch, stoop, awning, arcade, or portico. The main entrance of the structure orients toward a pedestrian plaza which *complies* with 17.72.040 B.

17.72.040 C states: "the primary roof form of a structure should help reduce the perceived scale of the building. All commercial buildings shall contain either a sloping roof with overhanging eaves, or a decorative parapet and multiple roof planes and heights..." The proposed building has multiple roof planes and heights and a decorative parapet therefore it *complies* with 17.72.040 C.

17.72.040 D requires vertical and horizontal articulation. The building includes columns, awnings, and use of different materials providing visual articulation in *compliance* with 17.72.040 D

17.72.040 E1 states: "Commercial buildings shall incorporate a majority of the following architectural details: reveals, canopies, awnings, popouts, columns, decorative trim and molding, architectural lighting, ornamental cornices, decorative masonry pattern, decorative doors and windows, exposed timbers and trellis structures, all side of a building shall include chosen details" The proposal uses reveals, awnings, columns, decorative trim and molding, decorative doors and windows, in compliance with this

provision.

17.72.040 F2 states: "All commercial buildings shall avoid large panelized products or featureless surfaces. Commercial buildings shall utilize an appropriate mixture of building materials on all sides..." It shall be up to the Planning Commission to determine if the The West elevation include large featureless surface or if you feel they comply with this standard.

17.72.040 G states "Buildings should not be restricted to using desert landscape colors such as beige, tan, grays, browns etc. A wide palette of colors is recommended..." The proposed elevations are largely greys and brown, with significant use of the color Green. It shall be up to the Planning Commission to determine if the proposal is similar enough to the approved elevations throughout the development.

Parking

Retail establishments require 1 stall per 300 square feet of gross floor area and a maximum of 1 stall per 200 square feet of gross floor area.
If the entire building was retail between 14 and 21 parking stalls would be required

Restaurants with drive-through require 1 parking stall per 125 square feet.
If the entire building was drive through restaurant 34 parking stalls would be required

Restaurants without drive-throughs require 1 parking stall per 250 square feet
If the entire building was restaurant without a drive through 17 parking stalls would be required.

The applicant is providing 24 Parking stalls, as a mix of uses is anticipated (there is only room for 1 drive through), and with the location having access to the excess parking provided with the Macey's project it is anticipated that the project exceeds minimum parking standards.

Drive Through

The proposal has a drive through which must meet the standards of 17.75.069 including up to 120 feet of stacking space, where there is more than 120 feet in the drive through, a significant portion of

which is after the ordering window, which may not be in compliance with this provision. It should also be noted that the drive through is adjacent to the Drive Through for the Macey's, which will result in traffic in the drive throughs going against each other and in the opposite direction as the standard driving pattern, as such clear signage and painted arrows shall be provided. Staff also believes it may be prudent to increase the length of the median between the drive throughs to better route traffic.

Bike Racks

Per 17.35.050 K bike racks should be provided

REQUIRED FINDINGS:

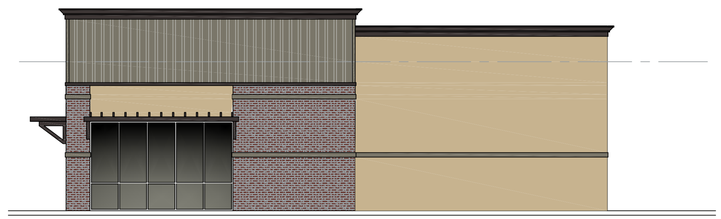
Site plan approvals are based upon compliance with City Code requirements and requirements of any applicable development agreements. The approval criteria for a site plan can be found in EMMC 17.100. The Marketplace at Eagle Mountain Town Center development agreement should also be considered with reviewing this application.

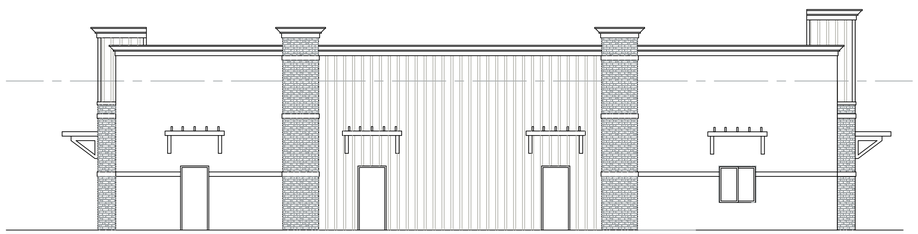
PLANNING COMMISSION ACTION/RECOMMENDATION:

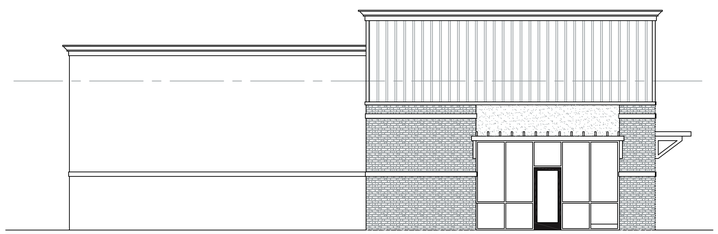
ATTACHMENTS:

MDA Approved Pad Buildings
Marketplace Master Site Plan
Site Plan
Proposed Elevations
Plaza









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VDG VINCENT DESIGN GROUP, INC.
ARCHITECTS AND PLANNERS
401 EAST 1700 SOUTH, SALT LAKE CITY, UTAH - (801-484-2046

PROPOSED NEW STRIP BUILDING:

EAGLE MOUNTAIN TOWN CENTER

EAGLE MOUNTAIN

ELEVATIONS

ARCH. PROJECT NO:	XX–XXX
DATE:	1/15/20
DRAWN BY:	BRENT
CHECKED BY:	
DESIGNED BY:	

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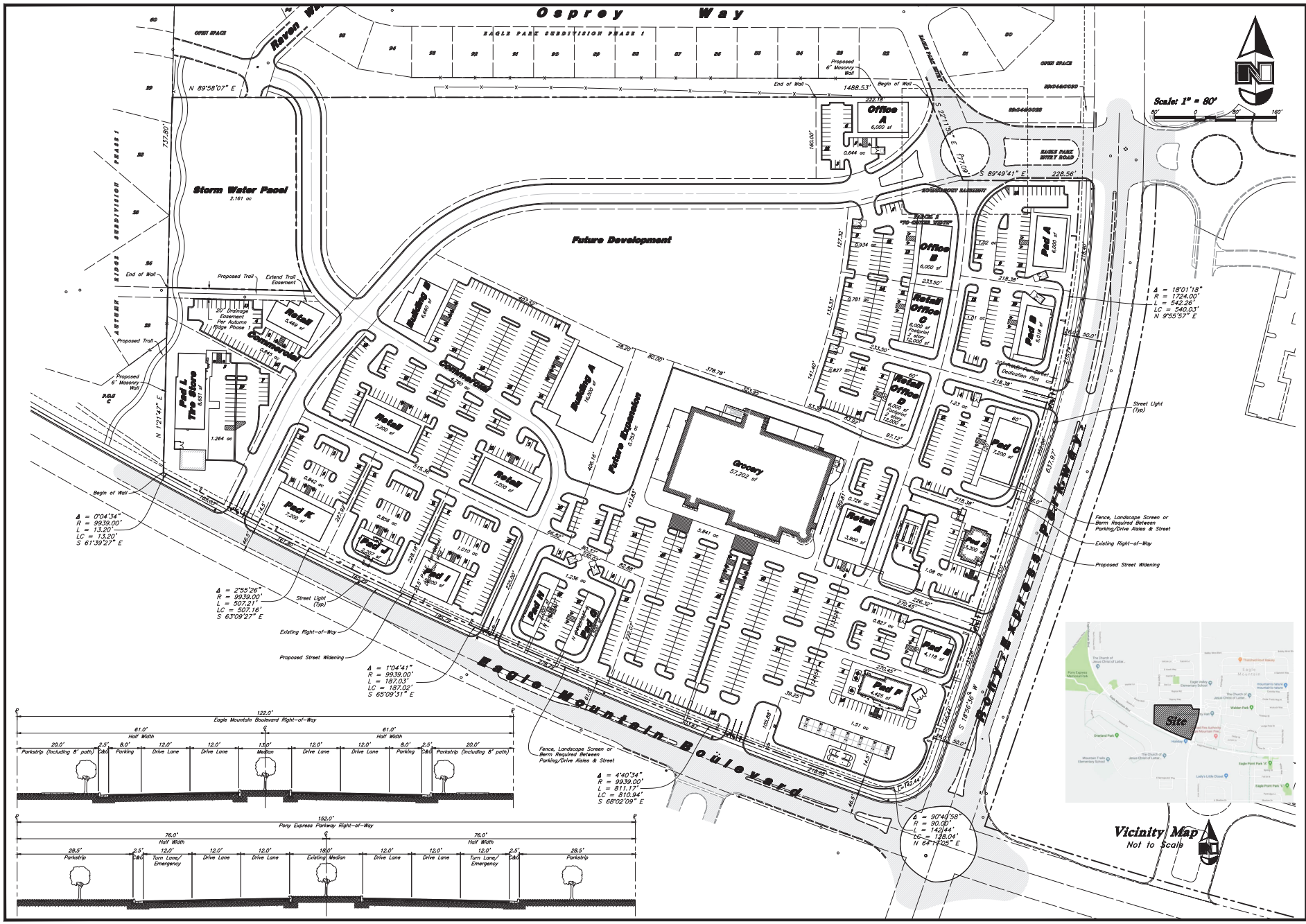
DATE	REVISION

SHEET TITLE

A-2.00

ARCHITECTURAL 1 of 1



REV	DATE	DESCRIPTION

Designed by: DA
Drafted by: DC
Client Name:
Inland Wasatch Group, LC
18-180 Master Site Plan

ANDERSON WAHLEN & ASSOCIATES
2010 North Redwood Road, Salt Lake City, Utah 84116
801 521-8529 - AWengineering.net

Master Site Plan

Marketplace at Eagle Mountain Town Center
Eagle Mountain Boulevard & Pony Express Parkway
Eagle Mountain, Utah

LICENSED PROFESSIONAL ENGINEER
NO. 285772
DAVID G. ANDERSON
STATE OF UTAH

6 Aug, 2020

SHEET NO.
C1.0

Market Place at Eagle Mountain Lot 8

4211 North Pony Express Parkway
Eagle Mountain, Utah



Vicinity Map
Not to Scale

Civil Sheet Index

C0.0 ..... Cover Sheet
C0.1 ..... Demolition Plan
C1.1 ..... Site Plan
C2.1 ..... Grading Plan
C2.2 ..... Grading Details and Notes
C2.3 ..... Accessible Details and Notes
C3.1 ..... Utility Plan
C4.1 ..... Details
C4.2 ..... Details
C4.3 ..... Details
C5.1 ..... Erosion Control Plan - Phase 1
C5.2 ..... Erosion Control Plan - Phase 2
C5.3 ..... Erosion Control Details
L1.1 ..... Landscape Plan
L2.1 ..... Irrigation Plan
L3.1 ..... Landscape & Irrigation Details

Abbreviations

BCR	Begin Curb Return	PT	Point of Tangency
BOL	Bollard	PVC	Polyvinyl Chloride
BRW	Finish Grade – Bottom of Retaining Wall	PVI	Point of Vertical Intersection
CATV	Cable Television Box	RCP	Reinforced Concrete Pipe
CB	Catch Basin	RD	Roof Drain
CMP	Corrugated Metal Pipe	SB	Signal Box
COB	Cleanout Box	SD	Storm Drain
COTG	Cleanout to Grade	SDMH	Storm Drain Manhole
EA	Edge of Asphalt	SMH	Sewer Manhole
EB	Electrical Box	SP	Signal Pole
EC	End of Curve	SS	Sanitary Sewer
ECR	End Curb Return	SVZ	Sight Visibility Zone
GB	Grade Break	SW	Secondary Water
GM	Gas Meter	TA	Top of Asphalt
HB	Hose Bib	TB	Telephone Box
HP	High Point	TBC	Top Back of Curb
I	Irrigation Line	TG	Top of Grade
ICB	Irrigation Control Box	TMH	Telephone Manhole
Lip	Lip of Gutter	TP	Top of Concrete
LP	Light Pole	TRW	Finish Grade – Top of Retaining Wall
MH	Manhole	TW	Top of Walk
Mon	Monument	VC	Vertical Curve
PC	Point of Curvature	VPC	Vertical Point of Curve
PCC	Point of Compound Curvature	VPT	Vertical Point of Tangency
PI	Point of Intersection	WL	Waterline
PM	Power Meter	WP	Working Point
PP	Power Pole	WV	Water Valve

Legend

Proposed Curb & Gutter		Existing Improvements	
Proposed Open Face C & G		Existing Asphalt	
Proposed Asphalt		Existing Concrete	
Proposed Concrete		Existing Inlet Box	
Proposed Truncated Domes		Existing Catch Basin	
Proposed Inlet Box		Existing Manhole	
Proposed Catch Basin		Existing Fire Hydrant	FH
Proposed Manhole		Existing Water Valve	WV
Proposed Transformer	T	Existing Overhead Power Line	OHP
Proposed Meter Box		Existing Water	W
Proposed Water Meter		Existing Secondary Water	SW
Proposed Combo Box		Existing Sewer	S
Proposed Fire Hydrant		Existing Storm Drain	SD
Proposed Water Valve		Existing Gas	G
Proposed Water Line	W	Existing Power	P
Proposed Sanitary Sewer	S	Existing Telephone	T
Proposed Storm Drain		Existing Fence	X
Proposed Conduit Line	C	Flowline	
Proposed Power Line	P	Centerline	℄
Proposed Gas Line	G	Existing Contour	78
Proposed Fire Line	F	Existing Spot	+(78.00TA)
Proposed Secondary Water Line	SW	Existing Light Pole	
Proposed Roof Drain	RD	Existing Street Light	
Proposed Fence	X	Existing Building	
Ridge line	R	Existing Telephone Box	TB
Grade Break	GB	Existing Power Meter	PM
Proposed Contour	78	Existing Electrical Box	EB
Direction of Drainage		Existing Electrical Cabinet	ECAB
Proposed Spot	• 78.00TA	Existing Gas Meter	GM
ADA Accessible Route		Existing Water Meter	WM
Property Line		Existing Irrig. Control Box	ICB
Sawcut Line		Existing Bollard	BOL
Proposed Light Pole		Existing Hose Bib	HB
Proposed Street Light		Working Point	
Proposed Building		Existing Deciduous Tree	
Existing Power Pole			
Existing Power Pole w/ Guy		Existing Coniferous Tree	
Existing Utility Marker			
Existing Post		Detail Number / Sheet Number	A1 / X1

Eagle Mountain City General Notes

SEWER

- Pipe bedding: 3/4" 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 3/4" 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 3/4" 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 3/4" & 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: 3/4" 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 3/4" 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 1/2" down from asphalt edge and concrete to be 1/4" to 3/8" down from asphalt edge.

Flood Zone

This property lies entirely within Flood Zone X as designated on FEMA Flood Insurance Rate Map for Eagle Mountain, Utah County, Utah and Incorporated Areas Map Number 49049C0275F dated 19 June, 2020 (Not Printed). Flood Zone X is defined as "Areas determined to be outside the 0.2% annual chance floodplain."

Basis of Bearings

A line between monuments found for Southeast Corner and the East Quarter Corner of Section 12 was assigned the Utah County Survey bearing of North 0°27'04" East as the Basis of Bearings to place the Survey on State Plane Basis.

Benchmark

Brass Cap Monument for the South Quarter Corner of Section 12, T6S, R2W, SLB&M Assigned elevation using GPS methods
Elevation = 4865.18 feet
Utah County Surveyor Tie Sheet, Published 2 April, 2002 Observed 16 September, 2020

RDY	DATE	DESCRIPTION

Designed by: EM
Drafted by: XX
Client Name:
Corner Partners, LLC.

21-187 CV

ANDERSON WAHLEN & ASSOCIATES
2010 North Redwood Road, Salt Lake City, Utah 84116
(801) 521-8529 – AWengineering.net

Cover Sheet
Market Place at Eagle Mountain Lot 8
4211 North Pony Express Parkway
Eagle Mountain, Utah

LICENSED PROFESSIONAL ENGINEER
NO. 7746441-2202
ERIC M. MALMBERG
STATE OF UTAH

15 Oct, 2021

SHEET NO.
C0.0

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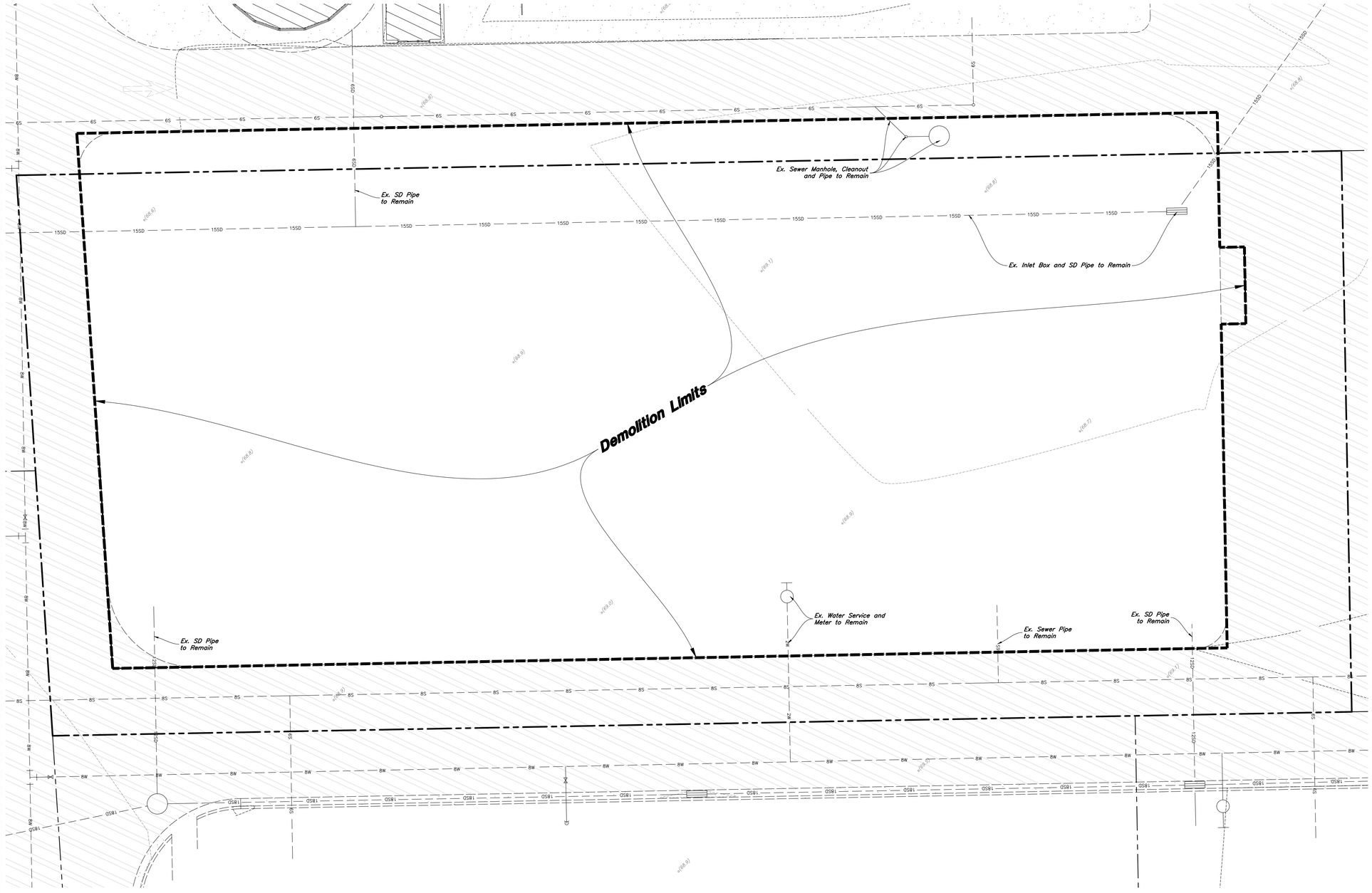

Scale: 1" = 10'

10' 0 10' 20'

General Demolition Notes:

1. Demolition and site clearing for this contract are to include all areas shown within demolition limits or by note.
2. Refer to site improvement plans for more details on limits of removal.
3. All curbs, gutters, walks, slabs, walls, fences, flatwork, asphalt, waterlines and meters, gas lines, sewer lines, light poles, buried cables, storm drain piping and structures to be cleared from site unless otherwise shown.
4. All utilities, sewer, water, gas, telephone and electrical services to be disconnected and capped according to city, county and utility company requirements, unless otherwise shown.
5. Excavated areas to be backfilled with clean granular material compacted to 95% of maximum lab density as determined by ASTM D 1557-78. (Test results to be given to owner) Excavated areas should be backfilled per the geotechnical report prepared for the project.
6. Clear and grub trees, shrubs, and vegetation within construction limits, disposal to be off-site except where noted otherwise.
7. DO NOT interrupt any services or disrupt the operation of any businesses shown outside the demolition limits.
8. Remove debris, rubbish, and other materials resulting from the demolition and site clearing operations from the site and dispose of in a legal manner.
9. The location and/or elevation 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 upon as being exact or complete. Contractor shall contact authorities having jurisdiction for field locations. Contractor shall be responsible for protection of in place and relocated utilities during construction.
10. Stockpiles shall be graded to maintain slopes not greater than 3 horizontal to 1 vertical. Provide erosion control as needed to prevent sediment transport to adjacent drainage ways.
11. Contractor shall be responsible for disposal of all waste material. Disposal shall be at an approved site for such material. Burning onsite is not permitted.
12. Contractor shall verify with city any street removal, curb cuts, and any restoration required for utility line removal.
13. Install traffic warning devices as needed in accordance with local standards.
14. Contractor shall obtain all permits necessary for demolition from City, County, State or Federal Agencies as required.
15. If Contractor observes evidence of hazardous materials or contaminated soils he shall immediately contact the project engineer to provide notification and obtain direction before proceeding with disturbance of said materials or contaminated soil.
16. Limits of demolition/disturbed areas shown on the plans may not be an exact depiction. It is the contractor's responsibility to determine the means and methods of how the work will be completed. The contractor shall determine the area of construction impact. The contractor is responsible to restore all impacted areas and all restoration shall be part of the contract bid.

CAUTION :

The location and/or elevation 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.

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BLUE STAKES OF UTAH
UTILITY NOTIFICATION CENTER, INC.
www.bluestakes.org
1-800-662-4111

REV	DATE	DESCRIPTION

Designed by: EM
Drafted by: XX
Client Name:
Corner Partners, LLC.
21-187 DM

ANDERSON WAHLEN & ASSOCIATES
2010 North Redwood Road, Salt Lake City, Utah 84116
(801) 521-8529 - AWengineering.net

Demolition Plan

Market Place at Eagle Mountain Lot 8

4211 North Pony Express Parkway
Eagle Mountain, Utah

LICENSED PROFESSIONAL ENGINEER
NO. 7746441-2202
ERIC L. MALMBERG
STATE OF UTAH

15 Oct, 2021

SHEET NO.
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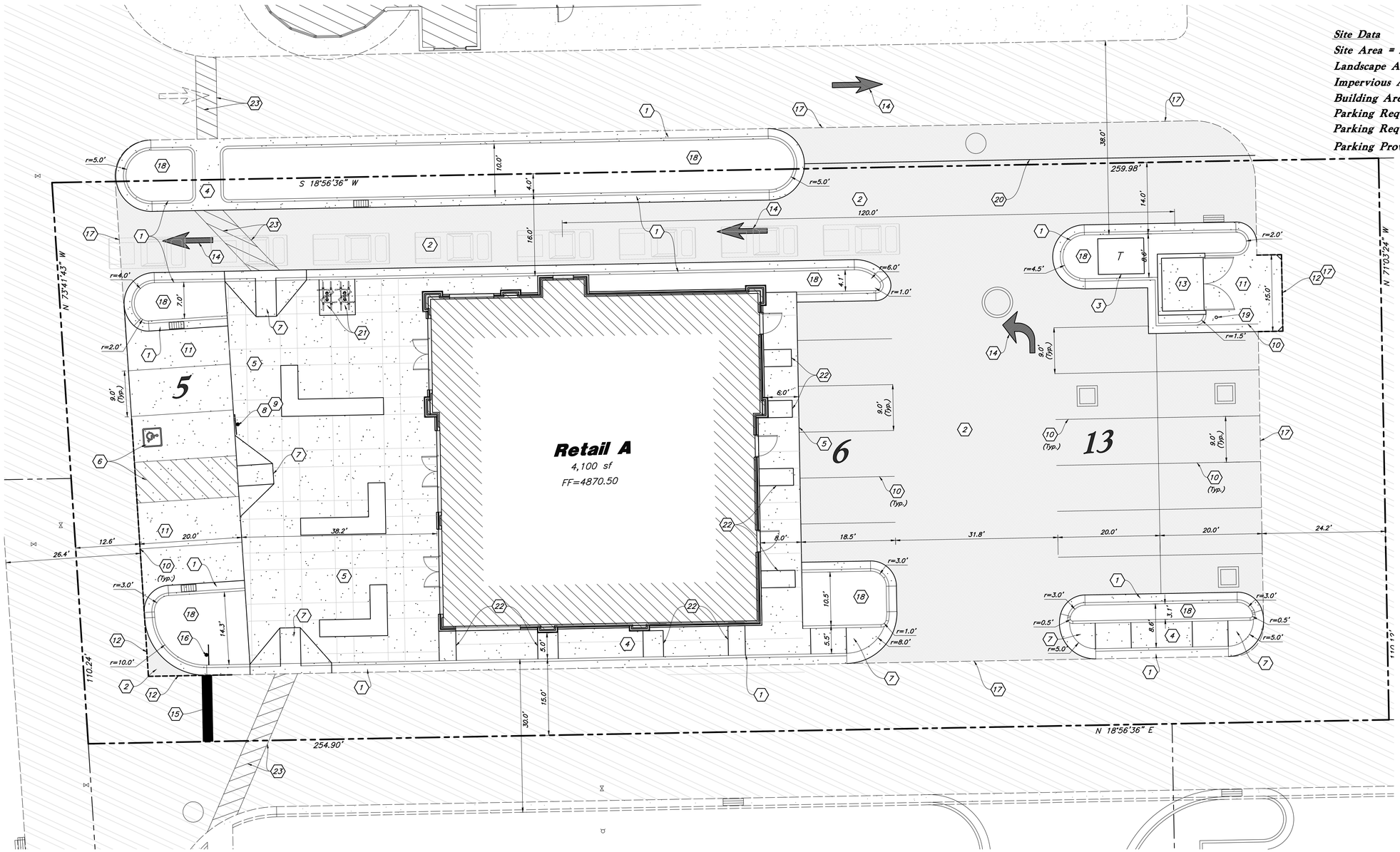

Scale: 1" = 10'

10' 0 10' 20'

Site Data

Site Area = 28,350 s.f. (0.65 ac.)
Landscape Area Provided = 2,505 s.f. (8.8%)
Impervious Area Provided = 21,745 s.f. (77%)
Building Area = 4,100 s.f (15%)
Parking Required (Drive-Thru) = 1/125 s.f. = 12 stalls
Parking Required (Retail) = 1/200 s.f. = 13 stalls
Parking Provided = 24 stalls (5.85/1,000)

Site Construction Notes

1. Const. 24" Curb & Gutter (1 C4.1)
2. Const. Asphalt Paving Section (2 C4.1)
3. Transformer; See Electrical Plans
4. Const. Conc. Sidewalk (4 C4.1)
5. Const. Thickened Edge Sidewalk (5 C4.1)
6. Const. Accessible Striping per MUTCD & ICC/ANSI A117.1 (Latest Edition) (See Accessible Details and Notes) (1 C2.3)
7. Const. Accessible Ramp per ICC/ANSI A117.1 (Latest Edition) (See Grading Detail Sheets)
8. Const. Accessible Sign per MUTCD & ICC/ANSI A117.1 (Latest Edition) (See Accessible Details and Notes) (2 C2.3)
9. Const. Accessible VAN Sign per MUTCD & ICC/ANSI A117.1 (Latest Edition) (See Accessible Details and Notes) (2 C2.3)
10. Const. 4" White Paint Stripe (Typ.) Contractor shall provide 15 mils min. thickness
11. Const. Conc. Paving (6 C4.1)
12. Sawcut; Provide Smooth Clean Edge
13. Trash Enclosure (13 C4.2)
14. Const. Directional Arrows per MUTCD
15. Const. 24" White Stop Bar
16. Const. Stop Sign per MUTCD R1-1
17. Conn. & Match Existing Improvements
18. Const. Landscaping (Coordinate w/ Landscape Plan)
19. Const. 6" Conc. Bollard (19 C4.3)
20. Const. 4" Yellow Paint Stripe. Contractor shall provide 15 mils min. thickness
21. Const. Bike Rack (3 C4.1)
22. Colored Concrete (See Arch Plans for Scoring and Details)
23. Const. Crosswalk Striping

General Site Notes:

1. All dimensions are to back of curb unless otherwise noted.
2. Fire lane markings and signs to be installed as directed by the Fire Marshal.
3. Aisle markings, directional arrows and stop bars will be painted at each driveway as shown on the plans.
4. Const. curb transition at all points where curb abuts sidewalk, see detail.
5. Contractor shall place asphalt paving in the direction of vehicle travel where possible.
6. Limits of demolition/disturbed areas shown on the plans may not be an exact depiction. It is the contractor's responsibility to determine the means and methods of how the work will be completed. The contractor shall determine the area of construction impact. The contractor is responsible to restore all impacted areas and all restoration shall be part of the contract bid.

Construction Survey Note:

The Construction Survey Layout for this project will be provided by Anderson Wahlen & Associates. The Layout Proposal and Professional Services Agreement will be provided to the General Contractor(s) for inclusion in base bids. The Survey Layout proposal has been broken out into Building Costs and Site Costs for use in the Site Work Bid Form.

PRIVATE ENGINEER'S NOTICE TO CONTRACTORS

The Contractor 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 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 the engineer.

Survey Control Note:

The contractor or surveyor shall be responsible for following the National Society of Professional Surveyors (NSPS) model standards for any surveying or construction layout to be completed using Anderson Wahlen and Associates ALTA Surveys or Anderson Wahlen and Associates construction improvement plans. Prior to proceeding with construction staking, the surveyor shall be responsible for verifying horizontal control from the survey monuments and for verifying any additional control points shown on an ALTA survey, improvement plan, or on electronic data provided by Anderson Wahlen and Associates. The surveyor shall also use the benchmarks as shown on the plan, and verify them against no less than three existing hard improvement elevations included on these plans or on electronic data provided by Anderson Wahlen and Associates. If any discrepancies are encountered, the surveyor shall immediately notify the engineer and resolve the discrepancies before proceeding with any construction staking.

RCV	DATE	DESCRIPTION

Designed by: EM
Drafted by: XX
Client Name: Corner Partners, LLC.
21-187 SP

ANDERSON WAHLEN & ASSOCIATES
2010 North Redwood Road, Salt Lake City, Utah 84116
(801) 521-8529 – AWengineering.net

Site Plan

Market Place at Eagle Mountain Lot 8

4211 North Pony Express Parkway
Eagle Mountain, Utah

LICENSED PROFESSIONAL ENGINEER
NO. 7710441-2202
ERIC L. MALMBERG
11/04/2021
STATE OF UTAH

15 Oct, 2021

SHEET NO.
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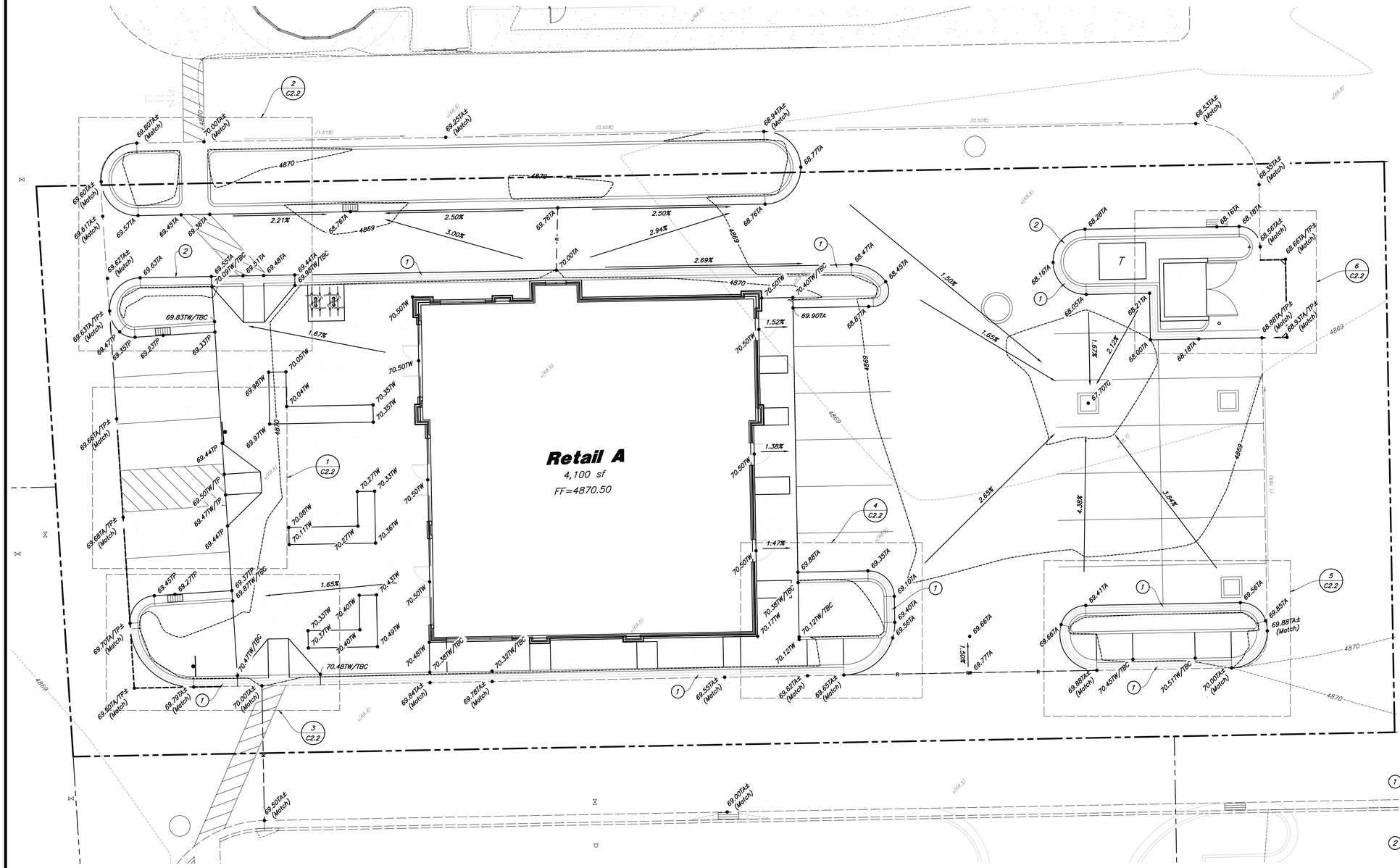

General Grading Notes:

1. All grading shall be in accordance with the project geotechnical study.
2. Cut slopes shall be no steeper than 3 horizontal to 1 vertical.
3. Fill slopes shall be no steeper than 3 horizontal to 1 vertical.
4. Fills shall be compacted per the recommendations of the geotechnical report prepared for the project and shall be certified by a Geotechnical Engineer.
5. Areas to receive fill shall be properly prepared and approved by a Geotechnical Engineer prior to placing fill.
6. Fills shall be benched into competent material as per specifications and geotechnical report.
7. All trench backfill shall be tested and certified by a Geotechnical Engineer.
8. A geotechnical engineer shall perform periodic inspections and submit a complete report and map upon completion of the rough grading.
9. The final compaction report and certification from a Geotechnical Engineer shall contain the type of field testing performed. Each test shall be identified with the method of obtaining the in-place density, whether sand cone or drive ring and shall be so noted for each test. Sufficient maximum density determinations shall be performed to verify the accuracy of the maximum density curves used by the field technician.
10. Dust shall be controlled by watering.
11. The location and protection of all utilities is the responsibility of the permitee.
12. Approved protective measures and temporary drainage provisions must be used to protect adjoining properties during the grading process.
13. All public roadways must be cleared daily of all dirt, mud and debris deposited on them as a result of the grading operation. Cleaning is to be done to the satisfaction of the City Engineer.
14. The site shall be cleared and grubbed of all vegetation and deleterious matter prior to grading.
15. The contractor shall provide shoring in accordance with OSHA requirements for trench walls.
16. Aggregate base shall be compacted per the geotechnical report prepared for the project.
17. The recommendations in the following Geotechnical Engineering Report by GSH Geotechnical Inc. are included in the requirements of grading and site Preparation. The Report is titled "Geotechnical Study Proposed Eagle Mountain Ridley's Market."

    Project No.: 3231-001-20
    Dated: January 13, 2021
18. As part of the construction documents, owner has provided contractor with a topographic survey performed by manual or aerial means. Such survey was prepared for project design purposes and is provided to the contractor as a courtesy. It is expressly understood that such survey may not accurately reflect existing topographic conditions.
19. If Contractor observes evidence of hazardous materials or contaminated soils he shall immediately contact the project engineer to provide notification and obtain direction before proceeding with disturbance of said materials or contaminated soil.

Curb and Gutter Construction Notes:

1. Open face gutter shall be constructed where drainage is directed away from curb.
2. Open face gutter locations are indicated by shading and notes on the grading plan.
3. It is the responsibility of the surveyor to adjust top of asphalt grades to top of curb grades at the time of construction staking.
4. Refer to the typical details for standard and open face curb and gutter dimensions.
5. Transitions from open face to standard curb and gutter are to be smooth. Hand form these areas if necessary.
6. Spot elevations are shown on this plan with text masking. Coordinate and verify site information with project drawings.

Sidewalk Construction Notes:

1. Concrete sidewalk shall be constructed with a cross slope of 1.5% unless shown otherwise on plan.
2. Running slope of sidewalks shall be built per grades shown on the plan. where grades are not provided, sidewalks shall be constructed with a maximum running slope of 4.5%
3. Refer to the Site Plan for sidewalk dimensions.

RDY	DATE	DESCRIPTION

Designed by: EM
Drafted by: XX
Client Name:
Corner Partners, LLC.
21-187 GR

ANDERSON WAHLEN & ASSOCIATES
2010 North Redwood Road, Salt Lake City, Utah 84116
(801) 521-8529 - AWengineering.net

Grading Plan

Market Place at Eagle Mountain Lot 8

4211 North Pony Express Parkway
Eagle Mountain, Utah

LICENSED PROFESSIONAL ENGINEER
NO. 7744441-2202
ERIC L. MALMBERG
STATE OF UTAH

15 Oct, 2021

SHEET NO.
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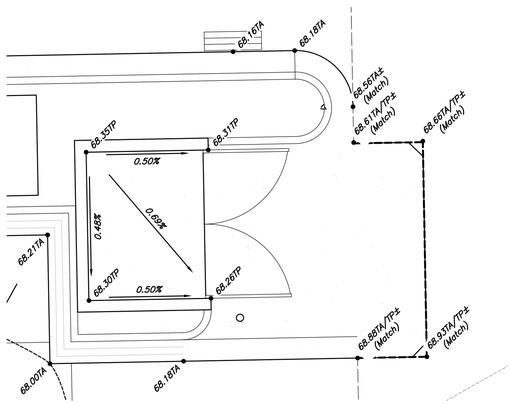
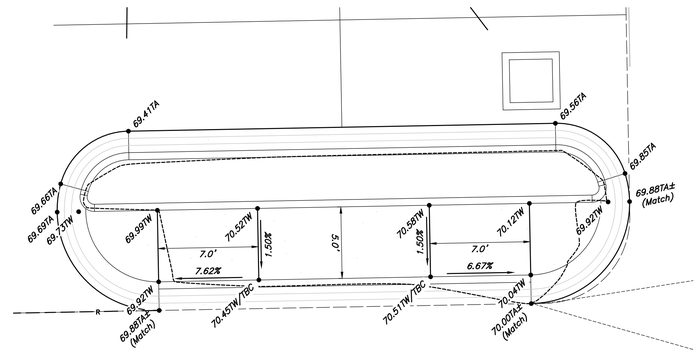
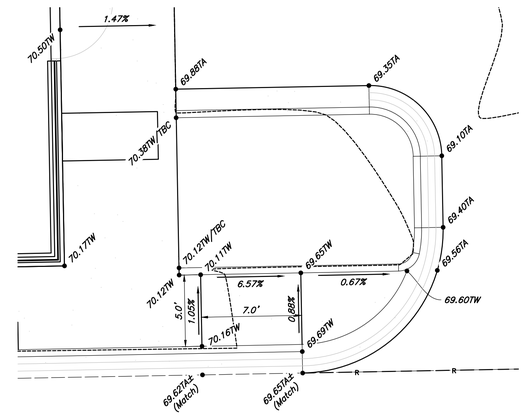


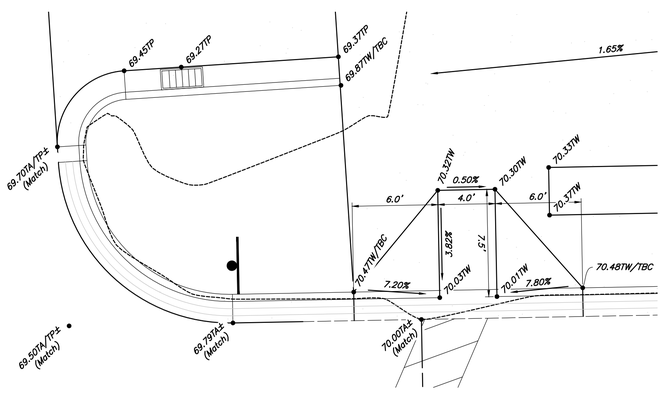
6 **Trash Enclosure Grading**
Scale: 1" = 5'



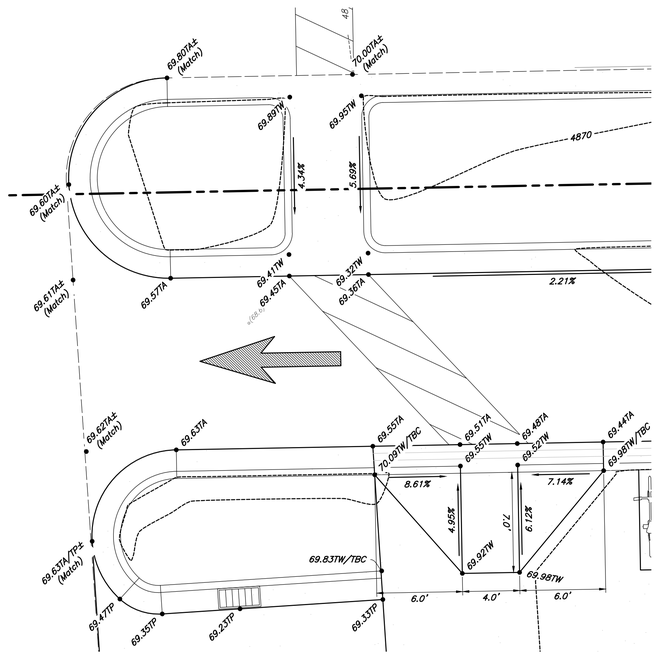
5 **Curb Ramp Detail**
Scale: 1" = 5'



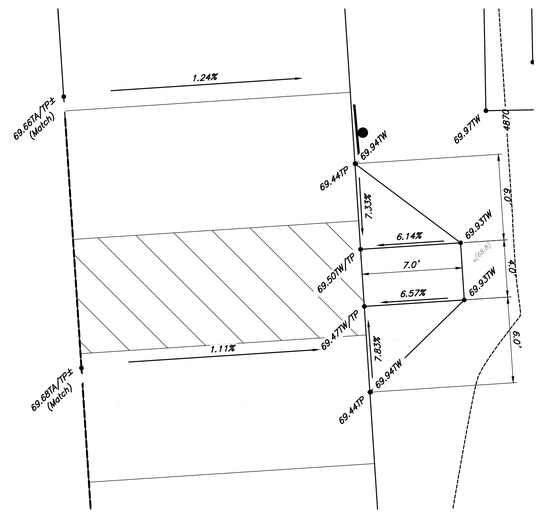
4 **Curb Ramp Detail**
Scale: 1" = 5'



3 **Curb Ramp Detail**
Scale: 1" = 5'



2 **Curb Ramp Detail**
Scale: 1" = 5'



1 **Sidewalk Ramp Detail**
Scale: 1" = 5'

Prior to any construction of any Accessible Improvements, a Pre-Construction meeting shall be held between Contractor and Engineer. Contractor is Responsible to contact Engineer and Schedule Pre-Construction Meeting

Public Curb Ramp Construction Notes

1. *All public curb ramps shall be constructed in accordance with governing municipalities standards and specifications.*
2. *It is the contractors responsibility to obtain governing municipalities standards and specifications.*
3. *The Client, Contractor and Subcontractor should immediately notify the Consultant of any conditions of the project that they believe do not comply with the current state of Accessible and Usable Buildings and Facilities (ICC/ANSI A117.1-Latest Edition) and/or FHAA.*

Private Curb Ramp Construction Notes

1. *Slopes provided are per Anderson Wahlen & Associates design standards. Slopes shown are below ADA and ICC maximum requirements, unless noted otherwise in project plans.*
2. *The Client, Contractor and Subcontractor should immediately notify the Consultant of any conditions of the project that they believe do not comply with the current state of Accessible and Usable Buildings and Facilities (ICC/ANSI A117.1-Latest Edition) and/or FHAA.*
3. *Counter slopes of adjoining gutters & paving adjacent to the curb ramp shall not be steeper than 4.50%.*
4. *Accessible ramp flares shall be poured separately from ramp to ensure proper slopes.*
5. *Contractor to transition curb or sidewalk height from 6" to 0" reveal. Curb or sidewalk height to match ramp throughout transition.*

REV	DATE	DESCRIPTION

Designed by: EM
Drafted by: XX
Client Name:
Corner Partners, LLC.
21-187 GR

ANDERSON WAHLEN & ASSOCIATES
2010 North Redwood Road, Salt Lake City, Utah 84116
(801) 521-8529 - AWengineering.net

Grading Details and Notes

Market Place at Eagle Mountain Lot 8

4211 North Pony Express Parkway
Eagle Mountain, Utah

LICENSED PROFESSIONAL ENGINEER
NO. 7746441-2202
ERIC L. MALMBERG
09/14/2021
STATE OF UTAH

15 Oct, 2021

SHEET NO.
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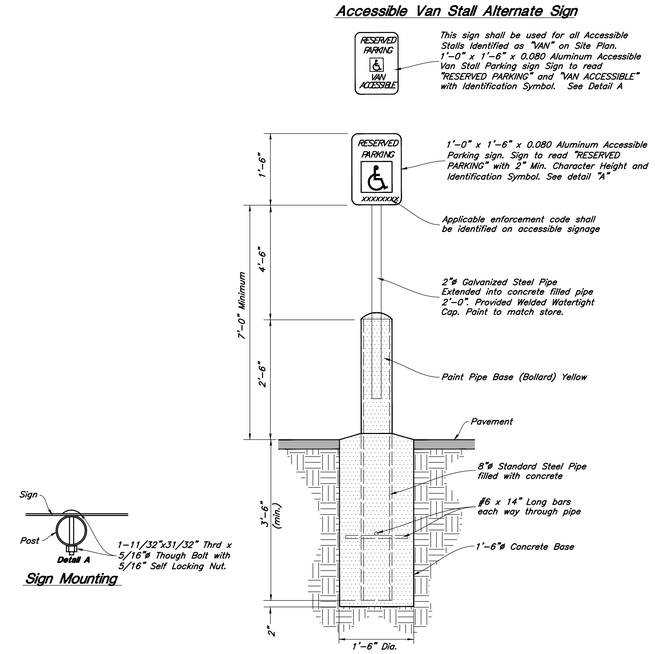
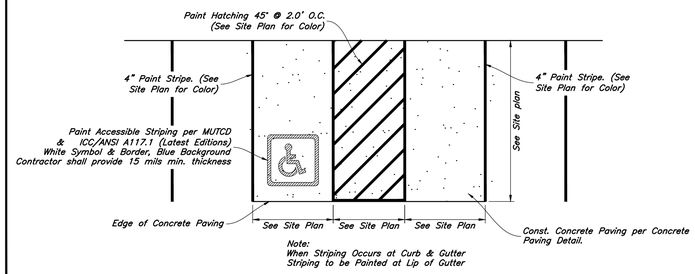


2 **Accessible Parking Sign w/ Bollard**

Not to Scale



1 **Accessible Striping Detail**

Not to Scale

REV	DATE	DESCRIPTION

Designed by: EM
Drafted by: XX
Client Name:
Corner Partners, LLC.

21-187 GR

ANDERSON WAHLEN & ASSOCIATES
2010 North Redwood Road, Salt Lake City, Utah 84116
(801) 521-8529 – AWAengineering.net

Accessible Details and Notes

Market Place at Eagle Mountain Lot 8

4211 North Pony Express Parkway
Eagle Mountain, Utah

LICENSED PROFESSIONAL ENGINEER
NO. 7718441-2202
ERIC L. MALMBERG
STATE OF UTAH

15 Oct, 2021

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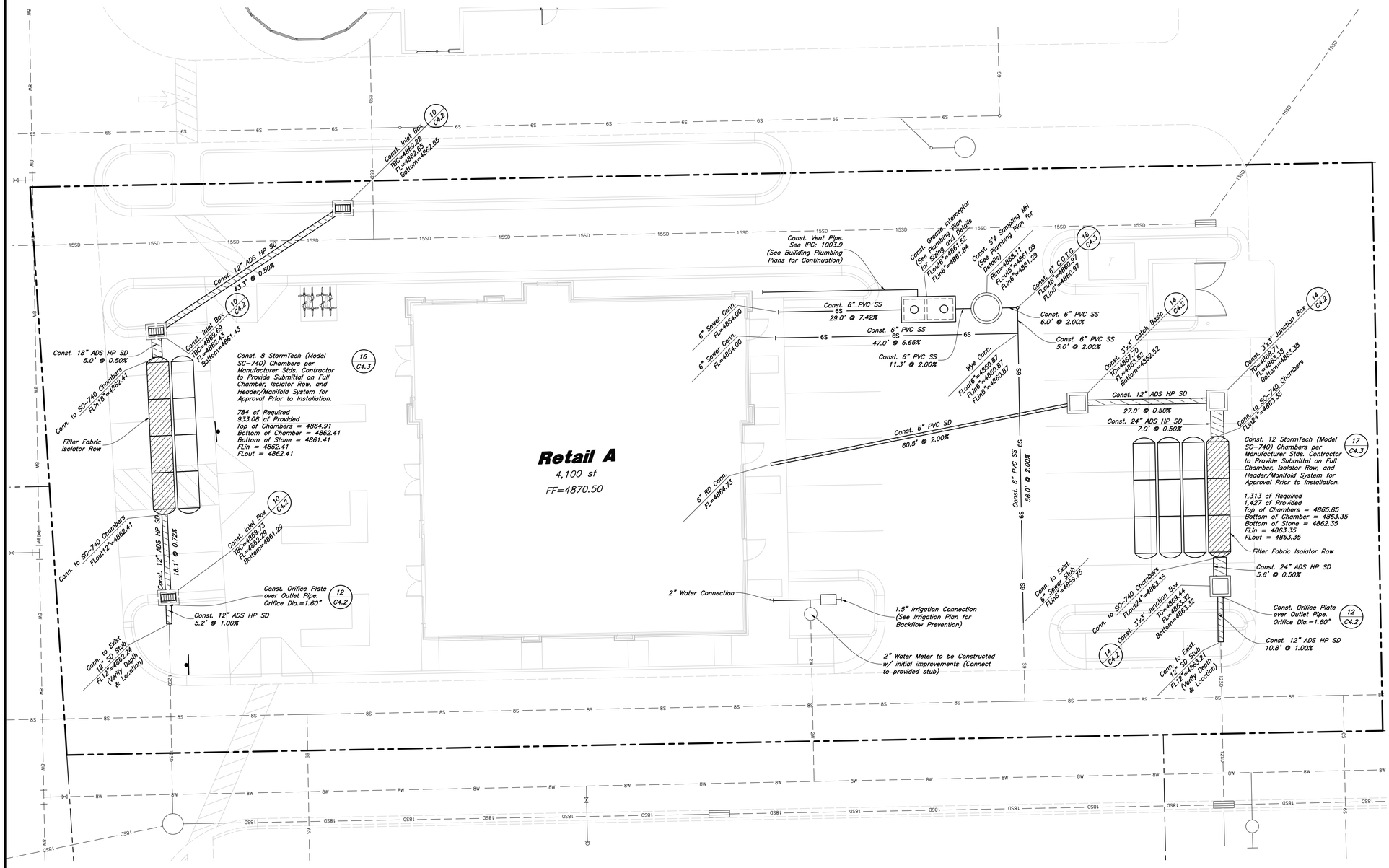

Scale: 1" = 10'

10' 0 10' 20'

General Utility Notes:

1. All sewer and water facilities shall be constructed per local jurisdiction standards and specifications. Contractor is responsible to obtain standards and specifications.
2. Coordinate all utility connections to building with plumbing plans and building contractor.
3. Verify depth and location of all existing utilities prior to constructing any new utility lines. Notify Civil Engineer of any discrepancies or conflicts prior to any connections being made.
4. All catch basin and inlet box grates are to be bicycle proof.
5. Refer to the site electrical plan for details and locations of electrical lines, transformers and light poles.
6. Gas lines, telephone lines, and cable TV lines are not a part of these plans.
7. Water meters are to be installed per city standards and specifications. It will be the contractor's responsibility to install all items required.
8. Water lines, valves, fire hydrants, fittings etc. are to be constructed as shown. Contractor is responsible, at no cost to the owner, to construct any vertical adjustments necessary to clear sewer, storm drain, or other utilities as necessary including valve boxes and hydrant spools to proper grade.
9. Contractor shall install a 12" concrete collar around all manholes, valves, catch basins, cleanouts & any other structures located within the asphalt.

Utility Piping Materials:

All piping materials shall be per local agency standards or the specifications below at a minimum. All utility piping shall be installed per manufacturers recommendations. Refer to project specifications for more detailed information regarding materials, installation, etc.

Culinary Service Laterals

1. Polyethylene (PE) Water Pipe (Up to 3 inches diameter), AWWA C901, PE 3408, SDR 9 (200 psi)
2. Copper Pipe (Up to 3 inches diameter): Type 'K.'

Water Main Lines and Fire Lines

1. Polyvinyl Chloride (PVC) (4 inches to 12 inches diameter): AWWA C900, Class 200

Sanitary Sewer Lines

1. All sewer piping to be Polyvinyl Chloride (PVC) sewer pipe, ASTM D3034, Type PSM, SDR 35

Storm Drain Lines

1. 10" pipes or smaller – Polyvinyl Chloride (PVC) sewer pipe, ASTM D3034, Type PSM, SDR 35
2. 12" pipes or larger – Advanced Drainage Systems (ADS) HP Storm Pipe, ASTM F2881 or AASHTO M330

CAUTION :

The locations and/or elevations of existing utilities as shown on these plans are 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.

Storm Drain & Sanitary Sewer Note:

All Storm Drainage & Sanitary Sewer Pipe Lengths and Slopes are from Center of Structure to Center of Structure

Onsite Utility Connection Notes:

1. Contractor shall field verify all utility connection elevations prior to any utility construction has begun.
2. Contractor shall construct utility lines into site prior to any onsite utility construction. Gravity lines are to be constructed starting at the lowest point and be installed prior to any waterline installation
3. Construction of any onsite utilities prior to the offsite connection will be done at the contractors risk.

Know what's below. Call 811 before you dig.
BLUE STAKES OF UTAH
UTILITY NOTIFICATION CENTER, INC.
www.bluestakes.org
1-800-662-4111

REV	DATE	DESCRIPTION

Designed by: EM
Drafted by: XX
Client Name:
Corner Partners, LLC.

21-187 UT

ANDERSON WAHLEN & ASSOCIATES
2010 North Redwood Road, Salt Lake City, Utah 84116
(801) 521-8529 – AWengineering.net

Utility Plan

Market Place at Eagle Mountain Lot 8

4211 North Pony Express Parkway
Eagle Mountain, Utah

LICENSED PROFESSIONAL ENGINEER
NO. 7748441-2202
ERIC L. MALMBERG
STATE OF UTAH
4/16/2021

15 Oct, 2021

SHEET NO.
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1. REINFORCEMENT: ASTM A 615, grade 60, galvanized or epoxy coated deformed steel rebar or smooth steel dowels with diameter and length as indicated.

   A. Space rebar and dowels at 12 to 15 inches on center.
   B. Grease dowels to provide movement in expansion joints.
   C. Keep tie bars in the vertical center of the concrete slab and perpendicular to the joint during concrete placement.

2. SAWING: Keep at least 3 working power saws on-site when concrete is being placed. Saw crack control joints (contraction joints) before shrinkage cracking takes place. Do not tear or ravel concrete during sawing. In cool weather, the joint sawing may be delayed only for the time required to prevent tearing and raveling the concrete. Cut joints to dimensions recommend by sealant manufacturer and approved by ENGINEER.

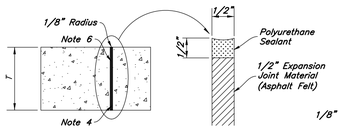
3. JOINTS: Lay out joints to aid construction and control random cracking.

   A. Joint Spacing shall be 12 feet maximum on center in both directions.
   B. Extend transverse contraction joints continuously across the full width of the concrete. Make the joints coincide with curb and gutter joints.
   C. Make adjustments in joint locations to meet inlet or manhole locations.
   D. Expansion Joints shall be placed where concrete abuts a building wall, sidewalk, curb, gutter or any immovable structure.

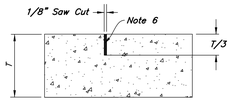
4. JOINT FILLER: Bituminous (Asphalt or tar) mastic, ASTM D994. Formed and encased between 2 layers of bituminous saturated felt or 2 layers of glass-fiber felt extending to the bottom of the concrete slab.

5. BACKER ROD: Round Rods. It must be oversized approximately 25 percent to fit tightly into each joint and compatible with hot poured sealant.

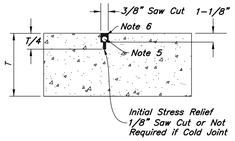
6. JOINT SEALANT: Hot applied, Asphalt base type, ASTM D 3405. Remove dirt, oil, and curing compounds from joint reservoir. Seal joints immediately after cleaning.



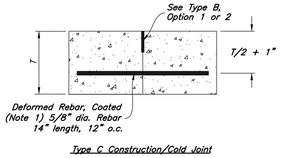
Type A Expansion Joint



Type B Contraction Joint (Option 2)

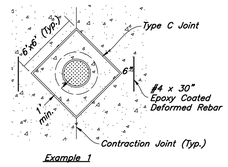


Type B Contraction Joint (Option 1)

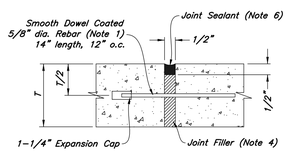


Type C Construction/Cold Joint

Rebar at all corners of expansion joints that do not intersect a contraction joint.

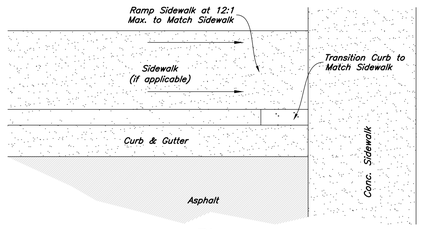


Example 1



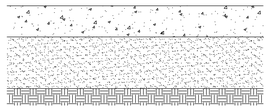
Type F Doweled Expansion Joint at Construction/Cold Joint

9 Concrete Joint Detail
Not to Scale

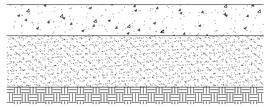


8 Curb Transition
Not to Scale

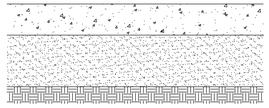
7 Not Used
Not to Scale


5.0 Inches Portland Cement Concrete (Non-Reinforced)
4.0 Inches Aggregate Base
Properly Prepared Natural Subgrade

ADA Parking Stalls


5.5 Inches Portland Cement Concrete (Non-Reinforced)
4.0 Inches Aggregate Base
Properly Prepared Natural Subgrade

Crosswalks / Drive-Thru Lanes


8.0 Inches Portland Cement Concrete (Non-Reinforced)
12.0 Inches Aggregate Base
Properly Prepared Natural Subgrade

Dumpster Pads

1. See Geotechnical Report for Project for Further Details
2. See Concrete Joint Detail

6 Concrete Paving Section
Not to Scale

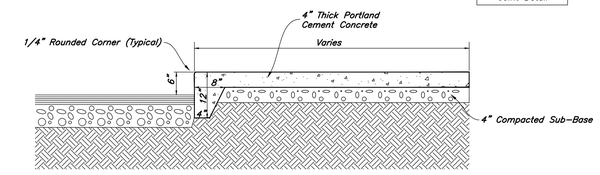
Contraction Joints

A. Spacing = 10' O.C.

Expansion Joints

A. Make expansion joints full depth, see joint deatil
B. Place expansion joint at all cold joints
C. Expansion joints are required at the start of end of curb radius.

1. See Concrete Joint Detail



5 Thickened Edge Walk
Not to Scale

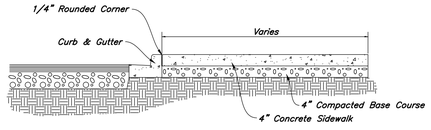
Contraction Joints

A. Spacing = 10' O.C.

Expansion Joints

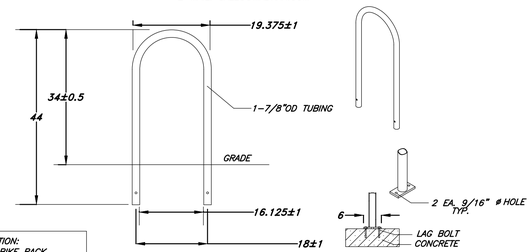
A. Make expansion joints full depth, see joint detail
B. Place expansion joint at all cold joints
C. Expansion joints are required at the start of end of curb radius.

1. See Concrete Joint Detail



4 Typical Sidewalk Detail
Not to Scale

TRIARY, INC.
1080 UNIEK DRIVE
WAUNAKEE, WI 53597
P:(800) 448-7931
WWW.MADRAX.COM
E-MAIL: SALES@MADRAX.COM

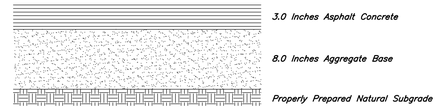


DESCRIPTION:
'U' 190 BIKE RACK
2 BIKE, SURFACE MOUNT
POWDER COATED - BLACK
2 3/8" TUBE SIZE
NO LEAN BAR

NOTES:
1. INSTALL BIKE RACKS ACCORDING TO MANUFACTURER'S SPECIFICATIONS.
2. CONSULTANT TO SELECT COLOR(FINISH). SEE MANUFACTURER'S SPECIFICATIONS.
3. SEE SITE PLAN FOR LOCATION OR CONSULT OWNER.

3 Bike Rack
Not to Scale

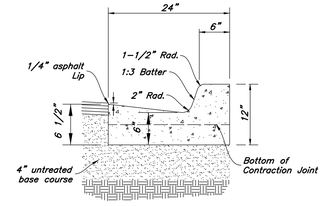
1. See Geotechnical Report for Project


3.0 Inches Asphalt Concrete
8.0 Inches Aggregate Base
Properly Prepared Natural Subgrade

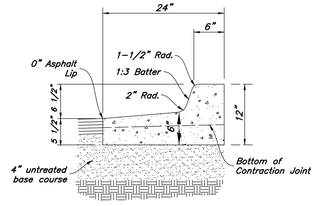
Standard Paving

2 Asphalt Paving Section
Not to Scale

1. Contraction Joints
   A. Spacing = 10' o.c., see joint detail
   B. 1/8" wide by 2" deep from top of curb at 15'-0" intervals
2. Expansion Joints
   A. Make expansion joints full depth, see joint detail
   B. Place expansion joint at all cold joints
   C. Expansion joints are required at ends of all radii 0.08.
   D. Required 5'-0" on each side of drainage structures
   E. Required at 90'-0" maximum intervals in straight curb and gutter
   F. Provide #6 x 18" long smooth steel dowel bars with 1" dia. grease cap through expansion joints (½" thick bituminous filler material)
3. 2'-6" Long tie bar on 2'-6" centers shall be provided when curb is adjacent to P.C.C. pavement
4. Provide (2) #6 x 2'-6" long tie bars to connect existing and new curb and gutter
5. Remove forms as early as possible. Brush top and face of curbs to remove all imperfections. Typical of all form work.
6. All radii shall be true arcs
7. Medium to light broom finish on all exterior concrete



Note: All Curb and Gutter to be Standard Unless Otherwise Noted



1. See Concrete Joint Detail

1 24" Curb And Gutter
Not to Scale

REV	DATE	DESCRIPTION

Designed by: EM
Drafted by: XX
Client Name:
Corner Partners, LLC.

21-187 DT

ANDERSON WAHLEN & ASSOCIATES
2010 North Redwood Road, Salt Lake City, Utah 84116
(801) 521-8529 - AWengineering.net

Details

Market Place at Eagle Mountain Lot 8
4211 North Pony Express Parkway
Eagle Mountain, Utah

LICENSED PROFESSIONAL ENGINEER
NO. 7798441-2202
ERIC L. MALMBERG
STATE OF UTAH

15 Oct, 2021

SHEET NO.
C4.1

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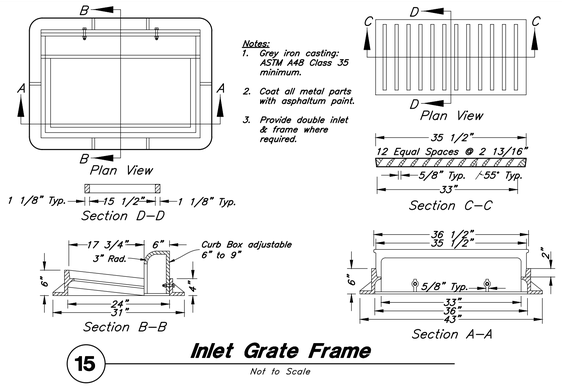
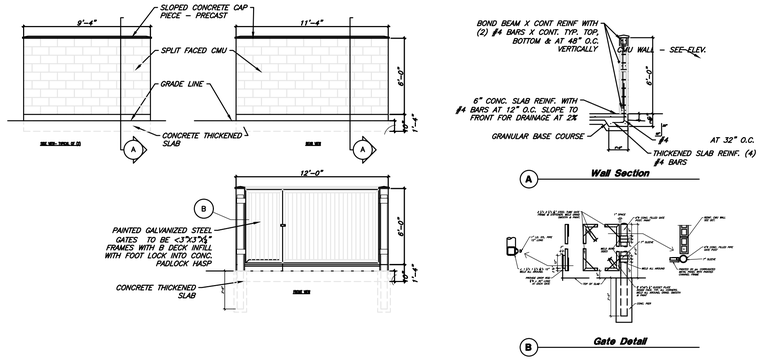


Notes:
1. Grey iron casting: ASTM A48 Class 35 minimum.
2. Coat all metal parts with asphaltum paint.
3. Provide double inlet & frame where required.

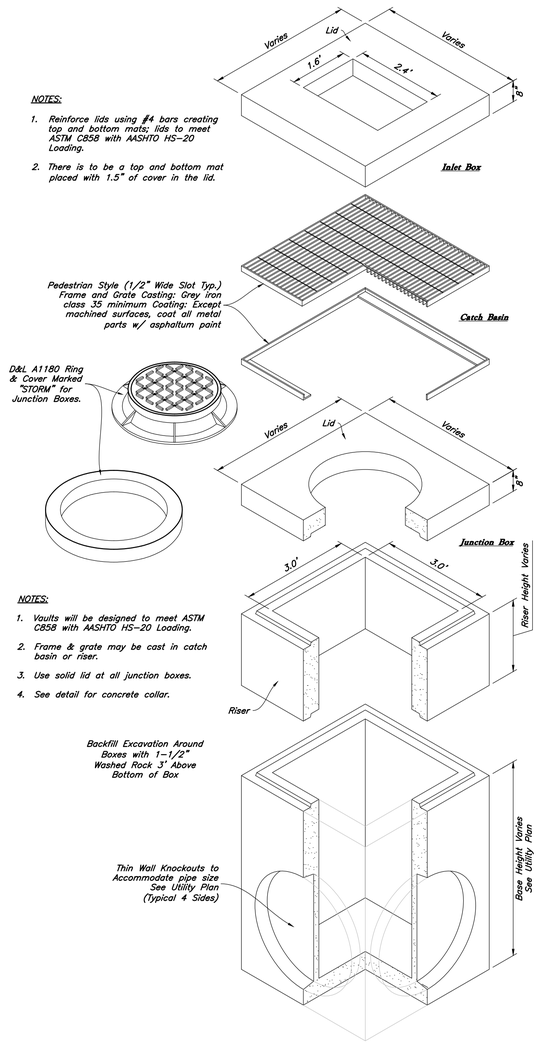
15 Inlet Grate Frame

Not to Scale



13 Trash Enclosure Detail

Not to Scale

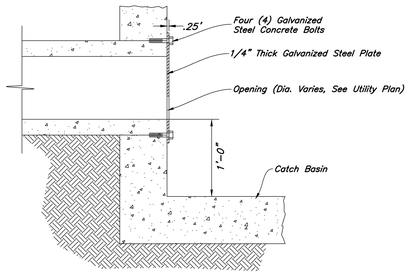


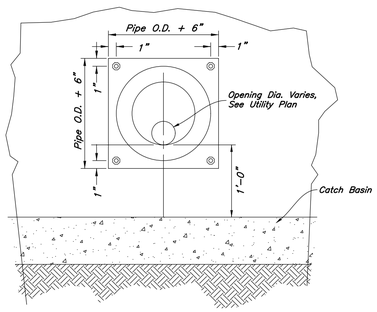
NOTES:
1. Reinforce lids using #4 bars creating top and bottom mats; lids to meet ASTM C858 with AASHTO HS–20 Loading.
2. There is to be a top and bottom mat placed with 1.5" of cover in the lid.

NOTES:
1. Vaults will be designed to meet ASTM C858 with AASHTO HS–20 Loading.
2. Frame & grate may be cast in catch basin or riser.
3. Use solid lid at all junction boxes.
4. See detail for concrete collar.

14 Precast 3' x 3' Catch Basin Junction Box/inlet

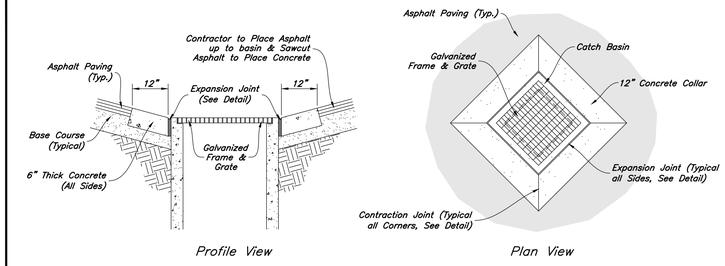
Not to Scale





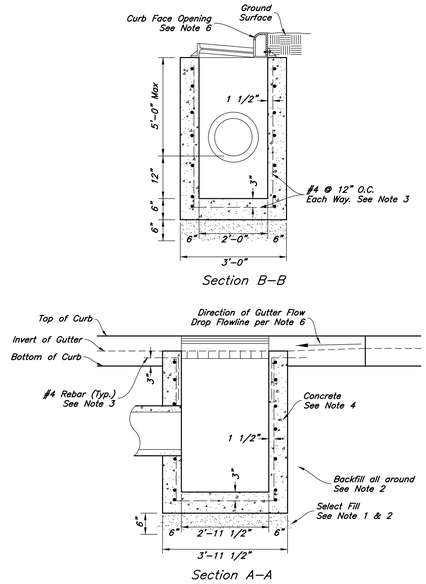
12 Orifice Plate Detail

Not to Scale

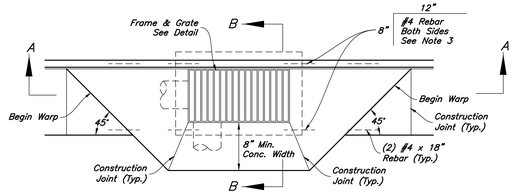


11 Concrete Collar Detail

Not to Scale



Catch Basin Notes:
1. Select Fill: Use untreated base course grade 1 or grade 3/4 per APWA Section 02060. Use of sewer rock or recycled aggregate requires Engineers written approval.
2. Backfill: Install and compact all backfill material or APWA Section 02321.
3. Reinforcement: Use ASTM A 615, grade 60 deformed steel rebar. See APWA Section 03200.
4. Concrete: Class 4,000 per APWA Section 03304. Place per APWA Section 03310. Apply a sealing / curing compound per APWA Section 03390 or use an acceptable alternate curing method.
5. Pipe Laterals: The drawing shows alternate connections to the curb outlet. Refer to construction drawings for connection locations.
6. Curb Face Opening: Make opening 4 inches high. Provide at least a 2 inch drop from the gutter flowline to the invert of the curb face opening.
7. Conc. Apron in front of Inlet Grate to be 8" min. & 12" max.



10 Curb Inlet with Single Grate

Not to Scale

REV	DATE	DESCRIPTION

Designed by: EM
Drafted by: XX
Client Name: Corner Partners, LLC.
21–187 DT

ANDERSON WAHLEN & ASSOCIATES
2010 North Redwood Road, Salt Lake City, Utah 84116
(801) 521–8529 – AWengineering.net

Details

Market Place at Eagle Mountain Lot 8
4211 North Pony Express Parkway
Eagle Mountain, Utah

LICENSED PROFESSIONAL ENGINEER
NO. 7781441-2202
ERIC L. MALMBERG
STATE OF UTAH

15 Oct, 2021

SHEET NO.
C4.2

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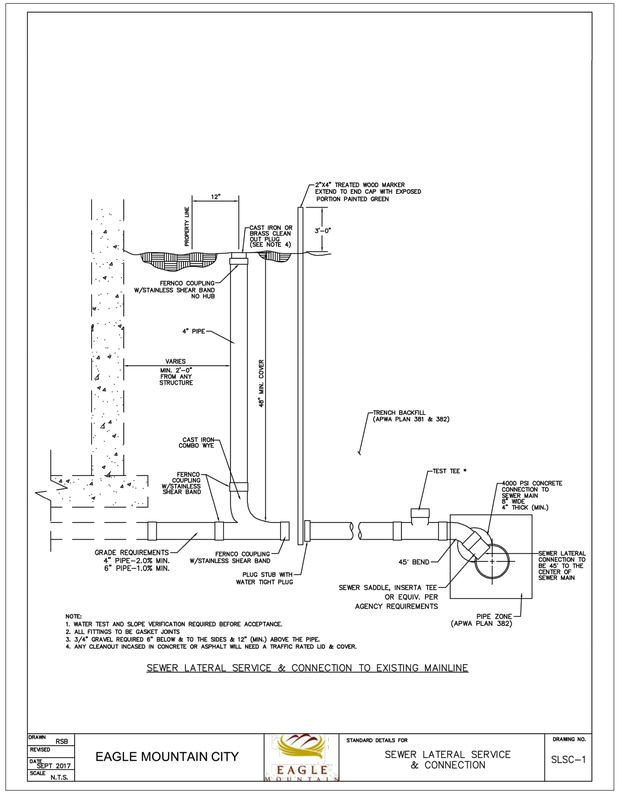
19 **Bollard Detail**

Not to Scale



18 **Eagle Mountain Sewer Lateral & Cleanout Detail**

Not to Scale

ADS

User Inputs

Chamber Model:	SC-740
Outlet Control Structure:	Yes
Project Name:	Lot 8
Engineer:	Eric Eric
Project Location:	Utah
Measurement Type:	Imperial
Required Storage Volume:	1313 cubic ft.
Stone Porosity:	40%
Stone Foundation Depth:	12 in.
Stone Above Chambers:	12 in.
Average Cover Over Chambers:	18 in.
Design Constraint Dimensions:	(25.50 ft. x 30 ft.)

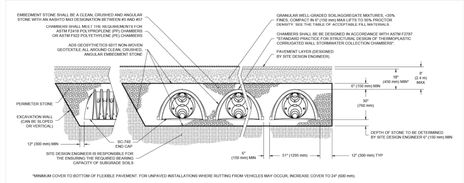
Results

System Volume and Bed Size

Installed Storage Volume:	1427.39 cubic ft.
Storage Volume Per Chamber:	45.90 cubic ft.
Number Of Chambers Required:	12
Number Of End Caps Required:	8
Chamber Rows:	4
Maximum Length:	28.88 ft.
Maximum Width:	21.10 ft.
Approx. Bed Size Required:	609.39 square ft.

System Components

Amount Of Stone Required:	81.17 cubic yards
Volume Of Excavation (Not Including Fill):	101.57 cubic yards
Non-woven Geotextile Required (excluding Isolator Row):	222.48 square yards
Non-woven Geotextile Required (Isolator Row):	24.48 square yards
Total Non-woven Geotextile Required:	246.96 square yards
Woven Geotextile Required (excluding Isolator Row):	23.75 square yards
Woven Geotextile Required (Isolator Row):	15.30 square yards
Total Woven Geotextile Required:	39.05 square yards



17 **North Stormtech SC-740 Chambers**

Not to Scale

ADS

User Inputs

Chamber Model:	SC-740
Outlet Control Structure:	No
Project Name:	Lot 8 South
Engineer:	Eric Eric
Project Location:	Utah
Measurement Type:	Imperial
Required Storage Volume:	784 cubic ft.
Stone Porosity:	40%
Stone Foundation Depth:	12 in.
Stone Above Chambers:	12 in.
Average Cover Over Chambers:	18 in.
Design Constraint Dimensions:	(12 ft. x 45 ft.)

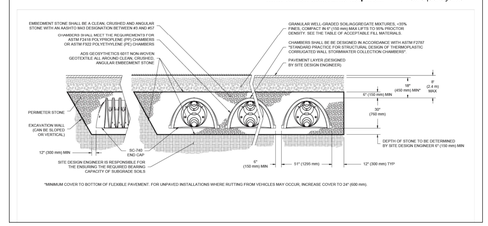
Results

System Volume and Bed Size

Installed Storage Volume:	933.08 cubic ft.
Storage Volume Per Chamber:	45.90 cubic ft.
Number Of Chambers Required:	8
Number Of End Caps Required:	4
Chamber Rows:	2
Maximum Length:	36.00 ft.
Maximum Width:	11 ft.
Approx. Bed Size Required:	395.98 square ft.

System Components

Amount Of Stone Required:	52.40 cubic yards
Volume Of Excavation (Not Including Fill):	66.00 cubic yards
Non-woven Geotextile Required (excluding Isolator Row):	161.99 square yards
Non-woven Geotextile Required (Isolator Row):	32.07 square yards
Total Non-woven Geotextile Required:	194.06 square yards
Woven Geotextile Required (excluding Isolator Row):	7.92 square yards
Woven Geotextile Required (Isolator Row):	20.04 square yards
Total Woven Geotextile Required:	27.96 square yards



16 **South Stormtech SC-740 Chambers**

Not to Scale

RCV	DATE	DESCRIPTION

Designed by: EM
Drafted by: XX
Client Name:
Corner Partners, LLC.

21–187 DT

ANDERSON WAHLEN & ASSOCIATES
2010 North Redwood Road, Salt Lake City, Utah 84116
(801) 521-8529 – AWengineering.net

Details

Market Place at Eagle Mountain Lot 8
4211 North Pony Express Parkway
Eagle Mountain, Utah

LICENSED PROFESSIONAL ENGINEER
NO. 7798441-2202
ERIC L. MALMBERG
STATE OF UTAH

15 Oct, 2021

SHEET NO.
C4.3

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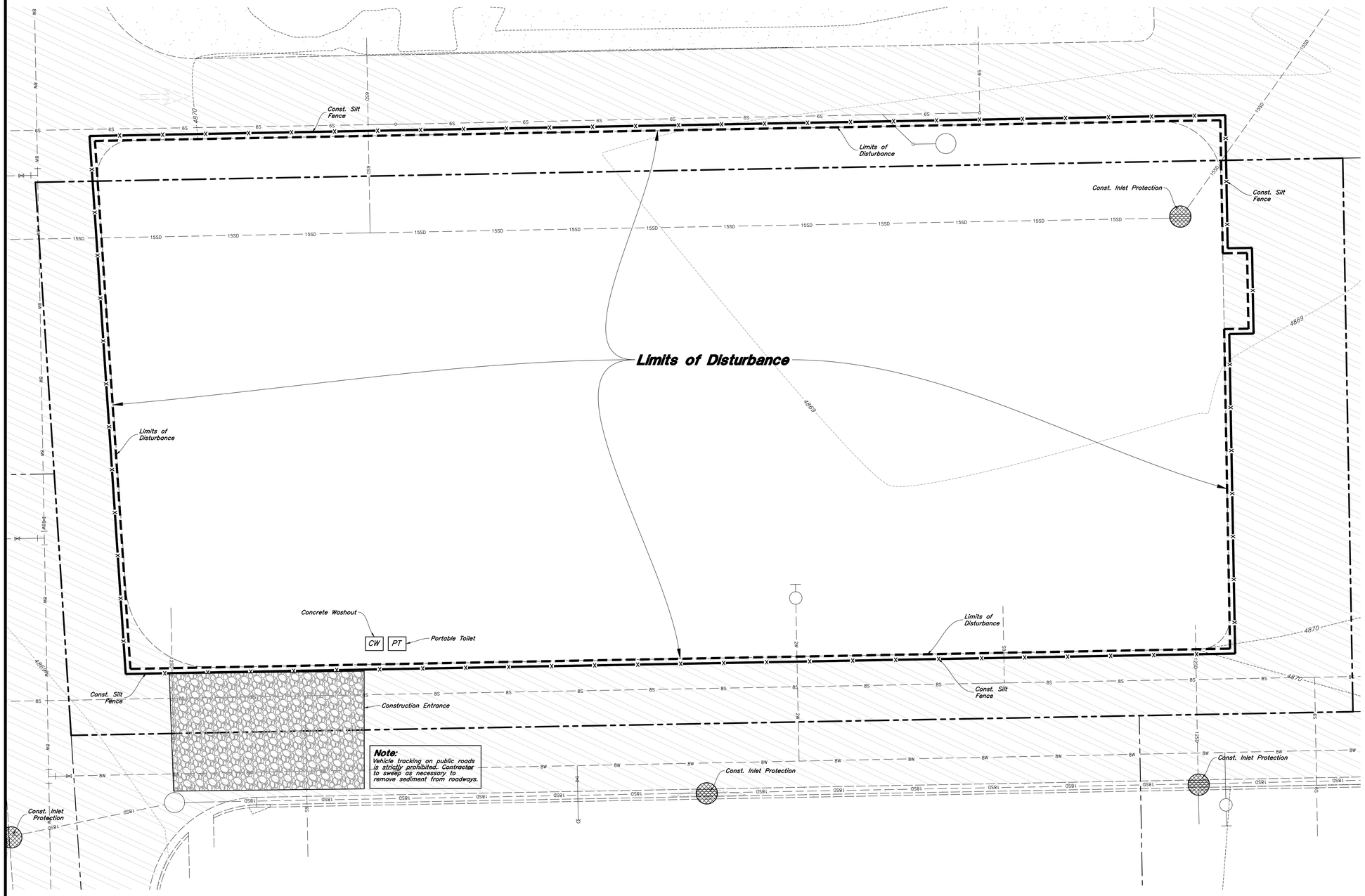

Scale: 1" = 10'

10' 0 10' 20'

Legend

- Place Inlet Protection at all Inlet Locations to prevent boxes from silting.
- Silt Fence
- Limit of Disturbance
- Construction Entrance / Truck Wash (50'x24' Min.)
- Concrete Washout Area (CW)
- Portable Toilet (PT)
- Gravel Sock
- Existing Contour (--78--)
- Existing Spot (+(78.00)A)
- Proposed Contour (--78--)

Erosion Control Notes

1. Storm water will be discharged into an existing drainage system. Existing Lines shall be inspected prior to Certificate of Occupancy and cleaned if necessary.
2. The Storm Water Prevention Plan shall conform to all State Division of Environmental Protection Regulations.
3. All Construction equipment will enter thru Designated Construction Entrances.
4. Coordinate Entrance locations with the local jurisdiction.
5. Inlet Protection Devices and Barriers shall be Repaired or Replaced if they Show Signs of Undermining or Deterioration.
6. Silt Fences shall be Repaired to their Original Conditions if Damaged, Sediment shall be Removed from Silt Fences when it Reaches one-half the Height of the Silt Fence.
7. The Construction Entrances shall be Maintained in a Condition which will Prevent Tracking or Flow of Mud onto Public Right-of-Way. This may Require Periodic Top Dressing of the Construction Entrances as Conditions Demand.
8. All Materials Spilled, Dropped, Washed or Tracked from Vehicles onto Roadways or into Storm Drains must be Removed Immediately.
9. Due to the Grade Changes During the Development of the Project, the Contractor shall be Responsible for Adjusting the Erosion Control Measures (Silt Fences, Inlet Protection, Etc...) to Prevent Erosion.
10. Contractor shall use Vehicle Tracking Control at all Locations where Vehicles will Enter or Exit the Site. Control Facilities will be Maintained while Construction is in Progress, Moved when Necessary and Removed when the Site is Paved.
11. Inlet Protection Devices shall be Installed Immediately upon Individual Inlets becoming Functional.
12. This Document is Fluid Allowing for Changes, Modifications, Updates and Alternatives. It is the Responsibility of the Contractor to Keep Record of all Alterations made to the Erosion Control Measures Implemented for the Project on this Plan and in the Storm Water Pollution Prevention Plan.
13. Cover Exposed stockpiles of soils, construction and landscaping materials with heavy plastic sheeting.
14. Re-vegetate areas where landscaping has died or not taken hold.
15. Divert storm water runoff around disturbed soils with berms or dirt swales.
16. Contractor to provide permanent stabilization to any areas disturbed by construction by hydroseeding native vegetation (if not otherwise stabilized).
17. Contractor is responsible for obtaining a fugitive dust control permit through the Division of Air Quality. All responsibilities relating to the production of the dust control plan shall be the responsibility of the Contractor.

REV	DATE	DESCRIPTION

Designed by: EM
Drafted by: XX
Client Name:
Corner Partners, LLC.

21-187 EC

ANDERSON WAHLEN & ASSOCIATES
2010 North Redwood Road, Salt Lake City, Utah 84116
(801) 521-8529 - AWengineering.net

Erosion Control Plan - Phase 1

Market Place at Eagle Mountain Lot 8

4211 North Pony Express Parkway
Eagle Mountain, Utah

LICENSED PROFESSIONAL ENGINEER
NO. 7296441-2202
ERIC L. MALMBERG
11/04/2021
STATE OF UTAH

15 Oct, 2021

SHEET NO.
C5.1

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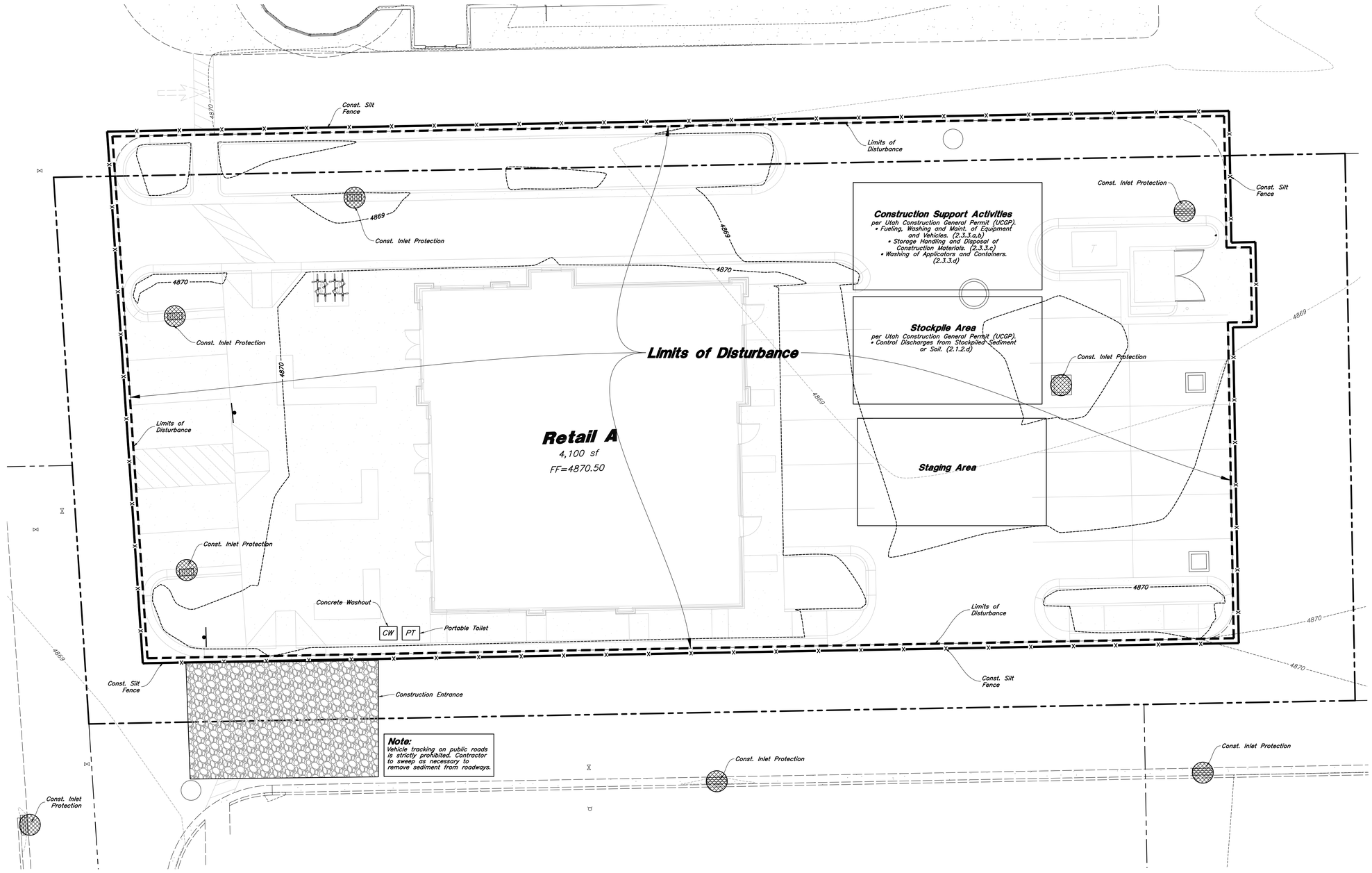

Scale: 1" = 10'

10' 0 10' 20'

Legend

- Place Inlet Protection at all Inlet Locations to prevent boxes from silting.
- Silt Fence
- Limit of Disturbance
- Construction Entrance / Truck Wash (50'x24' Min.)
- Concrete Washout Area (CW)
- Portable Toilet (PT)
- Gravel Sock
- Existing Contour (78.--)
- Existing Spot (78.00TA)
- Proposed Contour (78.--)

Erosion Control Notes

1. Storm water will be discharged into an existing drainage system. Existing Lines shall be inspected prior to Certificate of Occupancy and cleaned if necessary.
2. The Storm Water Prevention Plan shall conform to all State Division of Environmental Protection Regulations.
3. All Construction equipment will enter thru Designated Construction Entrances.
4. Coordinate Entrance locations with the local jurisdiction.
5. Inlet Protection Devices and Barriers shall be Repaired or Replaced if they Show Signs of Undermining or Deterioration.
6. Silt Fences shall be Repaired to their Original Conditions if Damaged, Sediment shall be Removed from Silt Fences when it Reaches one-half the Height of the Silt Fence.
7. The Construction Entrances shall be Maintained in a Condition which will Prevent Tracking or Flow of Mud onto Public Right-of-Way. This may Require Periodic Top Dressing of the Construction Entrances as Conditions Demand.
8. All Materials Spilled, Dropped, Washed or Tracked from Vehicles onto Roadways or into Storm Drains must be Removed Immediately.
9. Due to the Grade Changes During the Development of the Project, the Contractor shall be Responsible for Adjusting the Erosion Control Measures (Silt Fences, Inlet Protection, Etc...) to Prevent Erosion.
10. Contractor shall use Vehicle Tracking Control at all Locations where Vehicles will Enter or Exit the Site. Control Facilities will be Maintained while Construction is in Progress, Moved when Necessary and Removed when the Site is Paved.
11. Inlet Protection Devices shall be Installed Immediately upon Individual Inlets becoming Functional.
12. This Document is Fluid Allowing for Changes, Modifications, Updates and Alternatives. It is the Responsibility of the Contractor to Keep Record of all Alterations made to the Erosion Control Measures Implemented for the Project on this Plan and in the Storm Water Pollution Prevention Plan.
13. Cover Exposed stockpiles of soils, construction and landscaping materials with heavy plastic sheeting.
14. Re-vegetate areas where landscaping has died or not taken hold.
15. Divert storm water runoff around disturbed soils with berms or dirt swales.
16. Contractor to provide permanent stabilization to any areas disturbed by construction by hydroseeding native vegetation (if not otherwise stabilized).
17. Contractor is responsible for obtaining a fugitive dust control permit through the Division of Air Quality. All responsibilities relating to the production of the dust control plan shall be the responsibility of the Contractor.

REV	DATE	DESCRIPTION

Designed by: EM
Drafted by: XX
Client Name:
Corner Partners, LLC.

21-187 EC

ANDERSON WAHLEN & ASSOCIATES
2010 North Redwood Road, Salt Lake City, Utah 84116
(801) 521-8529 - AWengineering.net

Erosion Control Plan - Phase 2

Market Place at Eagle Mountain Lot 8

4211 North Pony Express Parkway
Eagle Mountain, Utah

REGISTERED PROFESSIONAL ENGINEER
NO. 7746441-2202
ERIC L. MALMBERG
STATE OF UTAH

15 Oct, 2021

SHEET NO.
C5.2

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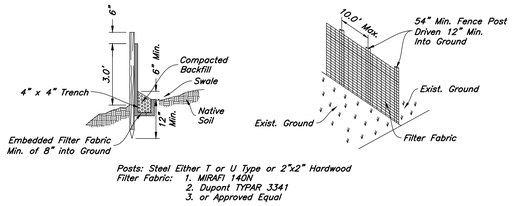


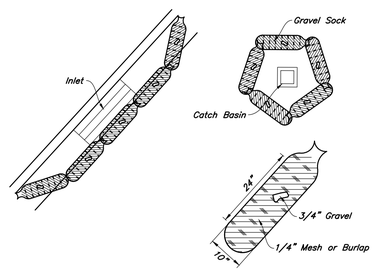
Posts: Steel Either T or U Type or 2"x2" Hardwood
Filter Fabric: 1. MIRAFI 140N
2. Dupont TYPAR 3341
3. or Approved Equal

Notes:

1. Filter cloth to be fastened securely to fence posts with wire ties or staples.
2. When two sections of filter cloth adjoin each other they shall be overlapped by six inches and folded.
3. Collected material shall be removed when "bulges" develop in the silt fence.

3 Silt Fence Section

Not to Scale



5 Gravel Sock Sediment Barrier

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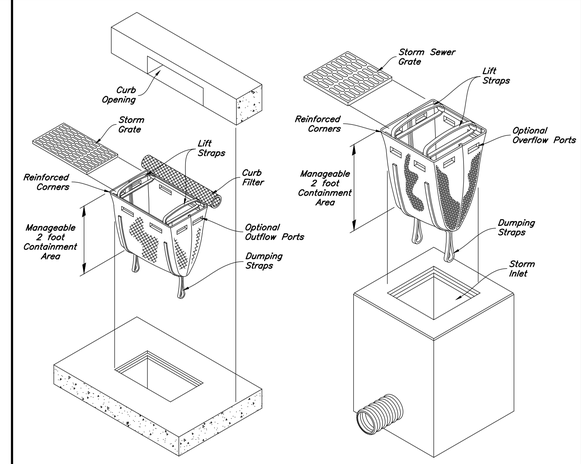

2 Dandy Sack Inlet Protection

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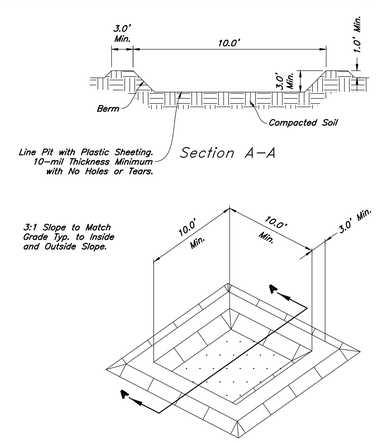
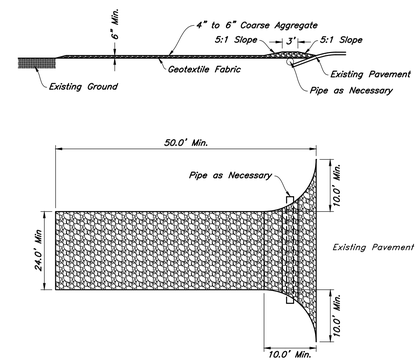


4 Concrete Washout

Not to Scale



1 Stabilized Construction Entrance

Not to Scale

REV	DATE	DESCRIPTION

Designed by: EM
Drafted by: XX
Client Name:
Corner Partners, LLC.

21-187 EC

ANDERSON WAHLEN & ASSOCIATES
2010 North Redwood Road, Salt Lake City, Utah 84116
(801) 521-8529 – AWAengineering.net

Erosion Control Details

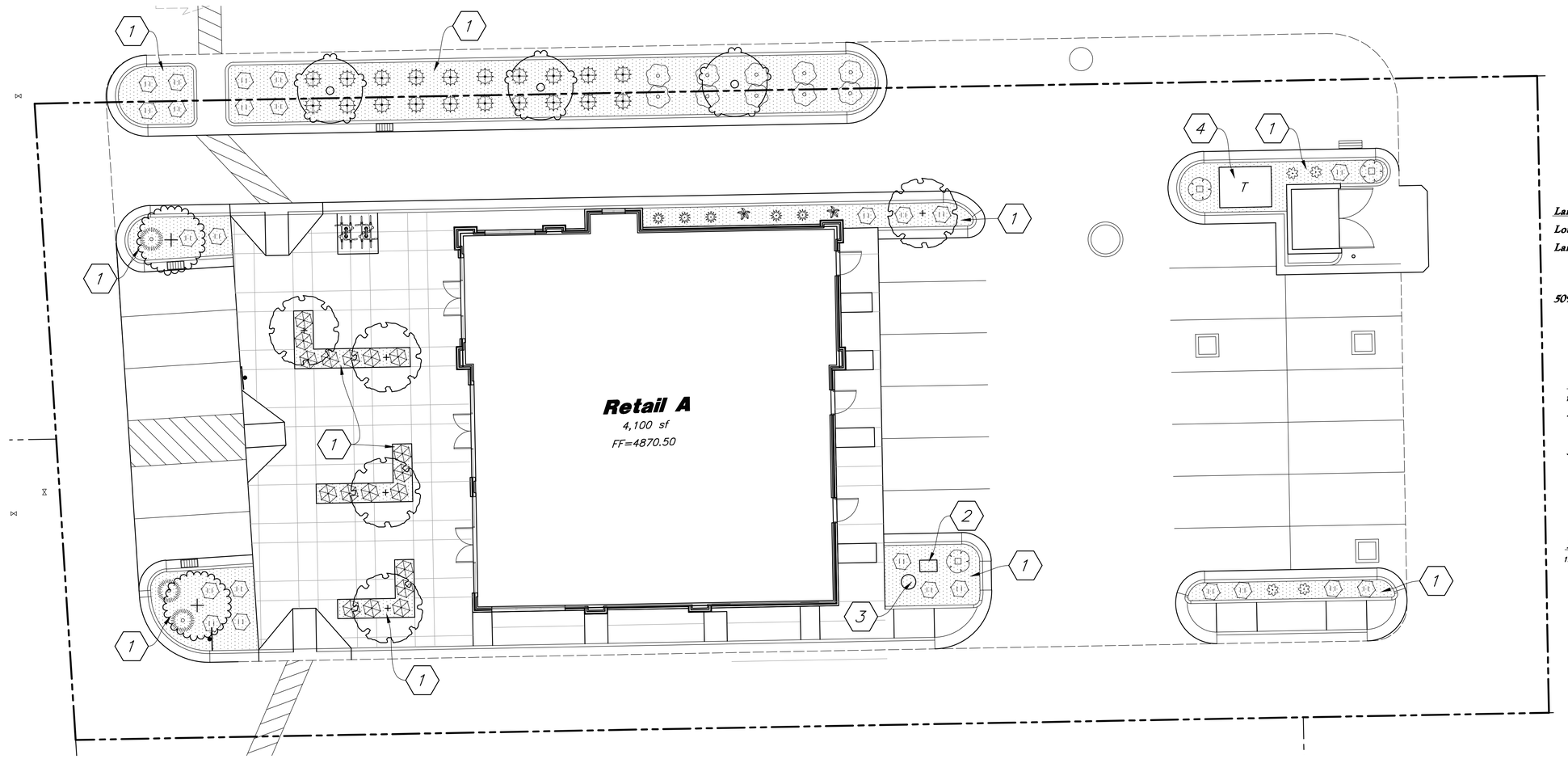
Market Place at Eagle Mountain Lot 8

4211 North Pony Express Parkway
Eagle Mountain, Utah

LICENSED PROFESSIONAL ENGINEER
NO. 7736441-2202
ERIC L. MALMBERG
STATE OF UTAH

15 Oct, 2021

SHEET NO.
C5.3



Scale: 1" = 10'

10' 0 10' 20'

Landscape Data

Lot 8 Site Area = 28,350 s.f. (0.65 ac.)

Landscape Area Provided = 2,272 s.f. (8%)

Lawn Area = 0 s.f. (0%)

Xeriscaping = 2,272 s.f. (100%)

50% of Landscape Area Shall be Live Vegetation

Landscape Notes:

1. See Sheet L3.1 for Planting Details.
2. All Landscape Material shall be Fully Irrigated by an Automatic Irrigation System. See Sheet L2.1 for Irrigation Layout and Sheet L3.1 for Details. Point Source Drip Shall be Used to Irrigate New Shrubs Areas.
3. Adjust Plant Material as Needed to Accommodate New and Existing Utilities.

Landscape Maintenance:

1. All Landscape within the Property Line Shall be Installed and Maintained by the Owner.

Landscape Keynotes

1. Install Shrub Planter with Decorative Stone
2. New Backflow Preventer; Install in Middle of Parking Island Away From Edge of Traffic and Potential Locations Where Car Doors Could Hit Backflow; Install with and Enclosure and a Concrete Pad; Secure Enclosure to Concrete Pad – See Irrigation Plan for More Detail
3. Water Meter; Adjust Plant Spacing as Needed to Accommodate Exact Location
4. Elect. Transformer – See Site Elect.

General Landscape Notes:

1. Plant material quantities are provided for bidding purposes only. It is the contractors responsibility to verify all quantities listed on the plans and the availability of all plant materials and their specified sizes prior to submitting a bid. The contractor must notify the Landscape Architect prior to submitting a bid if the contractor determines a quantity deficiency or availability problem with specified material. The contractor shall provide sufficient quantities of plants equal to the symbol count or to fill the area shown on the plan using the specified spacing. Plans take precedence over plant schedule quantities.
2. Contractor shall call Blue Stake before excavation for plant material.
3. Prior to construction, the contractor shall be responsible for locating all underground utilities and shall avoid damage to all utilities during the course of the work. It shall be the responsibility of the contractor to protect all utility lines during the construction period, and repair any and all damage to utilities, structures, site appurtenances, etc. which occurs as a result of the landscape construction.
4. The landscape contractor shall examine the site conditions under which the work is to be performed and notify the general contractor in writing of unsatisfactory conditions. Do not proceed until conditions have been corrected.
5. The contractor shall provide all materials, labor and equipment required for the proper completion of all landscape work as specified and shown on the drawings.
6. See civil and architectural drawings for all structures, hardscape, grading, and drainage information.
7. Contractor safety and cleanup must meet OSHA standards at all times. All contractors must have adequate liability, personnel injury and property damage insurance. Clean-up must be performed daily, and all hardscape areas must be washed free of dirt and mud on final cleanup. Construction must occur in a timely manner.
8. All new plant material shall conform to the minimum guidelines established by the American Standard for Nursery Stock Published by the American Association of Nurseryman, Inc. In addition, all new plant material shall be of specimen quality.
9. The Owner/Landscape Architect has the right to reject any and all plant material not conforming to the plans and specifications.
10. Any proposed substitutions of plant species shall be made with plants of equivalent overall form, height, branching habit, flower, leaf, color, fruit and culture only as approved by the Landscape Architect.
11. It is the contractors responsibility to furnish all plant materials free of pests or plant diseases. It is the contractor's obligation to maintain and warranty all plant materials.
12. The contractor shall take all necessary scheduling and other precautions to avoid winter, climatic, wildlife, or other damage to plants. The contractor shall install the appropriate plants at the appropriate time to guarantee life of plants
13. The contractor shall install all landscape material per plan, notes and details.
14. Plant names are abbreviated on the drawings, see plant schedule for symbols, abbreviations, botanical, common names, sizes, estimated quantities and remarks.
15. No grading or soil placement shall be undertaken when soils are wet or frozen.
16. Imported topsoil shall be used for all landscape areas. The topsoil must be a premium quality dark sandy loam, free of rocks, clods, roots, and plant matter. The landscape contractor shall perform a soil test on the imported topsoil and amend per soil test recommendations. The soil test shall be done by a certified soil testing agency.
17. Prior to placement of topsoil in all landscaping areas, all subgrade areas shall be loosened by scarifying the soil to a depth of 6 inches in order to create a transition layer between existing and new soils.
18. Provide a 12" depth of imported topsoil in parking islands and an 8 inch depth in all other shrub areas.
19. All plant material holes shall be dug twice the diameter of the rootball and 6 inches deeper. Excavated material shall be removed from the site and replaced with plant backfill mixture. The top of the root balls, shall be planted flush with the finish grade.
20. Plant backfill mix shall be composed of 3 parts topsoil to 1 part soil pep, and shall be mixed at the planting hole.Deep water all plant material immediately after planting. Add backfill mixture to depressions as needed.
21. All new plants to be balled and burlapped or container grown, unless otherwise noted on plant schedule.
22. Upon completion of planting operations, all landscape areas with trees, shrubs, and perennials, shall receive specified stone over Dewitt Pro5 Weed Barrier. Stone shall be evenly spread on a carefully prepared grade free of weeds. The top of stone should be slightly below finish grade and concrete areas.
23. All deciduous trees shall be double staked per tree staking detail. It is the contractors responsibility to remove tree staking in a timely manner once staked trees have taken root. Deciduous tree ties to be V.I.T. Cinche Ties #CT32.
24. The contractor shall comply with all warranties and guarantees set forth by the Owner, and in no case shall that period be less than one year following the date of completion and final acceptance.

PLANT SCHEDULE

TREES	QTY	BOTANICAL / COMMON NAME	SIZE
	2	Prunus sargentii 'Columnaris' / Columnar Sargent Cherry	1 1/2" Cal.
	5	Quercus robur fastigiata 'Crimson Spire' / Crimson Spire Oak	1 1/2" Cal.
	3	Syringa reticulata 'Ivory Silk' / Ivory Silk Japanese Tree Lilac	1 1/2" Cal.
SHRUBS	**QTY**	**BOTANICAL / COMMON NAME**	**SIZE**
	5	Cornus sericea 'Kelseyi' / Kelseyi Dogwood	5 gal
	10	Forsythia x 'Gold Tides' / Golden Tide Forsythia	5 gal
	2	Ilex crenata 'Sky Pencil' / Sky Pencil Japanese Holly	5 gal
	3	Juniperus horizontalis 'Bar Harbor' / Bar Harbor Creeping Juniper	5 gal
	3	Juniperus horizontalis 'Blue Chip' / Blue Chip Juniper	5 gal
	18	Ligustrum vulgare 'Lodense' / Lodense Privet	5 gal
	25	Spiraea x bumalda 'Anthony Waterer' / Anthony Waterer Bumald Spiraea	5 gal
ORNAMENTAL GRASSES	**QTY**	**BOTANICAL / COMMON NAME**	**SIZE**
	4	Calamagrostis x acutiflora 'Karl Foerster' / Feather Reed Grass	1 gal
	20	Panicum virgatum 'Shenendoah' / Burgundy Switch Grass	1 gal

MATERIAL SCHEDULE

Symbol	Comments	Detail
	Decorative Stone – Install a (4) Four Inch Depth over Dewitt Pro5 Weed Barrier; Stone Shall be Used in all Shrub Areas Where Shown on Plan and Wash Prior to Installation; Stone Shall be 1 1/2" Diameter, Crushed South Town From Utah Landscaping Rock (435-621-3232); Match Stone Used at the Adjacent Grocery Store; Submit Sample for Approval	Detail: 4/L3.1

811 Know what's below. Call before you dig.

RDV	DATE	DESCRIPTION

Designed by: EM
Drafted by: XX
Client Name:
Corner Partners, LLC.

21-187 LS

ANDERSON WAHLEN & ASSOCIATES
2010 North Redwood Road, Salt Lake City, Utah 84116
(801) 521-8529 – AWengineering.net

Landscape Plan

Market Place at Eagle Mountain Lot 8
4211 North Pony Express Parkway
Eagle Mountain, Utah

State of Utah – Licensed Landscape Architect
Jared R. Manscill
No. 7740426-5301
11/04/2021

15 Oct, 2021

SHEET NO.
L1.1

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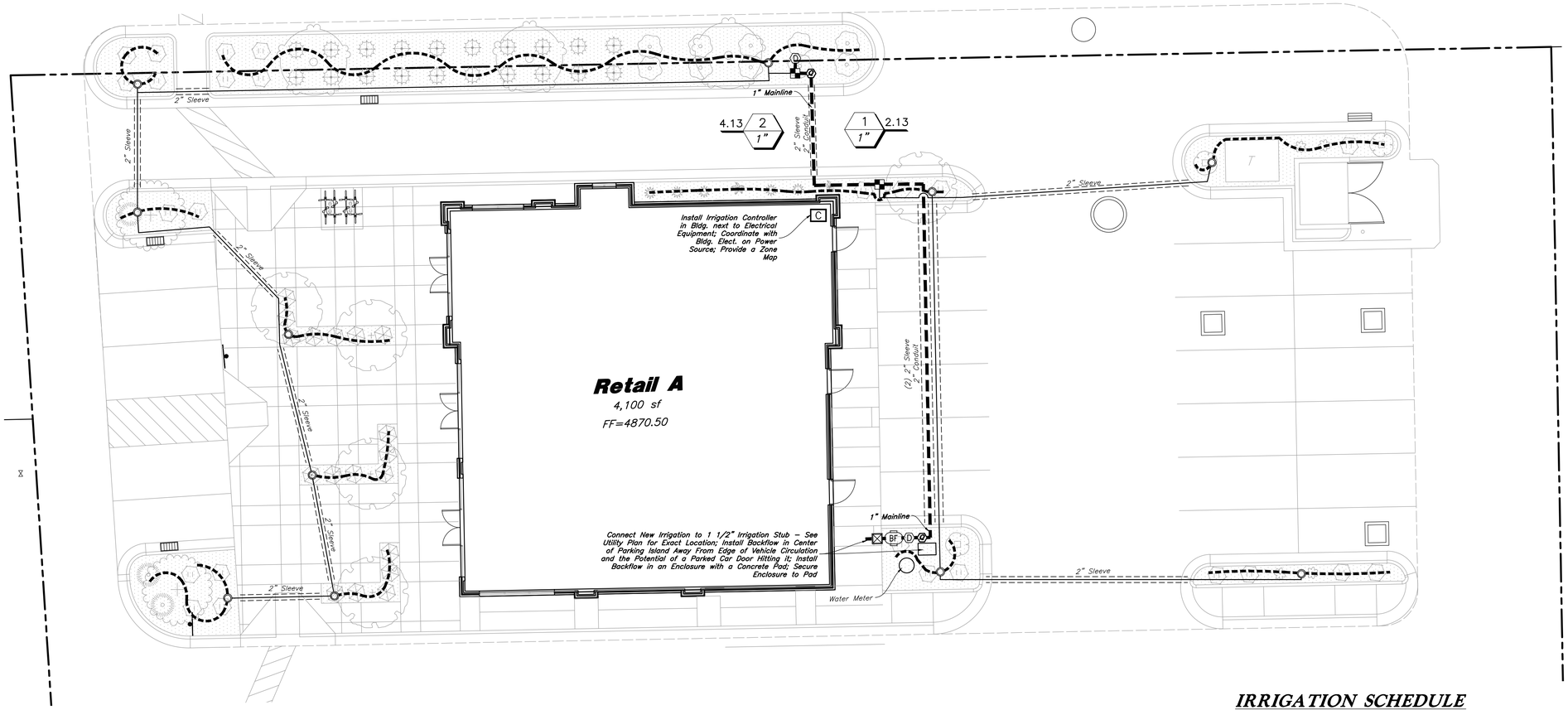

Scale: 1" = 10'

10' 0 10' 20'

Main Service Line & Other Irrigation Components Are Shown In Paved Or Hardscape Surfaced For Clarity Purposes ONLY! Install All Irrigation Components within Landscaped Areas.

Irrigation Maintenance:

1. All Irrigation within the Property Line Shall be Installed and Maintained by the Owner.

Irrigation Notes

1. See Sheet L1.1 for Plant Layout and Sheet L3.1 for Planting Details.
2. See Sheet L3.1 for Irrigation Details.
3. The City Reported a Water Pressure Range of 85 psi in the Area. The City Suggests that the Irrigation System Shall be Designed in the Range of 40–60 psi to Accommodate for Future Water Usage Growth in the City. The Irrigation System Requires a minimum of 47 psi.

IRRIGATION SCHEDULE

Symbol	Manufacturer/Model #	Description	Notes	Detail
Valves				
	Rain Bird XCZ–100–PRB–COM	Drip Remote Control Valve	1 Inch Size; Drip Control Zone Kit; Install in Standard Valve Box with 3" Depth of Gravel over Weed Barrier; Install with Water Proof Wire Connectors	6/L3.1
Q	Rain Bird 44RC	Quick Coupler Valve with Swing Joint	1 Inch Size; Install in 10" Round Valve Box with 3" Depth of Gravel over Weed Barrier	7/L3.1
D	Matco–Norca 759	Manual Drain Valve	1/2 Inch Size; Install at End of the Mainline and After the Backflow Preventer in a 10" Round Valve Box with Weed Barrier and a Gravel Sump	10/L3.1
Drip				
	PVC Pipe To Drip Tubing	Provide Connection Fittings	Install 1" Feeder Line To All Drip Areas	4/L3.1
	Rain Bird XBS–940 Rain Bird XO–100 Rain Bird XB–20PC Rain Bird TS025 Rain Bird DBC–025 Rain Bird MDCFCAP	3/4" Distribution Tubing – Pipe shown on Plan is Schematic; Adjust as Needed 1/4" Distribution Tubing – Install one per Emitter Xeri–Bug Emitter (2 Gal/Hr.) – 1(2) Perennial, 2(2) Shrub, 1(2) Ornamental Grass, 4(2) Tree Tie Down Stake – Tubing to be Staked every 3' Diffuser Bug Cap – Install one per Emitter Removable Flush Cap – Install at the End of Each Line		9&14/L3.1
P.O.C. Components				
	Mueller Oriseal Mark II	Stop & Waste Valve	1 Inch Size; Install in 10" Round Valve Box with Weed Barrier and Gravel Sump	13/L3.1
BF	Wilkins 375XL Series	Reduce Pressure Backflow Assembly	1 Inch Size; Backflow Preventer Shall be Properly Installed & Tested to Meet all State & Local Health & Safety Laws & Ordinances; Install in Artificial Rock Enclosure (110–ST from DekoRRa Products, LLC.); Rock Color Shall be Riverbend Brown; Install on Concrete Pad with Frost Bag (602–DT)	5/L3.1
Pipes				
	Schedule 40 PVC	Mainline Pipe	1 Inch Size; Schedule 80 Fittings Shall be Used for Mainline Components	8/L3.1
	Schedule 40 PVC	Lateral Line Pipe	See Plan for Pipe Sizes; Pipes Unmarked Shall be 1 Inch; Minimum Pipe Size Shall be 1 Inch for PVC Pipe	8/L3.1
Controller				
C	Rain Bird ESP4MEI	4 Station Base Indoor Controller	See Plan for Location of Controller; Coordinate Power Supply With Building Electrical Contractor	12/L3.1
Sleeving				
	Schedule 40 PVC	Provide for Irr. Mainlines, Laterals, and Controller Wire Located under Concrete and Asphalt Paving at specified depths	Contractor shall Coordinate the Installation of Sleeving with the Installation of Concrete Flatwork and Asphalt Paving. All Sleeving is by the Landscape Contractor unless otherwise noted.	11/L3.1

Valve Callout: # (Valve Number) / # (Valve Flow) / #" (Valve Size)

General Irrigation Notes:

1. Prior to construction, the contractor shall be responsible for locating all underground utilities and shall avoid damage to all utilities during the course of the work. It shall be the responsibility of the contractor to protect all utility lines during the construction period, and repair any and all damage to utilities, structures, site appurtenances, etc. which occurs as a result of the landscape construction.
2. The irrigation contractor shall examine the site conditions under which the work is to be performed and notify the general contractor in writing of unsatisfactory conditions. Do not proceed until conditions have been corrected.
3. The contractor shall provide all materials, labor and equipment required for the proper completion of all irrigation work as specified and shown on the drawings.
4. See civil and architectural drawings for all structures, hardscape, grading, and drainage information.
5. Contractor safety and cleanup must meet OSHA standards at all times. All contractors must have adequate liability, personnel injury and property damage insurance. Clean–up must be performed daily, and all hardscape areas must be washed free of dirt and mud on final cleanup. Construction must occur in a timely manner.
6. The Owner/Landscape Architect has the right to reject any and all irrigation material not conforming to the plans and specifications.
7. The contractor shall install all irrigation material per plan, notes and details.
8. Irrigation system components must be premium quality only and installed to manufactures requirements and specifications. The contractor is responsible for checking state and local laws for all specified materials and workmanship. Substitutions must be approved by landscape architect. Provide owner and maintenance personnel with instruction manual and all products data to operate, check, winterize, repair, and adjust system.
9. Irrigation system guarantee for all materials and workmanship shall be one year from the time final project acceptance. Guarantee will include, but is not limited to winterizing, spring activation, repair, trench setting, backfilling depressions, and repairing freeze damage.
10. Irrigation system check must be done before the system is backfilled. Irrigation mainline and each control valve section must be flushed and pressure checked. Assure the complete system has no documented problems and full head to head coverage with adequate pressure for system operation. Adjust system to avoid spray on building, hardscape, and adjacent property. Any problems or plan discrepancies must be reported to the landscape architect.
11. Irrigation laterals must be schedule 40 P.V.C. with schedule 40 fittings. one (1) inch minimum size. Solvent weld all joints as per manufactures specifications for measured static p.s.i. Teflon tape all threaded fittings. The minimum depth of lateral lines shall be twelve (12) inches. Adapt system to manual compression air blowout.
12. Irrigation mainline that are 2" and smaller mainlines shall be schedule 40 PVC pipe with schedule 80 fittings. Solvent weld all joints as per manufactures specifications for measured static pressure. Use teflon tape on all threaded joints. Line depth must be twenty–four (24) inches minimum.
13. Install dielectric fittings whenever dissimilar metals are joined.
14. Design locations are approximate. Make minor adjustments necessary to avoid plantings and obstructions such as signs and light standards. Maintain 100(%) percent irrigation coverage of areas indicated.
15. Controller valves to be grouped together wherever possible. Install valve boxes with long side perpendicular to walk, curb, lawn, building or landscape features. Valve boxes to conform with finish grades.
16. Control valve wire shall be #14 single conductor: white for common wire, red for hot wire and blue for the spare wire. Provide (1) one spare wire that runs the length of the mainline and to the controller. All wiring shall be UF–UL rated. All connections shall be made with water tight connectors (DBR/Y or equivalent) and contained in control valve boxes. Provide 36" extra wire length at each remote control valve in valve box. Install control wiring with main service line where possible. Provide slack in control wires at all changes in direction.
17. Control valve size, type, quantity, and location to be approved by landscape architect. install in heavy duty plastic vandal proof box. Size boxes according to valve type and size for ease of maintenance and repair. Install one (1) cubic feet of pea gravel for sump in base of boxes. Boxes to be Carson Brooks or equal.
18. Quick couplers shall be a Rain Bird 44RC with a 1 inch Lasco untitzed swing joint assembly. Support with rebar in each retainer lug. Install where shown on the plans.
19. Irrigation system backfill must occur only after system check is completed as specified. Use only rock free clean fill around pipes, valves, drains, or any irrigation system components. Water settle all trenches and excavations.
20. All irrigation pipe running through walls, under sidewalk, asphalt, or other hard surface shall be sleeved prior to paving. It is the irrigation contractors responsibility to coordinate sleeving with concrete and pavement contractors. Sleeves will be schedule 40 P.V.C. The depth for mainline sleeves shall be twenty–eight (28) inches minimum. Depth for lateral sleeves shall be sixteen (16) inches minimum. Sleeves shall be a minimum of two sizes larger than the pipe to be sleeved. All valve wiring shall be contained in separate sleeving.
21. Plans are diagrammatic and approximate due to scale. where possible, all piping is to be installed within the planting areas. No tees, ells, or changes in direction shall occur under hardscape.
22. It is the contractors responsibility to verify all quantities based upon the plan prior to completion of a construction cost estimate.
23. The irrigation contractor shall flush and adjust all sprinkler heads for optimum performance and to prevent possible overspray onto walks, roadways, and/or buildings as much as possible. This shall include selecting the best degree of arc to fit the site and to throttle the flow control of each valve to obtain the optimum operating pressure for each system. All mainlines shall be flushed prior to the installation of irrigation heads.
24. All sprinkler heads shall be set perpendicular to finish grade of the areas to be irrigated and shall be installed 6–8" from buildings walls, or within 4" of pavement, curbs, or header edges.
25. Drip system piping shall consist of a rigid schedule 40 PVC pipe distribution system connecting drip irrigated planter areas. Poly tubing or drip line shall be run off the rigid PVC in each planting area or island with a PVC to poly tubing adapter. No poly tubing shall run under pavement.
26. Electrical power source at the controller location shall be provided by electrical contractor. Contractor shall verify location of controller prior to installation with owner.
27. Provide and install all manufacturer's recommended surge and lighting protection equipment on all controllers.
28. All lines shall slope to manual drains (see details). If field conditions necessitate additional drains, these drains shall be installed for complete drainage of the entire system. Provide a gravel sump under each drain. All drains shall be a minimum of 6" below grade.
29. Upon completion and approval of irrigation system, irrigation contractor to provide the owner with two sets of drawings indicating actual location of piping, valves, sprinkler heads, wiring, and zones.
30. An irrigation zone map shall be provided in a protective jacket and be kept with the main irrigation controller. The map shall show all approved irrigation and include all zone valve locations.
31. It shall be the responsibility of the sprinkler contractor to demonstrate to the Owner the proper winterization and start–up procedures for the entire system prior to final payment.

VALVE SCHEDULE

VALVE STATION	VALVE SIZE	IRRIGATION TYPE	FLOW (GPM)	PSI	PSI @ POC	PRECIP. RATE
1	1"	Area for Drip Emitters	2.13	31.82	45.94	0.57 in/h
2	1"	Area for Drip Emitters	2.60	31.97	46.23	0.44 in/h

811 Know what's below. Call before you dig.

REV	DATE	DESCRIPTION

Designed by: EM
Drafted by: XX
Client Name: Corner Partners, LLC.
21–187 IR

ANDERSON WAHLEN & ASSOCIATES
2010 North Redwood Road, Salt Lake City, Utah 84116
(801) 521–8529 – AWengineering.net

Irrigation Plan

Market Place at Eagle Mountain Lot 8
4211 North Pony Express Parkway
Eagle Mountain, Utah

State of Utah — Licensed Landscape Architect — Jared R. Manscill — No. 7790426–5301 — 11/04/2021

15 Oct, 2021

SHEET NO. L2.1

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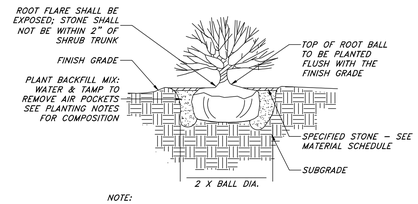
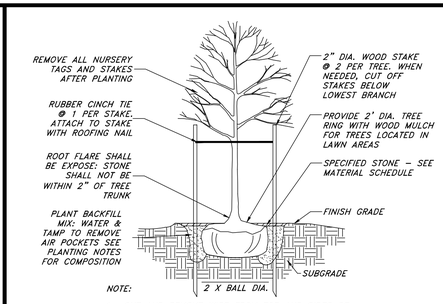


NOTE:

1. CUT AND REMOVE WIRE FROM TOP AND SIDES OF ROOTBALL. PEEL BACK BURLAP TO EXPOSE TOP 1/3 OF ROOTBALL.
2. REMOVE ALL NURSERY TAGS AND STACKS AFTER PLANTING.

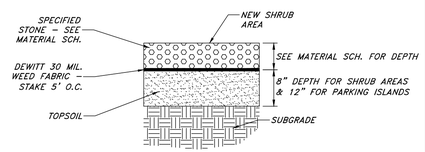
1 SHRUB PLANTING
NOT TO SCALE



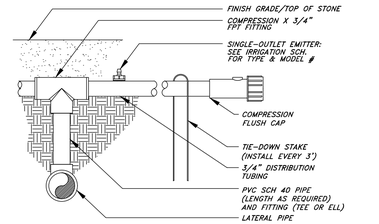
NOTE:

1. CUT AND REMOVE WIRE FROM TOP AND SIDES OF ROOTBALL. PEEL BACK BURLAP TO EXPOSE TOP 1/3 OF ROOTBALL.

2 DECIDUOUS TREE PLANTING
NOT TO SCALE



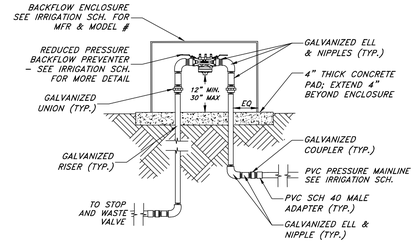
3 LANDSCAPE PREPARATION
Not to Scale



NOTE:

1. USE RAIN BIRD XERIMAN TOOL MODEL XM-TOOL TO INSERT EMITTER DIRECTLY INTO 3/4" DISTRIBUTION TUBING.

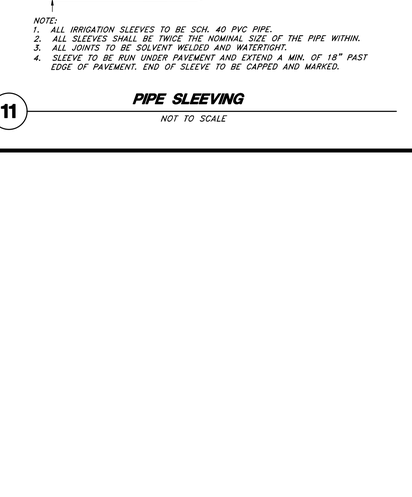
4 PVC TO POLY PIPE CONNECTION
NOT TO SCALE



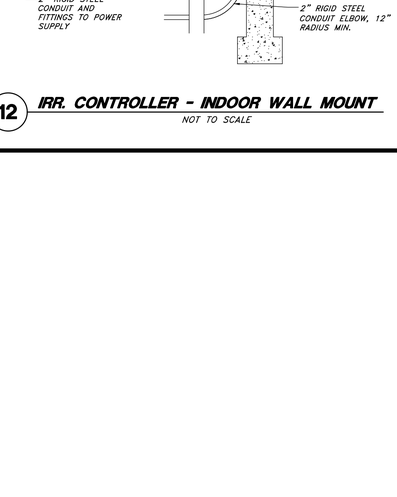
NOTE:

1. DIAMETER OF FITTINGS, NIPPLES AND RISERS SHALL BE EQUAL DIAMETER OF SPECIFIED BACK-FLOW PREVENTER UNLESS NOTED OTHERWISE.
2. ENCLOSURE SHALL BE BOLTED DOWN ON EACH CORNER.

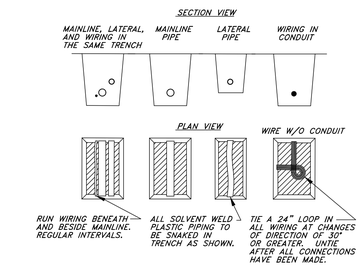
5 BACKFLOW PREVENTION DEVICE
NOT TO SCALE



6 DRIP CONTROL VALVE
NOT TO SCALE



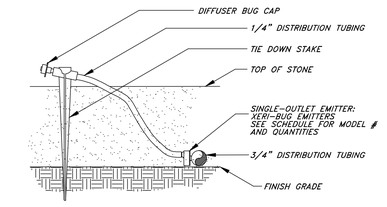
7 QUICK COUPLING VALVE
NOT TO SCALE



NOTES:

1. SLEEVE BELOW ALL HARDSCAPE ELEMENTS WITH SCH. 40 PVC PIPE TWICE THE DIAMETER OF THE PIPE OR WIRE BUNDLE WITHIN.
2. FOR PIPE AND WIRE BURIAL DEPTHS SEE IRRIGATION NOTES.

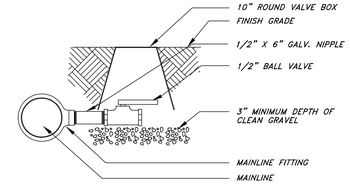
8 PIPE & WIRE TRENCHING
NOT TO SCALE



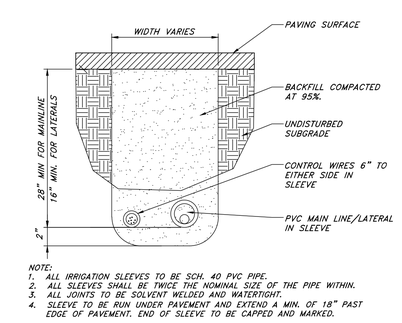
NOTE:

1. USE RAIN BIRD XERIMAN TOOL MODEL XM-TOOL TO INSERT EMITTER DIRECTLY INTO 3/4" DISTRIBUTION TUBING.
2. INSTALL EMITTERS ON OPPOSING SIDES OF ROOTBALL. EMITTERS ARE TO BE INSTALLED TO CLEAR SURFACE BY A MIN. OF 1" AND AND A MAX. OF 2". FLUSH ALL LINES THOROUGHLY, INCLUDING 1/4" DISTRIBUTION TUBING PRIOR TO EMITTER INSTALLATION. IF PLANTING IN A 4:1 SLOPE OR GREATER, INSTALL BOTH EMITTERS ON UPHILL SIDE OF ROOTBALL.

9 EMITTER INTO DISTRIBUTION TUBE
NOT TO SCALE



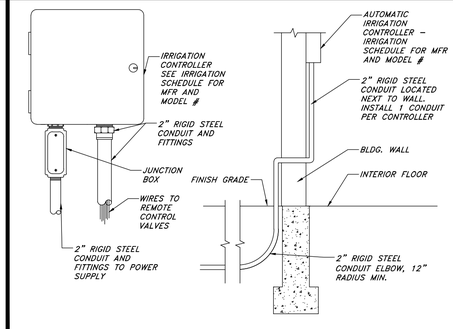
10 MANUAL DRAIN VALVE
NOT TO SCALE



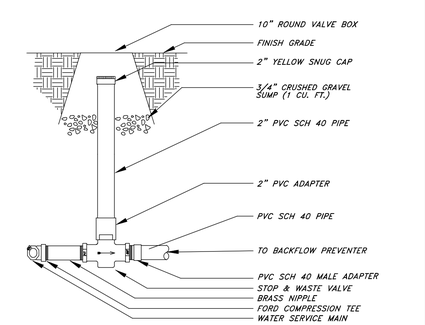
NOTE:

1. ALL IRRIGATION SLEEVES TO BE SCH. 40 PVC PIPE.
2. ALL SLEEVES SHALL BE TWICE THE NOMINAL SIZE OF THE PIPE WITHIN.
3. ALL JOINTS TO BE SOLVENT WELDED AND WATERTIGHT.
4. SLEEVE TO BE RUN UNDER PAVEMENT AND EXTEND A MIN. OF 18" PAST EDGE OF PAVEMENT. END OF SLEEVE TO BE CAPPED AND MARKED.

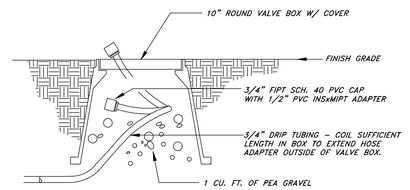
11 PIPE SLEEVING
NOT TO SCALE



12 IRR. CONTROLLER - INDOOR WALL MOUNT
NOT TO SCALE



13 STOP AND WASTE VALVE
NOT TO SCALE



14 COMPRESSION FLUSH CAP
NOT TO SCALE

REV	DATE	DESCRIPTION

Designed by: EM
Drafted by: XX
Client Name:
Corner Partners, LLC.

21-187 IR

ANDERSON WAHLEN & ASSOCIATES
2010 North Redwood Road, Salt Lake City, Utah 84116
(801) 521-8529 - AWengineering.net

Landscape & Irrigation Details

Market Place at Eagle Mountain Lot 8
4211 North Pony Express Parkway
Eagle Mountain, Utah

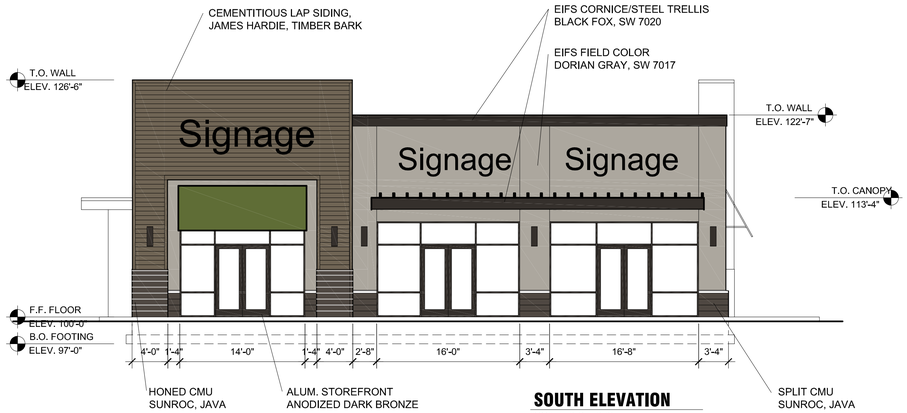
State of Utah
Jared R. Manscill
No. 7740426-5301
Licensed Landscape Architect
11/04/2021

15 Oct, 2021

SHEET NO.
L3.1

811 Know what's below. Call before you dig.

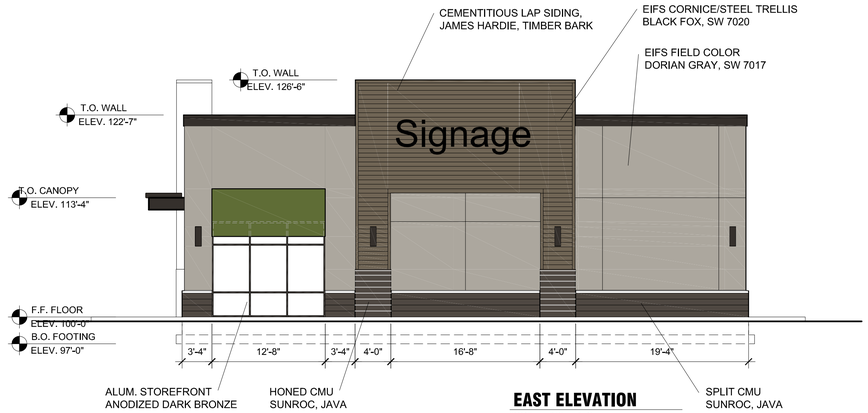
W:\21-187 Market Place at Eagle Mountain Lot 8\Vdwgs\21-187 IR.dwg, 11/4/2021 5:02:01 PM, 1:1



SOUTH ELEVATION

SCALE: 1/8" = 1'-0"

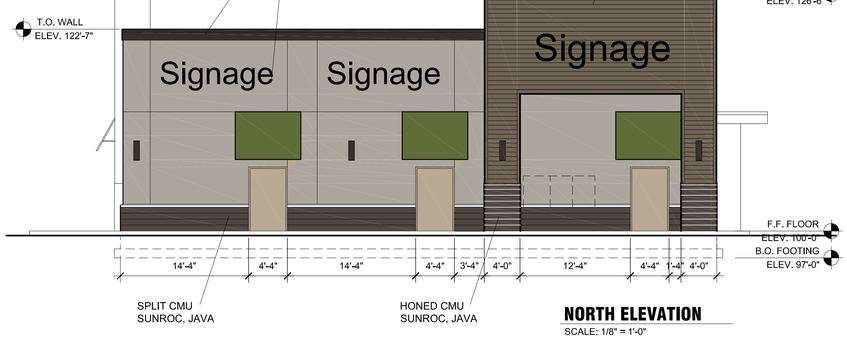
TOTAL SURFACE AREA = 1,663 S.F.
EIFS SURFACE AREA = 544 S.F. (32.7%)



EAST ELEVATION

SCALE: 1/8" = 1'-0"

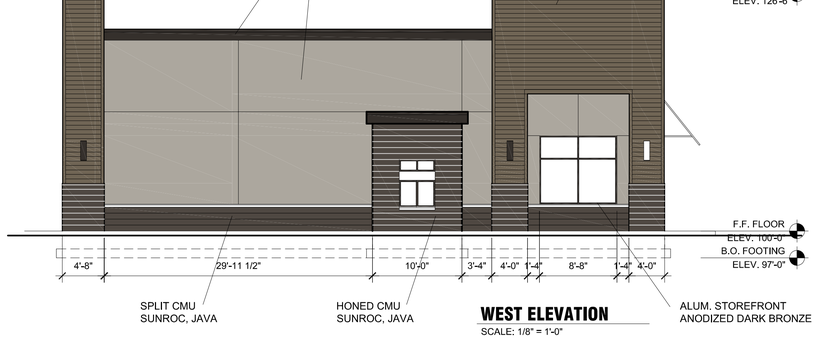
TOTAL SURFACE AREA = 1,557 S.F.
EIFS SURFACE AREA = 772 S.F. (49.5%)



NORTH ELEVATION

SCALE: 1/8" = 1'-0"

TOTAL SURFACE AREA = 1,676 S.F.
EIFS SURFACE AREA = 829 S.F. (49.5%)



WEST ELEVATION

SCALE: 1/8" = 1'-0"

TOTAL SURFACE AREA = 1,613 S.F.
EIFS SURFACE AREA = 804 S.F. (49.8%)

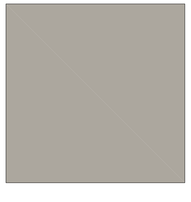
CEMENTITIOUS LAP SIDING, JAMES HARDIE, TIMBER BARK



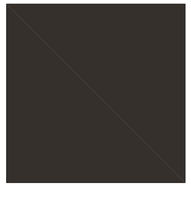
EIFS CORNICE/STEEL TRELLIS BLACK FOX, SW 7020



EIFS FIELD COLOR DORIAN GRAY, SW 7017



ALUM. STOREFRONT ANODIZED DARK BRONZE



HONED CMU SUNROC, JAVA



SPLIT CMU SUNROC, JAVA



FABRIC AWNING SUNBRELLA, HERITAGE LEAF



clarity design group
architecture planning interiors
5525 south 900 east, ste 340
murray, utah 84117
t. 385.247.8570

STATE OF UTAH
4959951
TROY S. ANDERSON
LICENSED ARCHITECT

consultants

EAGLE MOUNTAIN TOWN CENTER RETAIL A

LOT 8
EAGLE MOUNTAIN
UTAH

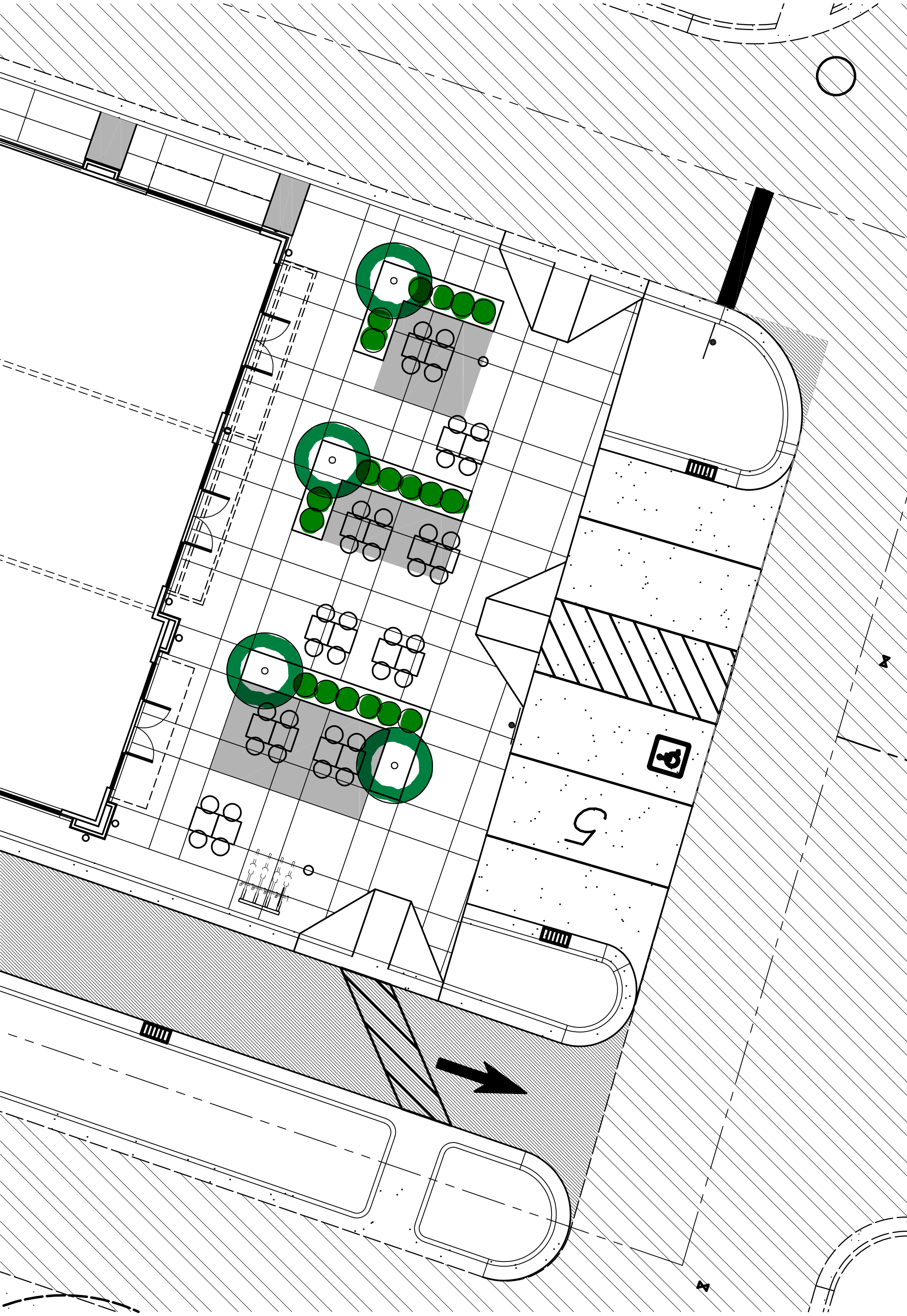
PROJECT NO:	-
DRAWN BY:	TA
CHECKED BY:	TA
ISSUE DATE:	08/23/21

REV.	DATE	DESC.

SHEET TITLE

ELEVATIONS

A2.1


5

EAGLE MOUNTAIN	**EAGLE MOUNTAIN CITY** **PLANNING COMMISSION MEETING** **NOVEMBER 9, 2021**
TITLE:	PUBLIC HEARING - Sign Code
ITEM TYPE:	Development Code Amendment
APPLICANT:	Bill Gaskill

ACTION ITEM:
Yes

PUBLIC HEARING:
Yes

PREPARED BY:
Tayler Jensen, Planning

BACKGROUND:

The applicant is proposing changes to EMMC 17.80 which regulates the size of signs in Eagle Mountain. While the applicant's proposed code changes are driven by their desire to allow for a preferred sign design to be place at their Marketplace at Eagle Mountain Town Center Project.

Proposed changes include:

- 17.80.070 B
  - To allow a Combined Monument sign at each drive access onto a street (currently only allows/requires one per frontage)
  - Maximum height for Combined Monument signs increased to **20 Feet** from **10 Feet**
  - Removes the requirement for, brick, rock, or stone along the vertical edge of Combined Monument signs
- 17.80.070 C
  - Maximum height for Individual Monument signs increased to **6 Feet** from **5 Feet**
  - Allow design elements on Individual Monument signs to be up to **8 Feet** from **6.5 Feet**

It should be noted that neither change would allow for additional sign copy area, rather it will allow for the vertical display of information rather than requiring a horizontal sign. The applicant has provided renderings of their preferred signs which would meet the standards of the proposed ordinance.

ITEMS FOR CONSIDERATION:

REQUIRED FINDINGS:

Development Code Amendments are legislative decisions and are considered valid if reasonably debatable and not illegal.

RECOMMENDATION:

The Planning Commission may recommend approval, approval with specified changes, or denial to the City Council.

ATTACHMENTS:

Sign Code - Proposed Change

Draft Sign Proposal

Chapter 17.80
SIGN REGULATIONS AND SIGN PERMITS

Sections:

17.80.010 What this chapter does.
17.80.020 Purpose.
17.80.030 Sign permit required.
17.80.040 Application.
17.80.050 Approval process.
17.80.060 General provisions.
17.80.070 Permitted signs.
17.80.080 Off-premises ladder signs.
17.80.090 Special events signs.
17.80.100 Yard sale temporary signage.
17.80.110 Community entrance signs.
17.80.120 Exempt signs.
17.80.130 Prohibited signs.
17.80.140 Nonconforming signs.
17.80.150 Sign enforcement.
17.80.160 Definitions.
17.80.170 Schematics.

17.80.010 What this chapter does.

SHARE

This chapter regulates the design and placement of commercial and governmental identification/communication devices and structures that are built specifically to identify, inform and direct patrons to a particular merchant, store, establishment, development or service. These regulations apply to both on-premises and off-premises signs, but do not apply to handheld placards and other similar devices traditionally used for public protest and the exercise of free speech. This chapter does not regulate the content of free speech. [Ord. O-06-2010 § 2 (Exh. A); Ord. O-12-2009 § 2 (Exh. A); Ord. O-26-2008 § 2 (Exh. A § 16.1); Ord. O-18-2008 § 2 (Exh. A § 16.1); Ord. O-17-2006 § 2 (Exh. 1 § 16.1); Ord. O-23-2005 § 3 (Exh. 1(1) § 16.1)].

17.80.020 Purpose.

SHARE

The purpose of this chapter is to regulate signs and to authorize the use of signs that are: compatible with their surroundings; legible under the circumstances in which they are seen; conducive to promoting traffic safety and the enjoyment of public travel by preventing visual distraction; protecting pedestrians; preserving and enhancing property values and establishing and enhancing high-quality office and commercial developments.

This chapter is also established to promote both short-term and long-term civic beauty and order by establishing standards and regulations for sign design, location, type, size, compatibility and aesthetics. It is intended that this chapter will assist the city in achieving its objective of having both functional and attractive streetscapes. [Ord. O-06-2010 § 2 (Exh. A); Ord. O-12-2009 § 2 (Exh. A); Ord. O-26-2008 § 2 (Exh. A § 16.2); Ord. O-18-2008 § 2 (Exh. A § 16.2); Ord. O-17-2006 § 2 (Exh. 1 § 16.2); Ord. O-23-2005 § 3 (Exh. 1(1) § 16.2)].

17.80.030 Sign permit required.

Every person or entity that proposes to or who installs, erects or constructs new permanent signs, or makes alterations, adjustments, reconstruction or other changes to existing signs, shall first obtain a permit, unless otherwise exempted by this chapter. [Ord. O-06-2010 § 2 (Exh. A); Ord. O-12-2009 § 2 (Exh. A); Ord. O-26-2008 § 2 (Exh. A § 16.3); Ord. O-18-2008 § 2 (Exh. A § 16.3); Ord. O-17-2006 § 2 (Exh. 1 § 16.3); Ord. O-23-2005 § 3 (Exh. 1(1) § 16.3)].

17.80.040 Application.

Only property owners, sign lessors or their duly authorized agents shall make application for a sign permit on forms prepared by the planning department. No sign permit application shall be processed without the submission of the application and all supporting materials as required by this chapter, including the processing fee. Incomplete applications shall not be processed under any circumstance.

A. Supporting Materials. The sign permit application shall be submitted with the materials listed in this section. The planning director may determine and require that additional items not listed herein be submitted in order to evaluate the proposed sign permit application. The number of hard copies and electronic copies, as well as the appropriate format of each, will be determined by the planning director.

1. Site Plans. A site plan drawn to scale, showing the proposed location of the sign, parking areas, landscaped areas and buildings. If the proposed sign will be located within 100 feet of a property line, the parking areas, landscaped areas and buildings shall be shown for the property within 100 feet of the proposed sign.

2. Colored Graphics. Colored graphics showing the proposed sign copy, type of sign, and dimensions.

3. Fee. The processing fee required for a sign permit of $50.00 per sign face, as required by the current consolidated fee schedule approved by the city council. [Ord. O-02-2016 § 2 (Exh. A); Ord. O-06-2010 § 2 (Exh. A); Ord. O-12-2009 § 2 (Exh. A); Ord. O-26-2008 § 2 (Exh. A § 16.4); Ord. O-18-2008 § 2 (Exh. A § 16.4); Ord. O-17-2006 § 2 (Exh. 1 § 16.4); Ord. O-23-2005 § 3 (Exh. 1(1) § 16.4)].

17.80.050 Approval process.

Sign permits for permitted signs may be approved by either the planning director or designee.

A. Planning Director or Designee Approval. The planning director or designee shall have the authority to review and approve sign permits that are in compliance with EMMC 17.80.060 and 17.80.070. In carrying out this responsibility, the planning director may also require signage applications to be reviewed by the planning commission in cases where signage is proposed that requires interpretation of these provisions or is otherwise unusual. This is not to be interpreted to mean that signage that violates this chapter or specific provisions may be reviewed, interpreted and/or approved by the planning commission. As part of the planning director's or designee's review, inspections may be required by the planning and building departments. The planning director or designee may approve, approve with conditions, or deny the application based upon findings of fact. [Ord. O-06-2010 § 2 (Exh. A); Ord. O-12-2009 § 2 (Exh. A); Ord. O-26-2008 § 2 (Exh. A § 16.5); Ord. O-18-2008 § 2 (Exh. A § 16.5); Ord. O-17-2006 § 2 (Exh. 1 § 16.5); Ord. O-23-2005 § 3 (Exh. 1(1) § 16.5)].

17.80.060 General provisions.

SHARE

The following general provisions and requirements shall apply to all signs and outdoor advertising structures that may be erected or maintained within Eagle Mountain City. The planning director shall approve signs that are in compliance with the regulations and standards contained herein. Signs shall be maintained in accordance with these provisions and standards.

A. Signs Installed in Compliance with Codes. Signs shall be installed according to requirements contained in the International Building and Electrical Codes, as applicable.

B. Traffic Hazards. No sign shall be erected where it may create a traffic safety hazard by: obscuring traffic control signs or signals; confusing drivers by appearing to be a traffic control sign or signal; or obstructing vision at intersections or driveways by being placed within a clear vision triangle. Signs shall not be fastened to traffic control devices, street signs, or utility poles.

C. Signs in Right-of-Way. Unless authorized by specific written agreement with the city, no sign shall be placed in or extend over any public right-of-way except traffic control signs, signs described in this chapter, city events or notices (Pony Express Days, recreation leagues, etc.), and public notices placed by public agencies.

D. Sign Illumination. All temporary signs must be nonilluminated. Allowed permanent signs may be nonilluminated, or illuminated by a constant, indirect source of illumination focused on the sign's copy or be internally illuminated, halo illuminated, or externally indirectly illuminated, unless otherwise specified. All illuminated signs shall comply with the time limitations of EMMC 17.56.050(G). No animated, flashing, blinking, or moving signs shall be permitted, except that animated public service message signs displaying the time of day, temperature, and/or announcements of community events may be permitted by the planning commission. No sign illumination is permitted within the residential zone of the city unless approved by the planning director, or approved as part of a conditional use permit or master development plan. Electrical

signs and spotlights or other fixtures used for the indirect illumination of signs shall be installed only in compliance with the city's adopted International Electrical Code, International Building Code and Chapter 17.56 EMMC, Outdoor Lighting Standards.

1. Type of Sign Illumination. The type of sign illumination as otherwise set forth in this chapter:

a. Halo-Type Illumination. The light source is concealed behind an opaque face and the rays of illumination are projected outwards toward the edge of the sign, forming a "halo" effect around the exterior of the sign.

b. Internal Illumination. The light source is concealed entirely within a sign which makes sign graphics visible by transmitting light through a translucent or semitranslucent material.

c. External, Indirect Illumination. The light source is exposed and directed toward the sign face but is shielded or concealed from view with proper shields or glass lenses to avoid glare. Examples of external illumination include gooseneck light fixtures and ground-mounted light fixtures.

2. Externally Illuminated Sign Standards.

a. External illumination for signs shall comply with all provisions of this chapter, and is included within the total outdoor light output limits of EMMC 17.56.050(D), and shall comply with applicable lamp source and shielding restrictions.

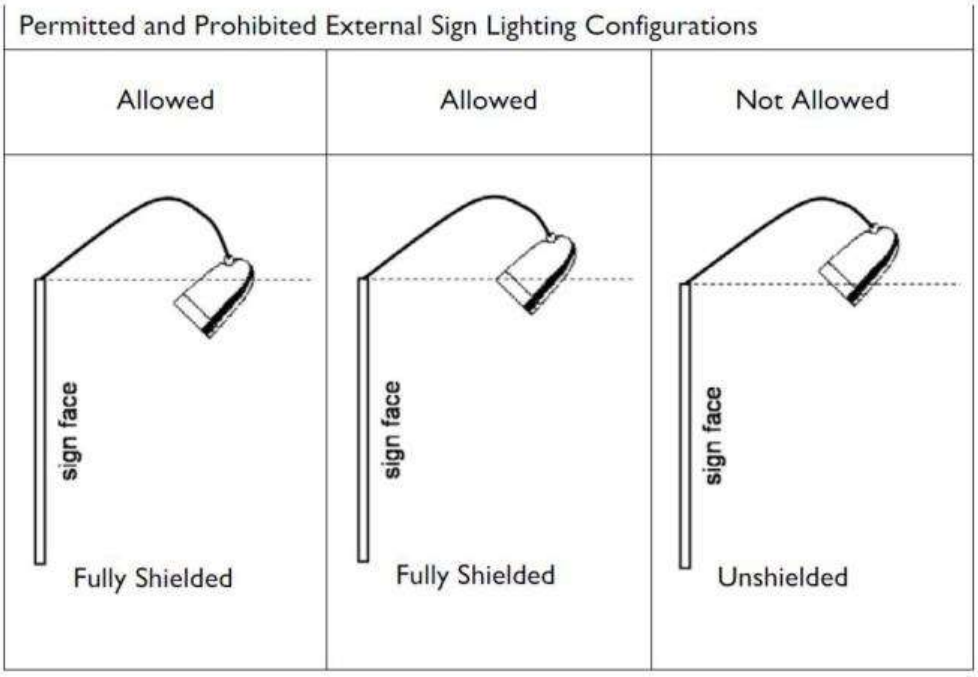
b. Except as provided in subsection C of this section, externally illuminated signs shall be illuminated only with steady, stationary, fully shielded light sources directed solely onto the sign without causing glare.

c. A light fixture mounted above the sign face may be installed with its bottom opening tilted toward the sign face, provided:

i. The bottom opening of the light fixture is flat (i.e., it could be covered by a flat board allowing no light to escape); and

ii. The uppermost portion of the fixture's opening is located no higher than the top of the sign face (Figure 17.80.060-1). Light fixtures aimed and installed in this fashion shall be considered fully shielded for purposes of calculating the total outdoor light output limits of EMMC 17.56.050(D).

Figure 17.80.060-1 External Light Fixture Shielding



3. Internally Illuminated Sign Standards. Internally illuminated signs shall either be constructed with an opaque background and translucent text and symbols, or with a colored (not white, off-white, light gray, or cream) background and generally lighter text and symbols (Figure

17.80.060-2). Lamps used for internal illumination of internally illuminated signs shall not be counted toward the total outdoor light output limits of EMMC 17.56.050(D).

Figure 17.80.060-2 Internal Lighting Standards



a. Other internally illuminated panels or decorations not considered to be signage according to this chapter (such as illuminated canopy margins, building faces, or architectural outlining) shall be subject to the standards applicable for such lighting, including but not limited to the lamp source, shielding standards, and total outdoor light output limits established in EMMC 17.56.050(D).

4. Neon Sign Standards. Neon sign lighting shall be included within the total outdoor light output limits of EMMC 17.56.050(D).

5. Single-Color LED Sign Standards. Single-color LED signs shall come equipped with dimming technology that automatically adjusts the display's brightness based on ambient light conditions and comply with maximum nighttime brightness.

a. Single-color LED signs shall not exceed a maximum illumination of 200 nits during nighttime hours (between dawn and dusk) and a maximum illumination of 5,000 nits during daylight hours.

6. Time Limitations. All signs shall be turned off by 11:00 p.m. or when the business closes, whichever is later. Signs subject to time limitations are required to have functioning and properly adjusted automatic shut-off timers.

E. Compatibility. The design of signs, including materials and form, shall be compatible with the building or use to which they are an accessory.

F. Maintenance of Signs. Signs and their supporting structures shall be maintained so as not to create a health or safety hazard, or constitute a nuisance. Signs and their supporting structures shall also be maintained in good repair and operation and shall be repaired, repainted, relettered or otherwise maintained in good visual condition so as to not be an aesthetic detriment to the immediate and surrounding areas.

G. Abandoned Signs. Any sign that is not structurally sound or no longer serves to inform or attract the public, including illegible signs and signs advertising or identifying abandoned uses,

shall be considered abandoned and shall be removed as required by this chapter. [Ord. O-12-2014 (Exh. A); Ord. O-06-2010 § 2 (Exh. A); Ord. O-12-2009 § 2 (Exh. A); Ord. O-26-2008 § 2 (Exh. A § 16.6); Ord. O-18-2008 § 2 (Exh. A § 16.6); Ord. O-17-2006 § 2 (Exh. 1 § 16.6); Ord. O-23-2005 § 3 (Exh. 1(1) § 16.6)].

17.80.070 Permitted signs.

SHARE

The following permanent signs shall be permitted in accordance with regulations and standards for this section. Any sign not expressly allowed by this chapter is prohibited. The planning director shall approve signs that are in compliance with requirements of EMMC 17.80.060, General provisions, and the regulations and standards contained herein.

A. Monument Signs in Agricultural and Residential Zones. Monument signs are allowed in all zones. Monument signs in the agricultural and residential zones may only be used in conjunction with a residential development, agricultural business, church, school or an institutional or recreational facility that has received approval from the city. These monument signs shall conform to the following standards:

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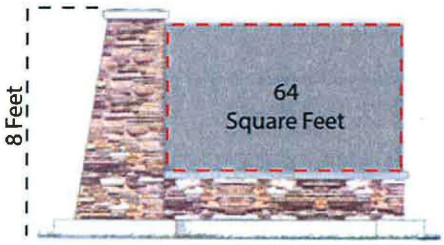
1. Height. The maximum height shall be eight feet.

2. Sign Copy. The maximum sign copy shall be 64 square feet.



3. Setback. The setback shall be five feet from any property line.

4. Orientation. Monument signs shall be located perpendicular to the adjacent public street or public view if double-sided or, if single-sided, shall be parallel to the adjacent public street or public view.

5. Landscaping. All areas surrounding monument signs shall be landscaped with irrigated landscaping.

6. Compatibility. Monument signs shall be designed with colors and architecture that are compatible with the buildings that they identify. Supports shall have architectural coverings and design that complement the overall design scheme.

7. Illumination. Monument signs may be internally or externally lit and shall only illuminate the sign face or copy.

B. Combined ~~Monument~~ Signs in the Commercial, Industrial, and Airpark Zones. Developments that have multiple parcels ~~pads~~ and are located in a commercial, industrial, or airpark zone may be allowed~~required~~ to construct one or more combined monument sign structures per street frontage, equal to the number of driveway access points along that particular street frontage. The Allowance ~~requirement~~ to construct the monument sign structures may be a condition of approval for a site plan or conditional use. The developer shall ensure that the sign structure allows for as many building pads to be included as is reasonably possible. It is not a guaranteed right that all businesses will have sign space on the combined monument sign. The sign copy will be approved by the planning director or designee through the sign permit application process. All combined monument signs shall be designed and built in substantial conformance to the sign depicted in Figure 17.80.070(A) and must comply with the standards enumerated in subsections (A)(4) through (A)(7) of this section and the standards contained in this subsection. Minor variations to the sign design may be considered by the planning director. More significant variations require approval by the planning commission and city council; height and size requirements may not be exceeded.



Figure 17.80.070(A)

1. Height. The maximum height of a combined monument sign shall be 20~~10~~ feet.

2. Sign Copy. The maximum sign copy of a combined monument sign shall be 100 square feet.

3. Materials. Each sign shall contain stone, rock, ~~or~~ brick at the base (at least two feet high) ~~and vertically along at least one side (at least two feet wide)~~. ~~The sign copy may not exceed the height of the rock column, and may not extend beyond the rock base.~~

4. Design. Additional design elements may be considered by the planning director in order to give uniqueness to a development.

5. Setback. There is no required setback for combined monument signs. These signs must follow the clear vision triangle standards, and may not cause a traffic/visibility concern. The specific sign location must be approved by the planning director or designee.

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C. Individual Monument Signs in the Commercial, Industrial, and Airpark Zones. Developments that have multiple pads and are located in a commercial, industrial, or airpark zone shall be allowed to construct one individual monument sign for each freestanding building. In an effort to maintain aesthetic consistency, all individual monument signs within a project/development shall be substantially similar in design and materials. All monument signs must comply with the standards enumerated in subsections (A)(4) through (A)(7) and (C)(1) through (C)(6) of this section. Minor variations to the sign designs within a development may be considered by the planning director. More significant variations require approval by the planning commission and city council. If multiple businesses share a common structure, then a combined monument sign containing signage for each business is required. No individual monument sign is allowed for businesses that share a structure.

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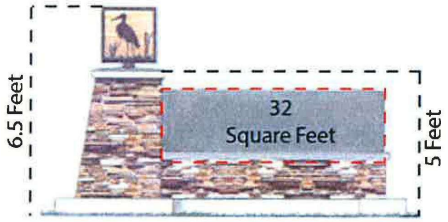


Figure 17.80.070(B)

Preferred example of an individual monument sign

1. Height. The maximum height shall be six~~five~~ feet. Additional design elements, such as those depicted in Figure 17.80.070(B), may be no higher than ~~six and one-half~~eight feet.

2. Sign Copy. The maximum sign copy of any monument sign shall be 32 square feet.

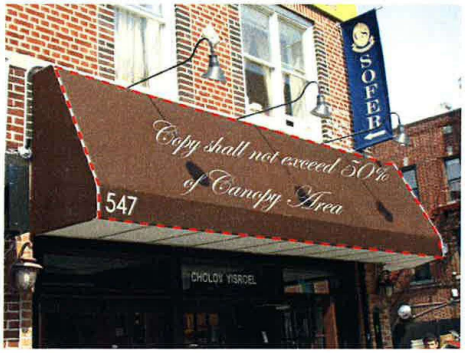
3. Materials. Each sign shall, at a minimum, contain stone, rock, or brick at the base (at least two feet high). The recommended monument sign design is depicted in Figure 17.80.070(B). The materials and design shall be consistent for each sign in the development/project.

4. Design. Each development should contain an element of uniqueness, but the signage throughout a development must be consistent.

5. Setback. There is no required setback for individual monument signs. These signs must follow the clear vision triangle standards, and may not cause a traffic/visibility concern. The specific sign location must be approved by the planning director or designee.

6. Proximity to Other Such Signs. Signs must be separated by at least 100 feet as measured diagonally across the property from center to center of both signs and shall be no closer than 100 feet to any other monument sign located on the same frontage.

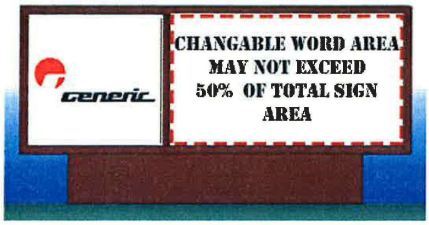
D. Wall, Canopy, or Awning Signs. Wall, canopy, or awning signs are allowed in commercial, airpark, and industrial zones, as well as in approved mixed-use projects for commercial, industrial and airport uses. Wall signs shall not take up more than 10 percent of any wall area on which the sign is located. Canopy or awning signs shall not be included in the calculation of the wall sign area, although the sign copy for canopy signs shall not exceed 50 percent of the canopy area.





1. Illumination. Wall signs may be internally or externally lit and shall only illuminate the sign face or copy. Canopy and awning signs may be externally lit and shall only illuminate the sign face or copy.

E. Changeable Copy Signs. Changeable copy signs on a marquee, reader board, or other replaceable copy area are allowed in commercial, airpark, and industrial zones, as well as in approved mixed-use projects for commercial, industrial and airport uses. The changeable wording area shall not exceed 50 percent of the total sign face. Animated signs, with the exception of city-controlled public announcement signs, are not permitted in the city. All lettering, background, and other aspects of changeable copy signs shall be maintained and repaired consistently to ensure that no discoloring or bleaching occurs. Gas station advertising

signage is exempt from the 50 percent size restriction and is reviewed as a standalone commercial monument sign. 

F. School Monument Signs. Monument signs for public schools, charter schools, and private schools must be used primarily for informational or civic purposes, and may include electronic message centers, reader boards, or other replaceable copy signs. These signs must comply with the following standards:

1. Height. The maximum height of a school monument sign shall be 20 feet.

2. Sign Copy. The maximum sign area shall be 160 square feet.

3. Design. All signs on a site shall have consistent materials and design elements.

4. Setbacks. Signs must follow the clear vision triangle standard and may not cause a traffic/visibility concern. The specific sign location shall be approved by the planning director or his/her designee.

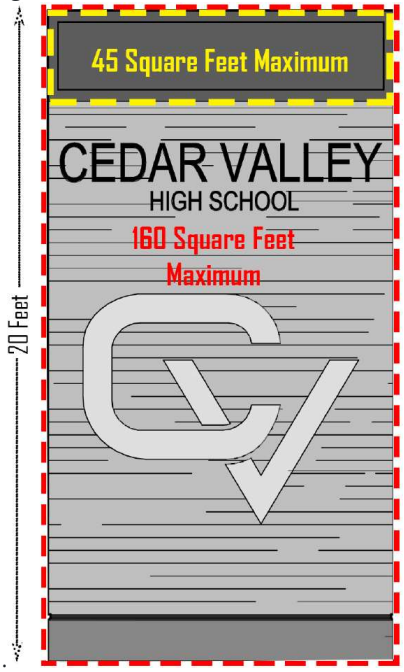
5. Electronic message centers/reader boards shall also meet these criteria:

a. Electronic message boards or reader boards shall not exceed 45 square feet.

b. Electronic message boards or reader boards may not exceed 50 percent of the total sign area.

c. Electronic message centers shall be equipped with a sensor or other device that automatically determines the ambient illumination and must be programmed to automatically dim according to ambient light conditions and comply with maximum

nighttime brightness and illumination standards found in EMMC 17.80.060(D), Sign



Illumination.

[Ord. O-05-2019 § 2 (Exh. A); Ord. O-08-2016 § 2 (Exh. A); Ord. O-06-2010 § 2 (Exh. A); Ord. O-12-2009 § 2 (Exh. A); Ord. O-26-2008 § 2 (Exh. A § 16.7); Ord. O-18-2008 § 2 (Exh. A § 16.7); Ord. O-17-2006 § 2 (Exh. 1 § 16.7); Ord. O-23-2005 § 3 (Exh. 1(1) § 16.7)].

17.80.080 Off-premises ladder signs.

SHARE

Directional off-premises double-faced ladder signs located in the shoulder of the city's right-of-way (ROW) along city streets are only permitted as this chapter allows. No other off-premises signs are permitted in the right-of-way, unless specifically allowed in this chapter. These ladder signs are intended to direct traffic to a business with an active city business license, subdivision or development project, model home, neighborhood, city facility or park, or not-for-profit entity. Ladder signs and sign inserts/slats shall comply with the following requirements:

A. Allowed Signs. Ladder signs are intended to direct people to, and/or advertise for, a licensed business, model home, new subdivision, city facility or park, not-for-profit entity, neighborhood, or community event. All advertisers must have an active Eagle Mountain City business license (if required to obtain a license) and be current members of the Eagle Mountain Chamber of Commerce. Advertising priority shall be given in the following order:

1. Commercial or home-based businesses located within Eagle Mountain City and nonprofits with primary operations within Eagle Mountain City.

2. Residential or commercial developers advertising for active projects within Eagle Mountain City.

3. Commercial or home-based businesses not located within Eagle Mountain City and nonprofits with primary operations outside Eagle Mountain City.

B. Application. Interested advertisers shall submit, on forms prepared by Eagle Mountain City, an application to the economic development director or Eagle Mountain Chamber of Commerce if a separate concessions agreement has been entered into, to be added to a wait list for advertising space on ladder signs. Application shall include:

1. Business name, address, and business type.

2. Eagle Mountain City business license number (if required).

3. Proof of Eagle Mountain Chamber of Commerce membership.

4. Signage requested.

5. Preferred location of sign.

C. Sign Inserts. The sign slats or inserts should be consistent in background color and design and may contain advertising along with directional information. Sign copy shall be readable from 30 feet (minimum of three-inch-tall letters). The logo at the top of each sign shall be the approved Eagle Mountain City logo. There are three allowable slat sizes on each ladder sign: single (16-inch by 72-inch), double (32-inch by 72-inch), or full slats (80-inch by 72-inch). The total advertising area must equal 80 inches by 72 inches. Advertisers may reserve a maximum of two full slat signs throughout the city and any additional space would be limited to a single slat. The maximum signs a single entity, or its associated affiliates, may advertise on is five. All advertising copy shall be approved by the community development director and economic development director or designee.

D. Sign Ownership. The city shall maintain ownership of all signs, and may contract out the construction, maintenance, and management of the signs. The city may place directional signs leading to city facilities in any appropriate right-of-way location.

E. Billing and Payment. Eagle Mountain City may bill advertisers on a semi-annual or annual basis. Signs may be removed for nonpayment. Out-of-city advertisers must be billed on a semi-annual basis and allow for higher priority advertisers, if any are on the wait list, to take their place.

F. Maintenance. Sign structures and slats shall be maintained in good repair and shall be repainted, repaired, or otherwise maintained in good visual condition.

G. Location. Signs may be located on arterial or collector roads throughout the city, and generally spaced at least 1,000 feet apart, excluding any ladder signs used exclusively for city facilities. Within business areas and near major intersections the signs may be spaced closer together, but no less than 300 feet apart. No on-site or commercial advertising sign existing at the time of relocation of or construction of a new ladder sign may be blocked or obstructed. Specific ladder sign locations are designated on the approved map. If a sign location is requested outside of the approved map, the city council may amend the map and approve the new location. In all cases, the placement of signs shall not create a traffic hazard.

H. New Signs. The community development director and economic development director or designee shall determine which signs from the approved map should be constructed. Business shall be drawn from the wait list. Existing signs should be filled before new signs are added.

I. Maximum Number. Excluding any directional ladder signs to city facilities, the maximum number of ladder signs that will be permitted in the rights-of-way is 40. [Ord. O-19-2019 § 2 (Exh. A); Ord. O-08-2016 § 2 (Exh. A); Ord. O-02-2012 § 2 (Exh. A); Ord. O-06-2010 § 2 (Exh. A); Ord. O-12-2009 § 2 (Exh. A); Ord. O-26-2008 § 2 (Exh. A § 16.8); Ord. O-18-2008 § 2 (Exh. A § 16.8); Ord. O-17-2006 § 2 (Exh. 1 § 16.8); Ord. O-23-2005 § 3 (Exh. 1(1) § 16.8)].

17.80.090 Special events signs.

SHARE

A. On-Premises Special Event Signs. The planning director or designee may approve a permit for on-premises special event signs, such as flags, banners, or other signs, subject to the following:

1. For each business location, one permit (for up to two signs) may be obtained at a time and up to one permit may be obtained in a calendar year for the following:

a. For each permit, the maximum sign copy may not exceed 32 square feet in size for one sign or a total of 32 square feet between two signs.

b. Signs may not be posted or visible for a period of more than 60 consecutive days.

2. For each business location, one permit (for up to four signs) may be obtained at a time and up to three permits may be obtained in a calendar year for the following:

a. For each permit, the maximum sign copy may not exceed 32 square feet in size for one sign or a total of 32 square feet between four signs.

b. Signs may not be posted or visible for a period of more than 12 consecutive days.

3. On-premises special event signs may include signs used for advertising a special event such as a business grand opening, special business sale event, employment opportunity, registration events, or other similar events or activities.

4. The planning director may approve on-premises special event signs to be located within or partially within the public right-of-way directly adjacent to a business location.

B. Right-of-Way Special Event Signs. The planning director or designee may approve a permit for special event signs such as flags, banners, or other signs for the purpose of temporarily advertising special events within the public right-of-way subject to the following:

1. No more than one permit (for up to four signs) may be obtained at a time and no more than three permits may be obtained in a calendar year.

2. Right-of-way special event signs may include signs used for advertising a fundraiser event, concert, school activity, farmers market, parade of homes, or other similar event that the planning director or designee determine to be special events. Special events do not include small, private events like yard sales, garage sales, moving sales or lost pet signs.

3. For each permit, the maximum sign copy may not exceed 32 square feet in size for one sign or a total of 32 square feet between up to four signs.

4. Signs may not be posted for a period of more than 12 consecutive days.

5. The permit holder is solely responsible to remove the signs by the appropriate date.

6. Right-of-way special event signs are not allowed on private property.

C. Inflatable Special Event Signs. The planning director or designee may approve a permit for a tube man inflatable sign (a.k.a. skydancer, wacky waving inflatable arm, or fly guy) subject to the following:

1. The sign will be located in commercial, business park, commercial storage, or industrial zones.

2. The maximum height of the sign does not exceed 22 feet. The diameter at the base of the sign does not exceed 30 inches.

3. Signs may not be operational or visible for a period of more than 12 consecutive days.

4. For each business location, no more than one permit for up to two inflatable signs may be obtained at a time and no more than three permits may be obtained in a calendar year.

5. Signs shall be set back a distance equal to or greater than the height of the sign from all rights-of-way, lot lines, and overhead utility lines, and shall be spaced no closer than 25 feet to other inflatable signs.

D. Approval Process. An application for a special event sign permit together with the special event sign permit application fee must be made on forms provided by the city. Any special event sign permit application that is not approved by the city within 30 days shall be deemed denied.

E. Restriction on Location. Temporary right-of-way signs may not be located in the park strip (between the street and the sidewalk), but may be located between the sidewalk and the property line or fence. Temporary signs shall not be placed in the public right-of-way, a required parking space, a driveway, or in a manner that obstructs points of access. No sign shall be positioned in such a manner as to result in the creation of an unsafe visual clearance at any intersection or driveway location. Signs may not be placed on utility poles, light poles, fences, or trees.

F. Penalty for Violation. Any person or entity that places or installs a special event sign without a permit shall be subject to a fine of $250.00 for each day of the violation. The planning director may also withhold approval of any new special event sign permit for a period of two years from the date of the last violation. [Ord. O-03-2020 § 2 (Exh. A); Ord. O-03-2018 § 2 (Exh. A); Ord. O-08-2016 § 2 (Exh. A); Ord. O-06-2010 § 2 (Exh. A); Ord. O-12-2009 § 2 (Exh. A); Ord. O-26-2008 § 2 (Exh. A § 16.9); Ord. O-18-2008 § 2 (Exh. A § 16.9)].

17.80.100 Yard sale temporary signage.

SHARE

Small private events such as yard sales, garage sales, and moving sales must comply with the following signage standards:



A. Sign Copy. Signs may be no larger than four square feet in size.

B. Location. Signs must be located on private property, unless the sale is registered with the city prior to the date of sale for temporary right-of-way signage. On major streets (arterial and major collectors) signs may not be located in the park strip (between the street and the sidewalk/trail), but may be located between the sidewalk and a property line or fence. Signs may not be placed on utility poles, light poles, fences, or trees. On local roads, signs are allowed in the park strip.

C. Duration. Temporary signs in the right-of-way that serve as directional signs to the event may be posted on the day of the sale only, and must be removed by the end of the day. It is the owner's responsibility to remove all signage during the appropriate time period. No sale or signage will be permitted for more than two consecutive days.

D. Approval Process. The yard/garage sale must be registered with the city for any signage to be allowed in the public right-of-way. Any sign in the public right-of-way that is not registered with the city may be immediately removed. [Ord. O-08-2016 § 2 (Exh. A); Ord. O-02-2016 § 2 (Exh. A); Ord. O-06-2010 § 2 (Exh. A)].

17.80.110 Community entrance signs.

SHARE

Community entrance signs located in the median or shoulder of the city's right-of-way (ROW) along streets classified as arterials or collectors shall only be allowed under specific agreement with the city. Community entrance signs shall be constructed, installed, and maintained at the expense of the original applicant in accordance with the specifications outlined in the submitted application and as determined by the city council. The exact location of each sign and the sign copy shall be subject to review and approval by the Eagle Mountain planning commission and city council.



A. Approval Process. Community entrance signage shall not be construed as an absolute right upon submission of an application and does not require the approval body to take action based upon findings of fact. At their discretion, the planning commission may recommend and the city council may approve community entrance signs along streets classified as arterials and collector roads. The placement of the signs shall not create a traffic hazard. Since these signs are within the city's right-of-way, the applicant must enter into an agreement to lease the city's property. The city council shall approve the agreement, which will detail the terms and conditions of the property lease as well as the design of the signage. The lease fee shall be

equal to the fee established in the city's current consolidated fee schedule for off-premises ladder signs. [Ord. O-08-2016 § 2 (Exh. A); Ord. O-06-2010 § 2 (Exh. A); Ord. O-12-2009 § 2 (Exh. A); Ord. O-26-2008 § 2 (Exh. A § 16.9); Ord. O-18-2008 § 2 (Exh. A § 16.9); Ord. O-17-2006 § 2 (Exh. 1 § 16.9). Formerly 17.80.100].

17.80.120 Exempt signs.

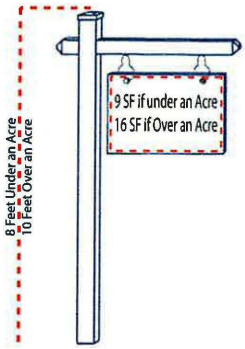
SHARE

All signs exempt from the permit process shall comply with the general provisions of this chapter except traffic signs approved by the city engineer. No sign permits shall be required for the following signs:

A. On-Premises Project Sign. One on-premises project sign may be erected for projects that have received either site plan approval or final subdivision approval. This sign may contain information about the approved business or project, and shall not exceed eight feet in height and 32 square feet of sign copy per side if double-faced. This sign shall be allowed until the development is complete or within one year of posting, whichever occurs first.



B. On-Premises Real Estate Sign. One on-premises real estate sign for lots less than one acre in size. The real estate sign shall not exceed eight feet in height and nine square feet of sign copy per side if double-faced. For lots that are larger than one acre in size, the property will be allowed to display a sign that shall not exceed 10 feet in height and 16 square feet of sign copy per side if double-faced. Real estate signs shall be allowed until the transaction with the property is complete.

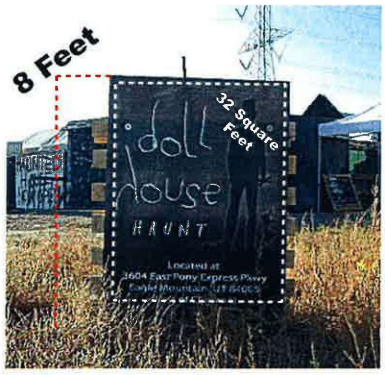


C. Political Signs. Political signs placed on private property that do not exceed eight feet in height and 32 square feet per side if double-faced; provided, that such signs do not violate any other provisions of this chapter including provisions pertaining to the placement of signs in the



public right-of-way.

D. Temporary Use Signs. Signs for temporary uses that have obtained a business license, if required, from the city may be installed as follows: one sign on a temporary basis located on premises that shall not exceed eight feet in height and 32 square feet of sign copy per side if double-faced. Temporary use signs will be allowed as long as the temporary use has a business license from the city.



E. Property Signs. Property signs no larger than nine square feet of sign copy per side if double-faced. These signs shall be permitted indefinitely as long as the sign is in compliance with the general provisions of this chapter.

F. Nameplate Signs. One nameplate sign identifying owners and addresses and no larger than two square feet of sign copy per side if double-faced.

G. Traffic Signs. Traffic signs as required by law which are approved by the city engineer and erected by or on behalf of a public agency. Traffic signs deemed necessary by the city engineer



may not be required to comply with provisions of this chapter.

H. Civic Signs. Civic signs on private property which announce holidays or public interest events sponsored by nonprofit organizations; public service signs or signs related to community service projects not to exceed eight feet in height and 32 square feet of sign copy per side if double-faced.



I. Window Signs. Window signs including posters, messages, or displays painted or mounted on the interior side of a window may be used to advertise special promotions.



J. Public Notice. The display of official notices used by any court, public body or official, or the posting of notices by any public officer in the performance of a duty, or by any person giving legal notice at the direction of a governmental entity.



K. Community Event Signs. Temporary community event signs displayed by the city, or one of its committees, subcommittees, councils, boards, or city partner agencies, to promote community events.

L. Model Homes. One on-premises sign for model homes; provided, that the on-premises sign does not exceed 32 square feet in size. A maximum of six flags not to exceed 15 square feet each posted on flag poles not to exceed 20 feet measured from the grade level to the top of the pole. The flags' colors shall be consistent with the on-premises sign. In addition, a single flag pole that complies with the standards for ancillary structures defined in Chapter 17.25 EMMC may be constructed. Flags allowed on this flag pole include only the national flag of the United States of America, the Utah State, and the official Eagle Mountain flags; no commercial flags

shall be allowed on this flag pole. American flags shall not exceed 40 square feet in size. Two A-frame or temporary directional signs of no more than four square feet per builder per subdivision are allowed in the right-of-way adjacent to the model home and in the park strip of the nearest major street corner. These signs shall be directional only, not containing other advertising. These signs are only allowed during model home hours, and must be removed each evening at closing.

M. Real Estate Open House Signs. One A-frame or temporary directional sign of no more than four square feet for real estate open houses for individual home sales is allowed in the park strip of the nearest street corner, one day per week, to be put up no more than one hour prior to the open house and must be removed within one hour after the open house.

N. Temporary Informational Signs. Small informational signs such as lost pet signs, neighborhood or religious activity signs, youth sales signs (such as lemonade stands), and other signs for noncommercial purposes (i.e., not promoting a business of any kind, except youth sales) are allowed in the right-of-way. These signs may not be located in the park strip (between the street and the sidewalk) on major streets, but may be located between the sidewalk and a property line or fence. These signs may not be placed on utility poles, light poles, fences, or trees. The code enforcement officer has the authority to remove signs without notice if they have not been removed in a timely manner or if they present a safety hazard.

O. On-Premises Home Business Signs. Home businesses with a valid business license from Eagle Mountain City may place one nonilluminated wall sign no larger than four square feet in size on the front of the principal dwelling no higher than the first story.

P. Official Signs. Signs that are owned and operated by Eagle Mountain City and are used for informational or civic purposes, including advertising special events within Eagle Mountain City. Official signs may include electronic message centers, reader boards, or other replaceable copy signs. Official signs that do not comply with the general provisions of this chapter must be approved by the city council. Electronic signs should be turned off between the hours of 12:00 a.m. and 5:00 a.m., except in the case of necessary communications. Electronic signs shall also comply with EMMC 17.80.070(F)(5)(c) in relation to maximum nighttime brightness and illumination. [Ord. O-14-2020 § 2 (Exh. A); Ord. O-03-2020 § 2 (Exh. A); Ord. O-17-2019 § 2 (Exh. A); Ord. O-05-2019 § 2 (Exh.

A); Ord. O-08-2016 § 2 (Exh. A); Ord. O-02-2016 § 2 (Exh. A); Ord. O-02-2012 § 2 (Exh. A); Ord. O-06-2010 § 2 (Exh. A); Ord. O-12-2009 § 2 (Exh. A); Ord. O-26-2008 § 2 (Exh. A § 16.10); Ord. O-18-2008 § 2 (Exh. A § 16.10); Ord. O-17-2006 § 2 (Exh. 1 § 16.10); Ord. O-23-2005 § 3 (Exh. 1(1) § 16.9). Formerly 17.80.110].

17.80.130 Prohibited signs.

SHARE

The following signs as defined in EMMC 17.80.160 shall be prohibited: visible moving, revolving, or rotating parts signs, sign twisters signs, snipe/bootleg signs, vehicular signs including

unlicensed, inoperable or immovable vehicles or trailer signs (but not including actively used construction trailers not functioning solely as signs), pole signs, inflated signs (except as permitted in EMMC 17.80.090), ribbons, balloons and billboards. In addition, any signs that emit sound, smoke or steam are prohibited. Staff may make an exception for memorial and honorarium ribbons. [Ord. O-03-2020 § 2 (Exh. A); Ord. O-03-2018 § 2 (Exh. A); Ord. O-08-2016 § 2 (Exh. A); Ord. O-02-2016 § 2 (Exh. A); Ord. O-02-2012 § 2 (Exh. A); Ord. O-06-2010 § 2 (Exh. A); Ord. O-12-2009 § 2 (Exh. A); Ord. O-26-2008 § 2 (Exh. A § 16.11); Ord. O-18-2008 § 2 (Exh. A § 16.11); Ord. O-17-2006 § 2 (Exh. 1 § 16.11); Ord. O-23-2005 § 3 (Exh. 1(1) § 16.10). Formerly 17.80.120].

17.80.140 Nonconforming signs.

SHARE

A nonconforming sign may be maintained and repaired, even if such a repair may not bring the sign into compliance with this chapter. If a nonconforming sign is damaged or allowed to deteriorate in an amount in excess of 50 percent of its replacement cost, the sign shall not be repaired unless such a repair shall result in the sign coming into compliance with the provisions of this chapter. [Ord. O-08-2016 § 2 (Exh. A); Ord. O-06-2010 § 2 (Exh. A); Ord. O-12-2009 § 2 (Exh. A); Ord. O-26-2008 § 2 (Exh. A § 16.12); Ord. O-18-2008 § 2 (Exh. A § 16.12); Ord. O-17-2006 § 2 (Exh. 1 § 16.12); Ord. O-23-2005 § 3 (Exh. 1(1) § 16.11). Formerly 17.80.130].

17.80.150 Sign enforcement.

SHARE

The planning director, or designee, shall perform the following duties and use the following procedures when enforcing sign regulations:

A. Compliance. Determine and ascertain that all signs, construction, reconstruction, or alterations of existing signs are completed in compliance with this chapter.

B. Site Inspections. Conduct site inspections to determine compliance with this chapter.

C. Instigate Proceedings. Instigate appropriate action or proceedings in any case where a sign is illegally erected, constructed, altered, repaired or maintained in violation of any city ordinance, including the provisions of this chapter.

D. Notices of Violation. Issue verbal or written notice of violation to owners or persons having control, charge or benefit of any sign that is found to be unsafe or in violation of city ordinances or this chapter, including all general provisions (EMMC 17.80.060).

E. Unsafe or Dangerous Signs. Abate and remove signs that are unsafe or dangerous.

F. Removal of Illegal Signs. Assist applicants to bring into compliance signs that are illegal under the provisions of this chapter or that are installed without a permit. The planning director or designee shall have the authority to abate and remove such signs if they are not brought into compliance within seven calendar days after written notice has been given to the owner or

party in interest advertised on the sign. The person responsible for such sign shall be liable for the cost of removal and the city is authorized to effect the collection of said cost.

G. Removal of Temporary Signs. Abate and remove temporary signs posted upon private property if they are not made conforming within 72 hours after being noticed. Verbal or written notice is sufficient warning for these signs. The person responsible for such an illegal sign shall be liable for the cost of its removal and the city is authorized to effect the collection of said cost.

H. Removal of Signs on Public Property. Remove or require the immediate removal of any sign posted on public property. Such signs, though removed, shall not be destroyed for at least seven calendar days from the date of removal. In no case shall a failure to remove such signs constitute approval by the city of the illegal placement of the sign.

I. Removal of Abandoned Signs. Remove or require the removal of all signs that are nonmaintained, abandoned, or that identify a discontinued or abandoned use within 45 calendar days after giving written notice to the person having control of or receiving benefit from the sign. The person responsible for such a sign shall be liable for the cost of its removal and the city is authorized to effect the collection of said cost.

J. Continual Sign Erection without Permits. Persons who continue to erect signs without the proper permits may have the unauthorized signs removed without notice. All signs removed by the city will be impounded. Owners of impounded signs shall pay a fee before the signs are released.

K. Fines. The penalties associated with violations of this chapter shall be consistent with the consolidated fee schedule as adopted by the city council. [Ord. O-18-2021 § 2 (Exh. A); Ord. O-08-2016 § 2 (Exh. A); Ord. O-02-2016 § 2 (Exh. A); Ord. O-06-2010 § 2 (Exh. A); Ord. O-12-2009 § 2 (Exh. A); Ord. O-26-2008 § 2 (Exh. A § 16.13); Ord. O-18-2008 § 2 (Exh. A § 16.13); Ord. O-17-2006 § 2 (Exh. 1 § 16.13); Ord. O-23-2005 § 3 (Exh. 1(1) § 16.12). Formerly 17.80.140].

17.80.160 Definitions.

SHARE

The following terms related to this chapter are hereby defined below:

"A-frame sign" means any sign or structure (usually freestanding, temporary and/or movable) composed of two sign faces mounted or attached back-to-back in such a manner as to form a



triangular vertical cross-section through the sign faces.

"Abandoned sign" means a sign which is located on a property or place of business which has been vacated or which remains unused for a period of time exceeding 90 days.

"Advertising sign" means a sign which directs attention to a use, product, commodity or service.

"Alteration" in this chapter means changing or rearranging any structural part, sign face, enclosure, lighting, coloring, copy (except on reader signs that have changeable copy), graphics, components or location of any sign.

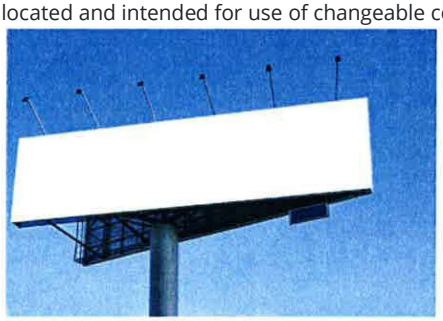
"Animated signs" means signs which incorporate moving or rotating parts or other special lighting effects with flashing or intermittent lights (excluding time and temperature signs or

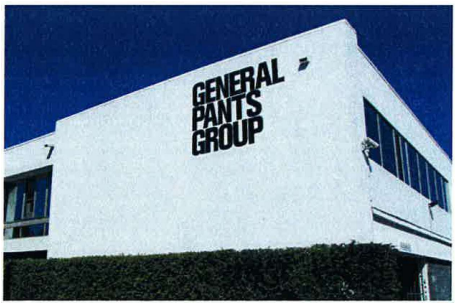


electronic message centers).

"Banner" means a building sign made of fabric, plastic, or a similar lightweight material and hung from a building, fence, wall or pole. 

"Billboard" means an advertising sign not necessarily related to the premises on which it is located and intended for use of changeable copy by posting or repainting.



"Building sign" means any sign attached to or a part of a building. Several types of signs defined in this chapter may also be defined as building signs if they are attached to or are a part of a building. 

"Canopy sign" means a building sign that is part of a fabric, plastic, or similar shelter supported by a noncombustible rigid framework attached to a building, and sheltering the building's

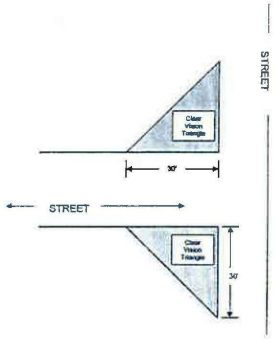
entrance or windows. Synonymous with “awning” for the purposes of this chapter.



“Changeable copy sign” means a variable message sign composed of individual letters panel-mounted in or on a track system.



“Clear vision areas” means corner areas at intersecting streets and/or driveways in which unobstructed vision of motor vehicle operators is maintained (see Chapter 17.60 EMMC for the specific requirements and an illustration of required clear vision areas).



“Community entrance sign” means a sign used to welcome people to the city or a monument at the entrance to specific neighborhoods indicating the name of the project, subdivision or neighborhood. Any community entrance sign not required to be installed as part of a master development plan or final plat shall be processed through the planning department with the

appropriate application and fee.



“Community event sign” means a temporary sign displayed by the city, or one of its committees, subcommittees, councils, boards or city partner agencies, to promote community events.



Cornerstone. A cornerstone is carved or cast into a building, or a metal plaque permanently attached to a building. It carries no commercial message, but may include the building’s name, the date of its completion, and the names of owners, architects, contractors, etc.



Directional Signs. Directional signs are defined in two general categories as follows:

1. Any sign used to display the address of a commercial or industrial building or use, or to identify points of access, the direction of travel, and similar functions in off-street parking and loading areas. Such signs display no advertising or promotional copy, but may bear a logo or be in a distinctive design associated with the use to which they are accessory. Such name or logo shall not exceed more than 50 percent of sign area.



2. A sign erected by an official government agency to denote the name of any thoroughfare; to point out the route to any city, educational institution, public building, historic place or hospital; to direct and regulate traffic; and to denote any railroad crossing, bridge or other transportation facility for the convenience and safety of the general public.

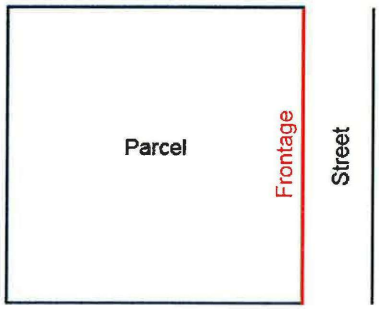


"Double-faced sign" means a sign with two faces, back-to-back.

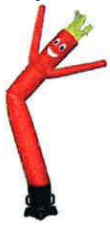
"Flag" means fabric, plastic, or similar lightweight material hung from a pole that may bear a logo, which is displayed with the intent to advertise or attract attention to a commercial enterprise. 

"Freestanding sign" means any sign that has its own supporting structure, rather than being attached to and supported by a building. 

"Frontage" means the distance or length of the side of any parcel that is adjacent to any public or private street, but does not include alleys, watercourses or limited access roadways.



"Illuminated sign" means any sign designed to emit artificial light or designed to reflect light from one or more sources of artificial light.

“Inflatable sign” means any advertising device which is supported by heated or forced air or lighter-than-air gases. 

“Monument sign” means a freestanding sign whose sign face extends to the ground or to a base or pedestal. 

“Movable, freestanding sign” means any sign not affixed to or erected into the ground.



“Nonconforming sign” means a sign or sign structure which lawfully existed prior to the adoption of the ordinance codified in this chapter but which does not conform to all or a part of the requirements of this chapter.

“Off-premises sign” means any sign which advertises a use, establishment, product or service that is sold, produced, manufactured or furnished at a place other than on the property on which said sign is located.

“On-premises sign” means a sign that advertises or directs attention to a use or establishment located on premises or a product or service available on premises.

"Pole sign" means a freestanding identification or business sign, which is supported by a pole(s), mounted permanently in the ground and the base of the sign copy is greater than nine feet in height. 

"Political sign" means a temporary sign advertising a candidate for public office, a political party or a measure or issue scheduled for an election. 

"Property sign" means on-premises signs that state the rights that the owner of that property wishes to enforce such as no dumping, no trespassing or no parking.

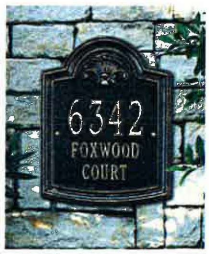


“Real estate sign” means a temporary sign indicating that the lot on which the sign is located, or any building or structure located thereon, is for sale, rent, or lease.



“Replacement,” for the purposes of this chapter, does not include the temporary removal of an existing sign for repair or refurbishment.

“Residential sign” means a freestanding or building sign that displays the address and the name of the occupants of a residence.



“Sign” means any and all advertising message, announcement, declaration, warning, statement, demonstration, illustration, insignia, words, space, figures or objects erected or maintained in view of any observer for the purpose of designating, identifying, promoting, advertising, directing or warning for the benefit of any person, product, company, entity or service; whether placed on the ground, rocks, trees, stumps, or other natural objects, or on a building, wall, roof, frame, support, fence, or other manmade structure. “Sign” also includes the accessory sign structures, supports, lighting systems and other attachments or components. The word “sign” does not include the flag, pennant or insignia of any nation, state, city or other political unit or any official notice issued by any court, public body or officer, or directional, warning or information sign or structure required or authorized by law.

“Sign area” means the entire area within a single continuous perimeter composed of squares, rectangles or other geometric figures which enclose the extreme limits of all sign elements

affixed to the wall, including but not limited to cabinet structures, written copy, logos, symbols, decorative embellishments, border or roof treatments and illustrations.

"Sign copy" means the area on a sign in which letters, logos, and symbols are or can be printed upon.

"Sign face" means the part of a sign that is or may be used for advertising purposes.

"Snipe/bootleg sign" means a small sign of any material including but not limited to paper, cardboard, wood or metal when such sign is tacked, nailed, posted, pasted, glued or otherwise attached to trees, poles, fences or other objects, and the advertising matter appearing thereon is not applicable to the premises upon which said sign is located.



"Special events sign" means a sign which calls attention to a business promotion or grand opening.



"Suspended signs" are attached to the ceiling of an arcade or the framework of a canopy and hang over a sidewalk.



"Temporary sign" means any permitted type of sign, but displayed for 60 days or less, except in the case of construction and real estate signs, which are temporary, but may be displayed until

construction is complete or the property advertised has been rented or sold or otherwise allowed by this chapter.

"Traffic control sign" means standard regulatory signs installed by public agencies, including stop and yield signs, speed limit signs, etc., and permitted wherever warranted. When installed on private premises, such signs are directional. 

"Vehicular sign" means a sign affixed to a vehicle or trailer for the purpose of advertising. Such sign shall only be applicable or regulated by this chapter when said vehicle or trailer is parked on a parcel other than the owner's property for the primary purpose of conveying a business message. 

"Wall face," for the purpose of this chapter, means the visible outer surface area of a main exterior wall of a building. The area of the wall face shall be the total area of such surface including the area of doors and windows that are included in the main exterior wall.



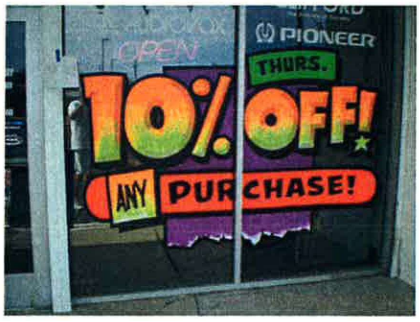
"Wall sign" means a building sign painted directly on the wall of a building or attached to the wall of a building, and parallel with the wall to which it is attached. Wall signs extend no more

than one foot from the building to which they are attached and do not extend above the roofline of the building to which they are attached



.

"Window sign" means signs, including posters, messages, or displays painted or mounted on the interior side of a window for special promotional or other temporary displays.

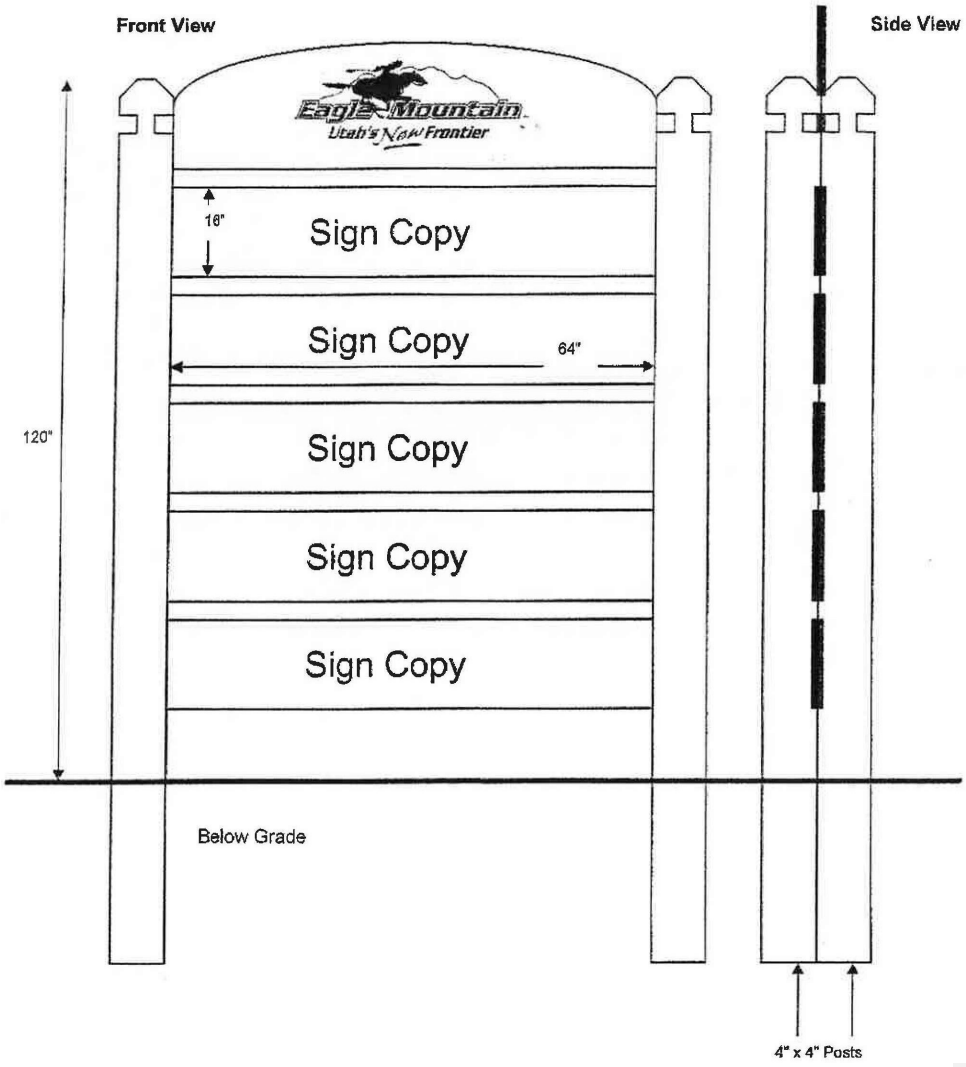


[Ord. O-03-2020 § 2 (Exh. A); Ord. O-08-2016 § 2 (Exh. A); Ord. O-06-2010 § 2 (Exh. A); Ord. O-12-2009 § 2 (Exh. A); Ord. O-26-2008 § 2 (Exh. A § 16.14); Ord. O-18-2008 § 2 (Exh. A § 16.14); Ord. O-17-2006 § 2 (Exh. 1 § 16.14); Ord. O-23-2005 § 3 (Exh. 1(1) § 16.13). Formerly 17.80.150].

17.80.170 Schematics.

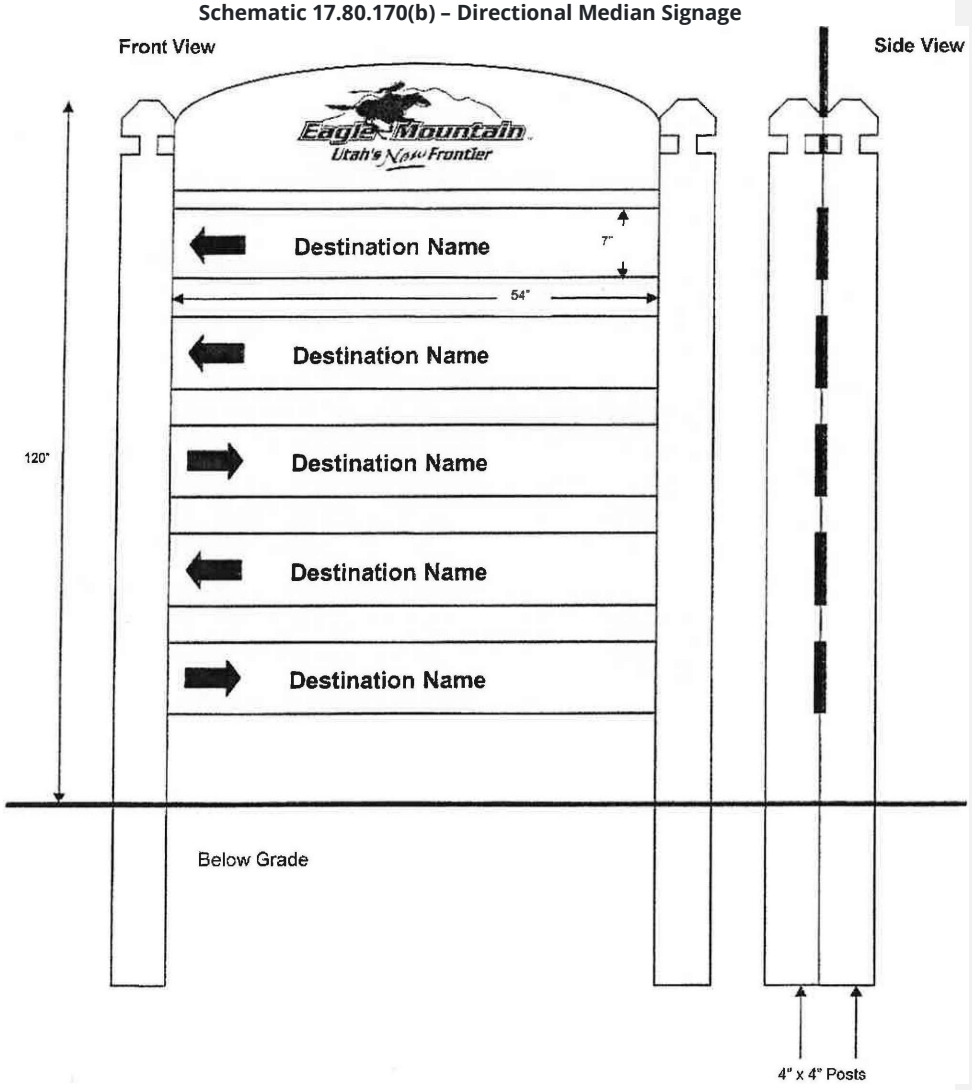
SHARE

Schematic 17.80.170(a) – Model Home Signage



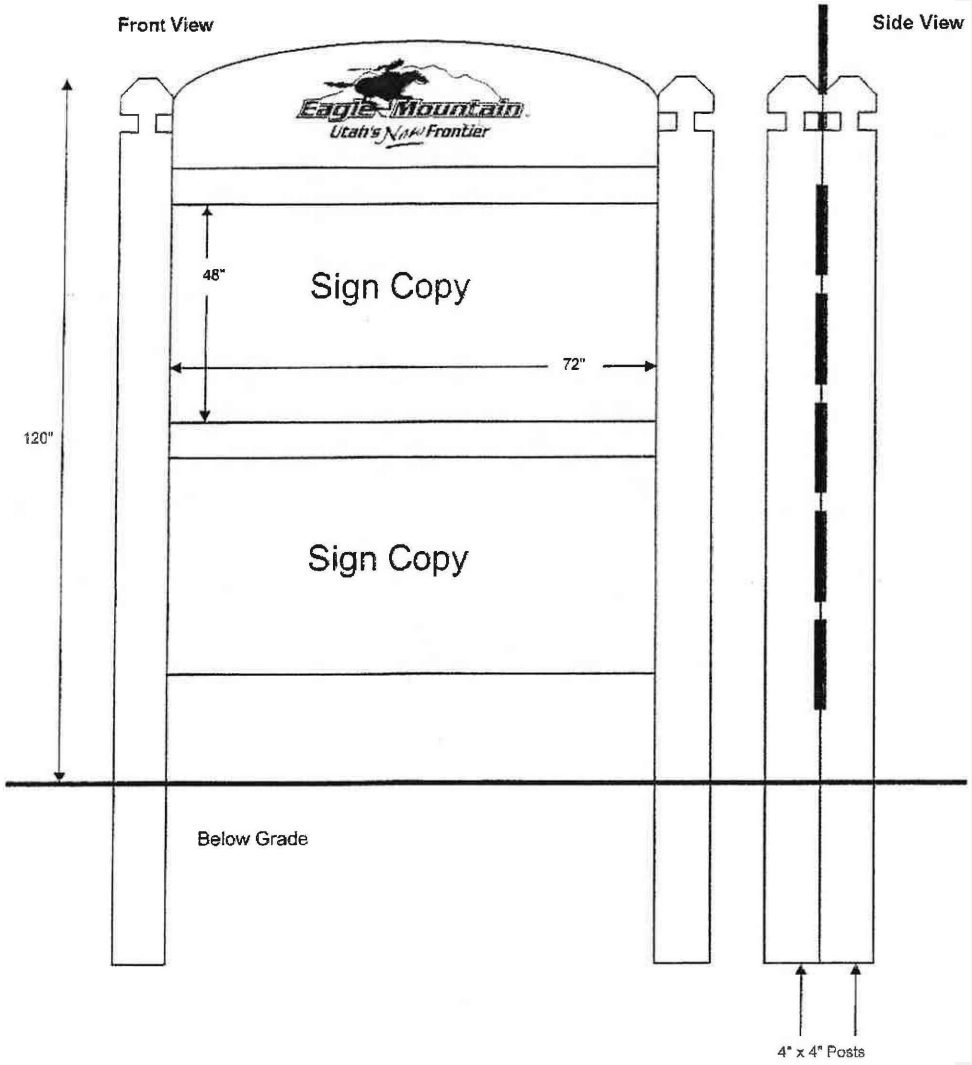
Signs shall be painted Monterrey Grey.

Schematic 17.80.170(b) – Directional Median Signage



Signs shall be painted Monterrey Grey.

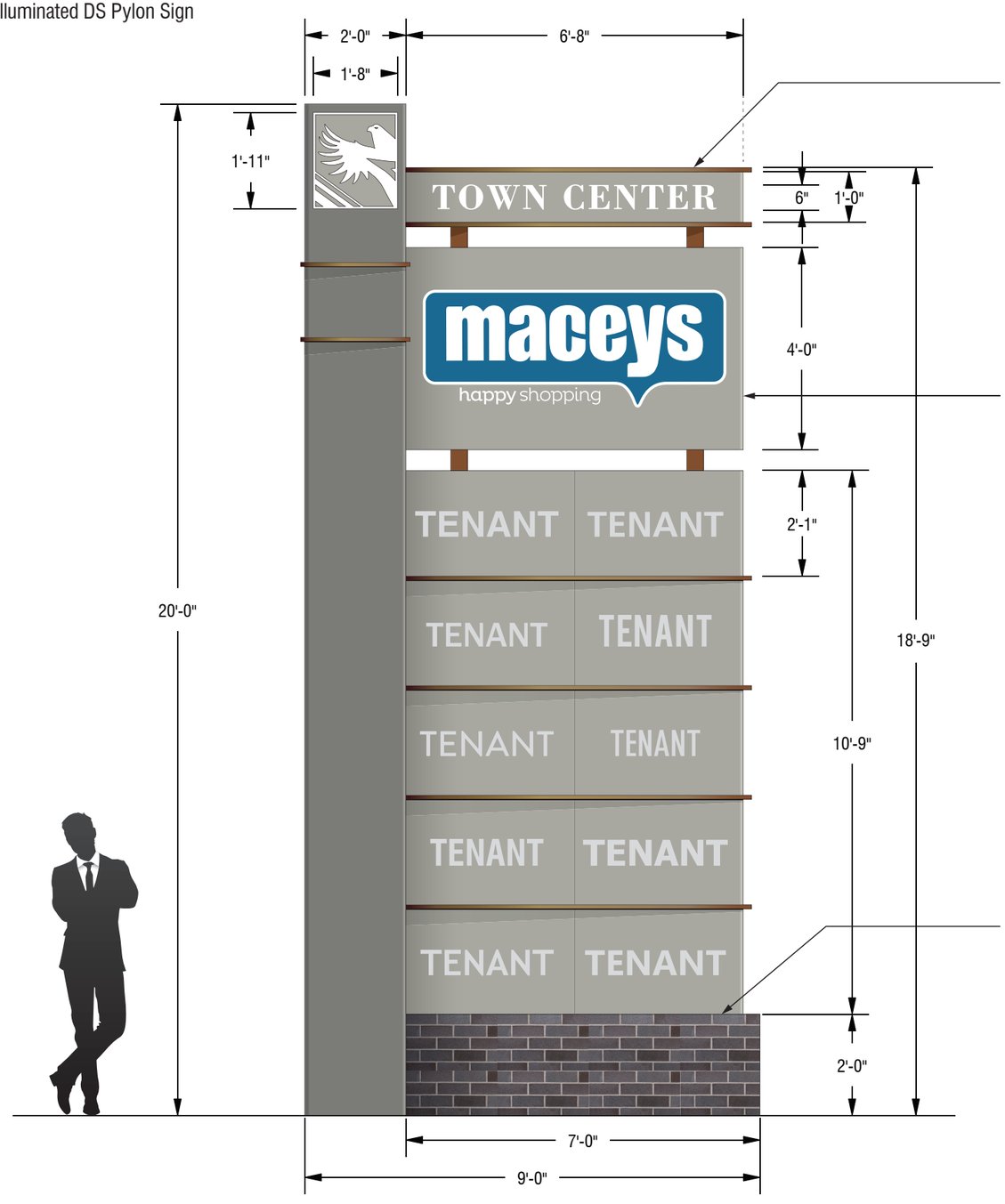
Schematic 17.80.170(c) – Directional/Advertising Business Signage



Signs shall be painted Monterrey Grey.

[Ord. O-08-2016 § 2 (Exh. A); Ord. O-06-2010 § 2 (Exh. A); Ord. O-12-2009 § 2 (Exh. A); Ord. O-23-2005 § 3 (Exh. 1(1) Schematics 15.1 – 15.3). Formerly 17.80.160.].

1 Internally Illuminated DS Pylon Sign



INTERNALLY ILLUMINATED DS PYLON SIGN

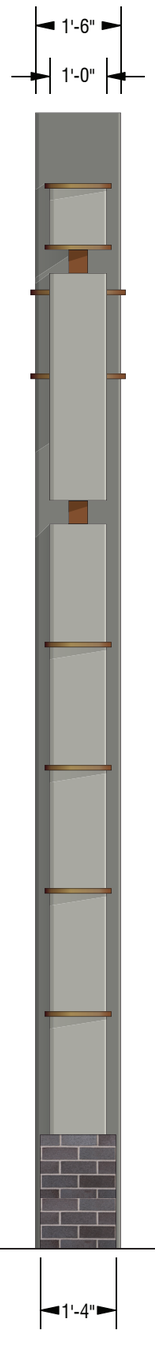
CENTER NAME CAP
FRAMING / SKIN
2" Square Tube Sign Framing w. .063 Aluminum Skin
.125" Aluminum Face
Painted; Satin Finish (Napa 42082 ■)
TOWN CENTER LETTERS
Reverse Routed Lettering Backed w. Acrylic
ACCENT BARS
1" Square Tube Column Accents
Painted; Metallic Finish (Napa 42176 ■)
ILLUMINATION
White LED
Samsung 9000K

TENANT CABINETS
FRAMING / SKIN
2" Square Tube Sign Framing w. .063 Aluminum Skin
.125" Aluminum Faces
Painted; Satin Finish (Napa 42082 ■)
ACCENT BARS
1" Square Tube Column Accents
Painted; Metallic Finish (Napa 42176 ■)
ILLUMINATION
White LED
Samsung 9000K

SIGN PILLAR
FRAMING / SKIN
2" Square Tube Sign Framing w. .063 Aluminum Skin
Painted; Satin Finish (Napa 51060 ■)
EAGLE GRAPHIC DETAIL
Reverse Routed Detail Backed w. Acrylic
ACCENT BARS
1" Square Tube Column Accents
Painted; Metallic Finish (Napa 42176 ■)
ILLUMINATION
White LED
Samsung 9000K

MASONRY BASE
Interstate Brick Midnight Black Modular Brick

SQUARE FOOTAGE
Town Center: 6.66 ⧅
Macey's Panel: 26.66 ⧅
Tenant Panels: 71.66 ⧅
Eagle: 3.19 ⧅
Total = 108.17 ⧅



A Project Detail
SCALE 3/8" = 1'0"

Qty: 1 / ◉ Install
108.17 ⧅

B Side Detail
SCALE 3/8" = 1'0"

FILE PATH: NEW JOBSD / AMSOURCE / EAGLE MOUNTAIN TOWN CENTER / DESIGN / AMS EM M 001-20

SIGN
880 North 100 East, Lehi, UT 84043 801 766 0207

ALL ELECTRICAL COMPONENTS TO BE U.L. LISTED, APPROVED AND MARKED PER N.E.C. 600-4. Inspected and labeled in accordance with UL Standards using UL listed parts and methods of installation in accordance with the requirements of Article 600 of the National Electrical Code and/or other applicable local codes. This includes proper grounding and bonding of the sign. The location of the disconnect switch after installation shall comply with Article 600.6(A)(1) of the National Electrical Code.

Volts Req'd: 120V Total Amps: 20.0 Circuits Req'd: 1

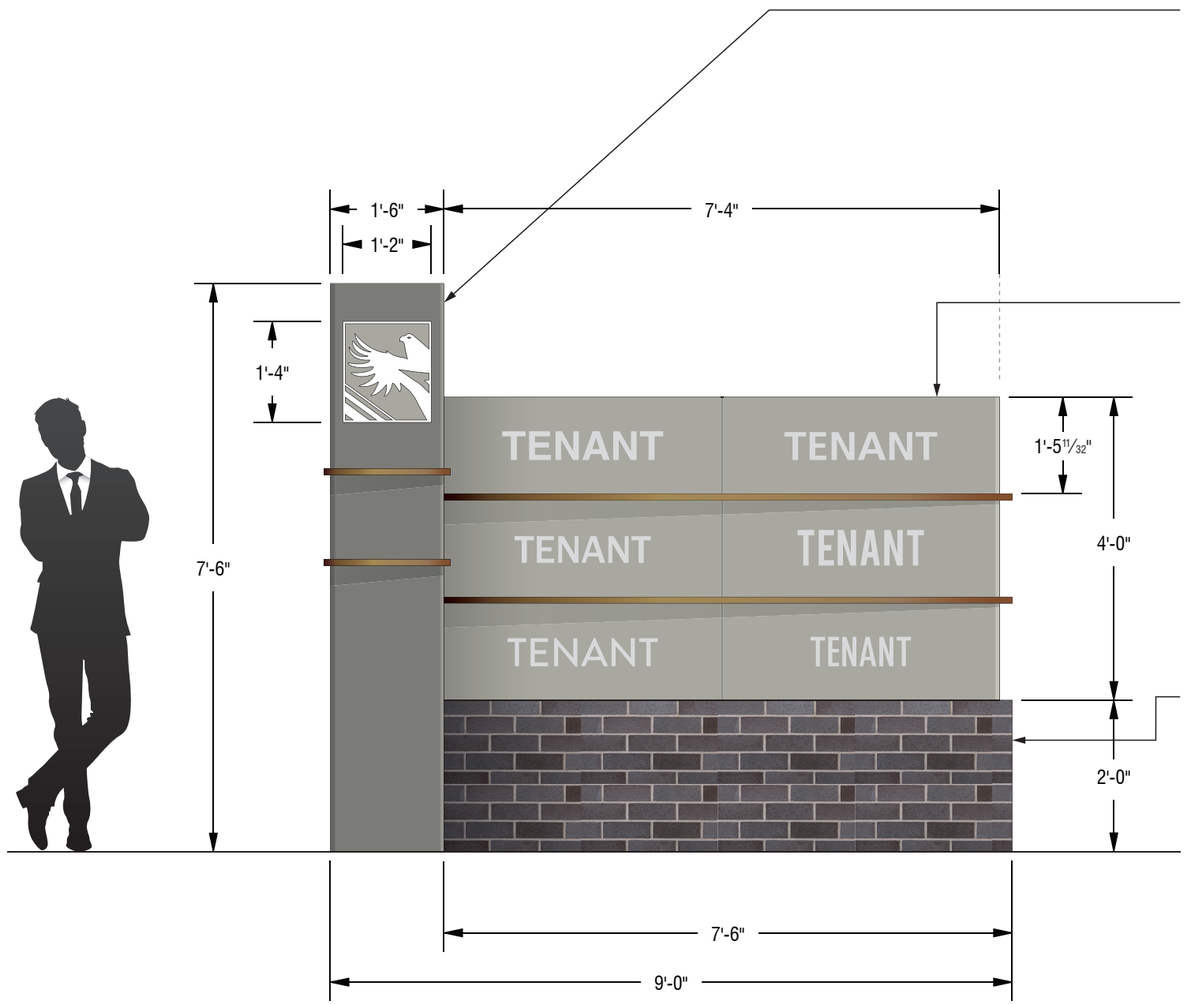
Primaries and final connection to sign by certified electrician.
Client to provide primary electric feed to within 6 feet of sign location.

CONCEPT DRAWING

This concept drawing is presented to assist the client and determining the direction for this project. It is not a final Presentation Drawing or Construction Drawing. The limited specifications provided on this drawing are subject to change as the scope of work is further defined. A detailed drawing must be produced and signed by the client before production work can commence.

COMPANY	Amsource
ADDRESS	Eagle Mountain Town Center
CITY STATE	Eagle Mountain, Utah
CUSTOMER	

DESIGN #	AMS EM M 002-20_km
DATE	10/08/20
SHEET	1.00
SR	Zane Latimer 801.755.2953



INTERNALLY ILLUMINATED DS MONUMENT SIGN

SIGN PILLAR

FRAMING / SKIN
2" Square Tube Sign Framing w. .063 Aluminum Skin
Painted; Satin Finish (Napa 51060 ■)

EAGLE GRAPHIC DETAIL
Reverse Routed Detail Backed w. Acrylic

ACCENT BARS
1" Square Tube Column Accents
Painted; Metallic Finish (Napa 42176 ■)

ILLUMINATION
White LED
Samsung 9000K

TENANT CABINET

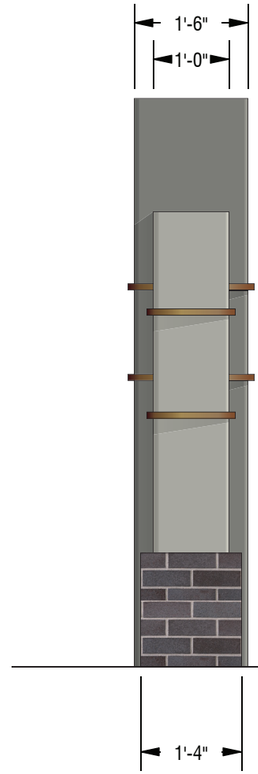
FRAMING / SKIN
2" Square Tube Sign Framing w. .063 Aluminum Skin
.125" Aluminum Faces
Routed and Backed w. Acrylic
Digital Print; 1st Surface
RTA: Die-Cut/Mask/Separate
Translucent Film (Cast) w.
Luster (Cast) Laminate
Vinyl to Match (Napa 42082 ■)

ACCENT BARS
1" Square Tube Column Accents
Painted; Metallic Finish (Napa 42176 ■)

ILLUMINATION
White LED
GE 6500K

MASONRY BASE
Interstate Brick Midnight Black Modular Brick

SQUARE FOOTAGE
Tenant Panels: 29.33 ⧅
Eagle: 1.5 ⧅
Total = 30.83 ⧅



A Project Detail
SCALE 1/2" = 1'0"

Qty: 1 / ◉ Install
30.83 ⧅

B Side Detail
SCALE 1/2" = 1'0"

FILE PATH: NEW JOBSD / AMSOURCE / EAGLE MOUNTAIN TOWN CENTER / DESIGN / AMS EM M 002-20

SIGN
880 North 100 East, Lehi, UT 84043 801 766 0207

ALL ELECTRICAL COMPONENTS TO BE U.L. LISTED, APPROVED AND MARKED PER N.E.C. 600-4. Inspected and labeled in accordance with UL Standards using UL listed parts and methods of installation in accordance with the requirements of Article 600 of the National Electrical Code and/or other applicable local codes. This includes proper grounding and bonding of the sign. The location of the disconnect switch after installation shall comply with Article 600.6(A)(1) of the National Electrical Code.

Volts Req'd: 120V Total Amps: 20.0 Circuits Req'd: 1

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COMPANY	Amsource
ADDRESS	Eagle Mountain Town Center
CITY STATE	Eagle Mountain, Utah
CUSTOMER	

DESIGN #	AMS EM M 002-20_km
DATE	10/08/20
SHEET	2.00
SR	Zane Latimer 801.755.2953

EAGLE MOUNTAIN	**EAGLE MOUNTAIN CITY** **PLANNING COMMISSION MEETING** **NOVEMBER 9, 2021**
TITLE:	PUBLIC HEARING - Big O Tires
ITEM TYPE:	Site Plan
APPLICANT:	Trevor Sharp

ACTION ITEM:
Yes

PUBLIC HEARING:
Yes

PREPARED BY:
Tayler Jensen, Planning

BACKGROUND:

On December 1st 2020 the Eagle Mountain City Council approved the Silver Fox Cascade Master Site Plan, which included a site plan approval for Cascade Collision Auto Repair on lot 1. The applicant has since made a slight amendment to the lot lines in the Master Site Plan, which didn't create any new buildable areas or lots, but just shifted lot lines to better accommodate users by including the entire access and internal access easement on one lot so that it can be built at once. The proposed Big O Tires is located on Lot 2 of the Pony Express Business Park Subdivision (which is the new name for the Silver Fox Cascade Master Site Plan).

The property in question is Zoned CC Automobile Service and Repair (Minor) is a **PERMITTED USE** in the CC zone.

ITEMS FOR CONSIDERATION:

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

A. Use of Property: The entire parcel is to be built, landscaped, or paved, thus the proposal *complies* with 17.100.050 A
B. Screening Requirements: The project is located within a commercial district, and does not abut any agriculture or residential property, therefore it *complies* with 17.100.050 B
C. Access Requirements: The Big O tires is located along the access easement approved by the Pony Express Business Park, and it improves the access through the site stubbing it to other parcels within the Master Plan for future development thus it *complies* with the requirement.
D. Off-Street Truck Loading Space: This use does not require the

frequent distribution of materials and therefore does not provide off-street Truck Loading Space.

E. Utilities: All utilities are shown as being underground and in proper easements in compliance with 17.100.050 E.
F. Grading and Drainage: The applicant has provided grading and draining plans that have been reviewed by the City Engineer

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

Building Location: *17.72.030 A* requires buildings be at or near front setback line with pedestrian access leading to the primary entrance. The CC zone has a minimum front setback of 10' and a maximum setback of 25' the applicant is showing a 30' setback, the building should be moved forward at least 5' to meet the maximum front setback of 25' currently no pedestrian access is shown leading to the main entrance, a safe pedestrian route from Pony Express Parkway to the building shall be provided.

Parking Location: *17.72.030 B* requires surface parking to be located to the side or rear of buildings, the proposal *complies* with this provision.

Architectural Style/Theme: *17.72.040 A* states: "Commercial buildings should be similar in style as significant adjacent buildings. All facades of commercial and multifamily structures shall be designed with consistent architectural style, detail, and trim features as the primary facade.." the only surrounding building is Cascade Collision. The buildings are similar in terms of architectural style both being flat with raised towers on the ends and use of CMU and roll up doors. Color elevations haven't been provided for Big O so staff is unable to determine if colors are similar. It shall be up to the Planning Commission to determine if architectural theming is met or not.

Main Entrance: *17.72.040 B* requires the main entrance of structures orient toward major sidewalks, pedestrian ways etc. The primary entrance of Big O is to the West, and does not orient toward a pedestrian way. Staff has recommended the building be rotated so the main entrance (west) is facing north toward Pony Express Parkway, but the applicant has indicated due to the grading work required that would require significantly more work and cost.

Roof Design: *17.72.040 C* requires the primary roof help reduce the perceived scale of the building, and that a building shall contain either sloping roofs with overhanging eaves or decorative parapet and multiple roof planes and heights. the proposal does include multiple roof planes (2) and heights (2) it shall be up to the Planning Commission to determine if this meets the spirit of the code or to recommend what (if any) changes/additions should be made.

Building Articulation: *17.72.040 D* requires vertical and horizontal articulation to reduce the perceived scale of buildings. The proposed elevations are largely without horizontal articulation, it is up to the Planning Commission to determine if the contrast of the CMU and Roll up doors on the North and South elevations comply with this standard or if additional design elements should be added.

Architectural Detailing: *17.72.040 E 1* states commercial buildings shall incorporate a majority of the following architectural details, reveals, canopies, awnings, popouts, columns, decorative trim and moldings, architectural lighting, ornamental cornices, decorative masonry pattern, decorative doors and windows, exposed timbers, and trellis structures. All sides of a building shall include the chosen details. The applicant's proposal includes: awnings (on two facades) Columns (on two facades), Decorative Masonry, and Architectural lighting (on three facades). Additional features should be added to all facades to bring project into compliance with this provision.

Building Materials: *17.72.040 F2* requires all commercial buildings to avoid large panelized products and featureless surfaces, and requires an appropriate mix of building materials on all sides of a building. The nature of repair shops like Big O requires large service bays and roll up doors, it shall be up to the Planning Commission to determine if additional features are required.

Other Items for Consideration

Parking: *17.55.120(c)* requires Automotive Service Stations to provide 1 parking stall per 500 SF of gross finished floor area plus 2 stalls per service bay. The proposal includes ~1,400 SF of gross finished floor and 12 service bays, thus 27 parking stalls are required 32 parking stalls are provided.

Lighting: The proposal shall comply with all standards found

in *17.56 Outdoor Lighting Standards*

REQUIRED FINDINGS:

Site plan approvals are based upon compliance with City Code requirements and requirements of any applicable development agreements. The approval criteria for a site plan can be found in EMMC 17.100.050

RECOMMENDATION:

We recommend that the Planning Commission make a motion to recommend approval of the Big O site plan to the City Council for the reasons set forth in the staff report and in the meeting with the following conditions:

1. The applicant shall provide safe pedestrian access from Pony Express Parkway to the customer lobby
2. The applicant ensures that all lighting comply with dark sky standards including full cutoff lights, no overspill, no more than 100,000 lumens per acre and all parking lot lights under 17'
3. The applicant shall move the building forward at least 5' to comply with maximum front setback of 25'
4. The applicant shall provide additional architectural features so that all facades contain at least 6 of the architectural features as defined and required by 17.72.040 E1

ATTACHMENTS:

Site Plan
Big O Elevations
Pony Express Business Park Plat
Cascade Collision Elevations

BIG O TIRES

LOT 2, PONY EXPRESS BUSINESS PARK SUBDIVISION 1ST AMENDMENT
PORTER CROSSING PKWY
EAGLE MOUNTAIN, UTAH

SEPTEMBER 17, 2021

LEGEND

PROPERTY LINE	EXISTING FIRE HYDRANT
EASEMENT LINE	PROPOSED FIRE HYDRANT
4240.0 PROPOSED GRADE CONTOURS	EXISTING STREET LIGHT
4240.0 EXISTING GRADE CONTOURS	PROPOSED STREET LIGHT
EXISTING CURB	PROPOSED PARKING LOT LIGHT
PROPOSED CURB AND GUTTER	
PROPOSED CURB WALL	EXISTING WATER METER
REVERSE PAN CURB & GUTTER	EXISTING WATER VALVE
EXISTING SEWER	EXISTING GATE VALVE
PROPOSED SEWER	EXISTING OVERHEAD POWER POLE
EXISTING WATER	TBC TOP BACK CONCRETE
PROPOSED WATER	FF FINISHED FLOOR
EXISTING FIRE LINE	HW HIGH WATER
PROPOSED FIRE LINE	TOG TOP OF GRATE
EXSITING STORM DRAIN	TOL TOP OF LID
PROPOSED STORM DRAIN	IE INVERT ELEVATION
PROPOSED ROOF DRAIN	EX EXISTING
EXISTING GAS	NG NATURAL GROUND
PROPOSED GAS	TA TOP OF ASPHALT
EXISTING OVERHEAD POWER	TC TOP OF CONCRETE
EXISTING UNDERGROUND POWER	EC EDGE OF CONCRETE
PROPOSED UNDERGROUND POWER	EA EDGE OF ASPHALT
EXISTING TELEPHONE LINE	TOW TOP OF WALL
PROPOSED TELEPHONE LINE	TG TOP OF GRAVEL
EXISTING FIBER OPTIC LINE	TL TOP OF LANDSCAPING
PROPOSED FIBER OPTIC LINE	TS TOP OF SIDEWALK
	PROP PROPOSED
PROPOSED CONCRETE	350 TBC CALLOUT UNLESS OTHERWISE DESIGNATED
PROPOSED ASPHALT	
PROPOSED LANDSCAPING	

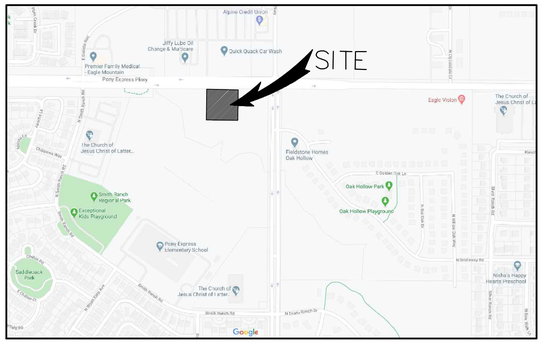
EAGLE MOUNTAIN CITY GENERAL NOTES FOR CONSTRUCTION DRAWINGS:

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 AMINS & 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.

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 STRIN 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.
- COLLARDS: ALL COLLARS TO BE 1' WIDE BY 1' DEEP WITH A 6000 PSI CONCRETE WITH 1.5# FIBER MESH PER CUBIC YARD (¾" MONOFILAMENT) REQUIRED FOR ALL STREET COLLARS. MANHOLE COVERS AND WATER VALVE TOWERS TO BE ½" DOWN FROM ASPHALT EDGE AND CONCRETE TO BE ¼" TO ⅜" DOWN FROM ASPHALT EDGE.

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. 21" INSIDE DIAMETER CAN HDPE.
- 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 21" MINIMUM INSIDE DIAMETER. WATER CAN FOR 1-1/2" TO 2" SERVICE WILL NEED FOLLOW APWA SPECIFICATION.
- HYDRANT: 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 BENC FITTINGS WILL BE REQUIRED. ALL FITTINGS TO BE MEGA-LUG FITTINGS.



VICINITY MAP
NOT TO SCALE

SHEET INDEX

CV	COVER SHEET
C0.1	SLOPE ANALYSIS MAP
C1.0	OVERALL SITE PLAN
C1.1	SITE PLAN
C2.0	GRADING PLAN
C2.1	DRAINAGE PLAN
C3.0	UTILITY PLAN
C4.0	DETAIL SHEET
C4.1	DETAIL SHEET
C5.0	EROSION CONTROL PLAN (SWPPP)

PROJECT CONSTRUCTION NOTES:

1. CONTRACTOR TO NOTIFY BLUE STAKES PRIOR TO CONSTRUCTION, 1-800-662-4111.
2. CONTRACTOR TO VERIFY LOCATION OF ALL EXISTING UTILITIES PRIOR TO CONSTRUCTION.
3. SEE SOILS REPORT FOR PAVEMENT SECTION DETAILS, INSTALLATION SPECIFICATIONS AND ALL SITE EARTHWORK REQUIRMENTS.
4. ALL CONSTRUCTION SHALL CONFORM TO CITY STANDARDS AND SPECIFICATIONS. IF A CONFLICT BETWEEN THESE PLANS AND THE CITY STANDARDS AND SPECIFICATIONS OCCURS, THE CITY STANDARDS AND SPECIFICATIONS SHALL GOVERN.
5. ALL HANDICAP PARKING STALLS TO BE INSTALLED PER ADA STANDARDS. SLOPE ON ANY ADA STALL IS TO BE LESS THAN 2% IN ALL DIRECTIONS.
6. CONTRACTOR TO VERIFY PRIOR TO ANY CONSTRUCTION THAT THE BUILDING AND BUILDING LOCATION SHOWN ON CIVIL DRAWINGS MATCHES THE ARCHITECTURAL PLANS.
7. CONTRACTOR TO VERIFY, WITH ARCHITECT, THAT F.F. ELEVATION SHOWN ON CIVIL PLANS EQUALS THE ARCHITECTS 100.0' ELEVATION.
8. CONTRACTOR TO REPLACE IN KIND ANY AREAS THAT ARE DAMAGED DURING CONSTRUCTION.
9. INSTALL ALL SIDEWALKS PER CITY STANDARDS OR APWA PLAN NO. 231, 235, AND 236 WHERE APPLICABLE.
10. INSTALL ALL CONCRETE PAVEMENT JOINTS PER CITY STANDARDS OR APWA PLAN NO. 261.
11. ALL SEWER, WATER AND STORM DRAIN PIPES SHALL BE BACKFILLED WITH SELECT GRANULAR FILL PER APWA STANDARDS AND SPECIFICATIONS.
12. ALL CATCH BASINS AND MANHOLES TO BE INSTALLED PER CITY STANDARDS.
13. ALL STORM DRAIN PIPING TO BE CUT OFF FLUSH WITH INSIDE WALL OF DRAINAGE BOX. INSIDE WALL TO BE GROUTED SMOOTH WITH A NON-SHRINK GROUT.
14. FOR STORM DRAIN INLET BOXES AND MANHOLES THE I.E. IN AND I.E. OUT ELEVATIONS ARE THE SAME UNLESS OTHERWISE CALLED OUT ON THE PLANS
15. ALL WATER LINES TO HAVE A MINIMUM 5' OF COVER WITH A MINIMUM VERTICAL CLEARANCE OF 1' OF COVER BETWEEN OTHER UTILITY LINES (1.5' VERTICAL SEPARATION WITH SEWER).
16. THRUST BLOCKS TO BE INSTALLED PER APWA PLAN NO'S 561 AND 562. SEE DETAIL SHEET C5.
17. CONTRACTOR SHALL COORDINATE CONSTRUCTION AND INSTALLATION OF ELECTRICAL, TELEPHONE, NATURAL GAS AND CABLE TV SERVICES WITH THE RESPECTIVE UTILITY COMPANY.
18. THE EXISTENCE AND LOCATION OF ALL UNDERGROUND UTILITY PIPES, LINES OR STRUCTURES SHOWN ON THESE PLANS WERE OBTAINED AND SHOWN FROM SURVEYED INFORMATION AND EXISTING UTILITY LOCATIONS PROVIDED BY OTHERS. THERE IS NO GUARANTEE THAT ALL EXISTING UTILITY INFORMATION IS SHOWN ON THESE PLANS. CONTRACTOR IS RESPONSIBLE FOR CONTACTING BLUE STAKES AND FIELD VERIFYING THE LOCATION AND ELEVATION OF ALL EXISTING UTILITY PIPES, LINES AND STRUCTURES, PRIOR TO CONSTRUCTION.
19. ANY OFF SITE DAMAGE TO EXISTING ASPHALT, CURB & GUTTER, LANDSCAPING AND ALL UTILITIES TO BE REPLACED IN KIND.
20. PUBLIC WAY IMPROVEMENTS SUCH AS EXISTING CURB, GUTTER, SIDEWALK AND DRIVE APPROACHES REQUIRE INSPECTION BY THE SLC ENGINEERING DEPT. PRIOR TO FINAL INSPECTION AND CERTIFICATION OF OCCUPANCY ISSUANCE, TO DETERMINE REPLACEMENT REQUIREMENTS OF DEFECTIVE AND HAZARDOUS CONDITIONS.
21. ALL CURB AND GUTTER DONE WITHIN THE PUBLIC WAY SHALL BE CONSTRUCTED AS PER APWA 205A, AND 251 OR 252.
22. THE DRIVE APPROACHES APRONS MUST BE CONCRETE TO THE PROPERTY LINE.
23. ALL ACCESSIBLE ROUTES AND ACCESSIBLE MEANS OF EGRESS ROUTES, THE MAXIMUM SLOPE SHALL NOT EXCEED 5% AND THE CROSS SLOPE SHALL NOT EXCEED 2%. ALL EXTERIOR LANDINGS AT DOORS SHALL NOT EXCEED 2% SLOPE.

FIRE DEPARTMENT NOTES:
1. FIRE HYDRANTS SHALL BE EQUIPPED WITH ONE 4½", AND 2½" OUTLETS, WHICH HAS NATIONAL STANDARD THREADS (NST).
2. FIRE HYDRANTS SHALL BE INSTALLED SO THAT THE CENTER LINE OF THE LOWEST CAP, NUT SHALL NOT BE CLOSER THAN 18" FROM THE FINISHED GRADE.
3. FIRE HYDRANTS SHALL HAVE THE 4½" BUTT FACING THE FIRE ACCESS ROADWAY.
4. UNDERGROUND PIPING SHALL BE TESTED AT 200 PSIA FOR TWO HOURS. TEST CERTIFICATE SHALL BE PROVIDED TO FIRE DEPARTMENT OFFICE.
5. BURNING OF TRASH, SCRAP WOOD OR OTHER MATERIALS IS A VIOLATION OF CITY ORDINANCE.
6. A 3 FOOT CLEARANCE SHALL BE MAINTAINED AT ALL TIMES AROUND FIRE EQUIPMENT TO INCLUDE BUT NOT LIMITED TO HYDRANTS, FIRE DEPARTMENT CONNECTIONS AND FIRE SUPPRESSION CONTROL VALVES.
7. NEW FIRE HYDRANTS SHALL BE COLOR CODED AND BE DIRECTED BY PUBLIC UTILITIES AS TO THE COLOR AND SHADE OF THE HYDRANT BONNET.
8. FIRE HYDRANTS SHALL BE EQUIPPED WITH AN INDEPENDENT LATERAL CONTROL VALVE PLACED AT THE BASE INLET OF THE FIRE HYDRANT.
9. FIRE DEPARTMENT ACCESS ROADS AND FIRE HYDRANTS SHALL BE INSTALLED PRIOR TO CONSTRUCTION OF THE FOOTINGS AND FOUNDATIONS OF ANY STRUCTURE. FIRE HYDRANTS SHALL BE ACCESSIBLE, OPERATIONAL AND MAINTAINED IN THAT CAPACITY.
10. WATER LATERALS WHICH ARE 16 FOOT IN LENGTH OR LONGER SHALL BE PROVIDED WITH CONTROL VALVES AT THE TAP OF THE WATER MAIN AND AT THE FIRE HYDRANT.
11. WATER LATERALS WHICH SUPPLY WATER BASED FIRE PROTECTION SHALL BE FERROUS PIPE WHEN PASSING UNDER OR THROUGH FOOTINGS OR FOUNDATION WALLS.

CIVIL ENGINEER:
CIR | CIVIL ENGINEERING + SURVEYING

ARCHITECT:
AE URBIA
909 W. SOUTH JORDAN PARKWAY
SOUTH JORDAN, UTAH 84095
CONTACT PERSON: GARRETT MACKLIN
PH: (801) 746-0456

CIR | CIVIL ENGINEERING + SURVEYING
3032 SOUTH 1030 WEST, SUITE 202
SLC, Utah 84119 - 801-949-6296

NO.	REVISIONS	BY	DATE
DESIGNER: TLH	PROJECT ENGINEER: TLH		

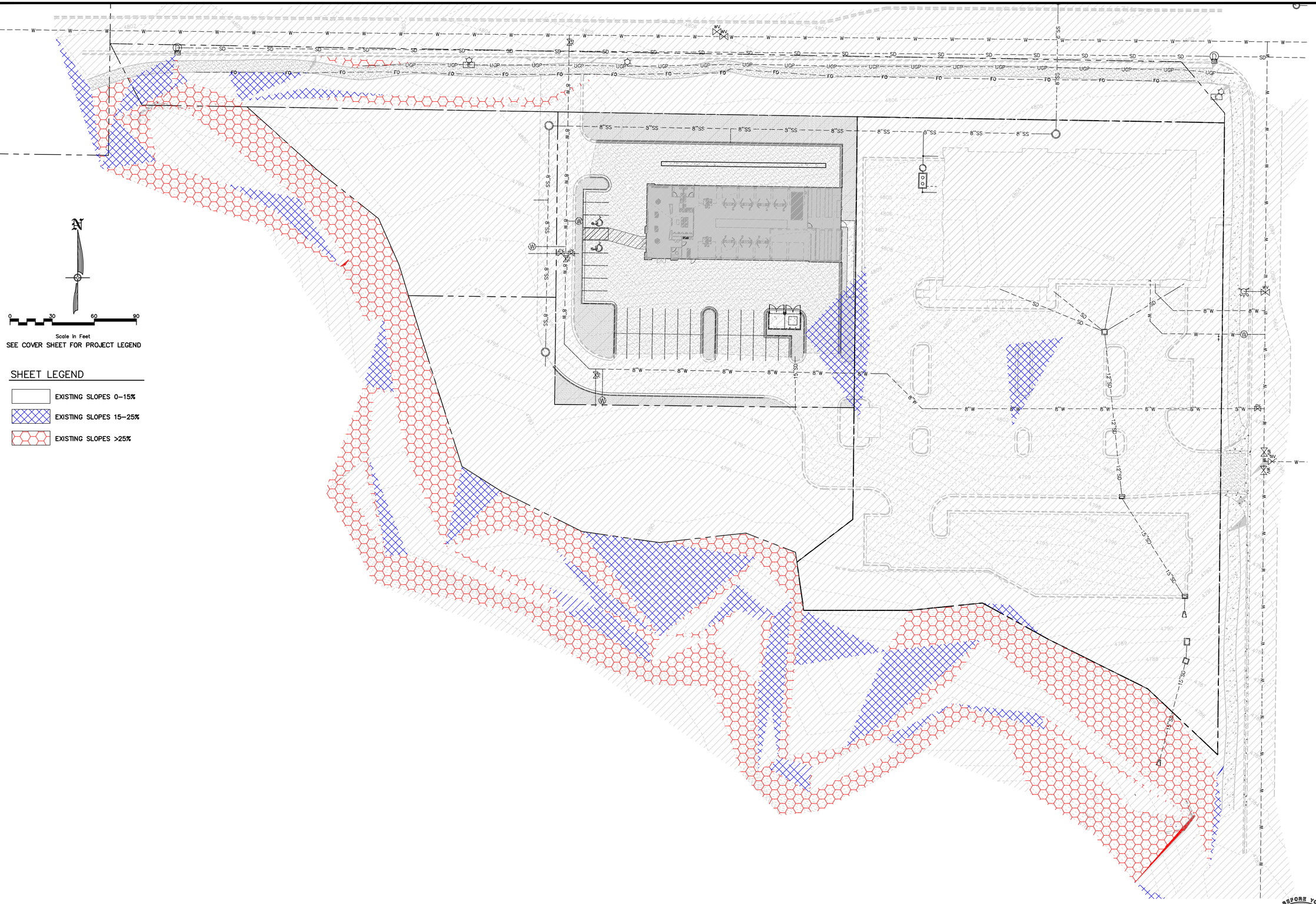
BIG O TIRES
PORTER CROSSING PKWY, EAGLE MOUNTAIN, UTAH
COVER SHEET

PROFESSIONAL ENGINEER
No. 12072623
TREVOR L HODGSON
STATE OF UTAH

CALL BEFORE YOU DIG
BLUE STAKES 1-800-662-4111

SHEET NO.
CV

PROJECT ID	DATE:
S1070-02	09/17/21
FILE NAME: PRJ-TEM2	SCALE:



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CIVIL ENGINEERING + SURVEYING
3032 SOUTH 1030 WEST, SUITE 202
SLC, Utah 84119 – 801-949-6296

NO.	REVISIONS	BY	DATE

DESIGNER: TLH
PROJECT ENGINEER: TLH

BIG O TIRES

PORTER CROSSING PKWY, EAGLE MOUNTAIN, UTAH

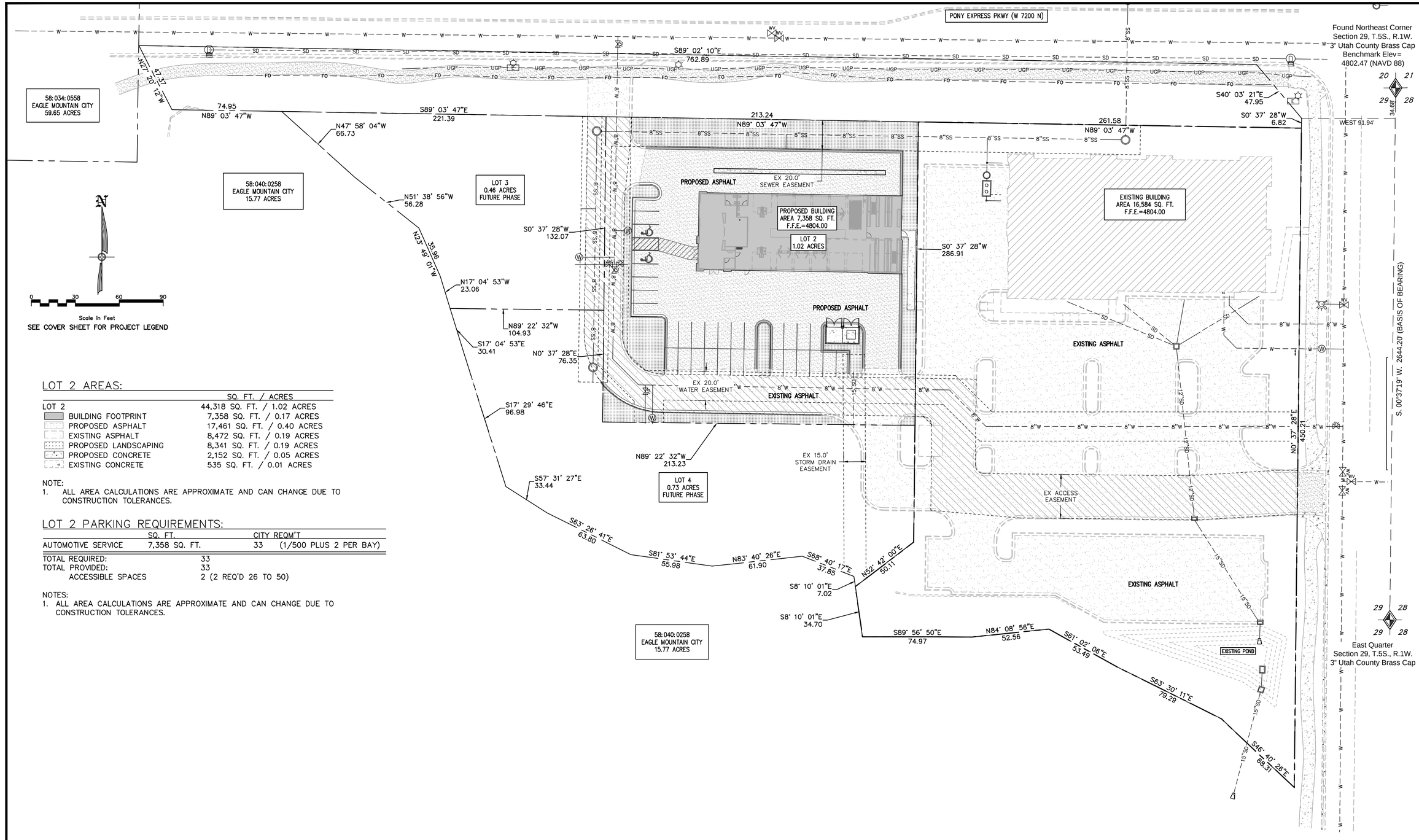
SLOPE ANALYSIS MAP

PROFESSIONAL ENGINEER
No. 12072623
TREVOR L HODGSON
STATE OF UTAH

CALL BEFORE YOU DIG!
BLUE STAKES 1 800 662 4111

SHEET NO.
C0.1

PROJECT ID	DATE:
S1070-02	09/17/21
FILE NAME: PRJ-TEM2	SCALE: 1"=30'



SEE COVER SHEET FOR PROJECT LEGEND

LOT 2 AREAS:

	SQ. FT. / ACRES
LOT 2	44,318 SQ. FT. / 1.02 ACRES
BUILDING FOOTPRINT	7,358 SQ. FT. / 0.17 ACRES
PROPOSED ASPHALT	17,461 SQ. FT. / 0.40 ACRES
EXISTING ASPHALT	8,472 SQ. FT. / 0.19 ACRES
PROPOSED LANDSCAPING	8,341 SQ. FT. / 0.19 ACRES
PROPOSED CONCRETE	2,152 SQ. FT. / 0.05 ACRES
EXISTING CONCRETE	535 SQ. FT. / 0.01 ACRES

NOTE:
1. ALL AREA CALCULATIONS ARE APPROXIMATE AND CAN CHANGE DUE TO CONSTRUCTION TOLERANCES.

LOT 2 PARKING REQUIREMENTS:

	SQ. FT.	CITY REQM'T
AUTOMOTIVE SERVICE	7,358 SQ. FT.	33 (1/500 PLUS 2 PER BAY)
TOTAL REQUIRED:		33
TOTAL PROVIDED:		33
ACCESSIBLE SPACES		2 (2 REQ'D 26 TO 50)

NOTES:
1. ALL AREA CALCULATIONS ARE APPROXIMATE AND CAN CHANGE DUE TO CONSTRUCTION TOLERANCES.

NO.	REVISIONS	BY	DATE
DESIGNER: TLH	PROJECT ENGINEER: TLH		

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SLC, Utah 84119 – 801-949-6296

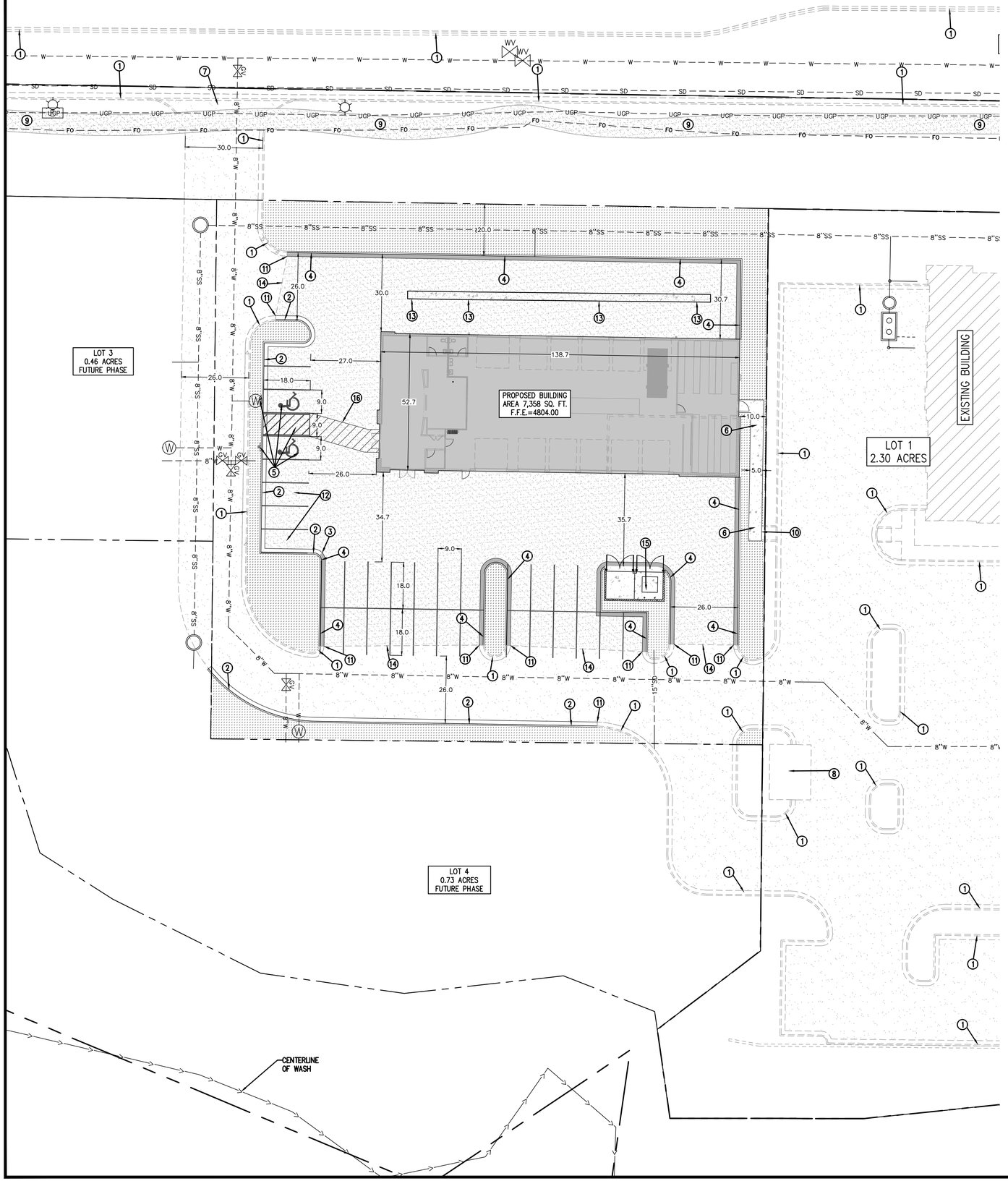
BIG O TIRES
PORTER CROSSING PKWY, EAGLE MOUNTAIN, UTAH

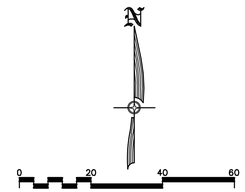
OVERALL SITE PLAN

PROFESSIONAL ENGINEER
No. 12072623
TREVOR L HODGSON
STATE OF UTAH

CALL BEFORE YOU DIG!
IT'S THE LAW
BLUE STAKES 1 800 662 4111

SHEET NO.	
C1.0	
PROJECT ID: S1070-02	DATE: 09/17/21
FILE NAME: PRJ-TEM2	SCALE: 1"=30'





SEE COVER SHEET FOR PROJECT LEGEND

SITE PLAN NOTES:

1. EXISTING CURB & GUTTER.
2. PROPOSED 24" CURB & GUTTER. SEE DETAIL 1/C4.0.
3. PROVIDE SMOOTH TRANSITION FROM CURB & GUTTER TO REV. PAN CURB & GUTTER.
4. PROPOSED 24" REV PAN CURB & GUTTER. SEE DETAIL 2/C4.0.
5. PROPOSED ADA PARKING STALL AND ADA PARKING SIGN. ALL ADA STALLS SHALL HAVE SLOPES OF LESS THAN 2% IN ALL DIRECTIONS. SEE DETAIL 8/C4.0 & 9/C4.0.
6. PROPOSED 5' WIDE CONCRETE SIDEWALK. TANGENTIAL SLOPE NOT TO EXCEED 5%. CROSS SLOPE NOT TO EXCEED 2%.
7. EXISTING DRIVE APPROACH.
8. EXISTING TRASH ENCLOSURE.
9. EXISTING SIDEWALK, TO REMAIN.
10. MATCH PROPOSED SIDEWALK TO EXISTING ADA RAMP.
11. MATCH PROPOSED CURB & GUTTER TO EXISTING CURB & GUTTER.
12. PROPOSED SNOW STORAGE LOCATION.
13. INSTALL 3' WIDE ROLL GUTTER. SEE DETAIL 10/C4.0.
14. SAWCUT EXISTING ASPHALT TO PROVIDE A SMOOTH EDGE FOR PROPOSED ASPHALT TO MATCH INTO.
15. PROPOSED DUMPSTER LOCATION. SEE ARCHITECTURAL PLANS FOR DETAILS.
16. PROPOSED PAINTED PEDESTRIAN WALKWAY.

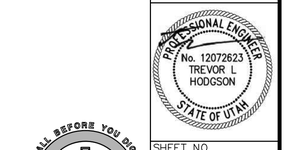
NO.	REVISIONS	BY	DATE
DESIGNER: TLH		PROJECT ENGINEER: TLH	

CIR CIVIL ENGINEERING + SURVEYING
3032 SOUTH 1030 WEST, SUITE 202
SLC, Utah 84119 - 801-949-6296

BIG O TIRES

PORTER CROSSING PKWY, EAGLE MOUNTAIN, UTAH

SITE PLAN



CALL BEFORE YOU DIG! BLUE STAKES 1 800 662 4111

SHEET NO.	
C1.1	
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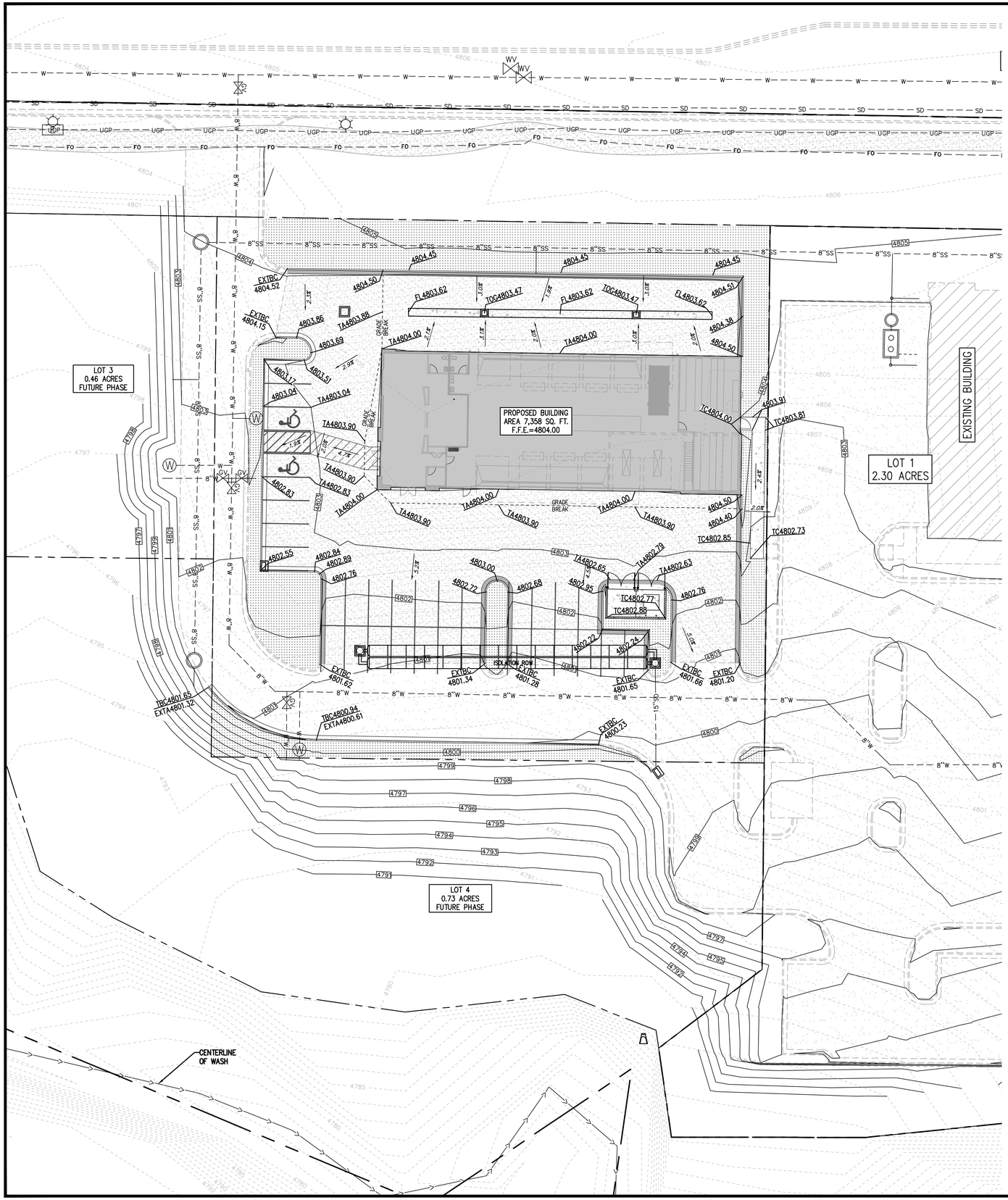
FILE NAME: PRJ-TEM2	SCALE: 1"=20'


PROPOSED BUILDING
AREA 7,358 SQ. FT.
F.F.E.=4804.00
LOT 3
0.46 ACRES
FUTURE PHASE
LOT 1
2.30 ACRES
EXISTING BUILDING
LOT 4
0.73 ACRES
FUTURE PHASE
ISOLATION ROW
CENTERLINE
OF WASH
GRADE BREAK
EXTBC 4804.52
EXTBC 4804.15
TBC4801.65
EXTA4801.32
TBC4800.94
EXTA4800.61
EXTBC 4801.62
EXTBC 4801.34
EXTBC 4801.28
EXTBC 4801.65
EXTBC 4801.66
EXTBC 4801.20
EXTBC 4800.23
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TC4802.88
TC4804.00
TC4803.81
TC4802.85
TC4802.73
TA4804.00
TA4803.90
TA4802.83
FL4803.62
TOC4803.47
4804.45
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4801.10
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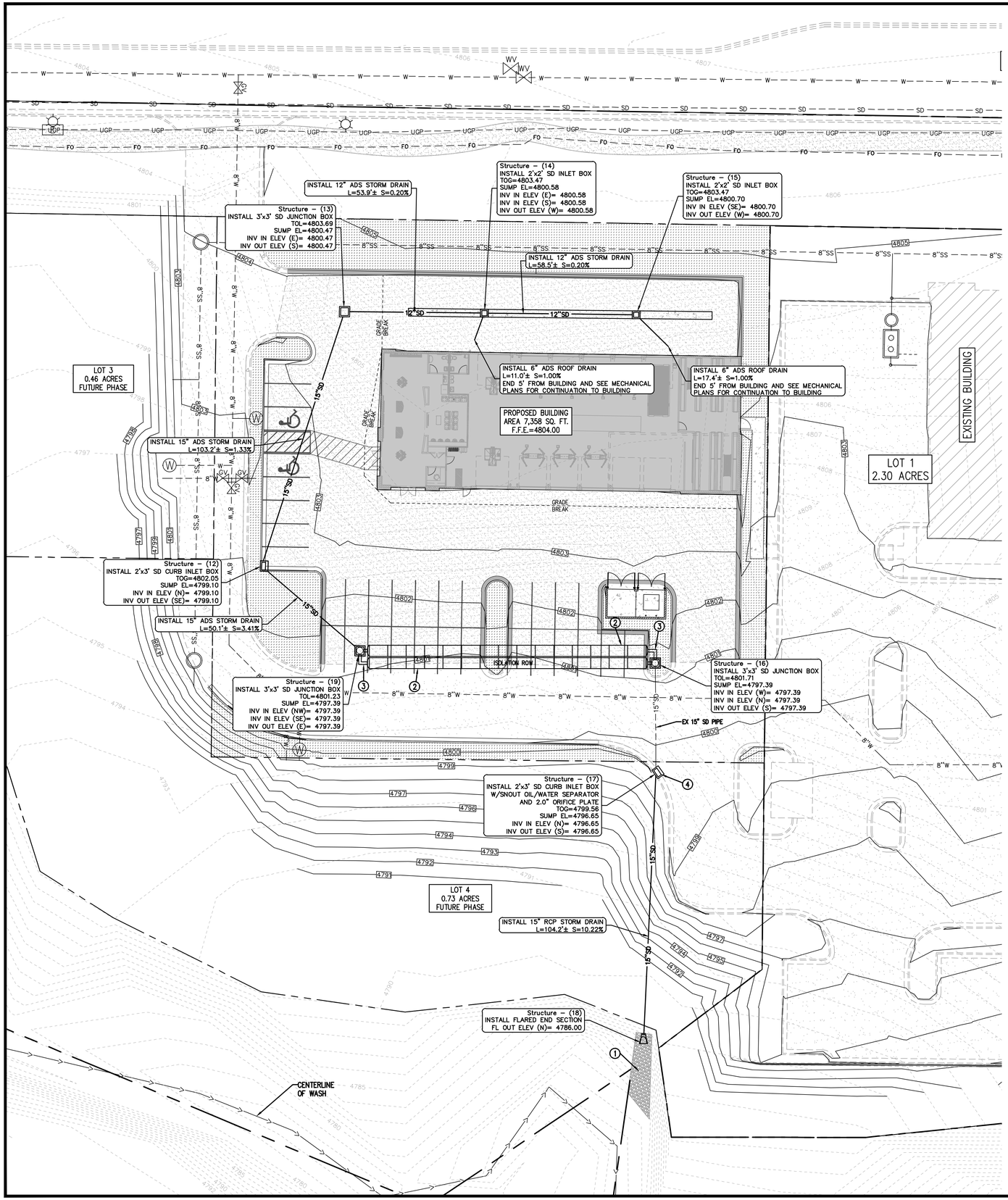
8"SS
8"SS
8"SS



DRAINAGE CALCULATION SUMMARY:

DESIGN STORM	=	100-YEAR, 24-HR
DETENTION VOLUME REQURIED	=	2,309 CU. FT.
DETENTION VOLUME PROVIDED	=	2,309 CU. FT.
RELEASE RATE	=	0.20 CFS (0.20 CFS/ACRE)
ORIFICE SIZE/ELEVATION	=	2.0" AT 4796.65
PRE-TREATMENT DEVICE	=	18F BMP SNOUT OIL/WATER SEPARATOR

N

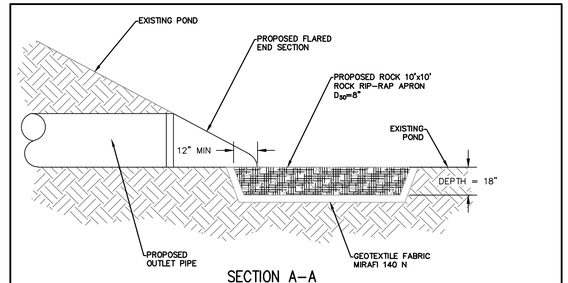
0 20 40 60

Scale in Feet

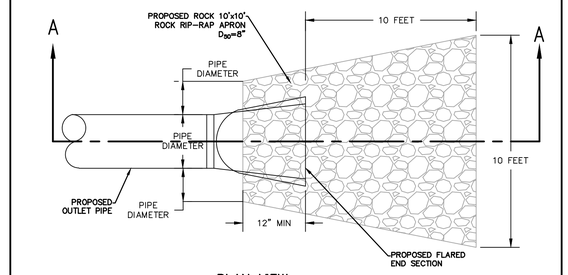
SEE COVER SHEET FOR PROJECT LEGEND

DRAINAGE PLAN NOTES:

1. INSTALL RIP-RAP EROSION PROTECTION. D50=8" SEE DETAIL 1/THIS SHEET.
2. INSTALL STORMTECH SC-740 SUBSURFACE STORMWATER MANAGEMENT SYSTEM. INSTALLATION TO BE DONE PER MANUFACTURER SPECIFICATIONS. BOTTOM OF CHAMBERS TO BE SET AT ELEVATION 4797.39. CONTRACTOR TO INSTALL 2 LEGS OF 15 CHAMBERS EACH. TOTAL CHAMBERS TO BE 28. SEE DETAIL SHEET C4.1.
3. INSTALL 12" TEES (TYP.).
4. CUT EXISTING 15" STORM DRAIN PIPE AND CONNECT PROPOSED CURB INLET BOX AT I.E.=4796.65.



SECTION A-A



PLAN VIEW

1 ROCK RIP-RAP DETAIL
N.T.S.

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SLC, Utah 84119 - 801-949-6296

NO.	REVISIONS	BY	DATE

DESIGNER: TLH
PROJECT ENGINEER: TLH

BIG O TIRES

PORTER CROSSING PKWY, EAGLE MOUNTAIN, UTAH

DRAINAGE PLAN

PROFESSIONAL ENGINEER
No. 12072623
TREVOR L HODGSON
STATE OF UTAH

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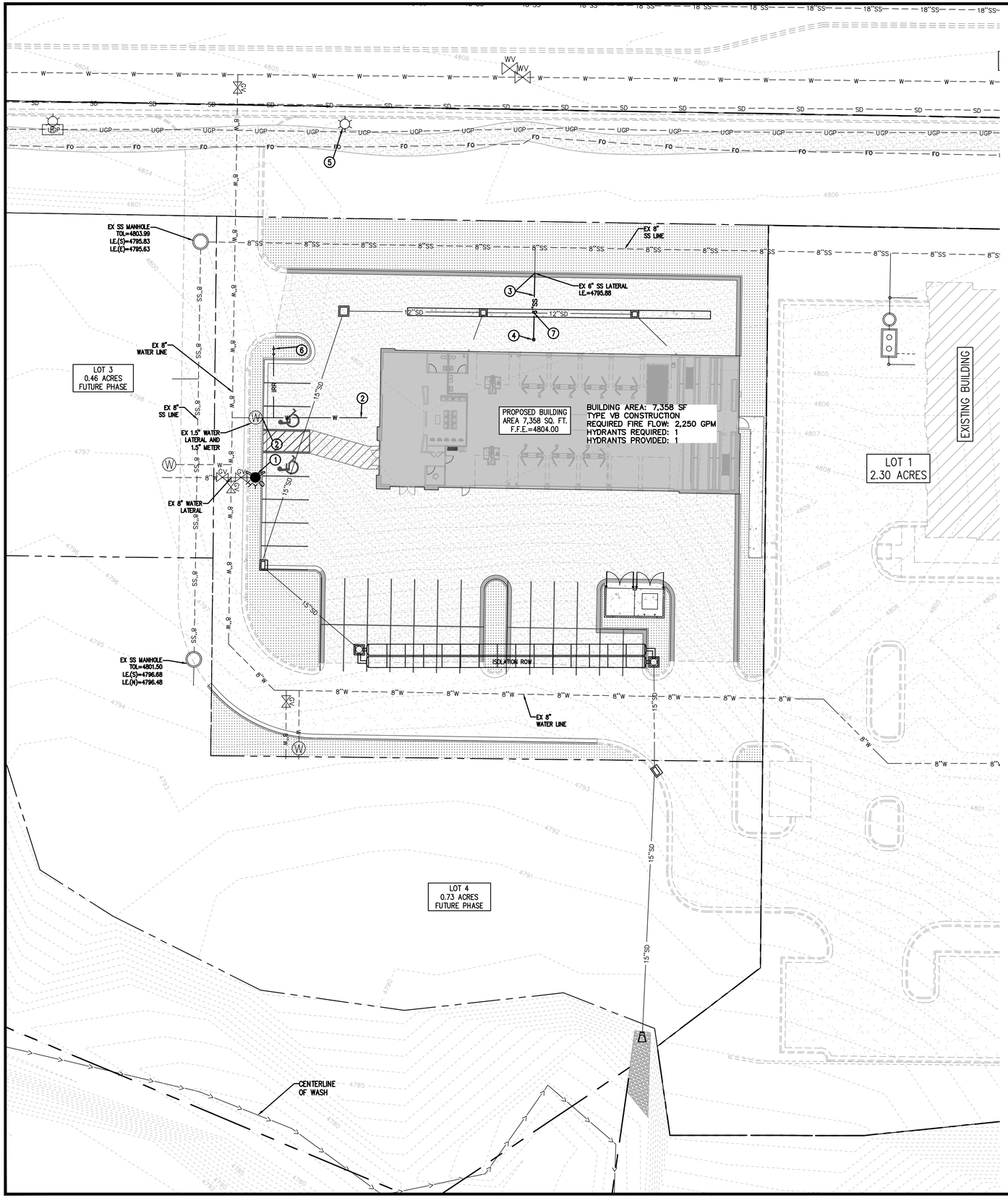
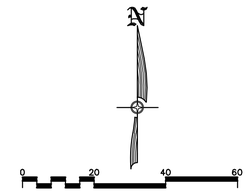
SHEET NO.
C2.1

PROJECT ID	DATE:
S1070-02	09/17/21
FILE NAME: PRJ-TEM2	SCALE: 1"=20'





Scale in Feet

SEE COVER SHEET FOR PROJECT LEGEND

1. CONNECT EXISTING 8" WATER LATERAL AND INSTALL FIRE HYDRANT PER EAGLE MOUNTAIN STANDARDS AND SPECIFICATIONS.
2. CONNECT TO EXISTING 1.5" WATER METER AND INSTALL 1.5" HDPE CTS-OD SDR-9 POLY PIPE. END PIPE 5' FROM BUILDING AND SEE MECHANICAL PLANS FOR CONTINUATION INTO BUILDING.
3. CONNECT TO EXISTING 6" SEWER LATERAL AT I.E.=4795.88 AND INSTALL 26'± OF 6" PVC SEWER PIPE, S=1.0%
4. INSTALL 6" CLEANOUT WYE 5' FROM BUILDING, TOL=MATCH TOP OF ASPHALT (4803.8±), I.E.=4796.14 AND SEE MECHANICAL PLANS FOR CONTINUATION TO THE BUILDING.
5. EXISTING STREET LIGHT.
6. INSTALL 1" IRRIGATION STUB AND VAULT PER APWA STANDARDS AND SPECIFICATIONS. SEE IRRIGATION PLANS FOR CONTINUATION TO BACKFLOW PREVENTOR.
7. TOP(6"SS)=4796.53
I.E.(12"SD)=4800.62

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NO.	REVISIONS	BY	DATE

DESIGNER: TLH
PROJECT ENGINEER: TLH

BIG O TIRES

PORTER CROSSING PKWY, EAGLE MOUNTAIN, UTAH

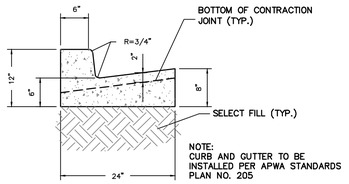
UTILITY PLAN

PROFESSIONAL ENGINEER
No. 12072623
TREVOR L HODGSON
STATE OF UTAH

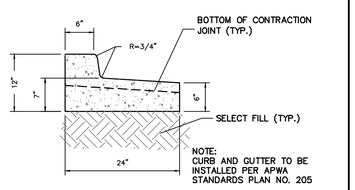
CALL BEFORE YOU DIG
BLUE STAKES 1 800 662 4111

SHEET NO.
C3.0

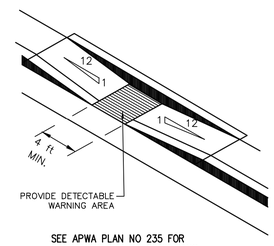
PROJECT ID	DATE:
S1070-02	09/17/21
FILE NAME: PRJ-TEM2	SCALE: 1"=20'



1 24" CURB & GUTTER
N.T.S.

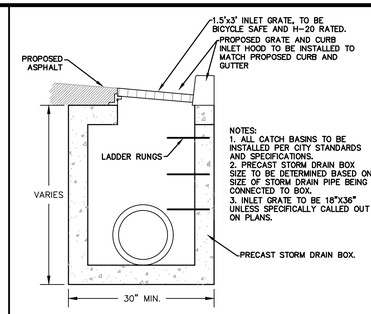


2 24" REVERSE PAN CURB & GUTTER
N.T.S.

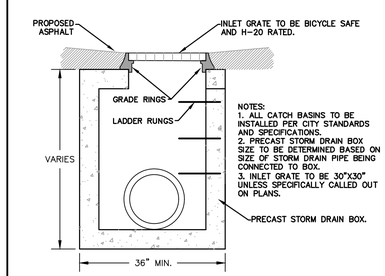


SEE APWA PLAN NO 235 FOR STANDARDS AND SPECIFICATIONS

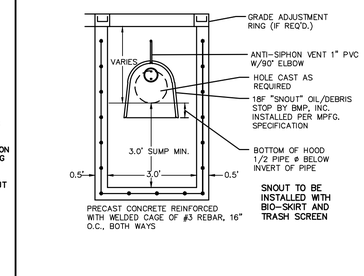
3 ADA RAMP
N.T.S.



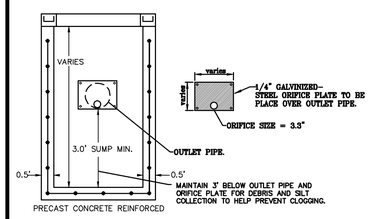
4 STANDARD STORM DRAIN CURB INLET BOX
N.T.S.



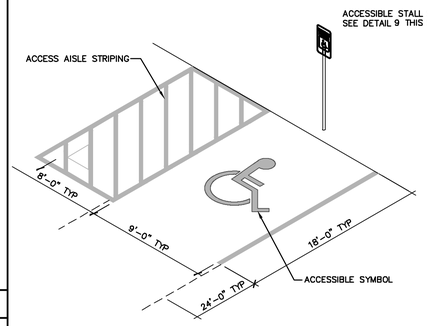
5 STANDARD STORM DRAIN INLET BOX
N.T.S.



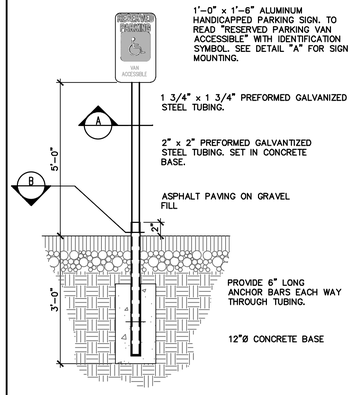
6 SNOUT OIL & DEBRIS STOP
N.T.S.



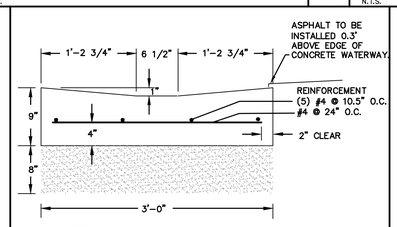
7 ORIFICE PLATE
N.T.S.



8 ACCESSIBLE PARKING STALL
N.T.S.

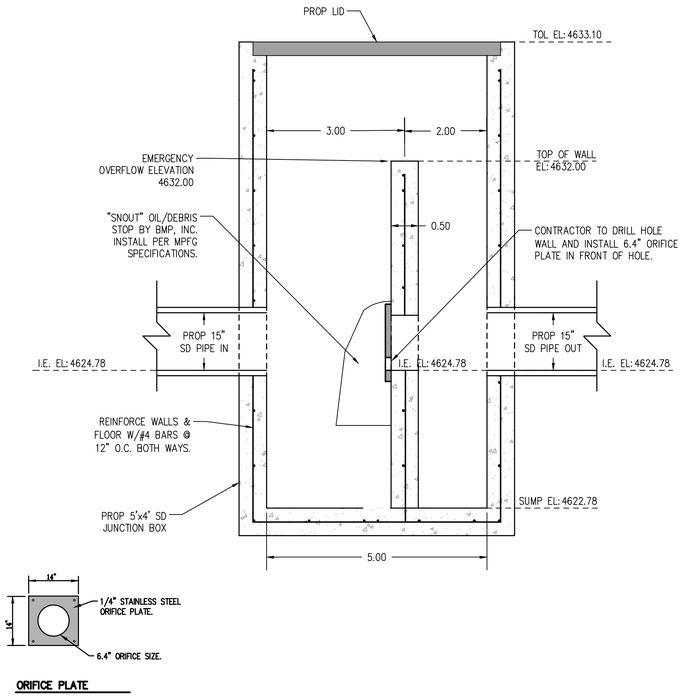


9 HANDICAPPED PARKING SIGN
N.T.S.



NOTE:
1. PER APWA PLAN NO. 211
2. ASPHALT PAVEMENT SECTION TO BE INSTALLED AT 0.03' HIGHER THAT THE TOP EDGE OF THE CONCRETE ROLL GUTTER, BOTH SIDES.

10 3'-0" ROLL GUTTER
N.T.S.



ORIFICE PLATE
N.T.S.

11 SITE OUTLET STRUCTURE-SOUTHWEST
N.T.S.

NO.	REVISIONS	BY	DATE
DESIGNER: TLH	PROJECT ENGINEER: TLH		

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PORTER CROSSING PKWY, EAGLE MOUNTAIN, UTAH

DETAIL SHEET

PROFESSIONAL ENGINEER
No. 12072623
TREVOR L HODGSON
STATE OF UTAH

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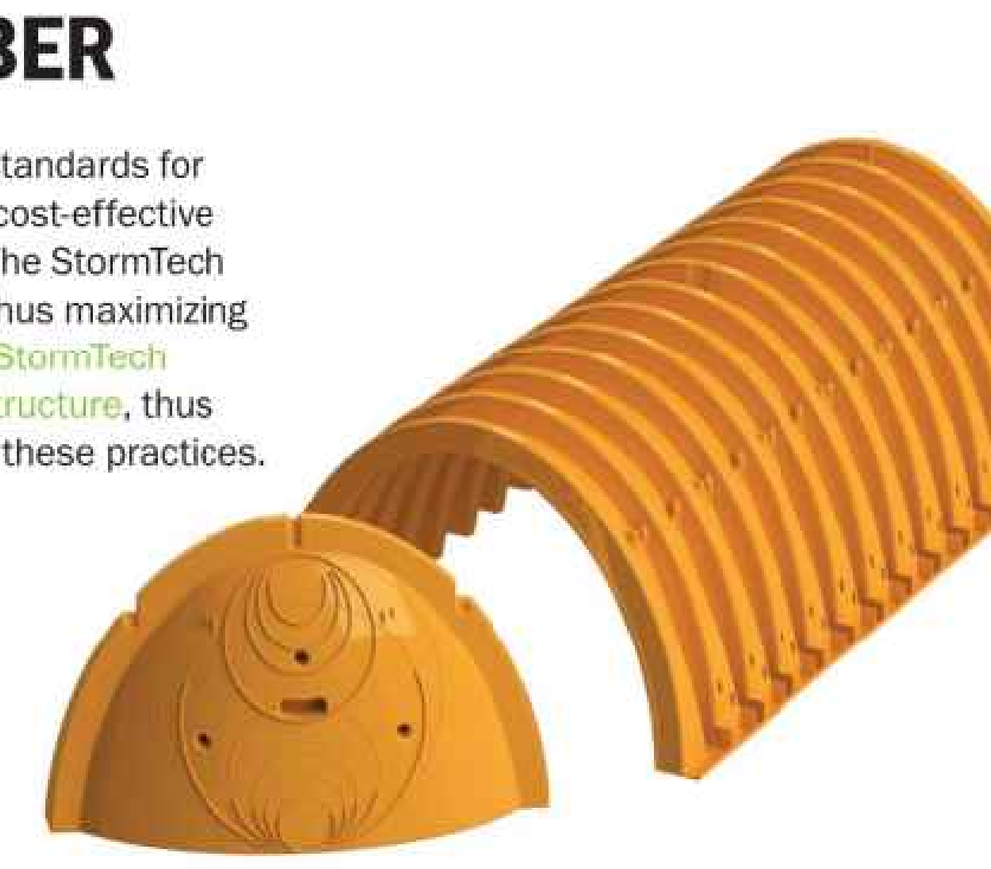
SHEET NO.
C4.0

PROJECT ID	DATE:
S1070-02	09/17/21
FILE NAME: PRJ-TEM2	SCALE:

StormTech ADS

STORMTECH SC-740 CHAMBER

Designed to meet the most stringent industry performance standards for superior structural integrity while providing designers with a cost-effective method to save valuable land and protect water resources. The StormTech system is designed primarily to be used under parking lots, thus maximizing land usage for private (commercial) and public applications. StormTech chambers can also be used in conjunction with Green Infrastructure, thus enhancing the performance and extending the service life of these practices.



STORMTECH SC-740 CHAMBER
(not to scale)

Nominal Chamber Specifications

Size (L x W x H)
85.4" x 51" x 30"
2,170 mm x 1,295 mm x 762 mm

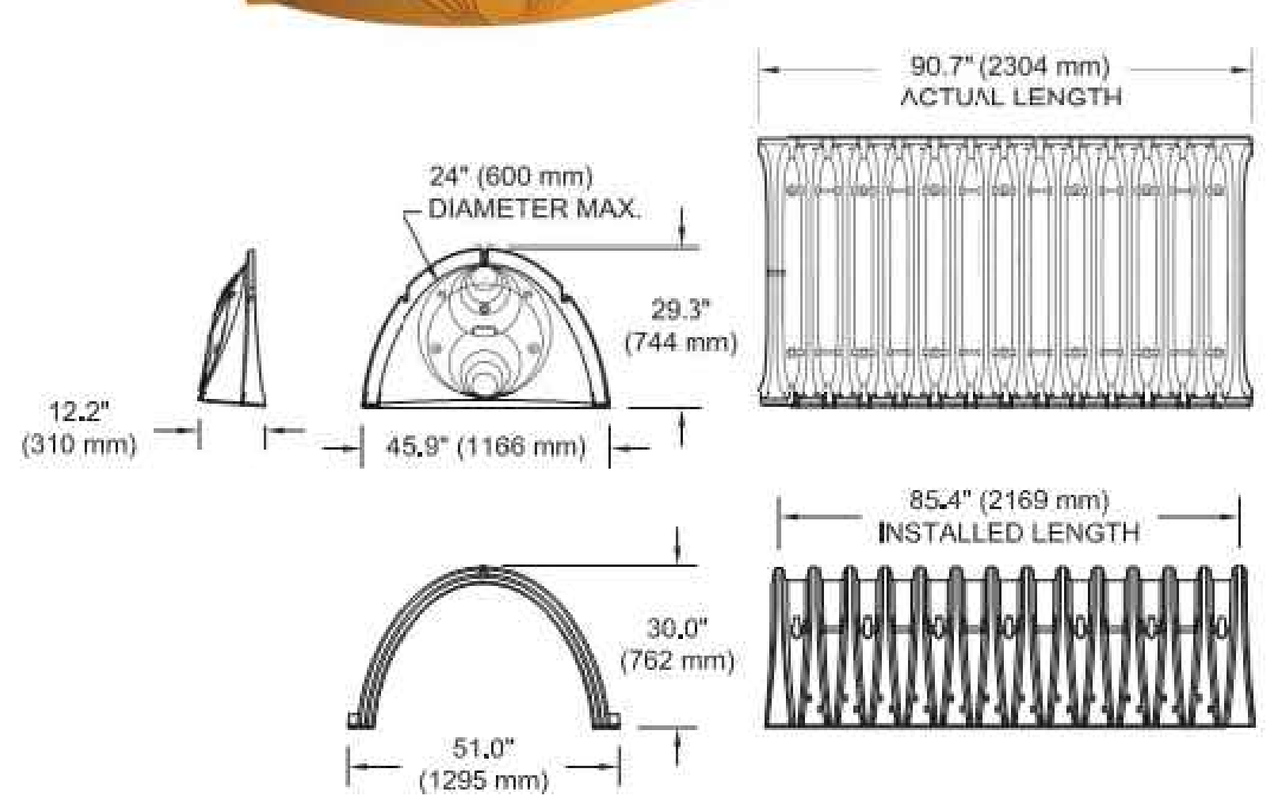
Chamber Storage
45.9 ft³ (1.30 m³)

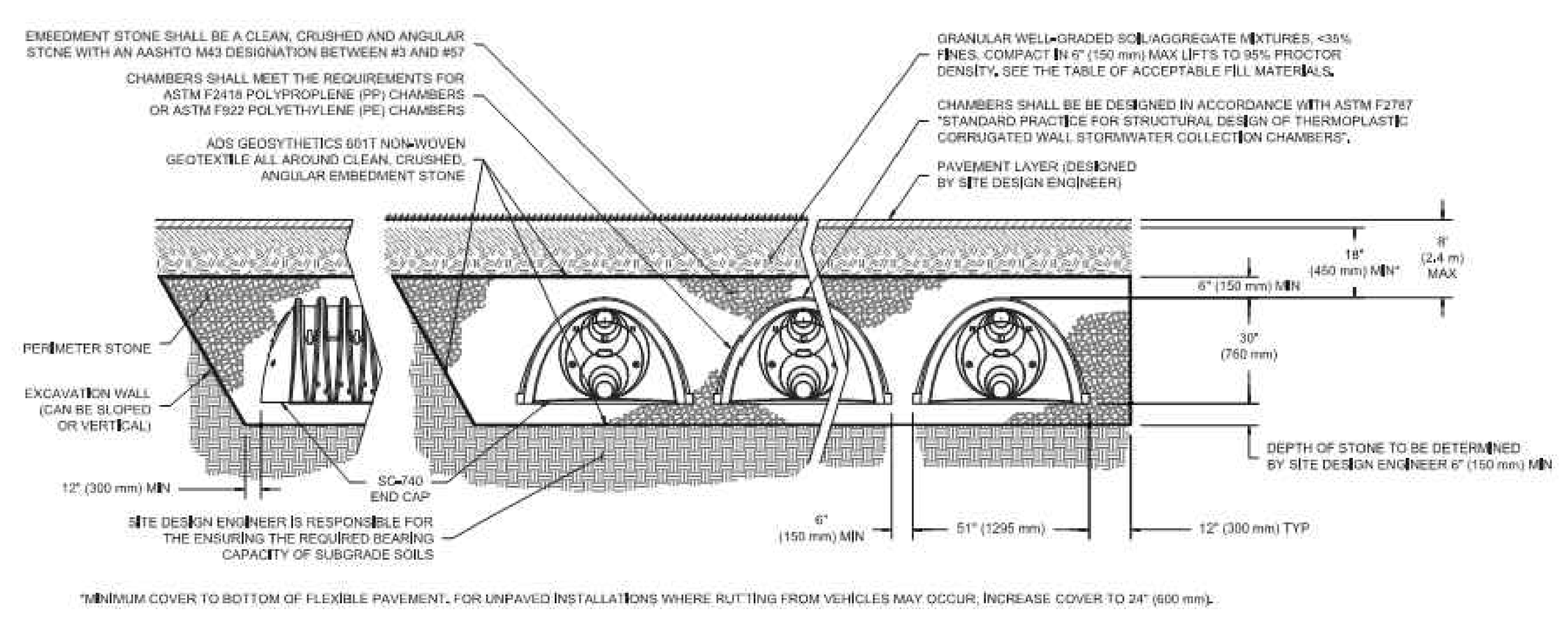
Min. Installed Storage*
74.9 ft³ (2.12 m³)

Weight
74.0 lbs (33.6 kg)

Shipping
30 chambers/pallet
60 end caps/pallet
12 pallets/truck

*Assumes 6" (150 mm) stone above, below and between chambers and 40% stone porosity.





*MINIMUM COVER TO BOTTOM OF FLEXIBLE PAVEMENT. FOR UNPAVED INSTALLATIONS WHERE RUTTING FROM VEHICLES MAY OCCUR, INCREASE COVER TO 24" (600 mm).

StormTech ADS

SC-740 CUMULATIVE STORAGE VOLUMES PER CHAMBER

Assumes 40% Stone Porosity. Calculations are Based Upon a 6" (150 mm) Stone Base Under Chambers.

Depth of Water in System Inches (mm)		Cumulative Chamber Storage ft³ (m³)	Total System Cumulative Storage ft³ (m³)
42 (1067)	↑	45.90 (1.300)	74.90 (2.121)
41 (1041)		45.90 (1.300)	73.77 (2.089)
40 (1016)	Stone	45.90 (1.300)	72.64 (2.057)
39 (991)	Cover	45.90 (1.300)	71.52 (2.025)
38 (965)		45.90 (1.300)	70.39 (1.993)
37 (940)	↓	45.90 (1.300)	69.26 (1.961)
36 (914)		45.90 (1.300)	68.14 (1.929)
35 (889)		45.85 (1.298)	66.98 (1.897)
34 (864)		45.69 (1.294)	65.75 (1.862)
33 (838)		45.41 (1.286)	64.46 (1.825)
32 (813)		44.81 (1.269)	62.97 (1.783)
31 (787)		44.01 (1.246)	61.36 (1.737)
30 (762)		43.06 (1.219)	59.66 (1.689)
29 (737)		41.98 (1.189)	57.89 (1.639)
28 (711)		40.80 (1.155)	56.05 (1.587)
27 (686)		39.54 (1.120)	54.17 (1.534)
26 (660)		38.18 (1.081)	52.23 (1.479)
25 (635)		36.74 (1.040)	50.23 (1.422)
24 (610)		35.22 (0.977)	48.19 (1.365)
23 (584)		33.64 (0.953)	46.11 (1.306)
22 (559)		31.99 (0.906)	44.00 (1.246)
21 (533)		30.29 (0.858)	1.85 (1.185)
20 (508)		28.54 (0.808)	39.67 (1.123)
19 (483)		26.74 (0.757)	37.47 (1.061)
18 (457)		24.89 (0.705)	35.23 (0.997)
17 (432)		23.00 (0.651)	32.96 (0.939)
16 (406)		21.06 (0.596)	30.68 (0.869)
15 (381)		19.09 (0.541)	28.36 (0.803)
14 (356)		17.08 (0.484)	26.03 (0.737)
13 (330)		15.04 (0.426)	23.68 (0.670)
12 (305)		12.97 (0.367)	21.31 (0.608)
11 (279)		10.87 (0.309)	18.92 (0.535)
10 (254)		8.74 (0.247)	16.51 (0.468)
9 (229)		6.58 (0.186)	14.09 (0.399)
8 (203)		4.41 (0.125)	11.66 (0.330)
7 (178)		2.21 (0.063)	9.21 (0.264)
6 (152)	↑	0 (0)	6.76 (0.191)
5 (127)		0 (0)	5.63 (0.160)
4 (102)	Stone	0 (0)	4.51 (0.128)
3 (76)	Foundation	0 (0)	3.38 (0.096)
2 (51)		0 (0)	2.25 (0.064)
1 (25)	↓	0 (0)	1.13 (0.032)

Note: Add 1.13 ft³ (0.032 m³) of storage for each additional inch (25 mm) of stone foundation.

STORAGE VOLUME PER CHAMBER FT³ (M³)

	Bare Chamber Storage ft³ (m³)	Chamber and Stone Foundation Depth in. (mm)		
		6 (150)	12 (300)	18 (450)
SC-740 Chamber	45.9 (1.3)	74.9 (2.1)	81.7 (2.3)	88.4 (2.5)

Note: Assumes 6" (150 mm) stone above chambers, 6" (150 mm) row spacing and 40% stone porosity.

AMOUNT OF STONE PER CHAMBER

ENGLISH TONS (yds³)	Stone Foundation Depth		
	6"	12"	16"
SC-740	3.8 (2.8)	4.6 (3.3)	5.5 (3.9)
METRIC KILOGRAMS (m³)	150 mm	300 mm	450 mm
SC-740	3,450 (2.1)	4,170 (2.5)	4,490 (3.0)

Note: Assumes 6" (150 mm) of stone above and between chambers.

VOLUME EXCAVATION PER CHAMBER YD³ (M³)

	Stone Foundation Depth		
	6 (150)	12 (300)	18 (450)
SC-740	5.5 (4.2)	6.2 (4.7)	6.8 (5.2)

Note: Assumes 6" (150 mm) of row separation and 18" (450 mm) of cover. The volume of excavation will vary as depth of cover increases.



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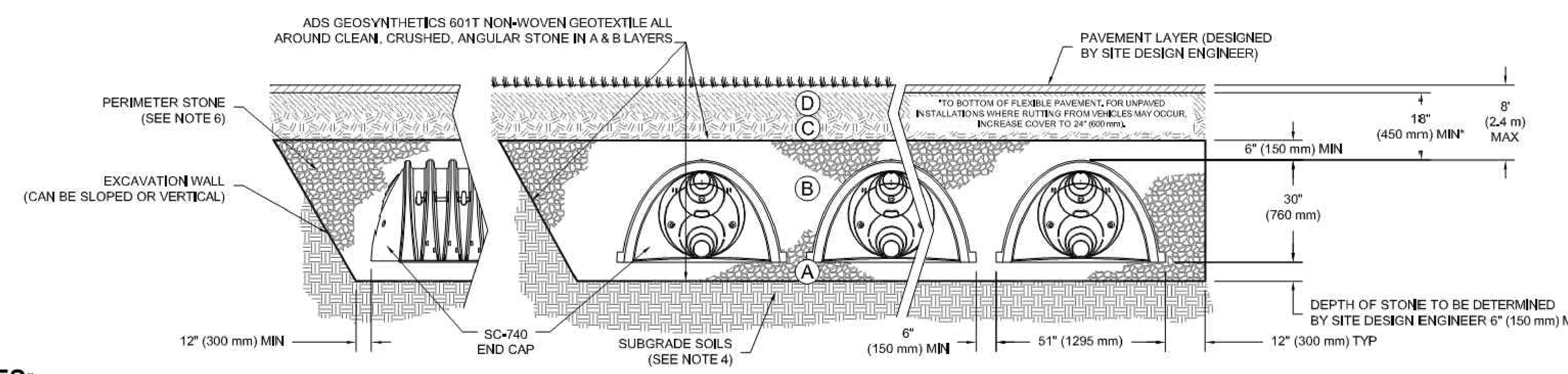
ACCEPTABLE FILL MATERIALS: STORMTECH SC-740 CHAMBER SYSTEMS

	MATERIAL LOCATION	DESCRIPTION	AASHTO MATERIAL CLASSIFICATIONS	COMPACTION / DENSITY REQUIREMENT
D	**FINAL FILL:** FILL MATERIAL FOR LAYER 'D' STARTS FROM THE TOP OF THE 'C' LAYER TO THE BOTTOM OF FLEXIBLE PAVEMENT OR UNPAVED FINISHED GRADE ABOVE. NOTE THAT PAVEMENT SUBBASE MAY BE PART OF THE 'D' LAYER	ANY SOIL/ROCK MATERIALS, NATIVE SOILS, OR PER ENGINEER'S PLANS. CHECK PLANS FOR PAVEMENT SUBGRADE REQUIREMENTS.	N/A	PREPARE PER SITE DESIGN ENGINEER'S PLANS. PAVED INSTALLATIONS MAY HAVE STRINGENT MATERIAL AND PREPARATION REQUIREMENTS.
C	**INITIAL FILL:** FILL MATERIAL FOR LAYER 'C' STARTS FROM THE TOP OF THE EMBEDMENT STONE ('B' LAYER) TO 18" (450 mm) ABOVE THE TOP OF THE CHAMBER. NOTE THAT PAVEMENT SUBBASE MAY BE A PART OF THE 'C' LAYER.	GRANULAR WELL-GRADED SOIL/AGGREGATE MIXTURES, <35% FINES OR PROCESSED AGGREGATE. MOST PAVEMENT SUBBASE MATERIALS CAN BE USED IN LIEU OF THIS LAYER.	AASHTO M145[1] A-1, A-2-4, A-3 OR AASHTO M43[1] 3, 357, 4, 467, 5, 56, 57, 6, 67, 68, 7, 78, 8, 89, 9, 10	BEGIN COMPACTIONS AFTER 12" (300 mm) OF MATERIAL OVER THE CHAMBERS IS REACHED. COMPACT ADDITIONAL LAYERS IN 6" (150 mm) MAX LIFTS TO A MIN. 95% PROCTOR DENSITY FOR WELL GRADED MATERIAL AND 95% RELATIVE DENSITY FOR PROCESSED AGGREGATE MATERIALS. ROLLER GROSS VEHICLE WEIGHT NOT TO EXCEED 12,000 lbs (53 kN). DYNAMIC FORCE NOT TO EXCEED 20,000 lbs (89 kN).
B	**EMBEDMENT STONE:** FILL SURROUNDING THE CHAMBERS FROM THE FOUNDATION STONE ('A' LAYER) TO THE 'C' LAYER ABOVE.	CLEAN, CRUSHED, ANGULAR STONE	AASHTO M43[1] 3, 357, 4, 467, 5, 56, 57	NO COMPACTION REQUIRED.
A	**FOUNDATION STONE:** FILL BELOW CHAMBERS FROM THE SUBGRADE UP TO THE FOOT (BOTTOM) OF THE CHAMBER.	CLEAN, CRUSHED, ANGULAR STONE	AASHTO M43[1] 3, 357, 4, 467, 5, 56, 57	PLATE COMPACT OR ROLL TO ACHIEVE A FLAT SURFACE.[2,3]

PLEASE NOTE:
1. THE LISTED AASHTO DESIGNATIONS ARE FOR GRADATIONS ONLY. THE STONE MUST ALSO BE CLEAN, CRUSHED, ANGULAR. FOR EXAMPLE, A SPECIFICATION FOR #4 STONE WOULD STATE: "CLEAN, CRUSHED, ANGULAR NO. 4 (AASHTO M43) STONE".
2. STORMTECH COMPACTION REQUIREMENTS ARE MET FOR 'A' LOCATION MATERIALS WHEN PLACED AND COMPACTED IN 6" (150 mm) (MAX) LIFTS USING TWO FULL COVERAGES WITH A VIBRATORY COMPACTOR.
3. WHERE INFILTRATION SURFACES MAY BE COMPROMISED BY COMPACTION, FOR STANDARD DESIGN LOAD CONDITIONS, A FLAT SURFACE MAY BE ACHIEVED BY RAKING OR DRAGGING WITHOUT COMPACTION EQUIPMENT. FOR SPECIAL LOAD DESIGNS, CONTACT STORMTECH FOR COMPACTION REQUIREMENTS.



NOTES:

1. SC-740 CHAMBERS SHALL CONFORM TO THE REQUIREMENTS OF ASTM F2418 "STANDARD SPECIFICATION FOR POLYPROPYLENE (PP) CORRUGATED WALL STORMWATER COLLECTION CHAMBERS", OR ASTM F2922 "STANDARD SPECIFICATION FOR POLYETHYLENE (PE) CORRUGATED WALL STORMWATER COLLECTION CHAMBERS".
2. SC-740 CHAMBERS SHALL BE DESIGNED IN ACCORDANCE WITH ASTM F2787 "STANDARD PRACTICE FOR STRUCTURAL DESIGN OF THERMOPLASTIC CORRUGATED WALL STORMWATER COLLECTION CHAMBERS".
3. "ACCEPTABLE FILL MATERIALS" TABLE ABOVE PROVIDES MATERIAL LOCATIONS, DESCRIPTIONS, GRADATIONS, AND COMPACTION REQUIREMENTS FOR FOUNDATION, EMBEDMENT, AND FILL MATERIALS.
4. THE SITE DESIGN ENGINEER IS RESPONSIBLE FOR ASSESSING THE BEARING RESISTANCE (ALLOWABLE BEARING CAPACITY) OF THE SUBGRADE SOILS AND THE DEPTH OF FOUNDATION STONE WITH CONSIDERATION FOR THE RANGE OF EXPECTED SOIL MOISTURE CONDITIONS.
5. PERIMETER STONE MUST BE EXTENDED HORIZONTALLY TO THE EXCAVATION WALL FOR BOTH VERTICAL AND SLOPED EXCAVATION WALLS.
6. ONCE LAYER 'C' IS PLACED, ANY SOIL/MATERIAL CAN BE PLACED IN LAYER 'D' UP TO THE FINISHED GRADE. MOST PAVEMENT SUBBASE SOILS CAN BE USED TO REPLACE THE MATERIAL REQUIREMENTS OF LAYER 'C' OR 'D' AT THE SITE DESIGN ENGINEER'S DISCRETION.

SC-740 STANDARD CROSS SECTION — DATE: 11/18/14 — DRAWN: JLM — PROJECT #: — CHECKED: JLM

REV	DRW	CHK	DESCRIPTION
01/19/16	JLM	JLM	UPDATE

ADS 4640 TRUEMAN BLVD HILLIARD, OH 43026 1-800-733-7473 — ADVANCED DRAINAGE SYSTEMS, INC.

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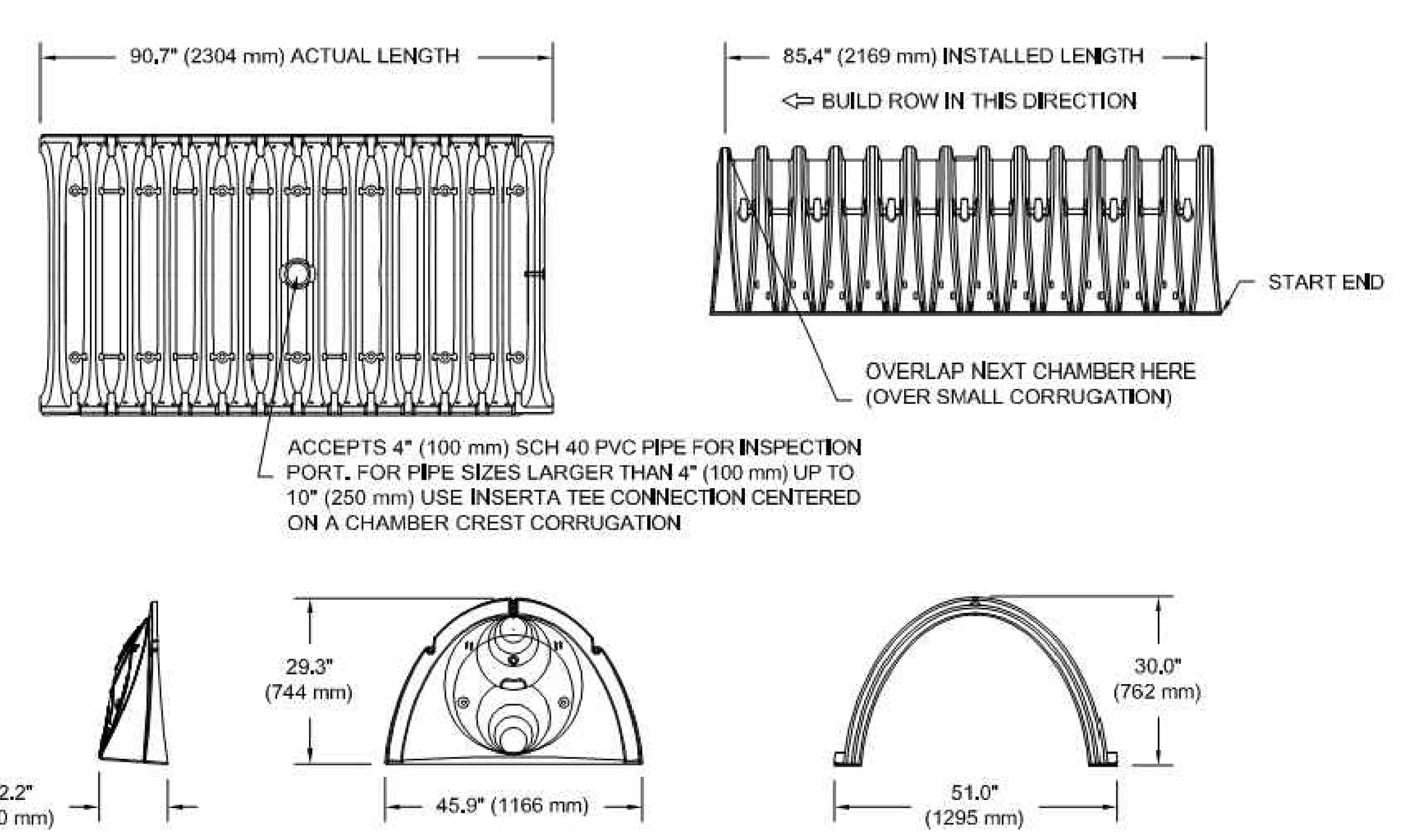
THIS DRAWING HAS BEEN PREPARED BASED ON INFORMATION PROVIDED TO ADS UNDER THE DIRECTION OF THE SITE DESIGN ENGINEER OR OTHER PROJECT REPRESENTATIVE. THE SITE DESIGN ENGINEER SHALL REVIEW THIS DRAWING PRIOR TO CONSTRUCTION. IT IS THE ULTIMATE RESPONSIBILITY OF THE SITE DESIGN ENGINEER TO ENSURE THAT THE PRODUCT(S) DEPICTED AND ALL ASSOCIATED DETAILS MEET ALL APPLICABLE LAWS, REGULATIONS, AND PROJECT REQUIREMENTS.

SHEET 1 OF 1

SC-740 TECHNICAL SPECIFICATION

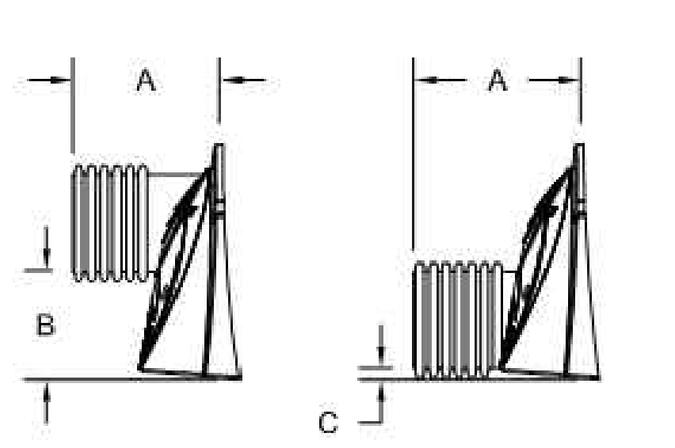
NTS



NOMINAL CHAMBER SPECIFICATIONS

SIZE (W X H X INSTALLED LENGTH)	51.0" X 30.0" X 85.4"	(1295 mm X 762 mm X 2169 mm)
CHAMBER STORAGE	45.9 CUBIC FEET	(1.30 m³)
MINIMUM INSTALLED STORAGE*	74.9 CUBIC FEET	(2.12 m³)
WEIGHT	75.0 lbs.	(33.6 kg)

*ASSUMES 6" (152 mm) STONE ABOVE, BELOW, AND BETWEEN CHAMBERS



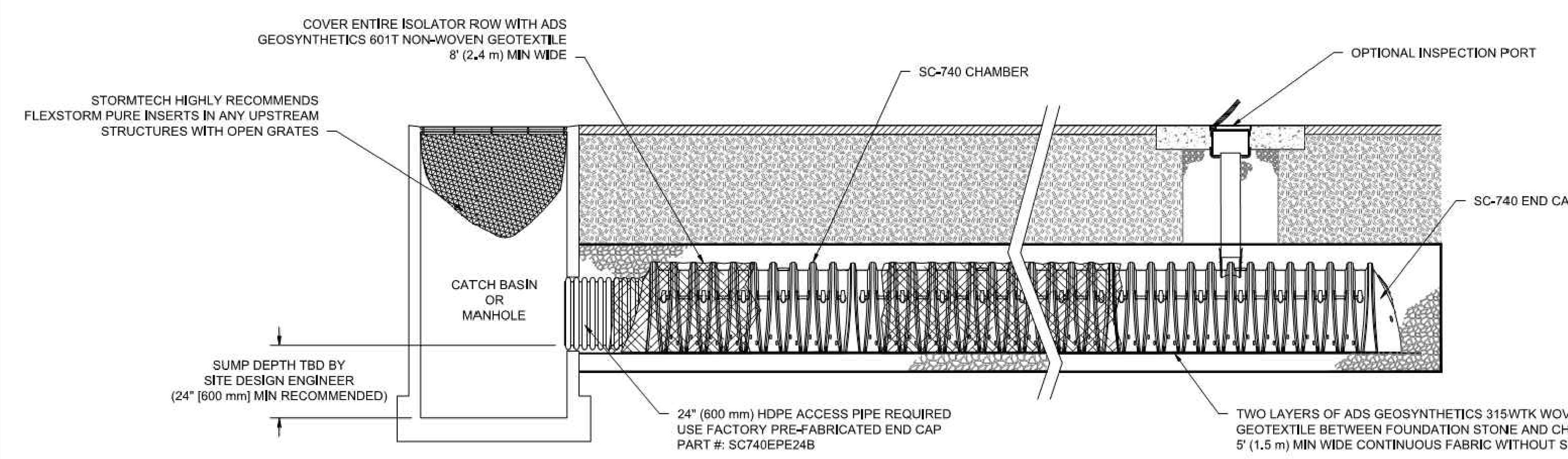
STUBS AT BOTTOM OF END CAP FOR PART NUMBERS ENDING WITH "B"
STUBS AT TOP OF END CAP FOR PART NUMBERS ENDING WITH "T"

PART #	STUB	A	B	C
SC740EPE06T / SC740EPE06TPC	6" (150 mm)	10.9" (277 mm)	18.5" (470 mm)	—
SC740EPE06B / SC740EPE06BPC			—	0.5" (13 mm)
SC740EPE08T /SC740EPE08TPC	8" (200 mm)	12.2" (310 mm)	16.5" (419 mm)	—
SC740EPE08B / SC740EPE08BPC			—	0.6" (15 mm)
SC740EPE10T / SC740EPE10TPC	10" (250 mm)	13.4" (340 mm)	14.5" (368 mm)	—
SC740EPE10B / SC740EPE10BPC			—	0.7" (18 mm)
SC740EPE12T / SC740EPE12TPC	12" (300 mm)	14.7" (373 mm)	12.5" (318 mm)	—
SC740EPE12B / SC740EPE12BPC			—	1.2" (30 mm)
SC740EPE15T / SC740EPE15TPC	15" (375 mm)	18.4" (467 mm)	9.0" (229 mm)	—
SC740EPE15B / SC740EPE15BPC			—	1.3" (33 mm)
SC740EPE18T / SC740EPE18TPC	18" (450 mm)	19.7" (500 mm)	5.0" (127 mm)	—
SC740EPE18B / SC740EPE18BPC			—	1.6" (41 mm)
SC740EPE24B*	24" (600 mm)	18.5" (470 mm)	—	0.1" (3 mm)

ALL STUBS, EXCEPT FOR THE SC740EPE24B ARE PLACED AT BOTTOM OF END CAP SUCH THAT THE OUTSIDE DIAMETER OF THE STUB IS FLUSH WITH THE BOTTOM OF THE END CAP. FOR ADDITIONAL INFORMATION CONTACT STORMTECH AT 1-888-892-2694.

* FOR THE SC740EPE24B THE 24" (600 mm) STUB LIES BELOW THE BOTTOM OF THE END CAP APPROXIMATELY 1.75" (44 mm). BACKFILL MATERIAL SHOULD BE REMOVED FROM BELOW THE N-12 STUB SO THAT THE FITTING SITS LEVEL.

NOTE: ALL DIMENSIONS ARE NOMINAL



SC-740 ISOLATOR ROW DETAIL
NTS

INSPECTION & MAINTENANCE

STEP 1) INSPECT ISOLATOR ROW FOR SEDIMENT
- A. INSPECTION PORTS (IF PRESENT)
  - A.1. REMOVE/OPEN LID ON NYLOPLAST INLINE DRAIN
  - A.2. REMOVE AND CLEAN FLEXSTORM FILTER IF INSTALLED
  - A.3. USING A FLASHLIGHT AND STADIA ROD, MEASURE DEPTH OF SEDIMENT AND RECORD ON MAINTENANCE LOG
  - A.4. LOWER A CAMERA INTO ISOLATOR ROW FOR VISUAL INSPECTION OF SEDIMENT LEVELS (OPTIONAL)
  - A.5. IF SEDIMENT IS AT, OR ABOVE, 3" (80 mm) PROCEED TO STEP 2. IF NOT, PROCEED TO STEP 3.
- B. ALL ISOLATOR ROWS
  - B.1. REMOVE COVER FROM STRUCTURE AT UPSTREAM END OF ISOLATOR ROW
  - B.2. USING A FLASHLIGHT, INSPECT DOWN THE ISOLATOR ROW THROUGH OUTLET PIPE
    - i) MIRRORS ON POLES OR CAMERAS MAY BE USED TO AVOID A CONFINED SPACE ENTRY
    - ii) FOLLOW OSHA REGULATIONS FOR CONFINED SPACE ENTRY IF ENTERING MANHOLE
  - B.3. IF SEDIMENT IS AT, OR ABOVE, 3" (80 mm) PROCEED TO STEP 2. IF NOT, PROCEED TO STEP 3.

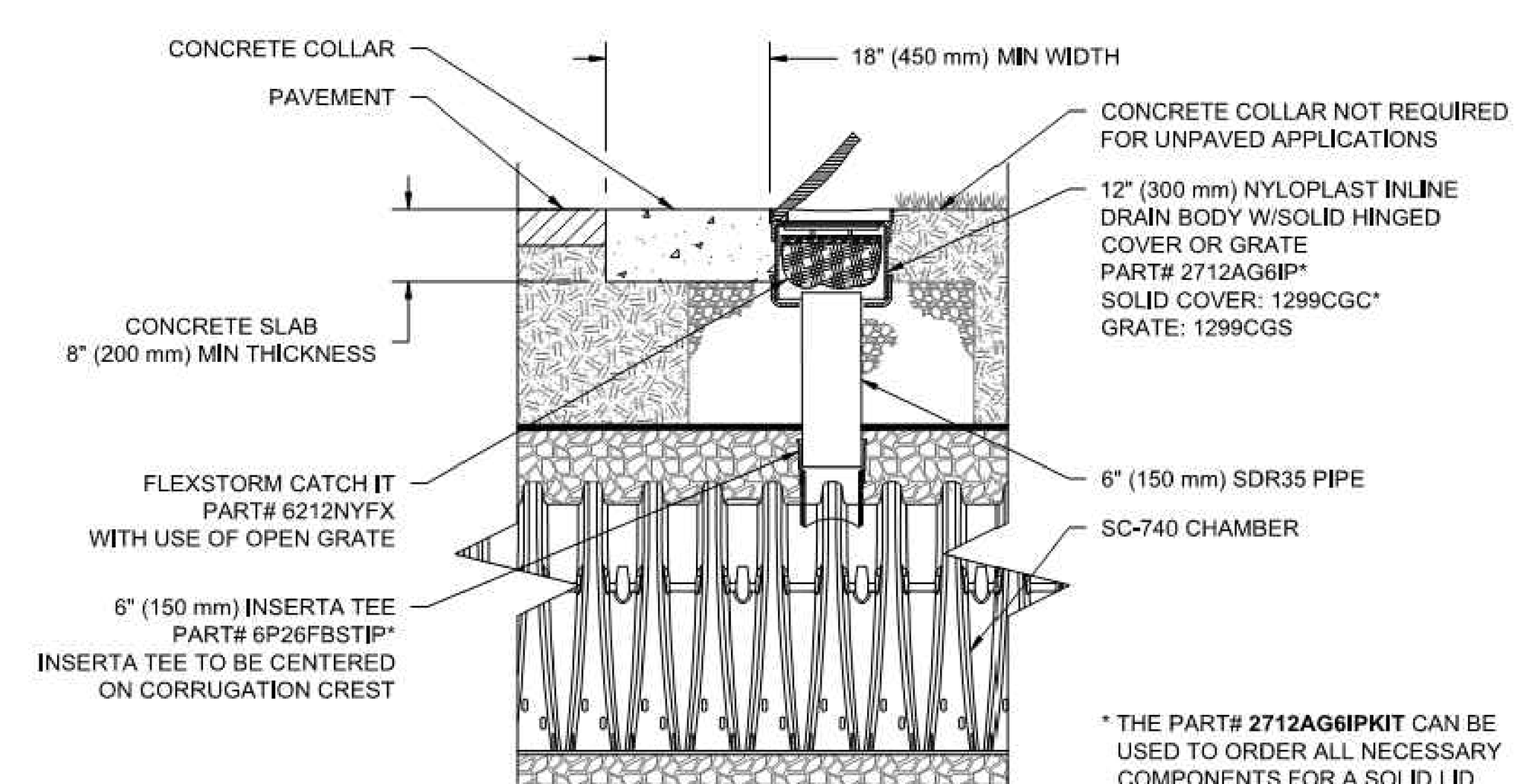
STEP 2) CLEAN OUT ISOLATOR ROW USING THE JETVAC PROCESS
- A. A FIXED CULVERT CLEANING NOZZLE WITH REAR FACING SPREAD OF 45" (1.1 m) OR MORE IS PREFERRED
- B. APPLY MULTIPLE PASSES OF JETVAC UNTIL BACKFLUSH WATER IS CLEAN
- C. VACUUM STRUCTURE SUMP AS REQUIRED

STEP 3) REPLACE ALL COVERS, GRATES, FILTERS, AND LIDS; RECORD OBSERVATIONS AND ACTIONS.

STEP 4) INSPECT AND CLEAN BASINS AND MANHOLES UPSTREAM OF THE STORMTECH SYSTEM.

NOTES

1. INSPECT EVERY 6 MONTHS DURING THE FIRST YEAR OF OPERATION. ADJUST THE INSPECTION INTERVAL BASED ON PREVIOUS OBSERVATIONS OF SEDIMENT ACCUMULATION AND HIGH WATER ELEVATIONS.
2. CONDUCT JETTING AND VACTORING ANNUALLY OR WHEN INSPECTION SHOWS THAT MAINTENANCE IS NECESSARY.



* THE PART# **2712AG6IPKIT** CAN BE USED TO ORDER ALL NECESSARY COMPONENTS FOR A SOLID LID INSPECTION PORT INSTALLATION

SC-740 6" INSPECTION PORT DETAIL
NTS

ISOLATOR ROW DETAILS SC-740 — DATE: 03/08/17 — DRAWN: JLM — PROJECT #: — CHECKED:

REV	DRW	CHK	DESCRIPTION

ADS 4640 TRUEMAN BLVD HILLIARD, OH 43026 1-800-733-7473 — ADVANCED DRAINAGE SYSTEMS, INC.

StormTech Detention • Retention • Water Quality — 70 INWOOD ROAD, SUITE 3 | ROCKY HILL | CT | 06067 — 860-529-8188 | 888-892-2694 | WWW.STORMTECH.COM

THIS DRAWING HAS BEEN PREPARED BASED ON INFORMATION PROVIDED TO ADS UNDER THE DIRECTION OF THE SITE DESIGN ENGINEER OR OTHER PROJECT REPRESENTATIVE. THE SITE DESIGN ENGINEER SHALL REVIEW THIS DRAWING PRIOR TO CONSTRUCTION. IT IS THE ULTIMATE RESPONSIBILITY OF THE SITE DESIGN ENGINEER TO ENSURE THAT THE PRODUCT(S) DEPICTED AND ALL ASSOCIATED DETAILS MEET ALL APPLICABLE LAWS, REGULATIONS, AND PROJECT REQUIREMENTS.

SHEET 1 OF 1

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NO.	REVISIONS	BY	DATE

DESIGNER: TLH — PROJECT ENGINEER: TLH

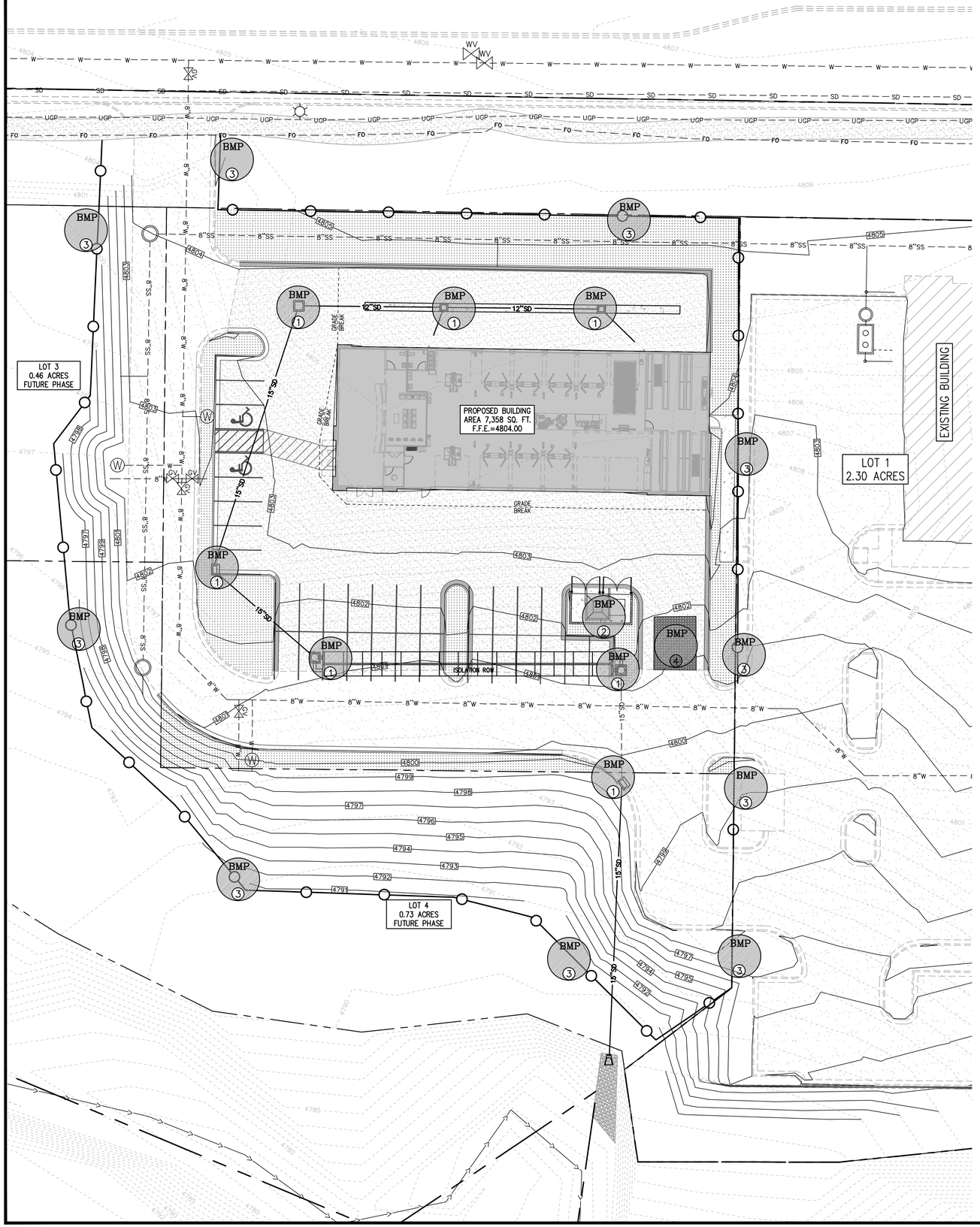
CIR CIVIL ENGINEERING + SURVEYING
3032 SOUTH 1030 WEST, SUITE 202
SLC, Utah 84119 – 801-949-6296

BIG O TIRES
PORTER CROSSING PKWY, EAGLE MOUNTAIN, UTAH
DETAIL SHEET

PROFESSIONAL ENGINEER No. 12072623 TREVOR L HODGSON STATE OF UTAH

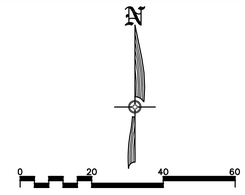
SHEET NO. C4.1

PROJECT ID	DATE:
S1070-02	09/17/21
FILE NAME: PRJ-TEM2	SCALE:



BMP CALLOUTS

1. PLACE A SILT FENCE AROUND THE PERIMETER OF THE INLET, ONCE PAVEMENT AND/OR CURB HAS BEEN INSTALLED PLACE GRAVEL BAGS AROUND THE INLET. GRAVEL BAGS TO BE USED ON PAVED OR CONCRETE SURFACES AND SILT FENCE TO BE USED ON UNIMPROVED SURFACES.
   NOTE: IN HIGH TRAFFIC AREAS CONTRACTOR TO USE INSERT FILTER FABRIC. IF INLET HAS CURB OPENING, THE FILTER FABRIC IS TO BE EXTENDED UP TO COVER THE CURB OPENING AND GRAVEL BAGS PLACED IN GUTTER AT EACH SIDE OF OPENING TO KEEP FILTER FABRIC SNUG AGAINST CURB WALL.
2. CONTRACTOR TO INSTALL CONCRETE WASHOUT AREA. THE LOCATION MAY VARY FROM LOCATION SHOWN ON PLANS.
3. INSTALL TYPICAL SILT FENCE, SILT FENCE TO BE INSTALLED PERPENDICULAR TO STORM WATER FLOW. INSTALLATION TO BE DONE SO AS TO PREVENT SEDIMENT FROM LEAVING THE SITE.
   NOTE: CONTRACTOR TO USE VEGETATIVE BUFFER AND OR CUT BACK INSTEAD OF SILT FENCE WHERE POSSIBLE.
4. CONTRACTOR TO INSTALL A MIMIMUM OF 6" DEEP GRAVEL (3" TO 6") OF SUFFICIENT SIZE (MINIMUM OF 50' IN LENGTH AND 20' WIDE) AS TO PROVIDE A WHEEL WASH AREA TO PREVENT THE TRACKING OF MUD OFFISTE. THE LOCATION OF WHEEL WASH MAY VARY FROM LOCATION SHOWN ON PLANS SO AS TO PROVIDE THE BEST PROTECTION AGAINST TRACKING MUD OFFSITE. CONTRACTOR TO MAINTAIN AND CLEAN WHEEL WASH AREA AS NEEDED TO PREVENT THE TRACKING OF MUD OFFSITE.



SHEET LEGEND

SILT FENCE

WHEEL WASH AREA

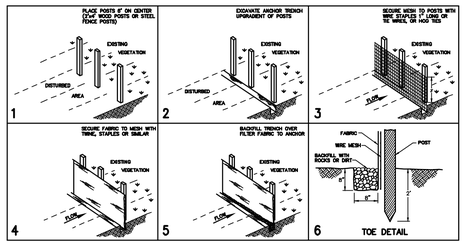
BMP AREA (X)

SILT FENCE

DEFINITION: A TEMPORARY SEDIMENT BARRIER CONSISTING OF FILTER FABRIC STRETCHED ACROSS AND SECURED TO SUPPORTING POSTS AND ENTRENCHED.

PURPOSE: TO FILTER STORM WATER RUNOFF FROM UPGRADIENT DISTURBED AREA AND TRAP SEDIMENT ON SITE.

APPLICATION:
- PERIMETER CONTROL: PLACE FENCE AT DOWNGRADIENT LIMITS OF DISTURBANCE
- SEDIMENT BARRIER: PLACE FENCE AT TOE OF SLOPE OR SOIL STOCKPILE
- PROTECTION OF EXISTING WATERWAYS: PLACE FENCE AT TOP OF STREAM BANK
- INLET PROTECTION: PLACE FENCE SURROUNDING CATCH BASINS
- BUILDING SITES: PLACE FENCE ON THE DOWNHILL LOCATION OF ALL BUILDING SITES
- ROADWAYS: PLACE FENCE ON THE DOWNHILL LOCATION OF ALL ROADWAY GRADED AREAS



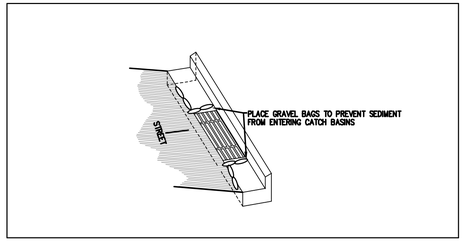
INSTALLATION:
- PLACE POSTS 6 FOOT ON CENTER ALONG CONTOUR (OR USE PRE-ASSEMBLED UNIT) AND DRIVE 2 FEET MINIMUM INTO GROUND. EXCAVATE AN ANCHOR TRENCH IMMEDIATELY UPGRADIENT OF POSTS.
- SECURE WIRE MESH (14 GAUGE MIN. WITH 6 INCH OPENINGS) TO UPSLOPE SIDE OF POSTS. ATTACH WITH HEAVY DUTY WIRE STAPLES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

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

GRAVEL BAG BARRIER

DEFINITION: TEMPORARY SEDIMENT BARRIER CONSISTING OF A ROW OF GRAVEL BAGS.

PURPOSE: TO FILTER STORM WATER RUNOFF FROM UP-GRADIENT DISTURBED AREA AND TRAP SEDIMENT ON SITE.



MAINTENANCE:
- INSPECT IMMEDIATELY AFTER ANY RAINFALL AND AT LEAST DAILY DURING PROLONGED RAINFALL.
- LOOK FOR RUNOFF BYPASSING ENDS OF BARRIERS OR UNDERCUTTING BARRIERS.
- REPAIR OR REPLACE DAMAGED AREAS OF THE BARRIER AND REMOVE ACCUMULATED SEDIMENT.
- REALIGN BAGS AS NECESSARY TO PROVIDE CONTINUOUS BARRIER AND FILL GAPS.

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NO.	REVISIONS	BY	DATE
DESIGNER: TLH	PROJECT ENGINEER: TLH		

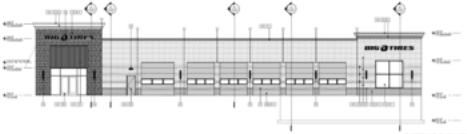
CIR CIVIL ENGINEERING + SURVEYING
3032 SOUTH 1030 WEST, SUITE 202
SLC, Utah 84119 - 801-949-6296

BIG O TIRES
PORTER CROSSING PKWY, EAGLE MOUNTAIN, UTAH

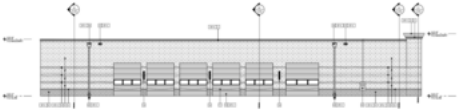
EROSION CONTROL PLAN (SWPPP)

PROFESSIONAL ENGINEER
No. 12072623
TREVOR L HODGSON
STATE OF UTAH

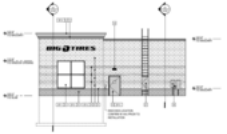
SHEET NO.	
C5.0	
PROJECT ID: S1070-02	DATE: 09/17/21
FILE NAME: PRJ-TEM2	SCALE: 1"=20'

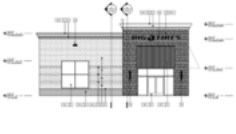


EXTERIOR ELEVATION - SOUTH A3



EXTERIOR ELEVATION - NORTH A2





EXTERIOR FINISHES

1	[illegible]	[illegible]	[illegible]
2	[illegible]	[illegible]	[illegible]
3	[illegible]	[illegible]	[illegible]
4	[illegible]	[illegible]	[illegible]
5	[illegible]	[illegible]	[illegible]
6	[illegible]	[illegible]	[illegible]
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11	[illegible]	[illegible]	[illegible]
12	[illegible]	[illegible]	[illegible]

KEYED NOTES

KEY PLAN

WILKUS

BIG O TIRES

TBC CONTRACTOR

BIG O TIRES

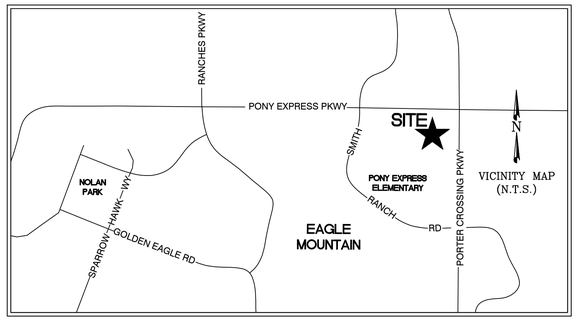
4175 E PONY EXPRESS PARKWAY
EAGLE MOUNTAIN, UTAH COUNTY, UT 84005

OWNERS REVIEW SET

NOT FOR CONSTRUCTION

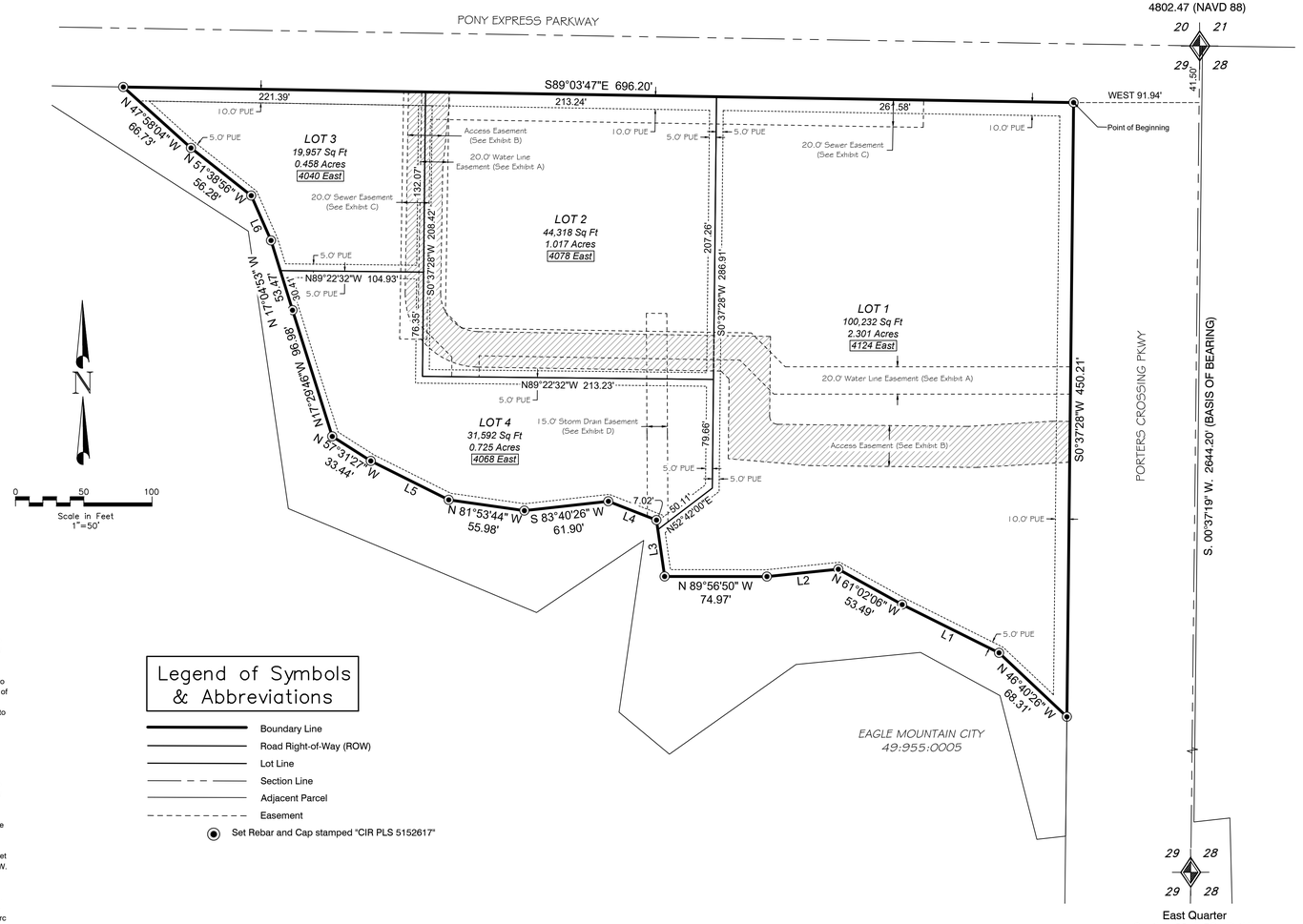
EXTERIOR ELEVATIONS

PONY EXPRESS BUSINESS PARK SUBDIVISION
1ST AMENDMENT
LOCATED IN THE NORTHEAST QUARTER OF SECTION 29, TOWNSHIP 5 SOUTH, RANGE 1 WEST, SALT LAKE BASE AND MERIDIAN EAGLE MOUNTAIN CITY, UTAH COUNTY, UTAH



PLAT CALCULATIONS	
TOTAL ACREAGE:	4.501 ACRES
BUILDABLE ACREAGE:	4.501 ACRES
TOTAL ACREAGE IN LOTS:	4.501 ACRES
TOTAL OPEN SPACE:	0.000
TOTAL IMPROVED OPEN SPACE:	0.000
AVERAGE LOT SIZE:	1.125 ACRES
LARGEST LOT SIZE:	100,232 SF/ 2.301 ACRES
SMALLEST LOT SIZE:	19,957 SF/ 0.458 ACRES
OVERALL DENSITY:	1.125 LOTS /ACRE
TOTAL # OF LOTS:	4 LOTS
AREA TO BE DEDICATED FOR ROADWAY	0.000
AREA TO BE DEDICATED FOR WASH:	0.000

LINE TABLE		
LINE #	LENGTH	BEARING
L1	79.29	N63° 30' 11"W
L2	6.92	N7° 27' 50"E
L2	52.56	S84° 08' 56"W
L3	41.72	N8° 10' 01"W
L4	37.85	N68° 40' 17"W
L5	63.80	N63° 26' 41"W
L6	35.96	N23° 49' 01"W
L7	6.92	N7° 27' 50"E
L10	63.00	N39° 54' 48"E
L11	63.00	N24° 05' 03"W



Legend of Symbols & Abbreviations

- Boundary Line
- Road Right-of-Way (ROW)
- Lot Line
- Section Line
- Adjacent Parcel
- Easement
- Set Rebar and Cap stamped "CIR PLS 5152617"

EXHIBIT "A" - Water Line Easement

Beginning at a point on the easterly line of Lot 1, which is 193.72 feet S. 00°37'28" W. from the northeasterly corner of said Lot 1; thence S. 00°37'28" W. 20.00 feet along said easterly line of Lot 1; thence West 217.22 feet; thence N. 45°00'00" W. 35.31 feet; thence N. 89°03'46" W. 190.95 feet; thence S. 00°20'23" W. 15.48 feet; thence N. 89°22'32" W. 20.00 feet; thence N. 00°20'23" E. 14.41 feet; thence N. 45°00'00" W. 35.09 feet; thence N. 00°56'14" E. 169.49 feet to the northerly line of said Lots 2 & 3; thence S. 89°03'47" E. 20.00 feet along said northerly line of Lots 2 & 3; thence S. 00°56'14" W. 161.01 feet; thence S. 45°00'00" E. 16.82 feet; thence S. 89°03'46" E. 212.16 feet; thence S. 45°00'00" E. 35.12 feet; thence S. 89°59'59" E. 209.15 feet to the Point of Beginning.

13330 Sq Ft., or 0.306 acre.

EXHIBIT "B" - Water Line Easement

Beginning at a point on the easterly line of Lot 1, which is 233.74 feet S. 00°37'28" W. from the northeasterly corner of said Lot 1; thence S. 00°37'28" W. 29.87 feet along said easterly line of Lot 1; thence S. 86°46'41" W. 68.29 feet; thence N. 89°22'32" W. 122.08 feet; thence N. 85°08'11" W. 60.09 feet; thence N. 00°37'01" E. 58.44 feet; thence N. 45°40'17" W. 8.24 feet; thence N. 89°03'46" W. 178.29 feet to a point of tangency with a 54.00 - foot radius curve to the right, concave northeasterly; thence Northwesterly 84.82 feet along the arc of said curve, through a central angle of 90°00'00" (Chord bears N. 44°03'46" W. 76.37 feet); thence N. 00°56'14" E. 147.00 feet to the northerly line of said Lots 2 & 3; thence S. 89°03'47" E. 30.00 feet along said northerly line of Lots 2 & 3; thence S. 00°56'14" W. 10.00 feet; thence S. 05°54'25" W. 46.17 feet; thence S. 00°56'14" W. 91.00 feet to a point of tangency with a 28.00 - foot radius curve to the left, concave northeasterly; thence Southeasterly 43.98 feet along the arc of said curve, through a central angle of 90°00'00" (Chord bears S. 44°03'46" E. 39.60 feet); thence S. 89°03'46" E. 214.12 feet; thence S. 00°37'28" W. 58.38 feet to a point of tangency with a 6.00 - foot radius curve to the left, concave northeasterly; thence Southeasterly 9.42 feet along the arc of said curve, through a central angle of 90°00'00" (Chord bears S. 44°22'32" E. 8.49 feet); thence S. 89°22'32" E. 139.50 feet; thence N. 86°27'17" E. 61.16 feet; thence S. 89°22'32" E. 13.64 feet to the Point of Beginning.

19,790 Sq Ft., or 0.454 acre.

EXHIBIT "C" - Sewer Easement

Beginning at a point on the easterly line of Lot 1, which is 109.86 feet N. 89°03'47" W. from the northeasterly corner of said Lot 1; thence S. 00°56'14" W. 20 feet; thence N. 89°03'47" W. 360.95 feet; thence S. 00°56'14" W. 161.32 feet; thence N. 89°03'46" W. 20.00 feet; thence N. 00°56'14" E. 181.32 feet to the northerly line of said Lots 2 & 3; thence S. 89°03'47" E. 380.95 feet along said Lots 2, 3, and 1 to the Point of Beginning.

10,845 Sq Ft., or 0.249 acre.

EXHIBIT "D" - Sewer Easement

Beginning at a southerly angle point of Lot 4; thence along the southerly line of said Lot 4 the following two (2) courses: 1) N. 08°10'01" W. 7.02 feet; 2) N. 68°40'17" W. 7.17 feet thence N. 00°17'36" W. 149.01 feet; thence S. 89°22'32" E. 15.00 feet; thence S. 00°17'36" E. 152.81 feet to a southeasterly line of said Lot 4; thence S. 52°42'00" W. 9.24 feet along said southeasterly line of Lot 4 to the **Point of Beginning**.

2,298 Sq Ft., or 0.052 acre.

Rocky Mountain Power Approval

1. Pursuant to Utah Code Ann. 54-3-27 This Plat Conveys to the Owner(s) Operators of Utility Facilities a Public Utility Easement along with all the rights and duties described therein.

2. Pursuant to Utah Code Ann. 17-27a603(4)(c)(ii) Rocky Mountain Power accepts delivery of the PUE as described in this plat and approves this plat solely for the purppose of confirming that the plat contains Public Utility Easements and approximates the location of the Public Utility Easements, but does not warrant their precise location. Rocky Mountain Power may require other Easements in order to serve this development. This approval does not affect any right that Rocky Mountain Power has under.

(1) A recorded Easement or Right-of-Way.

(2) The law applicable to Prescriptive Rights.

(3) Title 54, Chapter 8a, damage to underground utility facilities or, any other provision of law.

Rocky Mountain Power — Date

Dominion Energy Approval

Dominion Energy approves this plat solely for the purpose of confirming that the plat contains public utility easements . Dominion Energy may require other Easements in order to serve this development. This approval does not constitute abrogation or waiver of any other existing rights, obligation or liabilities provided by law or equity. This approval does not constitute acceptance, approval or acknowledgement of any terms contained in the plat, including those set forth in the Owner's Dedication and the Notes and does not constitute a guarantee of particular terms of natural gas service. For further information please contact Dominion Energy's Right-of-Way Department at 1-800-6532.

Dominion Energy — Date

Direct Communications Approval

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

Direct Communications — Date

CIR | CIVIL ENGINEERING + SURVEYING
3032 SOUTH 1030 WEST, SUITE 202
SLC, Utah 84119 - 801-949-6296

SURVEYOR'S CERTIFICATE

I, GARY CHRISTENSEN, do hereby certify that I am a Professional Land Surveyor in the State of Utah and that I hold License No. 5152617 in accordance with Title 58, Chapter 22, of the Professional Engineers and Land Surveyors Act; I further certify that by authority of the owners I have made a survey of the property described on this plat in accordance with 17-23-17, and have subdivided said property into lots and streets, together with easements, hereafter to be known as ***PONY EXPRESS BUSINESS PARK SUBDIVISION - 1ST AMENDMENT*** and that the same has been correctly surveyed and monumented on the ground as shown on this plat.

Signed this _____ day of _____, 20_____

OVERALL BOUNDARY DESCRIPTION

A parcel of land being all of Lots 1-4, Pony Express Business Park Subdivision recorded April 6, 2021 as Entry No. 65044:2021, having Map# 17632 in the Office of the Utah County Recorder. Said parcel of land is located in the Northeast Quarter of Section 29, Township 5 South, Range 1 West, Salt Lake Base and Meridian and is described as follows:

Beginning at the northeasterly corner of said Lot 1, which is 41.50 feet S. 00°37'19" W. along the Section line and 91.94 feet West from the Northeast corner of said Section 29; thence along said Lots the following eighteen (18) courses: 1) S. 00°37'28" W. 450.21 feet; 2) N. 46°40'26" W. 68.31 feet; 3) N. 63°30'11" W. 79.29 feet; 4) N. 61°02'06" W. 53.49 feet; 5) S. 84°08'56" W. 52.56 feet; 6) N. 89°56'50" W. 74.97 feet; 7) N. 08°10'01" W. 41.72 feet; 8) N. 68°40'17" W. 37.85 feet; 9) S. 83°40'26" W. 61.90 feet; 10) N. 81°53'44" W. 55.98 feet; 11) N. 63°26'41" W. 63.80 feet; 12) N. 57°31'27" W. 33.44 feet; 13) N. 17°29'46" W. 96.98 feet; 14) N. 17°04'53" W. 53.47 feet; 15) N. 23°49'01" W. 35.96 feet; 16) N. 51°38'56" W. 56.28 feet; 17) N. 47°58'04" W. 66.73 feet; 18) S. 89°03'47" E. 696.20 feet to the **Point of Beginning**.

The above-described parcel of land contains 196,097 sq. ft. in area or 4.501 acres, more or less. Contains 4 Lots.

OWNERS DEDICATION

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

Signature — Date

Signature — Date

ACKNOWLEDGMENT

On this_____day of_____20_____personally appeared before me,_____, the signer of the foregoing instrument, who duly acknowledged to me that (s)he is the _____of _____ and is authorized to execute the foregoing agreement in its behalf and that he or she executed it in such capacity.

State of Utah }
)SS
County of Utah }

Notary Public

Residing at

ACKNOWLEDGMENT

On this_____day of_____,20_____personally appeared before me,_____, the signer of the foregoing instrument, who duly acknowledged to me that (s)he is the _____of _____ and is authorized to execute the foregoing agreement in its behalf and that he or she executed it in such capacity.

State of Utah }
)SS
County of Utah }

Notary Public

Residing at

ACCEPTANCE BY LEGISLATIVE BODY

The _____ of _____County of Utah, approves this subdivision and hereby accepts the dedication of all streets, easements, and other parcels of land intended for public purposes for the perpetual use of the public.

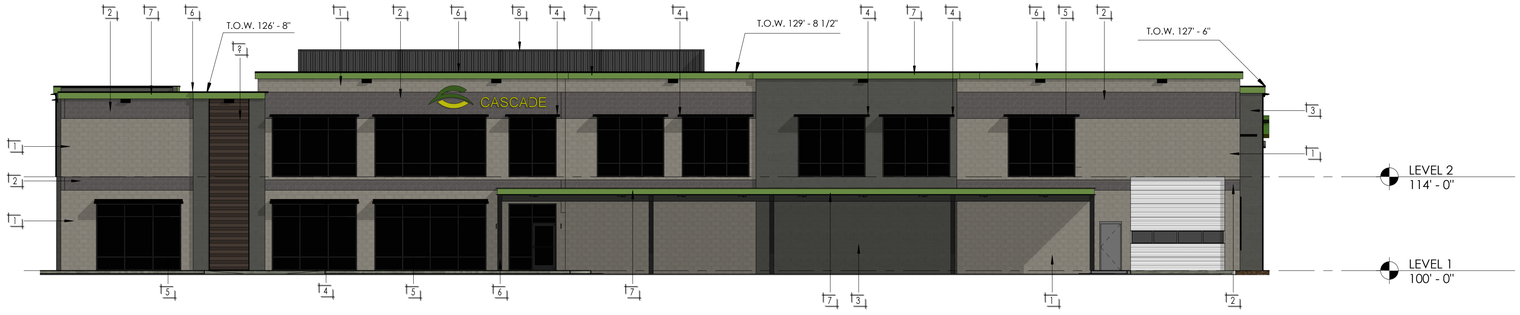
Approved by Mayor — Approved by City Attorney

Approved _____ Engineer (See Seal Below) — ATTEST _____ Clerk-Recorder (See Seal Below)

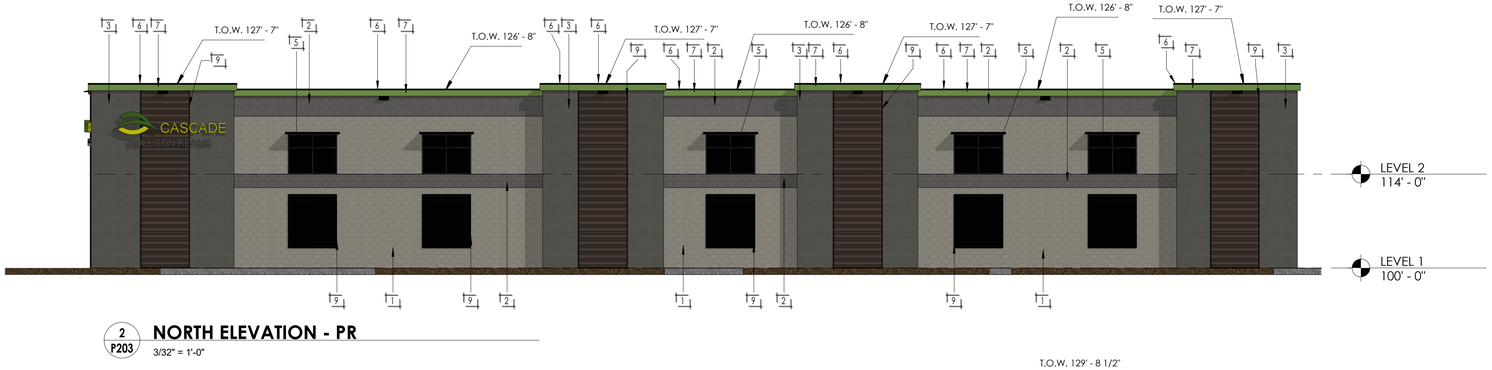
PONY EXPRESS BUSINESS PARK SUBDIVISION
1ST AMENDMENT
LOCATED IN THE NORTHEAST QUARTER OF SECTION 29, TOWNSHIP 5 SOUTH, RANGE 1 WEST, SALT LAKE BASE AND MERIDIAN, UTAH COUNTY, UTAH

SURVEYORS SEAL	NOTARY PUBLIC SEAL	CITY ENGINEER SEAL	CITY RECORDER SEAL
PROFESSIONAL LAND SURVEYOR GARY CHRISTENSEN No. 5152617 08/18/2021 STATE OF UTAH			

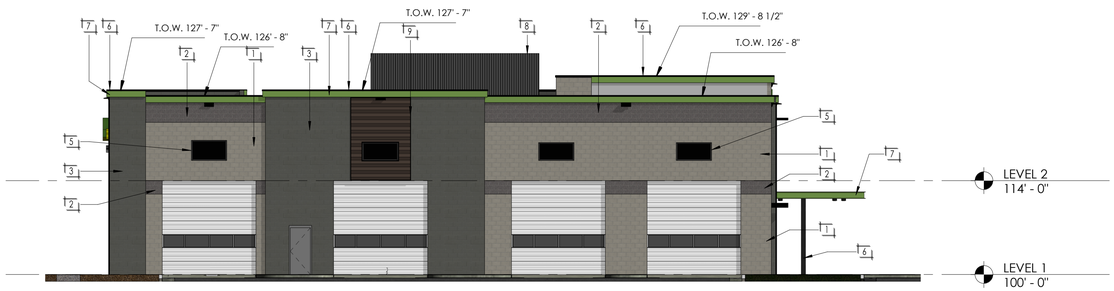
11/04/2020 4:03:06 PM



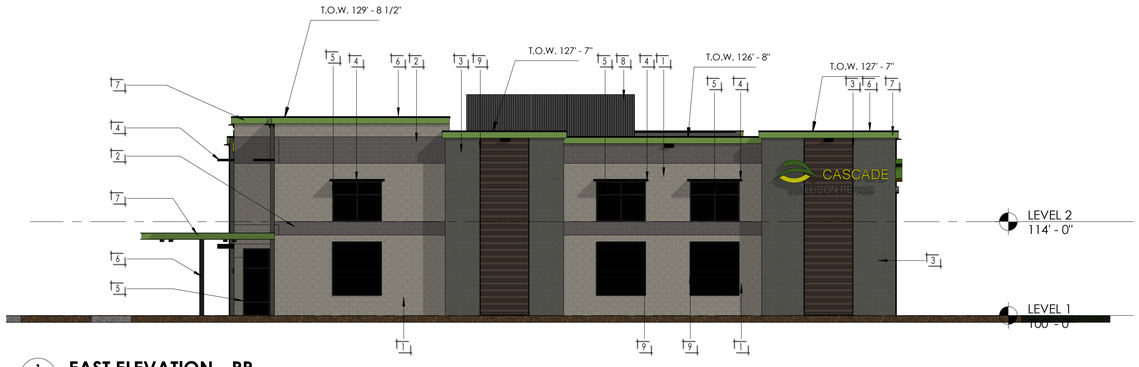
3 P203 **SOUTH ELEVATION - PR**
3/32" = 1'-0"



2 P203 **NORTH ELEVATION - PR**
3/32" = 1'-0"



4 P203 **WEST ELEVATION - PR**
3/32" = 1'-0"

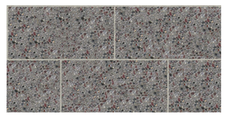


1 P203 **EAST ELEVATION - PR**
3/32" = 1'-0"



LIGHT COLOR - SMOOTH FINISH - ARCHITECTURAL CMU BLOCK

1



DARK GRAY COLOR - SPLIT FACED FINISH - ARCHITECTURAL CMU BLOCK

2



DARK GRAY COLOR - SMOOTH FINISH - ARCHITECTURAL CMU BLOCK

3



SUNSHADE SYSTEM - PAINTED BLACK

4



STOREFRONT WINDOW SYSTEM
PAINTED BLACK
GLASS TO BE A DARK GRAY TINT

5



BLACK PAINTED METAL.

6



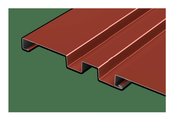
GREEN PAINTED METAL (GREEN TO MATCH COMPANYS COLORS)

7



METAL MECHANICAL SCREEN
PAINTED DARK GREY

8



METAL PANELING SYSTEM

9

aeurbia
architects and engineers

CASADE COLLISION
SITE PLAN APPLICATION

C:\Users\gmacklin\Documents\AE2020.047 - SOVERNEIGN PROP - Pony Express Flex Blk -104.garrett@aeurbia.com.rvt



aeurbia
architects and engineers


aeurbia
architects and engineers



aeurbia
architects and engineers


CASCADE
aeurbia
architects and engineers


CASCADE
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architects and engineers



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EAGLE MOUNTAIN	**EAGLE MOUNTAIN CITY** **PLANNING COMMISSION MEETING** **NOVEMBER 9, 2021**
TITLE:	PUBLIC HEARING - Shooting Ranges
ITEM TYPE:	Development Code Amendment
APPLICANT:	Eagle Mountain City

ACTION ITEM:
Yes

PUBLIC HEARING:
Yes

PREPARED BY:
Tayler Jensen, Planning

BACKGROUND:

The RTI currently allows "Indoor Shooting Ranges" but there is no definition or standards for any type of shooting range in City Code.

This ordinance was presented to the Planning Commission on October 26th and tabled with some recommendations, staff has incorporated the Planning Commission recommendations and worked with a local gun club on small tweaks to the language.

ITEMS FOR CONSIDERATION:

REQUIRED FINDINGS:

Development Code Amendments are legislative decisions and are considered valid if reasonably debatable and not illegal.

RECOMMENDATION:

The Planning Commission may recommend approval, approval with specified changes, or may table to allow staff to make changes.

ATTACHMENTS:

Draft Indoor & Outdoor Shooting Range Ordinances

9.10.030 Discharge allowed at Firing Ranges

This article shall not prevent the firing of firearms at any rifle, pistol, or shotgun range lawfully designated by the City Council of Eagle Mountain

17.48.040 Allowed Uses

M – Indoor Shooting Ranges

17.10.030 Definitions

"Indoor Shooting Range" means a target range used for shooting, or for any other use involving the discharge of handguns, rifles, or Archery Bows, which is open to the General Public upon payment of a fee and which is located within the confines of a building.

"Outdoor Shooting Range" means a target range used for shooting, or for any other use involving the discharge of handguns, rifles, or Archery Bows, which is open to the General Public upon payment of a fee and which is located outside the confines of a building

Chapter 17.75 Standards for Special Use

17.75.072 Indoor Shooting Ranges

Indoor shooting ranges may be permitted only where:

A. Safety Regulations:
    1. The range shall conform to all federal, state, and industry regulations and standards for health and safety.
    2. Material and construction shall be designed and certified to capture all fired rounds.
    3. No ammunition shall be permitted to be fired that exceeds the certified design specifications of the range.
    4. No alcoholic beverages shall be sold, consumed, or permitted on the premises.
    5. A written log of all range users shall be maintained by the ranger operator.
    6. Minors shall not be permitted on the shooting range unless accompanied by a responsible adult at all times, and at no time shall a child under the age of eight (8) be permitted to discharge or handle firearms on the shooting range.
    7. On-site supervision and monitoring shall be provided by the range operator in addition to a credentialed qualified range master at all times.
    8. An alarm system, cut wire protected, shall be provided for general security of the premises.
B. Sound Study. A sound study shall be performed and submitted with the application indicating decibel levels at the property lines and on the interior of neighboring properties (if connected by a shared/party wall) a measurement of 65 decibels or above shall be considered a nuisance per 8.15.070 B
C. Additional Components: In addition to the above an Indoor Shooting Range may include the following components:
    1. A retail component for the sale and on-site rental of firearms, ammunition and other accessories related to firearms. Such facility shall comply with all licensing and operation

requirements of the Federal Bureau of Alcohol, Tobacco and Firearms (ATF), State Agencies, and other regulator organizations.

2. Classroom facilities to be used for community education, public forums, and seminars on gun safety and use.
3. Restaurant or dining component.

17.75.073 Outdoor Shooting Ranges

Outdoor shooting ranges may be permitted only where:

A. Lot Size. Shall be located on lots with a minimum of Five (5) acres in size.
B. Standards:
    1. Access to the facility shall be from a public rights-of-way or road.
    2. The applicant shall submit a plan of operations for the shooting range, including all ancillary uses and activities. Such plan shall include a health and safety plan that addresses the safety and security of patrons, guests, staff, and persons on adjacent parcels or lots of land.
    3. Applicant shall provide documentation to demonstrate that such facility has been designed, and shall be operated, to contain, on-site, all projectiles and debris caused by firing ammunition.
    4. Food services, as well as groceries, sporting goods, merchandise, guns, and ammunition shall only be provided or sold to patrons, guests, staff, or operators of the facility.
    5. Outdoor Shooting Ranges shall be exempted from Commercial Design Standards
    6. Outdoor Shooting Ranges shall not be located within ¼ of a mile of the Wildlife Corridor
C. Safety Regulations:
    1. The range shall conform to all federal, state, and industry regulations and standards for health and safety.
    2. Material and construction shall be designed and certified to capture all fired rounds.
    3. No ammunition shall be permitted to be fired that exceeds the certified design specifications of the range.
    4. No alcoholic beverages shall be sold, consumed, or permitted on the premises.
    5. A written log of all range users shall be maintained by the ranger operator.
    6. Minors shall not be permitted on the shooting range unless accompanied by responsible adult at all times, and at no time shall a child under the age of eight (8) be permitted to discharge or handle firearms on the shooting range.
    7. On-site supervision and monitoring shall be provided by the range operator in addition to a credentialed qualified range master at all times.
    8. Applicant shall submit a fire mitigation and safety plan
    9. Use of Tannerite shall be prohibited
D. Additional Components: In addition to the above an Outdoor Shooting Range may include the following components:
    1. A retail component for the sale (and onsite rental) of firearms, ammunition and other accessories related to firearms. Such facility shall comply with all licensing and operation requirements of the Federal Bureau of Alcohol, Tobacco and Firearms (ATF), State Agencies, and other regulator organizations.

2. Classroom facilities to be used for community education, public forums, and seminars on gun safety and use.
3. Restaurant or dining component.
4. Event Facilities
5. Office, gathering/event spaces, restrooms
6. Shooting platforms
7. Storage structures
8. Outdoor shooting ranges shall be permitted to reclaim lead

17.20 Agriculture Zone

17.20.050 Conditional and special uses.

The following conditional uses and such uses as the planning director and planning commission may recommend as similar and consistent with the scale, character and impact of the area and special uses as defined in 17.75 will be considered:

K. Outdoor Shooting Range – Special Use

17.23 Open Space Zones

Land Use	Improved Open Space (OS-I)	Natural Open Space (OS-N)
Outdoor Shooting Range		S

17.35.030 Commercial Land Use Table

Commercial/Nonresidential Uses			
	Commercial Neighborhood (CN)	Commercial Community (CC)	Commercial Regional (CR)
Indoor Shooting Range		S	S

17.37.030 Business Park Zones Land use table

Commercial/Nonresidential

Commercial/Nonresidential Uses			
	Light Manufacturing/Distribution (LMD)	Medical/Educational Campus (MEC)	Office Professional (OP)

Indoor Shooting Range	S		

17.40 Industrial Zone

17.40 Conditional and special uses.

The following conditional uses and such uses as the planning director and planning commission may recommend as similar and consistent with the scale, character and impact of the area and special uses as defined in 17.75 will be considered:

K. Indoor Shooting Range – Special Use

L. Outdoor Shooting Range – Special Use

EAGLE MOUNTAIN	**EAGLE MOUNTAIN CITY** **PLANNING COMMISSION MEETING** **NOVEMBER 9, 2021**

TITLE:	ACTION ITEM - Eagle Crest Business Park		
ITEM TYPE:	Master Site Plan & Preliminary Plat		
FISCAL IMPACT:			
APPLICANT:	Isaac Patterson		
GENERAL PLAN DESIGNATION Employment Center / Campus	**CURRENT ZONE** Business Park	**ACREAGE** 20.58	**COMMUNITY** Town Center

PUBLIC HEARING:
No

PREPARED BY:
Tayler Jensen, Planning

PRESENTED BY:
Tayler Jensen

RECOMMENDATION:
We recommend the Planning Commission make a motion to recommend approval of the application to the City Council, for the reasons set forth in the staff report and in the meeting, with the following conditions:

1. Any feedback on the proposed elevations.
2. The amount of Storage Facility parking required shall be determined in line with 17.55.120 C
3. Parking islands shall be required for every 12 parking stalls in accordance with 17.55.080 C
4. Headlight Screen shall be required between parking areas and public right-of-ways
5. Buildings shall be moved up with parking provided to the side or rear of the buildings in accordance with 17.72.030 B

BACKGROUND:
Eagle Crest, is located within the Commercial Portion of the Sage Park development. Sage Park was originally an entirely residential project, but on November 19th, 2019 the Eagle Mountain City Council rezoned approximately 20 acres to Business Park, and granted Light Manufacturing as a conditional Use, the council also allowed for up to 9 acres of self-storage in the northern portion of the project along Eagle Mountain Boulevard. This proposal is for a preliminary plat, and master site plan for the commercial area rezoned at that meeting. In addition to approving the rezone the council added

a condition that the approval should mirror concept 2 (presented at the meeting).

This item was presented at the Planning Commission meeting on October 12th to allow the applicant time to clarify the proposal.

ITEMS FOR CONSIDERATION:
The following items should be considered when making a recommendation to the City Council.

17.100.040 Master Site Plan Requirements: The following shall be considered for all commercial sites that are planned to be developed in phases, for the entire land area that will eventually be developed.

Land use: The proposed master site plan envisions the entire area to be developed with Flex Use, Office Buildings, and Storage Units this in compliance with the Sage Park Development Agreement.

Open space and landscaped areas: The applicant has included a landscape plan which shows landscaping around the edge of the project where the property abuts public ROW's

Architectural guidelines: The applicant has provided photographs of Storage units, and Flex Use buildings inside the city, and has indicated they would use the same elevations, or those of tilt-up buildings located in a neighboring municipality.

Buildable square footage: There is no property on either parcel that is defined as unbuildable, and the applicant has development, which cover the entire parcel minus traffic circulation routes, and required setbacks/landscaping along the outside edge of the development.

Parking requirements:
Per 17.55.120(c) the parking requirement for Storage Facilities shall be determined by the Planning Commission, the applicant is showing 14 parking stalls at the office for the Storage Unit Facility, it is up to the Planning Commission to determine if this is sufficient parking.

The Flex Use buildings shall provide 1 parking stall per 300 sf for office portions, and 1 parking stall per 2,000 SF of warehouse area for the first 20,000 gross floor area of the warehouse, and 1 stall per

4,000 SF of gross floor area thereafter.

Access and circulation: The applicant is showing two (2) accesses onto Desert Willow Drive, a single right in, right out access onto Eagle Mountain Boulevard and a new road in the middle of the project with one access from either side of the project onto it.

Phasing and timing of improvements: The phasing and timing of improvements is not discussed in the Master Site Plan

Project monument sign locations: The Applicant has shown the location of monument sign locations, on the landscape plans.

Storm drainage and all preliminary calculations for infrastructure improvements: The applicant has worked with the City Engineering Department on these requirements and they will continually be updated as the site builds out.

Sage Park Development and Use Agreement

2. General Land Use Plan The property shall be developed in the general configuration shown in *exhibit B*. The applicant's proposed site plan largely complies with the approved concept plan from the land use agreement with the one change that building A has increased in size to provide additional flex space, and Building D has been removed. This is largely compliant with exhibit B and in the opinion of staff *complies* with this provision.

4. Commercial Storage Access Road the only access from the Commercial Storage area to Eagle Mountain Boulevard shall be a right in, right out access. The applicant is proposing a right in, right out access onto Eagle Mountain Boulevard in *compliance* with this provision.

5. Zoning and Land Uses the property north of the collector road shall be zoned as:

5.1 up to nine (9) acres in the northwest corner as Commercial Storage, the commercial storage area shall not be adjacent to the collector road, and at least 550 feet of frontage along Eagle Mountain Boulevard shall be Business Park. The proposal contains 7.2 acres of Commercial storage, no storage is adjacent to the new collector road,

and the amount of Business Park zoning adjacent to Eagle Mountain Boulevard exceeds 550' which *complies* with this provision.

5.2 The remaining portion of the area shall be zoned Business Park, in which "Contract construction services, establishments & contractor offices (sometimes known as flex-use buildings)" are permitted per 5.2.a.viii the applicants proposal *complies* with this provision.

Elevations

The applicant has provided some example images for what they anticipate building each project with, they include examples of storage facilities and flex-use buildings located within Eagle Mountain, and tilt up buildings built outside of the city. It should be noted that individual projects will still require site plan approvals where elevations will be reviewed in detail, but if the Planning Commission has any concerns with the example elevations those concerns should be made clear and included in any motion.

Parking

Per 17.55.120(c) the parking requirement for Storage Facilities shall be determined by the Planning Commission, the applicant is showing 14 parking stalls at the office for the Storage Unit Facility, it is up to the Planning Commission to determine if this is sufficient parking.

The Flex Use buildings shall provide 1 parking stall per 300 sf for office portions, and 1 parking stall per 2,000 SF of warehouse area for the first 20,000 gross floor area of the warehouse, and 1 stall per 4,000 SF of gross floor area thereafter.

Per 17.55.080 C Parking islands are required for every 12 parking stalls, however, the applicant is showing more than 12 parking stalls in a row without parking islands

Landscaping and Fencing

Per 17.60.120 R and 16.35.090 all fencing along Eagle Mountain Boulevard and the south Collector road shall comply with Collector and Arterial fencing requirements, and shall be required where rear or side lot lines abut a collector or arterial road right-of-way.

Per 17.60.110 D A three and one-half foot tall headlight screen shall be provided between all parking areas and the road.

Commercial Design

17.72.030 B requires commercial parking to be located to the side or rear of buildings. The applicant's proposal puts the expanse of parking between the buildings and the road with all parking in front of buildings this ***does not comply*** with this provision, however, parking is shown in the same locations it is shown on the approved concept plan, and in other flex use developments in the city parking was also shown in front of buildings to avoid conflicts with customer parking and truck loading locations

REQUIRED FINDINGS:

Master Site Plan approvals are based upon compliance with City Code requirements and requirements of the Sage Park Business Center and Residential Area Development and Use Agreement. The approval criteria for a Master Site Plan can be found in EMMC 17.100.040

Preliminary Plat approvals are based upon compliance with City Code requirements. The approval criteria for a Preliminary Plat can be found in EMMC 16.20

PLANNING COMMISSION ACTION/RECOMMENDATION:

ATTACHMENTS:

November 19, 2019 CC Minutes
Eagle Crest Phase A - Storage Concept
Elevation Examples
Exhibit B Approved Concept
Eagle Crest Master Site Plan

EAGLE MOUNTAIN
CITY COUNCIL MEETING MINUTES

November 19, 2019, 4:00 p.m.
Eagle Mountain City Council Chambers
1650 East Stagecoach Run, Eagle Mountain, Utah 84005

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

ELECTED OFFICIALS PRESENT: Mayor Tom Westmoreland, Councilmembers Colby Curtis, Benjamin Reaves, Donna Burnham, Stephanie Gricius, and Melissa Clark.

CITY STAFF PRESENT: Ifo Pili, City Administrator; Paul Jerome, Assistant City Administrator/Finance Director; Jeremy Cook, City Attorney; Fionnuala Kofoed, City Recorder; Lianne Pengra, Recording Secretary; Steve Mumford, Community Development Director; Michael Hadley, Planning Manager; Jessa Porter, Planner; Chris Trusty, City Engineer; Linda Peterson, Communications Director; Jeff Weber, Facility Director; Angela Valenzuela, Human Resource Manager; Mack Straw, Public Utilities Manager; Zac Hilton, Streets and Storm Drain Manager; Brad Hickman, Parks and Recreation Director; Ross Fowlks, Fire Chief; and Eric McDowell, Chief Deputy.

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

1. CITY ADMINISTRATOR INFORMATION ITEMS

1.A. PRESENTATION – Safe Routes to School Programs

City Administrator Ifo Pili introduced Stacey Allen, who presented on safe routes to school.

Ms. Allen explained Safe Routes Utah is a free Utah Department of Transportation (UDOT) program. Safe Routes Utah's goal is to help children get to and from school safely, while educating children on the benefits of walking and biking to school. Every elementary, middle, and junior high school must have a safe route to school plan. The Safe Routes Utah website has a mapping program for parents to view their children's safe route to school. Schools can also use the mapping program to draft their safe route plans.

Utah Code requires every school to have a committee, typically the school community council, which creates the school's safe route to school plan. The committee must update the plan every year, and submit it to the school district for approval. The school district then sends the plan to UDOT.

Ms. Allen stated some entities are not aware of the approvals required for the safe routes plans. Her organization is educating schools, school districts, and cities of the safe routes to school processes.

Councilmember Curtis asked which entity bears the burden of developing the actual safe routes to school. Ms. Allen explained her organization does not determine that responsibility. She

encourages school committees to work collaboratively with city representatives, public safety departments, and parents to determine appropriate safe routes to school. She stated grants are available to committees with completed safe routes to school plans.

Councilmember Burnham expressed concern that the City does not currently have a representative on the local school committees.

Frontier Middle School Principal Jared Becar stated Alpine School District is reviewing the school's safe routes to school plan for the first time. He stated there are many needs, but funding is not always available.

Ms. Allen explained the lack of communication regarding safe routes to school plans can cause issues, which is why her organization is informing communities of the requirement.

Alpine School District Board Member Julie King explained elementary schools are opening August 2020 and August 2021. She is working with Alpine School District's School Board to set up quarterly meetings with affected entities, including the City.

Community Development Director Steve Mumford explained the City worked with Black Ridge Elementary and received a grant for their safe routes to school. The school did not have a plan in place, so they created one in order to obtain the grant.

1.B. DISCUSSION – Power Corridor Development and Use

Mr. Mumford explained that Municipal Code defines unbuildable land but does not prohibit structures on it. He showed examples of development within the power corridor throughout the City, as well as development in power corridors in other cities.

Discussion ensued regarding when improvements were made in the City's power corridor.

Mr. Mumford stated the Parkway Crossroads mixed-use project recently received approval for a conditional use permit from the Planning Commission. He explained the applicant proposes donating a 5,788-square foot parcel to the City for future right-of-way expansion, in exchange for a perpetual parking easement in the power corridor. The daycare business in Parkway Crossroads would also like to utilize a section of the corridor for grass and fencing to add a play area.

Mr. Mumford informed the Council the Planning Commission felt it was appropriate to allow the applicant to utilize the power corridor, if the applicant improves the section of the corridor to the south of the Parkway Crossroads parking lot to Ranches Parkway, and between the existing Parkway Crossroads project and the City trail. He stated options for allowing the applicant to use the corridor include easements, a long-term lease, or land disposal or sale.

Councilmember Curtis stated lots should not be placed in power corridors, but parking lots and improved open space are reasonable uses.

Councilmember Gricius stated the City should consider the height of the powerlines when allowing park amenities in the corridor.

Councilmember Clark agreed with the proposed uses in the corridor and requested the City Attorney provide guidance regarding allowing the use through easements, long-term leases, or land disposal or sale.

Councilmember Curtis stated the applicant is donating land to the City and is improving additional City property; the City is receiving a benefit for allowing the applicant to develop City property that would otherwise be unusable.

City Attorney Jeremy Cook stated a lease would need to be long enough to be useful for the life of the building; a fifty-year ground lease would be appropriate. He explained if the land is sold to the applicant, a right of first refusal can be included to ensure the use of the land remains consistent with the Council's desire.

Parkway Crossroads owner Scot Hazard explained a long-term lease is not favorable for financing, as it encumbers the property. He would prefer to purchase the land or be granted a perpetual right of use easement.

Mr. Cook stated selling the property to the applicant would be more favorable to the City than a perpetual use agreement. As the property is in the power corridor, the value likely will not be high. He will determine the value and bring a property disposal application back to the Council for approval.

Discussion ensued regarding a previous land swap between Mr. Hazard and the City.

Mr. Hazard explained he has received preliminary approval for the proposed improvements from Delynn Rodeback with Rocky Mountain Power. Michael Lang with Rocky Mountain Power explained the concerns Rocky Mountain Power have are regarding clearance of structures, lighting, and vegetation.

City Recorder Fionnuala Kofoed stated the City has a lot of land that is potentially disposable. She asked if this decision marks a change to the Council's direction regarding land disposal, or if this project would differentiate from other potentially disposable land.

Councilmember Curtis stated this project is different due to the benefit the City will receive from the donation of right-of-way.

2. CONCEPT PLAN

2.A. Brylee Development Concept Plan

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

3. AGENDA REVIEW

13. BID AWARDS

13.A. Smith Ranch Road Traffic Signal Installation – Cache Valley Electric

Councilmember Curtis confirmed with staff that this item is included in the approved budget.

13.B. Test Pumping Ault Well Bid Award -- Rhino Pumping

Councilmember Curtis asked why the owner of the Ault well is considering selling to the City. Mr. Trusty explained the owner previously used the well for irrigation of a sod farm but has since sold the sold farm to Flagship Homes. This well is a better option than the City previously pursued for well number six. If the well proves to be sufficient, the City will purchase it from the existing owner.

14. BOND RELEASES

14.B. Hidden Hollow Phase B Plat 1 – Into Warranty

Councilmember Clark confirmed with staff that all issues related to blasting have been corrected in the Hidden Hollow area.

14.E. Hidden Hollow Phase A Plat 2 – Out of Warranty

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

16. PRELIMINARY PLATS & SITE PLANS

16.A. John Walden Clubhouse – Site Plan

Mr. Mumford explained the Planning Commission recommended approval of this site plan with a condition of approval requiring the access to the trash receptacles and catering loading area be moved, and the trash receptacles be relocated to another area. He presented the applicant's proposed loading area location, which is accessed off a roundabout. Staff worked with the applicant to address concerns regarding the access from the roundabout. He stated vegetation could be included to address screening concerns but would need to be designed in such a way as to not obscure visibility.

Applicant representative Chad Spencer requested the Council allow the plan to remain as originally presented. A kitchen is located near the proposed dumpster enclosure, and the access point allows easy delivery for catering companies. They have worked with the City Engineer to ensure traffic flows functionally and safely; with the proposed design, vehicles will not be required to back up near sidewalks.

Councilmember Burnham asked if the item can remain on the consent agenda with the removal of the Planning Commission's recommended condition of approval. Ms. Kofoed explained the Council should make their decision known during the work session, and note in the motion that the Council's approval is as amended.

Councilmember Burnham stated the access point will not have a high amount of traffic, and should remain as proposed. Councilmember Gricius agreed and stated catering vehicles will not be arriving during peak traffic times.

16.B. Overland Village 1 Clubhouse – Preliminary Plat

Councilmember Curtis confirmed with staff that the site plan has been approved; this item will create a plat for the clubhouse.

16.C. Eagle Vision – Preliminary Plat Amendment

Planning Manager Mike Hadley stated the preliminary plat amendment divides the existing lot into two lots; the second lot will remain in the ownership of Eagle Vision, but a building on that lot may be rented to other entities. The lots will have separate tax identification numbers. Any changes to the approved site plan will require approval from the Planning Commission and City Council.

Mr. Mumford explained this situation is like the lots surrounding Ridley's. Some parcels are leased, and some are sold to other entities.

Regarding the Planning Commission's concerns about setbacks and space between buildings, Mr. Hadley explained the buildings must meet all requirements in Municipal Code. A cross-access easement is required to ensure parking is provided for both buildings.

Councilmember Clark asked if staff had concerns regarding timing of the parking lot construction.

Mr. Mumford explained the first building cannot be occupied until all parking is completed, as the parking was included in the original site plan approval.

17. ORDINANCES/PUBLIC HEARINGS

17.A. ORDINANCE/PUBLIC HEARING – An Ordinance of Eagle Mountain City, Utah Rezoning the Sage Park Business Center property from Residential to Business Park and Commercial Storage.

Mr. Mumford explained the preliminary plat for Sage Park was approved in 2007. Previously, the General Plan designated this property as Mixed Use Residential. The updated General Plan now contains a collector road and designates the property north of the collector road as Employment Center/Campus, and south of the collector as

Neighborhood Residential One. It is currently zoned Residential. The applicant is proposing a rezone to Business Park and Commercial Storage; staff believes the Business Park zone would be sufficient, with specific uses prohibited.

Councilmember Clark asked how many residential units are approved in the proposed Business Park zone. Mr. Mumford said he will find out the number of lots north of the collector road on the approved preliminary plat. The applicant has worked with the City regarding the location of the collector road to ensure homes do not front the road, and to create a safe intersection at Eagle Mountain Boulevard.

The applicant has provided two potential concept plans; both plans include 10.79 acres of commercial storage in the northern section, as well as an office/warehouse buffer between the storage facility and residential zones. An amended concept plan was submitted in response to discussions with the Planning Commission and City Council. This plan includes commercial business park and mixed-use/multifamily area south of the collector road.

The Planning Commission recommended approval of a rezone to the Business Park zone. Conditions of approval include limiting the storage facility area to nine acres and that a development agreement is approved by the City Council that restricts permitted and conditional uses in the rezone area.

Mr. Mumford explained the rezone must comply with the intent of the General Plan; the Council must determine if this use complies with the stated intent of the Employment Center/Campus designation.

Councilmember Curtis expressed concern that some uses do not comply with the General Plan and asked what zone most closely complies with the Employment Center/Campus designation. Mr. Mumford said some uses in the Commercial zone comply well, as do uses in the Business Park zone.

Applicant Isaac Patterson stated the proposed mixed-use buildings south of the collector road will be like the Direct Communications building in The Ranches. The mixed-use buildings north of the collector road will be similar to the flex space in Gateway Park. There are approximately six to ten employees per unit at the Gateway park location, and the storage facility will employ approximately five employees.

Councilmember Curtis stated the commercial use complies with the General Plan, but storage facilities do not fit within the Employment Center/Campus designation.

Councilmember Clark expressed concern regarding allowing storage facilities inside employment centers, similar to what has been approved in Lehi.

Discussion ensued regarding commercial uses near storage facilities.

Councilmember Burnham said denying the rezone will result in residential development within the Employment Center/Campus designation; neither option is compatible.

Councilmember Reaves stated the Council has determined the General Plan should not be changed based on requests from developers.

Councilmember Curtis stated the use is incompatible, and the City already has three approved storage facilities.

Applicant Wayne Patterson explained the flex space will provide jobs and asked that the Council allow the market to determine if there are too many storage facilities in the area.

Councilmember Gricius explained the options to the Council include adding eighteen businesses, or twenty homes. The businesses will generate daytime population for the City, and the collector road will act as a buffer between the commercial and residential uses.

Councilmember Curtis stated if the rezone is approved, all uses in the zone are allowed. Mr. Wayne Patterson explained they have agreed to a development agreement that limits the uses within the rezone area.

Councilmember Clark asked if storage facilities are a deterrent to commercial businesses. Economic Development Director Aaron Sanborn explained it depends on the specific business type. He said that in Utah County, there are areas around existing storage facilities with flex-use commercial space.

Mr. Isaac Patterson said the rezone area is on the edge of the Employment Center/Campus designation, not in the center of the designation.

Councilmember Burnham stated if the residential lots remain, the City is giving up commercial business area. She stated single-family residential units should not be directly adjacent to an employment center.

Mr. Isaac Patterson said the rezone area is 20 acres; the Business Park zone will replace approximately 60 to 70 homes.

17.B. ORDINANCE/PUBLIC HEARING – An Ordinance of Eagle Mountain City, Utah, Amending the Eagle Mountain Municipal Code Chapter 2.10.010 Mayor Compensation and Chapter 2.15.010 City Council Compensation.

City Administrator Ifo Pili explained the City recently contracted with NFP to conduct a compensation study for City employees, the City Council, and the Mayor. He stated the last time the City Council and Mayor salaries were updated was in 2006. Data the City received showed the City Council's stipend to be the lowest, and most other municipalities offer benefits to councilmembers. Mr. Pili stated his recommendation is to

increase the monthly pay for Councilmembers from $500 to $1,100. As most Councilmembers do not want to receive benefits from the City, he recommends adding a $200 monthly allowance for incidentals.

Mr. Pili explained the current ordinance regarding the Mayor's salary states the City cannot provide benefits above the salary amount in Municipal Code; if the Mayor collects benefits, the cost of the benefits is taken from the salary total. Mr. Pili stated his proposal to keep the Mayor's salary as it currently stands and provide benefits and a car allowance in addition to the salary. The car allowance will allow City vehicles to be more available to staff, as the Mayor will no longer use City vehicles.

Regarding full-time versus part-time mayoral status, Mr. Pili said the consideration should be primary or secondary employment, instead. If the Mayor's primary employer is the City, he should be provided for similarly as other employees.

4. ADJOURN TO A CLOSED EXECUTIVE SESSION

No closed session was held. Mayor Westmoreland adjourned the meeting at 6:14 p.m.

5. CALL TO ORDER

Mayor Westmoreland called the meeting to order at 7:09 p.m.

9. PLEDGE OF ALLEGIANCE

The Presentation of Colors and Pledge of Allegiance were led by Pack and Troop 111.

BOARD OF CANVASSERS - CITY COUNCIL CHAMBERS

BOARD MEMBERS PRESENT: Board Chair Tom Westmoreland, Board Members Colby Curtis, Benjamin Reaves, Donna Burnham, Stephanie Gricius, and Melissa Clark.

CITY STAFF PRESENT: Ifo Pili, City Administrator; Paul Jerome, Assistant City Administrator/Finance Director; Jeremy Cook, City Attorney; Fionnuala Kofoed, City Recorder; Lianne Pengra, Recording Secretary; Steve Mumford, Community Development Director; Michael Hadley, Planning Manager; Chris Trusty, City Engineer; Linda Peterson, Communications Director; Ross Fowlks, Fire Chief; and Eric McDowell, Chief Deputy.

Mayor Westmoreland recessed the meeting and convened as the Board of Canvassers at 7:13 p.m.

6. MOTION

6.A. MOTION – Approve the Results of the 2019 General Election.

City Recorder Fionnuala Kofoed presented information to the Council regarding the results of the 2019 General Election. The top three candidates with the most votes are Colby Curtis, Jared Gray, and Carolyn Love.

The Utah County Elections Office reported the following numbers:

- 14,145 eligible registered voters.
- 13,888 ballots were mailed and a total of 2,915 were counted for a 20.61% return rate.
- 13 provisional ballots were issued and 12 were counted. The one provisional ballot not counted had incomplete information.
- 69 ballots were not accepted due to a missing signature, signature not matching, invalid postmark, or ballots returned from the primary election.
- 73 voters cast ballots in person on Election day.

Ms. Kofoed explained that the County attempts to contact individuals in the instance of missing or not matching signatures.

MOTION: ***Board Member Gricius moved that the Board of Canvassers verify the results of the election by ratifying the results of the canvass, accept the report of the election and certify the election results, and declare four-year City Council candidates Colby Curtis, Carolyn Love, and Jared Gray elected. Board Member Burnham seconded the motion. Those voting aye: Colby Curtis, Stephanie Gricius, Benjamin Reaves, Donna Burnham, and Melissa Clark. The motion passed with a unanimous vote.***

7. ADJOURNMENT

MOTION: ***Board Member Gricius moved to adjourn the Board of Canvassers meeting. Board Member Clark seconded the motion. Those voting aye: Colby Curtis, Stephanie Gricius, Benjamin Reaves, Donna Burnham, and Melissa Clark. The motion passed with a unanimous vote.***

The Board of Canvassers meeting was adjourned at 7:22 p.m.

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

ELECTED OFFICIALS PRESENT: Mayor Tom Westmoreland, Councilmembers Colby Curtis, Benjamin Reaves, Donna Burnham, Stephanie Gricius, and Melissa Clark.

CITY STAFF PRESENT: Ifo Pili, City Administrator; Paul Jerome, Assistant City Administrator/Finance Director; Jeremy Cook, City Attorney; Fionnuala Kofoed, City Recorder; Lianne Pengra, Recording Secretary; Steve Mumford, Community Development Director; Michael Hadley, Planning Manager; Chris Trusty, City Engineer; Linda Peterson, Communications Director; Ross Fowlks, Fire Chief; and Eric McDowell, Chief Deputy.

8. CALL TO ORDER

Mayor Westmoreland called the meeting to order at 7:22 p.m.

10. INFORMATION ITEMS/UPCOMING EVENTS

- Bag the Leaf – Eagle Mountain City is offering our annual free bagged leaf pickup and disposal service through November 22. Information is available on the City website, News section.

- Annie Get Your Gun – The Eagle Mountain Arts Alliance presents an Eagle Mountain Community Theatre production of Annie Get Your Gun, November 21, 22, 23, and 25 starting at 7:00 p.m. each evening at Frontier Middle School. Tickets are available at EagleMountainArts.com.

- Turkey Trot – Eagle Mountain City's annual Turkey Trot fun run/walk will be held on Thanksgiving morning, November 28 at Wride Memorial Park. This event is free, with prizes, refreshments and giveaways. Register at emcity.org/turkey.

- Statue Unveiling Ceremony – Save the Date for Friday, December 6 at 7:00 p.m. as a special ceremony will be held to unveil a statue that has been generously donated to the Pony Express Memorial Cemetery by a resident and his company. More details to come!

- Christmas Village - Eagle Mountain City will hold our Christmas Village and Boutique Event on December 7 from 5:30 p.m. to 9:00 p.m. at Wride Memorial Park. Free activities will include visits with Santa and his reindeer, blacksmith demo, petting zoo, boutique vendor booths, mini pony carriage rides, carolers, and food trucks. If you bring Santa a letter complete with name and address, you will receive a return letter in the mail. Please visit emcity.org/events and click on the Christmas Village link on the calendar.

- City Offices Closed – The City Offices and Library will be closed Thursday, November 28 and Friday, November 29 for the Thanksgiving holiday, December 23 to 25 for the Christmas holiday, and January 1, 2020 for the New Year holiday.

11. PUBLIC COMMENTS

Mayor Westmoreland opened public comment at 7:26 p.m.

Lois Heber stated this is her last month serving on the Military and Veterans Advisory Board. She explained a member of the Board has been abusing her. She has told three Councilmembers about the behavior and feels that one Councilmember has condoned the abusive behavior. She asked the Councilmembers to research ways to help veterans in the community.

Mayor Westmoreland thanked Ms. Heber for her service to the City. He stated it is important that those representing the City treat others with dignity and respect.

Councilmember Curtis thanked Ms. Heber for making him aware of the situation.

Councilmember Gricius thanked Ms. Heber for her service to the City and the Country.

Mayor Westmoreland closed public comment at 7:31 p.m.

Mayor Westmoreland explained item number two, the Brylee Development concept plan, was removed from the agenda at the applicant's request, and item number 14.E., the bond release for Hidden Hollow Phase A Plat 2 – Out of Warranty, was removed from the agenda at staff's request.

12. CITY COUNCIL/MAYOR'S ITEMS

Councilmember Reaves
Councilmember Reaves expressed his appreciation for the Scout Troop's flag ceremony. He thanked the residents for the opportunity to serve as Councilmember for the past four years, and congratulated Councilmember Curtis and Councilmembers-elect Love and Gray.

Councilmember Clark
Councilmember Clark thanked the Scout Troop for the flag ceremony and said the troop is sponsored by the American Legion. The Veterans Breakfast was well-attended, and many people worked together to make the event special for the community's veterans. She congratulated the Eagle Mountain Community Theatre on their nominations from Broadway Now.

Councilmember Gricius
Councilmember Gricius stated that although she will not be on City Council after the end of the year, she will still be involved with the City. She asked the newly-elected Councilmembers to use her as a reference, as there is much for them to learn.

Councilmember Curtis
Councilmember Curtis thanked the scouts and veterans for their attendance. He congratulated the newly-elected Councilmembers and thanked all who ran.

Councilmember Burnham
Councilmember Burnham thanked the scouts and veterans and stated those who attended the Veterans Breakfast were very appreciative. She asked the Councilmembers to continue serving at future Veterans Breakfasts in order to allow the Board Members to participate in the event, instead of cook and serve. She thanked those who ran in the General Election and congratulated the recently elected Councilmembers.

Mayor Westmoreland
Mayor Westmoreland said it is the anniversary of the Gettysburg Address, which is a very important point in the nation's history.

CONSENT AGENDA

13. BID AWARDS

13.A. Smith Ranch Road Traffic Signal Installation - Cache Valley Electric

13.B. Test Pumping Ault Well Bid Award - Rhino Pumping

14. BOND RELEASES

14.A. Evans Ranch Plat I-I – Into Warranty

14.B. Hidden Hollow Phase B Plat 1 – Into Warranty

14.C. SilverLake Plat 14 – Out of Warranty

14.D. Hidden Hollow Phase A Plat 1 – Out of Warranty

15. MINUTES

15.A. October 15, 2019 Meeting Minutes

16. PRELIMINARY PLATS & SITE PLANS

16.A. John Walden Clubhouse – Site Plan

16.B. Overland Village 1 Clubhouse – Preliminary Plat

16.C. Eagle Vision – Preliminary Plat Amendment

MOTION: ***Councilmember Curtis moved to approve the consent agenda, removing condition of approval number two from item 16.A., John Walden Clubhouse site plan. Councilmember Gricius seconded the motion. Those voting aye: Colby Curtis, Stephanie Gricius, Benjamin Reaves, Donna Burnham, and Melissa Clark. The motion passed with a unanimous vote.***

SCHEDULED ITEMS

17. ORDINANCES/PUBLIC HEARINGS

17.A. ORDINANCE/PUBLIC HEARING - An Ordinance of Eagle Mountain City, Utah Rezoning the Sage Park Business Center property from Residential to Business Park and Commercial Storage.

Community Development Director Steve Mumford said the Sage Park preliminary plat was approved in 2007 and is still valid. It contains single-family residential units. The General Plan previously designated this property as Mixed Use Residential. The updated General Plan now includes a collector road through the property and designates the property north of the collector road as Employment Center/Campus, which is defined as a focused employment center, college

campus, or medical center that is near future downtown/town center and its amenities. The property south of the collector road is designated Neighborhood Residential One, which is generally two to four units per acre. The property is currently zoned Residential.

Mr. Mumford showed the location of the project, potential concept plans, and the Master Transportation Plan for this area. Eagle Mountain Boulevard is a west of the project area and is a 122-foot minor arterial; the City owns the entire right-of-way for this road.

The Planning Commission was concerned about the permitted and conditional uses in the Commercial Storage zone; therefore, they recommended approval of a rezone to Business Park, with limited permitted and conditional uses. They also recommended a condition of approval that the storage facility not exceed nine acres.

Councilmember Reaves expressed concern that the uses defined in the Business Park zone are not compatible with the General Plan. He clarified with staff the difference between an autobody repair shop and an automotive repair shop.

Councilmember Gricius stated the daycare center/preschool use should be moved from a conditional use to a permitted use. Mr. Mumford explained the Business Park zone includes daycare centers, contract construction services, and auto and truck repair as conditional uses.

City Attorney Jeremy Cook explained the Council can determine the permitted and conditional uses for this site. Councilmember Curtis confirmed with staff that the Council will be able to determine these uses during the develop agreement and site plan process.

Councilmember Clark explained a home-based business in Cedar Pass Ranch makes shovels and another homeowner manufactures carbon fiber rings out of his home; she stated light manufacturing should be permitted in the proposed area.

Discussion ensued regarding permitted and conditional uses in the Business Park zone.

Mr. Mumford explained the next steps in the development process are the site plan and conditional use permit approvals.

Applicant Isaac Patterson said the original rezone application was for 22.83 acres. It is now approximately 20 acres. The concept plan presented brings the property more in line with the current General Plan. They plan on including storage units in nine acres, with more than half of the property utilized for other commercial businesses. Regarding auto repair businesses, the Planning Commission was concerned about a repair shop directly adjacent to a residential subdivision but were open to one located away from the residences. He stated daycare centers would not be synergistic with portions of the project but could be appropriate in the area they are changing from storage units to business park.

Mr. Patterson said the 9-acre storage facility has a large amount of frontage along Eagle Mountain Boulevard, as the Planning Commission restricted the storage facility to the northwest quadrant of the property. He explained they do want some frontage along Eagle Mountain

Boulevard. but would be willing to adjust some of the commercial towards that road. He stated many tenants of his project at Gateway Park utilize the storage facility there and said storage facilities are compatible with the commercial aspect of the project.

Councilmember Curtis confirmed with staff that screening can be determined during the site plan approval process. He stated his preference that the storage facility not be located along Eagle Mountain Boulevard; with the reduction of storage units to nine acres, additional commercial businesses can be added between Eagle Mountain Boulevard and the storage units.

Councilmember Clark said the storage facility should remain in the northern portion of the property. She thanked the applicant for including commercial development in his project.

Councilmember Reaves stated the location is perfect for this project and requested that the storage facility not dominate the development.

Mayor Westmoreland opened the public hearing at 8:13 p.m.

Richard Krulisky expressed concern regarding potential oil spillage at automotive repair businesses. He stated development along Eagle Mountain Boulevard is causing traffic concerns and expressed frustration at the lowered speed limit.

Mayor Westmoreland closed the public hearing at 8:17 p.m.

Councilmember Clark thanked Mr. Krulisky for his comments and explained the City is looking at options for transportation infrastructure, but additional development is what allows the City to expand roads. She stated the commercial center will have fewer daily trips than a residential development would have. There are many restrictions regarding oil and other toxic waste in place that will protect residents.

Councilmember Curtis stated this project will give residents another collector road from Pony Express Parkway to Eagle Mountain Boulevard.

Councilmember Burnham encouraged residents to review the work session for more detailed discussion regarding this item.

Discussion ensued regarding potential conditions of approval.

MOTION: ***Councilmember Gricius moved to approve an ordinance of Eagle Mountain City, Utah, rezoning the Sage Park Business Center property from Residential to Business Park, with the following conditions:***

1. ***The rezoned areas align with Option 1, Concept Plan number 2, as presented;***
2. ***Light manufacturing is added as a conditional use;***
3. ***The location restriction is changed from Northwest to North for the nine acres of self-storage for the purpose of giving the***

additional business lot frontage to Eagle Mountain Boulevard; and

4. ***The approval is subject to a development agreement returning to and being approved by the City Council.***

Councilmember Curtis seconded the motion. Those voting aye: Colby Curtis, Stephanie Gricius, Benjamin Reaves, Donna Burnham, and Melissa Clark. The motion passed with a unanimous vote.

17.B. ORDINANCE/PUBLIC HEARING - An Ordinance of Eagle Mountain City, Utah, Amending the Eagle Mountain Municipal Code Chapter 2.10.010 Mayor Compensation and Chapter 2.15.010 City Council Compensation.

City Administrator Ifo Pili explained he is proposing the change as the City Administrator; his position is non-political and his responsibility is to submit items free of politics. The City contracted a salary survey for staff and elected officials. Out of the focus group, Eagle Mountain had the lowest elected official compensation. Many cities pay benefits to city councilmembers, but Eagle Mountain does not at this time. It costs the City approximately $2,400 to $2,500 per month for each employee's benefits.

Mr. Pili stated the two councilmembers who are not remaining on the Council have agreed that the increase is necessary. As the councilmembers do not want to receive benefits, he proposes granting an allowance of $200 per month for incidentals. He said he is working out the language with the City Attorney and requested the Council allow him the ability to make final changes to the ordinance language.

Mr. Pili stated the only other full-time mayor in the state is the mayor of Provo. He explained his proposal to keep the mayor's compensation as it currently is, but allow the mayor to receive benefits in addition to the compensation listed in the City's ordinance. He reiterated that some residents discuss the difference between full-time and part-time status for the mayor, but the issue to be considered is if the mayor's position is his or her primary employment or secondary employment.

Mr. Pili is also proposing a car allowance for the mayor. This allows City vehicles to be utilized by other City staff, and removes the necessity of the Mayor submitting mileage reimbursements.

Mayor Westmoreland opened the public hearing at 8:45 p.m. As there were no comments, he closed the hearing.

Councilmember Reaves thanked Mr. Pili for conducting the study. He stated his fellow Councilmembers have not brought the issue up, but explained that the increase is in line with the City's growth.

Councilmember Burnham explained that it is difficult to have a full-time job while serving on the Council. The duties of the Council can require Councilmembers to take unpaid leave from a full time job; therefore, adjusting the pay allows others the ability to serve on the Council.

Councilmember Clark stated it is fair to compensate Councilmembers for their time.

MOTION: ***Councilmember Gricius moved to approve an ordinance of Eagle Mountain City, Utah, amending the Eagle Mountain Municipal Code Chapter 2.10.010 Mayor Compensation and Chapter 2.15.010 City Council Compensation. Councilmember Reaves seconded the motion. Those voting aye: Tom Westmoreland, Colby Curtis, Stephanie Gricius, Benjamin Reaves, Donna Burnham, and Melissa Clark. The motion passed with a unanimous vote.***

18. CITY COUNCIL/MAYOR'S BUSINESS

Councilmember Reaves
Councilmember Reaves stated the Veterans Breakfast was a great experience, and said he will submit paperwork for the Military and Veterans Advisory Board position that is available.

Councilmember Gricius
Councilmember Gricius stated the Safe Routes to Schools program should be included in duties for the Safety liaison. She also requested an investigation into the incident Ms. Heber described during public comment.

Councilmember Clark
See Board Liaison Report.

Councilmember Cutis
See Board Liaison Report.

Councilmember Burnham
See Board Liaison Report.

Mayor Westmoreland
Mayor Westmoreland expressed appreciation for the Chamber of Commerce. He stated the interlocal agreement with Unified Fire Authority will be on the next agenda for approval. Staff is working on submissions for Mountainland Association of Governments funding consideration, including finishing Pony Express Parkway, beginning Airport Road construction, and other transportation expansions. The expansion of Eagle Mountain Boulevard may not qualify, but they will attempt to resubmit that project.

19. CITY COUNCIL BOARD LIAISON REPORTS

Councilmember Clark
Councilmember Clark said the Youth Council has met twice since the previous City Council meeting. Advisor Chris Kofoed offers education regarding government history and founding documents to the Council, and many elected officials have attended to speak with the youth. Emergency preparedness is an important aspect for the City to consider, which the City manages well.

Councilmember Curtis

Councilmember Curtis stated the Senior Council Advisory Board requested the City's bus be branded with a wrap that notes it is the Senior Bus.

Councilmember Burnham

Councilmember Burnham explained the Eagle Mountain Chamber of Commerce is continually obtaining new members, and they have surpassed the number of businesses that were involved with the Lehi Area Chamber of Commerce. They are considering adding more services in the next year.

20. COMMUNICATION ITEMS

20.A. Financial Report

20.B. Upcoming Agenda Items

21. ADJOURNMENT

MOTION: ***Councilmember Reaves moved to adjourn at the meeting at 8:58 p.m. Councilmember Gricius seconded the motion. Those voting aye: Colby Curtis, Stephanie Gricius, Benjamin Reaves, Donna Burnham, and Melissa Clark. The motion passed with a unanimous vote.***

The meeting was adjourned at 8:58 p.m.

Approved by the City Council on December 3, 2019.

Fionnuala B. Kofoed, MMC
City Recorder

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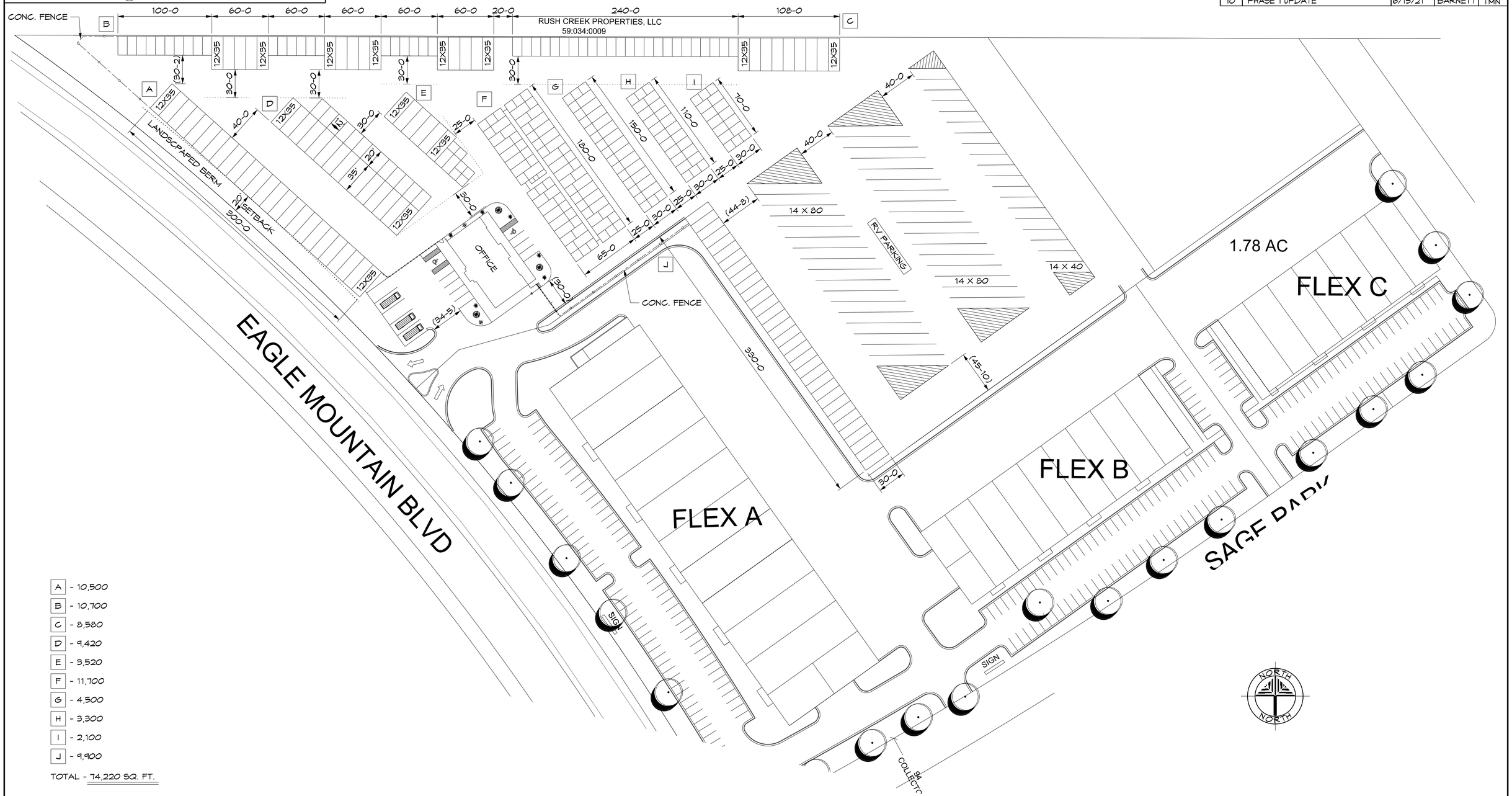
REVISION				
SYM.	DESCRIPTION	DATE	APPROVAL	CAD
8	PHASE 1 UPDATE PER OWNER	6/10/21	BARNETT	TMN
9	PHASE 2 UPDATE	6/10/21	BARNETT	TMN
10	PHASE 1 UPDATE	6/15/21	BARNETT	TMN



- A - 10,500
- B - 10,700
- C - 8,580
- D - 9,420
- E - 3,520
- F - 11,700
- G - 4,500
- H - 3,300
- I - 2,100
- J - 9,900

TOTAL - 74,220 SQ. FT.

(19) 14 X 40 STALLS
(34) 14 X 80 STALLS

STORAGE LAYOUT

PHASE 1

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BARNETT STRUCTURES, L.C.

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DO NOT SCALE DRAWING

SAGE PARK STORAGE
CONCEPT PLAN
ISSAC PATTERSON

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STORAGE LAYOUT

SCALE	SIZE	SHEET	PROJECT #	DRAWING	REV.
1" : 50'	D	1 OF 1	2110	SL	10






FERGUSON

PREFERRED CONCEPT PLAN



NOTE:

THERE IS 1115 FEET OF FRONTAGE ALONG EAGLE MOUNTAIN BLVD, OF WHICH A MAXIMUM OF 565 LF CAN BE UTILIZED FOR THE STORAGE FACILITY & A MINIMUM OF 550 LF WILL BE UTILIZED FOR OTHER BUSINESSES.

DEVELOPMENT

SAGE PARK REZONE

DEVELOPER

N

0 40 80 160 240

SCALE: 1"= 80'

berg
CIVIL ENGINEERING
11038 N Highland Blvd Suite 400
Highland Ut, 84003
office (801) 492-1277
cell (801) 616-1677

REVISIONS			SEAL
NO.	DATE	DESCRIPTION	
1			
2			
3			
4			
5			
6			
7			

ACTION	DATE
CONCEPT	6/10/2019

PROJECT

SAGE PARK REZONE

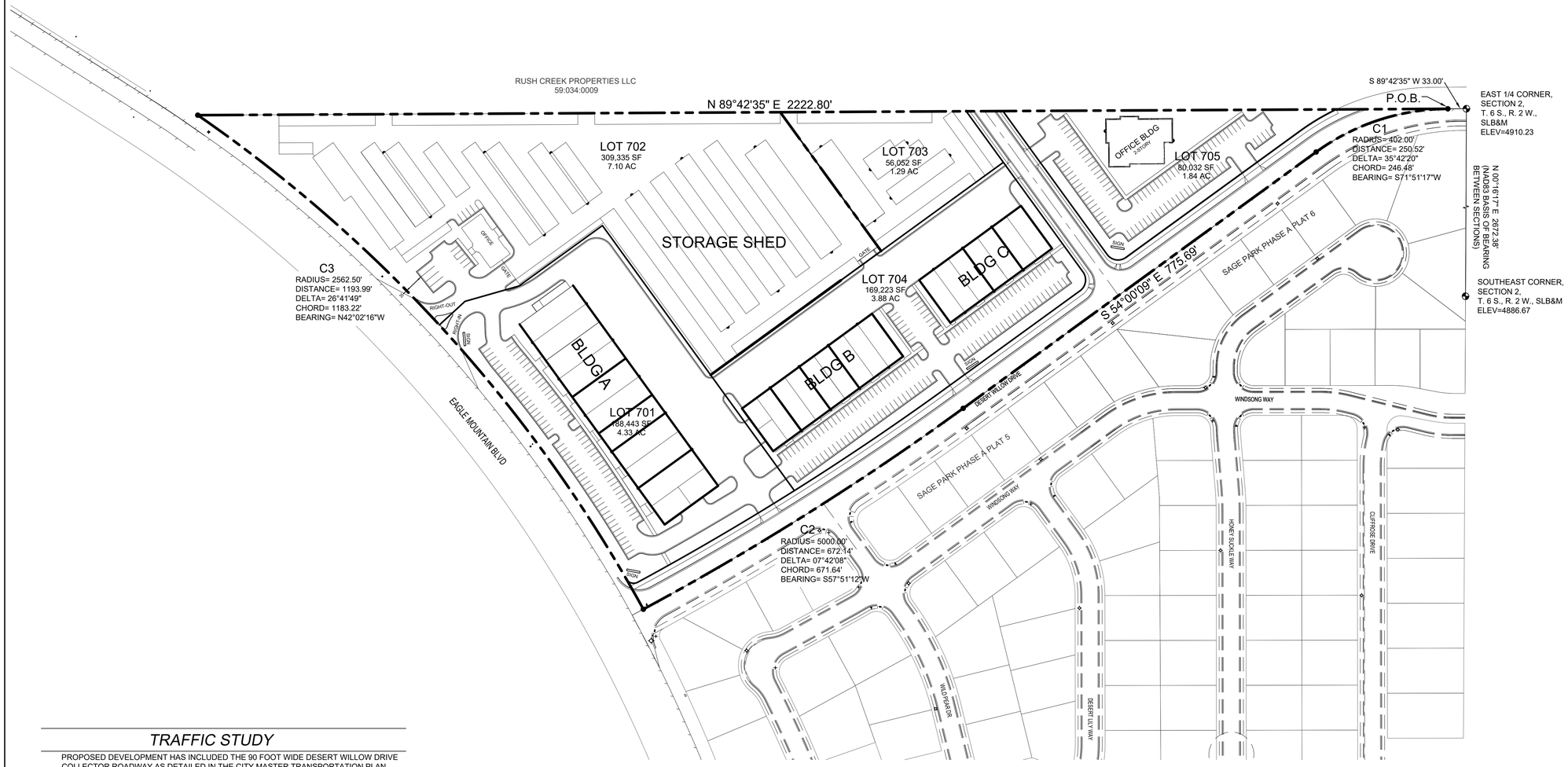
DESCRIPTION

CONCEPT PLAN

SHEET NAME	SHEET NUMBER
	CC2

J:\my dirve\berg civil\2019\swp-sage park storage\swp-base17r.dwg

EAGLE CREST - MASTER DEVELOPMENT PLAN



TRAFFIC STUDY

PROPOSED DEVELOPMENT HAS INCLUDED THE 90 FOOT WIDE DESERT WILLOW DRIVE COLLECTOR ROADWAY AS DETAILED IN THE CITY MASTER TRANSPORTATION PLAN.

PLAT CALCULATIONS

TOTAL PROJECT AREA	20.58 AC	100%
FUTURE DEVELOPABLE PARCELS	8.69 AC	42%
UNBUILDABLE ACREAGE	0.00 AC	0%
BUILDABLE ACREAGE	11.89 AC	58%
TOTAL ACREAGE IN LOTS	11.43 AC	
TOTAL ACREAGE IN ROADS	0.46 AC	
TOTAL OPEN SPACE	0.00 AC	
TOTAL IMPROVED OPEN SPACE	0.00 AC	
AVERAGE LOT SIZE	248,945 SF / 5.72 AC	
LARGEST LOT SIZE	309,335 SF / 7.10 AC	
SMALLEST LOT SIZE	188,443 SF / 4.33 AC	
OVERALL DENSITY	0.17 DU/AC	
TOTAL NUMBER OF LOTS	2	

BOUNDARY DESCRIPTION

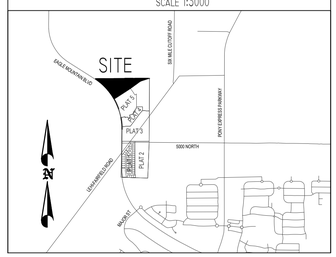
Beginning at a point located South 89°42'35" West 33.00 feet from the East Quarter Corner of Section 2, Township 6 South, Range 2 West, Salt Lake Base and Meridian; running

thence along the arc of a 402.00 foot radius curve to the left a distance of 250.52 feet through a central angle of 35°42'20" (chord bears South 71°51'17" West 246.48 feet); thence South 54°00'09" West 775.69 feet; thence along the arc of a 5000.00 foot radius curve to the right a distance of 672.14 feet through a central angle of 07°42'08" (chord bears South 57°51112" West 671.64 feet); thence along the arc of a non-tangent 2562.50 foot radius curve to the left a distance of 1193.99 feet through a central angle of 26°41'49" (chord bears North 42°02'16" West 1183.22 feet); thence North 89°42'35" East 222.80 feet to the point of beginning.

Contains: 20.58 acres or 896,389 sf

VICINITY SKETCH

SCALE 1:5000



LEGEND

- PROPERTY LINE
- LOT LINE
- EASEMENT LINE
- EXISTING CURB
- PROPOSED CURB

SHEET INDEX

C0	COVER SHEET
C1	PRELIMINARY PLAT
C2	OVERALL UTILITY PLAN
C3	GRADING PLAN
C4	PHASING PLAN
C5	GENERAL NOTES
C6	SIGNAGE & LIGHTING PLAN
C7	LANDSCAPE PLAN

DEVELOPER

PATTERSON DEVELOPMENT

1125I N SUNSET DRIVE
HIGHLAND, UT 84003
(801) 709-3956

DEVELOPMENT

EAGLE CREST

0 50 100 200 300
SCALE: 1"= 100'

berg
CIVIL ENGINEERING
1018 N Deer Crest Lane
Alpine Ut, 84004
office (801) 492-1277
cell (801) 616-1677

REVISIONS

NO.	DATE	DESCRIPTION
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SEAL

ACTION	DATE
PRELIMINARY PLAN	11-01-2021

PROJECT

EAGLE CREST

DESCRIPTION

MASTER DEVELOPMENT PLAN

PRELIMINARY - NOT FOR CONSTRUCTION

SHEET NAME	SHEET NUMBER
COVER	C0

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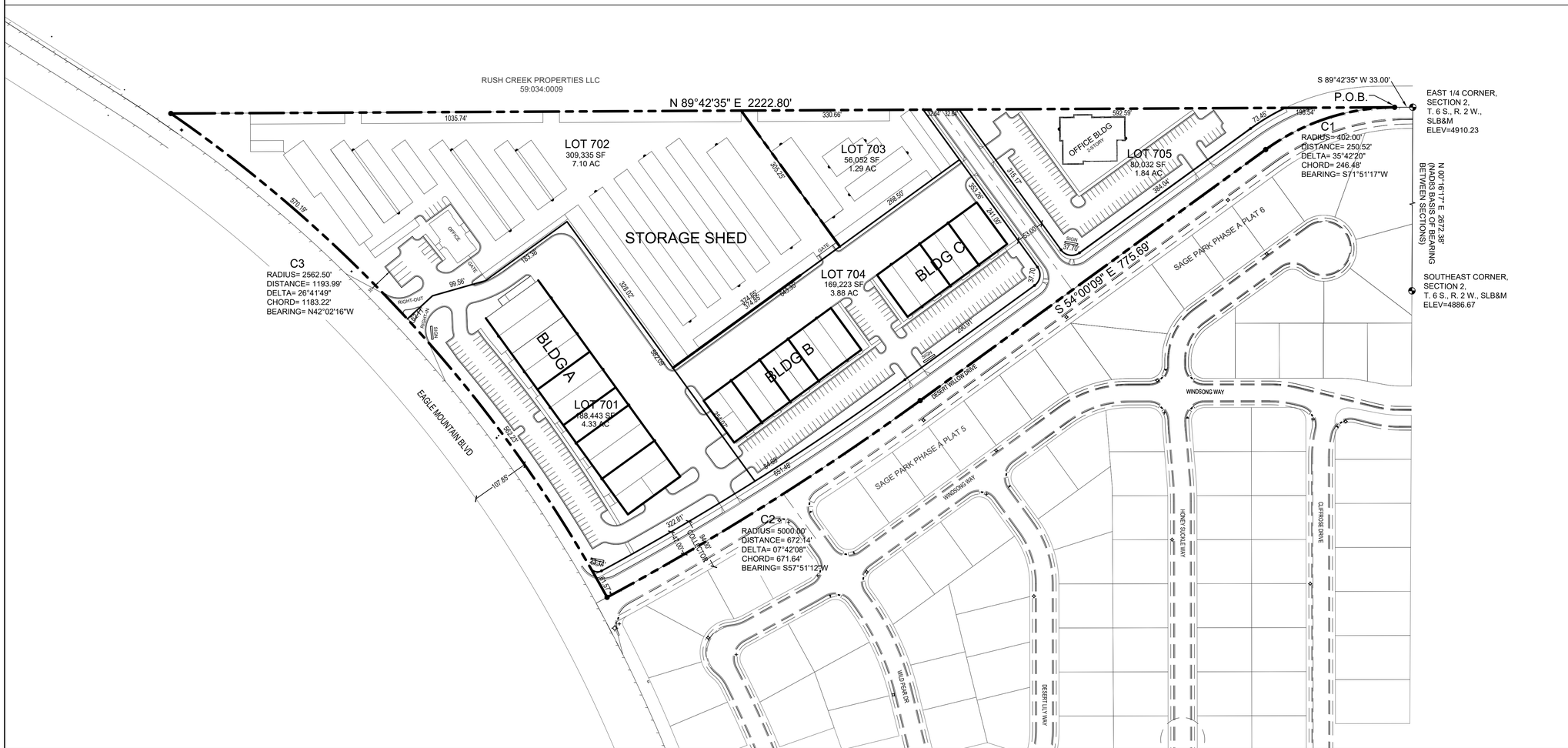

DEVELOPER

PATTERSON DEVELOPMENT

11251 N SUNSET DRIVE
HIGHLAND, UT 84003
(801) 709-3956

DEVELOPMENT

EAGLE CREST

0 50 100 200 300
SCALE: 1"= 100'

berg
CIVIL ENGINEERING
1018 N Deer Crest Lane
Alpine Ut, 84004
office (801) 492-1277
cell (801) 616-1677

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ACTION	DATE
PRELIMINARY PLAN	11-01-2021

PROJECT

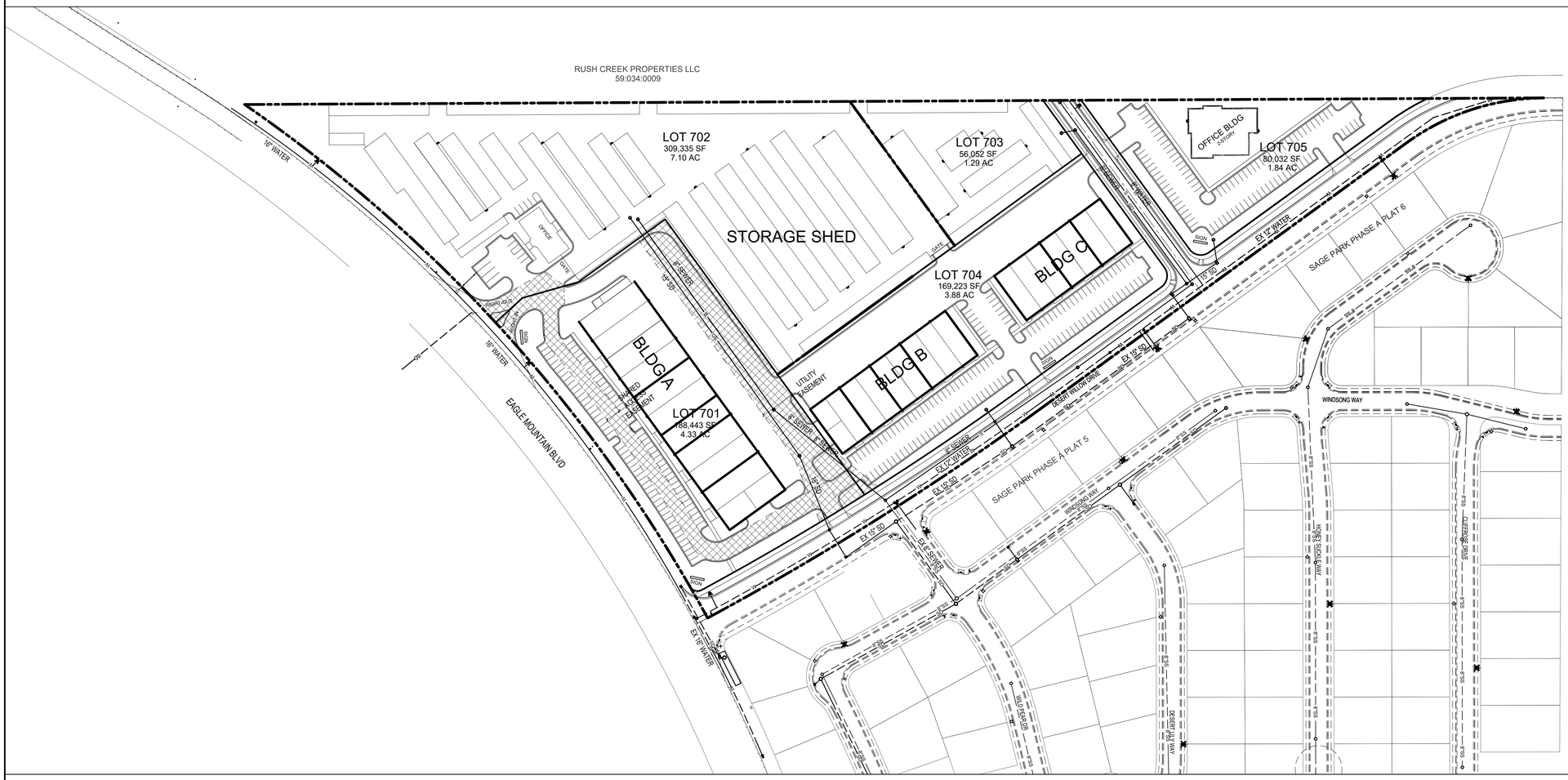
EAGLE CREST

DESCRIPTION

MASTER DEVELOPMENT PLAN

PRELIMINARY - NOT FOR CONSTRUCTION

SHEET NAME	SHEET NUMBER
PRELIMINARY PLAT	C1



DEVELOPER

PATTERSON DEVELOPMENT

11251 N SUNSET DRIVE
HIGHLAND, UT 84003
(801) 709-3956

DEVELOPMENT

EAGLE CREST

N

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SCALE: 1"= 100'

berg
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1018 N Deer Crest Lane
Alpine Ut, 84004
office (801) 492-1277
cell (801) 616-1677

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ACTION	DATE
PRELIMINARY PLAN	11-01-2021

PROJECT

EAGLE CREST

DESCRIPTION

MASTER DEVELOPMENT PLAN

PRELIMINARY - NOT FOR CONSTRUCTION

SHEET NAME	SHEET NUMBER
UTILITY PLAN	C2

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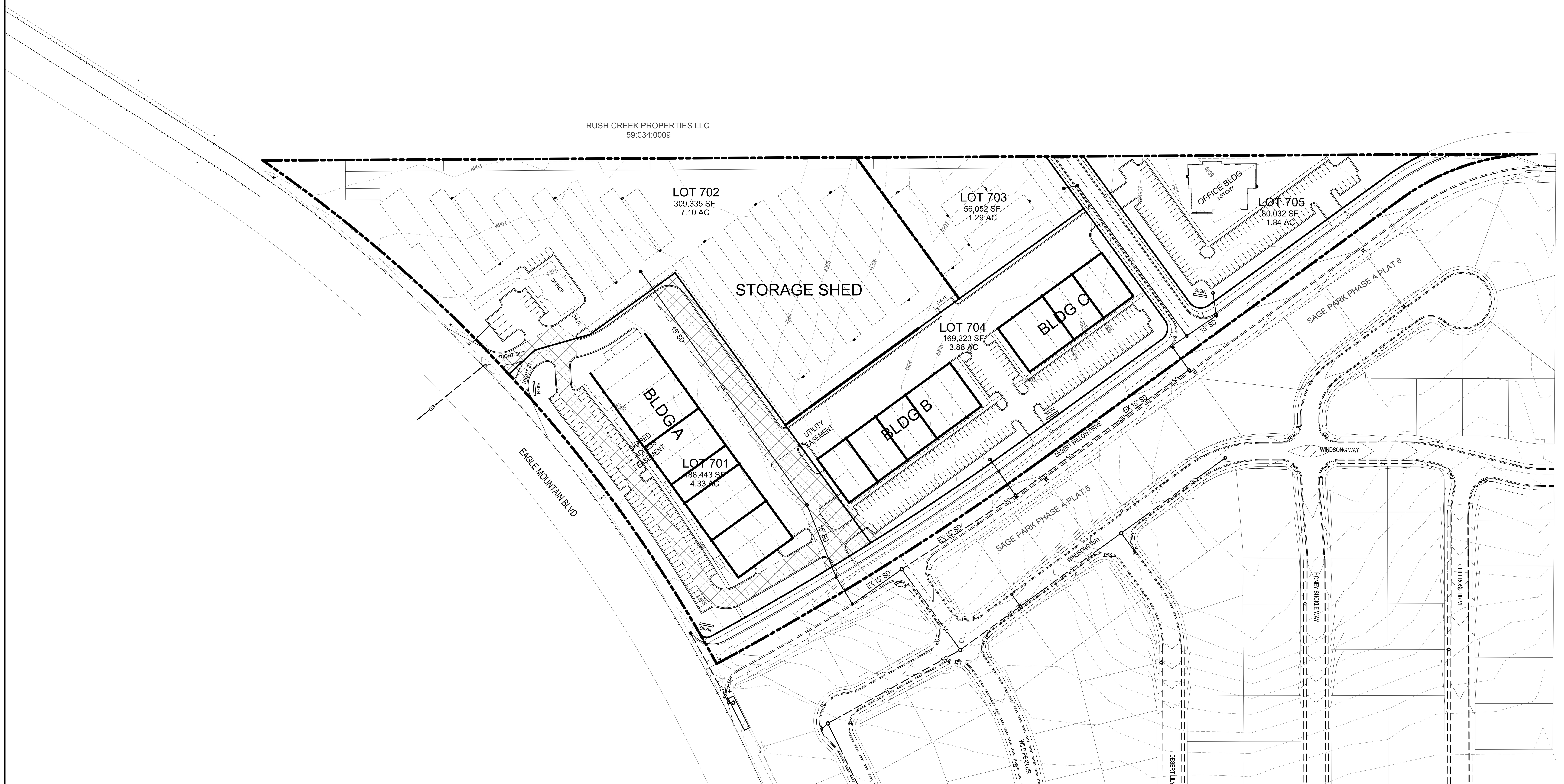

SLOPE ANALYSIS

NO AREAS WITH THE PROPOSED DEVELOPMENT HAVE SLOPES GREATER THAN 15% OR 25%+

DEVELOPER

PATTERSON DEVELOPMENT

11251 N SUNSET DRIVE
HIGHLAND, UT 84003
(801) 709-3956

DEVELOPMENT

EAGLE CREST

N

0 50 100 200 300

SCALE: 1"= 100'

berg
CIVIL ENGINEERING
1018 N Deer Crest Lane
Alpine Ut, 84004
office (801) 492–1277
cell (801) 616–1677

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ACTION	DATE
PRELIMINARY PLAN	11-01-2021

PROJECT

EAGLE CREST

DESCRIPTION

MASTER DEVELOLPMENT PLAN

PRELIMINARY - NOT FOR CONSTRUCTION

SHEET NAME	SHEET NUMBER
GRADING PLAN	*C3*

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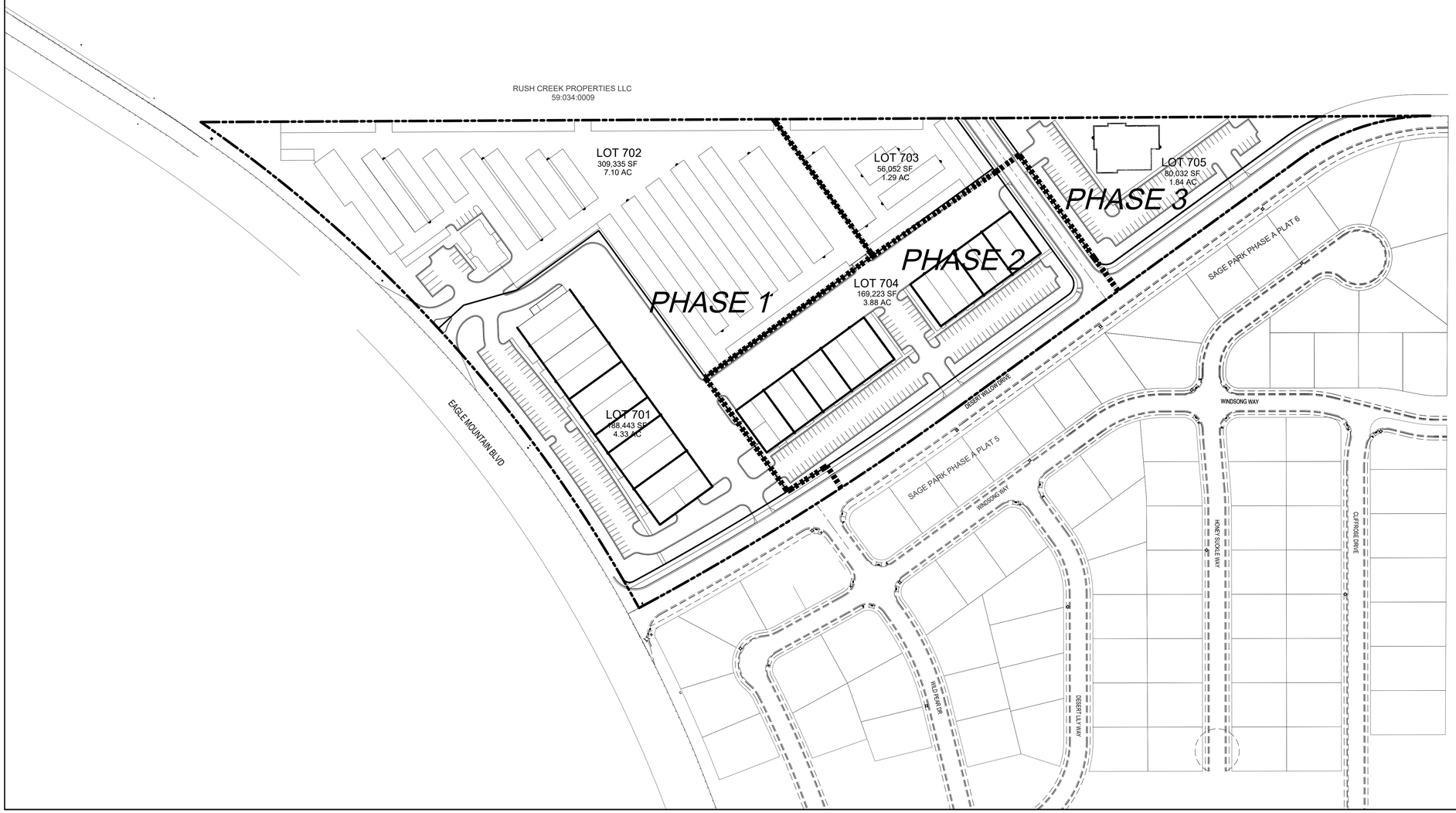
PHASING PLAN

PHASE 1	2 LOTS
PHASE 2	1 LOT
PHASE 3	2 LOTS
TOTAL	5 LOTS



DEVELOPER

PATTERSON DEVELOPMENT

11251 N SUNSET DRIVE
HIGHLAND, UT 84003
(801) 709-3956

DEVELOPMENT

EAGLE CREST

0 50 100 200 300
SCALE: 1"= 100'

berg
CIVIL ENGINEERING
1018 N Deer Crest Lane
Alpine Ut, 84004
office (801) 492-1277
cell (801) 616-1677

REVISIONS			SEAL
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ACTION	DATE
PRELIMINARY PLAN	11-01-2021

PROJECT

EAGLE CREST

DESCRIPTION

MASTER DEVELOPMENT PLAN

PRELIMINARY - NOT FOR CONSTRUCTION

SHEET NAME	SHEET NUMBER
PHASING PLAN	*C4*

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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 ¼" to 3/8" down from asphalt edge.

DEVELOPER

PATTERSON DEVELOPMENT

11251 N SUNSET DRIVE
HIGHLAND, UT 84003
(801) 709-3956

DEVELOPMENT

EAGLE CREST
PHASE A

N

0 50 100 200 300
SCALE: 1"= 100'

berg
CIVIL ENGINEERING
1018 N Deer Crest Lane
Alpine Ut, 84004
office (801) 492-1277
cell (801) 616-1677

REVISIONS			SEAL
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ACTION	DATE
PRELIMINARY PLAN	9-13-2021

PROJECT

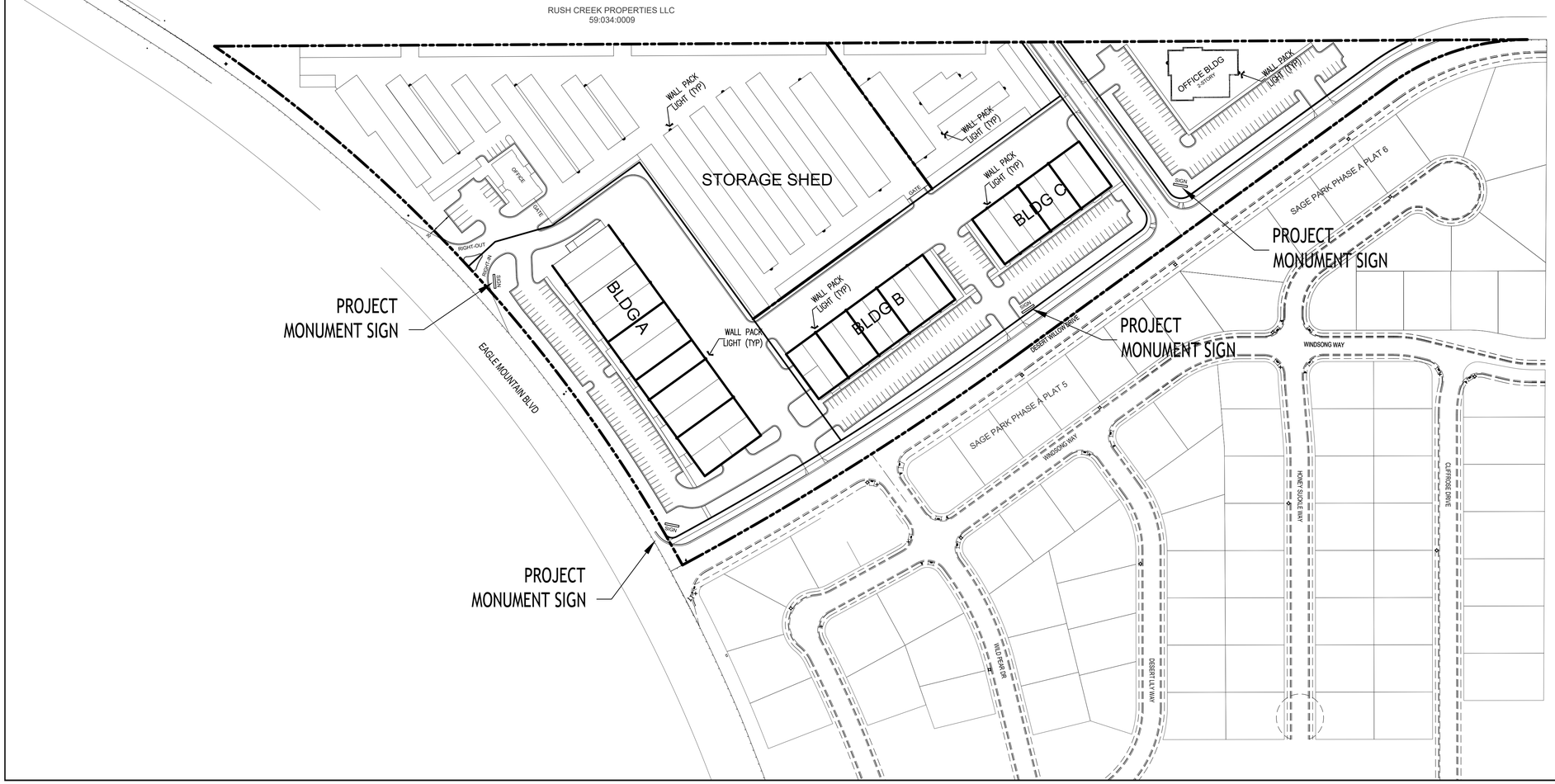
EAGLE CREST
PHASE A

DESCRIPTION

PRELIMINARY PLAN

PRELIMINARY - NOT FOR CONSTRUCTION

SHEET NAME	SHEET NUMBER
GENERAL NOTES	C5



DEVELOPER

PATTERSON DEVELOPMENT

11251 N SUNSET DRIVE
HIGHLAND, UT 84003
(801) 709-3956

DEVELOPMENT

EAGLE CREST

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SCALE: 1"= 100'

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REVISIONS			SEAL
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ACTION	DATE
PRELIMINARY PLAN	11-01-2021

PROJECT

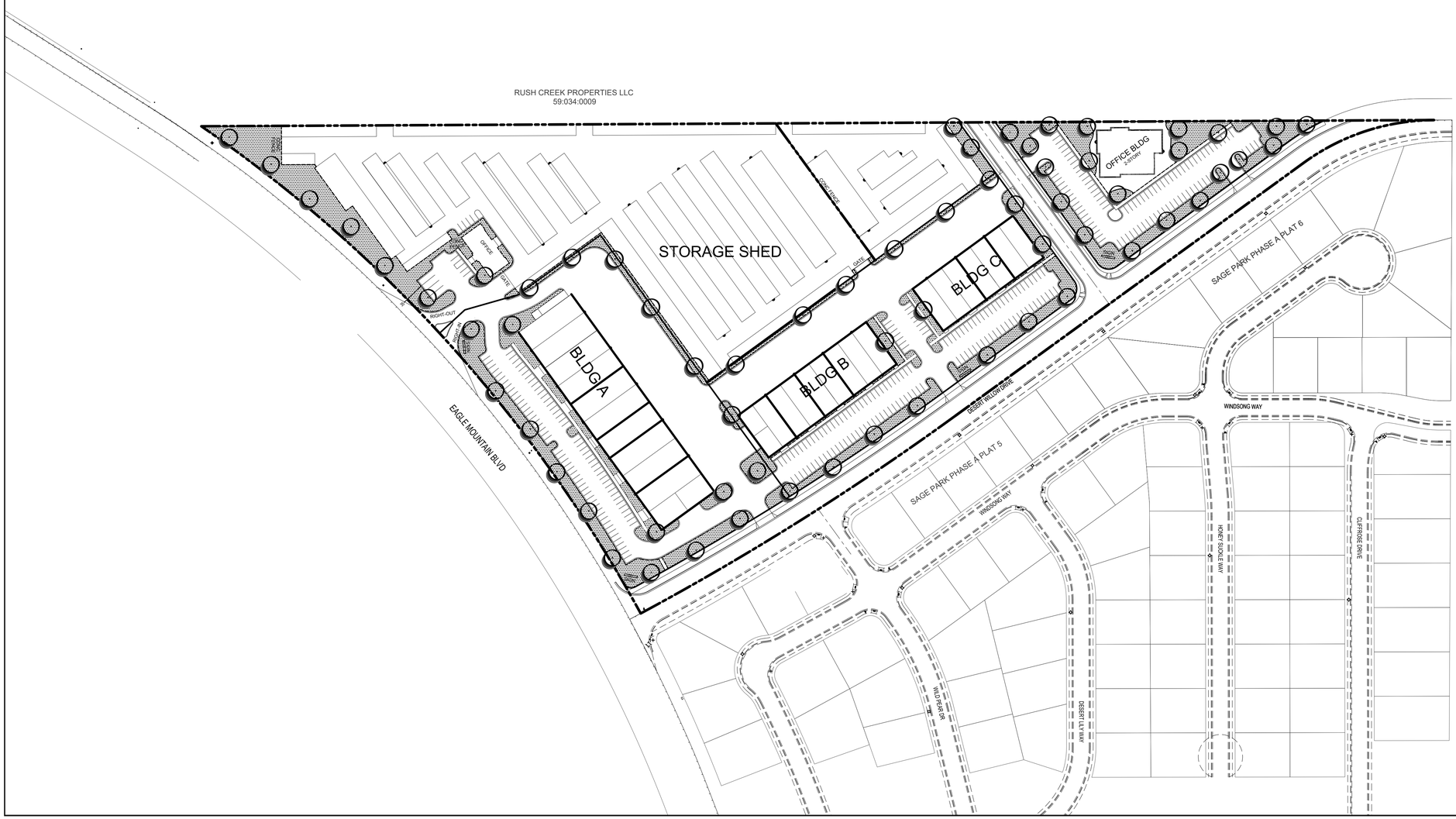
EAGLE CREST

DESCRIPTION

MASTER DEVELOPMENT PLAN

PRELIMINARY - NOT FOR CONSTRUCTION

SHEET NAME	SHEET NUMBER
SIGNAGE & LIGHTING PLAN	*C6*



DEVELOPER

PATTERSON DEVELOPMENT

11251 N SUNSET DRIVE
HIGHLAND, UT 84003
(801) 709-3956

DEVELOPMENT

EAGLE CREST

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SCALE: 1"= 100'

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REVISIONS			SEAL
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ACTION	DATE
PRELIMINARY PLAN	11-01-2021

PROJECT

EAGLE CREST

DESCRIPTION

MASTER DEVELOPMENT PLAN

PRELIMINARY - NOT FOR CONSTRUCTION

SHEET NAME	SHEET NUMBER
LANDSCAPE PLAN	*C7*

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	EAGLE MOUNTAIN CITY **PLANNING COMMISSION MEETING** **NOVEMBER 9, 2021**
TITLE:	ACTION ITEM - Ault Farms Master Development Agreement
ITEM TYPE:	Master Development Agreement
APPLICANT:	Flagship Homes (Pete Evans)

ACTION ITEM:
Yes

PUBLIC HEARING:
No

PREPARED BY:
Steve Mumford, Planning

BACKGROUND:

The Ault Farms Master Development Plan, General Plan Amendment, and Rezone were approved by the City Council on July 20, 2021. Those approvals are contingent upon the approval of an MDA, as described in EMMC 16.10. The master development agreement was drafted by the City Attorney and the developer's attorney and negotiated between the parties. It is presented now for review by the Planning Commission.

ITEMS FOR CONSIDERATION:

ITEMS TO CONSIDER

- Although quite large, this master development agreement is fairly simple, as the development of the various areas of the property must simply comply with the City's development standards in relation to each Zoning District.
- No density transfer is allowed between zones or development areas, including no transfer of density or units when a church or school is developed.
- The landscape concept plans are conceptual only, and are meant to show possible improvements and amenities. Detailed landscape plans will be submitted for review along with each preliminary plat.
- Developer is required to improve the City property abutting the northern property line. The landscape concept plan will be modified to include a conceptual design for that area.
- Anticipated improvements in the utility corridor include a regional asphalt trail and a trailhead with parking and a recreational feature (mountain bike pump track or similar feature).
- If required to upsize roads based on the Master Transportation Plan, developer is entitled to impact fee credits or

reimbursements for upsizing costs.

- Developer is required to install a secondary water system for irrigation. We will consider the effect of the secondary water system on the developer's required water rights prior to water right dedication.
- Twenty-two feet of additional right-of-way is required to be dedicated to the City along the project's western boundary for Pony Express Parkway.

REQUIRED FINDINGS:

The criteria for approval of an MDA are found in EMMC 16.10.080 and are detailed below.

- Development Rights and Responsibilities
    - Vesting granted to the property. Paragraph 4.1 includes vested rights.
    - Phasing of the development. Section 5.2 discusses the phasing of the project, which shall be in accordance with the phasing plan (Exhibit D). Minor variations to the phasing plan may be approved by the Planning Director based upon criteria in the agreement, while more significant variations shall be reviewed by the Planning Commission and City Council.
    - Construction and maintenance of public improvements. Section 6 discusses public infrastructure construction.
    - Special conditions relating to lot design, necessary off-site conditions or improvements, open space and parks, location of utilities, physical characteristics of the property. This agreement is fairly simple in relation to the residential development, as it shall be developed in accordance with the approved zoning. Open space and park timing and requirements are detailed in the agreement. Upsizing of utilities may be eligible for impact fee credits or reimbursements. The property has a very gradual slope and the only unique area of the property is the utility corridor, which will be dedicated to the City.
    - Any other conditions or methodologies necessary for the master development's buildout. We have included language in the agreement that requires installation of a secondary water system, as we anticipate the

improvement of a secondary water system in the not-too-distant future utilizing reuse water from data centers.

- Benchmarks
    - A set time limit to apply for the first site plan and/or preliminary plat. Section 7 addresses this benchmark.
    - A set time limit from the approval of the first site plan and/or preliminary plat to begin site work. Section 7 addresses this benchmark.
    - A set time limit from the approval of the first site plan and/or preliminary plat for all phases of curb, gutter, and road completion. Section 7 addresses this benchmark.
    - A set time limit from the approval of the first site plan and/or preliminary plat for all phases of open space, park, and/or trail completion. The parks and open spaces are complicated in this development, and we felt that it would be better to simply require the park escrow (as required in City Code) with each plat recording, and the developer will be incentivized to improve the parks early in the project. Including set time limits for each park would create confusion and difficulty, as we've experienced with other master development plans.
- Expiration of the Master Development.
    - Paragraph 3 includes a 6-year expiration from the "effective date" of the agreement. It will also expire upon buildout of the project.
- General Plan Compliance.
    - The general plan amendment approval of July 20, 2021 is referenced in the agreement, and the Notice of Decision of that approval is also an exhibit to the agreement.
- Amendments and Extensions of Time.
    - Although no amendment or extension language is detailed in the agreement, paragraph 18 indicates that the agreement is complete unless a written amendment is signed by both parties.

RECOMMENDATION:

As required by EMMC 16.10.060 the Planning Commission must review the MDA in a public meeting and provide a recommendation to the City Council.

ATTACHMENTS:

Ault Farms MDA

Ault Farms MDA Exhibits & Concept Landscaping Plans

CC Minutes 7-20-21

MASTER DEVELOPMENT AGREEMENT
FOR
AULT FARMS

This *Master Development Agreement for Ault Farms* (this "**Agreement**" or "**MDA**") is entered into as of this _____day of December, 2021 (the "**Effective Date**") between Flagship EM Holdings, a Utah limited liability company ("**Developer**") and Eagle Mountain City, a Utah Municipal Corporation ("**City**" or "**Eagle Mountain**").

RECITALS

A. Developer owns or controls certain real property within the City's boundaries, and which is legally described in Exhibit A ("**Property**");

B. Developer intends to develop the northern portion of the Property as a master planned community known as Ault Farms ("**Project**"), in accordance with the project master plan ("**Master Plan**") attached hereto as Exhibit B. On July 20, 2021, the Eagle Mountain City Council approved the rezone of portions of the Property (Exhibit __, the "Rezone Exhibit") and a general plan amendment (Exhibit __), along with the project master plan. The southern approximately 209.98 acres of the Property is not included in the Project and is not a part of this Agreement;

C. The parties intend that Developer vest in certain uses, zoning designations, and densities under the terms of this Agreement as more fully set forth below;

D. The parties desire to enter into this Agreement to specify Developer's rights and responsibilities with regard to development of the Project, and to specify the rights and responsibilities of City to allow and regulate such development pursuant to the requirements of this Agreement.

E. Acting pursuant to its authority under the Utah Municipal Land Use and Development Management Act, Utah Code § 10-9a-101, *et seq.*, the City Council of Eagle Mountain City, in exercising its legislative discretion, has determined that entering into this Agreement generally furthers the purposes of the Utah Municipal Land Development and Management Act, the City's General Plan, and the Eagle Mountain City.

NOW, THEREFORE, for good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the City and Developer hereby agree as follows:

1. DEFINITIONS. As used in this MDA, the words and phrases specified below shall have the following meanings:

1.1. **Act** means the Land Use, Development, and Management Act, Utah Code Ann. § 10-9a-101 (2021), *et seq.*

1.2. **Applicant** means a person or entity submitting a Development Application.

1.3. **Buildout** means the completion of all of the development on the entire Project.

1.4. **Eagle Mountain** means Eagle Mountain City, a political subdivision of the State of Utah.

1.5. **Eagle Mountain's Future Laws** means the ordinances, policies, standards, and procedures which may be in effect as of a particular time in the future when a Development Application is submitted for a part of the Project and which may or may not be applicable to the Development Application depending upon the provisions of this MDA.

1.6. **Eagle Mountain's Vested Laws** means the ordinances, policies, standards and procedures of Eagle Mountain in effect as of the date of this MDA.

1.7. **Council** means the elected City Council of Eagle Mountain.

1.8. **Default** means a breach of this MDA as specified herein.

1.9. **Development** means the development of a portion of the Property pursuant to an approved Development Application.

1.10. **Development Application** means an application to Eagle Mountain for development of a portion of the Project or any other permit, certificate or other authorization from Eagle Mountain required for development of the Project.

1.11. **Final Plat** means the recordable map or other graphical representation of land prepared in accordance with Utah Code Ann. § 10-9a-603 (2021), or any successor provision, and approved by Eagle Mountain, effectuating a subdivision of any portion of the Project.

1.12. **Developer** means Flagship EM Holdings, a Utah limited liability company, and its successors in interest or assignees as permitted by this MDA.

1.14. **MDA** means this Master Development Agreement including all of its Exhibits.

1.15. **Notice** means any notice to or from any Party to this MDA that is either required or permitted to be given to another party.

1.16. **Notice of Decision** means the Rezone and General Plan Amendment Notice of Decision and the Master Development Plan Notice of Decision for Ault Farms, which include certain terms and conditions for development of the Project. A copy of the Notices of Decision is attached hereto as Exhibit C.

1.17. **Party/Parties** means, in the singular, Developer or Eagle Mountain; in the plural Developer and Eagle Mountain.

1.18 **Phasing Plan** means the phasing plan attached hereto as Exhibit D.

1.19. **Project** means the Ault Farms project to be constructed on the Property pursuant to this MDA with the associated Public Infrastructure and private facilities, and all of the other aspects approved as part of this MDA.

1.20. **Property** means the approximately 542.50 acres of real property owned by and to be developed by Developer more fully described in Exhibit A.

1.21. **Public Infrastructure** means those elements of infrastructure that are planned to be dedicated to Eagle Mountain or other public entities as a condition of the approval of a Development Application.

1.22. **Reimbursable Costs** means the cost of upsizing system improvements. Reimbursable Costs are subject to the foregoing: (a) all Reimbursable Costs must be procured through arms-length transactions; (b) Developer, or its principals or affiliates, may not own or have any interest in any of the contractors, engineering firms, or other individuals or entities that provided any services or materials that are included in the Reimbursable Costs; (c) Developer shall provide a notarized certification that all invoices for Reimbursable Costs are true and accurate invoices for the actual cost incurred by Developer; (d) Developer shall provide a notarized certification that Developer has not requested or been provided any kickbacks or reimbursements related to the Reimbursable Costs; (e) the Reimbursable Costs may not include any administrative fees, construction management fees, insurance costs, Developer markups, licensing fees or attorney fees; and (f) Reimbursable Costs may only include the additional cost to construct the upsized improvements, and not a shall not include a proportionate share of cost that would have been otherwise incurred by Developer, such as mobilization costs.

1.23. **Residential Dwelling Unit** means a structure or portion thereof designed and intended for use as single-family residences as illustrated on the Site Plan / Preliminary Plat.

1.24. **Zoning Map** means the zoning map for the Project approved by the Eagle Mountain Council, a copy of which is attached hereto as Exhibit B.

2. ZONING. As of the Effective Date. the Property is zoned by the City in accordance with the Zoning Map, attached hereto as Exhibit B.

3. TERM OF AGREEMENT. In accordance with Section 16.10.080 of the Vested Law, this MDA shall expire and terminate six (6) years from the Effective Date unless extended in accordance with Section 16.10.100 of the Vested Law. This MDA shall also terminate automatically at Buildout. Notwithstanding the foregoing, any obligations of the Developer, including any obligations for which the Developer has provided a bond or other form of completion assurance, shall survive termination of this MDA. Developer acknowledges and agrees that upon termination of this Agreement, any vesting of the zoning or densities in this Agreement shall terminate, and the City shall be entitled to rezone any undeveloped portion of the Project.

4. VESTED RIGHTS.

4.1. **General Vesting**. The Parties intend that this MDA grants to Developer all rights to develop the Project in fulfillment of this MDA and Eagle Mountain's Vested Laws, except as

specifically provided herein. The Parties specifically intend that this MDA grant to Developer the "vested rights" identified herein as that term is construed in Utah's common law and pursuant to Utah Code Ann. § 10-9a-509 (2021).

4.2. **Unit Density**. Developer shall be entitled to develop the Project in accordance with the densities permitted by the zoning in place on the Property as of the Effective Date. Developer shall not transfer density from one zone or development area to another. The addition of a school or church shall not result in the transfer of any units or density.

4.3. **Exceptions.** The vested rights set forth in Sections 4.1 and 4.2, and restrictions on the applicability of Eagle Mountain's Future Laws to the Project, are subject to the following exceptions:

4.3.1 Master Developer Agreement. Eagle Mountain's Future Laws or other regulations to which the Developer agrees in writing;

4.3.2. State and Federal Compliance. Eagle Mountain's Future Laws or other regulations which are generally applicable to all properties in Eagle Mountain and which are required to comply with State and Federal laws and regulations affecting the Project;

4.3.3. Codes. Any of Eagle Mountain's Future Laws that are updates or amendments to existing building, fire, plumbing, mechanical, electrical, dangerous buildings, drainage, or similar construction or safety related codes, such as the International Building Code, the APWA Specifications, AAHSTO Standards, the Manual of Uniform Traffic Control Devices or similar standards that are generated by a nationally or statewide recognized construction/safety organization, or by the State or Federal governments and are required to meet legitimate concerns related to public health, safety or welfare;

4.3.4 Taxes. Taxes, or modifications thereto, so long as such taxes are lawfully imposed and charged uniformly by Eagle Mountain to all properties, applications, persons and entities similarly situated;

4.3.5. Fees. Changes to the amounts of fees for the processing of Development Applications that are generally applicable to all development within Eagle Mountain (or a portion of Eagle Mountain as specified in the lawfully adopted fee schedule) and which are adopted pursuant to State law;

4.3.6 Impact Fees. Impact Fees or modifications thereto which are lawfully adopted, and imposed by Eagle Mountain pursuant to Utah Code Ann. Section 11-36a-101 (2021) *et seq*;

4.3.7. Compelling, Countervailing Interest. Laws, rules or regulations that Eagle Mountain's land use authority finds, on the record, are necessary to avoid jeopardizing a compelling, countervailing public interest pursuant to Utah Code Ann. § 10-9a-509(1)(a)(i) (2021).

5. DEVELOPMENT OF THE PROJECT.

5.1 **General Development.** Development of the Project shall be in accordance with Eagle Mountain's Vested Laws, Eagle Mountain's Future Laws (to the extent they are applicable as specified in this MDA), and this MDA.

5.2 **Phasing.**

5.2.1 Developer shall develop the Project in accordance with the Phasing Plan attached hereto as Exhibit D. Unless otherwise shown on the infrastructure phasing exhibits, road and infrastructure construction shall correspond with adjoining residential or commercial development.

5.2.2 Minor variations from the Phasing Plan with respect to the sequence of each phase or the development of property within a phase shall be approved by City Planning Director, upon consideration of the timing and sequence of infrastructure construction, the development of a variety of housing product types, and economic or other practical considerations that make variances from the Phasing Plan advisable. Variations from the Phasing Plan that, in the opinion of City Planning Director, are not minor variations, shall be approved in accordance with Section 16.10.090 of the City's Vested Laws.

5.3 **Standard for Approval**. All subdivision plats must be approved in accordance with Eagle Mountain City Code and must conform to applicable requirements of the Vested Laws, State and Federal Law, and this Agreement.

5.4 **Site Preparation**. Developer shall not commence construction of any Project improvement on the Property until such time as a final subdivision plat or plats have been approved by City in accordance with the terms and conditions of this Agreement.

5.5 **Changes to Project**. No material modifications to approved subdivision plats shall be made after approval by City without City Council's written approval of such modification. Developer may request approval of material modifications to the Master Plan from time to time as Developer may determine necessary or appropriate. For purposes of this Agreement, a material modification shall mean any modification which (i) increases the number of lots in a subdivision plat, or (ii) substantially changes the location of public roads. Modifications to a subdivision plat which do not constitute material modifications may be made without the consent of City Council prior to plat recording.

5.6 **Time of Approval**. Any approval required by this Agreement shall not be unreasonably withheld or delayed and shall be made in accordance with applicable procedures set forth in the City's Vested Laws.

6. INFRASTRUCTURE.

6.1 **Roads**.

6.1.1 Roads shall be constructed in location and size in accordance with the Transportation Master Plan, attached hereto as Exhibit E. The timing of construction of roads

shall occur in accordance with the Phasing Plan, subject to Section 5.2.2.

6.2.2 Internal Roads. Developer shall be required to construct all Project-level internal roads within the Project and those roads within the Project shown on the Transportation Master Plan. Upon completion of any roads that are shown on the Transportation Master Plan which are required by the City to be larger than the widths necessitated by the Project, the City shall enter into an Impact Fee Reimbursement Agreement with Developer to reimburse developer for the Reimbursable Costs of the road, which reimbursement amount shall include the value of the land under the upsized portion of the Road. For example, Tiffany Lane is shown as a 77' project plan road and is currently shown as a 122' master plan road. Therefore, City would enter into a reimbursement agreement for the additional costs to upsize the road from a 77' road to a 122' road. Developer acknowledges that updates to the City's Master Transportation Plan may increase or decrease the size of any road within the Project. Thus, if Tiffany Lane is decreased to a 94' road, City would reimburse for the cost to upsize from a 77' road to a 94' road.

For purposes of this Section 6.2.2, City and Developer agree that the reimbursable cost of land for the portion of any upsized road shall be $130,000 per acre.

6.2.3 Pony Express Parkway. Developer shall dedicate to the City and improve 22' of property on the west side of the Project for expansion of Pony Express Parkway. Due to the current location of the asphalt road within the City's existing 100' right-of-way for Pony Express Parkway, improvements within the 22' shall consist of curb and gutter, landscaping (design to be approved by the City Parks Director), and an eight-foot asphalt or concrete trail. Improvements shall be made along with adjacent phases of development.

6.2 **Parks and Open Space**.

6.2.1 Developer shall construct and donate to the City the facilities shown on the Park & Open Space Map, as shown on Exhibit F, attached hereto. The Developer shall cooperate with the City in the planning, design and development of these open spaces. A landscape concept plan is attached as Exhibit G, which provides potential designs for each park and open space area. This plan is conceptual only and Developer shall submit detailed landscape plans that comply with Section 16.35.105 of the City's Vested Laws along with each preliminary plat. The City property that abuts the northern boundary of the Project shall be improved by Developer along with the northern phases of development.

6.2.2 Anticipated minimum open space improvements in the utility corridor include a north-south regional asphalt trail along the length of the project.

6.2.3 Developer acknowledges that City will impose a Park Escrow Fee in accordance with Section 16.35.105(A)(10) of the City's Vested Laws, to be refunded to Developer upon completion of each park within the Project.

6.2.4 Developer acknowledges that the City imposes a Park Impact Fee for community or regional park or recreation facilities. Developer may, in Developer's discretion, propose community or regional park improvements that are in addition to the park improvements required by Sections 16.35.105 and 17.25.040 of the City's Vested Laws to meet the parks and open space requirements for the Project. Community or regional improvements may consist of

such amenities as a splash pad, skateboard park, bike park, ice-skating rink, etc. that are intended to attract residents from both inside and outside of the Project. If City approves the proposal, Developer shall be entitled to park impact fee credits for the regional amenities that are above and beyond Developer's park and amenity requirements as detailed in Section 16.35.105 of the City's Vested Laws.

6.3 **Water**. Developer agrees that prior to approval of a final plat for any parcel of property that is included in the Project, the owner of the subject parcel shall either dedicate or purchase water rights to the City sufficient to serve that portion of the Project in accordance with the provisions of applicable law. The City shall not be required to approve any plat until such requirements are fully satisfied.

6.4 **Secondary Water System**. City is currently considering adoption of a secondary water system in the southern portion of City. Developer agrees to cooperate with the City to install a secondary system within the Project, in accordance with the City Code requirements. City and Developer will consider the effect of the secondary water system upon the water dedication requirements prior to such water dedication.

6.5 **Easements**. Developer shall grant to the City, at no cost to the City, all easements necessary for the operation, maintenance, and replacement of all utilities located within the Project as the City determines to be necessary.

6.6 **Agreement to Cooperate**. Developer and the City agree to cooperate in good faith with respect to continued planning of the Project and implementation of such plan(s) consistent with the public interest.

6.7 **Reimbursement for Uncontemplated Upsizing**. City may reasonably request or require Developer to upsize infrastructure facilities not otherwise contemplated in this Agreement in excess of the size needed for the Project. If City requires upsizing not contemplated in this Agreement, City shall enter into an Impact Fee Reimbursement Agreement to compensate Developer for the incremental or additive costs of such upsizing to the extent required by law. For example, if an upsizing to a water pipe size increases costs by 10% but adds 50% more capacity, Eagle Mountain shall only be responsible to compensate Developer for the 10% cost increase.

7. <u>BENCHMARKS.</u> As required by Section 16.10.080(B) of the Vested Law, the following development benchmarks shall occur.

7.1. **First Preliminary Plat or Site Plan**. The first preliminary plat or site plan for the Project shall be submitted for approval within one (1) year from the Effective Date. The site work for the first final plat or site plan shall occur within two (2) years from the Effective Date, including required public infrastructure (including but not limited to curb, gutter, roads) as noted in this MDA, provided that approval of the site plan or final plat has not been unreasonably delayed by the City.

7.2. **Parks and Open Space**. In accordance with 16.35.105(A)(10) of the Vested Law, the parks and open spaces shall be fully improved prior to recording of the first plat, or a

separate cash escrow of $3,750 per lot/unit must be put in place with the City with each plat to cover the anticipated cost of park improvements. For example: final plat = 20 lots; cash escrow for final plat = $75,000 ($3,750 x 20). It is anticipated that Developer will improve each park area along with the adjacent plat.

8. DEFAULT.

8.1. **Notice.** If Developer or Eagle Mountain fails to perform their respective obligations hereunder or to comply with the terms hereof, the Party believing that a Default has occurred shall provide Notice to the other Party.

8.2 **Contents of the Notice of Default**. The Notice of Default shall:

8.2.1 Specific Claim. Specify the claimed event of Default;

8.2.2 Applicable Provisions. Identify with particularity the provisions of any applicable law, rule, regulation or provision of this MDA that is claimed to be in Default; and

8.2.3 Optional Cure. If Eagle Mountain chooses, in its discretion, it may propose a method and time for curing the Default which shall be of no less than thirty (30) days duration.

8.3 **Mediation.** Upon the issuance of a Notice of Default the parties may engage a mediation or other dispute resolution process. Neither side shall be obligated to mediate if doing so would delay or otherwise prejudice any remedy available at law.

8.4 **Public Meeting.** Before any remedy in Section 10.4.3 may be imposed by Eagle Mountain the party allegedly in Default shall be afforded the right to attend a public meeting before the Eagle Mountain City Council and address the Eagle Mountain City Council regarding the claimed Default.

8.5 **Default of Assignee.** A default of any obligations expressly assumed by an assignee shall not be deemed a default of Developer.

9. **DEVELOPER'S EXCLUSIVE REMEDY**. Developer's sole and exclusive remedy under this Agreement shall be specific performance of the rights granted in this Agreement and Eagle Mountain's obligations under this Agreement. IN NO EVENT SHALL EAGLE MOUNTAIN BE LIABLE TO DEVELOPER, ITS SUCCESSORS OR ASSIGNS, FOR ANY INDIRECT, SPECIAL, PUNITIVE, INCIDENTAL OR CONSEQUENTIAL DAMAGES, INCLUDING, WITHOUT LIMITATION, LOST PROFITS, COSTS OF DELAY, OR LIABILITIES TO THIRD PARTIES.

10. EAGLE MOUNTAIN'S REMEDIES UPON DEFAULT. Eagle Mountain shall have the right to withhold all further reviews, approvals, licenses, building permits and other permits for development of the Property in the case of a Default by Developer until the Default has been cured. Eagle Mountain shall further have the right to draw on any security posted or provided in

connection with the Property and relating to remedying of the particular Default.

11. ASSIGNABILITY. Developer may assign its obligations hereunder, in whole or in part, to other parties with the consent of Eagle Mountain as provided herein.

11.1 **Sale of Lots.** Developer's selling or conveying lots to residential purchasers or to unrelated, third-party homebuilders shall not be deemed to be an "assignment" subject to the above-referenced approval by Eagle Mountain unless specifically designated as such an assignment by Developer and approved by Eagle Mountain.

11.2 **Notice.** Developer shall give Notice to Eagle Mountain of any proposed assignment and provide such information regarding the proposed assignee that Eagle Mountain may reasonably request in making the evaluation permitted under this Section. Such Notice shall include providing Eagle Mountain with all necessary contact information for the proposed assignee.

11.3. **Partial Assignment.** If any proposed assignment is for less than all of Developer's rights and responsibilities, then the assignee shall be responsible for the performance of each of the obligations contained in this MDA to which the assignee succeeds.

11.4. **Assignees Bound by MDA.** Except as contemplated in section 11.1, above, Developer's assignees shall be bound by the terms of this MDA.

12. RECORDING OF AGREEMENT. If City approves the Project and all Conditions Precedent have been met, the provisions of this Agreement shall constitute real covenants, contracts and property rights, and equitable servitudes which shall run with all of the land subject to this Agreement. The burdens and benefits hereof shall bind and inure to the benefit of each of the Parties hereto and all successors in interest to the Parties hereto. This Agreement shall be recorded as a covenant running with the Property herein described to put prospective purchasers or other interested parties on notice as to the terms and provisions hereof. The City or Developer may cause this Agreement, or a notice concerning this Agreement, to be recorded with the Utah County Recorder.

13. SEVERABILITY. If any paragraph of this Agreement, or portion thereof, is declared by a court of competent jurisdiction to be invalid or unenforceable, the remainder of this Agreement will not be affected and each paragraph of this Agreement will be valid and enforceable to the fullest extent permitted by law.

14. TIME OF PERFORMANCE. Time shall be of the essence with respect to the duties imposed on the parties under this Agreement. Unless a time limit is specified for the performance of such duties each party shall commence and perform its duties in a diligent manner in order to complete the same as soon as reasonably practicable.

15. CONSTRUCTION OF AGREEMENT. This Agreement shall be construed so as to effectuate its public purpose of ensuring the Property is developed as set forth herein to protect health, safety, and welfare of the citizens of City. This Agreement has been reviewed and revised by legal counsel for each of the Parties and no presumption or rule that ambiguities shall be

construed against the drafting Party shall apply to the interpretation or enforcement of this Agreement.

16. STATE AND FEDERAL LAW. The parties agree, intend and understand that the obligations imposed by this Agreement are only such as are consistent with state and federal law. The parties further agree that if any provision of this Agreement becomes, in its performance, inconsistent with state or federal law or is declared invalid, this Agreement shall be deemed amended to the extent necessary to make it consistent with state or federal law, as the case may be, and the balance of the Agreement shall remain in full force and effect. If City's approval of the Project is held invalid by a court of competent jurisdiction, this agreement shall be null and void.

17. **NO WAIVER.** Failure of a party hereto to exercise any right hereunder shall not be deemed a waiver of any such right and shall not affect the right of such party to exercise at some future time said right or any other right it may have hereunder.

18. ENTIRE AGREEMENT. This Agreement shall supersede all prior agreements with respect to the subject matter herein, and all prior agreements and understandings are merged herein. This Agreement shall not be modified or amended except in written form mutually agreed to and signed by each of the parties.

19. APPLICABLE LAW. This Agreement and the construction thereof, and the rights, remedies, duties, and obligations of the parties which arise hereunder, are to be construed and enforced in accordance with the laws of the State of Utah.

20. NOTICES. Any notices required or permitted to be given pursuant to this Agreement shall be in writing and shall be deemed to have been sufficiently given or served for all purposes when presented personally, or four (4) days after being sent by registered or certified mail, properly addressed to the parties as follows:

To the Developer:

To the City:

City Recorder
Eagle Mountain City
1650 E. Stagecoach Run
Eagle Mountain, UT 84005

21. EXECUTION OF AGREEMENT. This Agreement may be executed in multiple parts as originals or by facsimile copies of executed originals; provided, however, if executed and evidence of execution is made by facsimile copy, then an original shall be provided to the other party within seven (7) days of receipt of said facsimile copy.

22. HOLD HARMLESS. Developer shall hold City, its officers, agents, employees, consultants, special counsel, and representatives harmless from liability for damages or equitable relief arising out of claims for personal injury or property damage arising from direct or indirect operations of Developer or its contractors, subcontractors, agents, employees or other persons acting on its behalf, in connection with the Project.

23. RELATIONSHIP OF PARTIES. This Agreement is not intended to create any partnership, joint venture or other arrangement between City and Developer. This Agreement is not intended to create any third party beneficiary rights for any person or entity not a party to this Agreement. It is specifically understood by the parties that: (i) all rights of action and enforcement of the terms and conditions of this Agreement shall be reserved to City and Developer, (ii) the Project is a private development; (iii) City has no interest in or responsibilities for or duty to third parties concerning any improvements to the Property; and (iv) Developer shall have the full power and exclusive control of the Property subject to the obligations of Developer set forth in this Agreement.

24. CERTIFICATE OF COMPLIANCE. Upon fifteen (15) business clays prior written request by Developer, the City will execute a certificate of compliance to any third party seeking to purchase all or a portion of the Property or lend funds against the same, certifying that Developer is not in default of the terms of this Agreement.

25. TITLE AND AUTHORITY. Developer expressly warrants and represents to City that it is a limited liability company in good standing and that such company owns or controls all right, title and interest in and to the Property and that no portion of the Property, or any right, title or interest therein has been sold, assigned or otherwise transferred to any other entity or individual. Developer further warrants and represents that no portion of the Property is subject to any lawsuit or pending legal claim of any kind. Developer warrants that the undersigned individual has full power and authority to enter into this Agreement on behalf of Developer. Developer understands that City is relying on such representations and warranties in executing this Agreement.

26. FURTHER ASSURANCES, DOCUMENTS, AND ACTS. Each of the Parties agrees to cooperate in good faith with the other and to execute and deliver such further documents, and to take all further acts reasonably necessary in order to carry out the intent and purposes of this Agreement and the actions contemplated hereby. All provisions and requirements of this Agreement shall be carried out by each party as allowed by law.

27. ELECTRONIC TRANSMISSION AND COUNTERPARTS. Electronic transmission (including email and fax) of a signed copy of this Agreement, any addenda, and any exhibits, and the retransmission of any signed electronic transmission, shall be the same as delivery of an original. This Agreement may be executed in any number of counterparts, each of which shall be deemed to be an original but only all of which together shall constitute one instrument and

execution.

IN WITNESS WHEREOF, the Parties have executed this Agreement as of the day and year first above written.

DATED this _____ day of _____, 2021.

FLAGSHIP EM HOLDINGS

By: _____

Print Name: _____

Title: _____

DEVELOPER ACKNOWLEDGMENT

STATE OF UTAH)
:ss.
COUNTY OF _____)

On the _____ day of _____, 2021, personally appeared before me _____, who being by me duly sworn, did say that (s)he is the _____ of **Flagship EM Holdings**, a Utah limited liability company and that the foregoing instrument was duly authorized by the company at a lawful meeting held by authority of its operating agreement and signed in behalf of said company.

_____
NOTARY PUBLIC

DATED this _____ day of _____, 2021.

EAGLE MOUNTAIN CITY

_____
Tom Westmoreland, Mayor

ATTEST:

_____
Fionnuala Kofoed, City Recorder

Approved as to form:

_____
City Attorney

Master Plan



Zoning Map

Foothill Residential

- FR

Neighborhood Residential 1

- R1
- R2
- R3

Neighborhood Residential 2

- RC
- MF1 Townhomes

Other

- Commercial Neighborhood
- Business Park - Light Industrial
  Not requesting change
- Open Space - Improved
- Open Space - Natural



Land Use Map

Foothill Residential

Neighborhood Residential 1

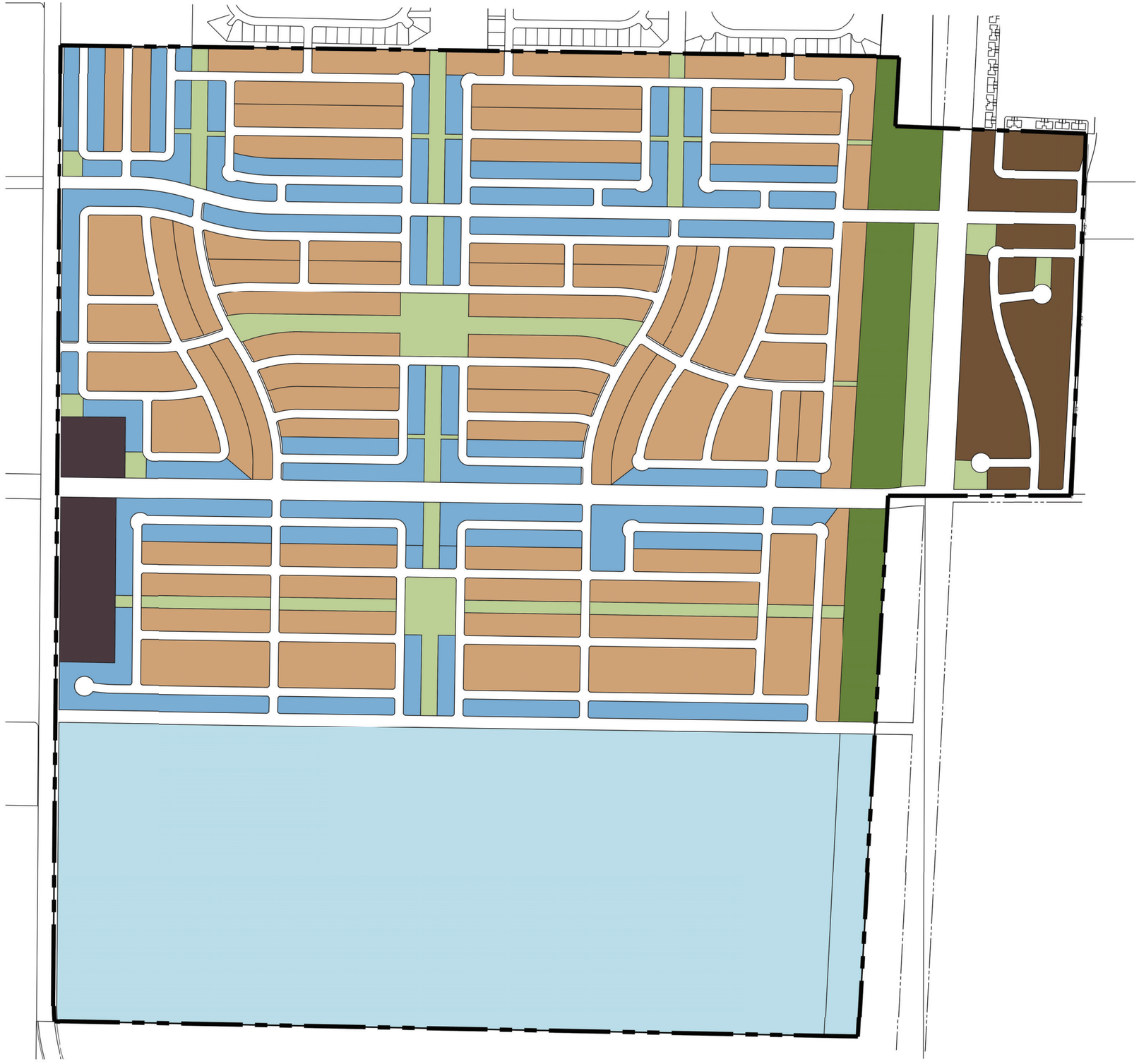
Neighborhood Residential 2

Community Commercial

Business Park - Light Industrial .
no change proposed

Open Space - Improved

Open Space - Natural



Park & Open Space Map

Parks

n Neighborhood Park (2-10 Ac.)
- Public

l Local Parks (<2 Ac.)
- Private

Trails

Regional (4.6 Miles)
- 10’ Asphalt
- Public

Local (3.8 Miles)
- 10’ Asphalt
- Public

Special Open Space Areas

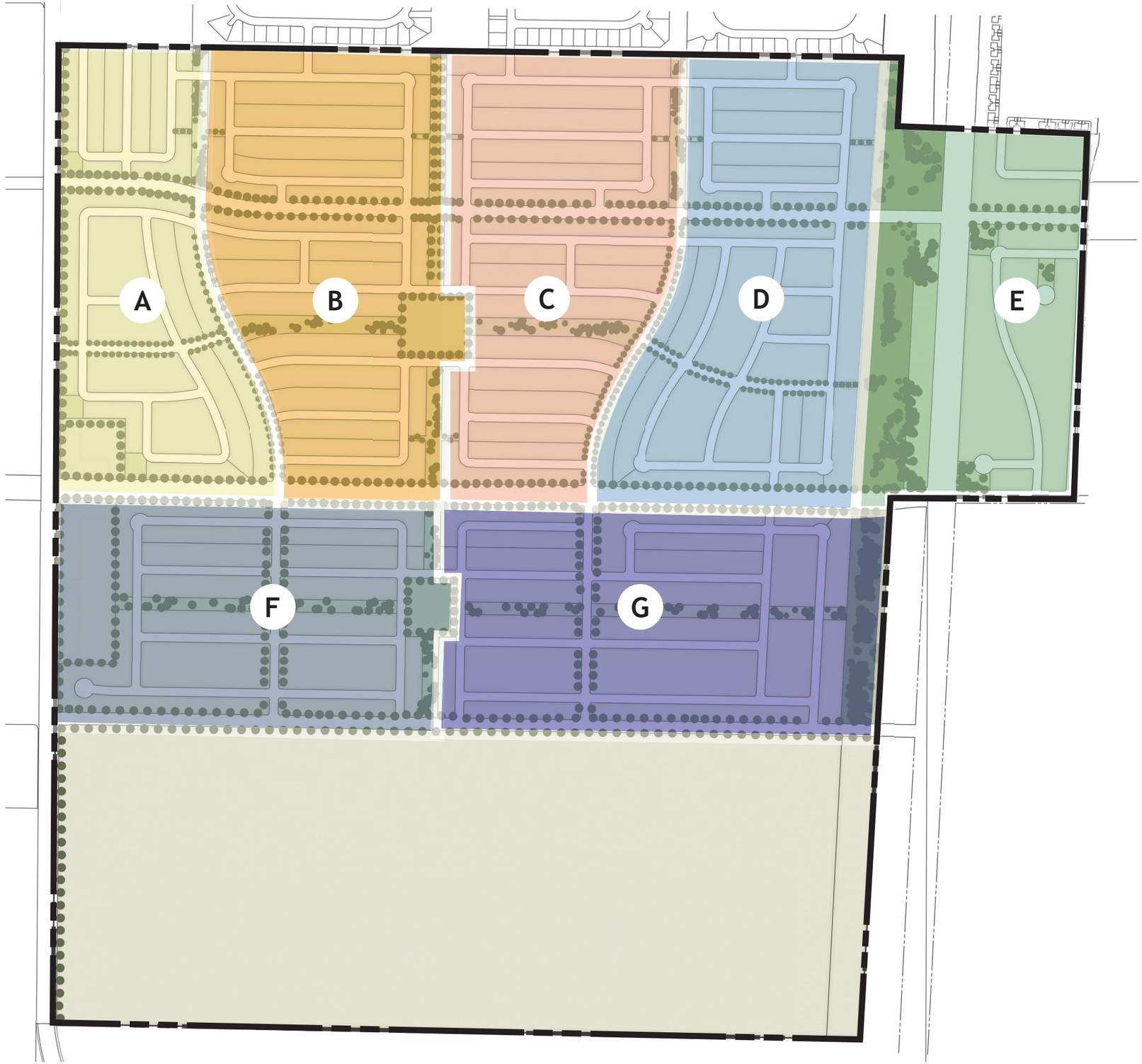
pc Power Corridor
- Public

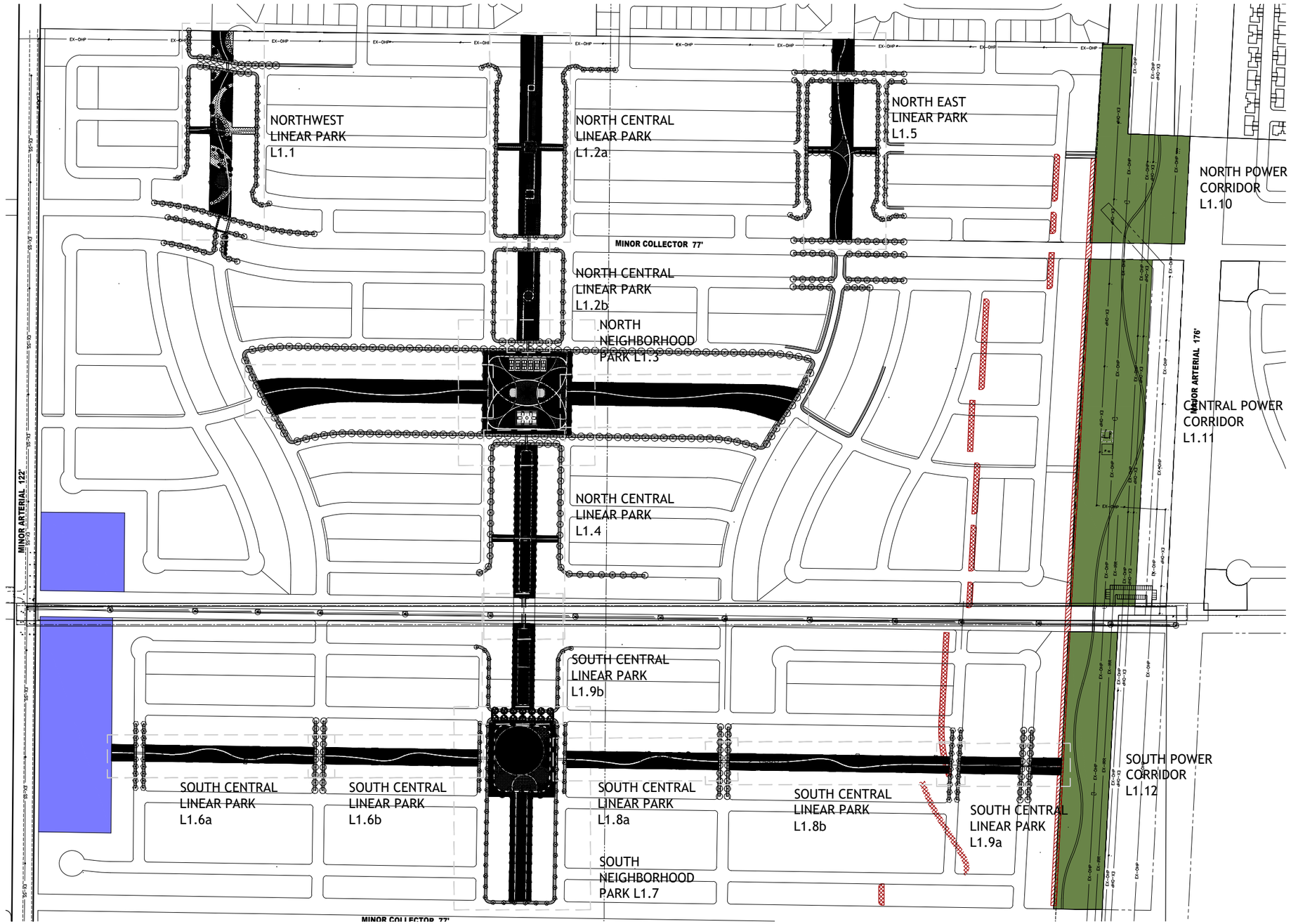
mf Multi-Family Common Open Space
- Private



PHASING MAP

- Phase A
- Phase B
- Phase C
- Phase D
- Phase E
- Phase F
- Phase G





OVERVIEW

flagship homes
1250 East 200 South, Ste. 1D
Lehi | Utah | 84043

preliminary plans not for construction

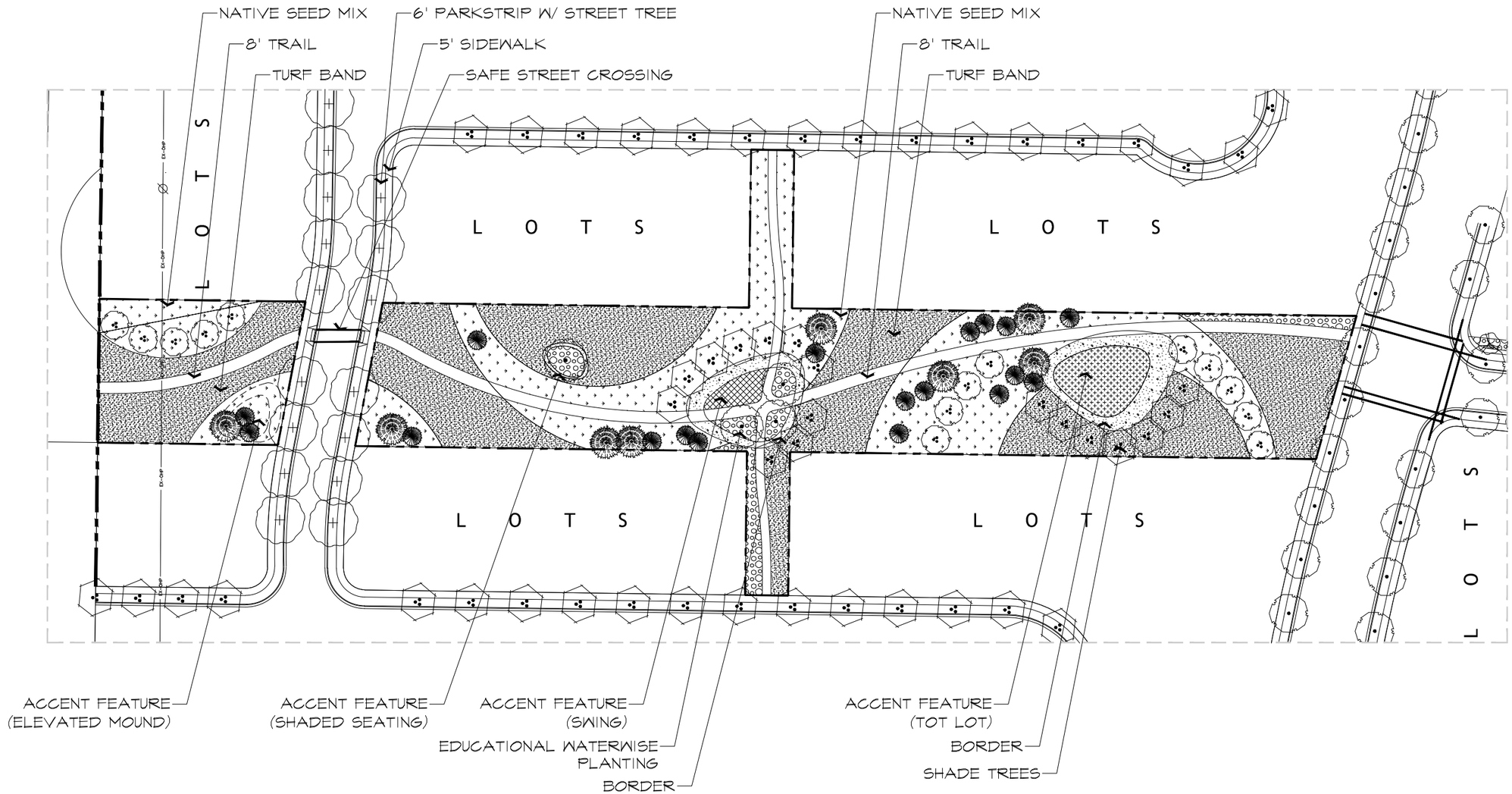
call **811** or visit www.bluestakes.org before you dig to have all utilities located and marked

AULT FARM MASTER PLANNED COMMUNITY
PARK CONCEPT PLANNING
Eagle Mountain . Utah

SEPTEMBER 2021

LANDSCAPE
concept plan

L1.1



NORTH WEST LINEAR PARK

flagship homes

1250 East 200 South, Ste. 1D
Lehi | Utah | 84043

preliminary plans not for construction

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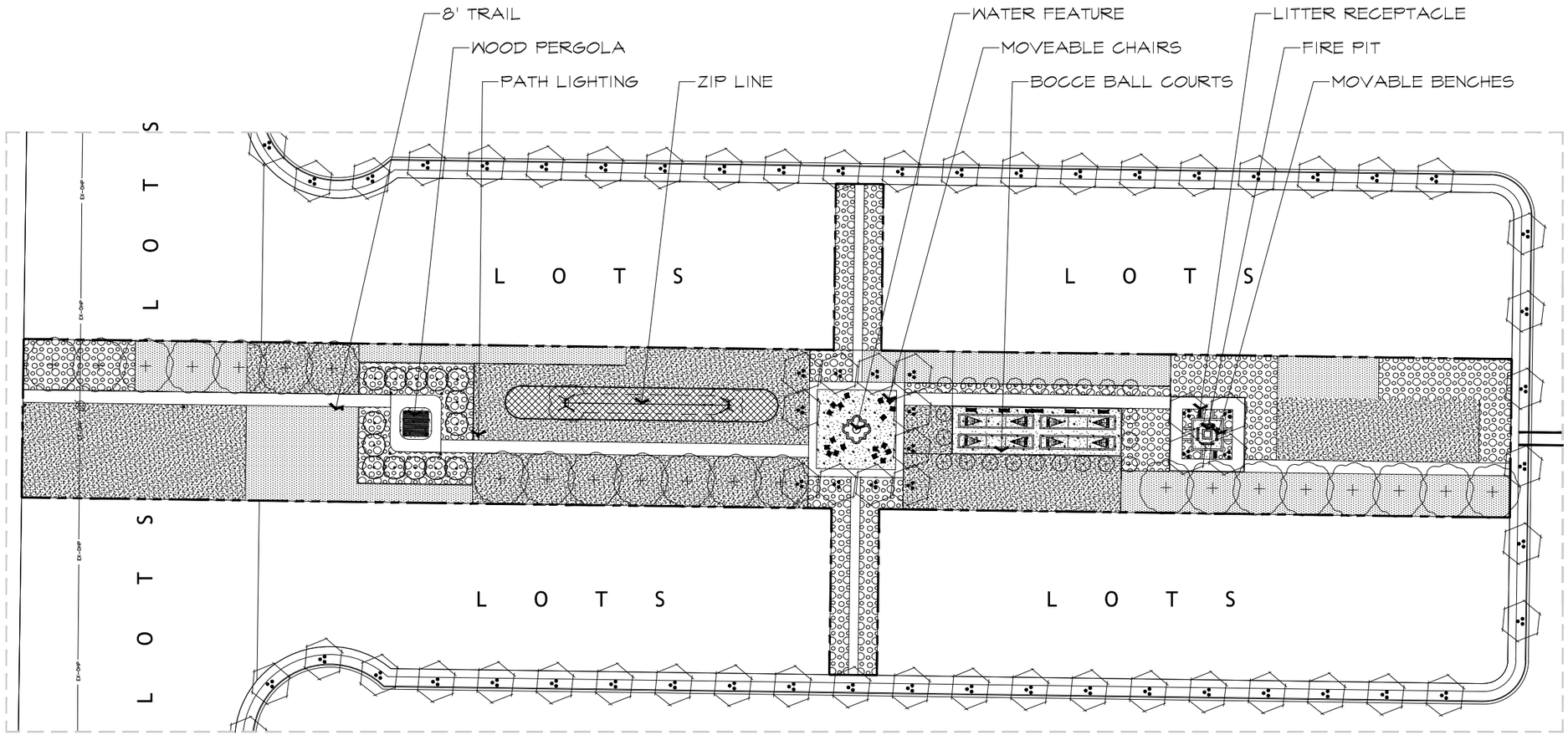
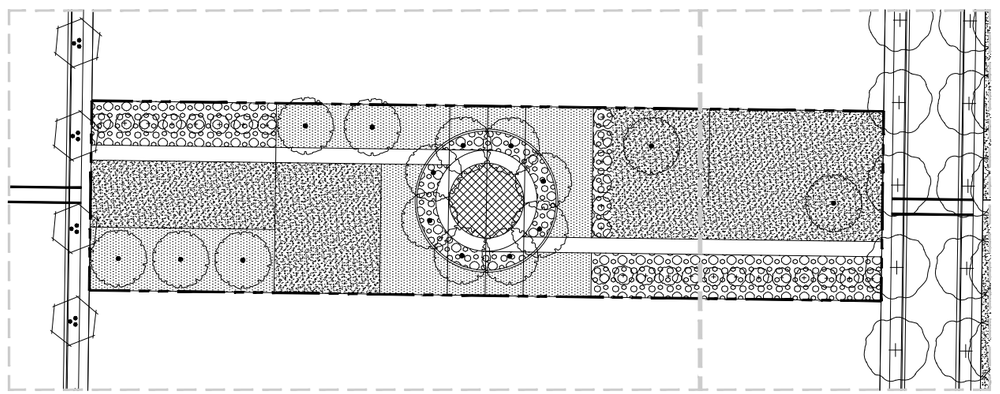
AULT FARM MASTER PLANNED COMMUNITY
PARK CONCEPT PLANNING
Eagle Mountain . Utah

SEPTEMBER 2021

LANDSCAPE concept plan

L1.1





NORTH CENTRAL LINEAR PARK

flagship homes
1250 East 200 South, Ste. 1D
Lehi | Utah | 84043

preliminary plans not for construction
XX/XX/XXXX

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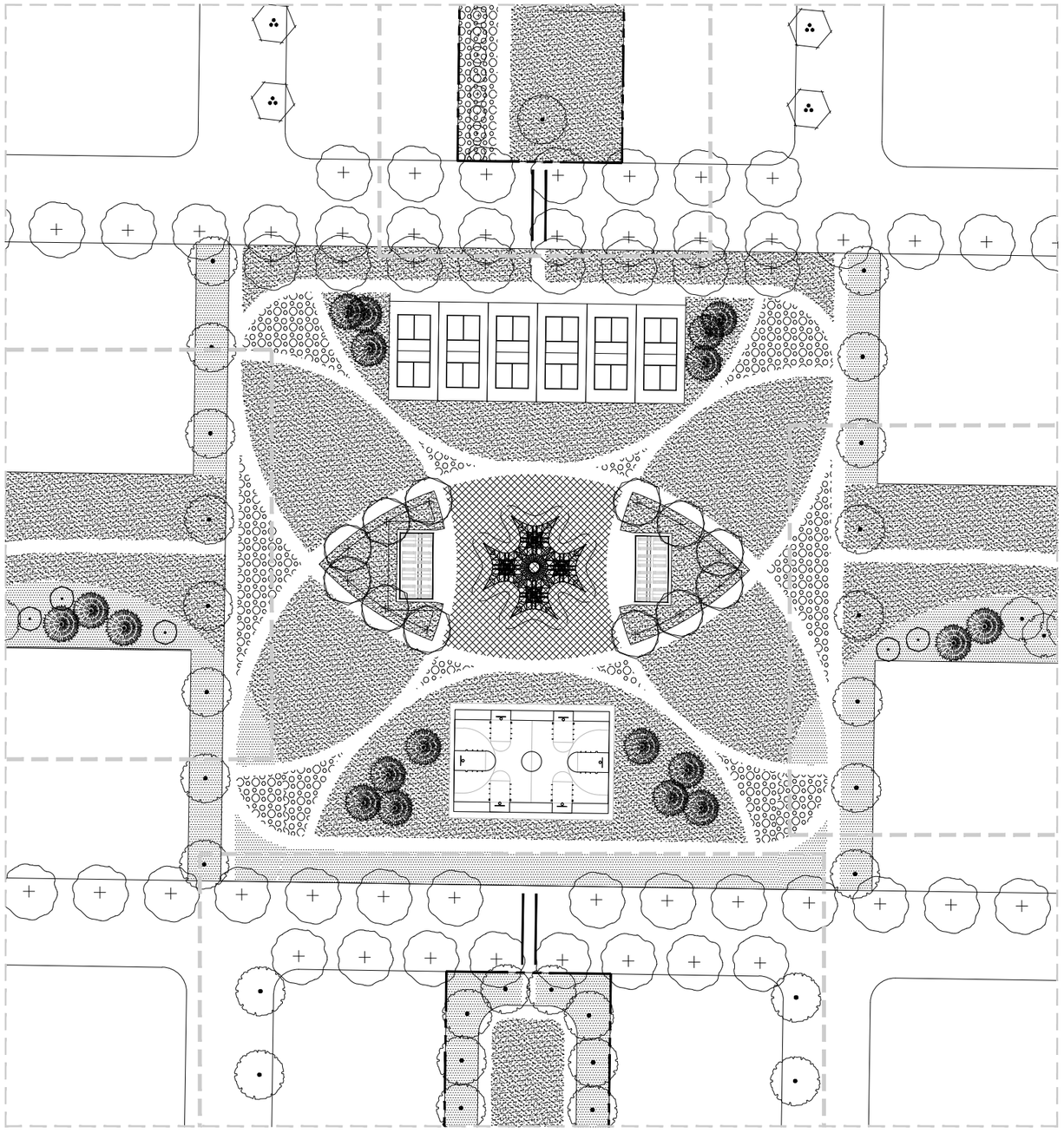
AULT FARM MASTER PLANNED COMMUNITY
PARK CONCEPT PLANNING
Eagle Mountain . Utah

SEPTEMBER 2021

LANDSCAPE
concept plan

L1.2



NORTH NEIGHBORHOOD PARK

flagship homes
1250 East 200 South, Ste. 1D
Lehi | Utah | 84043

preliminary plans not for construction

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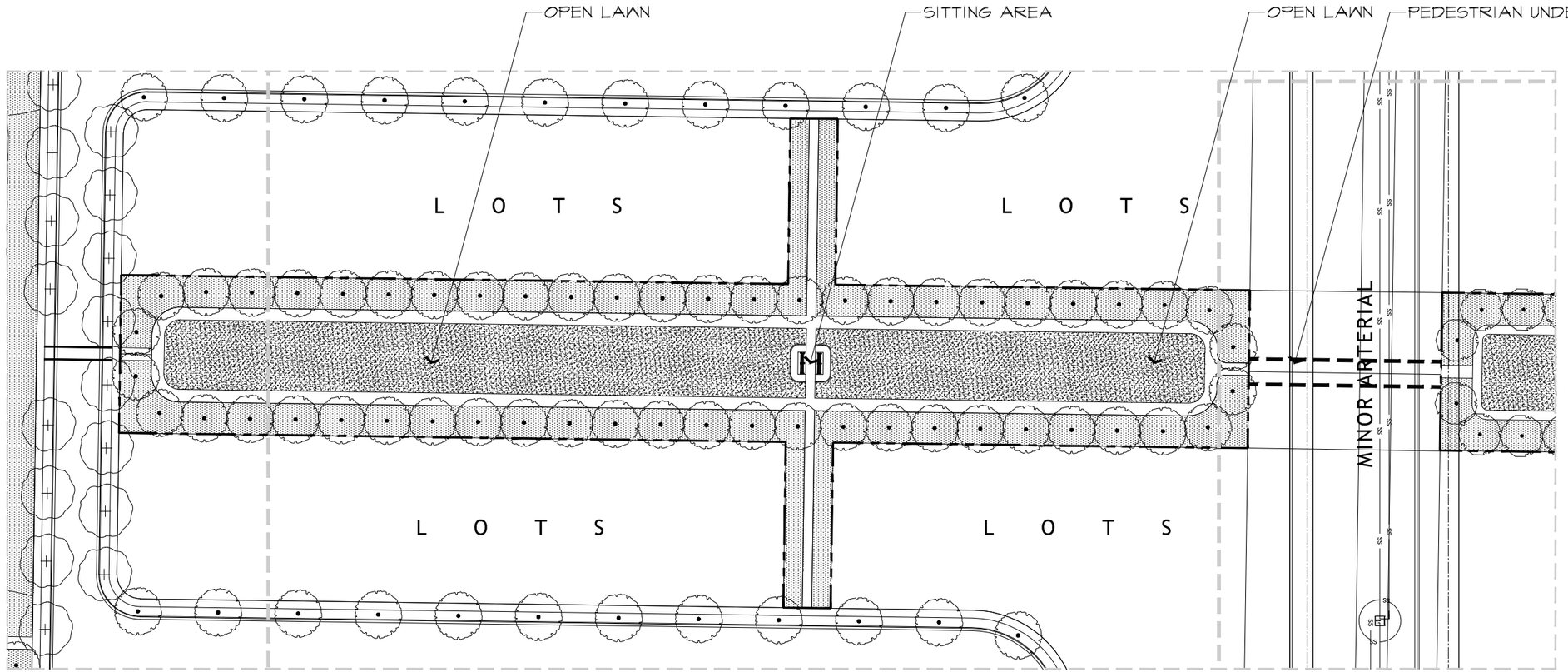
AULT FARM MASTER PLANNED COMMUNITY
PARK CONCEPT PLANNING
Eagle Mountain . Utah

SEPTEMBER 2021

LANDSCAPE
concept plan

L1.3



NORTH CENTRAL LINEAR PARK

flagship homes
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Lehi | Utah | 84043

preliminary plans not for construction
XX/XX/XXXX

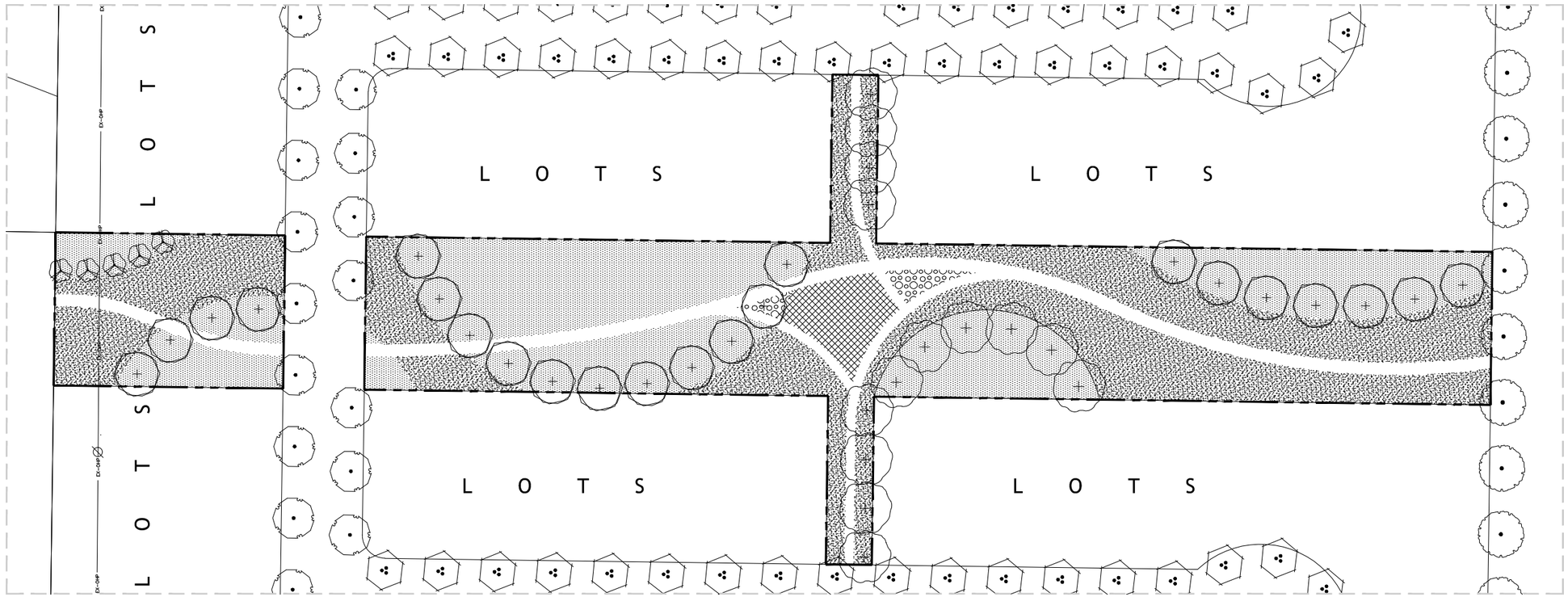
call **811** or visit www.bluestakes.org before you dig to have all utilities located and marked

AULT FARM MASTER PLANNED COMMUNITY
PARK CONCEPT PLANNING
Eagle Mountain . Utah

SEPTEMBER 2021

LANDSCAPE
concept plan

L1.4



NORTH EAST LINEAR PARK

flagship homes
1250 East 200 South, Ste. 1D
Lehi | Utah | 84043

preliminary plans not for construction

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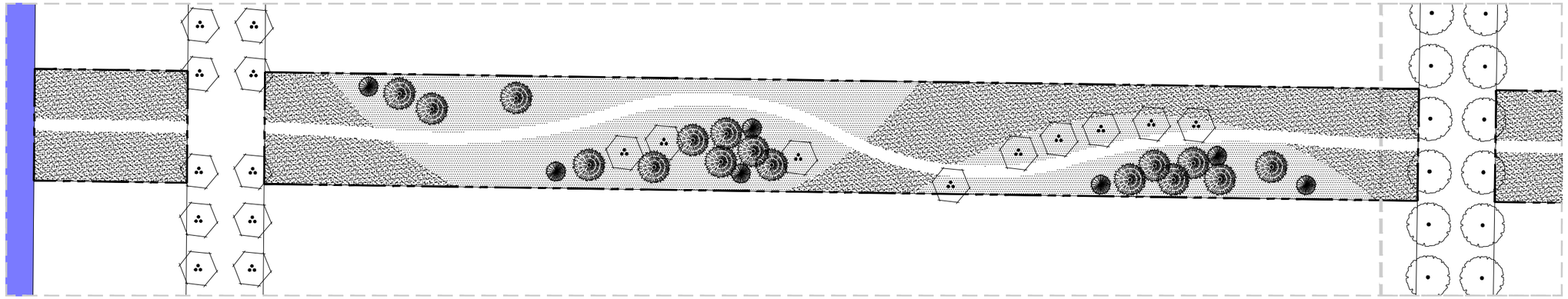
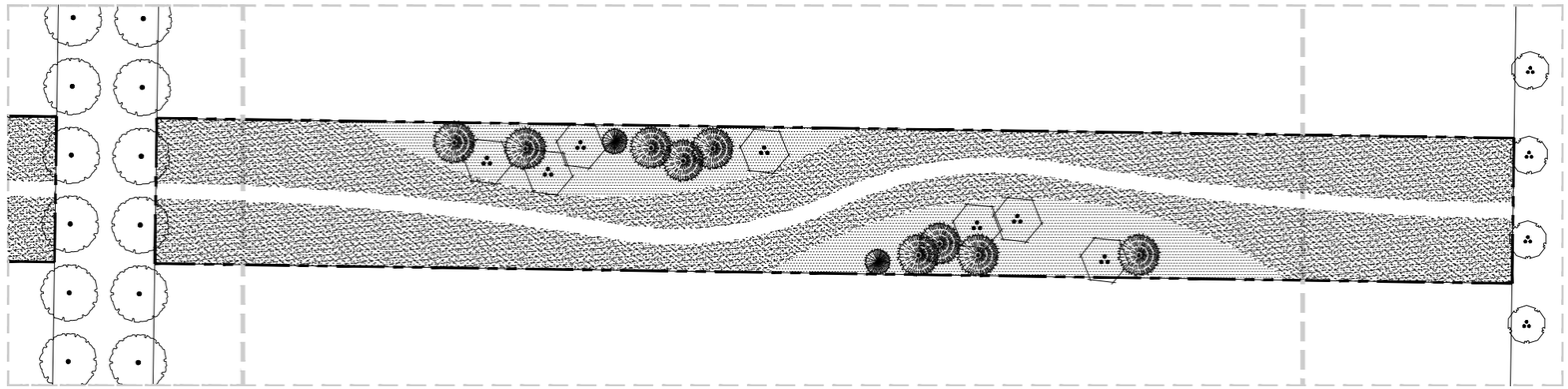
AULT FARM MASTER PLANNED COMMUNITY
PARK CONCEPT PLANNING
Eagle Mountain . Utah

SEPTEMBER 2021

LANDSCAPE
concept plan

L1.5





SOUTH CENTRAL LINEAR PARK

flagship homes
1250 East 200 South, Ste. 1D
Lehi | Utah | 84043

preliminary plans
not for construction

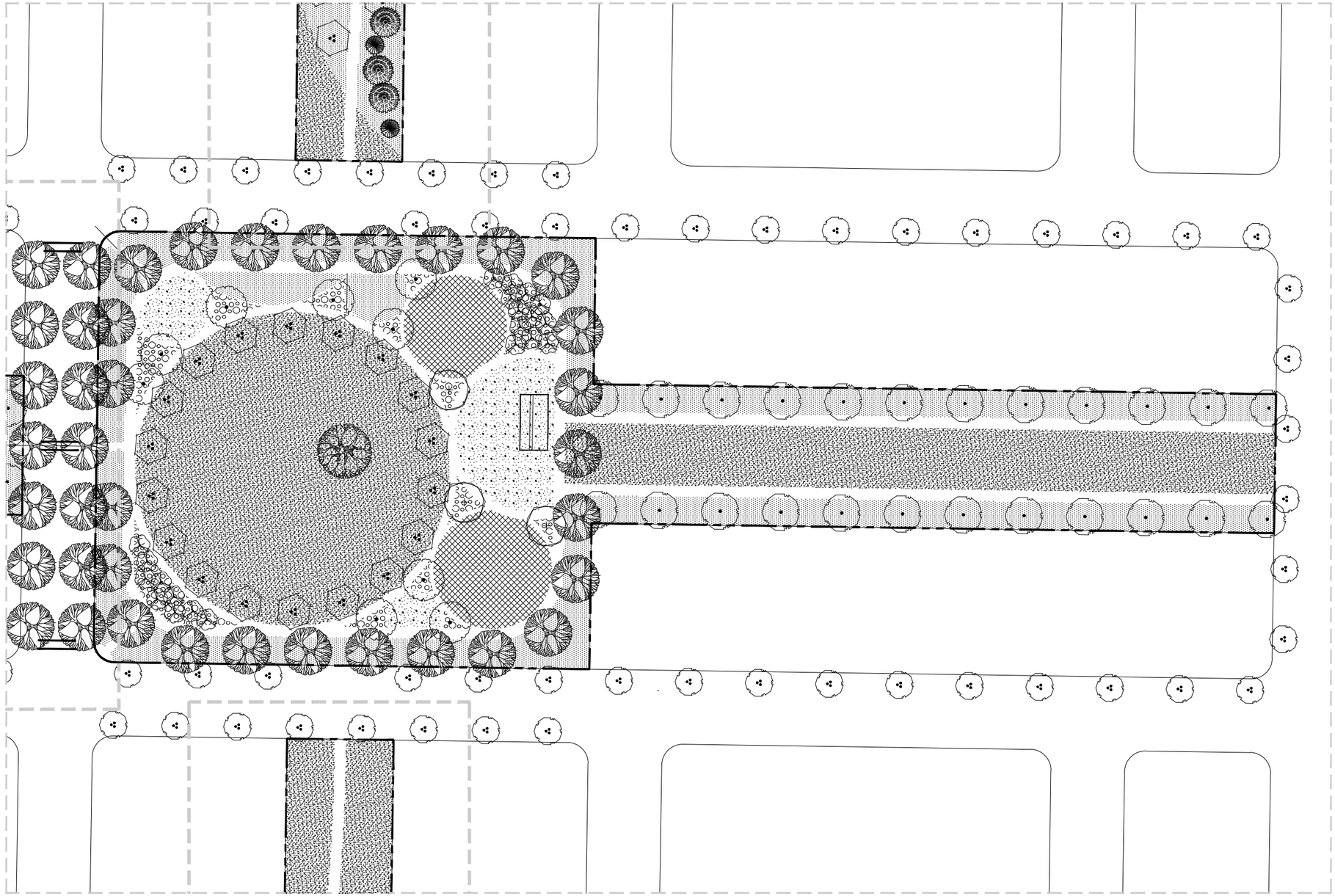
call **811** or visit www.bluestakes.org
before you dig to have all utilities
located and marked

AULT FARM MASTER PLANNED COMMUNITY
PARK CONCEPT PLANNING
Eagle Mountain . Utah

SEPTEMBER 2021

LANDSCAPE
concept plan

L1.6



SOUTH NEIGHBORHOOD PARK

flagship homes
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Lehi | Utah | 84043

preliminary plans not for construction

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AULT FARM MASTER PLANNED COMMUNITY
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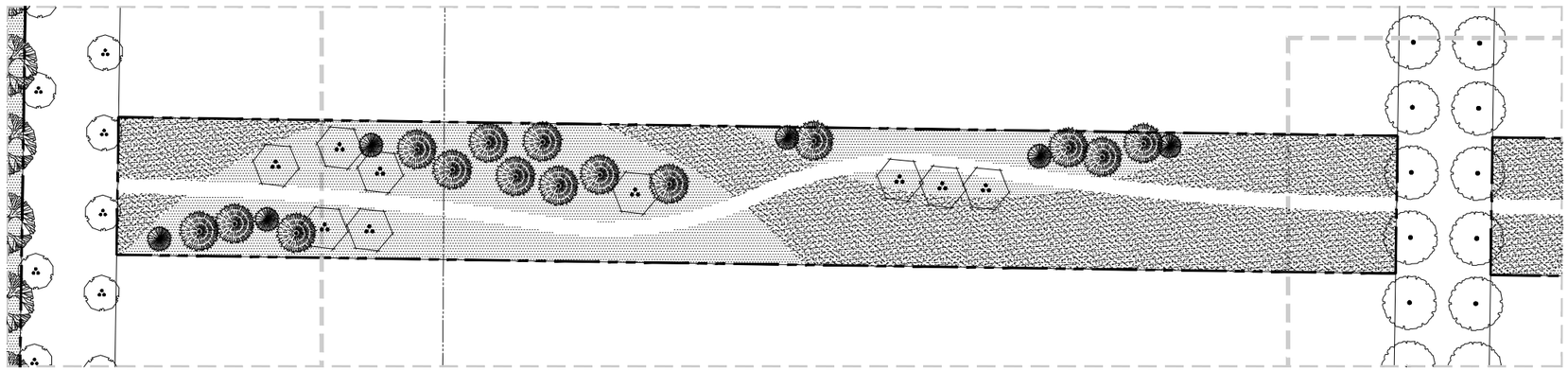
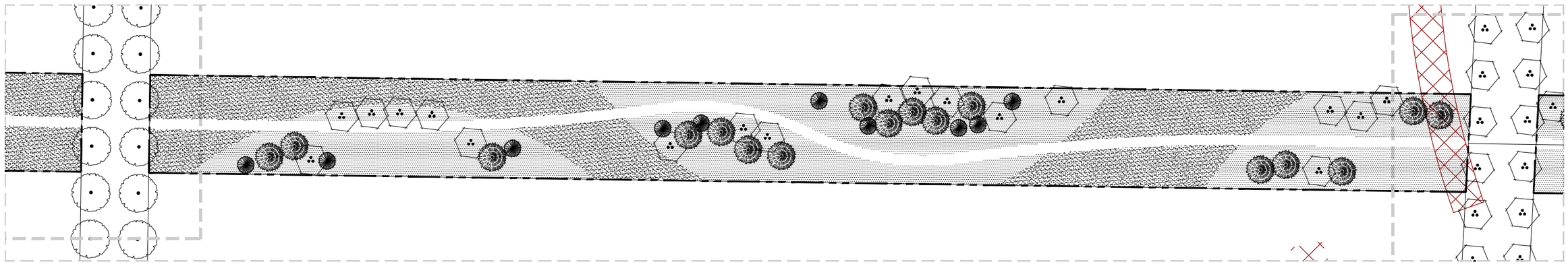
Eagle Mountain . Utah

SEPTEMBER 2021

LANDSCAPE
concept plan

L1.7





SOUTH CENTRAL LINEAR PARK

flagship homes

1250 East 200 South, Ste. 1D
Lehi | Utah | 84043

preliminary plans
not for construction

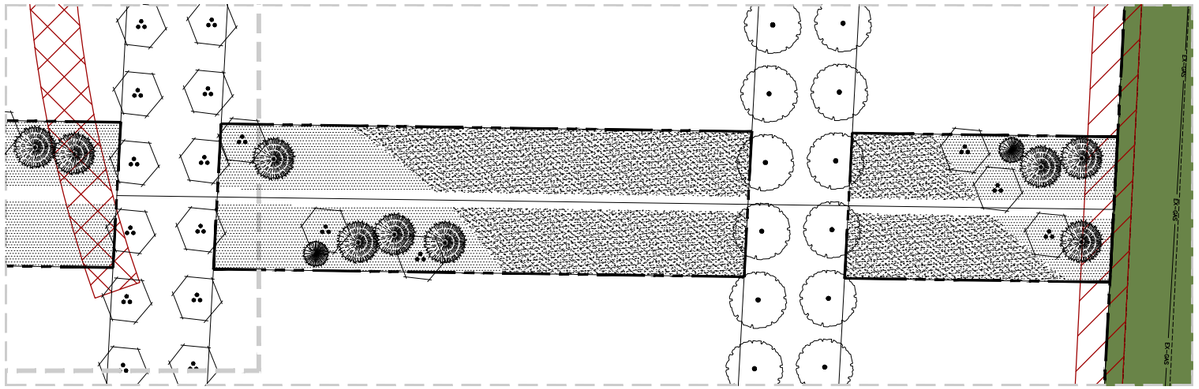
call **811** or visit www.bluestakes.org
before you dig to have all utilities
located and marked

AULT FARM MASTER PLANNED COMMUNITY
PARK CONCEPT PLANNING
Eagle Mountain . Utah

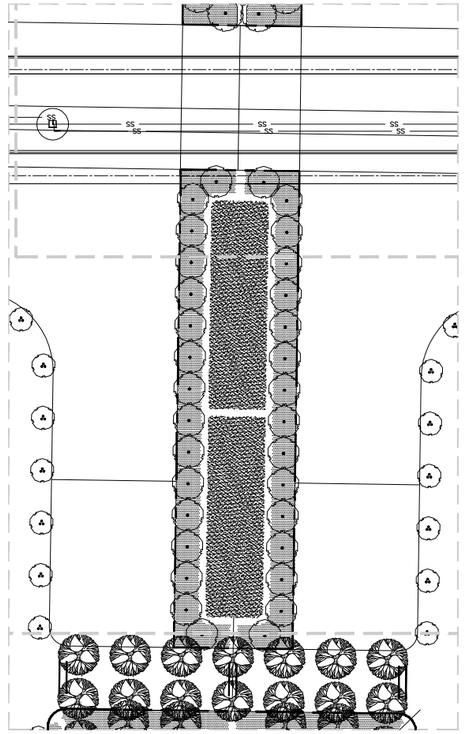
SEPTEMBER 2021

LANDSCAPE
concept plan

L1.8



SOUTH CENTRAL LINEAR PARK



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AULT FARM MASTER PLANNED COMMUNITY

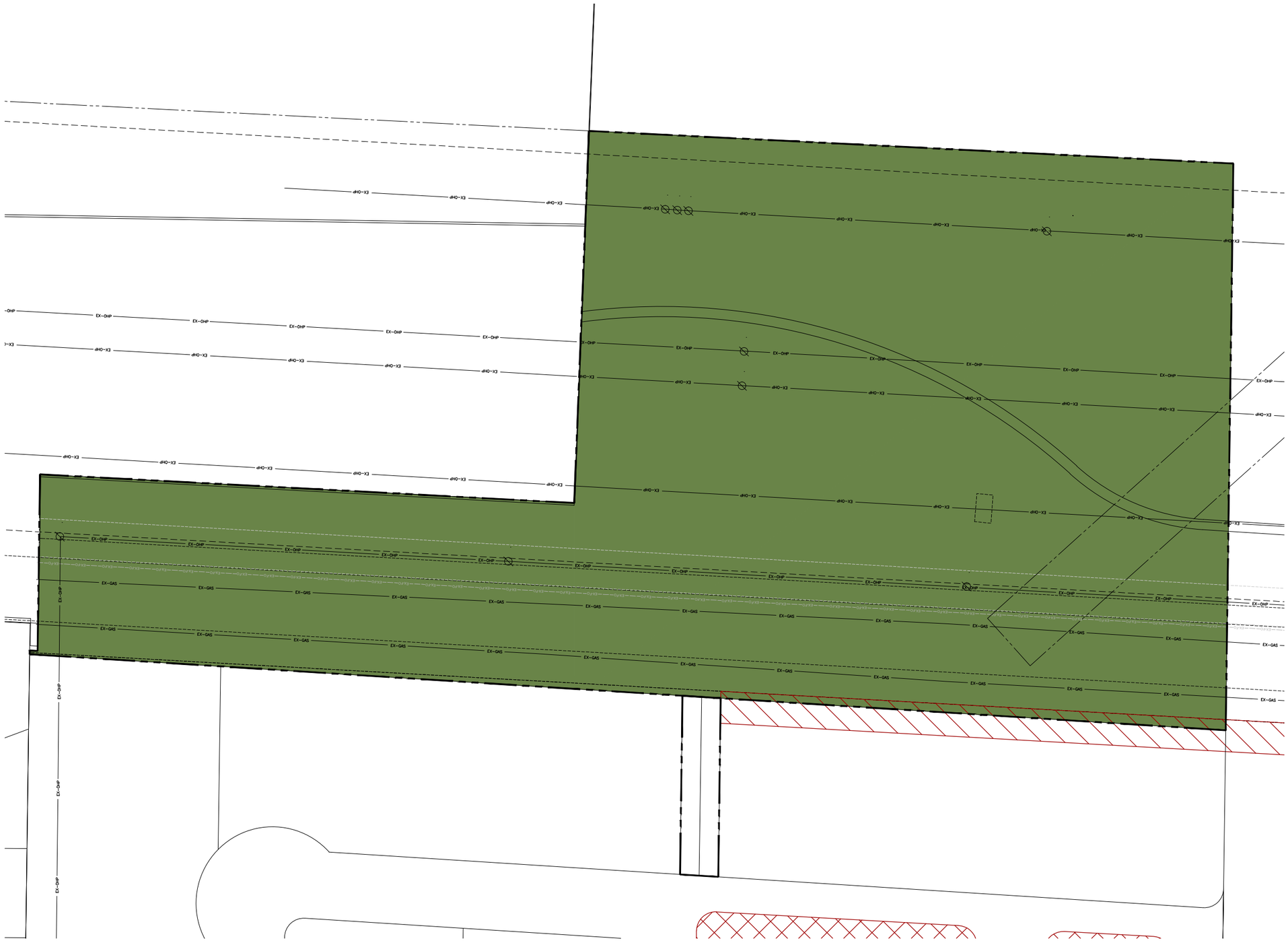
PARK CONCEPT PLANNING

Eagle Mountain . Utah

SEPTEMBER 2021

LANDSCAPE
concept plan

L1.9



NORTH POWER CORRIDOR

flagship homes

1250 East 200 South, Ste. 1D
Lehi | Utah | 84043

preliminary plans not for construction

call **811** or visit www.bluestakes.org before you dig to have all utilities located and marked

AULT FARM MASTER PLANNED COMMUNITY

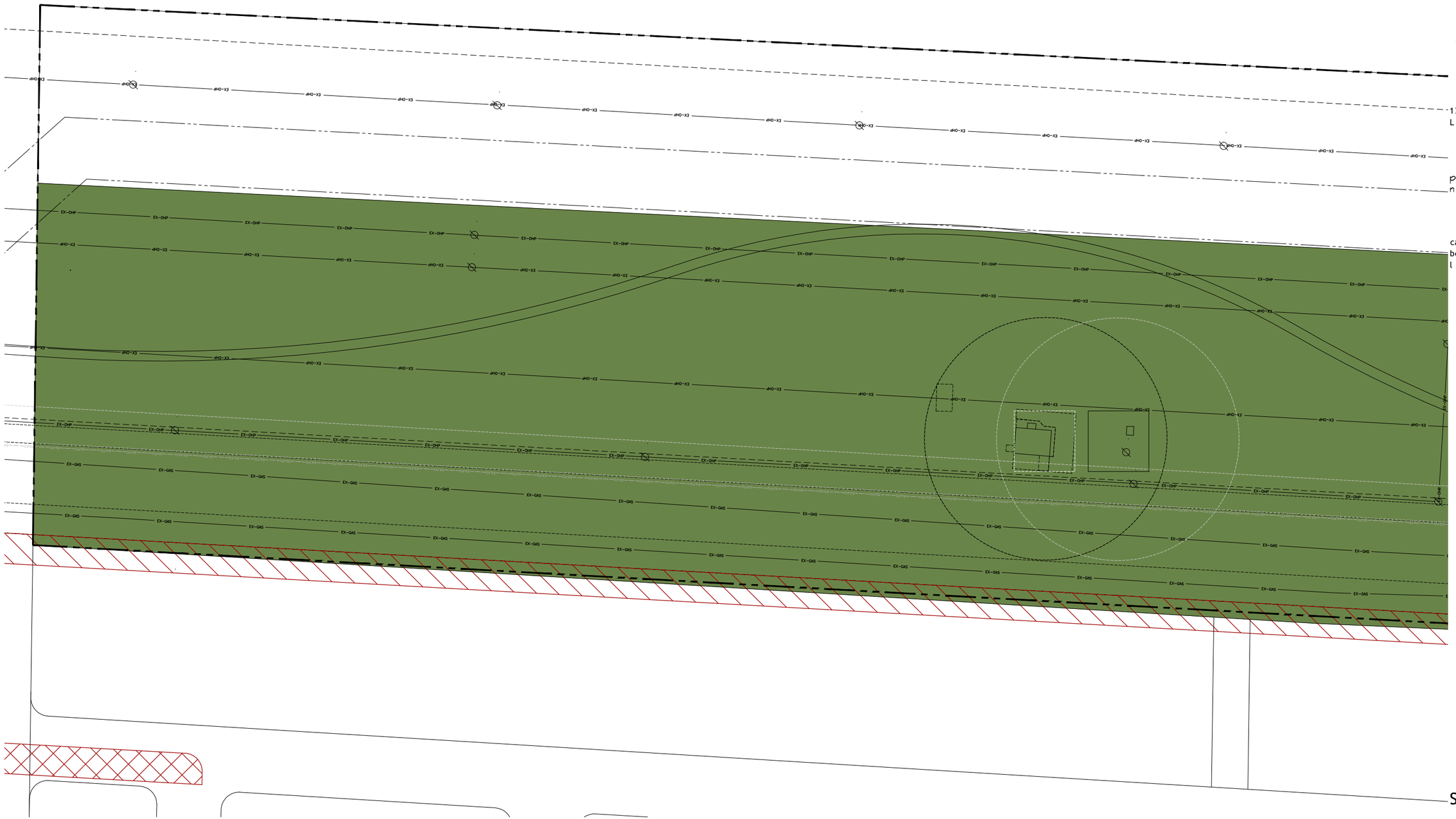
PARK CONCEPT PLANNING

Eagle Mountain . Utah

SEPTEMBER 2021

LANDSCAPE concept plan

L1.10



CENTRAL POWER CORRIDOR

flagship homes
1250 East 200 South, Ste. 1D
Lehi | Utah | 84043

preliminary plans
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AULT FARM MASTER PLANNED COMMUNITY

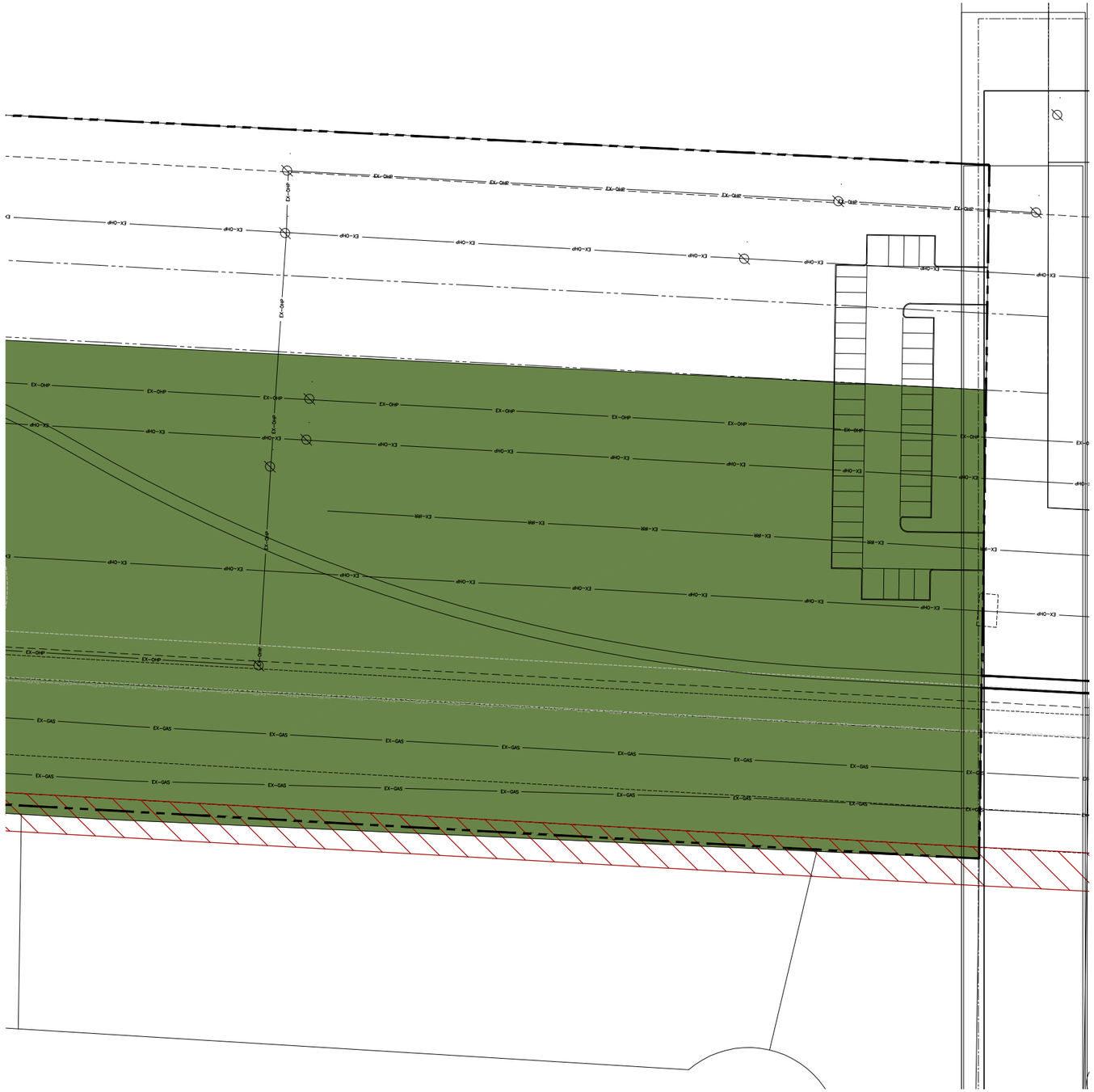
PARK CONCEPT PLANNING

Eagle Mountain . Utah

SEPTEMBER 2021

LANDSCAPE
concept plan

L1.11



CENTRAL POWER CORRIDOR

flagship homes
1250 East 200 South, Ste. 1D
Lehi | Utah | 84043

preliminary plans
not for construction
XX/XX/XXXX

call **811** or visit www.bluestakes.org
before you dig to have all utilities
located and marked

AULT FARM MASTER PLANNED COMMUNITY

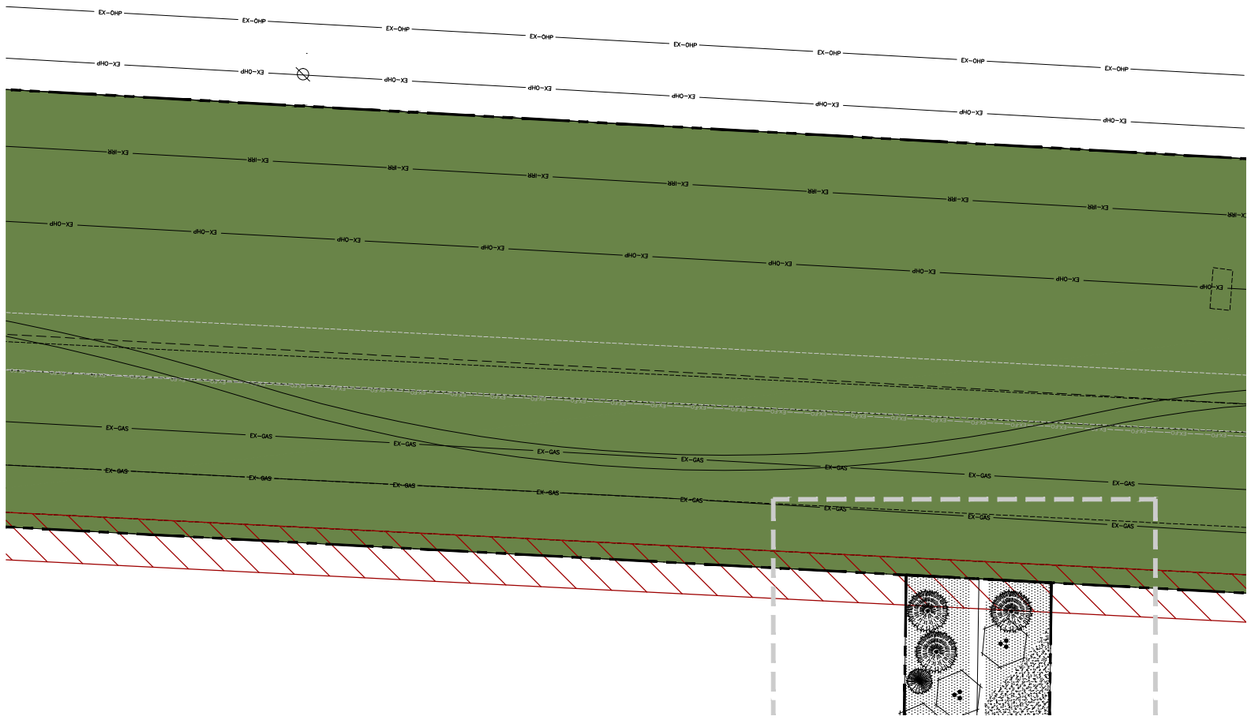
PARK CONCEPT PLANNING

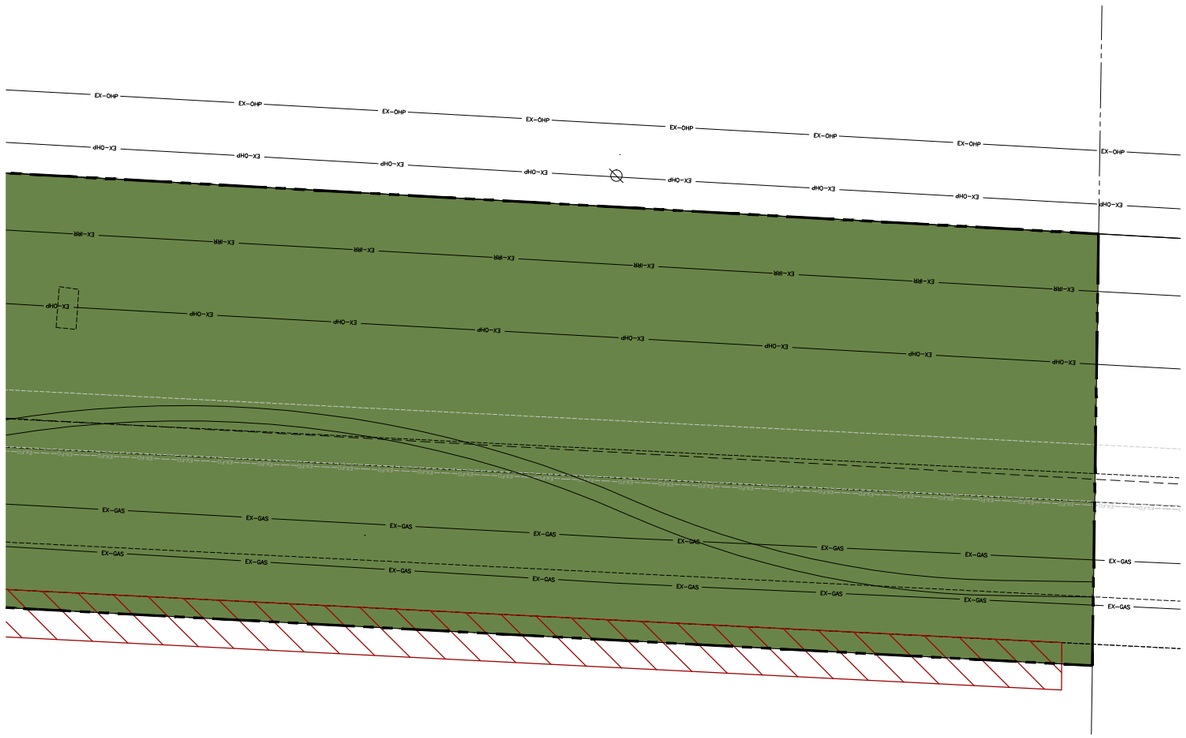
Eagle Mountain . Utah

SEPTEMBER 2021

LANDSCAPE
concept plan

L1.12





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Lehi | Utah | 84043

preliminary plans
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AULT FARM MASTER PLANNED COMMUNITY
PARK CONCEPT PLANNING
Eagle Mountain . Utah

SEPTEMBER 2021

LANDSCAPE
concept plan

L1.13

ENGINEERS
SURVEYORS
PLANNERS

LEGAL DESCRIPTIONS
PREPARED FOR
Ault Farms

COMPOSITE SURVEYED DESCRIPTION

A portion of Sections 18 and 19, Township 6 South, Range 1 West, Salt Lake Base & Meridian, and Sections 13 and 24, Township 6 South, Range 1 West, Salt Lake Base & Meridian, being described by survey as follows:

Beginning at the South Quarter Corner of Section 18, Township 6 South, Range 1 West, Salt Lake Base & Meridian; thence N89°54'05"W along the Section Line 225.58 feet; thence S3°11'37"W 1462.55 feet; thence N89°09'35"W 5017.32 feet to the west line of that real property described in Deed Entry No. 45368:2000 (said west line also being the east line of Pony Express Parkway); thence N0°27'08"E along the east line of Pony Express Parkway 4143.61 feet to the westerly extension of the south line of ***EAGLE POINT SUBDIVISION PLATS "B", "C" & "D"***; thence S89°13'23"E along the westerly extension and the south line of the above referenced subdivisions 4994.27 feet to the east line of that real property described in Deed Entry No. 92249:2019; thence S3°15'22"W along said real property 6.22 feet to the north line of that real property described in Deed Entry No. 92396:2019; thence along said real property the following six (6) courses: S89°13'24"E 138.49 feet; thence S3°03'40"W 419.66 feet; thence S87°43'38"E 1163.84 feet to the west side of a county road; thence along said county road the following two (2) courses: S2°08'08"W 1130.21 feet; thence S3°07'51"W 1089.37 feet to the south line of Section 18; thence N89°56'00"W along the Section Line 879.69 feet to the point of beginning.

LESS AND EXCEPTING THEREFROM the following:

Beginning at a point North 840.51 feet and West 253.90 feet from the South quarter corner of Section 18, Township 6 South, Range 1 West, (Based on the Utah State Plane Coordinate System); thence North 25.00 feet; thence West 50.00 feet; thence South 50.00 feet; thence East 50.00 feet; thence North 25.00 feet to the point of beginning. (Parcel No. 59:018:0009)

Beginning at a point North 1316.37 feet and East 719.67 feet from the South quarter corner of Section 18, Township 6 South, Range 1 West, (Based on the Utah State Plane Coordinate System); thence North 25.00 feet; thence East 50.00 feet; thence South 50.00 feet; thence West 50.00 feet; thence North 25.00 feet to the point of beginning. (Parcel No. 59:018:0011)

Beginning at a point located North 89°54'05" West 303.90 feet along the section line and North 754.02 feet from the South quarter corner of Section 18, Township 6 South, Range 1 West, Salt Lake Base and Meridian; thence North 50.00 feet; thence East 50.00 feet; thence South 50.00 feet; thence West 50.00 feet to the point of beginning. (Parcel No. 59:018:0045)

Contains: ±542.50 Acres

LESS AND EXCEPTING DESCRIPTION

A portion of Section 19, Township 6 South, Range 1 West, Salt Lake Base & Meridian, and Section 24, Township 6 South, Range 1 West, Salt Lake Base & Meridian, being described by survey as follows:

• Civil Engineering
• Structural Engineering
• Surveying
• Land Planning
• Landscape Architecture

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Corporate Office: 3302 N. Main Street • Spanish Fork, UT 84660 801.798.0555 801.798.9393

Beginning at a point located N89°54'05"W along the Section Line 307.06 feet and South 1460.42 feet the North Quarter Corner of Section 19, Township 6 South, Range 1 West, Salt Lake Base & Meridian; thence S3°11'37"W 1851.46 feet; thence N88°54'45"W 4906.36 feet to the east line of Pony Express Parkway as described on ***PONY EXPRESS PARKWAY EXTENSION 2*** road dedication plat; thence along said dedication plat the following two (2) courses: northwesterly along the arc of a 1120.00 foot radius non-tangent curve to the right (radius bears: N85°10'48"E) 1.17 feet through a central angle of 0°03'35" (chord N4°47'25"W 1.17 feet); thence N89°31'46"W 13.07 feet to the west line of that real property described in Deed Entry No. 45368:2000 (said west line also being the east line of Pony Express Parkway); thence along east line of Pony Express Parkway the following three (3) courses: northwesterly along the arc of a 1137.00 foot radius non-tangent curve to the right (radius bears: N85°21'53"E) 91.98 feet through a central angle of 4°38'06" (chord: N2°19'04"W 91.95 feet); thence West 4.98 feet; thence N0°27'08"E 1735.95 feet; thence N89°09'35”W 5017.32 to the point of beginning.

Contains: ±209.98 Acres

EAGLE MOUNTAIN
CITY COUNCIL MEETING MINUTES

July 20, 2021, 4:00 p.m.
Eagle Mountain City Council Chambers
1650 East Stagecoach Run, Eagle Mountain, Utah 84005

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

ELECTED OFFICIALS PRESENT: Mayor Tom Westmoreland, Councilmembers Donna Burnham, Melissa Clark, Colby Curtis, and Carolyn Love.

ELECTED OFFICIALS PRESENT ELECTRONICALLY: Councilmember Jared Gray.

CITY STAFF PRESENT: Steve Mumford, Assistant City Administrator/Community Development Director; Tayler Jensen, Senior Planner; Fionnuala Kofoed, Director of Administrative Services/City Recorder; Elizabeth Fewkes, Recording Secretary; Aaron Sanborn, Economic Development Director; Jeremy Cook, City Attorney; Zac Hilton, Streets and Storm Drain Manager; Embret Fossum, UFA Battalion Chief; Eric McDowell, Chief Deputy Sheriff; Tyler Maffitt, Communications Manager; Robert Ballif, Engineering Assistant; Michele Graves, Library Director; and Kristin Allred; Library Assistant Director.

CITY STAFF PRESENT ELECTRONICALLY: Paul Jerome, City Administrator; Kimberly Ruesch, Finance Director; Brad Hickman, Parks and Recreation Director; Mack Straw, Public Utilities Manager; Angela Valenzuela, Human Resource Manager; and Chas Glenn; Administrative Assistant.

Councilmember Gray was present electronically for a portion of the work session.

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

1. CITY ADMINISTRATOR INFORMATION ITEMS

1.A. UPDATE – City Administrator Items

Community Development

- The Macey's grocery store building plans are approved. They will receive their permit and start construction soon.
- The City issued 135 residential building permits in June. The Planning Department will send out a fiscal year building summary soon.
- The City issued 1609 new construction building permits in Fiscal Year 2021.

Water

- Tank 4 has been repaired and is back in service.
- The City is 90% complete on pressure reducing valve inspections and repairs.
- New altitude valves have been installed and staff is currently fine-tuning for optimal use for tank storage on 2 and 3.
- Tank 5 requires maintenance and the City is searching for a contractor to make the repairs.

Wastewater

- Temporary fencing has been installed around all the ponds at the plant per State recommendation.
- Discussions with Facebook are underway regarding using treated effluent for construction dust control.
- The plant expansion continues, and the outer oxidation ditch ring is full and the equipment is being tested.
- The dirt pile has been removed and irrigation on the 12-acres of land should commence by the end of the day tomorrow.

Parks

- Cory B. Wride Memorial Park Phase 2 construction work continues. All of the sport court poles with the lighting have been installed and are waiting on Rocky Mountain Power to service some of the power needs to get them up and running. The pickleball courts will be painted soon. Substantial completion is expected by August a, 2021.

Events

- Summer Bash and Laser Show will be held July 31, 2021 and will include a laser light show to offer an alternative to fireworks.

Engineering

- Pony Express Parkway – traffic has been shifted to the completed northbound lanes while the southbound lanes are being completed. The City plans to add the widening of Mid Valley Road to the Pony Express Parkway expansion project contract with Kenny Sang depending upon securing asphalt.
- Lone Tree Signal – if the meter was set by Rocky Mountain Power as scheduled, Pine Top should be able to program the light between Friday and Tuesday of next week.
- Airport Road Phase 1 – the project has been delayed but construction should begin shortly.

Streets

- The spray-applied project is complete. The City expressed appreciation to the residents that experienced additional inconvenience due to equipment issues.
- The micro surface project on the Eagle Mountain section of Pony Express Parkway is finished and the remainder should be completed today on the Saratoga Springs portion; then Aviator Ave will be serviced.

1.B. DISCUSSION – UFA Fire Station 253

City Administrator Paul Jerome assured residents that noise nuisances will be mitigated as sirens will not be used until the fire apparatuses reach Pony Express Parkway.

AJC Architects Director of Design Steve Simmons presented a concept plan and building design for a 1.5-acre property south of Mid Valley Road and east of Six-Mile Cutoff Road. The apparatus bay would be set back 50 to 60 feet from the road to provide adequate sightlines to promote safety. The plan includes ten sleeping quarters, a dayroom, and an exterior courtyard for exercise. Once the agreement for the land is finalized, construction could begin in the spring or summer of 2022.

Assistant City Administrator/Community Development Director Steve Mumford expressed concern with the proposed location in relation to the intersection to the north and suggested moving the station farther to the south to align access points. Mr. Mumford and Mr. Simmons agreed to meet with the City Engineer to address alignment concerns.

Unified Fire Authority Assistant Chief Dominic Burchett said a survey indicated most municipalities preferred not to include a community room. They could entertain adding a community room; however, it would increase the cost.

Councilmember Clark advocated for the inclusion of a community room for joint meetings between fire stations and to provide a space for community representatives and resident use.

Assistant Chief Burchett explained a survey was conducted several years ago that concluded that the community rooms in other stations were underutilized. Due to the lack of use, the board determined to move away from including community rooms in consideration of the additional cost. He stated they could evaluate the cost increase to add a community room to the plan.

Councilmember Love supported the need for a community room and said the reason for the underutilization of the community room in fire stations might be due to the public being unaware that the space is available.

Councilmember Clark said Eagle Mountain has a unique need for community rooms because the City lacks a recreation center or a large library with public space. She suggested providing a community room that can accommodate 40 to 50 people.

1.C. DISCUSSION – Smith Ranch Park Design

MHTN Architects Senior Landscape Architect Vince Olcott and Landscape Architect Alison Lewis presented the item. The vision for the project includes providing a variety of native and manicured landscapes to support active and passive uses while providing space for both people and wildlife. The leading design principle for Smith Ranch Community Park is neighborhood meets nature. The project goals are to establish a series of paths and trails that connect the community to open space, clean up the existing native open space areas, create a variety of gathering spaces, provide new play areas and programming of spaces, and extend and update the field space for games and practices. An online survey with 575 responses and community outreach efforts during Pony Express Days resulted in high rankings for playgrounds, walking trails, and an obstacle course. Other suggestions included shaded areas with many trees, pickleball courts, and ziplines. An off-leash dog park and splash pads also received high rankings; however, it was determined that this park is not the appropriate place for those uses. The natural open space was also prioritized.

The Tickville Wash and a kestrel box are located in the area. They intend to not disturb the wash or the box and to minimize the impact of the park on the wildlife. A programing element is to include council rings, low circular benches, as places for gathering and other forms of passive recreation and interpretative educational elements about the wildlife in the park. The natural areas have been disturbed by members of the community and a potential retention basin is located in the

park area. The sloped areas near the wash above a 20% grade will be excluded from improvement with a 150-foot setback from the center of the wash to remain open space with enhanced natural vegetation not intended for public use. The southwest neighborhood portion of the park could potentially include an obstacle course, sports fields, play areas divided into age groups, and paths. The existing pavilion will remain and be incorporated into the plan. The buffer zone along the wash will incorporate additional restrooms, soft-surface trails, additional trees, gathering spaces for students, small council rings, a zipline, nature play, a shaded pavilion, and additional parking on the east side with up to 30 parking stalls. The neighborhood park could include swing benches and poles for residents to attach their own slacklines and/or hammocks.

Councilmember Curtis advocated for an amenity other than a pickleball court due to the number of courts already in the City, as well as the high ranking of a volleyball court in the resident feedback. He appreciated the well-thought-out plan that incorporates the neighborhood and nature elements.

Mr. Olcott indicated that the type of sports court could be changed to the type desired by the Council.

Councilmember Burnham expressed support of the plan and Councilmember Curtis' suggestion to providing an amenity other than pickleball to increase variety. City representatives had expressed the desire for the park to be a location of learning for elementary students; she appreciates the inclusion of educational components.

Councilmember Love stated she desires to have the wash as an element that the community can enjoy, and the incorporation of the natural elements in the area exceeded her expectations. She would support pickleball courts in the park due to the lack of them in this area of the City.

Councilmember Clark said she loves the plan and the balance of the implementation of the requests by residents and the education and nature elements. Residents in this area have requested a skate park component. She feels the active play area would be an appropriate location for a skate park.

Discussion ensued regarding costs, Council and resident preferences, and concerns with potential amenities for the park including volleyball courts, pickleball courts, and/or a skate park.

Parks and Recreation Director Brad Hickman said that the cost to include a skate park could be significant. A skate park element could potentially be delayed until a later phase of construction for the park rather than diverting funds from other areas of the park to pay for the skate park during initial construction. The City has a few other potential areas for a skate park in the City; however, he would prefer including a skate park within a larger park rather than incorporating one in a smaller neighborhood park.

Mayor Westmoreland commended the design of the park especially considering the challenges with the area and expressed his support of the plan.

Mr. Olcott explained the next steps are to finalize the design of the overall concept plan, evaluate costs, determine construction phasing, and prepare a construction document.

The Mayor and Council directed staff and the consultants to research costs of a skate park compared to other potential amenities.

2. AGENDA REVIEW

12. ORDINANCE/PUBLIC HEARING

12.A. ORDINANCE/PUBLIC HEARING – An Ordinance of Eagle Mountain City, Utah, Approving the First Amendment to the Fiscal Year 2021-2022 Budget.

Finance Director Kimberly Ruesch presented the item.

The total budget increase of $5,539,250 includes:

- Summer Bash and Laser Show $25,000 – This special event is being proposed to provide an opportunity for residents to come together as a community as a result of the ban on fireworks. This event is an item that was not originally proposed with the budget.
- iWorkQ Software $2,250 – The City needs to upgrade this software to add tools that are needed for the Administrative Code Enforcement Court.
- Library Grant $12,000 – The library has received ARPA (American Rescue Plan Act) funds from the Utah State Library to be used for collection development. There is no match required for this grant.
- Well #1 Relocation $1,500,000 – Well #1 needs to be relocated. This is a critical well for providing water throughout the City. This well sits underneath a power line which limits the ability for maintenance. In its current location, the City may not be able to gain access to make needed repairs.
- Drill Well #7 $2,000,000 – In order to meet the ongoing needs of the community, a new well needs to be drilled. The location has not yet been determined.
- New Water Storage Tank $2,000,000 – Construction of a four-million-gallon water storage tank is being proposed in Pole Canyon.

Ms. Ruesch clarified that the majority of the funding for drilling the new well and the new storage tank will be covered by impact fees. The approximately $1,500,000 cost to relocate the well will be financed with the City's approximately $3,600,000 water fund reserves.

Mr. Jerome explained that American Rescue Plan funds can be used for water and wastewater projects. State grants could potentially cover the cost of the land purchase for the wastewater treatment plant expansion and the relocation of Well #1.

13. AULT FARMS

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

13.B. ORDINANCE/PUBLIC HEARING – An Ordinance of Eagle Mountain City, Utah, Approving a Master Development Plan and Rezone for Ault Farms.

Items 13.A. and 13.B. were presented and discussed concurrently.

Mr. Mumford presented the item. On July 13, 2021, The Planning Commission voted 4 to 1 to recommend approval of the General Plan amendment as proposed, and to recommend approval of the master development plan (MDP) and rezone with the following conditions:

1. The development shall be divided into four master development plan areas and Area A shall be increased in size to incorporate a portion of Area B, at the discretion of the applicant, to bring Area A within the 200-acre size limitation; and
2. The row of R2 units directly west of the FR zone in Phases A4 and B6 shall be zoned as R1; and
3. The remaining zoning shall remain as presented in the zoning map exhibit.

The subject parcel consists of 752 acres is located on the east side of Pony Express Parkway at approximately 3000 North. The area is currently zoned Agriculture and is identified in the Future Land Use Map as Foothill Residential, Neighborhood Residential One, Parks and Open Space, and Business Park/Light Industry. Input from previous concept plan reviews at the Planning Commission and City Council in 2019 and 2020 include a focus on General Plan compliance with zone requests that exist within current Municipal Code. An updated MDP has been submitted with reduced densities and includes a mix of residential zones.

The rezone request contains a mix of FR, R1, R2, R3, RC, MF1, and CN zones as well as open space and a future business park area. The road network proposal includes three accesses onto Pony Express Parkway, Tiffany Lane as a minor arterial, and north and south collectors. The applicant is proposing changes to the Master Transportation Plan by adding a south collector, reducing Tiffany Land to a minor arterial, and reducing Airport Road to a minor arterial.

The master development plan application was received during the public hearing process of the code amendment to EMMC 16.10. Based upon the filing date, the application should be subject to the new Municipal Code standards. The applicant has submitted a waiver request from the requirements of EMMC 16.10 as allowed by EMMC 16.10.050. The applicant is seeking a waiver from the code requirement allowing a maximum land area of 200 acres for a master development plan. The request states the applicant would like to move forward with the over 550-acre residential component of the development. The applicant notes that comprehensive planning and cohesive design, timing, and amenity offering should be considered with the waiver request.

The application included an exhibit with four separated areas for potential master plan divisions with Area A of approximately 131 acres, Area B of approximately 243 acres, Area C of approximately 162 acres, and Area D of approximately 214 acres. The phasing map identifies the annual anticipated phase construction beginning in 2022 and ending in 2028.

To approve a waiver, the City Council must find one of the following to be true:

- The project's concept plan review, pursuant to EMMC 16.15, received feedback from the Planning Commission and/or City Council in regards to reduced master development application requirements.
- The project will not require modification or additions to existing conditions such as zoning designations, land use designations, and roadways.
- The project involves limited developments requirements for infrastructure.
- The strict application of this chapter would result in peculiar or exceptional difficulties, exceptional and undue hardship, or the buildable area of the property is significantly reduced by topography or preexisting easement restrictions.

No designation for public facilities such as churches or schools is included in the plan. Any rezone to commercial or residential zoning would allow these uses as either permitted or special uses. A possible ten-acre elementary school site should be included in the plan, to be reviewed by Alpine School District prior to the approval of the master development agreement (MDA).

The southern 214 acres identified as Tech Campus/Light Industry will be handled with a future MDP. The applicant has provided a master plan tabulations document that includes land use by area.

The CN zone is proposed to the north and south of Tiffany Lane along Pony Express Parkway. The multifamily areas were reduced to two areas around Tiffany Lane. All other multifamily housing has been replaced by RC and R3. Per transition code standards, R3 is not appropriate adjacent to MF1. In general, the zoning exhibit does not meet the zoning transitions required in EMMC 17.60.160.

An additional affordable housing element could be considered near the commercial properties. The northwest corner should be modified to utilize the road along the north property line in the Eagle Village project. The R3 areas adjacent to the MF1 could be modified to be compatible with EMMC 17.60.160 zone transitions. R2 units could be considered along the northern property line rather than R1 units, and the R1 units in the area could be moved elsewhere in the project.

The parks plan shall be submitted including potential park improvements and example linear park improvements to be approved as an exhibit to the MDA. The Council could consider adding additional acreage to the neighborhood parks to create more useable area, shrinking some of the linear parks slightly, and/or removing the improved open space along the utility corridor. Some of the improved open space from the power corridor could be shifted to the property along the northern boundary of the project and the area could be improved with a trail and water-wise landscaping.

Mr. Mumford verified that the Planning Commission recommendation to change the R2 on the east of Phases A4 and B6 to R1 would not be compliant with Municipal Code transitioning requirements. The MF1 adjacent to R3 is noncompliant with transitioning requirements and the R1 along the north of the project would abut a noncompatible R3 product in the neighboring subdivision. The FR adjacent to a duplex product to the north also fails to meet the transition code. However, the Council has the purview to request and approve exemptions to the standards.

Councilmember Clark noted the provision included on the phasing map that states, "Phasing may change at the discretion of the developer." Mr. Mumford advocated for allowing some flexibility in the phasing requirements to allow the developer to adjust to market fluctuations and utility installation.

Discussion ensued regarding the Planning Commission excluding Phase B7 in their recommendation to rezone the suggested R2 on the east to R1. The Council noted the RC product along the south of Phase B7 as the probable reason.

Councilmember Curtis advocated for encouraging Alpine School District to select an elementary school location as soon as possible to be able to adapt the plan to mitigate traffic issues experienced at other schools in the City. Mr. Mumford said a possible location could be included in the plan; however, the school district could select a different location.

Mr. Mumford confirmed that the Council could approve three separate MDPs for the residential portion of the project to be developed concurrently if desired. The desire to jointly develop various parts of the proposed MDP area is one of the reasons the applicant is requesting a waiver to allow a single MDP for the entire residential portion of the project. Considerations for deciding whether to grant the waiver include timing of the roadways, determining which MDPs to assign the roads and the parks, and complications of assessing infrastructure and amenity responsibilities should a portion of the development be sold to a different developer.

Councilmember Love noted that applying individual master development agreements at different times would extend the development timeframe.

City Attorney Jeremy Cook said that from a drafting standpoint, he would prefer a single agreement rather than three separate simultaneous MDAs, as it would be easier to address elements such as impact fees and major road projects in one agreement. The MDA could include timing for three development areas. Separate agreements would require referencing and contingencies linked to the other MDAs. The plan could include provisions favorable to the City at the expiration of the MDA should the project fail to be completed within the six-year time limit, which is likely due to the size of the development.

Councilmember Curtis expressed concern with dividing the plan as the purpose of the 200-acre maximum is due to the difficulty in determining densities, parks and open space, homeowners' association ownership (HOA), and other issues for large land parcels. He hesitates to grant property rights and density vesting for more than six years due to the significant changes in the City in that amount of time. He prefered to move forward with smaller agreements. He advocated placing rezoning restrictions by limiting density through requiring strict compliance to the development standards and for stipulating that phasing changes must be approved by the City Council.

Mr. Cook stated that the developer could opt to have a master HOA for the entire area independent of MDP size or phasing. HOA considerations would be easier to address in a single agreement. Density transfers and other known issues in older agreements can be safeguarded against in future agreements. He advocated against City involvement with HOA issues because they are private

land issues. Master HOAs assist with costs of swimming pools, large amenities, and monuments shared between single-family and multifamily units; nevertheless, the Council could opt to deny the proposed rezone request for the project to address concerns with master HOAs.

Discussion ensued regarding concerns with the rights granted in MDAs that might not be appropriate for the City in the future, requirements to prevent density maximization and transfer, legal protections for the City, renegotiation obstacles, and including a process for the two-year extension allowance due to the projected 2028 build-out completion estimate exceeding the six-year window.

Councilmember Curtis expressed concern regarding zoning approvals being retained at the expiration of the MDA.

Discussion ensued regarding protections to include in the agreement and/or a clause to revert undeveloped land to the previous zoning at the expiration of the MDA, possibly dividing the project into two MDPs combining Areas A and B into one agreement, benefits of permitting a single MDP, preventing long-term agreements that are inappropriate for the City in the future, and the specificity of current City zoning limiting density transfer due to product, lot size, and set back requirements.

Councilmember Curtis suggested including a requirement in the MDA that the maximum density is contingent upon the strict adherence to the residential development standards of the respective zone and clarified his intent is to prevent units from being built smaller than the minimum lot size due to vested unit counts. He expressed concern that the MDP supersedes current Municipal Code standards.

Mr. Cook explained that the MDP would need to adhere to current Municipal Code standards unless specific exemptions were included in the agreement.

Councilmember Clark requested Mr. Cook draft language to include in the agreement clarifying that the units need to meet residential code standards rather than granting a number of units.

Discussion ensued regarding the benefits and potential issues with approving a unit count.

Mr. Cook stated that issues such as unit counts, lot sizes, frontages, and setbacks are generally addressed with the MDA and the rezone approval could be contingent upon the approval of the MDA. The concerns of the Council will be recorded in the minutes and should be included in the motion to assist the Council with remembering the concerns they wish to address with the MDA approval.

Councilmember Curtis stated that he had been in favor of the three Planning Commission recommended conditions of approval, but after the discussion was now unsure regarding requiring the division of the plan into multiple MDPs.

Discussion ensued regarding concerns and benefits of dividing the project into two or three MDPs, the impact of dividing the project to the proposed phasing plan, and whether to approve multiple smaller MDPs simultaneously.

Councilmember Clark expressed concern with usurping the recently-passed MDP requirements with the first MDP approval subject to the requirements.

Councilmember Curtis listed the concerns he desired to be addressed or implemented with the MDP including his previously mentioned questions as to whether the rezone conditions provide adequate protection, removing the language allowing phasing to change at the discretion of the developer while permitting an amendment process and minor changes, avoiding vesting unit counts with the master plan tabulation that would not fit within a zone if the product adhered to the residential design standards, prohibiting Area D from being rezoned as residential, adjusting the northwest corner to incorporate the road as suggested by staff, and requiring more details to be provided for the parks plan.

Councilmember Love said she believes the parks plan is a part of the MDA approval and requested clarification regarding what should be required in the MDP versus the MDA.

3. ADJOURN TO A CLOSED EXECUTIVE SESSION

No closed session was held. Mayor Westmoreland adjourned the meeting at 6:24 p.m.

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

ELECTED OFFICIALS PRESENT: Mayor Tom Westmoreland, Councilmembers Donna Burnham, Melissa Clark, Colby Curtis, and Carolyn Love.

ELECTED OFFICIALS PRESENT ELECTRONICALLY: Councilmember Jared Gray.

CITY STAFF PRESENT: Steve Mumford, Assistant City Administrator/Community Development Director; Tayler Jensen, Senior Planner; Fionnuala Kofoed, Director of Administrative Services/City Recorder; Elizabeth Fewkes, Recording Secretary; Kimberly Ruesch, Finance Director; Aaron Sanborn, Economic Development Director; Jeremy Cook, City Attorney; Embret Fossum, UFA Battalion Chief; Eric McDowell, Chief Deputy Sheriff; Robert Ballif, Engineering Assistant; Michele Graves, Library Director; and Kristin Allred; Library Assistant Director.

CITY STAFF PRESENT ELECTRONICALLY: Paul Jerome, City Administrator; Zac Hilton, Streets and Storm Drain Manager; and Tyler Maffitt, Communications Manager.

Councilmember Gray was present electronically for a portion of the policy session but did not vote on any of the items as he was absent during those portions of the meeting.

4. CALL TO ORDER

Mayor Westmoreland called the meeting to order at 7:10 p.m.

5. PLEDGE OF ALLEGIANCE

Councilmember Love led the Pledge of Allegiance.

6. INFORMATION ITEMS/UPCOMING EVENTS

- ShopFest will be held August 7, 2021, at Cory Wride Memorial Park. More than 225 small businesses will be available for residents to shop. Be sure to take advantage of the hot air balloon rides, food trucks, and live music.
- The Summer Bash and Laser Show will take place Saturday, July 31, 2021. Be sure to participate in the kids' patriotic parade and the pie-eating contest. Later in the evening, Trash Panda drum group will perform followed by a laser show.
- Just a friendly reminder that the ignition of fireworks in Eagle Mountain has been prohibited. Drought conditions persist in Utah, increasing the risk for wildfires in the State. Please find alternative forms of entertainment to help keep Eagle Mountain safe.
- The City added a residential portal to the website to assist residents with accessing information and to facilitate resident communications with City staff and officials.
- Thursday, July 22, 2021, at 10:00 a.m. at Walden Park the City has a special announcement. Residents are invited to attend.

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

7. PUBLIC COMMENTS

Mayor Westmoreland opened public comment at 7:15 p.m.

Kelly Gee expressed concern regarding traffic and speeding on Tiffany Lane and requested the Utah County Sheriff's Office patrol the area.

Mayor Westmoreland noted that the City received emails from Dee Adamsen regarding parking issues in the Heatherwood on the Green subdivision.

Eagle Mountain Performing Arts Collation representative Jennifer Kelly introduced her organization to the City Council and said their vision is to provide camps, productions, and concerts for individuals to express themselves and to develop their skills. They commit to representing the City in a positive manner and desire for the organization to be recognized by the City in order for the symphony and performing arts groups to receive the City discount when renting from the schools and to be able to use City stages and equipment for performances to help assist with production expenses. Mayor Westmoreland requested Ms. Kelly send an email to schedule a meeting to further discuss the item.

Jeff Ruth announced that the American Legion will be holding an ice cream social at the Senior Center on August 14, 2021, at 7:00 p.m. He invited all veterans and active military and the Mayor City Council, City Council candidates, and first responders to attend.

Camrie Campos sent a letter thanking the Mayor and City Council for the opportunity to serve on the Youth City Council and for the Youth City Council scholarship.

The City received the following email prior to the meeting, "My name is Angela Gewondjan and I am a boarder at Cedar Valley Stables. I run an equine therapy program for special needs children daily. Tiffany Lane runs right up to the property of the barn and has become a major safety hazard for us. Travelers from all directions and various vehicles do not keep to the speed limit. With the new construction, there are a lot of diesel trucks that do not slow down around our property. We have had many incidents where our horses and children have become spooked and we are putting them in danger. We are unable to use the outdoor arena for lessons because of this. The new stop sign is not helping either. Drivers do not stop and go through at excessive speeds. It would be very appreciated if we can come up with a solution to keep the speed limit and stop at the stop sign!! Thank you so much for your time and attention on this matter."

Mayor Westmoreland closed public comment at 7:29 p.m.

8. CITY COUNCIL/MAYOR'S ITEMS

Councilmember Burnham
Councilmember Burnham welcomed the meeting participants.

Councilmember Love
Councilmember Love said it was good to see the people attending the meeting.

Councilmember Clark
Councilmember Clark recognized and thanked Unified Fire Authority Captain Steve Conger and his crew, Captain Dave Terrion, Paramedic Brandon McDonnell, and Engineer Chance Fivas, for their service and other contributions to the City and presented them with a challenge coin.

Councilmember Curtis
Councilmember Curtis thanked the meeting participants for their attendance. He noted that three members of the City Council had received an email from Jody Hooley suggesting the City place a moratorium on new construction until the end of the drought.

City Attorney Jeremy Cook verified that the Council could consider issuing a six-month moratorium on building permits or subdivision plat approvals, per Utah Code Title 10-9a-504, should they feel current drought conditions met the qualifications to merit such as action, although a few master development agreements would be excluded per the terms of those agreements.

Mayor Westmoreland directed staff to research measurable, identifiable, and quantifiable water supply metrics to determine the levels under which the City should contemplate enacting a building moratorium.

City Administrator Paul Jerome reassured residents that there is no indication that the water supply is in jeopardy of meeting City demands. The City is currently discouraging developers from installing landscaping due to the high-water requirement to establish sod during the heat of the summer. Changes to development standards to address water usage more effectively are under consideration.

Discussion ensued clarifying that the City has sufficient water for existing and approved housing, the greater impact of landscaping on water usage compared to construction use, and that City water conservation efforts are precautionary and preemptive to protect against a water shortage crisis.

9. APPOINTMENTS

9.A. Youth Council Advisors

MOTION: ***Councilmember Clark moved to appoint Jennifer Shimakonis as a Youth Council Advisors for a one-year term. Councilmember Curtis seconded the motion. Those voting aye: Donna Burnham, Melissa Clark, Colby Curtis, and Carolyn Love. The motion passed with a unanimous vote.***

MOTION: ***Councilmember Clark moved to appoint Tyler Shimakonis as a Youth Council Advisors for a one-year term. Councilmember Curtis seconded the motion. Those voting aye: Donna Burnham, Melissa Clark, Colby Curtis, and Carolyn Love. The motion passed with a unanimous vote.***

Tyler Shimakonis encouraged all youth to attend the Youth Council meetings on the second Wednesday of each month and to participate in events the Youth Council is assisting with such as Shopfest and the Summer Bash and Laser Show.

CONSENT AGENDA

10. BOND RELEASES

10.A. Sunset Ridge Phase A, Plat 7 – Into Warranty

11. MINUTES

11.A. July 6, 2021 Minutes – Regular City Council Meeting

MOTION: ***Councilmember Curtis moved to approve the consent agenda. Councilmember Burnham seconded the motion. Those voting aye: Donna Burnham, Melissa Clark, Colby Curtis, and Carolyn Love. The motion passed with a unanimous vote.***

SCHEDULED ITEMS

12. ORDINANCE/PUBLIC HEARING

12.A. ORDINANCE/PUBLIC HEARING – An Ordinance of Eagle Mountain City, Utah, Approving the First Amendment to the Fiscal Year 2021-2022 Budget.

Finance Director Kimberly Ruesch reviewed the item as presented during work session. She explained that the cost of the software for the Administrative Law Judge court is included in the General Fund under the legal services division of the budget. A judicial branch fund is usually only implemented after the establishment of a judicial court within a municipality.

Mayor Westmoreland opened the public hearing at 7:49 p.m. As there were no comments, he closed the hearing.

MOTION: ***Councilmember Clark moved to approve an ordinance of Eagle Mountain City, Utah, approving the first amendment to the Fiscal Year 2021-2022 budget. Councilmember Burnham seconded the motion. Those voting aye: Donna Burnham, Melissa Clark, Colby Curtis, and Carolyn Love. The motion passed with a unanimous vote.***

13. AULT FARMS

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

Item 13.A. and 13.B. were presented and discussed concurrently.

Assistant City Administrator/Community Development Director Steve Mumford reviewed the item as presented during work session.

Two neighborhood parks are designed for the north and south halves of Ault Farms. These parks will be programmed with active and passive recreation features and amenities. These parks are located within a ten-minute walk for residents within a half-mile radius. Amenities in the neighborhood parks may include play space, neighborhood gardens, pathways, bike facilities, fire pits, open lawn for unstructured play, pavilions, Bocce ball courts, and/or sports courts. Seven local parks have been designed into the master development plan (MDP). Some of these parks are more linear in nature and provide green space connections into the Eagle Point neighborhood to the north. Others are more rectangular fitting the surrounding subdivision development pattern. Local parks serve residents within a quarter-mile radius and are held privately and maintained by the homeowners' association (HOA). Amenities in the local parks may include improved landscaping, trails and/or pathways, seating, shade structures, BBQ grills, fire pits, play spaces, and/or open lawn for unstructured play.

Trails throughout Ault Farms provide circulation for both pedestrians and bicyclists to move freely around the neighborhood to access parks and the commercial node and to exercise. Two north-to-south regional trails along Pony Express Parkway and Lake Mountain Boulevard are received from

the north and built through the Ault Farm development to the south. The trail network planned for the community is approximately seven miles in length. Trails are planned to be the standard City width of eight feet. Depending on their context, the material may be asphalt, concrete, or road base. Conceptual design of the open space located under the Rocky Mountain Power transmission lines facilitates the Lake Mountain Boulevard regional trail, a trailhead, nodes of manicured landscape at major intersections, and natural vegetation. A mountain bike course or pump track could be a suitable use in this open space area. The developer may also find private uses for the power corridor such as equestrian facilities or other animal-related recreational uses.

Key areas around the master-planned community called gateway landscapes are designed to create a distinct aesthetic of Ault Farms and to communicate a sense of arrival and welcoming. Signage may be included in these open spaces as well. Though not shown in the master development plans, common open space in multifamily areas will be designed and submitted with the site plan applications. The plans will include amenities consistent with neighborhood and local parks in the multifamily common open space areas. In addition, these common open spaces may include pools, clubhouses, spas, or sports courts.

Applicant representative Pete Evans explained they desire a single MDP in considerations of the infrastructure cost in the development and for coordination and cohesion. The exception in the code is for unique circumstances and they believe the project qualifies due to the location of minor arterial roads on the east and west and three major roadways—one minor arterial and two minor collectors—running east to west through the development. It would be difficult to divide the cost between several MDPs as they assume the City will want the full road constructed once any part of the development connects with the applicable road. One MDP would assist with the cost of the infrastructure and cohesive open space improvement. Master development surveys indicate the number one desired and year-round utilized amenities are linear parks and walking trails that appeal to multiple types of users. They removed all the product that did not comply with the existing Municipal Code standards from the MDP. He understood that previous issues with agreements were due to allowing products unique to the agreement whereas their plan contemplates product and design standards found within the zoning code.

Mr. Evans said he did not feel the homes backing onto the powerline corridor are amenable to an R1 lot and thinks the R1 lots are better suited in the locations proposed on the zoning map. Previously, they had placed RC lots along the corridor and included R2 units as a compromise based upon Council requests for larger lots in the location. The geographical features provide a natural buffer to transition to the FR homes. He proposed deepening the lots into the powerline corridor and implementing use restrictions on the area within the corridor should the Council require R1 lots in the location.

Councilmember Clark said that she thinks including the powerline corridor in the lots is a benefit due to the market calling for larger lots. She beseeched the applicant to increase the lot size in the areas requested by the Planning Commission from R2 to R1.

Mr. Evans requested an exception to the R1 zone 85-foot lot frontage requirement to maintain the R2 80-foot frontage for the lots the Council would like changed to R1 along the powerline corridor.

He noted that the number of lots will likely be reduced to accommodate a new City well site. Councilmember Curtis spoke against allowing an exemption to the lot frontage standards.

Councilmember Clark stated she believes that the size of previous MDPs caused things to be overlooked that resulted in issues and undesired outcomes and is one of the reasons for requiring agreements with smaller acreages.

Mr. Evans requested the Council allow the width of the frontage to be measured at the building setback line to allow for curvilinear streets; measuring from the street imposes gridded streets. He explained their lots will be designed differently than those in Evans Ranch. Councilmember Curtis expressed concern regarding the unintended consequences of allowing the frontage to be measured at the building setback.

Discussion ensued regarding potential requirements to mitigate creating wedge lots that fail to meet the intent of the frontage standards; changes in previous projects resulted in developments that differ significantly from the map exhibits presented during the approval process.

Mr. Mumford explained that the frontage standard considerations would be a condition of approval of the MDA and he will research the issue prior to the presentation of the MDA to Council.

Councilmember Clark challenged that the applicant was able to incorporate infrastructure development considerations with the adjacent developments which she believes demonstrates that multiple MDPs can be coordinated together. Mr. Evans clarified that the sewer line is the only joint infrastructure project with Scarlett Ridge.

Councilmember Clark requested staff calculate the differences between the desired lot frontages at the building setback line and the standard requirements when the item returns. She spoke against allowing a width difference as great as permitted in the cul-de-sac setback exemption standards.

Mr. Mumford verified the rear setback requirements are 25 feet for the R1 zone and 20 feet for the R2 zone.

Mr. Evans noted that the houses could not be set back farther than the rear width setback requirement and their designs meet all design standards. They are willing to change the R1 lots on the north end of the project as suggested by staff, if desired by the Council. He feels the road would be a sufficient buffer between the adjacent RC lots as the lots will not be facing each other.

Discussion ensued supporting allowing noncompatible lot adjacency transitioning due to the similar land uses for the product types, the onerous burden to request a different product type and requiring the developer to provide additional transitioning due to the impact to the plan, people purchasing lots next to smaller properties being aware of the size of the smaller adjacent lots, and the unlikelihood of existing residents objecting to the development of larger lots next to their homes.

Councilmember Burnham inquired regarding the purpose of dividing the plan into three MDPs if they intend to approve all three to be completed simultaneously.

Discussion ensued regarding whether to approve part or all of the development with consideration of the major roadway running between Areas B and C, the total acreage of each area, park installation, tying the rezoning of the development to individual phases due to concerns with the rights granted with the rezone, and the uncertainty of the future housing market.

Mr. Cook explained that separate MDPs would complicate the master development agreements because it would divide roads and other infrastructure contingent upon the other MDPs. The agreements would need to reference the other agreements and include parts of roads with timing for each section. If the Council elects to approve the full development, it would be preferable to include the full plan in a single agreement. Should the Council decide to only approve part of the development, multiple agreements would become necessary.

Councilmember Clark advocated for approving the 550-acre residential portion in separate MDPs as recommended by the Planning Commission and in accordance with Municipal Code rather than approving various portions of the project individually at separate times or granting the waiver to code standards recently approved by the current body.

Councilmember Burnham said when she voted to approve the changes to MDP requirements, she had not considered an applicant requesting multiple, simultaneous MDPs. Although she understands Councilmember Clark's reasons for desiring to adhere to the approved standards, she does not see the benefit of dividing the plan into multiple MDPs. This would complicate the project and increase the burden on staff.

Councilmember Gray said that the full infrastructure would need to be installed with the first MDP, other than perhaps part of a road where houses are located. He is not in favor of approving an agreement until the lot sizes are increased to further reduce the density in the development.

Discussion ensued regarding the impact of the required infrastructure development and phasing benchmarks on a single or multiple MDPs, potential infrastructure divisions to include within in separate MDPs and the resulting obstacles with dividing the roads and infrastructure, and benchmark timing requirements and impacts to one or multiple agreements.

Councilmember Gray stated that increasing the R1 product on the northeast of the project as suggested by the Planning Commission would be an insufficient density reduction. He objects to the inclusion of RC and MF1 in the plan because the zones are not compatible with the General Plan Neighborhood Residential One land use designation for the area. He advocated for developers bringing uses not already abundantly available in the City.

Discussion ensued clarifying the gross density calculation for the project at 3.25 units per acre and the RC and MF1 land uses representing 28.7% of the total area including the open space with the FR, R1, R2, and R3 General Plan compatible units representing 56.7% of the land uses.

Mr. Evans stated they feel the proposed variety of uses are appropriate for the area. Of the undeveloped residential property remaining in the City, 92% of the land has the Neighborhood Residential One General Plan land use designation, the remaining 8% is designated as

Neighborhood Residential Two, and none of the land is designated at Neighborhood Residential Three. When factoring in buffering requirements, they feel they have met the intent of the Neighborhood Residential One land use designation.

Councilmember Curtis stated that the residential land use designations match his vision for the City.

Discussion ensued regarding concerns with granting maximum unit counts and requirements to adhere to the lot size and setback standards in the master development agreement compared with previous agreements granting minimum units counts.

Mr. Evans clarified that the plan excludes the requested flexibility with the location where the frontage is calculated, and the numbers provided anticipate following current Municipal Code standards exactly. The new zoning code is based upon lot sizes and setbacks rather than unit counts and densities and prohibits increasing the numbers due to lot efficiencies or density transfers from land lost to public facilities sales.

Mayor Westmoreland opened the public hearing at 9:16 p.m. As there were no comments, he closed the hearing.

Councilmember Curtis stated that while he would prefer lower density as requested by Councilmember Gray, he did not oppose the plan on that basis.

When asked, none of the other Councilmembers raised objections to the plan based upon the proposed density, especially in consideration of the applicant agreeing to convert some of the R2 lots to R1.

Councilmember Clark stated that increasing the size of the lots near the powerline corridor would allow the applicant to sell them for a premium. Councilmember Burnham disagreed due to noise and other concerns of living adjacent to powerlines.

Councilmember Burnham concurred with Councilmember Curtis' concerns about granting vested unit counts based upon a table and suggested clarifying in the agreement that all units are required to adhere to lot size and setback standards regardless of the number of lots listed in the master plan tabulations.

Discussion ensued regarding the conditions and language to include in the motion to ensure the design standards are met and to prevent density transfers from public facilities land purchases, whether to include the unit counts in the master plan tabulations in the MDP due to issues with unit count vesting in prior agreements, and whether current lot and setback standards are sufficient to mitigate potential density transfer concerns.

Mr. Evans said they would prefer not to redesign the plan for the northwest corner of the project to accommodate a road in Eagle Village but are willing to if required. The original plans they were given and designed according to did not include the road. They later received an updated plan for Eagle Village that included the road.

Mr. Mumford clarified that the approved road to the northwest is located within the Eagle Village project and not partially located on the subject property. The full residential road, which will be maintained by the City, would only access lots on one side. The open space area is to the east and west of the road. Should the applicant not be required to utilize the road, staff recommends the applicant at least connect to the north-to-south neighborhood roads. He explained the purpose of the Eagle Village redesign was to provide access to the south. Although excluding the connection might be the preference for design cohesion in the Ault Farm development, increased connectivity is preferable to create access to Pony Express Parkway for both neighborhoods.

Discussion ensued clarifying the location of the roadways and the connectivity between the Eagle Village and Ault Farms projects.

Councilmember Clark expressed concern with R1- and R3-zoned homes from separate subdivisions fronting on the same road.

Mr. Mumford verified that the concern with the road was efficiency, not safety. The cost to the City to maintain the road with houses along one side is the same as if houses were along both sides. Incorporating the road would result in a cost reduction to Ault Farms; however, if the applicant prefers to assume the cost of installing a full road south of the north units, it is the purview of the Council to approve the design as requested as long as access and connection to the Eagle Village is provided.

Discussion ensued regarding whether to allow the design of the northern roads as presented and regarding the trail connectivity within the development.

Mr. Evans expressed his willingness to incorporate the open space along the northern boundary of the project into the open space and trails plan.

Mr. Mumford said he will contact ASD representatives regarding a school site. The placement of a school within a master-developed community will be less impacted by the variance of land prices and hopefully be less problematic.

Discussion ensued regarding potential school and church locations and concerns regarding the impact of the reduced unit counts from various zones, particularly R1 units.

Mr. Evans said the City Council could review and approve the school site; however, the developer has little control regarding the placement of the school.

Mr. Mumford explained that the new MDP process follows Municipal Code more strictly than previous agreements. Park designs are required during the preliminary plat approval. His purpose in including the information regarding the park in the staff report was due to concerns regarding the design, visual appeal, and useability of the linear parks. Changes to the park plan to address concerns can occur with the approval of the MDA.

Councilmember Burnham requested the applicant include park examples with the MDA.

Councilmember Love requested the applicant include examples for the commercial area in the MDA to ensure the acreage provided is viable for applicable business uses and does not need to be modified.

Discussion ensued regarding City involvement with homeowner's association (HOA) covenants, conditions, and restrictions (CC&Rs).

Mr. Cook explained that the City no longer approves CC&Rs other than ensuring that mechanisms are included to collect funds to maintain private amenities.

Councilmember Curtis expressed concern with the potential for HOAs to become predatory or to contain CC&Rs that are a disservice to residents. His greatest concern is the length of time prior to turning the HOA over to the residents.

Mr. Cook clarified that the City could stipulate to include or exclude some elements from HOA CC&Rs. As the size of a development grows, changing the terms of the CC&Rs becomes increasingly difficult due to the percentage of homeowners required to approve changes. He suggested further discussion of Councilmember Curtis' concerns outside of the meeting to decide the appropriate course of action.

Discussion ensued clarifying that the inclusion of the number of units in the approval would be based upon a maximum unit count per zone product type rather than the maximum total unit count of combined product types. The Council also discussed concerns with approving the rezone and granting the associated land uses should the MDP expire prior to the full buildout of the project.

Mr. Cook stated he would devise a formula to determine the appropriate unit count reduction for land acquired for public facilities. He will also explore if rezoning of the property could occur when the plat is recorded as suggested by Councilmember Curtis to protect against rezoning concerns.

Mr. Evans noted that the higher density RC and MF1 units, not contemplated in the Neighborhood Residential One land use, are located along major roadways which is a requirement of and compliant with Municipal Code buffering and transitioning requirements.

MOTION: ***Councilmember Love moved to approve an ordinance of Eagle Mountain City, Utah, amending the Future Land Use Map of the General Plan for certain lands known as Ault Farms. Councilmember Burnham seconded the motion. Those voting aye: Donna Burnham, Melissa Clark, Colby Curtis, and Carolyn Love. The motion passed with a unanimous vote.***

13.B. ORDINANCE/PUBLIC HEARING – An Ordinance of Eagle Mountain City, Utah, Approving a Master Development Plan and Rezone for Ault Farms.

Mayor Westmoreland opened the public hearing at 10:06 p.m. As there were no comments, he closed the hearing.

MOTION: ***Councilmember Burnham moved to approve an ordinance of Eagle Mountain City, Utah, approving a master development plan and rezone for Ault Farms with the following conditions:***

1. ***The row of R2 units directly west of the FR zone in Phases A4 and B6 shall be zoned as R1;***
2. ***The remaining zoning shall remain as presented in the zoning map exhibit;***
3. ***No density transfers shall be allowed for schools or churches;***
4. ***Unit counts shall not exceed the number listed on the master plan tabulations per each zone designation and all units shall comply with Eagle Mountain Municipal Code design standards;***
5. ***The southern 214 acres to the south are excluded from the approval and require a separate agreement;***
6. ***A parks plan with detailed conceptual designs shall be included in the master development agreement and submitted prior to the approval of the master development agreement;***
7. ***The approval of the master development plan shall be contingent upon the approval of the master development agreement;***
8. ***The applicant shall work with the City to improve the open space to the north of the development;***
9. ***The applicant shall provide Commercial Neighborhood concept plans prior to the approval of the master development agreement; and***
10. ***Phasing shall occur as indicated on the phasing map and only slight modifications to the phasing schedule shall be permitted.***

Councilmember Clark requested Councilmember Burnham include the Planning Commission recommendation to divide the MDP into four master development plan areas. She confirmed with staff that the benchmark requirements will be included in the MDA.

Councilmember Burnham declined Councilmember Clark's request.

Councilmember Love seconded the motion. Those voting aye: Donna Burnham, Melissa Clark, and Carolyn Love. Those voting nay: Colby Curtis. The motion carried with a vote of 3:1.

Councilmember Clark explained that she does not desire to vote against a plan that implements many of the elements included in the General Plan. She understands the applicant's request for the exemption and is relying on the recent residential code changes to compensate for her concerns with the MDP.

Councilmember Curtis stated that he appreciates the work put into the item but is hesitant to approve the plan as presented. He feels it needs additional work and would prefer the plan be divided into multiple MDPs.

14. CITY COUNCIL/MAYOR'S BUSINESS

None.

15. CITY COUNCIL BOARD LIAISON REPORTS

Councilmember Curtis
Councilmember Curtis reminded the public about the Military and Veterans ice cream social at the Senior Center on August 14, 2021, at 7:00 p.m.

Councilmember Burnham
Councilmember Burnham said the Senior Citizen Advisory Board is holding a meet the candidate event for on July 26, 2021, at 5:00 p.m.

Councilmember Love
Councilmember Love noted that ShopFest is coming up on August 7, 2021.

Councilmember Clark
Councilmember Clark inquired regarding the Parks and Recreation Advisory Board's request for direction and to report on their observations on unimproved, improved, and natural open space and their directive to assist with the Flip the Strip program.

Mayor Westmoreland directed staff to include a Parks and Recreation Advisory Board discussion item on the August 17, 2021 City Council work session agenda.

16. COMMUNICATION ITEMS

16.A. Financial Report

16.B. Upcoming Agenda Items

17. ADJOURNMENT

MOTION: ***Councilmember Clark moved to adjourn the meeting at 10:22 p.m. Councilmember Curtis seconded the motion. Those voting aye: Donna Burnham, Melissa Clark, Colby Curtis, and Carolyn Love. The motion passed with a unanimous vote.***

The meeting was adjourned at 10:22 p.m.

Approved by the City Council on August 3, 2021.

Fionnuala B. Kofoed, MMC
Director of Administrative Services/City Recorder

EAGLE MOUNTAIN	**EAGLE MOUNTAIN CITY** **PLANNING COMMISSION MEETING** **NOVEMBER 9, 2021**
TITLE:	ACTION ITEM - The Pinnacles Master Development Agreement
ITEM TYPE:	Master Development Agreement
APPLICANT:	Allegiant Real Estate - Andy Flamm

ACTION ITEM:
Yes

PUBLIC HEARING:
No

PREPARED BY:
Steve Mumford, Planning

BACKGROUND:

The Pinnacles Master Development Plan, General Plan Amendment, and Rezone were approved by the City Council on April 6, 2021. Those approvals are contingent upon the approval of an MDA, as described in EMMC 16.10. The master development agreement was drafted by the City Attorney and the developer's attorney and negotiated between the parties. It is presented now for review by the Planning Commission.

ITEMS FOR CONSIDERATION:

ITEMS TO CONSIDER

- Minor Modifications to the MDP Exhibit & Zoning
  - Some minor modifications to the project layout have been made, consisting mainly of the moving of the neighborhood park to the southeast due to stormwater retention needs. The City Attorney recommended that these changes be approved as part of the MDA and the modified plans be included as exhibits to the MDA or exhibits to the staff report.
- Business Campus
  - The business campus area (north of the residential property) is zoned Agriculture and, subject to a future rezone, the agreement requires that the area be developed with commercial uses consistent with the Employment Center Campus designation in the General Plan.
- Future Freeway
  - Without waiving the right to seek compensation for dedication of the land for the future freeway, the Developer acknowledges and agrees to work with the

City and/or UDOT to preserve the freeway right-of-way for future freeway development.

- Multi-Family Areas
    - Since the multi-family areas require site plan and other approvals, those areas do not contain detailed layouts, etc. Density cannot be transferred between multi-family areas, and they are not guaranteed the maximum number of units (they have to comply with the current code standards). Paragraph 3.4, which was included at the developer's request, allows the developer to propose a single-family detached product (cluster units) in the MF-1 area as an alternative to townhomes or other attached products. The approval authority may consider these detached units and may approve the specific setbacks and layouts with the associated site plan and preliminary plat. Approval is at the discretion of the approval authority, however, and Developer is not guaranteed approval of single-family detached units in this zone.
- Single-Family Area
    - The Residential Parcel shall be developed in accordance with Chapter 17.25 of the current code (the vested laws). The lot configuration and road location within the RC, R3, and R2 areas shall be consistent with the configuration on the Concept Plan. The maximum number of Residential Dwelling Units within the Residential Parcel is contingent upon Developer complying with the City's Vested Laws, and City does not guarantee that Developer can construct the maximum number of units.
- Aviator Avenue
    - Developer shall dedicate to the City by plat map 38.5 feet along the south edge of the Project in conjunction with the recording of the first plat for the Project, and Developer shall construct improvements to complete Aviator Avenue to the City's standard 77' right-of-way as follows: 1) Aviator Avenue east of the eastern access road shall be completed prior to the first plat in the Residential Parcel or Developer shall provide completion assurance in accordance with Chapter 16.30 of the City's Vested Laws; 2) Aviator Avenue between the eastern

access road and the western property line shall be completed prior to the western access road, but not later than the first plat in the RC, MF1, or MF2 zones, or Developer shall provide completion assurance in accordance with Chapter 16.30 of the City's Vested Laws.

- Neighborhood Park
    - A detailed park plan that complies with City Code is required to be submitted for staff level approval prior to approval of the first preliminary plat. The park will be dedicated to the City. In addition, the developer will pay the required park escrow (per Section 16.35.105(A)(10)) along with each final plat recording. The developer is incentivized in that way to improve the park early in the development.
- Expiration / Term
    - The agreement expires six years from the date of the agreement, or upon project buildout, whichever occurs first.
- Benchmarks
    - The agreement requires that the first preliminary plat or site plan for the project is submitted within one year of the date of the agreement and the site work for that plat or site plan is completed within two years of the date of the agreement.

REQUIRED FINDINGS:

The criteria for approval of an MDA are found in EMMC 16.10.080 and are detailed below.

- Development Rights and Responsibilities
    - Vesting granted to the property. Paragraph 6.1 includes vested rights.
    - Phasing of the development. The phasing of Aviator Avenue improvements is detailed in the agreement, as well as phasing of the park.
    - Construction and maintenance of public improvements. Section 10 discusses public infrastructure construction.
    - Special conditions relating to lot design, necessary off-site conditions or improvements, open space and parks, location of utilities, physical characteristics of the

property. There are no special conditions relating to lot design. The agreement addresses the park. Utilities are discussed in section 10. There are no unique physical characteristics of the property, except that the park needed to move to the southeast for stormwater retention purposes.
    - Any other conditions or methodologies necessary for the master development's buildout. We believe the agreement adequately addresses the buildout of the property, including references to the future freeway right-of-way, future business park to the north, future site plan applications for the multi-family areas, Aviator Avenue development timing, etc.
- Benchmarks
    - A set time limit to apply for the first site plan and/or preliminary plat. Paragraph 8.1 addresses this benchmark.
    - A set time limit from the approval of the first site plan and/or preliminary plat to begin site work. Paragraph 8.1 addresses this benchmark.
    - A set time limit from the approval of the first site plan and/or preliminary plat for all phases of curb, gutter, and road completion. We feel that paragraph 8.1 and section 4 adequately address this requirement.
    - A set time limit from the approval of the first site plan and/or preliminary plat for all phases of open space, park, and/or trail completion. Paragraph 8.2 addresses this item.
- Expiration of the Master Development.
    - Paragraph 7 includes a 6-year expiration from the "effective date" of the agreement. It will also expire upon buildout of the project.
- General Plan Compliance.
    - The general plan amendment approval of April 6, 2021 is referenced several times in the agreement, and the Notice of Decision of that approval is also an exhibit to the agreement.
- Amendments and Extensions of Time.
    - Although no amendment or extension language is detailed in the agreement, paragraph 25 indicates that the agreement is complete unless a written amendment is signed by both parties.

RECOMMENDATION:

As required by EMMC 16.10.060 the Planning Commission must review the MDA in a public meeting and provide a recommendation to the City Council.

ATTACHMENTS:

Pinnacles MDA

Pinnacles MDA Exhibits

General Plan Amendment Exhibit

CC Minutes 4-6-21

WHEN RECORDED, RETURN TO:

City Recorder
Eagle Mountain City
1650 E. Stagecoach Run
Eagle Mountain, UT 84005

MASTER DEVELOPMENT AGREEMENT FOR THE PINNACLES

THIS MASTER DEVELOPMENT AGREEMENT (this "**Agreement**" or "**MDA**") is made and entered as of the last date executed by the parties below (the "**Effective Date**"), by and between **Eagle Mountain City**, a Utah municipal corporation ("**Eagle Mountain**" or "**City**") and **B&H Land Holding, LLC**, a Utah limited liability company ("**Developer**").

RECITALS

A. Developer is the owner of approximately 161 acres of real property as described in Exhibit A (the "**Property**").

B. On April 6, 2021, the Eagle Mountain City Council approved the rezone of portions of the Property (Exhibit B, the "**Rezone Exhibit**") and a general plan amendment, which included review of the Concept Plan which is attached hereto as Exhibit C (the "**Concept Plan**").

C. Developer and Eagle Mountain desire that the Property be developed in a unified and consistent fashion pursuant to the approved exhibits.

D. The Parties desire to enter into this MDA to specify the rights and responsibilities of the Developer to develop the Property as expressed in this MDA and the rights and responsibilities of Eagle Mountain to allow and regulate such development pursuant to the requirements of this MDA.

E. The Parties understand and intend that this MDA is a "development agreement" within the meaning of, and entered into pursuant to the terms of Utah Code Ann. §10-9a-101 (2021) *et seq*.

NOW, THEREFORE, in consideration of the mutual covenants contained herein, and other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, Eagle Mountain and Developer hereby agree to the following:

1. DEFINITIONS. As used in this MDA, the words and phrases specified below shall have the following meanings:

1.1. **Act** means the Land Use, Development, and Management Act, Utah Code Ann. § 10-9a-101 (2021), *et seq*.

1.2. **Applicant** means a person or entity submitting a Development Application.

1.3. **Buildout** means the completion of all of the development on the entire Project in accordance with the Site Plan.

1.4. **Business Campus Parcel** means that portion of the Property consisting of approximately 65.34 acres as shown on Concept Plan as the "Business Campus."

1.5. **City** means Eagle Mountain City, a political subdivision of the State of Utah.

1.6. **City's Vested Laws** means the ordinances, policies, standards and procedures of Eagle Mountain in effect as of the date of this MDA

1.7. **Commercial Parcel means** that portion of the Property consisting of approximately 16.7 acres shown on the Concept Plan as "Commercial."

1.8. **Concept Plan** means the Concept Plan for the Project reviewed by the Eagle Mountain City Council, and attached hereto as Exhibit C.

1.9. **Conditions of Approval** means those conditions and stipulations imposed by the Council (defined below) in connection with the approval of the Rezone and General Plan Amendment, as specifically set forth in the Notice of Decision (defined below).

1.10. **Council** means the elected City Council of Eagle Mountain.

1.11. **Default** means a breach of this MDA as specified herein.

1.12. **Developer** means B&H Land Holding, LLC, and its successors in interest or assignees as permitted by this MDA.

1.13. **Development** means the development of a portion of the Property pursuant to an approved Development Application.

1.14. **Development Application** means an application to Eagle Mountain for development of a portion of the Project or any other permit, certificate or other authorization from the Eagle Mountain required for development of the Project.

1.15. **Eagle Mountain** means Eagle Mountain City, a political subdivision of the State of Utah.

1.16. **Final Plat** means the recordable map or other graphical representation of land prepared in accordance with Utah Code Ann. § 10-9a-603 (2021), or any successor provision, and approved by the Eagle Mountain, effectuating a subdivision of any portion of the Project.

1.17. **Future Laws** means the ordinances, policies, standards, and procedures which may be in effect as of a particular time in the future when a Development Application is submitted for a part of the Project and which may or may not be applicable to the Development Application depending upon the provisions of this MDA.

1.18. **Maximum Residential Units** means the development on the Property of not more than Four Hundred and Two (402) Residential Dwelling Units.

1.19. **Multi-Family Parcels** means that portion of the Property consisting of approximately 13.98 acres as shown on Concept Plan as the "MF1 Zone" and the "MF2 Zone."

1.20. **Multi-Family Unit** means a unit that is one of the Residential Units in the Multi-Family Parcel.

1.21. **MDA** means this Master Development Agreement including all of its Exhibits.

1.22. **Notice** means any notice to or from any Party to this MDA that is either required or permitted to be given to another party.

1.23. **Notice of Decision** means the Rezone and General Plan Amendment Notice of Decision, which include certain terms and conditions for development of the Project. A copy of the Notice of Decision is attached hereto as Exhibit D.

1.24. **Parcel** means an area within the Property that has been conveyed by or is proposed to be conveyed by metes and bounds prior to recordation of a plat of subdivision, which conveyance has occurred or is proposed to occur with the approval of the City pursuant to the provisions of Utah Code Ann. §10-9a-103(69)(c)(vi)(2021).

1.25. **Party/Parties** means, in the singular, Developer or the Eagle Mountain; in the plural Developer and Eagle Mountain.

1.26. **Project** means the Pinnacles project to be constructed on the Property pursuant to this MDA with the associated Public Infrastructure and private facilities, and all of the other aspects approved as part of this MDA.

1.27. **Property** means the approximately 161 acres of real property owned by and to be developed by Developer more fully described in Exhibit A.

1.28. **Public Infrastructure** means those elements of infrastructure that are planned to be dedicated to the Eagle Mountain or other public entities as a condition of the approval of a Development Application.

1.29. **Residential Dwelling Unit** means a structure or portion thereof designed and intended for use as residence as illustrated on the Concept Plan.

1.30. **Residential Parcel** means that portion of the Property consisting of approximately 65 acres as shown on Concept Plan and designated as R2 Lots, R3 Lots or RC Lots.

2. GENERAL DEVELOPMENT OF THE PROJECT.

2.1. **Compliance with the Concept Plan and this MDA.** Development of the Project shall be in accordance with the Eagle Mountain's Vested Laws, the Eagle Mountain's Future Laws (to the extent they are applicable as specified in this MDA), the Concept Plan, the Notice of Decision, and this MDA.

2.2. **Development Requirements**. Eagle Mountain has approved the Concept Plan for the Project which shall serve as the Master Development Plan map. Developer shall construct the Project in accordance with the Concept Plan and the Conditions of Approval as set out in the Notice of Decision.

3. PROPERTY ZONING AND DEVELOPMENT.

3.1. **Business Campus**. The Business Campus Parcel is currently zoned Agriculture. The parties acknowledge that "business campus" is based on a designation within the General Plan and not a zoning designation. Subject to a future rezoning approval, the Business Campus Parcel shall be developed with commercial uses consistent with the Employment Center Campus designation in the General Plan. Developer acknowledges that the City's Future Land Use and Transportation Corridors Map (and Transportation Master Plan) includes a future freeway that traverses a portion of the Business Campus parcel. Without waiving the right to seek compensation for dedication of the land for the future freeway, Developer acknowledges and agrees to work with the City and/or UDOT to preserve the freeway right-of-way for future freeway development.

3.2. **Commercial Neighborhood.** The Commercial Parcel is zoned Commercial Neighborhood (CN). The Commercial Parcel shall be developed in accordance with Chapter 17.35 of the City's Vested Laws.

3.3. **Multi-Family Parcels.** The Multi Family Parcel is zoned as follows:

Zoning	Area (acres)	Maximum # of Units
MF2	Approx. 5.6	96
MF1	Approx. 8.4	84

The Multi-Family Parcel shall be developed in accordance with Chapter 17.25 of the City's Vested Laws. The maximum number of Multi-Family Units is regulated by the Vested Laws, and City does not guarantee that Developer can construct the maximum number of units. Multi-Family Units may not be transferred between the MF1 and MF2 zoning areas.

Prior to development in the MF1 and MF2 zones, Developer shall submit to the City and receive approval of a Site Plan that meets the zoning and development requirements of the Vested Laws for the MF1 and MF2 zones. The parties acknowledge that Developer may propose single-family detached units (cluster units) in the MF-1 zone, as an alternative to townhomes or other attached products. The approving authority may consider these detached units and may approve the specific setbacks and layouts with the associated site plan and preliminary plat. Approval is at the discretion of the approval authority, however, and Developer is not guaranteed approval of single-family detached units in this zone.

Developer acknowledges that the future freeway traverses the northwest corner of the MF2 parcel. Without waiving the right to seek compensation for dedication of the land for the future freeway, Developer acknowledges and agrees to work with the City and/or UDOT to preserve the freeway right-of-way for future freeway development.

3.4 **Single Family Residential Parcel.** The Residential Parcel is zoned as follows:

Zoning	Acres	Maximum # of units
RC	Approx. 18.25	88
R3	Approx. 23.17	87
R2	Approx. 17.03	47

The Residential Parcel shall be developed in accordance with Chapter 17.25 of the City's Vested Laws. The lot configuration and road location within the RC, R3, and R2 areas shall be consistent with the configuration on the Concept Plan. The maximum number of Residential Dwelling Units within the Residential Parcel is contingent upon Developer complying with the City's Vested Laws, and City does not guarantee that Developer can construct the maximum number of units.

4. ROADS AND TRAFFIC.

4.1 **Internal Roadways**. The Land Use Plan depicts the major proposed roadways and access for the Project. Developer shall be responsible for constructing all roads within the Project at Developer's expense.

4.2 **Aviator Avenue**. Developer shall dedicate to the City by plat map 38.5 feet along the south edge of the Project in conjunction with the recording of the first plat for the Project, and Developer shall construct improvements to complete Aviator Avenue to the City's standard 77' right-of-way as follows: 1) Aviator Avenue east of the eastern access road shall be completed prior to the first plat in the Residential Parcel or Developer shall provide completion assurance in accordance with Chapter 16.30 of the City's Vested Laws; 2) Aviator Avenue between the eastern access road and the western property line shall be completed prior to the western access road, but not later than the first plat in the RC, MF1, or MF2 zones, or Developer shall provide completion assurance in accordance with Chapter 16.30 of the City's Vested Laws.

5. PARKS AND OPEN SPACE.

5.1. **Park Plan**. The Concept Plan shows the location of an approximately 6.5-acre park within the Residential Parcel ("**City Park**"). A concept plan for the City Park is included in the Utility Plan attached as Exhibit E. Developer shall improve the City Park in accordance with Sections 16.35.105 and 17.25.040 of the City's Vested Laws to meet the parks and open space requirements for the Project. The City may approve Developer constructing improved open space within the Multi-Family Parcels to meet a portion of the park and improved open space requirements for the Project. Prior to recording the first preliminary plat for the Project, Developer shall submit a detailed plan for the City Park and receive approval for the park plan from the City Parks and Recreation Director and the Planning Director. Developer acknowledges and agrees that the City Park does not fulfill the clubhouse and swimming pool requirement for the Multi-Family Parcels set forth in Section 17.25.050(L) of the City's Vested Laws.

5.2 **Dedication of Park Improvements**. The City may require Developer to dedicate all Improved Open Space areas to either the City or an HOA for the Project based on the final configuration of the Improved Open Space. The City may require that Improved Open Space areas be dedicated to the City in conjunction with the subdivision plats that utilize the areas for Improved Open Space credit or with the recording of adjacent plats. The parties anticipate that all large Improved Open Space areas (larger than 2 acres and specifically including the City Park) with play field or other amenities will be dedicated to and maintained by the City and small open space areas will be dedicated to and maintained by the HOA.

6. VESTED RIGHTS.

6.1. **Vested Rights Granted by Approval of this MDA.** The Parties intend that this MDA grants to Developer all rights to develop the Project in fulfillment of this MDA, Eagle Mountain's Vested Laws, and the Site Plan except as specifically provided herein. The Parties specifically intend that this MDA grant to Developer the "vested rights" identified herein as that term is construed in Utah's common law and pursuant to Utah Code Ann. § 10-9a-509 (2021).

6.2. **Exceptions.** The vested rights and the restrictions on the applicability of Eagle Mountain's Future Laws to the Project as specified in Section 9 are subject to the following exceptions:

6.2.1. Master Developer Agreement. Eagle Mountain's Future Laws or other regulations to which the Developer agrees in writing;

6.2.2. State and Federal Compliance. Eagle Mountain's Future Laws or other regulations which are generally applicable to all properties in Eagle Mountain and which are required to comply with State and Federal laws and regulations affecting the Project;

6.2.3. Codes. Any Eagle Mountain's Future Laws that are updates or amendments to existing building, fire, plumbing, mechanical, electrical, dangerous buildings, drainage, or similar construction or safety related codes, such as the International Building Code, the APWA Specifications, AAHSTO Standards, the Manual of Uniform Traffic Control Devices or similar standards that are generated by a nationally or statewide recognized construction/safety organization, or by the State or Federal governments and are required to meet legitimate concerns related to public health, safety or welfare;

6.2.4. Taxes. Taxes, or modifications thereto, so long as such taxes are lawfully imposed and charged uniformly by Eagle Mountain to all properties, applications, persons and entities similarly situated;

6.2.5. Fees. Changes to the amounts of fees for the processing of Development Applications that are generally applicable to all development within the Eagle Mountain (or a portion of Eagle Mountain as specified in the lawfully adopted fee schedule) and which are adopted pursuant to State law;

6.2.6. Impact Fees. Impact Fees or modifications thereto which are lawfully adopted, and imposed by Eagle Mountain pursuant to Utah Code Ann. Section 11-36a-101 (2021) *et seq*; or,

6.2.7. Compelling, Countervailing Interest. Laws, rules or regulations that Eagle Mountain's land use authority finds, on the record, are necessary to avoid jeopardizing a compelling, countervailing public interest pursuant to Utah Code Ann. § 10-9a-509(1)(a)(i) (2021).

7. TERM OF AGREEMENT. In accordance with Section 16.10.080 of the Vested Law, this MDA shall expire and terminate six (6) years from the Effective Date. This MDA shall also terminate automatically at Buildout. Notwithstanding the foregoing, any obligations of the Developer, including any obligations for which the Developer has provided a bond or other form of completion assurance, shall survive termination of this MDA.

8. BENCHMARKS. As required by Section 16.10.080(B) of the Vested Law, the following development benchmarks shall occur. The parties acknowledge that Developer may plat and/or develop the project in multiple separate phases.

8.1. **First Preliminary Plat or Site Plan**. The first preliminary plat or site plan for the Project shall be submitted for approval within one (1) year from the Effective Date. The site work for the first final plat or site plan shall commence within two (2) years from the Effective Date, including required public infrastructure (including but not limited to curb, gutter, roads) as noted in this MDA, provided that approval of the site plan or final plat has not been unreasonably delayed by the City.

8.2. **City Park**. In accordance with 16.35.105(A)(10) of the Vested Law, the approximately 6.5-acre park shall be fully completed prior to recording of the first plat, or a separate cash escrow of $3,750 per lot/unit must be put in place with the City with each plat to cover the anticipated cost of park improvements. For example: final plat = 20 lots; cash escrow for final plat = $75,000 ($3,750 x 20). In addition, the City Park must be completed prior to the City recording a final plat that includes more than 85% of the Single Family Units within the RC, R3, and R2 areas.

9. PROCESSING OF DEVELOPMENT APPLICATIONS. The procedure for processing Development Applications shall be in accordance with the procedural provisions of Eagle Mountain's Future Laws. If Eagle Mountain denies a Development Application Eagle Mountain shall provide a written determination advising the Applicant of the reasons for denial including specifying the reasons Eagle Mountain believes that the Development Application is not consistent with this MDA, the Zoning and/or Eagle Mountain's Vested Laws (or, if applicable, Eagle Mountain's Future Laws).

10. PUBLIC INFRASTRUCTURE.

10.1. **Construction by Developer**. Developer, at Developer's cost and expense, shall have the right and the obligation to construct or cause to be constructed and install all Public Infrastructure reasonably and lawfully required as a condition of approval of a Development Application pursuant to Eagle Mountain's Vested Laws. Such construction must meet all applicable standards and requirements and must be approved by Eagle Mountain's engineer, or his designee.

10.2. **Utility Plan.** Attached hereto as Exhibit E is the Utility Plan for the Residential Parcel. Developer will construct the public utilities in accordance with the provided Utility Plan.

Developer may utilize a private sewer lift station located in the southwest corner of the City Park, provided that the lift station is owned and maintained by the HOA.

10.3. **Bonding.** In connection with any Development Application, Developer shall provide bonds or other development security, including warranty bonds, to the extent required by Eagle Mountain's Vested Laws, unless otherwise provided by Utah Code § 10-9a-101, *et seq*., as amended. The Applicant shall provide such bonds or security in a form acceptable to Eagle Mountain or as specified in Eagle Mountain's Vested Laws. Partial releases of any such required security shall be made as work progresses based on Eagle Mountain's Vested Laws.

11. UPSIZING/REIMBURSEMENTS TO DEVELOPER. Eagle Mountain may require Developer to reasonably "upsize" Public Infrastructure (i.e., to construct the infrastructure to a size larger than is reasonably required to service the Project) to accommodate future growth around the Project. If City requires upsizing, City and Developer shall first enter into an Impact Fee Reimbursement Agreement or similar payment reimbursement agreement to compensate Developer for the incremental or additive costs of such upsizing to the extent required by law. For example, if an upsizing to a water pipe size increases costs by 10% but adds 50% more capacity, Eagle Mountain shall only be responsible to compensate Developer for the 10% cost increase. Notwithstanding the foregoing or anything else to the contrary contained herein, in no event shall Developer be required to upsize any improvements (or incur any costs for upsizing any improvements) if the Impact Fee Reimbursements available to Developer are not sufficient to cover the increased costs of such upsizing.

12. DEFAULT.

12.1. **Notice.** If Developer or Eagle Mountain fails to perform their respective obligations hereunder or to comply with the terms hereof, the Party believing that a Default has occurred shall provide Notice to the other Party.

12.2. **Contents of the Notice of Default**. The Notice of Default shall:

12.2.1. Specific Claim. Specify the claimed event of Default;

12.2.2. Applicable Provisions. Identify with particularity the provisions of any applicable law, rule, regulation or provision of this MDA that is claimed to be in Default; and

12.2.3. Optional Cure. If Eagle Mountain chooses, in its discretion, it may propose a method and time for curing the Default which shall be of no less than thirty (30) days duration.

12.3. **Mediation.** Upon the issuance of a Notice of Default the parties may engage a mediation or other dispute resolution process. Neither side shall be obligated to mediate if doing so would delay or otherwise prejudice any remedy available at law.

12.4. **Public Meeting.** Before any remedy in Section 10.4.3 may be imposed by Eagle Mountain the party allegedly in Default shall be afforded the right to attend a public meeting before the Eagle Mountain City Council and address the Eagle Mountain City Council regarding the claimed Default.

12.5. **Default of Assignee.** A default of any obligations expressly assumed by an assignee shall not be deemed a default of Developer.

13. DEVELOPER'S EXCLUSIVE REMEDY. Developer's sole and exclusive remedy under this MDA shall be specific performance of the rights granted in this MDA and Eagle Mountain's obligations under this MDA. IN NO EVENT SHALL EAGLE MOUNTAIN BE LIABLE TO DEVELOPER, ITS SUCCESSORS OR ASSIGNS, FOR ANY INDIRECT, SPECIAL, PUNITIVE, INCIDENTAL OR CONSEQUENTIAL DAMAGES, INCLUDING, WITHOUT LIMITATION, LOST PROFITS, COSTS OF DELAY, OR LIABILITIES TO THIRD PARTIES.

14. EAGLE MOUNTAIN'S REMEDIES UPON DEFAULT. Eagle Mountain shall have the right to withhold all further reviews, approvals, licenses, building permits and other permits for development of the Property in the case of a Default by Developer until the Default has been cured. Eagle Mountain shall further have the right to draw on any security posted or provided in connection with the Property and relating to remedying of the particular Default.

15. NOTICES. All notices required or permitted under this MDA shall, in addition to any other means of transmission, be given in writing by certified mail and regular mail to the following address:

To the Developer:

_____

_____

_____

To Eagle Mountain:

City Recorder
Eagle Mountain City
1650 E. Stagecoach Run

Eagle Mountain, UT 84005

16. HEADINGS. The captions used in this MDA are for convenience only and are not intended to be substantive provisions or evidences of intent.

17. NO THIRD-PARTY RIGHTS/NO JOINT VENTURE. This MDA does not create a joint venture relationship, partnership or agency relationship between Eagle Mountain, or Developer. Further, except as specifically set forth herein, the parties do not intend this MDA to create any third-party beneficiary rights.

18. ASSIGNABILITY. The rights and responsibilities of Developer under this MDA shall run with the land and be binding on Developer and Developer's successors in interest. Developer may assign its obligations hereunder, in whole or in part, to other parties with the consent of Eagle Mountain as provided herein. The City's consent shall not be unreasonably withheld, conditioned or delayed. A denial of consent shall only be allowed if the proposed assignee does not have the financial capability of fulfilling the assigned rights and responsibilities.

18.1. **Sale of Lots.** Developer's selling or conveying lots to residential purchasers shall not be deemed to be an "assignment" subject to the above-referenced approval by Eagle Mountain unless specifically designated as such an assignment by Developer and approved by Eagle Mountain.

18.2. **Notice.** Developer shall give Notice to the Eagle Mountain of any proposed assignment and provide such information regarding the proposed assignee that the Eagle Mountain may reasonably request in making the evaluation permitted under this Section. Such Notice shall include providing the Eagle Mountain with all necessary contact information for the proposed assignee.

18.3. **Partial Assignment.** If any proposed assignment is for less than all of Developer's rights and responsibilities then the assignee shall be responsible for the performance of each of the obligations contained in this MDA to which the assignee succeeds.

18.4. **Sale of a Parcel.** The City acknowledges that the precise location and details of the public improvements, lot layout and design and any other similar item regarding the development of a particular Parcel may not be known at the time of the creation of or sale of a Parcel. Developer may sell a Parcel as provided in Utah Code Ann. § 10-a-103(62)(c)(vi) (2019) that does not create any individually developable lots in the Parcel without being subject to any requirement in the City's Vested Laws to complete or provide security for any Public Infrastructure at the time of such subdivision. The responsibility for completing and providing security for completion of any Public Infrastructure in the Parcel shall be that of the Developer or

a Subdeveloper upon a subsequent subdivision of the Parcel that creates individually developable lots.

18.5. **Assignees and Successors in Interest Bound by MDA.** Developer's successors in interest as holders of title to the Property (except purchasers of completed Residential Dwelling Units) and assignees shall be bound by the terms of this MDA.

19. NO WAIVER. Failure of any Party hereto to exercise any right hereunder shall not be deemed a waiver of any such right and shall not affect the right of such party to exercise at some future date any such right or any other right it may have.

20. SEVERABILITY. If any provision of this MDA is held by a court of competent jurisdiction to be invalid for any reason, the Parties consider and intend that this MDA shall be deemed amended to the extent necessary to make it consistent with such decision and the balance of this MDA shall remain in full force and affect.

21. 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.

22. TIME IS OF THE ESSENCE. Time is of the essence to this MDA and every right or responsibility shall be performed within the times specified.

23. APPLICABLE LAW. This MDA is entered into in Utah County in the State of Utah and shall be construed in accordance with the laws of the State of Utah.

24. VENUE. Any action to enforce this MDA shall be brought only in the Fourth District Court for the State of Utah.

25. ENTIRE AGREEMENT. This MDA, and all Exhibits thereto, is the entire agreement between the Parties and may not be amended or modified except either as provided herein or by a subsequent written amendment signed by all Parties.

26. MUTUAL DRAFTING. Each Party has participated in negotiating and drafting this MDA and therefore no provision of this MDA shall be construed for or against any Party based on which Party drafted any particular portion of this MDA.

27. RECORDATION AND RUNNING WITH THE LAND. This MDA or notice of this MDA shall be recorded in the chain of title for the Project. This MDA shall be deemed to run with the land. Upon the sale of a completed Residential Dwelling Unit to a retail purchaser, this

Agreement shall automatically terminate and be deemed released as an encumbrance against such Residential Dwelling Unit. An electronic copy of Eagle Mountain's Vested Laws may be included as part of the original copy of this MDA with the Eagle Mountain Recorder.

28. AUTHORITY. The Parties to this MDA each warrant that they have all of the necessary authority to execute this MDA.

IN WITNESS WHEREOF, the parties hereto have executed this MDA by and through their respective, duly authorized representatives as of the day and year first herein above written.

DATED this _____ day of _____, 2021.

B&H LAND HOLDING, LLC

By: _____

Print Name: _____

Title: _____

DEVELOPER ACKNOWLEDGMENT

STATE OF UTAH)
:ss.
COUNTY OF _____)

On the _____ day of _____, 2021, personally appeared before me _____, who being by me duly sworn, did say that (s)he is the _____ of **B&H Land Holding, LLC**, a Utah limited liability company and that the foregoing instrument was duly authorized by the company at a lawful meeting held by authority of its operating agreement and signed in behalf of said company.

_____
NOTARY PUBLIC

DATED this _____ day of _____, 2021.

EAGLE MOUNTAIN CITY

_____
Tom Westmoreland, Mayor

ATTEST:

_____
Fionnuala Kofoed, City Recorder

Approved as to form:

_____
City Attorney

TABLE OF EXHIBITS

Exhibit “A”	Legal Description of Property
Exhibit “B”	Rezone Exhibit
Exhibit “C”	Concept Plan
Exhibit “D”	Notice of Decision
Exhibit “E”	Utility Plan

Exhibit “A”
Legal Description of Property

The Southwest Quarter of Section 2, Township 6 South, Range 2 West, Salt Lake Base and Meridian; also being described as follows:
Beginning at the West quarter corner of Section 2, Township 6 South, Range 2 West, Salt Lake Base and Meridian; thence North 89°42'28" East along quarter section line 2662.37 feet; thence South 0°51'19" West along quarter section line 2662.08 feet to the South Quarter Corner of said Section 2; thence North 89°50'15" West along section line 2638.96 feet to the Southwest Corner of said Section 2; thence North 0°21'17" East along section line 2640.78 feet to the point of beginning.

Area = 161.33 Acres

Exhibit “B”
Rezone Exhibit

Exhibit “C”
Concept Plan

Exhibit “D”
Notice of Decision

Exhibit “E”
Utility Plan

N

S

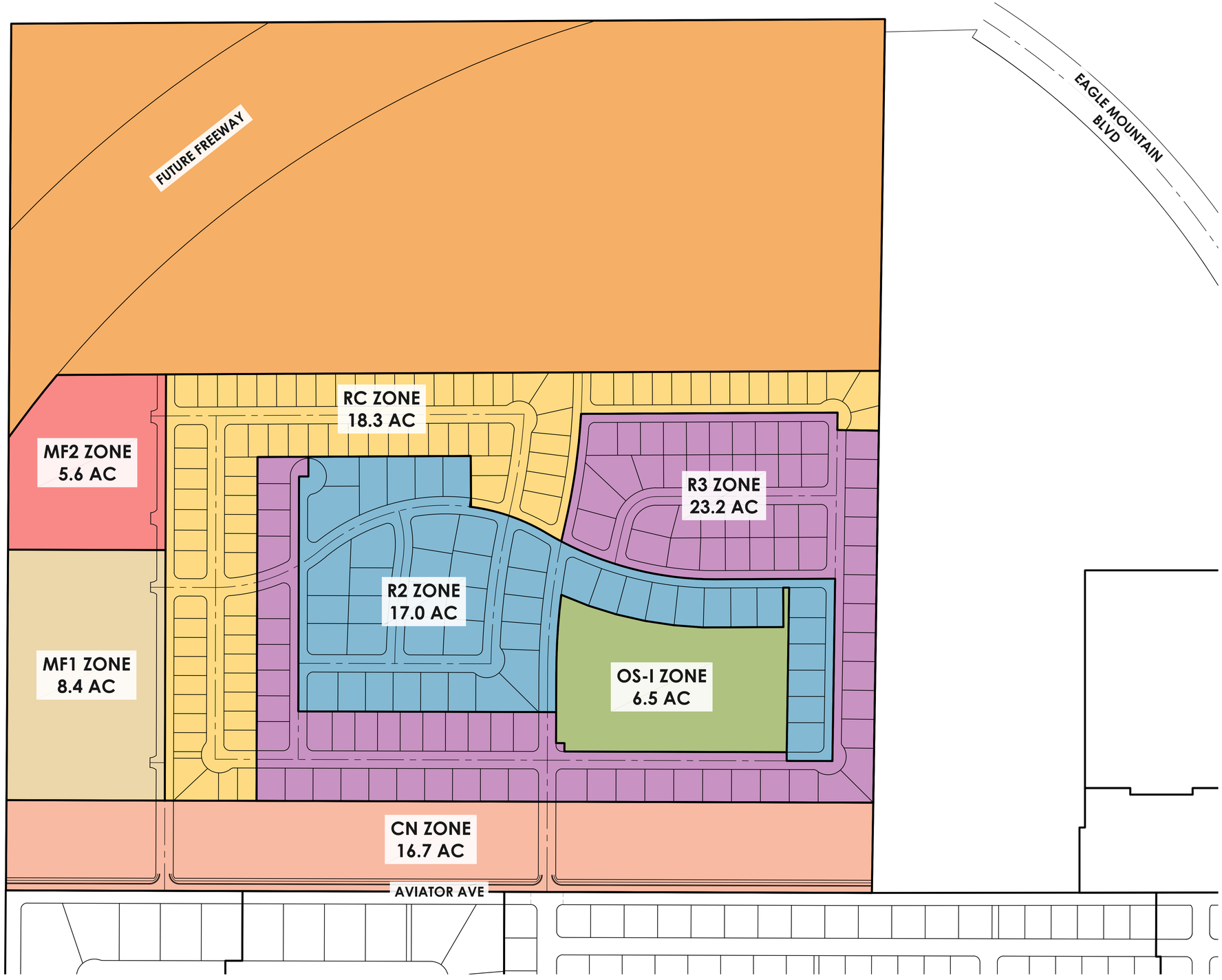
GRAPHIC SCALE

150 0 75 150 300 600

(IN FEET)
1 inch = 150ft.

ZONING DESIGNATIONS

CN	16.7 ACRES
R2	17.0 ACRES
R3	23.2 ACRES
RC	18.3 ACRES
MF1	8.4 ACRES
MF2	5.6 ACRES
OS-I	6.5 ACRES
TOTAL ACREAGE	**±95.7 ACRES**



THE PINNACLES zoning exhibit

EAGLE MOUNTAIN CITY, UTAH COUNTY
11/5/2021
21-0316

Note: This plan is for illustrative purposes only. Boundaries may be based on parcels obtained through public GIS data. It is recommended that a survey be performed to determine actual boundary size and dimensions as well as other potential boundary conflicts.

FOCUS ENGINEERING AND SURVEYING, LLC

Z:_2021\21-0316 Century Pinnacle\design 21-0316\dwg\exhibits\Proposed Zoning Exhibit.dwg

N

S

GRAPHIC SCALE

150 0 75 150 300 600

(IN FEET)
1 inch = 150ft.

PROPERTY OVERVIEW

SINGLE FAMILY ACREAGE	65.0 ACRES
MULTI FAMILY ACREAGE	14.0 ACRES
COMMERCIAL ACREAGE	16.7 ACRES
BUSINESS CAMPUS ACREAGE	65.7 ACRES
TOTAL ACREAGE	**161.3 ACRES**

CONCEPT DESIGN

R2 LOTS	47
R3 LOTS	87
RC LOTS	88
TOTAL UNITS	**222**
TOTAL RESIDENTIAL DENSITY	**3.4 UNITS/ACRE**

OPEN SPACE

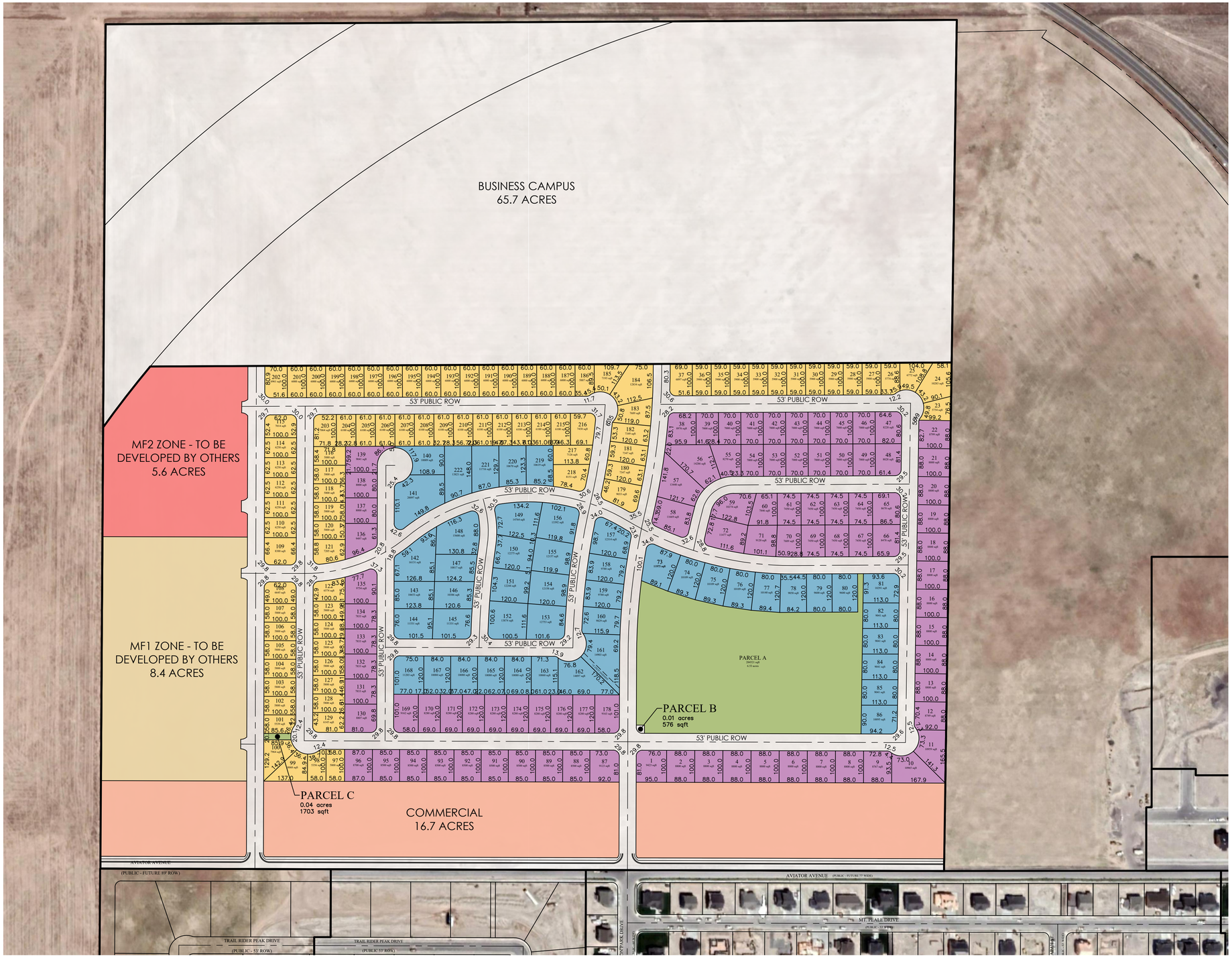
REQUIRED	5.0 ACRES (217,300 SQFT)
PROVIDED	6.6 ACRES (286,224 SQFT)

AVERAGE LOT SIZE

R2 LOTS	11,430 SQFT
R3 LOTS	8,504 SQFT
RC LOTS	6,406 SQFT

ZONING REQUIREMENTS

	R2	R3	RC
MAX GROSS DENSITY			
MIN LOT SIZE	8,000 SQFT	6,500 SQFT	4,500 SQFT
MIN AVERAGE LOT SIZE	10,890 SQFT	8,500 SQFT	6,000 SQFT
REQUIRED IMPROVED OPEN SPACE	900 SQFT/LOT	1,000 SQFT/LOT	1,000 SQFT/LOT
MIN LOT FRONTAGE	80'	62'	58'
MIN LOT FRONTAGE (CUL-DE-SAC)	40'	20'	20'
FRONT SETBACK	25'	15'	15'
FRONT GARAGE SETBACK	25'	22'	22'
REAR SETBACK	20'	20'	20'
SIDE SETBACK (HOUSE SIDE)	8'	8'	8'
SIDE SETBACK (GARAGE SIDE)	10'	10'	10'
SIDE SETBACK (STREET SIDE)	15'	15'	15'
PARKING REQUIREMENTS	2 STALLS/UNIT ENCLOSED IN GARAGES		



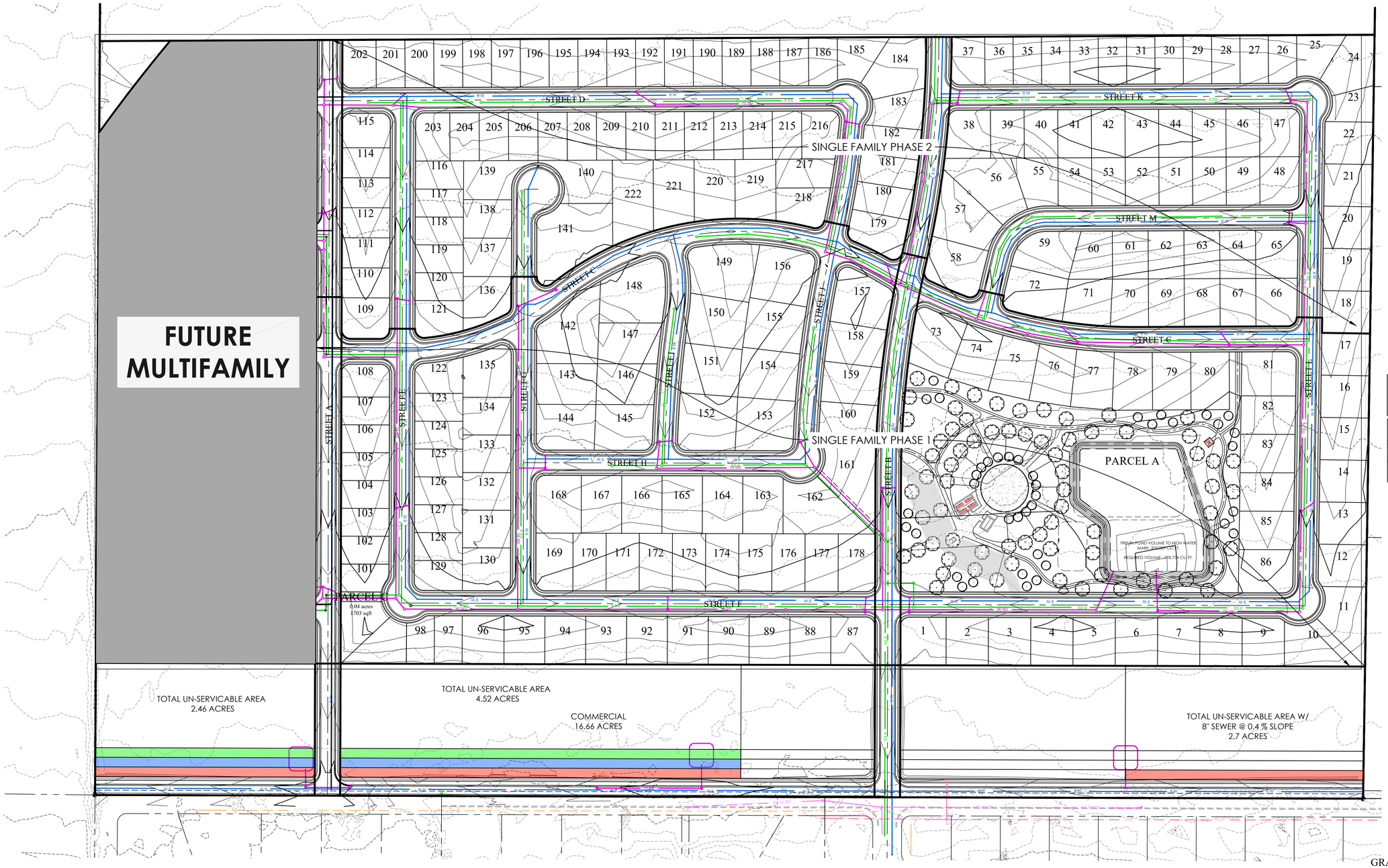
THE PINNACLES concept plan

EAGLE MOUNTAIN CITY, UTAH COUNTY
11/5/2021
21-0316

Note: This plan is for illustrative purposes only. Boundaries may be based on parcels obtained through public GIS data. It is recommended that a survey be performed to determine actual boundary size and dimensions as well as other potential boundary conflicts.

FOCUS

Z:_2021\21-0316 Century Pinnacle\design 21-0316\dwg\concept\21-0316 Concept H.dwg



LEGEND

- BOUNDARY
- ROW
- CENTERLINE
- LOT LINE
- EASEMENT
- 15" STORM DRAIN
- 8" SANITARY SEWER
- 8" CULINARY WATER
- 8" SECONDARY WATER
- CONTOUR MAJOR
- CONTOUR MINOR
- EXIST. STORM DRAIN
- EXIST. SANITARY SEWER
- EXIST. CULINARY WATER
- EXIST. FENCE
- EXIST. CONTOUR MAJOR
- EXIST. CONTOUR MINOR

HATCHED AREAS REPRESENT LESS THAN 6' OF COVER AND POTENTIAL CONFLICTS WITH WATER AND STORM DRAIN.

8" SEWER @ 0.4% SLOPE	
8" SEWER @ 0.33% SLOPE	
10" SEWER @ 0.25% SLOPE	

GRAPHIC SCALE

100 0 50 100 200 400

(IN FEET)
1 inch = 100ft.

THIS PLAN SET IS FOR ESTIMATED EARTHWORKS QUANTITIES AND ARE NOT TO BE USED FOR CONSTRUCTION

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

FOR REVIEW ONLY

THE PINNACLES

EAGLE MOUNTAIN, UTAH

SEWER DEPTH EXHIBIT

REVISION BLOCK			
#	DATE	DESCRIPTION	
1	----	----	
2	----	----	
3	----	----	
4	----	----	
5	----	----	
6	----	----	

Know what's below. Call 811 before you dig.

SEWER DEPTH EXHIBIT

Scale:	1"=100'	Drawn:	TBM
Date:	10/21/21	Job #:	21-0316
Sheet:	00		

Z:_2021\21-0316 Century Pinnacle\design\21-0316.dwg\exhibits\21-0316 Sewer depth exhibit.dwg

REZONE & GENERAL PLAN AMENDMENT NOTICE OF DECISION

The Pinnacles

On April 6, 2021, the Eagle Mountain City Council approved the Pinnacles rezone and general plan amendment applications for parcel 59:034:0003 (about 161 acres – see attachment) with the following condition:

1. That the two rows of lots facing the road south of the park be changed from the R3 to the R2 zoning district.

The City may require specific performance of Developer's obligations and City may withhold issuance of any further approvals or permits with the Project until the Developer has fully complied with these conditions of approval.

In no event shall the City be liable to the Developer, its successors or assigns, for any indirect, special, punitive, incidental or consequential damages, including, without limitation, lost profits, costs of delay, or liabilities to third parties.

EAGLE MOUNTAIN CITY

By: _____

Steve Mumford, AICP
Community Development Director

Date: 4/12/21

ATTACHMENTS

Exhibit A : Rezone Exhibit
Exhibit B : General Plan Amendment

FUTURE FREEWAY

BUSINESS CAMPUS
65.34 AC

RC

MF-2

R-3

OS-I

MF-1

RC

R-2

R-2

R-3

CN
16.67 A.C

AVIATOR AVE

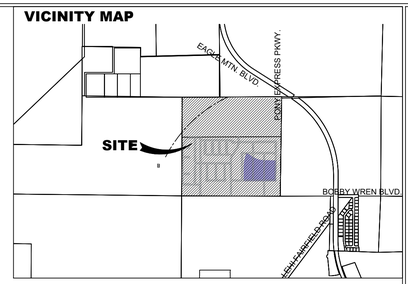
BRYLEE FARMS

NORTH

SCALE: 1"=120'

120 60 0 120

VICINITY MAP



LEGEND

- R-C
- R-3
- R-2
- MF-1
- MF-2
- BUSINESS CAMPUS
- CN
- OS-1

NOTE: THE BUSINESS CAMPUS AREA IS NOT SEEKING A REZONE AT THIS TIME.

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

NOT FOR CONSTRUCTION

B&H HOLDINGS

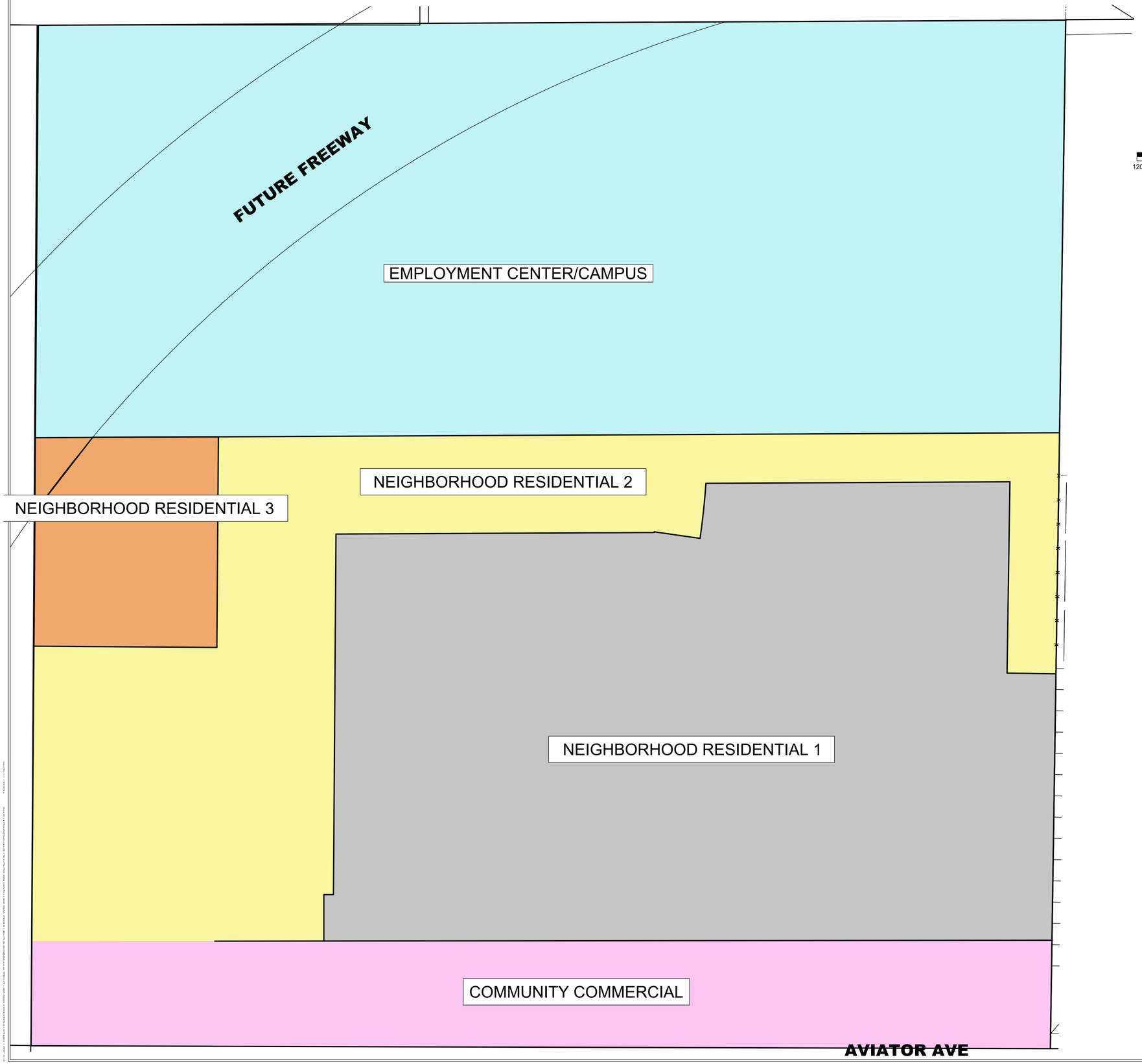
EAGLE MOUNTAIN ,UTAH

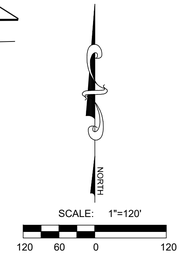
REZONE EXHIBIT

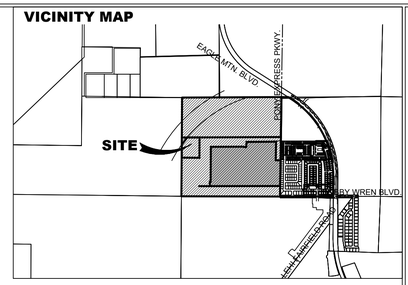
REVISIONS
1 -
2 -
3 -
4 -
5 -

LEI PROJECT #: 2020-0059
DRAWN BY: DSE/BJA
DESIGNED BY: BTG
SCALE: 1"=120'
DATE: 4/5/2021

SHEET 1







LAND USE	ACRES	% OF TOTAL
TOTAL	161.09 AC	100%
EMPLOYMENT CENTER/CAMPUS	65.02 AC	40%
NEIGHBORHOOD RESIDENTIAL 1	46.48 AC	29%
NEIGHBORHOOD RESIDENTIAL 2	27.03 AC	17%
NEIGHBORHOOD RESIDENTIAL 3	5.89 AC	4%
COMMUNITY COMMERCIAL	16.63 AC	10%

LEI
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Spanish Fork, UT 84660
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Fax: 801.798.9393
office@lei-eng.com
www.lei-eng.com

NOT FOR CONSTRUCTION

B&H HOLDINGS
EAGLE MOUNTAIN ,UTAH
GENERAL PLAN AMENDMENT

REVISIONS
1 -
2 -
3 -
4 -
5 -

LEI PROJECT #: 2020-0059
DRAWN BY: DSE/BJA
DESIGNED BY: BTG
SCALE: 1"=120'
DATE: 4/2/2021

SHEET 1

N

S

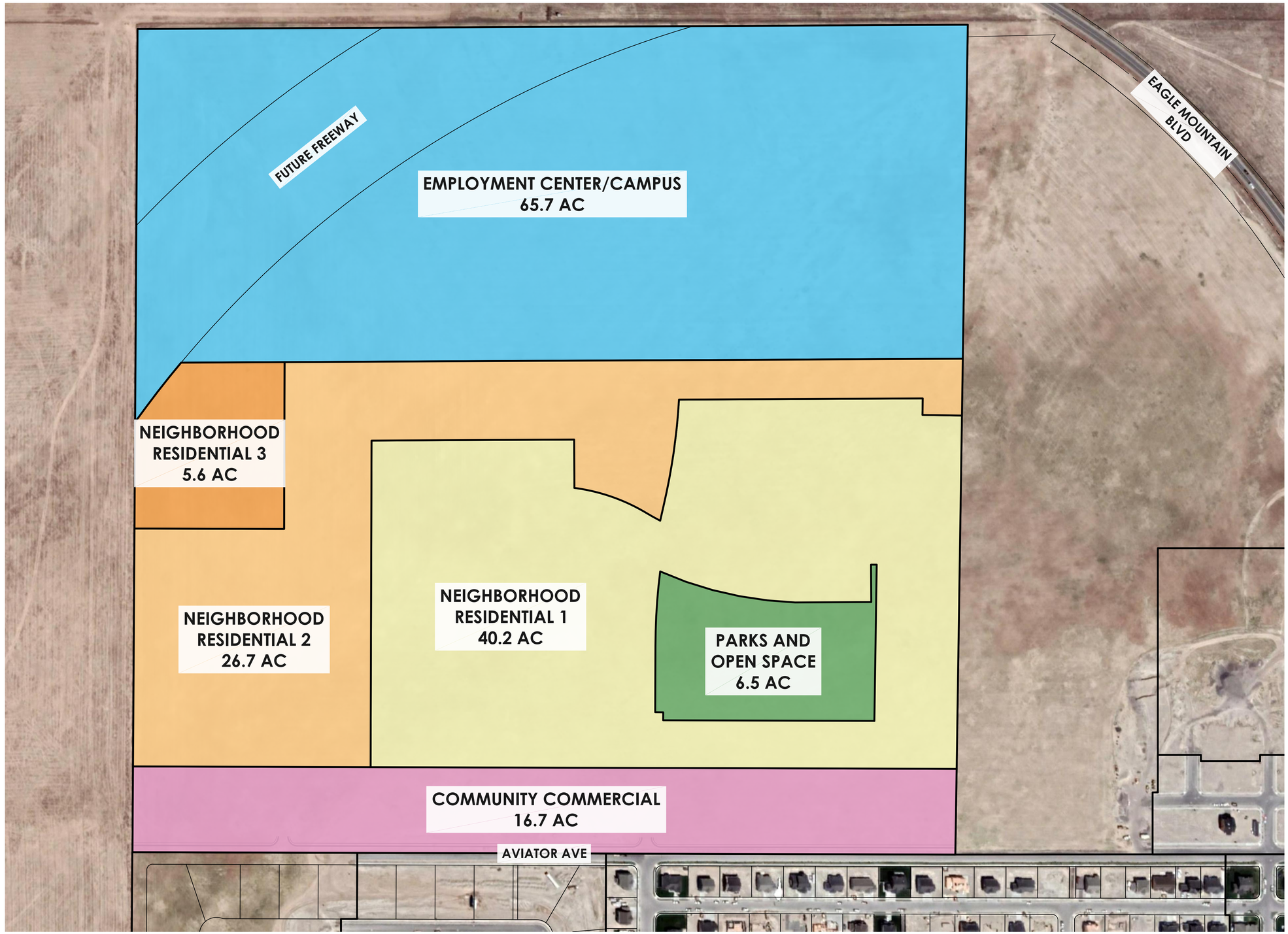
GRAPHIC SCALE

150 0 75 150 300 600

(IN FEET)
1 inch = 150ft.

LAND USE

EMPLOYMENT CENTER/CAMPUS	65.7 ACRES
COMMUNITY COMMERCIAL	16.7 ACRES
NEIGHBORHOOD RESIDENTIAL 1	40.2 ACRES
NEIGHBORHOOD RESIDENTIAL 2	26.7 ACRES
NEIGHBORHOOD RESIDENTIAL 3	5.6 ACRES
PARKS AND OPEN SPACE	6.5 ACRES
TOTAL ACREAGE	**±161.4 ACRES**



THE PINNACLES general plan amendment exhibit

EAGLE MOUNTAIN CITY, UTAH COUNTY
11/5/2021
21-0316

Note: This plan is for illustrative purposes only. Boundaries may be based on parcels obtained through public GIS data. It is recommended that a survey be performed to determine actual boundary size and dimensions as well as other potential boundary conflicts.

FOCUS ENGINEERING AND SURVEYING, LLC

Z:_2021\21-0316 Century Pinnacle\design 21-0316.dwg\exhibits\General Plan Amendment Exhibit.dwg

EAGLE MOUNTAIN
CITY COUNCIL MEETING MINUTES

April 6, 2021, 4:00 p.m.
Eagle Mountain City Council Chambers
1650 East Stagecoach Run, Eagle Mountain, Utah 84005

4:00 P.M. WORK SESSION – VIA LIFESIZE ELECTRONIC MEETING

ELECTED OFFICIALS PRESENT ELECTRONICALLY: Mayor Tom Westmoreland, Councilmembers Donna Burnham, Melissa Clark, Jared Gray, and Carolyn Love. Councilmember Colby Curtis was excused.

CITY STAFF PRESENT ELECTRONICALLY: Paul Jerome, City Administrator; Steve Mumford, Assistant City Administrator/Community Development Director; Pete Kane, Planning Manager; Tayler Jensen, Senior Planner; Jessa Porter, Planner; Fionnuala Kofoed, City Recorder; Elizabeth Fewkes, Recording Secretary; Chris Trusty, City Engineer; Aaron Sanborn, Economic Development Director; Jeremy Cook, City Attorney; Brad Hickman, Parks and Recreation Director; Mack Straw, Public Utilities Manager; Zac Hilton, Streets and Storm Drain Manager; Jeff Weber, Fleet and Facilities Operations Director; Ross Fowlks, Fire Chief; Angela Valenzuela, Human Resource Manager; Evan Berrett, Assistant to the City Administrator; and Robert Ballif, Engineering Assistant.

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

1. CITY ADMINISTRATOR INFORMATION ITEMS

1.A. Updates – City Administrator Items

City Administrator Paul Jerome presented the following updates:

Engineering

- Pony Express Widening: A pre-construction meeting will be held on April 8, 2021, after which the City should have more information regarding timing of road closures. The project is expected to be complete October 2021.
- Lone Tree Traffic Light: The equipment has been ordered and is on the way. There was some concern with the location of the existing power source; staff will need to coordinate with Rocky Mountain Power. The estimated completion date is the end of June 2021.
- Airport Road Phase 1: Construction drawings should be ready to be sent out to bid by the end of the week with a May bid award. Construction expected to be completed by end of October 2021.
- Facebook West Access Road: Final lift expected to be completed by the end of April.
- Pole Canyon Lift Station: Expected completion is the end of April 2021.
- Water Re-Use Master Plan: Expected completion is the end of June 2021.
- Master Transportation Plan Update and Impact Fees Facility Plan: Expected by the end of May 2021.

Parks

- Cory B. Wride Memorial Park Phase 2: Currently finishing curb and gutter and will begin sidewalk installation soon. Irrigation work has started and will continue through the end of the project. The fence posts have been installed and the concrete has been poured for the pickleball courts on the north end of the project and sport court lighting is being installed. The restroom facility is vertical, and the roof structure is currently being placed.
- SilverLake Woodhaven Park: All the earthwork has been completed, and irrigation has been installed. Staff is working through an issue with the Welby Jacob Canal Company. Concrete and asphalt installation should begin soon, and topsoil will follow. The playground areas should be prepared and ready for installation soon.
- Smith Ranch Community Park: A kickoff design meeting for the park was held two weeks ago; it included discussion of items the City would like to see incorporated in the park. Staff will be meeting this week to discuss outreach to the community for feedback.
- Eagle Mountain Boulevard – Cemetery Trail: The right-of-way survey will be conducted this week to determine where to place the trail. The trail has a planned completion date before April 30, 2021 to meet the deadlines for the Tourism, Recreation, Culture, and Convention grant. A portion of the Safe Routes to School grant was utilized to purchase flashing beacons for the crossing on Lehi/Fairfield road and for vehicles turning off Eagle Mountain Boulevard to increase pedestrian safety. When the project is complete, the trail will be connected from the Brandon Park subdivision to Major Street in Overland Trails.

Public Utilities

- Sewer: The upgrade is still on schedule to be completed by August. The City installed the temporary aerators last week. The City should receive a letter from the State next week regarding deficiency with the City's effluent system that will be discussed and addressed.
- Water: Solar power is being installed on both advanced metering infrastructure antennas. It is expected to be completed and ready to use in July. Water consumption has increased, and the City anticipates turning on more wells by the end of the month.
- Streets: In May and June 2021, 1.5 million square feet of seal coat will be applied to newer residential roads to prolong the life of the asphalt.

Community Development

- Code Enforcement Hearing: The City will soon be bringing forward updates to City fines and Municipal Codes to make sure they are up to date and ready for the hearing process. Hearings are scheduled to begin in June.
- Rezoning of expired master development plan properties: Tentatively planning on bringing forward The Ranches properties to the Planning Commission in the next three to five weeks, with notices being sent to owners and surrounding properties. Properties within the Eagle Mountain Properties area to follow soon thereafter.
- Overland/Downtown Economic Area Plan: City staff are preparing Request for Proposal documents to send out in the near future.

Upcoming Code Amendments

- Residential Municipal Code changes including adding an average lot size to the RD2 zone and considering removal of single-family homes from the MF1 zone.

- Residential zone livestock requirements to amend the number of animals allowed on larger residential properties.
- Zoning Transition Table.
- Community District Node Overlay Zone and transit-oriented development-style zone.
- Community mailboxes.

Mr. Jerome explained that the residents that live along Golden Eagle Road have expressed concerns regarding vehicles exceeding the speed limit on the road and requested to have a stop sign installed at the intersection of Jacob's Way and Golden Eagle Road. The road is 37 feet wide and is designed as a collector road, as opposed to a 28-foot-wide residential road. The width allows for two-way traffic even with cars parked along both sides of the road. The posted speed is 25 mph with an average speed of approximately 31 mph. Golden Eagle Road has a low daily trip count due to its location. Stop signs are installed on intersections of roads with similar traffic usage. Stop signs are an inexpensive solution; however, various studies and a peer-review determined that a stop sign in not warranted on Golden Eagle Road due to the low number of daily trips and pedestrian crossings. Instead, the study suggested painting and signage to better indicate pedestrian crossings. Public safety will continue to monitor the area. Stop signs are not effective in reducing speed after stoppage and speed bumps pose safety risks for snowplows. Road improvements tend to further increase the speed of motorists. Salt Lake City has addressed speed issues in hilly areas by decreasing the speed limit to 10 to 15 mph. The majority of the homes along Golden Eagle do not have driveways fronting on the road, because it is a collector road. The road could accommodate higher speeds; however, the City has no intention of increasing the speed on the road. The City does not intend to reduce the parking on the road and street parking tends to reduce motorist speed. Stop signs increase safety of like volume road intersections with high volume pedestrian traffic. The City takes the concerns seriously; nonetheless, it has been determined that a stop sign is not the appropriate course of action to mitigate issues.

Mayor Westmoreland stated he has a meeting scheduled for next week with residents that live in the area to discuss concerns.

1.B. PRESENTATION – Recreation Tourism Study

Brigham Young University student Sarah Wright presented her Master of Public Administration capstone project: Eagle Mountain: A Future in Active Transportation.

Ms. Wright stated the main reasons that active transportation should be included in the future economic development of the City are identity, community, and opportunity. Eagle Mountain is a growing City with a young population and active transportation and amenities will be a draw for residents and employers. The City's community has a diversity of interests including hiking, mountain biking, and horseback riding. She suggested embracing the City's historical association with the Pony Express Trail to increase equestrian recreation. The location of the City, access, and climate affords the opportunity to invite tourism through hosting mountain biking competitions or recreational day trips. She suggested utilizing GIS data and investing in a trail plan to indicate potential mountain bike racecourses.

1.C. DISCUSSION – Sweetwater Industrial Park Rezone and General Plan Amendment

Planning Manager Pete Kane presented the item. The subject property is approximately 126.61 acres and is located west of Pony Express Parkway and south of Tiffany Lane. The property was zoned Industrial in the Eagle Mountain Properties Master Development Plan, which has expired The applicant previously requested rezoning of the property in the summer of 2020. On July 21, 2020, the City Council approved the LMD zone and the Sweetwater Industrial Overlay zones on lot 1, but tabled the remainder of the request to allow the applicant to review the new LMD zoning standards and to consider it for use within the industrial park.

The rezone requests approximately 50.14 acres to Industrial with the Sweetwater Industrial Overlay, approximately 34.6 acres to CC, and approximately 41.87 acres to LMD. The current General Plan designation for the property is Business Park/Light Industry on 104.36 acres and Neighborhood Residential One on 22.25 acres. The proposed amendment requests Business Park/Light Industry on 92.51 acres and Community Commercial on 34.1 acres.

A large majority of the uses that are permitted or conditional in the Industrial zone are not permitted or are determined to be special uses in the LMD zone. The Sweetwater Industrial Overlay does allow for metal buildings which are not specifically allowed in the LMD.

The City's Transportation Master Plan includes several primary roads which will service the subject property. Tiffany Lane, running along the northern property edge, is a major arterial; Pony Express Parkway, running along the eastern property edge, is a minor arterial; and 1020 East, running north-south through the center and along the western edge of the property, is a collector. While the exhibits show the other interior roads within the project to be 77-feet wide, they would not be required to be built to the collector road standards. The applicant proposed this width to better serve large vehicles and turning into and out of the property.

Mr. Kane reviewed a comparison of the land uses allowed the LMD, Industrial, and Sweetwater Overlay zones.

The Planning Commission held a public hearing on the request on March 23. 2021. The Commission unanimously voted to recommend approval of the General Plan amendment and unanimously voted to recommend approval of the rezone as requested by the applicant with the following conditions to the land zoned Industrial with the Sweetwater Industrial Overlay:

- Automobile sales and/or service shall be a permitted use;
- Convenience stores shall be a permitted use;
- Electronic data management businesses shall be a permitted use;
- Laundry and dry-cleaning establishments shall be prohibited;
- Manufactured homes developments shall be prohibited;
- Motels and hotels shall be prohibited;
- Other manufacturing businesses shall be a permitted use; and
- Restaurants and banks (with drive-through service facilities) shall be prohibited.

Mr. Kane explained that the Planning Commission used the same list of prohibited and allowed uses for the area requesting the Sweetwater Industrial Overlay that the City had conditioned during the approval of the overlay on lot 1.

Councilmember Gary expressed his support of the request for commercial and the industrial uses in lieu of residential uses. He hopes the development attracts a variety of industrial uses for the area.

Councilmember Love stated that she feels the Sweetwater Overlay zone is appropriate for this area of the City and noted the reduced design standards in the overlay and that newer metal buildings are more aesthetically appealing than older styles of buildings. However, she is hesitant to apply the overlay on the entire area requested and suggested applying the overlay on only a portion of the southern area of the property and zoning the rest as LMD, especially in consideration of the uncertainty of future circumstances in the City.

Applicant representative Scot Hazard stated that few uses are appropriate for or desire to be located near the sewer treatment plant. He explained that their desire for the overlay is for the reduced development standards that allow for metal buildings. They have prospective users, such as a fitness equipment repair facility, that need the reduced standards due to the cost reduction. It is difficult to predict the number of businesses that will occupy the overlay area as acreage requirements vary drastically based upon individual business needs. Some businesses necessitate the reduced design standards and truck access afforded in the overlay but desire not to be located adjacent to the sewer treatment plant. The commercial uses will serve as a visual and physical buffer for the industrial area. Industrial uses are in demand and a diversity of product options increases marketability of the area. The current proposal requests approximately half of the area for the overlay that had been requested in the previous application. He explained the difficulty and associated costs for applicants to request a conditional use without knowing if conditions of approval will result in decreased interest in developing in the City, should the overlay not be approved.

Councilmember Love clarified that her concerns are regarding vesting approval of the lower design standards due to the timeframe for the project. The City might be able to attract uses with higher design standards in the future.

2. AGENDA REVIEW

9. AGREEMENTS

9.A. AGREEMENT – City Hall Lobby Display

9.B. AGREEMENT – City Council Chambers Lectern and On-screen Timer

Councilmember Gray inquired regarding the fiscal responsibility, need, price, and purpose of the display and lectern.

City Recorder Fionnuala Kofoed explained that as it is a State contract, she is confident on the price. The funds are being taken from available surplus due to other City expenses qualifying for the use of Coronavirus Aid, Relief, and Economic Security Act funds. This item would usually not come before the Council; however, because it had been mentioned during a previous meeting, she included it on the agenda. A majority of the expense is for the decoder and encoder to tie into the

existing system. The main purpose of the upgrade is to provide a seamless transition for the public to connect to the City's system for applicant presentations. It provides more features including the option to add software to allow annotation that can be saved and included with the meeting record. If the City were to have a press conference, the media would have the option to tie into the City's audio system; this feature was added at no additional cost. The digital display in the lobby allows for an overflow area for meetings, should the City Chambers exceed seating capacity. The display also accommodates the posting of State-required public notices, which will be a huge return of investment by reducing staff time to physically post announcements, especially for staff located in other buildings. The system will also eliminate previous audio issues and also increases safety by eliminating trip hazards from cords required for the previous system.

Councilmember Gray thanked Ms. Kofoed for the information and said he supports purchasing necessary equipment for the City to function efficiently.

Councilmember Clark stated her support of the purchases due to the increased transparency offered by having an overflow area to allow the public to hear and view meetings, increased visibility of presentations to remote participants, and the increase in staff efficiency in notice postings.

14. PRELIMINARY PLATS & SITE PLANS

14.A. Pole Canyon NPA-11 Preliminary Plat

Councilmember Clark inquired regarding the status of the parts required to address the sewer system and the water pressure issues.

City Engineer Chris Trusty stated the sewer project should be completed within the next 30 days. The water pressure issues have not been recreated when staff conducts pressure tests, and the problems might be caused by internal issues in the residents' homes. They have discussed adding another tank to help mitigate pressure issues; the timeline for the implementation of the new tank is approximately one year. Staff conducts modeling, per State requirements, to determine that new construction will not have detrimental effects on existing homes.

Public Utilities Manager Mack Straw stated that they have not received any calls regarding water pressure problems and that most water pressure concerns are due to the internal plumping issues. They have tried to provide information to residents to assist with identifying and resolving pressure issues within their homes. Overall, the system has been running well.

Ms. Kofoed recommended removing the item from the consent agenda should the Council desire to further discuss and amend the terms of approval.

Councilmember Gray suggested removing items 14.A., 14.B., 14.C., and 14.D. from the consent agenda for individual discussion and approvals.

Councilmember Burnham requested for item 14.A. to be removed from the consent agenda to change the condition to withhold building permits until the completion of the sewer to withholding

certificates of occupancy, unless the change can be made during the approval of the consent agenda.

Councilmembers Love and Clark concurred with removing items 14.A., 14.B., 14.C., and 14.D. from the consent agenda.

This portion of the discussion occurred after the discussion on item 17.A.

Councilmember Burnham clarified that the only change she desired was to withhold certificates of occupancy until the completion of the sewer system.

Councilmember Love concurred with Councilmember Burnham's recommendation to change the requirement from building permits to certificates of occupancy.

Mr. Kane explained that Municipal Code requires that the access road be compacted prior to the City issuing building permits, and it must be paved prior to the City issuing certificates of occupancy.

Assistant City Administrator/Community Development Director Steve Mumford explained that State Fire Code also requires pavement prior to occupancy. As such, the requirement does not need to be included in the motion; however, the Council can add the condition to emphasize the requirement if desired. State Code prohibits the City from withholding building permits until a road is paved. The access road can only be required to be improved sufficiently to be able to support the weight of fire apparatus.

14.C. Macey's at Market Place – Site Plan

This item was discussed after item 17.A.

Councilmember Burnham stated that the Planning Commission and City Council had previously expressed concerns regarding the drive throughs and requested a presentation focusing on the drive through plans during work session.

Councilmember Love requested clarification regarding the number of cars that can be accommodated at the drive throughs, and for concerns regarding flagpole height to be included in the work session discussion, although she was unsure if the flagpole height would need to be determined during this stage of the application process.

Mr. Jensen noted that location of the flagpole is not identified on the site plan rendering. The applicant desires feedback from the Council regarding their requested flagpole height of 80 feet. The flagpole at the roundabout on Eagle Mountain Boulevard is approximately 65 to 70 feet. He confirmed that the residential height limit for flagpoles is 35 feet for model homes using flags for advertising purposes.

Councilmember Gray suggested a height of around 50 feet to remain closer to residential flagpole height standards.

Councilmember Love stated that due to issues in other cities, she desires a thorough discussion and evaluation to determine the appropriate and desired commercial flagpole height for the City. She requested staff verify the height of the flagpole in the roundabout on Eagle Mountain Boulevard. She expressed concern that approving one tall flagpole could lead to additional requests for flagpoles of similar or taller heights.

Councilmember Clark requested the length of the drive through queues be included in the work session presentation in addition to the number of cars that can be accommodated. She expressed her support for tall flagpoles and feels they are appropriate for commercial areas.

Councilmember Burnham expressed her support of permitting a tall flagpole and a large flag. She said that the reason for the cap of flagpole heights in residential areas is due to the noise associated with the flags.

Councilmember Love clarified some of her hesitancy regarding flagpole height is due to the proximity to residential areas and noise concerns.

14.D. Request to Amend Condition of Approval – SilverLake South Preliminary Plat

Councilmember Clark stated her desire to remove this item from the consent agenda is to allow a presentation and discussion to be reflected on the record to increase resident understanding of the issue.

SCHEDULED ITEMS

15. THE PINNACLES

15.A. PUBLIC HEARING/ORDINANCE – An Ordinance of Eagle Mountain City, Utah, Amending the Future Land Use Map of the General Plan and Rezoning Certain Lands Known as The Pinnacles.

15.B. PUBLIC HEARING/ORDINANCE – An Ordinance of Eagle Mountain City, Utah, Approving the Master Development Plan for The Pinnacles.

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

Mr. Kane presented the items. The subject property is approximately 161 acres of land on the north side of Aviator Avenue and west of Brylee Farms. It is currently zoned Agriculture and identified in the Future Land Use Map as Employment Center/Campus and Neighborhood Residential One. The applicant submitted a rezone and General Plan amendment request last summer, including a mix of single family, multifamily, and business park. The Planning Commission recommended using the CC zone along Aviator Avenue, noting that the zone was in conflict with the General Plan but would provide a buffer to residential uses.

The latest revised plan calls for a rezone to R2, R3, RC, MF1, MF2, CN, and OS-I. The General Plan amendment requests Neighborhood Residential One, Neighborhood Residential Two, Neighborhood Residential Three, and Community Commercial. The northern approximately 65 acres would remain Agriculture with an Employment Center/Campus designation.

The Planning Commission held a public hearing on the applications on February 23, 2021. The City Council reviewed the items and provided feedback during the work session on March 2, 2021. Feedback from that session included the desire to ensure the business campus portion is not reduced or changed in future amendments, a general reduction in residential density more in line with the current Neighborhood Residential One land use designation on the property (such as reducing the amount of MF1 and MF2), and support for the CN zone along Aviator Avenue. The plans presented tonight and included in the staff report are revisions submitted by the applicant based on the Council feedback.

The plan calls for three connections via Aviator Avenue, two connections into the northern Business Campus, a connection from the Business Campus to Brylee North at the northeast, and a potential connection under or over the future freeway to the property to the north.

The plan includes one large park within the single-family portion of the development. The park would be dedicated to the City and meets the two-acre minimum size for dedication. Each of the multifamily areas will be required to provide open space and amenities as part of their site plan and platting process.

The plan presented to the Planning Commission requested a General Plan amendment to Employment Center/Campus on 65.02 acres (40% of the total property), Neighborhood Residential One on 21.16 acres (13%), Neighborhood Residential Two on 31.7 acres (20%), Neighborhood Residential Three on 26.55 acres (17%) and Community Commercial 16.63 (10%). The current proposal requests a General Plan amendment to Employment Center/Campus on 65.02 acres (40% of the property), Neighborhood Residential One on 46.48 acres (29%), Neighborhood Residential Two on 27.03 acres (17%), Neighborhood Residential Three on 5.89 acres (4%) and Community Commercial 16.63 (10%). The proposed amendment would result in 64% of the currently designated Employment Center/Campus remaining unchanged, the remainder would change to Neighborhood Residential One, Neighborhood Residential Two, and Neighborhood Residential Three, as well as Community Commercial. The currently designated Neighborhood Residential One would remain 69% unchanged with the remaining changed to Neighborhood Residential Two and Community Commercial.

The rezone requests zoning for CN on 16.67 acres (10% of the total property), R2 on 11.79 acres (7%), R3 on 28.9 acres (18%), RC on 18.75 acres (12%), MF1 on 8.28 acres (5%), MF2 on 5.57 acres (3%), and OS-I on 4.9 acres (3%). When compared to the rezone request reviewed by the Planning Commission, the applicant has changed the same amount of land from CC to CN, reduced MF2 from 13.85 to 5.6 acres, reduced MF1 from 12.4 to 8.3 acres, reduced RC from 39 to 18.75 acres, increased R3 from 14 to 29 acres and added R2 on 11.5 acres.

The Planning Commission held a public hearing on the requests on February 23, 2021. The Commission unanimously voted to recommend approval of the rezone request with the following conditions:

1. The CC zone shall be changed to the CN zone;
2. The RC zone north of the CN zone and south of the OS-I zone shall be changed to the R3 zone; and
3. The RC zone outlined in the staff presentation shall be changed to the R3 zone with exception of properties adjacent to multifamily properties to the east and west.

The Planning Commission unanimously recommended approval of the General Plan amendments with the following conditions:

1. The areas to be zoned MF1 shall be amended to "Neighborhood Residential Two;"
2. The areas to be zoned R3 shall be amended to "Neighborhood Residential One;" and
3. Any requested changes to the proposed zoning districts shall be reflected in the appropriate request for land use designation.

The Planning Commission unanimously recommended approval of the master development plan request with the following conditions:

1. The concept plan should be updated to indicate proposed road widths;
2. That any conditions approved for rezoning and the General Plan amendment shall be revised within the plans;
3. The approximately one-acre parcel adjacent to the MF2 zone shall be identified for the future freeway be dedicated for the right-of-way; and
4. The northern approximately 65 acres of land shall either be noted as Future Development/Business Campus for a later amendment to the MDP or permitted to be applied for as a separate MDP.

Based on the Planning Commission recommendations and the revised plans, staff recommends approval of the rezone and General Plan amendment requests and approval of the master development plan with the following conditions:

1. The approximately one-acre parcel adjacent to the MF2 zone shall be identified for the future freeway be dedicated for the right-of-way;
2. The northern approximately 65 acres of land shall be noted as Future Development/Business Campus for a later amendment to the MDP; and
3. The future amendment to the MDP for the northern approximately 65 acres must be appropriate for the current Employment Center/Campus land use designation.

16. ORDINANCES/PUBLIC HEARINGS

16.A. ORDINANCE/PUBLIC HEARING – An Ordinance of Eagle Mountain City, Utah, Approving the Recorded Plat Amendment for the Eagle Mountain Business Campus.

Senior Planner Tayler Jensen presented the item. The current approval for the property occurred in 1999 and was recorded in 2002 for five lots with lot 5 designated for open space only. Of the two lots north of Campus Drive within the currently approved plat (lots 1 and 5), only lot 1 has

access onto Campus Drive. The applicant-proposed amendment creates Parcel A, which includes The Ranches waterfall sign, and two lots with access onto Campus Drive. Eagle Mountain City will retain ownership of Parcel A.

The purpose of this request is to ensure that the improved open space is owned and maintained by Eagle Mountain City while creating two commercial lots of 1.279 acres with access onto Campus Drive. This request would add approximately 0.958 acres of commercial space to the development and would not remove any improved open space.

The future land use designation for the Eagle Mountain Business Campus is Community Commercial. The Eagle Mountain General Plan Framework Map anticipates a Community Node in this location.

The Planning Commission held a public hearing on the request on March 9, 2021, and unanimously voted to recommend approval of the recorded plan amendment with the following conditions: 1. The purchase of the City property must be finalized prior to the recording of the plat; and 2. The City shall be granted an easement through one of the lots to access the City-owned property.

16.B. ORDINANCE/PUBLIC HEARING – An Ordinance of Eagle Mountain City, Utah, Amending the Eagle Mountain Municipal Code, Chapter 15.60 Street Improvements.

Streets and Storm Water Manager Zac Hilton presented the item. The proposed ordinance adopts EMMC Section 15.60.080 Seal Coat, which requires the City to collect a fee prior to plat recordation to place a seal coat on all new asphalt pavement one year after final acceptance of improvements. Staff is proposing a fee based on the total cost of seal coat application at the time of installation. The City would apply the seal coat one year after installation, at the ideal time for application. Applying the seal coat during ongoing construction activities can result in damage and adherence issues.

The developer has the option to apply the seal coat; however, Mr. Hilton thinks developers are unlikely to request to apply the seal coat themselves as the City has a reduced cost due to the volume of seal coat the City applies. Additionally, developer-applied seal coat requires a two-year warranty.

Mr. Hilton clarified that the City currently carries the burden of applying the seal coat; however, the seal coat should be a requirement for the completion of the final product by the developer. Other cities that require developers to pay for the seal coat but provide the option of developer-applied seal coat have found that most developers prefer to pay the fee. Requiring developers to apply the seal coat would decrease staff burden but could result in less durability and quality due to the seal coat being applied at an inopportune time.

17. RESOLUTION

17.A. RESOLUTION – A Resolution of Eagle Mountain City, Utah, Amending the Consolidated Fee Schedule for Street Improvements.

Mr. Hilton explained that this resolution indicates where the fee would be implemented in the consolidated fee schedule.

3. ADJOURN TO A CLOSED EXECUTIVE SESSION

No closed session was held. Mayor Westmoreland adjourned the meeting at 6:15 p.m.

7:00 P.M. POLICY SESSION – VIA LIFESIZE ELECTRONIC MEETING

ELECTED OFFICIALS PRESENT ELECTRONICALLY: Mayor Tom Westmoreland, Councilmembers Donna Burnham, Melissa Clark, Jared Gray, and Carolyn Love. Councilmember Colby Curtis was excused.

CITY STAFF PRESENT ELECTRONICALLY: Paul Jerome, City Administrator; Steve Mumford, Assistant City Administrator/Community Development Director; Pete Kane, Planning Manager; Tayler Jensen, Senior Planner; Jessa Porter, Planner; Fionnuala Kofoed, City Recorder; Elizabeth Fewkes, Recording Secretary; Chris Trusty, City Engineer; Aaron Sanborn, Economic Development Director; Jeremy Cook, City Attorney; Brad Hickman, Parks and Recreation Director; Mack Straw, Public Utilities Manager; Zac Hilton, Streets and Storm Drain Manager; Jeff Weber, Fleet and Facilities Operations Director; Ross Fowlks, Fire Chief; Angela Valenzuela, Human Resource Manager; Evan Berrett, Assistant to the City Administrator; and Robert Ballif, Engineering Assistant.

4. CALL TO ORDER

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

5. PLEDGE OF ALLEGIANCE

City Recorder Fionnuala Kofoed led the Pledge of Allegiance.

6. INFORMATION ITEMS/UPCOMING EVENTS

- Pony Express Days will be held June 2 to 5. Events will include a carnival, parade, fireworks, and movie in the park. Details to be announced soon. The Pony Express Events Demolition Derby will be held on June 5, 2021, and the Professional Rodeo Cowboys Association rodeo will be held June 10 to 12.

- You may sign up for text or email alerts from the Utah County Health Department regarding COVID-19 vaccine availability by texting UCHEALTH to 888777 to receive notification of when appointments are available and who is eligible. If you have a question or need help registering for your appointment, call the COVID-19 hotline at 1-800-456-7707. The hotline has language and translation services in more than 100 languages, including Spanish.

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

7. PUBLIC COMMENTS

Mayor Westmoreland opened public comment at 7:05 p.m.

Diana Anderson submitted the following comment:

> Esteemed City Council,
> This is Diana Anderson, the resident of Oak Hollow that previously expressed concerned regarding the safety and privacy of my home and neighborhood with the current grading and inadequate wall separating the O'Reilly's from the residential homes. I have spoken with many of you and am so grateful for your concern and effort on our neighborhood's behalf. Thank you for talking with me and for even visiting my home to assess the severity of the problem. I am also grateful for the developer's cooperation and willingness to find an amicable solution. I truly appreciate the effort that has been taken to ensure the safety and privacy of our residence.
>
> I would just like to reiterate our need for the city code to be upheld in order to properly protect our families and homes as well as to provide the much needed privacy from the upcoming roads, parking lots and store. We are sincerely concerned for the safety of our families with the grading as it currently is and how it currently renders the wall ineffective. We plead with the City Council to uphold code and require the developer to provide the "effective screening" require by the code.
>
> A prior discussion with the developer showed the difficulty involved with raising the wall. I believe that raising the wall would provide the most permanent and effective screening to protect us. That is absolutely still my first preference, but should it prove impossible, I plead with you to require thick enough and mature enough evergreen trees to screen our homes from the adjacent property. The use of immature or deciduous trees would simply not fill the "effective" requirement for city code. Please, I plead with you once more, to protect us and our families and homes from the roads and parking lots that will soon be built facing our homes.
>
> Again, thank you so much for your time and effort on our behalf.

Peggy Hunziker submitted the following comment: "The original agreement at the time White Hills was annexed was that there would be NO building permit issued until all the infrastructure was completed. THE SEWER IS NOT COMPLETE. We have been promised for years that it would be done by the next month and then the next month and now here we are four years later and it is still not hooked up to the subdivision. For all we know it could still be another four years. We are tired of the empty promises from this developer and the city. Perhaps we as citizens should

ban together and sue the city to return the money we have paid in for a service we are not and have not been receiving. Maybe this will get your attention to stop treating us as the cities step child."

Mayor Westmoreland closed public comment at 7:09 p.m.

8. CITY COUNCIL/MAYOR'S ITEMS

Councilmember Gray
Councilmember Gray welcomed the meeting participants. He said he is excited for all the new businesses and ribbon cuttings in the City including the Overland clubhouse, Six Sisters Grill, and Jo'Land Fun and Games. He wished everyone a Happy Easter and thanked Planning Manager Pete Kane and other staff members for the thoroughness of their presentations.

Councilmember Burnham
Councilmember Burnham thanked the meeting participants. She thanked the residents for their public comments and said the Council takes their concerns seriously and will do their best to adequately address the headlight screening and sewer concerns.

Mayor Westmoreland clarified that millions of dollars are being invested in the sewer system for the benefit of and at no additional cost to the residents of White Hills.

Councilmember Love
Councilmember Love echoed Councilmember Burnham's commitment to rectify resident concerns. She is excited that the Overland clubhouse will be open to all residents. She noted that Eagle Mountain Counseling also had a ribbon cutting.

Councilmember Clark
Councilmember Clark expressed her support of the comments of the other Councilmembers and thanked residents for identifying problems and bringing the items to the awareness of the Council. April 15, 2021 the is the Great Shake Out in Utah earthquake preparedness drill. Be Ready Eagle Mountain will be holding an earthquake Community Emergency Response Team drill and scavenger hunt on Saturday, April 17 from 10 a.m. to 2 p.m. She appreciates the City's efforts to prepare volunteers to assist during the cases of an emergency. She encouraged residents to discuss plans for an earthquake with their families and neighbors.

Recognition
Mayor Westmoreland recognized Tiffany Walden for her critical contributions and passionate concern for the City of Eagle Mountain's economic development, including efforts with the Facebook datacenter. He stated her father was instrumental in establishing the roots of the City, and Ms. Walden is passionate about the City and its future. He appreciates her efforts to balance personal and City interests.

Ms. Walden thanked the Mayor and said that her efforts in the City come from the heart. Her goal and purpose are to finish what her father started. She said that many exciting projects are in the works.

The Councilmembers thanked Ms. Walden for her vision of service, heart, impact on the heritage of the City, and concern for the future of the City and future generations.

CONSENT AGENDA

9. AGREEMENTS

   9.B. AGREEMENT – City Council Chambers Lectern and On-screen Timer

   9.A. AGREEMENT – City Hall Lobby Display

10. BID AWARDS

   10.A. Construction Management and Inspection Services for Pony Express Phase 5 Widening Project – PEPG Consulting

11. BOND RELEASES

   11.A. Glenmar Ranches Phase B, Plat 4 – Into Warranty

12. CHANGE ORDERS

   12.A. Facebook Water Tank Change Order #2 – Probuild

   12.B. Water Model Rebuild Change Order #2 – Psomas

   12.C. Software Agreement Change Order #1 – Accela

13. MINUTES

   13.A. March 16, 2021 – Regular City Council Meeting

14. PRELIMINARY PLATS & SITE PLANS

   14.A. Pole Canyon NPA-11 Preliminary Plat

   14.B. O'Reilly Auto Parts – Site Plan

   14.C. Macey's at Market Place – Site Plan

   14.D. Request to Amend Condition of Approval – SilverLake South Preliminary Plat

MOTION: ***Councilmember Burnham moved to approve the consent agenda, amending item 14.A. condition #4 to, "that no certificates of occupancy shall be granted until the sewer is completed," and removing items 14.B., 14.C., and 14.D. from the consent agenda and placing them as scheduled items.***

Councilmember Love seconded the motion. Those voting aye: Donna Burnham, Melissa Clark, Jared Gray, and Carolyn Love. The motion passed with a unanimous vote.

SCHEDULED ITEMS

14.B. O'Reilly Auto Parts – Site Plan

Planning Manager Tayler Jensen presented the item. The site plan proposes an O'Reilly Auto Parts to be located at 4266 E Pony Express Parkway, southeast of Porters Crossing Parkway and Pony Express Parkway, located adjacent to the recently approved Dollar Tree. The property backs onto homes in the Oak Hollow subdivision.

Per EMMC 17.100.050(B), any commercial lot which abuts a residential use shall be effectively screened by a combination of a wall, fencing, and landscaping of acceptable design. EMMC 17.35.050(F) requires buffering or transitioning when building adjacent to residential uses, and EMMC 17.60.110(D) requires applicants to provide a headlight screen. While an existing wall exists, due to following the natural grade, additional buffering is required roughly adjacent to where the O'Reilly access aisle enters the project.

Per EMMC 17.72.030(A)(1), the primary entrance to the building should orient toward the street, and if not, the street-facing façade should include entrances, display windows, awnings, increased architectural elements, increased landscaping, and other pedestrian-oriented features. While the front entry does not face Pony Express Parkway, a pedestrian path is included that ties into the existing trail, and the Pony Express Parkway-facing façade includes additional features.

Per 17.72.040(A), buildings shall be similar in style to adjacent buildings. The proposed building is similar in appearance to the Dollar Tree, but the color palette is much lighter than both the Dollar Tree and Eagle Vision. Mr. Jensen clarified that the colors are a lighter sand color compared to the charcoal used on other buildings; the color palette does not include white. Per 17.72.040(C), the primary roof form of a structure should help reduce the perceived scale of a building. All commercial buildings shall contain either sloping roofs with overhanging eaves or a decorative parapet and multiple roof planes and heights. Per 17.72.040(E), buildings shall incorporate a majority of the following details: reveals, canopies, awnings, pop-outs, columns, decorative trim and moldings, architectural lighting, ornamental cornices, decorative masonry pattern, decorative doors and windows, exposed timbers and trellis. All sides of a building shall include the chosen details. Per 17.72.040(G), a building's color palette should be similar to that of significant neighboring structures.

Municipal Code requires 25 to 37 parking stalls, and 28 stalls are provided. EMMC 17.35.050(K) requires bicycle parking with all commercial locations; bicycle parking is not provided in the applicant's plan. Signage must follow standards found in EMMC 17.80.

The Planning Commission held a public hearing on the request on March 9, 2021 and voted 3 to 2 to recommend approval of the site plan with the following conditions:

1. The applicant shall increase the height of the wall anywhere necessary to provide effective screening;
2. All parking lot lighting shall be no more than 17 feet above the pavement;
3. The dumpster enclosure shall be similar in material and colors to the building;
4. Bicycle parking shall be provided in compliance with EMMC 17.35.050 K; and
5. At least three additional design elements designated in EMMC 17.72.040(E)(1) shall be added to all four elevations.

Commissioner Wells' dissenting vote was because she felt additional staff recommendation should have been included in the conditions of approval.

Commissioner Wright's dissenting vote was due to his opinion that other Municipal Code elements identified by staff should be encouraged of the developer, such as adjusting the roof line.

The staff recommendations excluded from the Planning Commission's recommendation of approval included the following conditions:

1. Elevations shall be updated to include stacked stone and materials similar in color to Dollar Tree and Eagle Vision;
2. Elevations shall be amended to include a tower or to increase the height of the parapet above the main entry and columns to give the appearance of different roof planes and heights.; and
3. The primary color of the building shall be similar to that used on Eagle Vision and Dollar Tree.

Mr. Jensen clarified that Municipal Code requires a 3.5-foot headlight screen and a six-foot wall between residential and commercial uses. The wall is six feet high; however, it does not provide six feet of buffering and whether the wall complies with Municipal Code standards is open to interpretation.

Councilmember Love said that headlights are 24 to 54 inches from the ground to the center of the headlight and a foot difference between the drive aisle and the top of the wall between the homes and the commercial property would not provide headlight screening for the residential properties. She said she feels the applicant should determine an adequate a solution.

Applicant representative Ryan Forsythe stated that his height calculations result with the wall providing 3.5 feet of screening at the lowest point on the fence, which is farther west than the drive aisle. He said the grading plan from the residential developer indicated a grade three feet higher than the final homes. He expressed sympathy to the impacted homes, but stated he feels they have met the headlight screening requirement and the six-foot wall requirement for the property. He said that he has discussed a greenery wall as a potential solution with the impacted homeowners. He does not desire to shirk his responsibility but expressed frustration with the situation caused by the residential developer not building the development in accordance with the approved plans.

Discussion ensued debating the measurement method and accuracy of the grade calculation differences between the staff report and the applicant's calculations.

City Attorney Jeremy Cook confirmed that applicant's grievances with the residential developer would be a civil issue. He noted that the property had been originally owned by one individual that sold the land to two different developers. Municipal Code places the responsibility on the commercial developer. It is the responsibility of the commercial developer to address his concerns with the adjacent developer.

Councilmember Gray stated that the screening concerns also include the privacy of the residential property as the lack of a six-foot privacy screen is invasive and intrusive to the residents.

Councilmember Clark agreed that the screening requirement is the obligation of the commercial development and that pursuing a civil complaint with the residential developer is the prerogative of the applicant. She feels the application is not ready for an approval without an adequate resolution to the screening requirement.

Councilmember Burnham concurred with the previous Councilmember's comments, especially considering the privacy concerns. The earthwork to reinstall the fence would negatively impact some properties and she agrees it is not the Council's responsibility to provide a solution.

City Engineer Chris Trusty recommended a topographical survey to better assess the grade difference of the final project. He is unsure if the residential grades on the approved Oak Hollow plans conflict with the final grade as alleged. He agrees it is the applicant's responsibility to demonstrate a solution.

Mr. Forsythe stated that he is also a real-estate attorney and desires to discuss options to determine an agreeable solution prior to preparing plans. He expressed concern with the screening solution retroactively impacting the June 1, 2021 deadline for the approved Dollar Tree project. He explained that retaining requirements to raise the height of the existing masonry wall would reduce the resident's yards and impact the drainage system for the Dollar Tree project. He proposed mounting decorative, ivy walls to the top of the residents' side of the existing fence. It would beautify their yards and increase the privacy more than installing landscaping or fencing on the commercial property. He said the homeowner seemed open to an ivy wall or landscaping on their side of the wall. Another solution would be a vinyl addition to the top of the existing wall. He beseeched the Council to consider his time constraints in their decision and the Municipal Code allowance for landscaping to be implemented as a screening material.

Mayor Westmoreland expressed sympathy and noted the City is aware that the applicant is burdened with providing a solution to a problem he was not responsible for creating.

Councilmember Burnham expressed concern with the recommendation to add something to the top of the wall due to wind durability concerns.

Mr. Forsythe said he would consult with an engineer to provide a durable solution such greenery or a chain link wall with privacy slats. He said he desires to work with the homeowners to determine an aesthetically appealing solution.

Councilmember Clark concurred with concerns regarding the strong winds in the City and the durability of the screening solution especially due to damage liability caused by wind forces breaking windows with fencing in other areas in the City.

Mr. Forsythe inquired if the Council decision would impact the Dollar Tree project and requested Council feedback regarding the proposed elevations in order to remedy concerns prior to the application's return with a solution to the screening issues.

Mr. Cook verified that the Dollar Tree development is required to meet the Municipal Code screening standards independent of the site plan approval.

Councilmember Gray said that the Council could move the project forward but withhold the certificate of occupancy until the screening concerns are rectified in order to not delay the project while ensuring the concerns are properly addressed.

Councilmember Love agreed with allowing the project to move forward but withholding the certificate of occupancy; however, she desires to review the screening solution to verify it adequately addresses the concerns.

Councilmember Clark said she is uncomfortable in moving the application forward. She expressed her preference to provide the applicant the requested feedback regarding the elevations to be sensitive to the time constraints and increase the likelihood of an approval when the application returns with a screening solution.

Mr. Forsythe clarified his concern was with being required to raise the existing masonry fence. He expressed his willingness to provide an appropriate, durable, aesthetically-beneficial screening solution. He said he raised the parapet walls and colors and added additional lighting elements at the request of the Planning Commission and will add a bike rack. He noted the architectural similarities between the approved Dollar Tree and O'Reilly's buildings. He explained that O'Reilly has requested the use of their prototypical colors for branding purposes.

Councilmember Burnham stated that as having an attractive building is in the applicant's best interest, she has no concerns with the proposed palette as long as the colors do not clash with the neighboring properties. She expressed her willingness to approve the project once the applicant provides an adequate screening solution.

Councilmember Gray concurred with Councilmember Burnham regarding the elevations, color palette, and the applicant's rights. Due to varying opinions on preferred aesthetics, he believes the purview of the Council is to ensure the appearance of buildings do not have a negative impact on surrounding properties while respecting the property owner's rights. He disagrees with requiring new construction to exactly match existing buildings in the area.

Councilmember Love concurred with the approval of the presented color palette and thanked the applicant for making the requested roof line adjustments. She asked the applicant to also include the other design elements in the Planning Commission's recommended conditions of approval.

Councilmember Clark commended the applicant for working with the homeowners to determine an amenable solution and requested he continue to involve the homeowners in the decision.

MOTION: ***Councilmember Burnham moved to table the site plan for O'Reilly Auto Parts until the next meeting. Councilmember Gray seconded the motion. Those voting aye: Donna Burnham, Melissa Clark, Jared Gray, and Carolyn Love. The motion passed with a unanimous vote.***

14.C. Macey's at Market Place – Site Plan

Mr. Jensen presented the item. The proposal is for a site plan for a Macey's grocery store located on 6.7 acres at the intersection of Pony Express Parkway and Eagle Mountain Boulevard within the Marketplace at Eagle Mountain Town Center Master Development Plan.

The Marketplace at Eagle Mountain Town Center master site plan and preliminary plat were approved on August 18, 2020. The Development Agreement was approved on December 1, 2020. The property is zoned CC, which allows grocery stores over 30,000 square feet. The proposed store is 58,854 square feet.

EMMC 17.56.060(A) requires parking lot lights to be no taller than 17 feet. The applicant will confirm compliance with the requirement. EMMC 17.100.040 requires all site plans of five acres or larger to complete a master site plan. A master site plan has been completed for this site. EMMC 17.100.050 requires building or landscaping on the entire lot and the application is in compliance with the standard.

The applicant has provided 10-foot pedestrian walkways as required per EMMC 17.55.090. The application proposes parking islands every 12 stalls as required per EMMC 17.55.080(C). EMMC 17.55.120(C) requires one parking stall per 200 square feet of building area. The proposed 58,854 square-foot building requires 295 stalls, and the application provides 301 stalls. EMMC 17.55.120(B) requires 8 ADA stalls; the applicant has provided 9 ADA stalls.

Paragraph 10 of the Marketplace at Eagle Mountain Development Agreement states, "building layout, and architecture (materials, colors, detailing, style) of commercial buildings shall be consistent throughout the project. Developer agrees, as much as possible to locate buildings near the front setback line with pedestrian access leading to the primary entrance and landscaping between the building and the street. Building elevations shall comply with EMMC Chapter 17.72 by adding Hardie board accents, architectural detailing, building material mixtures and additional vertical articulation/modulation."

EMMC 17.72.040(A) states, "Commercial buildings should be similar in style as significant adjacent buildings. All facades of commercial structures shall be designed with consistent detail, style and trim as main elevation." The proposed elevations differ significantly in color, appearance, and materials from the businesses located across Eagle Mountain Boulevard. The differences in elevations were discussed during the site plan and elevations were approved for the pad site buildings.

One of the key features of Macey's stores is tall flagpoles. Municipal Code excludes the maximum permitted flagpole heights in commercial zones. The applicant has indicated they would like an 80-foot-tall flagpole or as tall as permitted by the City.

Drive-throughs are required to have a 120-foot stacking lane. The site provides sixty feet of stacking by the window and 100-feet across the drive aisle for a total of 160 feet of stacking. The average car length is approximately 14.7 feet. Trucks can be up to 18 feet. Therefore, the stacking lane would accommodate 10 average vehicles or 8 large trucks.

The Planning Commission held a public hearing on the site plan request on March 23, 2021, and recommended approval with a 4 to 1 vote with the following conditions:

1. All parking lot lights shall be no more than 17-feet in height from grade;
2. Elevations shall be updated to use similar materials, and design elements as the approved pad site elevations and the Shops at City Center;
3. The north and west elevations should be amended to contain varied roof planes;
4. Additional articulation and material variation shall be provided for the north, west, and east elevations;
5. An additional three architectural detail features shall be used on all four sides of the structure; and
6. The drive-through on the east shall be mitigated and conform to EMMC 17.75.069(D).

Commissioner Pengra's dissenting vote was due to feeling too many conditions were required and would have removed conditions 2, 3, 4, and 5.

In response to the Planning Commission conditions, the applicant has ensured all parking lot lights are at 17 feet; added architectural elements to the front, back, and sides to add greater variation; added decorative light fixtures; added variation in masonry from split and honed block, additional roof planes, and extended the decorative lower block all the way around the building; amended the north elevation to have six different roof planes, with columns on the west taller than the rest of the wall; extended the loading dock on the north nearly 30-feet from the main building; added an awning/trellis over the door on the west elevation and over the window feature on the east elevation; and used architectural lighting, decorative windows, awnings/trellis structures, columns, pop-outs, decorative cornices, and reveals. Some features were not included on the north elevation because additional reveals or architectural elements could damage delivery trucks accessing the loading dock. The drive-through on the east has been mitigated as previously presented.

Councilmember Clark expressed concern regarding the split stacking lane impeding traffic, especially due to drive-through queues of 13 to 18 cars in other locations in the City.

Applicant representative Jared Mitchell stated that placing a pharmacy drive-through on the front of the building, although not ideal, has worked well at other store locations. They protect the drive aisle for the safety of the patrons and the ease of accessibility to the store. Other pharmacy locations have not experienced long queues at the pharmacy.

Councilmember Clark noted the long queues at the Saratoga Springs Smith's pharmacies at both the old and new location. The split drive-through at the new Smith's pharmacy has caused traffic

impediments. She expressed concerns regarding safety issues and high usage of the drive-through due to the other grocery store pharmacy in the City not having a drive-through.

Applicant representative and engineer for the project Shaun Young said that the pharmacy drive-through can accommodate three cars, including the car at the window, depending upon the size of the vehicle. He noted that the 120-foot stacking requirement only applies to restaurants. Due to the location of the Ace Hardware and the restaurant, relocating the pharmacy drive-through to a side of the building is not a possibility; the only other option would be to remove the pharmacy drive-through.

Councilmember Love inquired if the window could be relocated to provide more stacking distance.

Councilmember Clark suggested providing a curbside delivery option to reduce queue length.

Mr. Mitchell stated they desire to provide safety and convenience for the patrons and employees, and they will consider the Council's suggestions.

Councilmember Burnham expressed her desire to find amenable solutions without delaying the application and felt the proposal could work well as it is functioning well in other locations. She noted that many people pick up their medications from grocery pharmacies while grocery shopping rather than using the drive-through.

Mr. Mitchell said they are working with Dairy Queen as the potential fast-food franchise restaurant for this location.

Councilmember Love stated that Saratoga Springs and Eagle Mountain experience drive-through issues that do not occur in other cities. She said that if used properly and well signed, the queue could be adequately managed.

Mr. Mitchell said that he had spoken with Mr. Jensen about the flagpole as the flagpole is a staple to the Macey's brand. Their standard flagpole has been reduced from 120-feet to 80-feet high. Even though the flagpole height does not need to be resolved during this phase of the application, they desired Council feedback.

Mr. Jensen requested for the City Council to provide direction regarding flagpole height standards as the flagpole could be a staff-level approval later in the process.

Mr. Mitchell identified the proposed location for the flagpole as the center of the parking lot and said the intention is to fly a 20-by-30-foot flag.

Councilmember Clark reiterated she is open to a tall flagpole in a commercial location to fly the American flag as opposed to residential model homes flying advertisement flags.

Councilmember Gray said although he is patriotic and supports flying the American flag, he is concerned that allowing a tall flagpole will cause issues with other requests. He is adamantly against the drive-through plans due to concerns of the unlikelihood of people utilizing them

appropriately resulting in traffic impediments and safety hazards. He suggested accommodating additional stacking length along the side of the building.

MOTION: ***Councilmember Burnham moved to approve the site plan for Macey's at Market Place with the updated plans and elevations presented to the City Council and excluding the approval of the flagpole pending a review of Municipal Code flagpole height standards. Councilmember Love seconded the motion.***

Councilmembers Gray and Love requested that flagpole height standards be included as a discussion item at a future meeting.

The Council authorized staff to approve the future flagpole application in accordance with the flagpole height Municipal Code standards to be determined by the City Council.

Those voting aye: Donna Burnham, Melissa Clark, and Carolyn Love. Those voting nay: Jared Gray. The motion carried with a vote of 3:1.

14.D. Request to Amend Condition of Approval – SilverLake South Preliminary Plat

Mr. Kane presented the item. On October 1, 2019, the City Council conditionally approved the SilverLake South Preliminary Plat containing 791 units/lots. One of the conditions of approval included that the neighborhood park shall be installed prior to the recording of a plat containing the 300th lot in this project, in addition to the 278 already recorded in SilverLake Plats 16 through 20.

The applicant has recorded plats with 316 units at this time. The applicant has made efforts to construct the neighborhood park, but the park plan reviews by the City have been delayed by a combination of City staffing transitions, COVID-related changes and delays, and seasonal weather. The applicant anticipates the neighborhood park will be completed this summer, and has finished the final plat review and is ready to record three more plats within the project area: Plats 28 (74 units), 29 (77 units), and 30 (65 units).

The applicant is requesting an amendment to the conditions of approval by either removing or amending the condition so they may move forward with recording the next three plats while they also complete work on the neighborhood park.

Staff recommends that the City Council approve an amendment to the conditions of approval for the SilverLake South preliminary plat by replacing condition #8, "The neighborhood park shall be installed prior to the recording of a plat containing the 300th lot in this project, in addition to the 278 already recorded in Silverlake Plats 16 through 20," with, "The neighborhood park shall be installed by August 1, 2021. No building permits or recordings of plats may be granted or take place after this date unless the park has been completed."

Discussion ensued clarifying the number of recorded and remaining lots in the project.

Mr. Mumford stated that they had recommended a date requirement but would also be willing to consider a requirement based upon the number of approved lots, especially due to material delays caused by the pandemic.

Ms. Kofoed said that recording plats is a lengthy process that has been impacted and significantly delayed by the pandemic. Plat 28 is ready to record.

Councilmember Love expressed her support of date rather than a lot number requirement in order to allow the applicant the majority of the summer to work on the project due to weather impacts on construction.

Mr. Kane verified that a bond is in place for the park.

Ms. Kofoed said that the City is holding approximately 1.7 million dollars as cash bond for the park. Some of the money will be returned to the applicant due to the fulfillment of improvement obligations on the project.

Councilmember Clark stated that she desires to have an assurance that the park will be built. The bond alleviates her concerns regarding an extension of the deadline due to the mitigating circumstances. She supports the date deadline option.

Parks and Recreation Director Brad Hickman confirmed that the applicant has been working on the park and is almost finished with the clubhouse and the landscaping which will release some of the escrow funds, but the City will still have enough of a reserve to cover the park should the developer not fulfill the obligation.

Mr. Kane stated that the recording of the three plats will place an additional approximately $600,000 into the park escrow account.

MOTION: ***Councilmember Love moved to approve a request to amend the condition of approval for the preliminary plat for SilverLake South to, "The neighborhood park shall be installed by August 1, 2021. No building permits or recordings of plats may be granted or take place after this date unless the park has been completed." Councilmember Burnham seconded the motion.***

Mr. Kane explained that the application process requires several approvals over the course of several months and makes it unlikely that the applicant could record a large group of plats immediately prior to the deadline.

Those voting aye: Donna Burnham, Melissa Clark, Jared Gray, and Carolyn Love. The motion passed with a unanimous vote.

15. THE PINNACLES

15.A. PUBLIC HEARING/ORDINANCE – An Ordinance of Eagle Mountain City, Utah, Amending the Future Land Use Map of the General Plan and Rezoning Certain Lands Known as The Pinnacles.

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

Mr. Kane reviewed the item as presented during work session.

Mayor Westmoreland opened the public hearing at 9:40 p.m. No comments were submitted to the City Recorder's Office and no public was in attendance to make comment. As there were no comments, Mayor Westmoreland closed the hearing.

Councilmember Gray stated his appreciation for the changes and progress on this project. He asked if the plan could accommodate additional R2 units south of the park which would be permitted by Municipal Code transitioning requirements.

Applicant representative Andy Flamm stated they desire to offer a variety of product and could consider additional R3 product; however, the variance in lots sizes of R2 units across from R3 units creates alignment challenges.

Mr. Kane noted that the rezone sets the zone, but the lot sizes will be approved with the preliminary plat. As the rezone sets the minimum lot size, he advised amending the zoning designation accordingly to ensure the larger lots are included on the preliminary plat if desired by the Council.

Mr. Flamm expressed hesitancy to make the change due to the delay of the project and the cost to redesign the zoning layout.

Councilmember Gray clarified his request is to rezone the three rows of homes south of the park.

Councilmember Clark expressed her appreciation to the applicant for his flexibility in the changes made due to newly implemented City requirements. She stated her support for Councilmember Gray's recommendation and suggested rezoning the proposed area with a condition of approval to allow the project to be approved and move forward without additional delays.

Discussion ensued regarding the feasibility of rezoning a section of the property to R2.

Mr. Flamm stated that due to aesthetical considerations and implementation challenges, altering two rows of homes, rather than three rows, would be the most viable due to the alignment of the lots. They desire to work with the Council especially in consideration of their other projects in the City. He explained that the one-acre parcel of land in the northwest corner of the project requested to be dedicated to the City will become an inaccessible island until the adjacent land is developed or the future freeway is installed. He said they would prefer to retain the land until the northern commercial portion of the project is developed. The one-acre parcel would remain contiguous to and be farmed with the 65 acres of farmland designated for future commercial development.

Discussion ensued regarding the appropriate terms for the motion.

Mr. Kane clarified that the dedication of the one-acre parcel would not occur until the platting process with Phase 8, the final phase of the residential portion of the development.

Mr. Cook stated the requirement of the land dedication and potential compensation could be determined during the plat recordation of the project. The motion could stipulate the one-acre parcel is included with the recording of Phase 8.

Councilmembers Gray and Love recommended including the one-acre parcel with the development of the northern portion of the property with the City leasing the land back to the applicant.

Mr. Flamm and Mr. Cook expressed their support of excluding the one-acre parcel of land from this approval and having the dedication of the parcel determined with the future commercial development of the property to the north of the residential portion of the development.

Councilmembers Burnham and Love confirmed their support of changing two rows of R3 to R2 zoning.

MOTION: ***Councilmember Gray moved to approve an ordinance of Eagle Mountain City, Utah amending the Future Land Use Map of the General Plan and rezoning certain land known as The Pinnacles, changing the two rows of homes fronting the street directly south of the park from the R3 to the R2 zone and all other changes as reflected in the corrected files in the staff report. Councilmember Clark seconded the motion. Those voting aye: Donna Burnham, Melissa Clark, Jared Gray, and Carolyn Love. The motion passed with a unanimous vote.***

15.B. PUBLIC HEARING/ORDINANCE – An Ordinance of Eagle Mountain City, Utah, Approving the Master Development Plan for The Pinnacles.

Mayor Westmoreland opened the public hearing at 10:07 p.m. No comments were submitted to the City Recorder's Office and no public was in attendance to make comment. As there were no comments, Mayor Westmoreland closed the hearing.

MOTION: ***Councilmember Gray moved to approve an ordinance of Eagle Mountain City, Utah approving the master development plan for The Pinnacles with the following conditions:***

1. ***The approximately one-acre parcel adjacent to the MF2 zone identified for dedication for the future freeway right-of-way shall be removed from this approval and included with the future application for the development of the northern portion of the property;***
2. ***The northern approximately 65 acres of land shall be notes as "Future Development/Business Campus" for a later amendment to the master development plan; and***
3. ***A future amendment to the master development plan for the northern approximately 65 acres must be appropriate for the current "Employment Center/Campus" land use designation.***

Councilmember Burnham seconded the motion. Those voting aye: Donna Burnham, Melissa Clark, Jared Gray, and Carolyn Love. The motion passed with a unanimous vote.

16. ORDINANCES/PUBLIC HEARINGS

16.A. ORDINANCE/PUBLIC HEARING – An Ordinance of Eagle Mountain City, Utah, Approving the Recorded Plat Amendment for the Eagle Mountain Business Campus.

Mr. Jensen reviewed the item as presented during work session.

Ms. Kofoed explained that the intent is for lot 5 to retain the current entrance sign. This area is not a proposed location for the installation of future wayfinding signs.

Mr. Hickman said that the wayfinding signs will fit in the right-of-way and should not infringe upon these lots.

Mr. Cook said the sale of this property was approved several years ago and the agreement has had several extensions. The contract price has been adjusted and amended throughout the process.

Applicant representative Dan Ford stated an appraisal of the property was conducted a year ago and the current agreement is through June or July of 2021.

Councilmember Gray requested a condition in the agreement to ensure the price of the property reflects current market value.

Mr. Cook explained that the price has been slightly adjusted during the process. The agreement is a large benefit to the City to be able to attract development of the land and create a tax base for the City.

Councilmember Gray stated although he approves of the project as a benefit to the City, he expressed concern with selling the land below market value as a negotiating tactic.

Mr. Cook stated that due to the terms and extension of the current contract the City is bound to the agreed-upon price.

Mayor Westmoreland opened the public hearing at 10:17 p.m. No comments were submitted to the City Recorder's Office and no public was in attendance to make comment. As there were no comments, Mayor Westmoreland closed the hearing.

MOTION: ***Councilmember Burnham moved to approve an ordinance of Eagle Mountain City, Utah approving the recorded plan amendment for the Eagle Mountain Business Campus with the following conditions:***

1. ***The purchase of the City property must be finalized prior to recording the plat; and***

2. ***The City shall be granted an easement through one of the lots to access the City-owned property.***

Councilmember Clark seconded the motion. Those voting aye: Donna Burnham, Melissa Clark, Jared Gray, and Carolyn Love. The motion passed with a unanimous vote.

Mr. Cook explained that should the applicant desire another extension, the price could be renegotiated at that time. A staff evaluation of the project determined a new appraisal was not warranted due to an insufficient change in the value of the property.

Mr. Ford stated he believes the initial appraisal of the land was overvalued and the agreed-upon price is fair.

Mr. Cook said he feels the deal is beneficial to all involved parties.

Ms. Kofoed verified that an addendum had been approved by the Council in January 2021 to extend the agreement for six months.

16.B. ORDINANCE/PUBLIC HEARING – An Ordinance of Eagle Mountain City, Utah, Amending the Eagle Mountain Municipal Code, Chapter 15.60 Street Improvements.

Streets and Storm Drain Manager Zac Hilton reviewed the item as presented during work session. If approved, fee collection will be implemented on July 6, 2021.

Mayor Westmoreland opened the public hearing at 10:24 p.m. No comments were submitted to the City Recorder's Office and no public was in attendance to make comment. As there were no comments, Mayor Westmoreland closed the hearing.

MOTION: ***Councilmember Clark moved to approve an ordinance of Eagle Mountain City, Utah, amending the Eagle Mountain Municipal Code, Chapter 15.60 Street Improvements. Councilmember Gray seconded the motion. Those voting aye: Donna Burnham, Melissa Clark, Jared Gray, and Carolyn Love. The motion passed with a unanimous vote.***

17. RESOLUTION

17.A. RESOLUTION -- A Resolution of Eagle Mountain City, Utah, Amending the Consolidated Fee Schedule for Street Improvements.

Mr. Hilton reviewed the item as presented during work session.

MOTION: ***Councilmember Clark moved to approve a resolution of Eagle Mountain City, Utah, amending the consolidated fee schedule for street improvements. Councilmember Gray seconded the motion. Those voting aye: Donna***

Burnham, Melissa Clark, Jared Gray, and Carolyn Love. The motion passed with a unanimous vote.

18. CITY COUNCIL/MAYOR'S BUSINESS

Councilmember Burnham

Councilmember Burnham requested the Council provide their input to her regarding the transit study results prior to her follow-up meeting on Thursday morning. She said she has mixed feelings about the study because the group that performed the study was unfamiliar with Eagle Mountain City. Their projections for 2030 will likely be reached by next year. She felt the recommendations were not justified as the data was based upon population numbers, which she felt were inaccurate for Eagle Mountain and Saratoga Springs and did not include Cedar Valley residents. The study will likely result in bus services from the City to the Lehi Trax Station. She recommended Councilmembers focus their review on the recommendations section of the report.

Councilmember Gray

Councilmember Gray stated that the previous consolidated fee schedule included renting City Hall although the City no longer rents the Council Chambers. He expressed concern the inclusion places staff in an uncomfortable position in turning down requests. He inquired why the language had not been removed.

Ms. Kofoed said allowing residents to rent the Council Chambers was codified and included in the consolidated fee schedule. Several years ago, concerns arose regarding renting the space for political events. It was determined not to rent the building but to retain the language in Municipal Code. Groups that are sponsored by the City are allowed to use the facilities. She recommended removing the language to prevent confusion by staff and residents regarding the rental policies.
Councilmember Burnham stated that it would be clearer to disallow the renting of the space for all groups.

Ms. Kofoed said that under normal circumstances, rooms and the Council Chambers are not available due to frequent City and board usage.

Councilmember Gray noted that the partnering groups are allowed to use the facilities without a fee and the removal of the rental language would not prevent use by City-sponsored groups.

Ms. Kofoed confirmed that a Municipal Code amendment to remove the language regarding the rental of the Council Chambers will be placed on an agenda due to the request of multiple Councilmembers. The fee schedule could also be amended as time permits.

Councilmember Love made a formal request for an amendment to determine a commercial flagpole height standard for the City.
Mayor Westmoreland directed staff to prepare an amendment for commercial flagpole height standards. He noted that of the 170 new residential building permits in March 2021, 148 were single-family homes and 22 were multifamily. He said that the City continues on a good trend balancing single-family and multifamily development. Mountainland Association of Governments expects the Utah Department of Transportation to move forward with the Mountain View Corridor

funding this year. Once the Mountain View Corridor is approved, the City will be able to lobby for Wride Memorial Highway funding.

Councilmember Clark
Councilmember Clark requested the City invite a State representative and senator to a City Council work session to report on items that impact the City. She reiterated her request to meet with neighboring cities.

Mayor Westmoreland said that neighboring city officials are amenable to a joint meeting. He will discuss and schedule meeting dates with city and state officials.

Mr. Mumford stated that the requested statistics of vested residential units within the City will hopefully be available within the next month or so; however, the data will not be as specific as desired due to flexibility in lot sizes and unit types permitted in master development plan approvals.

Ms. Kofoed said staff sent a link to a document with the Council approvals from 2019 on to enable to Council to research approvals from previous meetings. She verified the City Council meeting with the Alpine School District is scheduled at 7:30 a.m. on April 29, 2021.

19. CITY COUNCIL BOARD LIAISON REPORTS

Councilmember Burnham
Councilmember Burnham met with the Senior Citizen Advisory Council. They desire to meet in person as soon it is possible to meet safely. They have an activity scheduled for April and they provide meals to seniors with a single-meal pick-up on Wednesdays from 11:30 a.m. to 12:30 p.m. Two meals per person are available at the Thursday pick-up between 11:30 a.m. and 12:30 p.m. The Senior Citizen Advisory Council has a board member position open for a resident over 55 years of age.

Councilmember Love
Councilmember Love met with the Cemetery Advisory Board and said more details will be forthcoming regarding the Memorial Day commemoration.

Councilmember Clark
Councilmember Clark said a repeater station will be installed to increase the transmission capability of the Ham radios within the City. The City has over 200 licensed Ham radio operators. She is inspired by the passion and zeal of the Parks and Recreation Advisory Board and is excited about their plans and efforts.

Councilmember Gray
Councilmember Gray stated the Youth Council is doing well and participated in the City Easter Egg Drive-Up. He encouraged youth participation in Youth Council and their activities.

20. COMMUNICATION ITEMS

20.A. Upcoming Agenda Items

21. ADJOURNMENT

MOTION: ***Councilmember Gray moved to adjourn at 10:49 p.m. Councilmember Love seconded the motion. Those voting aye: Donna Burnham, Melissa Clark, Jared Gray, and Carolyn Love. The motion passed with a unanimous vote.***

The meeting was adjourned at 10:49 p.m.

Approved by the City Council on April 20, 2021.

Fionnuala B. Kofoed, MMC
City Recorder