



EAGLE MOUNTAIN CITY COUNCIL MEETING

October 20, 2020, 4:00 PM

Eagle Mountain City Council Chambers

1650 East Stagecoach Run, Eagle Mountain, Utah 84005

4:00 P.M. WORK SESSION - VIA LIFESIZE ELECTRONIC MEETING

Proposed interim adjustments to procedures relating to Council Work Sessions and Policy Meetings.

Public meetings will be held electronically in accordance with Executive Order 2020-1 Suspending the Enforcement of Provisions of Utah Code 52-4-202 and 52-4-207 due to Infectious Disease COVID-19 Novel Coronavirus issued by Governor Herbert on March, 18, 2020.

The public may monitor or listen to open portions of the meeting electronically via Lifesize electronic meeting through Granicus at <https://eaglemountaincity.com/cityrecorder/citymeetings-portal/#meetingdocs>.

1. CITY ADMINISTRATOR INFORMATION ITEMS

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

- 1.A DISCUSSION - Update from the Alpine School District with Rob Smith
- 1.B DISCUSSION - Update from the American Legion Post 111 with Jimmy Allen
- 1.C DISCUSSION - Proposed Code Amendment for Master Plan Developments and Agreements
 - 16.10 Master Development Plans - REDLINES
 - 16.10 Master Development Plans - CLEAN
- 1.D DISCUSSION - C Jay Properties Building Site Plan & Rezone
 - Rezone Exhibits
 - Site and Construction Plans
 - Building Location Option Review
 - Colored Elevations and Perspective Rendering
 - Colored Elevations (revised)
 - Floor Plan
 - Landscape Plan
 - Property Screening

Photometric Plan
Parking Lot Light Spec
Building Exterior Wall Lighting Spec

- 1.E DISCUSSION - Overland Village 2 Village Concept Plan
Proposed Overland Village 2 Concept Plan & Trails Plan
Overland Village 2 Traffic Study
04.28.2020 Planning Commission Minutes
Overland MDP Map & Master Trails Map
Overland MDA

2. AGENDA REVIEW

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

3. ADJOURN TO A CLOSED EXECUTIVE SESSION

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

7:00 P.M. POLICY SESSION - VIA LIFESIZE ELECTRONIC MEETING

4. CALL TO ORDER

5. PLEDGE OF ALLEGIANCE

6. INFORMATION ITEMS/UPCOMING EVENTS

7. PUBLIC COMMENTS

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

8. CITY COUNCIL/MAYOR'S ITEMS

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

CONSENT AGENDA

9. BID AWARDS

- 9.A 30" Sewer Cured In Place Pipe Lining Project, Phase 1 - Insituform Technologies
Award Recommendation

- 9.B Sewer Manhole Rehabilitation Project - Advanced Lining
Award Recommendation

10. BOND RELEASES

- 10.A Ranches Estates Plat B - Into Warranty
[Ranches Estates Plat B Bond Release Letter](#)
[Ranches Estates Plat B Recorded Plat](#)
- 10.B Sunset Ridge Phase A, Plat 4 - Out of Warranty
[Sunset Ridge Phase A, Plat 4 Bond Release Letter](#)
[Sunset Ridge Phase A, Plat 4 Recorded Plat](#)

11. MINUTES

- 11.A October 6, 2020 - Regular City Council Meeting
[10.06.2020 City Council Minutes - DRAFT](#)

SCHEDULED ITEMS

12. ORDINANCE/PUBLIC HEARINGS

- 12.A [ORDINANCE/PUBLIC HEARING - An Ordinance of Eagle Mountain City, Utah, Approving the Second Amendment to the Fiscal Year 2020-2021 Budget.](#)

BACKGROUND: *(Presented by Finance Director Kimberly Ruesch)* State statute requires the City to amend its budget to appropriate funds for increased expenses. The proposed ordinance is the second budget amendment for Fiscal Year 2020-2021 and includes increases in the General Government and Enterprise Funds.

[ORD--FY 2021 Budget Amendment #2](#)
[FY 2021 Budget Amendment #2](#)

- 12.B [ORDINANCE/PUBLIC HEARING - An Ordinance of Eagle Mountain City, Utah, Amending the Eagle Mountain Municipal Code Adding Chapter 17.23 Open Space Zones.](#)

BACKGROUND: *(Presented by Long-Range Planning Manager Pete Kane)* The proposed language adds a new chapter which creates two zoning districts (Improved Open Space and Natural Open Space), identifies the allowed uses for each, and establishes the development standards and requirements for both zones.

[ORD--EMMC Chapter 17.23 Open Space Zone](#)
[17.23 Open Space Zones - PROPOSED](#)

- 12.C [ORDINANCE/PUBLIC HEARING - An Ordinance of Eagle Mountain City, Utah, Amending the Eagle Mountain Municipal Code Adding Chapter 17.31 Public Facilities Zone.](#)

BACKGROUND: *(Presented by Long-Range Planning Manager Pete Kane)* The proposed language adds a new chapter which creates the zoning district, identifies the allowed uses, and establishes the development standards and requirements within the

zone.

ORD--EMMC Chapter 17.31 Public Facilities Zone
17.31 Public Facilities Zone - PROPOSED

13. MOTION

13.A MOTION - Brylee Farms Alternate Fencing Request

BACKGROUND: *(Presented by Assistant City Administrator/Community Development Director Steve Mumford)* This is an applicant request for alternative fencing standards along Aviator Avenue and Eagle Mountain Boulevard in the Brylee Farms subdivision.
[Brylee Farms Proposed Fencing Options](#)

14. CITY COUNCIL/MAYOR'S BUSINESS

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

15. CITY COUNCIL BOARD LIAISON REPORTS

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

16. COMMUNICATION ITEMS

16.A Financial Report

[Executive Summary of Revenue and Expenses as of 09.30.2020](#)

16.B Upcoming Agenda Items

[CI--Upcoming Agenda Items](#)

17. 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 15th day of October, 2020, on the Eagle Mountain City bulletin boards, the Eagle Mountain City website www.emcity.org, posted to the Utah State public notice website <http://www.utah.gov/pmn/index.html>, and was emailed to at least one newspaper of general circulation within the jurisdiction of the public body.

Fionnuala B. Kofoed, MMC, City Recorder



**EAGLE MOUNTAIN CITY
CITY COUNCIL MEETING
OCTOBER 20, 2020**

TITLE:	DISCUSSION - Proposed Code Amendment for Master Plan Developments and Agreements		
ITEM TYPE:	Discussion		
FISCAL IMPACT:			
APPLICANT:	Staff		
GENERAL PLAN DESIGNATION	CURRENT ZONE	ACREAGE	COMMUNITY

PUBLIC HEARING:
No

PREPARED BY:
Pete Kane, Planning

PRESENTED BY:
Pete Kane

RECOMMENDATION:

BACKGROUND:

The Planning Commission and City Council have sought to revise and update the requirements for master development plans and agreements based on previous project proposals that have been submitted to the City. The proposed amendments help to fill in some of the questions and process flow that have been identified over the years. Additionally, the amendment sets standards for all master development agreements going forward.

ITEMS FOR CONSIDERATION:

REQUIRED FINDINGS:

PLANNING COMMISSION ACTION/RECOMMENDATION:

The Planning Commission held a public hearing on the code amendment at their meeting on September 22, 2020. The Commission unanimously recommends approval of the code amendment to City Council.

ATTACHMENTS:

16.10 Master Development Plans - REDLINES

16.10 Master Development Plans - CLEAN

Chapter 16.10

Master Development ~~Plans~~

16.10.010 ~~What this chapter does~~Purpose.

This chapter establishes the requirements and review and approval processes for master development ~~s plans, master development plan agreements and required information to be submitted. [Ord. O-16-2010 § 2 (Exh. A); Ord. O-23-2005 § 3 (Exh. 1(2) § 2.1)]. As a growing city, master developments provide the community a way to better understand, plan for, and approve large development areas. Master developments help to ensure that these projects relate well to surrounding uses while also establishing public investments and benefits for the development and community.~~

~~16.10.020 Purpose.~~

~~Development of large tracts of land requires careful, detailed, and well-informed coordinated land use planning and additional planning, design and funding by or on behalf of the city for roads, water, sewer, dry utility infrastructure, parks and other kinds of public facilities and services to serve the public interest. It also involves major investments in land and infrastructure, which often take place before it is feasible for a developer to file an application specific enough to obtain development approval for a subdivision, site plan, building permit, etc. There are essentially three components that comprise the master development plan process: a land use plan, a utility plan, and an economic analysis. Dependent upon the location of existing utilities and project size, the master development plan process may require all three plans to be reviewed and approved simultaneously.~~

~~A. Land Use Plan—Zoning Districts. Approval of a land use and zoning plan for a specified geographic area that is being proposed for development;~~

~~B. Utility Plan—Required Infrastructure. All off-site utilities and other public infrastructure that will be required to be installed in order to service the proposed development, including an estimated demand on all city utility systems;~~

~~C. Economic Analysis—Funding Mechanisms. Funding mechanisms to provide for all off-site utilities and other public infrastructure. [Ord. O-16-2010 § 2 (Exh. A); Ord. O-23-2005 § 3 (Exh. 1(2) § 2.2)].~~

16.10.030-020 Master development ~~plans approval~~ required.

~~Master development approvals are required for any development project that meets the criteria below. Master developments require the approval of a master development plan (MDP) and master development agreement (MDA).~~

~~A. Parcel Projects in Excess of 160-50 Acres. A master development approval plan containing a land use plan, utility plan, and economic analysis shall be required of any development that is in excess of 160-50 acres in size or which has a gross density of 5.21 dwelling units per acre or higher. Property that is proposed for development and contiguous to other parcels that are all held in common ownership shall be considered the same property for the purpose of this requirement. In such cases where multiple~~

~~property owners of contiguous land propose development together, such parcels shall be considered the same property for the purpose of this requirement. Property shall not be divided in order to circumvent the size requirements with respect to the submittal of master development plans.~~

B. Projects in Excess of 200 Acres. Any proposed development of more than 200 acres in size must divide the project into separate master development applications of 200 acres or less. A master development approval may be granted, based on the criteria outlined in this chapter, in a phased approach in order to ensure adequate build out within the defined timeframe and benchmarks of an approved MDA before approving additional master developments of the larger project.

C. Property Ownership. Property shall not be divided in order to circumvent the size requirements with respect to the submittal of master development applications.

~~BD.~~ Annexations. A master development ~~plan approval~~ shall be required for property that is in excess of ~~160-50~~ acres and is pending annexation into the corporate boundaries of the city for the purposes of immediate development. This requirement may be waived by the City Council if they determine that the project does not include off-site infrastructure and/or includes only one proposed zoning district for development. Land that is ~~in excess of 160 acres not intended for immediate development~~ may be annexed into the city and shall be zoned as ~~agricultural~~ Agriculture and may be proposed for development through a master development ~~plan required upon the development of the property approval process at a later date.~~

~~CE.~~ City Council Discretion. ~~Notwithstanding the requirement for a master development plan for parcels in excess of 160 acres, t~~The city City council Council may require, ~~at its discretion,~~ a master development ~~plan application and approval~~ for any development within the city. That criteria may include, but is not limited to: off-site infrastructure, more than one zoning district, ridgelines, unique open space, or potential impacts to other properties. In certain cases, the planning commission may recommend that the city council waive the land use plan, utility plan, or economic analysis of the master development plan process depending upon the size of the parcel and location of the property to existing utilities. [Ord. O-16-2010 § 2 (Exh. A); Ord. O-23-2005 § 3 (Exh. 1(2) § 2.3)].

16.10.040-030 General considerations.

The following general considerations apply to all proposed master development ~~s plans~~:

A. ~~Densities and~~ Zoning Districts. ~~In granting approval of a master development plan, the city allows a developer or owner to vest the right to a specified use, or range of uses, and density, or range of densities, within a specified area.~~ A master development ~~plan~~ proposal is a zoning change/rezone request and must contain specific proposed zoning districts and site use designations authorized by EMMC Title 17 for ~~each proposed major phase of the proposed master development plan and~~ all land within the ~~plan area~~ master development. An application for a master development shall be processed as an application for a rezone request pursuant to EMMC 17.90.

B. ~~Zoning Map and~~ General Plan Amendments. If the proposed zoning, land uses, and/or major roads in the master development do not comply with the current Future Land Use & Transportation Corridors Map, the application shall be processed as an application for a Future Land Use & Transportation Corridors Map Amendment. ~~An application for approval of a master development plan shall be~~

~~processed as an application for a zoning map amendment and general plan future land use plan and transportation corridor map amendment if necessary.~~

~~C. Master Development Plan. As outlined in this chapter, the application materials act as the MDP and guiding documents for the proposed development of the property. As the MDP is finalized through the review and approval process, the MDP will be used as a basis for the MDA.~~
~~C. Licensed Professionals. Every master development plan, including all phases of future development, shall have professionally licensed engineers, landscape architects, and other design professionals directly involved in the project that shall be available during presentations to the planning commission and the city council. Review of applications for the approval of master development plans shall be guided by the criteria established in this title.~~

~~D. Development Approvals. Approval of a master development plan does not constitute approval to proceed with development. A developer is required to obtain subdivision and development approvals required by this title and other city ordinances. Separate permits or approvals are required to grade property, excavate, install utilities, subdivide or otherwise improve property as dictated by state statutes and the city's ordinances.~~

~~E.D. Master Development Agreement. Creation of a development agreement that identifies land uses, zoning, residential densities, nonresidential land uses, public and private funding obligations, construction of public and private amenities, impact fees or other development credits, bonus density systems and phasing of the development shall be executed upon approval of the master development plan. [Ord. O-16-2010 § 2 (Exh. A); Ord. O-23-2005 § 3 (Exh. 1(2) § 2.4)]. An MDA will be executed between the applicant and City to specify the land uses, zoning, traffic circulation, public and private funding obligations, construction of public and private infrastructure and amenities such as trails and parks, impact fees or other development credits and obligations, off-site utility construction, excavation material processing, allowed earth removal methods, and phasing of the master development.~~

16.10.050-040 Application.

Property owners or their duly authorized agent shall make application for a master development ~~plan on forms prepared by the planning director to the planning department.~~ A complete master development application includes the application form, all elements listed in this section below, and the application fee. ~~No master development plan application shall be processed without the submission of the application, all the supporting materials required by this chapter, and the processing fee.~~ Incomplete applications shall not be processed ~~under any circumstance.~~

A. Supporting Materials. All master development ~~plan~~ applications shall contain, at a minimum, the following information: ~~The number of hard copies and electronic copies, as well as the appropriate format of each, will be determined by the planning director.~~

1. Legal Description. A legal description of the property.
2. Vicinity Map. A vicinity map showing the approximate location of the subject ~~parcel property~~ with relation to the other major areas of the city.
3. Traffic Plan. A plan showing the major street layout, street construction phasing, with and detailed traffic study prepared by a traffic engineer. Roadways included in the city's current

transportation plan within one-quarter mile of the project as well as within the project must be included in the traffic plan.

~~4. Public Notice. Addressed and stamped envelopes (the city's address will be the return addresses on the envelopes) of all property owners located within 600 feet of the proposed master development plan area (including a minimum of at least 25 adjacent property owners).~~

~~4. Fee. The processing application fee required by the current consolidated fee schedule approved by the city ~~City council~~ Council and public notice fee (to be calculated and paid prior to the first public meeting).~~

~~5. Project Team. A list of project team members including licensed professionals (engineers, landscape architects, etc.) directly involved in the project that shall be available during presentations to the Planning Commission and City Council.~~

B. Land Use Plan. Master development ~~plans applications that are required to submit~~ shall include a land use plan ~~shall submit the following in addition to the items identified in subsection A of this section that identifies the following:~~

1. Existing Conditions. A map showing the current zoning designations including all existing zoning and zoning overlay districts on the property along with existing physical characteristics of the site including waterways, natural washes, historical sites and features, areas with greater than 25% slope, geological information, fault lines, general soil data, and contour data at two-foot intervals.

2. Compatibility Statements. A statement explaining how the proposed development is compatible with surrounding land uses and other areas of the city and how internal compatibility will be maintained.

3. Environmental Impact Report. ~~Five~~ An environmental impact reports ~~and an electronic copy in an acceptable format~~ detailing potential impacts of the proposal on existing vegetation and wildlife, watercourses, sources of water, waste generation, noise, etc. Sensitive lands, historical sites, and endangered plants should be identified. ~~The planning director shall establish a format for this submission and identify those areas requiring specific attention.~~

~~4. Proposed Land Use and Zoning Map. A map together with a general description of the proposed development indicating the general development pattern, land uses, proposed densities, open spaces, parks and recreation, trails and any other important elements of the project. A map with details of the proposed development indicating the:~~

~~a. General development pattern – Phasing shall generally begin near existing roads and infrastructure and then move towards undeveloped areas;~~

~~b. Land uses – This shall include roads, water retention/detention, open spaces, parks and recreation, trails;~~

~~c. Proposed zoning districts – All proposed zoning districts shall be identified on a project map. The zoning districts are not required to be in a grid/box format and are~~

encouraged to follow natural contours and progression of development transitioning according to EMMC 17.60; and

4-d. Any other important elements of the project.

~~5. Zoning Districts. A compatibility statement that demonstrates compliance with the zoning district that exists on the subject property or the zoning district that is being proposed for the subject property.~~

~~6.5. Parks and Open Space Trail Plan. A plan showing the maps indicating how the proposed master plan development will comply with the city's City's current open space, parks, trails and recreation regulations Parks, Trails, and Open Space Master Plan. If any parks, open space, and/or trails will be developed in phases, the proposed phasing shall be outlined.~~

C. Utility Plans. Master development ~~plans applications that require a utility plan shall submit the following items in addition to those identified in subsection A of this section~~ shall include the following utility plans:

1. Grading, Drainage, and Erosion Plan. A grading, drainage, and erosion plan showing ~~the existing~~ roadways, drainage ways, vegetation, and hydrological conditions of a 10-year, 24-hour event and a 100-year, 24-hour event.
 - a. The major basin descriptions referencing all major drainage reports such as FEMA, major drainage planning reports, or flood insurance maps and the basin characteristics and planned land uses.
 - b. The subbasin description showing the historical drainage pattern and off-site drainage patterns both upstream and downstream of the property.
 - c. A general discussion description of how the proposed system conforms to existing drainage patterns and off-site upstream drainage will be collected to protect development.
 - d. The water quality evaluation showing the water quality shall not be degraded from existing storm water quality including how solids are collected and not allowed to be discharged into downstream waters and how oils, ~~and~~ greases, and other pollutants are separated from storm water.
2. Infrastructure Map. A map showing the existing and proposed infrastructure including ~~proposed~~ roadways, utility locations and capacities, and the estimated impacts of the ~~proposed~~ master development ~~plan~~ on all public utilities including potable water, irrigation water, wastewater, transportation, fire protection, and solid waste, ~~parks and recreation demands of the proposed project.~~

D. Economic Infrastructure Funding Analysis. ~~Master development plans that require an economic analysis shall submit the following items in addition to those identified in subsection A of this section:~~

~~1. Financing Infrastructure. An financing infrastructure financing report describing in reasonable planning-level detail the cost of all infrastructures required to serve the area of the proposed plan development.~~ Engineering estimates of construction costs, based upon recent expenses incurred for

similar facilities in the area, may be used. The financial element may suggest the use of special improvement districts with privately funded reserve funds or the use of other financial methods requiring the cooperation of the ~~city~~City or the use of public finance authorization legally and practically available to the ~~city~~City. The plan shall include the use of property collateral of the development ~~proponent-applicant~~ to assure the ~~city~~City that the proposal will not unduly burden the ~~city~~City, adjoining landowners who will not voluntarily participate in the project, or other property owners in the city. The plan must show that the required infrastructure can be constructed by the developer or jointly by the city and the developer using the funding provided by the ~~developer-applicant~~ sponsored by publicly authorized financial methods proposed in the plan. ~~{Ord. O-16-2010 § 2 (Exh. A); Ord. O-23-2005 § 3 (Exh. 1(2) § 2.5)}~~.

16.10.050 Waivers.

An applicant may request in writing a waiver of specific required elements of a master development application or waiver from requirement of a master development approval.

A. Waiver for Elements of the Application.

1. At the time an application is submitted, the applicant must include a written request of any item they seek to not include or create as part of their application. The request shall include a brief description as to why the element does not apply to the proposed project.
2. During the review process as outlined in EMMC 16.10.060, the Planning Commission and City Council will review the request for the waiver along with the other submitted materials. The City Council may approve the request for the waiver, or if denied, the applicant will then be required to submit the outstanding materials which then will require review following the process outlined in EMMC 16.10.060.

B. Waiver of Requirement for Master Development Approval.

1. Upon submission of a written request to waive the requirement for master development approval, the Planning Commission will hold a public hearing to review the request. The Planning Commission will then make a recommendation to the City Council.
2. The City Council will hold a public hearing to review the waiver request and take final action to approve, amend, or reject the waiver request.

C. Criteria to Approve a Request for Waiver. The City Council may approve a request for waiver of either items listed above upon finding of one or more of the following:

1. 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;
2. The project will not require modification or additions to existing conditions (zoning designation, land use designation, roadways);
3. The project involves limited development requirements for infrastructure; or

4. The strict application of EMMC 16.10 would result in peculiar or exceptional difficulties, or exceptional and undue hardship, or the buildable area of the property is significantly reduced by topography or pre-existing easement restrictions.

16.10.060 ~~Approval~~ Review and approval process.

Upon the completion of a concept plan ~~pursuant to EMMC 16.15, the developer shall~~ an applicant may file a ~~properly completed~~ master development ~~plan~~ application following the requirements of EMMC 16.10.040. The master development ~~plan~~ application 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 facts. The master development is not valid and approved until the MDA is executed.

The City shall review the application in accordance with the following procedure~~The planning commission and city council shall review and take action on proposed master development plans in accordance with the following procedure:~~

A. Development Review Committee. Upon receipt of a complete master development application, a staff review by the Development Review Committee (DRC) with the applicant will be scheduled. The review will provide initial feedback and items for revision for the applicant to take into consideration prior to the public review. Additional DRC reviews may be necessary, depending on the feedback and requested changes.

AB. Planning Commission Review. Upon receipt of a complete master development plan application, the planning director shall schedule the application for a public hearing before the planning commission. The planning director shall cause all property owners within 600 feet of the boundaries of the proposed master development plan area (including a minimum of at least 25 adjacent property owners and affected entities if there be any) to be notified by first class mail of the time and place of the public hearing at least 10 days prior to the planning commission meeting. A copy of the public notice of the hearing shall also be posted in three public places (including the city offices) within the city at least 10 days prior to the hearing. The city recorder shall cause that this hearing is advertised in accordance with the requirements of any applicable state statutes. Upon completion of the DRC review process, the planning department shall schedule the application for a public hearing before the Planning Commission. The Planning Commission shall conclude their hearing with a recommendation of action to the City Council.

BC. City Council Review. The city council, after receiving a recommendation from the planning commission, shall also conduct a public hearing. The notice requirements for this hearing are identical to the planning commission hearing. Upon completion of the Planning Commission review process, the City Council shall conduct a public hearing on the application.

1. If the City Council approves the MDP, the process will move forward to an MDA.
2. If the City Council denies the MDP, the applicant may apply for a master development on the property after one year from the date of denial, unless the City Council finds that there has been a substantial change in the application, circumstances, or sufficient new evidence since the disapproval of the application to merit consideration of a second application within the one-year time period. Any future application will be considered a separate application and must follow the full application and review process as outlined in this chapter.

~~CD. Master Development Agreement. Prior to taking final action on a proposed master development plan, the city council shall also approve a master development plan agreement negotiated with the developer. This agreement shall set forth the vesting granted to the property, phasing of the development, expiration date of the agreement, timing of construction of public improvements, maintenance of improvements, and any other special conditions relating to lot design, performance standards, necessary off-site conditions or improvements, shared open space, parks, location of utilities, physical characteristics of the subject property and any other conditions or methodologies that need to be identified within the development agreement. An initial agreement shall be drafted by the City. Review of the agreement will take place first at the staff level. The agreement will then be reviewed at a public meeting held by the Planning Commission which will provide a recommendation to the City Council. The agreement review will conclude with a public meeting by the City Council which will then take action on the agreement and authorize staff to finalize the agreement and mayor to execute. Depending on the scale and scope of the project, the City Council may request a third-party legal review of the final agreement for compliance with local, state, and federal laws prior to executing the agreement. The agreement shall meet all requirements of EMMC 16.10.080.~~

~~D. Preliminary Plat Approval. An approved master development plan map may serve as a preliminary plat, allowing the project to proceed to final platting, if it provides the same level of detail as a preliminary plat with respect to each of the requirements found in Chapter 16.20 EMMC, Preliminary Plats.~~

~~The applicant shall inform the planning commission and the city council of their desire for a master development plan to serve as a preliminary plat at the time of application. [Ord. O-25-2016 § 2 (Exh. A); Ord. O-16-2010 § 2 (Exh. A); Ord. O-23-2005 § 3 (Exh. 1(2) § 2.6)].~~

16.10.070 Criteria for ~~review of master development plans~~approval of MDPs.

~~A Master master development plans application~~ shall be evaluated using the following criteria. The ~~planning Planning commission Commission~~ and ~~city City council Council~~ will determine compliance with these criteria:

A. General Criteria.

1. Slope. Is the slope of each area designated for ~~a particular use or density~~development suitable for ~~that use or density~~the intended development? Does the application restrict development from areas with a slope greater than 25%?
2. Natural Hazards. Can the proposed ~~uses~~development reasonably be established without hazard of slope failure (rockfall, landslides, debris flows, and similar earth movements)?
3. Storm Water Runoff. Does the application include development methods that will not accelerate runoff and erosion in a way that would have adverse downslope or downstream impacts?~~Given proper planning (as will be required at the time of an application for a major development permit), can the proposed uses and densities reasonably be established without accelerating runoff and erosion in a way that would have adverse downslope or downstream impacts?~~

4. Protection of Natural Channels and Ridgelines. Will the proposed ~~uses and densities~~development be reasonably compatible with the protection of natural channels and comply with the ridgeline protections as provided in EMMC 17.62, where applicable?
5. Flooding. Will the proposed ~~uses~~development be reasonably safe from flooding, including alluvial fan flooding?
6. Soil Characteristics. Is the soil in each area designated for ~~a particular use or density~~development generally suitable for that ~~use or density~~development? Soil characteristics that shall be considered in answering this question include depth to rock, depth to water table, texture, permeability, expansiveness, corrosivity, and runoff potential. The suitability tables found in the Soil Survey of the Fairfield-Nephi Area, Utah, parts of Juab, Sanpete, and Utah Counties issued by the USDA Soil Conservation Service may be used in answering this question.

B. Criteria Related to Infrastructure.

1. Utilities. Can the proposed ~~uses and densities~~development be adequately served by ~~Eagle Mountain's planned municipal utilities~~existing and proposed utilities for the project area?
2. Streets. Does the street plan comply with the Transportation Master Plan? Can the proposed ~~uses and densities~~development be adequately served by ~~Eagle Mountain's planned network of major streets~~the City's Transportation Master Plan and the project's proposed local streets?
3. Water Rights. Is there legally enforceable documentation to the satisfaction of the city attorney that substantiates the ability of the developer to convey water rights to the ~~city~~City based on the ~~number of dwellings and commercial uses in the project and the area developed~~development need, including both building lots and common ~~usable~~improved open space?

C. Criteria Related to Compatibility.

1. Compatible ~~Densities~~Development – Adjacent Parcels. Will the proposed ~~uses and densities~~development be reasonably compatible with existing or planned uses on adjoining lands? Is the proposed plan consistent with the ~~Eagle Mountain City future land use plan map~~the City's Future Land Use Map or requested amendment? ~~The answer to these questions may be based on the standards established in EMMC 17.60.150 and 17.60.160. The answer to this question may be based on the assumption that the proposed uses and densities will comply with this title and EMMC Title 17, including the performance standards designed to help ensure land compatibility.~~
2. Compatible ~~Densities~~Zones and Transitions – Internal Parcels. Will the proposed ~~uses and densities~~zones and residential lot size transitions be reasonably compatible with each other in accordance with EMMC 17.60.150 and 17.60.160? ~~The answer to this question shall be based on the assumption that the proposed uses and densities will comply with this title and EMMC Title 17, including the performance standards designed to help ensure land compatibility.~~ Does the placement of proposed uses help buffer potentially incompatible uses from one another?
3. ~~Buffering Incompatible Uses. Does the placement of proposed uses and densities help buffer potentially incompatible uses from one another?~~

D. Criteria Related to Design.

1. Open Space.

- a. Does the proposed ~~densities-development~~ include the ~~planned-community~~ improved open space required by this title?
 - b. Does the proposed pattern of ~~uses-and-densities~~ development attempt to make effective use of the ~~planned-community~~ open space?
 - c. Does the development incorporate trails, parks, and other open spaces included in the City's Parks, Trails, and Open Space Master Plan?
 - 1-d. Does the plan attempt to combine open spaces into larger more usable parks and open spaces?
2. ~~Neighborhood Open Space. Are the proposed uses and densities consistent with the provisions of ample neighborhood open space? [Ord. O-16-2010 § 2 (Exh. A); Ord. O-23-2005 § 3 (Exh. 1(2) § 2.7)].~~ Public Facilities. Does the proposed development include land designated for public uses including churches, schools, community centers, etc.?

16.10.080 Criteria for approval of MDAs.

The MDA shall include the following elements to ensure the method, timing, and requirements of construction throughout all phases of the master development. The MDA shall be a standard template originated by the City and modified as needed through the review process.

A. Development Rights and Responsibilities. The MDA shall include the approved development rights of the project and responsible parties for completion of project elements including but not limited to:

1. Vesting granted to the property;
2. Phasing of the development;
3. Construction and maintenance of public improvements;
4. Special conditions relating to lot design, necessary off-site conditions or improvements, open space and parks, location of utilities, physical characteristics of the property; and
5. Any other conditions or methodologies necessary for the master development's buildout.

B. Benchmarks. The applicant shall be required to take measurable action, upon the execution of the MDA through performance benchmarks including but not limited to:

1. A set time limit to apply for the first site plan and/or preliminary plat;
2. A set time limit from the approval of the first site plan and/or preliminary plat to begin site work;
3. 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; and

4. 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.

C. Expiration of the Master Development. Master development approvals shall expire six (6) months from the date of approval by the City Council if an MDA has not yet been approved and signed by all applicable parties. MDAs shall:

1. Include an expiration of terms of the agreement with a set time limit determined at the approval of the MDA; and
2. Not extend longer than six (6) years from the signing of the agreement.

D. General Plan Compliance. A compatibility statement that confirms compliance with the City's Future Land Use Map, Master Transportation Plan, and General Plan documents.

E. Amendments and Extensions of Time. The MDA shall include sections for amendments and extensions of time to the MDA based on the requirements and allowances in this chapter at the time of the MDA approval.

16.10.090 Master development amendments.

A. Amendments. After a master development is approved and prior to completion of the full build out of the project, an amendment to the master development approval will require an approval for any proposed change to the MDP or MDA.

A proposed amendment may include, but is not limited to, changes that:

1. Alter the amount of land area for any use(s);
2. Require a rezoning of property;
3. Require an amendment to the General Plan's Future Land Use Map and/or Transportation Plan;
4. Require a plat amendment; or
5. Alter the timing of benchmarks or other terms in the MDA.

B. Amendment Review and Approval Process.

1. Application. An application for amendment must be submitted to the planning department. The application requirements will follow those outlined in EMMC 16.10.040, but will only require documents that are directly related to the particular amendment request.
2. Review. A review of the amendment request will follow EMMC 16.10.060.
3. Action. The City Council shall take the final action on the amendment request.

16.10.080-100 Expirations and extensions of approvals.

~~Master development plan approvals shall expire two years from the date of approval by the city council if a master development agreement has not yet been approved.~~

A. Expiration of Approval. A master development approval shall be determined to have expired when:

1. The MDA failed to be signed by both the City and the applicant(s); or
2. The term of the agreement has expired based on the set time limit.

AB. Extensions of Time. It is the responsibility of the applicant to request an extension of time prior to the MDA expiration. An extension of time may be requested ~~by an applicant~~ with the following requirements:

1. A written, signed request for an extension ~~of time~~ shall be received by the planning ~~director~~ department at least three (3) months prior to the expiration date of the project.
2. The request ~~for an extension of time~~ shall specify any progress made on the project's MDA benchmarks and conditions of approval, ~~and~~ the reason(s) for the extension request, ~~along with and any~~ supporting documentation.

BC. Criteria for Approving Extensions of Time. The Planning Commission shall take final action on an extension of time request. The Planning Commission may approve up to two (2) two-year extensions of time to a master development that meets the following criteria~~It is the responsibility of the applicant to request an extension of time prior to a project's expiration. The city is not responsible to remind applicants of expiration dates. The planning director shall approve or deny a request for an extension of time within a reasonable period of time after receiving the request. The planning director may grant up to a single one-year extension of time to any project that meets one of the following criteria:~~

1. The applicant ~~must have shown~~has demonstrated a good faith effort to initiate the project by ~~systematically completing predevelopment conditions~~any applicable conditions and benchmarks; or
2. The extension is necessary due to a delay in action by the City or other public agency or by uncontrolled circumstances including, but not limited to, economic or natural disaster or a city, state, or federal emergency declaration.~~The applicant's initiation of development activities is based on an action by the city or other public agency which has not taken place or was delayed, resulting in a time delay beyond the permit holder's control.~~

CD. Appeals. An applicant may appeal of the planning director's~~Planning Commission's decision~~final action on the extension of time request shall be submitted to the planning commission~~City Recorder's Office~~ within fifteen (15) days of the date of the decision. The appeal will be considered by the City Council. ~~The applicant may then appeal a decision of the planning commission to the city council within 15 days of the planning commission's decision. In no case shall the planning commission or city council approve more than a single one-year extension of time. An appeal of the City Council's appeal decision shall be made to the district court within thirty (30) days of the City Council's decision.~~

D. Resubmitting an Expired Project. ~~A project that has expired may be resubmitted within two years of the expiration date for a fee to cover time and materials, not to exceed 50 percent of the original fee, if the project is substantially similar to the expired plan. The resubmitted project must be in compliance with the current development code at the time of resubmittal. [Ord. O-16-2010 § 2 (Exh. A)].~~

Chapter 16.10

Master Developments

16.10.010 Purpose.

This chapter establishes the requirements and review and approval processes for master developments. As a growing city, master developments provide the community a way to better understand, plan for, and approve large development areas. Master developments help to ensure that these projects relate well to surrounding uses while also establishing the required public investments and benefits for the development and community.

16.10.020 Master development approval required.

Master development approvals are required for any development project that meets the criteria below. Master developments require the approval of a master development plan (MDP) and master development agreement (MDA).

A. Projects in Excess of 50 Acres. A master development approval shall be required for any development in excess of 50 acres in size.

B. Projects in Excess of 200 Acres. Any proposed development of more than 200 acres in size must divide the project into separate master development applications of 200 acres or less. A master development approval may be granted, based on the criteria outlined in this chapter, in a phased approach in order to ensure adequate build out within the defined timeframe and benchmarks of an approved MDA before approving additional master developments of the larger project.

C. Property Ownership. Property shall not be divided in order to circumvent the size requirements with respect to the submittal of master development applications.

D. Annexations. A master development approval is required for property that is in excess of 50 acres and is pending annexation into the corporate boundaries of the city for the purposes of immediate development. This requirement may be waived by the City Council if they determine that the project does not include off-site infrastructure and/or includes only one proposed zoning district for development. Land that is not intended for immediate development may be annexed into the city and shall be zoned as Agriculture and may be proposed for development through a master development approval process at a later date.

E. City Council Discretion. The City Council may require a master development application and approval for any development within the city. That criteria may include, but is not limited to: off-site infrastructure, more than one zoning district, ridgelines, unique open space, or potential impacts to other properties.

16.10.030 General considerations.

The following general considerations apply to all proposed master developments:

A. Zoning Districts. A master development proposal is a rezone request and must contain specific proposed zoning districts and site use designations authorized by EMMC Title 17 for all land within the master development. An application for a master development shall be processed as an application for a rezone request pursuant to EMMC 17.90.

B. General Plan Amendments. If the proposed zoning, land uses, and/or major roads in the master development do not comply with the current Future Land Use & Transportation Corridors Map, the application shall be processed as an application for a Future Land Use & Transportation Corridors Map Amendment.

C. Master Development Plan. As outlined in this chapter, the application materials act as the MDP and guiding documents for the proposed development of the property. As the MDP is finalized through the review and approval process, the MDP will be used as a basis for the MDA.

D. Master Development Agreement. An MDA will be executed between the applicant and City to specify the land uses, zoning, traffic circulation, public and private funding obligations, construction of public and private infrastructure and amenities such as trails and parks, impact fees or other development credits and obligations, off-site utility construction, excavation material processing, allowed earth removal methods, and phasing of the master development.

16.10.040 Application.

Property owners or their duly authorized agent shall make application for a master development to the planning department. A complete master development application includes the application form, all elements listed in this section below, and the application fee. Incomplete applications shall not be processed.

A. Supporting Materials. All master development applications shall contain, at a minimum, the following information:

1. Legal Description. A legal description of the property.
2. Vicinity Map. A vicinity map showing the approximate location of the subject property with relation to the other major areas of the city.
3. Traffic Plan. A plan showing the primary street layout, street construction phasing, and detailed traffic study prepared by a traffic engineer. Roadways included in the city's current transportation plan within one-quarter mile of the project as well as within the project must be included in the traffic plan.
4. Fee. The application fee required by the current consolidated fee schedule approved by the City Council and public notice fee (to be calculated and paid prior to the first public meeting).
5. Project Team. A list of project team members including licensed professionals (engineers, landscape architects, etc.) directly involved in the project that shall be available during presentations to the Planning Commission and City Council.

B. Land Use Plan. Master development applications shall include a land use plan that identifies the following:

1. Existing Conditions. A map showing the current zoning designations including all existing zoning and zoning overlay districts on the property along with existing physical characteristics of the site including waterways, natural washes, historical sites and features, areas with greater than 25% slopes, geological information, fault lines, general soil data, and contour data at two-foot intervals.
2. Compatibility Statement. A statement explaining how the proposed development is compatible with surrounding land uses and other areas of the city and how internal compatibility will be maintained.
3. Environmental Impact Report. An environmental impact report detailing potential impacts of the proposal on existing vegetation and wildlife, watercourses, sources of water, waste generation, noise, etc. Sensitive lands, historical sites, and endangered plants should be identified.
4. Proposed Land Use and Zoning Map. A map with details of the proposed development indicating the:
 - a. General development pattern – Phasing shall generally begin near existing roads and infrastructure and then move towards undeveloped areas;
 - b. Land uses – This shall include roads, water retention/detention, open spaces, parks and recreation, trails;
 - c. Proposed zoning districts – All proposed zoning districts shall be identified on a project map. The zoning districts are not required to be in a grid/box format and are encouraged to follow natural contours and progression of development transitioning according to EMMC 17.60; and
 - d. Any other important elements of the project.
5. Parks, Open Space, and Trails Plan. A plan indicating how the proposed master development will comply with the City's current Parks, Trails, and Open Space Master Plan. If any parks, open space, and/or trails will be developed in phases, the proposed phasing shall be outlined.

C. Utility Plans. Master development applications shall include the following utility plans:

1. Grading, Drainage, and Erosion Plan. A grading, drainage, and erosion plan showing roadways, drainage ways, vegetation, and hydrological conditions of a 10-year, 24-hour event and a 100-year, 24-hour event.
 - a. The major basin descriptions referencing all major drainage reports such as FEMA, major drainage planning reports, or flood insurance maps and the basin characteristics and planned land uses.
 - b. The subbasin description showing the historical drainage pattern and off-site drainage patterns both upstream and downstream of the property.
 - c. A description of how the proposed system conforms to existing drainage patterns and off-site upstream drainage will be collected to protect development.

- d. The water quality evaluation showing the water quality shall not be degraded from existing storm water quality including how solids are collected and not allowed to be discharged into downstream waters and how oils, greases, and other pollutants are separated from storm water.
2. Infrastructure Map. A map showing the existing and proposed infrastructure including roadways, utility locations and capabilities, and the estimated impacts of the master development on all public utilities including potable water, irrigation water, wastewater, transportation, fire protection, and solid waste.

D. Infrastructure Funding Analysis. An infrastructure financing report describing in reasonable planning-level detail the cost of all infrastructure required to serve the area of the proposed development. Engineering estimates of construction costs, based upon recent expenses incurred for similar facilities in the area, may be used. The financial element may suggest the use of special improvement districts with privately funded reserve funds or the use of other financial methods requiring the cooperation of the City or the use of public finance authorization legally and practically available to the City. The plan shall include the use of property collateral of the development applicant to assure the City that the proposal will not unduly burden the City, adjoining property owners who will not voluntarily participate in the project, or other property owners in the city. The plan must show that the required infrastructure can be provided by the applicant or jointly by the City and the applicant using the funding provided by the applicant sponsored by publicly authorized financial methods proposed in the plan.

16.10.050 Waivers.

An applicant may request in writing a waiver of specific required elements of a master development application or waiver from requirement of a master development approval.

A. Waiver for Elements of the Application.

1. At the time an application is submitted, the applicant must include a written request of any item they seek to not include or create as part of their application. The request shall include a brief description as to why the element does not apply to the proposed project.
2. During the review process as outlined in EMMC 16.10.060, the Planning Commission and City Council will review the request for the waiver along with the other submitted materials. The City Council may approve the request for the waiver, or if denied, the applicant will then be required to submit the outstanding materials which then will require review following the process outlined in EMMC 16.10.060.

B. Waiver of Requirement for Master Development Approval.

1. Upon submission of a written request to waive the requirement for master development approval, the Planning Commission will hold a public hearing to review the request. The Planning Commission will then make a recommendation to the City Council.
2. The City Council will hold a public hearing to review the waiver request and take final action to approve, amend, or reject the waiver request.

C. Criteria to Approve a Request for Waiver. The City Council may approve a request for waiver of either items listed above upon finding of one or more of the following:

1. 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;
2. The project will not require modification or additions to existing conditions (zoning designation, land use designation, roadways);
3. The project involves limited development requirements for infrastructure; or
4. The strict application of EMMC 16.10 would result in peculiar or exceptional difficulties, or exceptional and undue hardship, or the buildable area of the property is significantly reduced by topography or pre-existing easement restrictions.

16.10.060 Review and approval process.

Upon completion of a concept plan review pursuant to EMMC 16.15, an applicant may file a master development application following the requirements of EMMC 16.10.040. The master development application shall not be construed as an absolute right upon submission and does not require the approval body to take action based upon findings of fact. The master development is not valid and approved until the MDA is executed.

The City shall review the application in accordance with the following procedure:

A. Development Review Committee. Upon receipt of a complete master development application, a staff review by the Development Review Committee (DRC) with the applicant will be scheduled. The review will provide initial feedback and items for revision for the applicant to take into consideration prior to the public review. Additional DRC reviews may be necessary, depending on the feedback and requested changes.

B. Planning Commission Review. Upon completion of the DRC review process, the planning department shall schedule the application for a public hearing before the Planning Commission. The Planning Commission shall conclude their hearing with a recommendation of action to the City Council.

C. City Council Review. Upon completion of the Planning Commission review process, the City Council shall conduct a public hearing on the application.

1. If the City Council approves the MDP, the process will move forward to an MDA.
2. If the City Council denies the MDP, the applicant may apply for a master development on the property after one year from the date of denial, unless the City Council finds that there has been a substantial change in the application, circumstances, or sufficient new evidence since the disapproval of the application to merit consideration of a second application within the one-year time period. Any future application will be considered a separate application and must follow the full application and review process as outlined in this chapter.

D. Master Development Agreement. An initial agreement shall be drafted by the City. Review of the agreement will take place first at the staff level. The agreement will then be reviewed at a public

meeting held by the Planning Commission which will provide a recommendation to the City Council. The agreement review will conclude with a public meeting by the City Council which will then take action on the agreement and authorize staff to finalize the agreement and mayor to execute. Depending on the scale and scope of the project, the City Council may request a third-party legal review of the final agreement for compliance with local, state, and federal laws prior to executing the agreement. The agreement shall meet all requirements of EMMC 16.10.080.

16.10.070 Criteria for approval of MDPs.

A master development application shall be evaluated using the following criteria. The Planning Commission and City Council will determine compliance with these criteria:

A. General Criteria.

1. Slope. Is the slope of each area designated for development suitable for the intended development? Does the application restrict development from areas with a slope greater than 25%?
2. Natural Hazards. Can the proposed development reasonably be established without hazard of slope failure (rockfall, landslides, debris flows, and similar earth movements)?
3. Storm Water Runoff. Does the application include development methods that will not accelerate runoff and erosion in a way that would have adverse downslope or downstream impacts?
4. Protection of Natural Channels and Ridgelines. Will the proposed development be reasonably compatible with the protection of natural channels and comply with the ridgeline protections as provided in EMMC 17.62, where applicable?
5. Flooding. Will the proposed development be reasonably safe from flooding, including alluvial fan flooding?
6. Soil Characteristics. Is the soil in each area designated for development generally suitable for that development? Soil characteristics that shall be considered in answering this question include depth to rock, depth to water table, texture, permeability, expansiveness, corrosivity, and runoff potential. The suitability tables found in the Soil Survey of the Fairfield-Nephi Area, Utah, parts of Juab, Sanpete, and Utah Counties issued by the USDA Soil Conservation Service may be used in answering this question.

B. Criteria Related to Infrastructure.

1. Utilities. Can the proposed development be adequately served by existing and proposed utilities for the project area?
2. Streets. Does the street plan comply with the Transportation Master Plan? Can the proposed development be adequately served by the City's Transportation Master Plan and the project's proposed local streets?
3. Water Rights. Is there legally enforceable documentation to the satisfaction of the city attorney that substantiates the ability of the applicant to convey water rights to the City based on the development need, including both the building lots and common improved open space?

C. Criteria Related to Compatibility.

1. Compatible Development – Adjacent Parcels. Will the proposed development be reasonably compatible with existing or vested uses on adjoining lands? Is the proposed plan consistent with the City's Future Land Use Map or requested amendment? The answer to these questions may be based on the standards established in EMMC 17.60.150 and 17.60.160.
2. Compatible Zones and Transitions – Internal Parcels. Will the proposed zones and residential lot size transitions be reasonably compatible with each other in accordance with EMMC 17.60.150 and 17.60.160? Does the placement of proposed uses help buffer potentially incompatible uses from one another?

D. Criteria Related to Design.

1. Open Space.
 - a. Does the proposed development include the improved open space required by this title?
 - b. Does the proposed pattern of development attempt to make effective use of the open space?
 - c. Does the development incorporate trails, parks, and other open spaces included in the City's Parks, Trails, and Open Space Master Plan?
 - d. Does the plan attempt to combine open spaces into larger more usable parks and open spaces?
2. Public Facilities. Does the proposed development include land designated for public uses including churches, schools, community centers, etc.?

16.10.080 Criteria for approval of MDAs.

The MDA shall include the following elements to ensure the method, timing, and requirements of construction throughout all phases of the master development. The MDA shall be a standard template originated by the City and modified as needed through the review process.

A. Development Rights and Responsibilities. The MDA shall include the approved development rights of the project and responsible parties for completion of project elements including but not limited to:

1. Vesting granted to the property;
2. Phasing of the development;
3. Construction and maintenance of public improvements;
4. Special conditions relating to lot design, necessary off-site conditions or improvements, open space and parks, location of utilities, physical characteristics of the property; and
5. Any other conditions or methodologies necessary for the master development's buildout.

B. Benchmarks. The applicant shall be required to take measurable action, upon the execution of the MDA through performance benchmarks including but not limited to:

1. A set time limit to apply for the first site plan and/or preliminary plat;
2. A set time limit from the approval of the first site plan and/or preliminary plat to begin site work;
3. 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; and
4. 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.

C. Expiration of the Master Development. Master development approvals shall expire six (6) months from the date of approval by the City Council if an MDA has not yet been approved and signed by all applicable parties. MDAs shall:

1. Include an expiration of terms of the agreement with a set time limit determined at the approval of the MDA; and
2. Not extend longer than six (6) years from the signing of the agreement.

D. General Plan Compliance. A compatibility statement that confirms compliance with the City's Future Land Use Map, Master Transportation Plan, and General Plan documents.

E. Amendments and Extensions of Time. The MDA shall include sections for amendments and extensions of time to the MDA based on the requirements and allowances in this chapter at the time of the MDA approval.

16.10.090 Master development amendments.

A. Amendments. After a master development is approved and prior to completion of the full build out of the project, an amendment to the master development approval will require an approval for any proposed change to the MDP or MDA.

A proposed amendment may include, but is not limited to, changes that:

1. Alter the amount of land area for any use(s);
2. Require a rezoning of property;
3. Require an amendment to the General Plan's Future Land Use Map and/or Transportation Plan;
4. Require a plat amendment; or
5. Alter the timing of benchmarks or other terms in the MDA.

B. Amendment Review and Approval Process.

1. Application. An application for amendment must be submitted to the planning department. The application requirements will follow those outlined in EMMC 16.10.040, but will only require documents that are directly related to the particular amendment request.
2. Review. A review of the amendment request will follow EMMC 16.10.060.
3. Action. The City Council shall take the final action on the amendment request.

16.10.100 Expirations and extensions of approvals.

A. Expiration of Approval. A master development approval shall be determined to have expired when:

1. The MDA failed to be signed by both the City and the applicant(s); or
2. The term of the agreement has expired based on the set time limit.

B. Extensions of Time. It is the responsibility of the applicant to request an extension of time prior to the MDA expiration. An extension of time may be requested with the following requirements:

1. A written, signed request for the extension shall be received by the planning department at least three (3) months prior to the expiration date of the project.
2. The request shall specify any progress made on the project's MDA benchmarks and conditions of approval, the reason(s) for the extension request, and any supporting documentation.

C. Criteria for Approving Extensions of Time. The Planning Commission shall take final action on an extension of time request. The Planning Commission may approve up to two (2) two-year extensions of time to a master development that meets the following criteria:

1. The applicant has demonstrated a good faith effort to initiate the project by completing any applicable conditions and benchmarks; or
2. The extension is necessary due to a delay in action by the City or other public agency or by uncontrolled circumstances including, but not limited to, economic or natural disaster or a city, state, or federal emergency declaration.

D. Appeals. An appeal of the Planning Commission's final action on an extension of time request shall be submitted to the City Recorder's Office within fifteen (15) days of the date of the decision. The appeal will be considered by the City Council. An appeal of the City Council's appeal decision shall be made to the district court within thirty (30) days of the City Council's decision.



**EAGLE MOUNTAIN CITY
CITY COUNCIL MEETING
OCTOBER 20, 2020**

TITLE:	DISCUSSION - C Jay Properties Building Site Plan & Rezone		
ITEM TYPE:	Discussion		
FISCAL IMPACT:			
APPLICANT:	Darren Gillespie (Eagle Mountain Counseling)		
GENERAL PLAN DESIGNATION Community Commercial	CURRENT ZONE N/A	ACREAGE 0.81	COMMUNITY The Ranches

PUBLIC HEARING:

No

PREPARED BY:

Pete Kane, Planning

PRESENTED BY:

Pete Kane

RECOMMENDATION:

We recommend that the City Council review the applications and materials along with the Planning Commission recommendations and provide feedback to the applicant before the applications return to the City Council for a public hearing in November.

BACKGROUND:

The applicant is seeking to build a professional office building on about 0.81 acres of undeveloped land on the south side of E Campus Drive (3714 E Campus Drive). The site plan includes the details for an about 8,000 square foot building at the rear of the property with 41 parking spaces (two of which to be ADA-accessible). The property backs onto a golf course; the plans include screening along the back property line to protect the property from stray golf balls.

The subject property is part of The Ranches and was identified for commercial use through the master development plan and agreement. That agreement has since expired and the vested rights no longer carry. The City has been evaluating rezoning commercial properties in The Ranches to the current commercial zone code in order to secure those development rights. At present, staff has recommended that this property be rezoned to Commercial Community. This application includes a rezone request to Commercial Community, in line with staff's recommendation. The property is also identified in the General Plan's Future Land Use Map with a Community Commercial land use designation.

ITEMS FOR CONSIDERATION:

REZONE REQUEST

The application includes a request to rezone the property to Commercial Community (CC). The General Plan's Future Land Use Map gives the property the Community Commercial land use designation. The CC zone is an appropriate zone for that particular land use designation.

ACCESS (EMMC 17.100.050(C))

The site plan includes access to the property from E Campus Drive utilizing an existing curb cut. This access is about 25 feet in width which does not exceed the 40 foot maximum allowed. Additionally, access is provided through the parking lot to the property to the east.

MECHANICAL EQUIPMENT (EMMC 17.100.060(A))

Although not noted in the plans, the mechanical equipment must be screened or located in a way so that its not visible from a roadway.

BUILDING

LIGHTING (EMMC 17.100.060(C))

The exterior lighting is fully-shielded and the photometric plan demonstrates that the light does not extend beyond the property.

TRASH ENCLOSURE (EMMC 17.100.060(D)) The trash enclosure includes a solid wall of about 6 feet in height with a stone veneer to match the building. It is located at the rear of the property to the northeast of the proposed building.

EXTERIOR MATERIALS (EMMC 17.100.060(E))

The building facade includes dark grey cement fiber board (vertical siding) and a light grey stone veneer for the base and entry areas. The primary roof is proposed with dark asphalt shingles while the roof at the entries is proposed as a grey metal standing seam roof. The gutters, fascia, and soffit will be metal in a dark grey tone.

ARCHITECTURAL STANDARDS (EMMC 17.72.040)

City code recommends that commercial buildings should be similar in style to adjacent buildings. The plans call for similar materials, but in a different color palette to the adjacent buildings which are primarily red/brown/tan. Each face of the building includes horizontal articulation to emphasize entry points to the building.

Vertical articulation is achieved through the mix of facade materials. The architectural plans also include the required architectural details for commercial buildings including decorative trim/moldings, decorative doors and windows, and decorative roof treatment. Revised colored elevations have been provided that include small dormers on the building front to break up the expanse of roof as well as an updated color scheme of browns and tan (original elevations are also provided in the report for comparison).

PARKING LOT LIGHTING (EMMC 17.100.060(G))

The plans call for pole-mounted lighting using a decorative/historic design. The pole, base, and light fixture mimic the existing parking lot lighting used on the adjoining lot to the northeast (Direct Communications).

BUILDING ORIENTATION & PARKING LOCATION (EMMC 17.72.030(A) & (B))

The proposed building is sited at the rear of the property with the parking lot at the front. City code states that "[b]uildings should be located at or near the minimum front setback line... Parking should be located to the side or rear of the commercial building." The property directly to the west has its building sited at the rear of the lot with the parking lot at the front. Staff has recommended that the building be sited at the western side of the property (with the building perpendicular to the street) and the parking lot to the east/side to maintained the shared access with the property to the east. The applicant would prefer the siting as demonstrated in the submitted plans as the location will help to improve safety of pedestrians and vehicles on the property from stray golf balls from the adjacent golf course.

PROPERTY SAFETY

Due to the property's proximity to the golf course, the plans call for netting along the eastern side of the property similar in style and size to the netting used on the adjacent commercial property to the east. The outdoor patio space at the rear of the building also includes decorative stretched fabric overhead for additional protection.

REQUIRED FINDINGS:

PLANNING COMMISSION ACTION/RECOMMENDATION:

The Planning Commission held a public hearing on October 13, 2020, to review the applications.

The Planning Commission unanimously voted to recommend approval of the rezone request to Commercial Community.

The Planning Commission unanimously voted to recommend approval of the site plan with the following conditions:

The building elevations shall be modified to better relate the building with adjacent commercial buildings in color (EMMC 17.72.040(A) & (G))

1. The mechanical equipment shall be located or screened in a way that it is not viewable from a street (EMMC 17.72.040(K))
2. That the applicant work with the staff to address compliance regarding:
 - Roof design (EMMC 17.72.040(C))
 - a. Building articulation (EMMC 17.72.040(D))
 - b. Architectural detailing elements (EMMC 17.72.040(E))

ATTACHMENTS:

Rezone Exhibits

Site and Construction Plans

Building Location Option Review

Colored Elevations and Perspective Rendering

Colored Elevations (revised)

Floor Plan

Landscape Plan

Property Screening

Photometric Plan

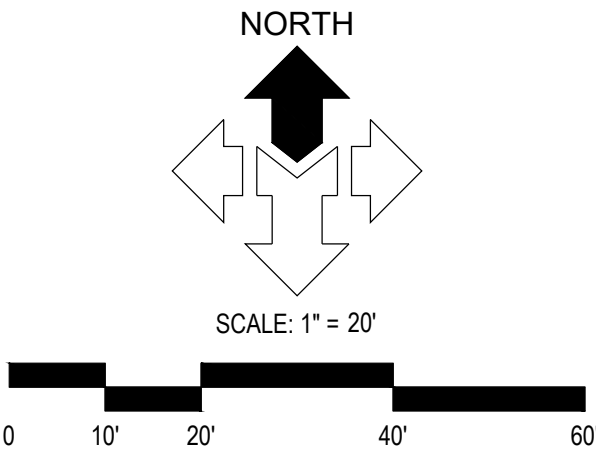
Parking Lot Light Spec

Building Exterior Wall Lighting Spec

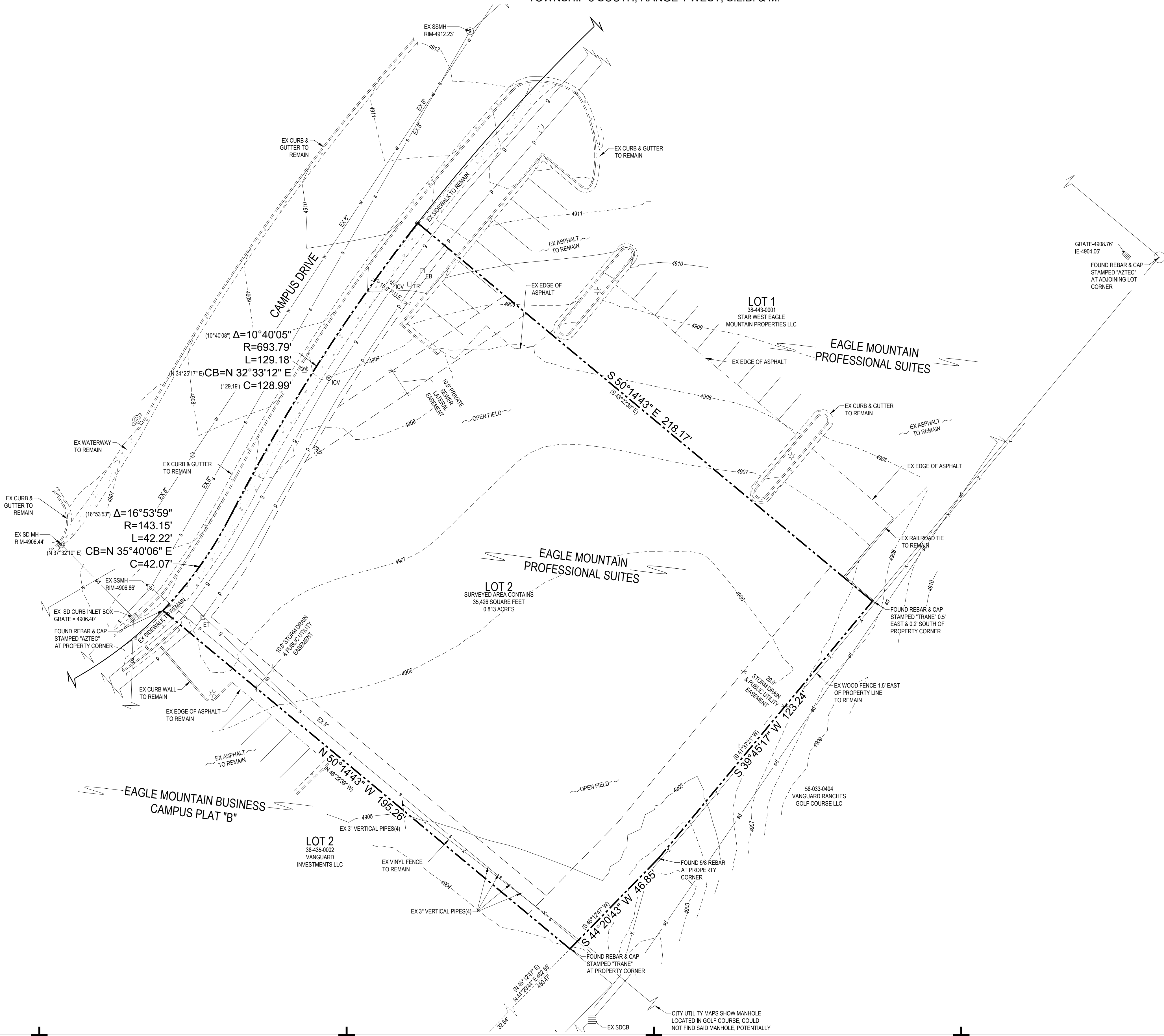
EAGLE MOUNTAIN DENTAL OFFICE

REZONING EXHIBIT - EXISTING CONDITIONS

3714 EAST CAMPUS DRIVE
EAGLE MOUNTAIN, UTAH
LOCATED IN THE SW 1/4 OF SECTION 17,
TOWNSHIP 5 SOUTH, RANGE 1 WEST, S.L.B. & M.



SITE



LEGAL DESCRIPTION

COMMENCING NORTH 395.94 FEET AND WEST 289.11 FEET FROM THE SOUTH QUARTER CORNER OF SECTION 17, TOWNSHIP 5 SOUTH, RANGE 1 WEST, SALT LAKE BASE & MERIDIAN; THENCE NORTH 56°50'02" WEST 33.3 FEET; ALONG A CURVE TO THE LEFT (CHORD BEARS: NORTH 60°24'28" WEST 140.45 FEET; RADIUS=275 FEET) ARC LENGTH=42.02 FEET; THENCE ALONG A CURVE TO THE RIGHT (CHORD BEARS: NORTH 57°31'04" WEST 288.59 FEET; RADIUS=475 FEET) ARC LENGTH=293.22 FEET; THENCE ALONG A CURVE TO THE LEFT (CHORD BEARS: NORTH 46°06'25" WEST 66.44 FEET; RADIUS = 304 FEET) ARC LENGTH = 66.57 FEET; THENCE NORTH 08°43'19" WEST 82.71 FEET; THENCE SOUTH 87°02'05" EAST 563.17 FEET; THENCE ALONG A CURVE TO THE RIGHT (CHORD BEARS: SOUTH 17°38'28" WEST 358.04 FEET; RADIUS = 397 FEET) ARC LENGTH = 371.44 FEET TO THE POINT OF BEGINNING.

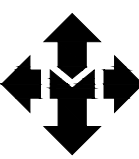
LESS AND EXCEPTING THEREFROM:

BEGINNINGS AT A POINT WHICH IS NORTH 482.52 FEET AND WEST 435.67 FEET FROM THE SOUTH QUARTER CORNER OF SECTION 17, TOWNSHIP 5 SOUTH, RANGE 1 WEST, SALT LAKE BASE & MERIDIAN;

RUNNING THENCE ALONG THE ARC OF A 275.00 FOOT RADIUS CURVE TO THE LEFT 3.60 FEET (CURVE HAS A CENTRAL ANGLE OF 00°45'01" AND A CHORD THAT BEARS NORTH 74°49'39" WEST 3.60 FEET); THENCE ALONG THE ARC OF A 475.00 FOOT RADIUS CURVE TO THE RIGHT OF 293.23 FEET (CURVE HAS A CENTRAL ANGLE OF 35°22'11" AND A CHORD THAT BEARS NORTH 57°31'04" WEST 288.59 FEET); THENCE ALONG THE ARC OF A 304 FOOT RADIUS CURVE TO THE LEFT 66.64 FEET (CURVE HAS A CENTRAL ANGLE OF 12°33'34" AND A CHORD THAT BEARS NORTH 46°06'49" WEST 66.50 FEET); THENCE NORTH 08°43'19" WEST 82.88 FEET; THENCE SOUTH 87°02'05" EAST 348.13 FEET; THENCE SOUTH 02°42'23" WEST 87.34 FEET; THENCE ALONG THE ARC OF A 250.00 FOOT RADIUS CURVE TO THE RIGHT 38.53 FEET (CURVE HAS A CENTRAL ANGLE OF 08°49'53" AND A CHORD THAT BEARS SOUTH 07°07'19" WEST 38.50 FEET); THENCE SOUTH 11°32'18" WEST 111.40 FEET; THENCE ALONG THE ARC OF A 100.00 FOOT RADIUS CURVE TO THE RIGHT 8.73 FEET (CURVE HAS A CENTRAL ANGLE OF 05°34'29" AND A CHORD THAT BEARS SOUTH 14°19'30" WEST 9.73 FEET); THENCE SOUTH 17°08'45" WEST 22.74 FEET TO THE POINT OF BEGINNING.

DEVELOPER & CLIENT INFO

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CONTACT: KURT DEHARD
8283 SOUTH 4300 WEST
WEST JORDAN, UTAH 84088
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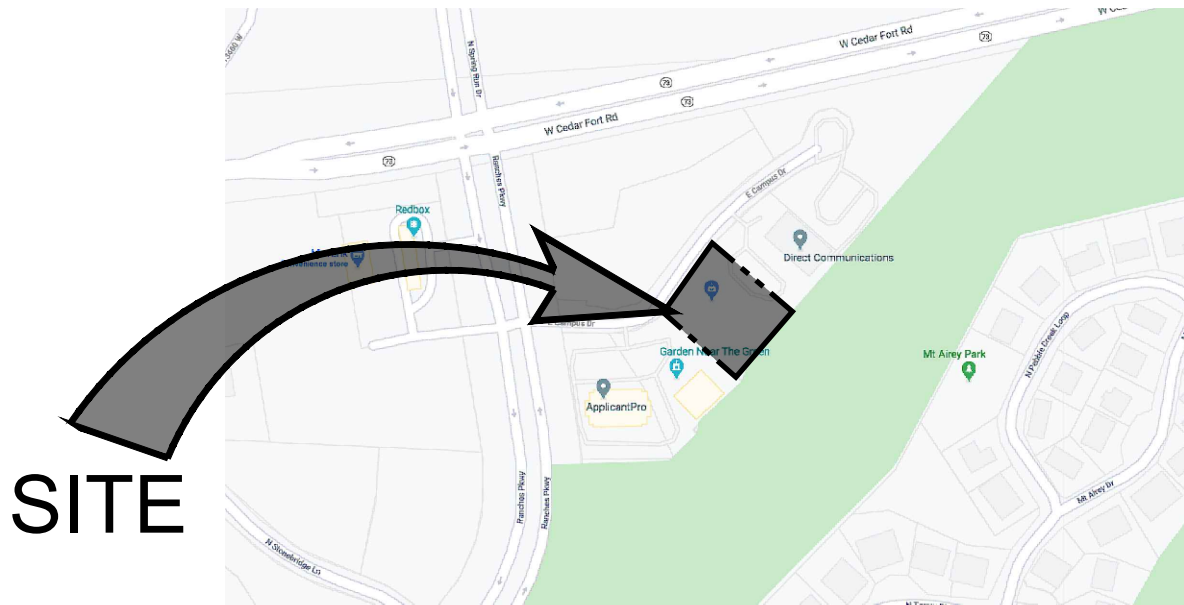
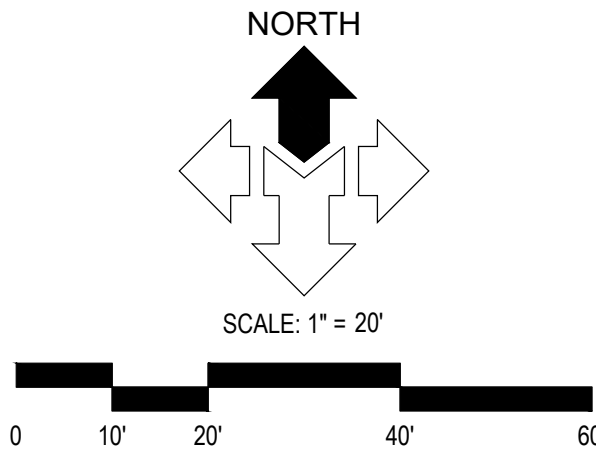
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EAGLE MOUNTAIN DENTAL OFFICE

REZONING EXHIBIT - PLANNED CONDITIONS

3714 EAST CAMPUS DRIVE
EAGLE MOUNTAIN, UTAH
LOCATED IN THE SW 1/4 OF SECTION 17,
TOWNSHIP 5 SOUTH, RANGE 1 WEST, S.L.B. & M.



VICINITY MAP
SCALE: N.T.S.

LEGAL DESCRIPTION

COMMENCING NORTH 395.94 FEET AND WEST 289.11 FEET FROM THE SOUTH QUARTER CORNER OF SECTION 17, TOWNSHIP 5 SOUTH, RANGE 1 WEST, SALT LAKE BASE AND MERIDIAN; THENCE NORTH 56°56'02" WEST 33.3 FEET; ALONG A CURVE TO THE LEFT (CHORD BEARS: NORTH 60°24'26" WEST 140.45 FEET; RADIUS=275 FEET) ARC LENGTH=142.02 FEET; THENCE ALONG A CURVE TO THE RIGHT (CHORD BEARS: NORTH 5°31'04" WEST 288.59 FEET; RADIUS=475 FEET) ARC LENGTH=293.22 FEET; THENCE ALONG A CURVE TO THE LEFT (CHORD BEARS: NORTH 46°06'25" WEST 66.44 FEET; RADIUS = 304 FEET) ARC LENGTH = 66.57 FEET; THENCE NORTH 08°43'19" WEST 82.71 FEET; THENCE SOUTH 87°02'05" EAST 563.17 FEET; THENCE ALONG A CURVE TO THE RIGHT (CHORD BEARS: SOUTH 17°38'28" WEST 358.04 FEET; RADIUS = 397 FEET) ARC LENGTH = 371.44 FEET TO THE POINT OF BEGINNING.

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PROPOSED USE

THE PROPOSED USE FOR THE SUBJECT PROPERTY WITH THIS SUBMITTAL IS TO BUILD A PROFESSIONAL OFFICE BUILDING THAT WILL HOUSE A DENTAL PRACTICE AND POSSIBLY OTHER SMALL PROFESSIONAL OFFICE TYPE BUSINESSES AS WELL ALONG WITH A PARKING LOT ADJACENT TO THAT BUILDING TO SERVE IT. THIS PROPOSED USE WOULD BE VERY SIMILAR TO THE CURRENT USE OF THE ADJACENT LOTS TO THE SUBJECT PROPERTY WHICH CURRENTLY HAVE PROFESSIONAL OFFICE TYPE BUILDINGS AND PARKING LOTS TO SERVE THEM. ADJACENT TO THE NORTHEAST IS EAGLE MOUNTAIN PROFESSIONAL SUITES AND ADJACENT TO THE SOUTHWEST IS EAGLE MOUNTAIN BUSINESS CAMPUS PLAT B.

GENERAL DESCRIPTION

THE PROPOSED PROFESSIONAL OFFICE BUILDING AS SHOWN WOULD HAVE A FOOTPRINT OF 8,165 SQUARE FEET, PAVED PARKING LOT OF 17,575 SQUARE FEET AND 9,686 SQUARE FEET LANDSCAPING AROUND THE PARKING LOT AND BUILDING SITTING ON A LOT THAT IS 35,426 SQUARE FEET. THE SUBJECT LOT IS CURRENTLY ONE THAT IS REQUIRED TO GO THROUGH THE CITY REZONING PROCESS. THE CURRENT ZONING FOR THIS LOT HAS EXPIRED AND THE PROPOSED ZONE IS COMMERCIAL COMMUNITY (CC).

DEVELOPER & CLIENT INFO

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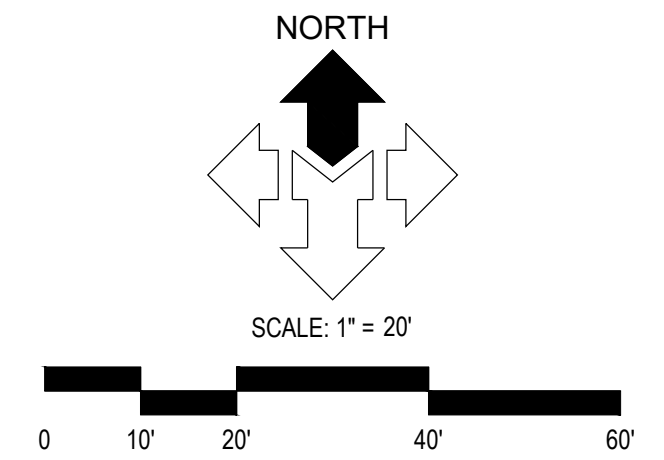
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C. JAY PROPOERTIES BUILDING

CONSTRUCTION PLANS

3714 EAST CAMPUS DRIVE
EAGLE MOUNTAIN, UTAH
LOCATED IN THE SW 1/4 OF SECTION 17,
TOWNSHIP 5 SOUTH, RANGE 1 WEST, S.L.B. & M.



VICINITY MAP
SCALE: N.T.S.

DRAWING INDEX

SHEET	DESCRIPTION
C0.00	CIVIL COVER SHEET
C0.01	GENERAL NOTES, LEGEND AND ABBREVIATIONS
C1.01	HORIZONTAL CONTROL PLAN
C2.01	GRADING AND DRAINAGE PLAN
C3.01	EROSION CONTROL PLAN
C4.01	SITE UTILITY PLAN
C5.01	MISCELLANEOUS SITE DETAILS
C5.02	MISCELLANEOUS ADA DETAILS
C5.03	MISCELLANEOUS GRADING DETAILS

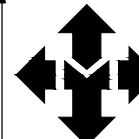
ALL WORK AND MATERIALS FOR WATER
MUST CONFORM TO EAGLE MOUNTAIN
CITY STANDARDS AND SPECIFICATIONS

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MUST CONFORM TO EAGLE MOUNTAIN
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ALL WORK AND MATERIALS MUST
CONFORM TO APWA STANDARDS AND
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GENERAL NOTES

- 1.1 COMPLIANCE
1. ALL WORK TO CONFORM TO GOVERNING MUNICIPALITY'S STANDARDS, SPECIFICATIONS AND REQUIREMENTS.
 2. ALL CONSTRUCTION AND MATERIALS SHALL BE IN ACCORDANCE WITH THESE CONTRACT DOCUMENTS AND THE MOST RECENT, ADOPTED EDITIONS OF THE FOLLOWING: INTERNATIONAL BUILDING CODE (IBC), THE INTERNATIONAL PLUMBING CODE, STATE DRINKING WATER REGULATIONS, APWA MANUAL OF STANDARD PLANS AND SPECIFICATIONS, ADA ACCESSIBILITY GUIDELINES.
 3. ALL CONSTRUCTION SHALL BE AS SHOWN ON THESE PLANS. ANY REVISIONS MUST HAVE PRIOR WRITTEN APPROVAL.

1.2 PERMITTING AND INSPECTIONS

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. CONTRACTOR IS RESPONSIBLE FOR SCHEDULING AND NOTIFYING ARCHITECT/ENGINEER OR INSPECTING AUTHORITY 48 HOURS IN ADVANCE OF COVERING UP ANY PHASE OF CONSTRUCTION REQUIRING INSPECTION.
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.

1.3 COORDINATION & VERIFICATION

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 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.
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. CONTRACTOR TO COORDINATE WITH ALL OTHER DISCIPLINES, INCLUDING BUT NOT LIMITED TO: LANDSCAPE PLANS, SITE ELECTRICAL, SITE LIGHTING PLANS AND ELECTRICAL SERVICE TO THE BUILDING(S), MECHANICAL PLANS FOR LOCATION OF SERVICES TO THE BUILDING(S), INCLUDING FIRE PROTECTION, ARCHITECTURAL SITE PLAN FOR DIMENSIONS, ACCESSIBLE ROUTES, ETC., NOT SHOWN ON CIVIL PLANS.
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.

1.4 SAFETY AND PROTECTION

1. CONTRACTOR IS SOLELY RESPONSIBLE FOR THE MEANS AND METHODS OF CONSTRUCTION.
2. CONTRACTOR IS RESPONSIBLE FOR THE SAFETY OF THE PROJECT AND SHALL MEET ALL OSHA REQUIREMENTS.
3. CONTRACTOR IS RESPONSIBLE FOR CONFORMING TO LOCAL AND FEDERAL CODES GOVERNING SHORING AND BRACING OF EXCAVATIONS AND TRENCHES, AND FOR THE PROTECTION OF WORKERS AND PUBLIC.
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.
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.
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.
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.
8. CONTRACTOR SHALL COMPLY WITH LOCAL NOISE ORDINANCE STANDARDS.
9. CONTRACTOR IS RESPONSIBLE FOR DUST CONTROL ACCORDING TO GOVERNING AGENCY STANDARDS.
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.
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.
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.
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.
14. THE CONTRACTOR SHALL TAKE REASONABLE MEASURE 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.

1.5 MATERIALS

1. SITE CONCRETE SHALL BE A MINIMUM 6 S BAG MIX, 4000 P.S.I. @ 28 DAYS, 4" MAXIMUM SLUMP WITH 5 + OR - 1% AIR ENTRAINMENT, UNLESS SPECIFIED OTHERWISE. -SEE SPECIFICATION
- A. 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.
- B. CONCRETE WATERWAYS, CURB/WALLS, 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.
- C. UNLESS OTHERWISE NOTED, ALL SLABS-ON-GRADE WILL HAVE A MINIMUM 8" TURNED DOWN EDGE TO HELP CONTROL FROST HEAVE.
- D. UNLESS OTHERWISE NOTED, ALL ON-GRADE CONCRETE WILL BE PLACED ON A MINIMUM 4" GRAVEL BASE OVER A WELL COMPACTED (90%) SUBGRADE.
- E. ALL EXPOSED SURFACES WILL HAVE A TEXTURED FINISH, RUBBED OR BROOMED. ANY "PLASTERING" OF NEW CONCRETE WILL BE DONE WHILE IT IS STILL "GREEN".
- F. ALL JOINTS (CONTROL, CONSTRUCTION OR EXPANSION JOINTS, ETC.) WILL BE SEALED WITH A ONE PART POLYURETHANE SEALANT (SEE SPECIFICATION).
2. ASPHALTIC CONCRETE PAVEMENT SHALL BE A MINIMUM 3" OVER 8" OF COMPACTED (95%) ROAD BASE OVER PROPERLY PREPARED AND COMPACTED (90%) SUBGRADE, UNLESS NOTED OTHERWISE. -SEE SPECIFICATIONS, AND DETAIL "D" SHEET CS-01
- A. ASPHALT COMPACTION SHALL BE A MINIMUM 85% (MARSHALL DESIGN).
- B. SURFACE COARSE SHALL BE 1/2" MINUS. MIX DESIGN TO BE SUBMITTED FOR APPROVAL AT LEAST TWO WEEKS PRIOR TO ANTICIPATED PAVING SCHEDULE.
- C. AC PAVEMENT TO BE A 1/2" ABOVE LIP OF ALL GUTTER AFTER COMPACTION.
- D. THICKNESSES OVER 3" WILL BE LAID IN TWO LIFTS WITH THE FIRST LIFT BEING AN APPROVED 3/4" MINUS DESIGN.

1.6 GRADING / SOILS

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 ANY DISCREPANCY BETWEEN THE SOILS REPORT AND THESE PLANS AND SPECIFICATIONS.
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.
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.
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.
5. SITE CLEARING SHALL INCLUDE THE LOCATING AND REMOVAL OF ALL UNDERGROUND TANKS, PIPES, VALVES, ETC.
6. ALL EXISTING VALVES, MANHOLES, ETC. SHALL BE RAISED OR LOWERED TO GRADE AS REQUIRED.

GENERAL NOTES: CONTINUED

1.7 UTILITIES

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.
2. CONTRACTOR TO VERIFY BY POT-HOLING BOTH THE VERTICAL AND HORIZONTAL LOCATION OF ALL EXISTING UTILITIES PRIOR TO INSTALLING ANY NEW LINES. NO ADDITIONAL COMPENSATION SHALL BE PAID TO THE CONTRACTOR FOR DAMAGE AND REPAIR TO THESE FACILITIES CAUSED BY HIS WORK FORCE.
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 LOWEST 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.
4. CONTRACTOR IS TO VERIFY LOCATION, DEPTH, SIZE, TYPE, AND OUTSIDE DIAMETERS OF UTILITIES IN THE FIELD BY POT-HOLING 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 ASSUMED AS APPROXIMATE, REQUIRING FIELD VERIFICATION.
5. CULINARY WATER AND FIRE SERVICE LINES TO BE CONSTRUCTED IN ACCORDANCE WITH LOCAL GOVERNING MUNICIPALITY STANDARDS AND SPECIFICATIONS.
6. SANITARY SEWER MAINS AND LATERALS TO BE CONSTRUCTED IN ACCORDANCE WITH LOCAL GOVERNING MUNICIPALITY SEWER DISTRICT STANDARDS AND SPECIFICATIONS.
7. STORM SEWER TO BE CONSTRUCTED IN ACCORDANCE WITH THE GOVERNING MUNICIPALITY STANDARDS AND SPECIFICATIONS.
8. ALL STORM DRAIN AND IRRIGATION CONDUITS SHALL BE INSTALLED WITH WATER TIGHT JOINTS AND CONNECTIONS.
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.
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 OTHER AUTHORITY HAVING JURISDICTION OVER THAT UTILITY.
11. ALL STORM DRAIN CONDUITS AND BOXES SHALL BE CLEAN AND FREE OF ROCKS, DIRT, AND CONSTRUCTION DEBRIS PRIOR TO FINAL INSPECTION.

1.8 SURVEY CONTROL

1. CONTRACTOR MUST PROVIDE A REGISTERED LAND SURVEYOR 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.
2. THE CONTRACTOR SHALL PROTECT ALL STAKES AND MARKERS FOR VERIFICATION PURPOSES.
3. CONTRACTOR WILL BE RESPONSIBLE FOR FURNISHING, MAINTAINING, OR RESTORING ALL MONUMENTS AND REFERENCE MARKS WITHIN THE PROJECT SITE.

1.9 AMERICAN DISABILITIES ACT

1. PEDESTRIAN ADA ROUTES SHALL MEET THE FOLLOWING SPECIFICATIONS:
"ROUTES SHALL HAVE A 2.08% (1:48) 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.
2. ADA PARKING STALLS AND ADJACENT ROUTES SHALL HAVE A 2.08% (1:48) MAXIMUM SURFACE SLOPE IN ANY DIRECTION.
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.

NEW	EXISTING		NEW	EXISTING
----	----	MONUMENT LINE		SECTION CORNER (FOUND)
----	----	CENTER LINE		SECTION CORNER (NOT FOUND)
----	----	SUBJECT PROPERTY LINE		STREET MONUMENT
----	----	ADJACENT PROPERTY LINE		BRASS CAP MONUMENT
----	----	EASEMENT LINE		POWER POLE
----	----	DITCH FLOWLINE		UTILITY POLE
-X-	-X-	FENCE LINE		GUY ANCHOR
-----ATMS	-----atms	ATMS CABLE		POWER TRANSFORMER
-----TV	-----tv	CABLE TV LINE		TRAFFIC SIGNAL CABINET
-----C	-----c	COMMUNICATIONS LINE		LIGHT POLE
-----FO	-----fo	FIBER-OPTIC CABLE		TELEPHONE RISER
-----F	-----f	FIRE LINE		TELEPHONE MANHOLE
-----IRR	-----irr	IRRIGATION LINE		TRAFFIC SIGNAL BOX
-----G	-----g	NATURAL GAS LINE		WATER MANHOLE
-----OHC	-----ohc	OVERHEAD COMMUNICATIONS		WATER VALVE
-----OHP	-----ohp	OVERHEAD POWER LINE		WATER METER
-----OHT	-----oht	OVERHEAD TELEPHONE LINE		FIRE HYDRANT
-----OHTV	-----ohtv	OVERHEAD TELEVISION LINE		SANITARY SEWER MANHOLE
-----P	-----p	POWER LINE		STORM DRAIN MANHOLE
-----P/C	-----p/c	POWER/COMMUNICATIONS LINE		STORM DRAIN CURB INLET
-----P/T	-----p/t	POWER/TELEPHONE LINE		STORM DRAIN CATCH BASIN
-----P/T/C	-----p/t/c	POWER/TELE/COMM LINE		STORM DRAIN CLEANOUT
-----RD	-----rd	ROOF DRAIN LINE		STORM DRAIN COMBO BOX
-----SW	-----sw	SECONDARY WATER LINE		MAILBOX
-----S	-----s	SANITARY SEWER LINE		SIGN
-----ST	-----st	STEAM LINE		FLOW DIRECTION
-----SD	-----sd	STORM DRAIN LINE		SPOT ELEVATION
-----T	-----t	TELEPHONE LINE		CONIFEROUS TREE
-----T/C	-----t/c	TELEPHONE/COMM LINE		DECIDUOUS TREE
-----UD	-----ud	UNDERDRAIN		
-----UGC	-----ugc	UNDERGROUND COMMUNICATIONS		
-----UGP	-----ugp	UNDERGROUND POWER LINE		
-----UGT	-----ugt	UNDERGROUND TELEPHONE LINE		
-----UGTV	-----ugt/v	UNDERGROUND TELEVISION		
-----W	-----w	WATER LINE		
-----[T2]	-----[t2]	CONTOUR LINE		
=====	=====	CURB & GUTTER (STD)		
=====	=====	CURB & GUTTER (OUTFALL)		

LEGEND

NEW	EXISTING		NEW	EXISTING
		SECTION CORNER (FOUND)		SECTION CORNER (NOT FOUND)
		STREET MONUMENT		BRASS CAP MONUMENT
		POWER POLE		POWER POLE
		UTILITY POLE		GUY ANCHOR
		POWER TRANSFORMER		TRAFFIC SIGNAL CABINET
		LIGHT POLE		TELEPHONE RISER
		TELEPHONE MANHOLE		TRAFFIC SIGNAL BOX
		WATER MANHOLE		WATER VALVE
		WATER METER		FIRE HYDRANT
		SANITARY SEWER MANHOLE		STORM DRAIN MANHOLE
		STORM DRAIN CURB INLET		STORM DRAIN CATCH BASIN
		STORM DRAIN CLEANOUT		STORM DRAIN COMBO BOX
		MAILBOX		SIGN
		FLOW DIRECTION		SPOT ELEVATION
		CONIFEROUS TREE		DECIDUOUS TREE

ABBREVIATIONS

AC	ACRE	DIP	DUCTILE IRON PIPE	GM	GAS METER	POC	POINT OF COMPOUND CURVE	T	TOWNSHIP
ADA	AMERICANS WITH DISABILITIES ACT	DIRE	DECIDUOUS TREE	GMH	GAS MANHOLE	PI	POINT OF INTERSECTION	TBC	TOP BACK OF CURB
ATMS	ADVANCED TRAFFIC MGMT. SYSTEM	DYEL	DOUBLE YELLOW LINE	GUY	GUY WIRE	PM	PARKING METER	TELE	TELEPHONE
B&C	BAR & CAP	E	EAST	GV	GAS VALVE	PP	POWER POLE	TFC	TOP FACE OF CURB
BC	BUILDING CORNER	EB	ELECTRIC BOX	HOPE	HIGH DENSITY POLYETHYLENE	PRC	POINT OF REVERSE CURVE	TFG	TOP FINISH GRADE
BFG	BOTTOM FINISH GRADE	EGL	ENERGY GRADE LINE	HG	HEADGATE	PRK	PARKING STRIPE	TL	TREE LINE
BLUE	BLUE STAKED ELECTRIC	ELEV	ELEVATION	HGL	HYDRAULIC GRADE LINE	POC	POINT OF CONNECTION	TMH	TELEPHONE MANHOLE
BLUFO	BLUE STAKED FIBER OPTIC	EM	ELECTRIC METER	HP	HIGH POINT	PT	POINT OF TANGENCY	TOA	TOP OF ASPHALT
BLUG	BLUE STAKED NATURAL GAS	EMH	ELECTRIC MANHOLE	HW	HEADWALL or HIGH WATER	PWR	POWER	TOC	TOP OF CONCRETE
BLUIRR	BLUE STAKED IRRIGATION	EOA	EDGE OF ASPHALT	HWY	HIGHWAY	PVC	POLYVINYL CHLORIDE PIPE	TOF	TOP OF FOOTING
BLUSSD	BLUE STAKED STORM DRAIN	EOC	EDGE OF CONCRETE	ICO	IRRIGATION CLEANOOUT	R	RANGE	TOG	TOP OF GRATE
BLUSS	BLUE STAKED SANITARY SEWER	EOG	EDGE OF GRAVEL	ICV	IRRIGATION CONTROL VALVE	RCF	REINFORCED CONCRETE PIPE	TOE	TOE OF SLOPE
BLUT	BLUE STAKED TELEPHONE	EOL	EDGE OF LAWN	IE	INVERT ELEVATION	RD	ROOF DRAIN	TOP	TOP OF SLOPE or TOP OF PIPE
BLWW	BLUE STAKED WATER	EX or EXIST	EXISTING	IR	IRRIGATION	REV	REVISION	TOW	TOP OF WALL
BM	BENCHMARK	F	FIRE	LP	LINEAR FEET	ROW	RIGHT-OF-WAY	TR	TELEPHONE RISER
BOF	BOTTOM OF FOOTING	FC	FOUNDATION CORNER	LIP	LIP OF GUTTER	RR	RAILROAD	TV	TELEVISION
BOB	BOTTOM OF BOX	FD	FOUND or FOUNDATION DRAIN	S	SOUTH	S	SEE ARCHITECTURAL DRAWINGS	TW	FINISH GRADE AT TOP OF WALL
BOL	BOLLARD	FDC	FIRE DEPT. CONNECTION	SAD	SEE ARCHITECTURAL DRAWINGS	TRANS	TRANSFORMER	TRANS	TRANSFORMER
BOT	BOTTOM	FDM	FOUND MONUMENT	SD	STORM DRAIN	TSP	TRAFFIC SIGNAL POLE	TSB	TRAFFIC SIGNAL BOX
BOV	BLOW-OFF VALVE	FDS	FOUND SECTION CORNER	MON	MONUMENT	SDCB	STORM DRAIN CATCH BASIN	TSB	TRAFFIC SIGNAL BOX
BOW	BACK OF WALK	FEE	FINISHED FLOOR ELEVATION	MP	METAL PIPE	SDCO	STORM DRAIN CLEANOOUT BOX	UD	UNDERDRAIN
BW	FINISH GRADE AT BOTTOM OF WALL	FG	FINISHED GRADE	MW	MOUNDING WELL	UDC	UNDERGROUND COMMUNICATIONS	UGC	UNDERGROUND TELEVISION
C	CENTERLINE	N	NORTH	N	NORTH	SEC	SECTION	UGP	UNDERGROUND POWER
CATV	CABLE TELEVISION	FL	FLOW LINE	NG	NATURAL GROUND	SPECS	SPECIFICATIONS	UGT	UNDERGROUND TELEPHONE
CB	CONCRETE BARRIER	FNC	FENCE	NGRET	NG AT RETAINING WALL	SLBAM	SALT LAKE BASE & MERIDIAN	UGTV	UNDERGROUND TELEVISION
CC	CURB CUT	FNCCL	CHAIN LINK FENCE	NR	NAIL & RIBBON	SO	SQUARE	UNLESS NOTED OTHERWISE	
COL	COLUMN	FNCIRN	IRON FENCE	NW	NAIL & WASHER	SQFT	SQUARE FEET	UP	UTILITY POLE
COMM	COMMUNICATIONS	FNCVYL	VINYL FENCE	NTS	NOT TO SCALE	SQVD	SQUARE YARD	VCP	VITRIFIED CLAY PIPE
CONC	CONCRETE	FNCWD	WOOD FENCE	OG	ORIGINAL GROUND	SS	SANITARY SEWER	VP	VERTICAL PIPE
CONST	CONSTRUCTION	FNCWR	WIRE FENCE	OH	OVERHANG	SSCO	SANITARY SEWER CLEANOUT	W	WEST OF WATER
CNP	CORRUGATED METAL PIPE	FO	FIBER OPTIC	OHC	OVERHEAD COMMUNICATIONS	SSMH	SANITARY SEWER MANHOLE	WM	WATER METER
CP	CONTROL POINT	FOW	FRONT OF WALK	OHP	OVERHEAD POWER	ST	STEAM	WMH	WATER MANHOLE
CTREE	CONIFEROUS TREE	FT	FEET	OHT	OVERHEAD TELEPHONE	STA	STATION	WS	WATER SURFACE
CUTT	CUT	G	NATURAL GAS	OHTV	OVERHEAD TELEVISION	STD	STANDARD	WTR	WATER
CUYD	CUBIC YARD	GAR	GARAGE	P	PROPERTY LINE	STM	STORM	WV	WATER VALVE
DEL	DELINEATOR	GB	GRADE BREAK	PB	POWER BOX	STL	SOLID YELLOW LINE	WW	WATERWAY
DIA or Ø	DIAMETER	GL	GROUND LIGHT	PC	POINT OF CURVATURE	SWL	SOLID WHITE LINE		

REVISIONS

REV	DATE	DESCRIPTION

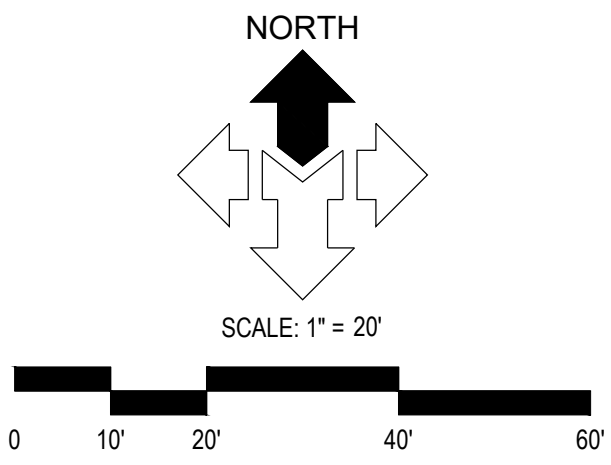
PROJECT NO: 20513

DRAWN BY: DJC

CHECKED BY: RJP

DATE: 09-29-2020

GENERAL NOTES, LEGEND AND ABBREVIATIONS



DESCRIPTION	AREA	%
HARDSCAPE	17,575 SQFT	50%
LANDSCAPE	9,686 SQFT	27%
BUILDINGS	8,165 SQFT	23%
TOTAL	35,426 SQFT	100%

GENERAL NOTES:

ALL DIMENSIONS ARE TO THE FACE OF CURB, UNLESS OTHERWISE NOTED.

SEE ARCHITECTURAL SITE PLAN FOR ADDITIONAL INFORMATION.

SEE LANDSCAPE PLANS FOR IRRIGATION AND PLANTING.

ALL WORK TO COMPLY WITH GOVERNING AGENCY'S STANDARDS AND SPECIFICATIONS.

ALL IMPROVEMENTS MUST COMPLY WITH ADA STANDARDS AND RECOMMENDATIONS.

KEYED NOTES:

PROVIDE, INSTALL AND/OR CONSTRUCT THE FOLLOWING PER THE SPECIFICATIONS GIVEN OR REFERENCED AND THE DETAILS NOTED AND AS SHOWN ON THE CONSTRUCTION DRAWINGS:

- | | | |
|----|---|--|
| 1 |  | STANDARD DUTY ASPHALT PAVEMENT WITH GRANULAR BASE PER DETAIL 'D', SHEET C5.01. |
| 2 | | ASPHALT T-PATCH, PER APWA PLAN NO. 255. |
| 3 |  | CONCRETE PAVEMENT WITH GRANULAR BASE PER DETAIL 'C1', SHEET C5.01. |
| 4 | | CONCRETE SIDEWALK, PER APWA PLAN NO. 231. |
| 5 | | CONCRETE OPEN DRIVE APPROACH, PER APWA PLAN NO. 225. |
| 6 | | CONCRETE CURB WALL. SEE DETAIL 'C2', SHEET C5.01. |
| 7 | | INTEGRAL WALK AND CURB. SEE DETAIL 'C3', SHEET C5.01. |
| 8 | | ADA RAMP WITH DETECTABLE WARNING SURFACE. SEE APWA PLAN NO. 236.3, FOR RAMP DETAIL AND APWA PLAN NO. 238 FOR DETECTABLE WARNING SURFACE DETAIL.. |
| 9 | | ADA PARKING SIGN. SEE DETAIL 'D6', SHEET C5.01. |
| 10 | | VAN ACCESSIBLE ADA PARKING SIGN. SEE DETAIL 'D6', SHEET C5.01. |
| 11 | | PAINTED ADA SYMBOL. SEE DETAIL 'D7', SHEET C5.01. |
| 12 | | 4" WIDE SOLID YELLOW PARKING STALL STRIPE LINES. |
| 13 | | 4" WIDE SOLID YELLOW PEDESTRIAN STRIPE LINES. |
| 14 | | DUMPSTER ENCLOSURE. SEE ARCHITECTURAL PLANS FOR DETAILS. |
| 15 | | PROPOSED NEW BUILDING. SEE ARCHITECTURAL PLANS. |
| 16 | | MONUMENT SIGN. SEE ELECTRICAL PLAN FOR POWER CONNECTION AND WIRING. |
| |  | ACCESSIBLE ROUTE WITH MAXIMUM 1:40 CROSS-SLOPE AND MAXIMUM 1:20 RUNNING-SLOPE. |



NOTICE:

THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE LOCATION, PROTECTION, AND RESTORATION OF ALL BURIED OR ABOVE GROUND UTILITIES, SHOWN OR NOT SHOWN ON THE PLANS.

C. JAY PROPERTIES BUILDING

**3714 EAST CAMPUS DRIVE
EAGLE MOUNTAIN, UTAH**

[illegible]

PROJECT NO: 20513

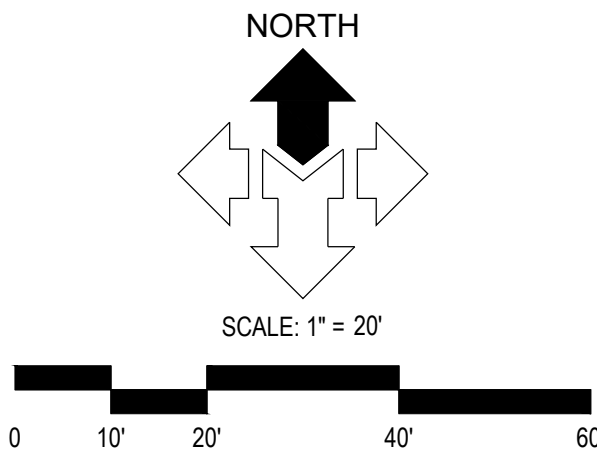
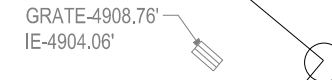
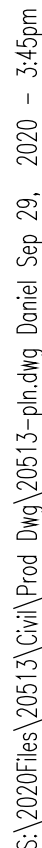
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CHECKED BY: RJP

DATE: 09-29-2020

HORIZONTAL CONTROL PLAN

C1.01



GENERAL NOTES:

SITE GRADING SHALL BE PERFORMED IN ACCORDANCE WITH THESE PLANS AND SPECIFICATIONS AND THE RECOMMENDATIONS SET FORTH IN THE SOILS REPORT (IF AVAILABLE). THE CONTRACTOR SHALL BE RESPONSIBLE FOR REMOVING AND REPLACING ALL SOFT, YIELDING OR UNSUITABLE MATERIALS AND COMPACTING WITHIN THE SPECIFIED GRADING LIMITS. THE SOILS REPORT, ALL EXCAVATED OR FILLED AREAS, SHALL BE COMPACTED TO 95% OF MODIFIED PROCTOR FOR MAXIMUM DRY PERCENT. SEE D-15577 AREA. UNDER BUILDING FOUNDATION WHERE IT SHALL BE 98% MIN. OF MAXIMUM DENSITY. MOISTURE CONTENT AT TIME OF PLACEMENT SHALL NOT EXCEED 2% ABOVE NOR 3% BELOW OPTIMUM. CONTRACTOR SHALL SUBMIT A COMPACTION REPORT PREPARED BY A QUALIFIED REGISTERED SOILS ENGINEER. ALL EXCAVATED AREAS AND SUBGRADE AREAS WITHIN THE BUILDING FOOTING AREAS AND AREAS TO BE PAVED, HAVE BEEN COMPACTED IN ACCORDANCE WITH THESE PLANS & SPECS AND THE RECOMMENDATIONS SET FORTH IN THE SOILS REPORT.

THE CONTRACTOR IS TO USE BEST MANAGEMENT PRACTICES FOR PROVIDING EROSION CONTROL FOR CONSTRUCTION OF THIS PROJECT. SPECIFIC DETAILS SHOWN ON SHEET C3.01 SHALL BE USED IN COMBINATION WITH OTHER ACCEPTED LOCAL PRACTICES.

EXISTING UNDERGROUND UTILITIES AND IMPROVEMENTS ARE SHOWN IN THEIR APPROXIMATE LOCATIONS BASED UPON RECORD INFORMATION AVAILABLE AT THE TIME OF PREPARATION OF PLANS. LOCATIONS MAY NOT HAVE BEEN VERIFIED IN THE FIELD AND NO GUARANTEE IS MADE AS TO ACCURACY OR COMPLETENESS OF THE INFORMATION SHOWN. IT SHALL BE RESPONSIBILITY OF THE CONTRACTOR TO DETERMINE THE EXISTENCE AND LOCATION OF THOSE UTILITIES SHOWN ON THESE PLANS OR INDICATED IN THE FIELD BY LOCATING SERVICES. ANY ADDITIONAL COSTS INCURRED AS A RESULT OF CONTRACTOR'S FAILURE TO VERIFY LOCATIONS OF EXISTING UTILITIES PRIOR TO BEGINNING OF CONSTRUCTION IN THEIR VICINITY SHALL BE BORNE BY THE CONTRACTOR AND ASSUMED INCLUDED IN THE CONTRACT.

ALL ELEVATIONS SHOWN AT TOP AND BOTTOM OF WALL(S), IF ANY, ARE ELEVATIONS AT FINISH GRADE, UNLESS OTHERWISE NOTED.

KEYED NOTES:
 PROVIDE, INSTALL AND/OR CONSTRUCT THE FOLLOWING PER THE SPECIFICATIONS GIVEN OR
 REFERENCED AND THE DETAILS NOTED AND AS SHOWN ON THE CONSTRUCTION DRAWINGS:

- ① GRADE SITE TO ELEVATIONS AND CONTOURS SHOWN ON PLAN.
- ② STORM DRAIN CATCH BASIN WITH HEAVY DUTY BICYCLE SAFE GRATE.
- ③ STORM DRAIN CLEANOUT BOX.
- ④ 18" DIAMETER HOPE STORM DRAIN LINE. SEE APWA PLANS NO. 381 & 382 FOR TRENCHING DETAIL.
- ⑤ 15" DIAMETER RCP STORM DRAIN LINE. SEE APWA PLANS NO. 381 & 382 FOR TRENCHING DETAIL.
- ⑥ 4' x 4' OUTLET CONCRETE STRUCTURE WITH ORIFICE AND OVERFLOW WEIR. SEE DETAIL 'AS'. SHEET C5.01 AND DETENTION CALCULATIONS. HIGH WATER / OVERFLOW = 4906.75'. ORIFICE SIZE = 3.0' C.

COMMON GRADING ABBREVIATIONS

SEE SHEET C0.01 FOR ADDITIONAL ABBREVIATIONS

- | | |
|---------------|--------------------------------|
| - BFE | BASEMENT FLOOR ELEVATION |
| - BW | FINISH GRADE AT BOTTOM OF WALL |
| - EX OR EXIST | EXISTING |
| - EOA | EDGE OF ASPHALT |
| - EOC | EDGE OF CONCRETE |
| - FFE | FINISH FLOOR ELEVATION |
| - FG | FINISH GRADE |
| - FL | FLOW LINE |
| - GB | GRADE BREAK |
| - HP | HIGH POINT |
| - LP | LOW POINT |
| - NG | NATURAL GROUND |
| - SDCB | STORM DRAIN CATCH BASIN |
| - SDCO | STORM DRAIN CLEANOUT BOX |
| - SDOB | STORM DRAIN DRAIN BASIN |
| - SDMH | STORM DRAIN MANHOLE |
| - TCB | TOP OF CURB |
| - TOA | TOP OF ASPHALT |
| - TOC | TOP OF CONCRETE |
| - TOG | TOP OF GRATE |
| - TOW | TOP OF WALL |
| - TW | FINISH GRADE AT TOP OF WALL |
| - WW | WATERWAY |



NOTICE!

THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE LOCATION, PROTECTION, AND RESTORATION OF ALL BURIED OR ABOVE GROUND UTILITIES, SHOWN OR NOT SHOWN ON THE PLANS.

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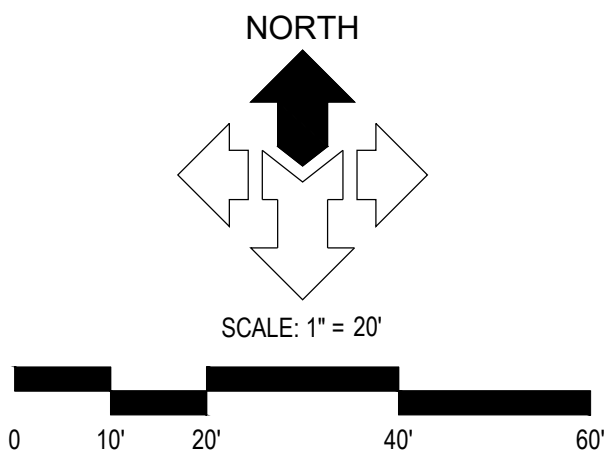
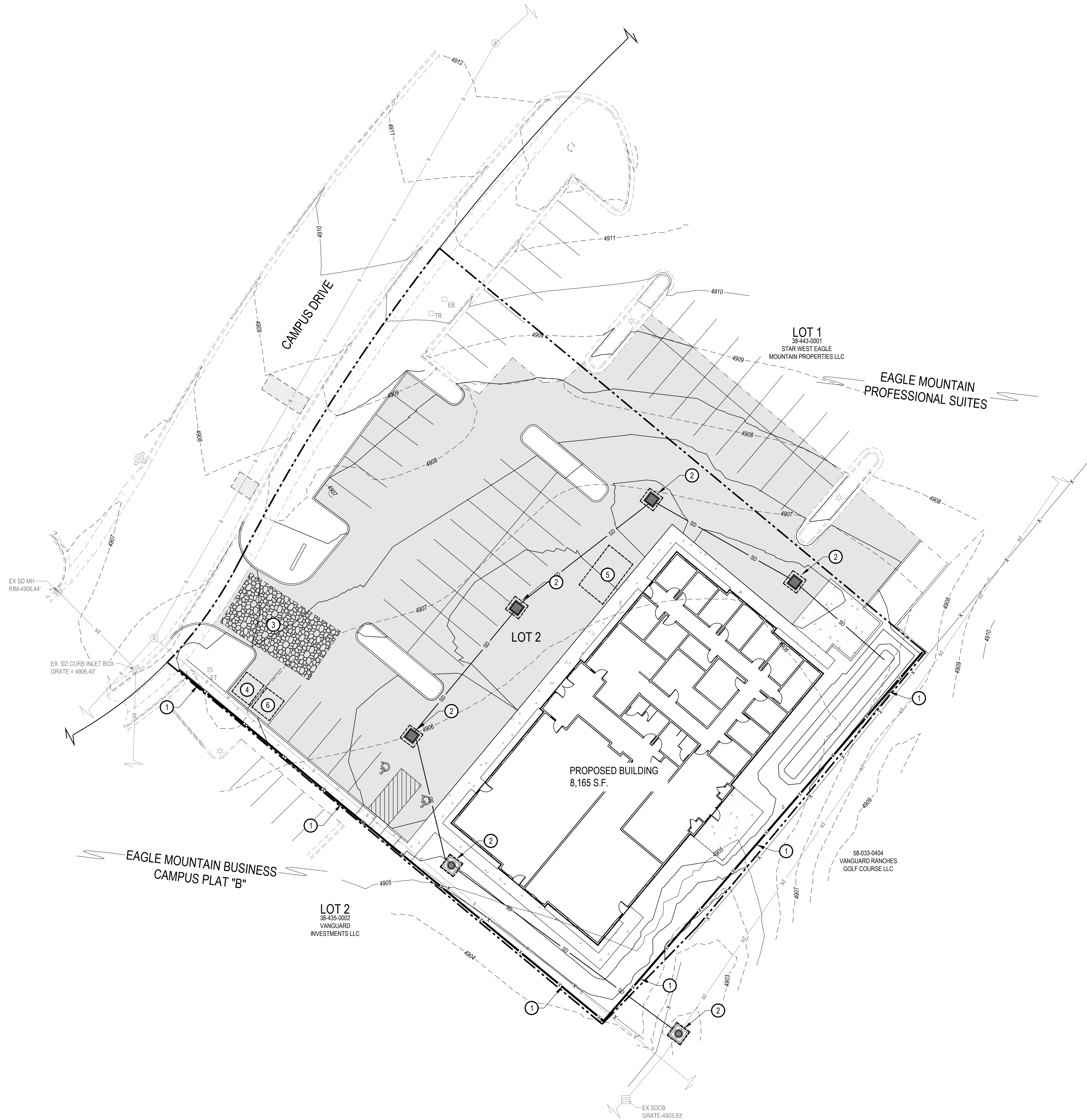
C. JAY PROPERTIES BUILDING

3714 EAST CAMPUS DRIVE
EAGLE MOUNTAIN, UTAH

REVISIONS		DESCRIPTION
REV	DATE	
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PROJECT NO:		20513
DRAWN BY:		DJC
CHECKED BY:		RJP
DATE:		09-29-2020

GRADING AND DRAINAGE PLAN

C2.01



GENERAL NOTES:
THE CONTRACTOR IS TO USE BEST MANAGEMENT PRACTICES FOR PROVIDING EROSION CONTROL FOR CONSTRUCTION OF THIS PROJECT. SPECIFIC DETAILS REFERRED TO ON THIS SHEET SHALL BE USED IN COMBINATION WITH OTHER ACCEPTED LOCAL PRACTICES.

ALL MATERIALS AND WORKMANSHIP SHALL CONFORM TO THE LOCAL AGENCY'S EROSION CONTROL STANDARDS AND SPECIFICATIONS AND ALL WORK SHALL BE SUBJECT TO INSPECTION BY THE AGENCY HAVING JURISDICTION. ALSO INSPECTORS WILL HAVE THE RIGHT TO CHANGE THE FACILITIES AS NEEDED.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR FIELD VERIFYING THE LOCATIONS OF ALL EXISTING UTILITIES. IF CONFLICTS OCCUR, THE CONTRACTOR SHALL NOTIFY THE ENGINEER PRIOR TO CONSTRUCTION TO DETERMINE IF ANY FIELD ADJUSTMENTS SHOULD BE MADE.

THE CONTRACTOR SHALL PROVIDE ADEQUATE DUST CONTROL.

WHEN GRADING OPERATIONS HAVE BEEN COMPLETED AND THE DISTURBED GROUND SHALL BE LEFT "OPEN" FOR 30 DAYS OR MORE THE AREA SHALL BE FURROWED PARALLEL TO THE CONTOURS OF THE AREA.

THE CONTRACTOR SHALL MODIFY EROSION CONTROL MEASURES TO ACCOMMODATE PROJECT PLANNING.

MAINTENANCE:
THE OWNERS REPRESENTATIVE SHALL MAKE ROUTINE CHECKS ON ALL EROSION CONTROL MEASURES TO DETERMINE IF REPAIRS OR SEDIMENT REMOVAL IS NECESSARY. DUE TO CONDITIONS THAT MAY ARISE IN THE FIELD, ADDITIONAL CONTROL MAY BE DETERMINED TO BE NECESSARY.

SILT FENCE BARRIERS SHALL BE INSPECTED IMMEDIATELY AFTER EACH RAINFALL AND AT THE LEAST DAILY DURING PROLONGED RAINFALL.

CLOSE ATTENTION SHALL BE PAID TO THE REPAIR OF DAMAGED SILT FENCES, END RUNS, AND UNDERCUTTING BENEATH SILT FENCING.

NECESSARY REPAIRS TO BARRIERS OR REPLACEMENT OF SILT FENCING SHALL BE ACCOMPLISHED PROMPTLY.

SEDIMENT DEPOSITS SHOULD BE REMOVED AFTER EACH RAINFALL. THEY MUST BE REMOVED WHEN THE LEVEL OF DEPOSITION REACHES APPROXIMATELY ONE-HALF THE HEIGHT OF THE BARRIER.

KEYED NOTES:
PROVIDE, INSTALL AND/OR CONSTRUCT THE FOLLOWING PER THE SPECIFICATIONS GIVEN OR REFERENCED AND THE DETAILS NOTED AND AS SHOWN ON THE CONSTRUCTION DRAWINGS:

① SILT FENCE AS SHOWN ON PLAN. SEE DETAIL 'C3', SHEET C5.02.
② INLET PROTECTION AROUND EXISTING OR NEW STORM DRAIN CATCH BASINS OR CURB INLETS. SEE DETAIL 'A1', SHEET C5.02.
③ TEMPORARY CONSTRUCTION ENTRANCE. SEE DETAIL 'C1', SHEET C5.02. LOCATION SHOWN IS SUGGESTIVE. CONTRACTOR TO RELOCATE AS NEEDED.
④ CONCRETE WASHOUT AREA. CREATE A MIN. 10'X10' AREA WITH A 1' HIGH BERM. LINE AREA WITH PLASTIC. DISCARD WASTE IN DUMPSTER WHEN FULL AND LEGALLY DISPOSE OF. SEE DETAIL 'A5', SHEET C5.02. LOCATION SHOWN IS SUGGESTIVE. CONTRACTOR TO RELOCATE AS NEEDED.
⑤ CONSTRUCTION DUMPSTER. CHECK LEVEL DAILY. LEGALLY DISPOSE OF WASTE AS NEEDED. LOCATION SHOWN IS SUGGESTIVE. CONTRACTOR TO RELOCATE AS NEEDED.
⑥ PORTABLE CONSTRUCTION TOILET. TOILET TO BE PROPERLY SECURED TO PREVENT TIPPING. BUILD 6" BERM AROUND TOILET TO CONTAIN ANY SPILLS OR LEAKAGE. CHECK LEVEL DAILY. LEGALLY DISPOSE OF WASTE AS NEEDED. SEE DETAIL 'C5', SHEET C5.02. LOCATION SHOWN IS SUGGESTIVE. CONTRACTOR TO RELOCATE AS NEEDED.



NOTICE!
THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE LOCATION, PROTECTION, AND RESTORATION OF ALL BURIED OR ABOVE GROUND UTILITIES, SHOWN OR NOT SHOWN ON THE PLANS.

C. JAY PROPERTIES BUILDING

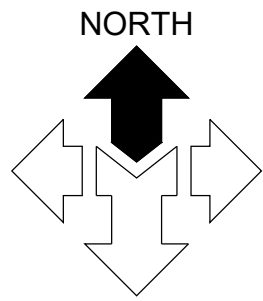
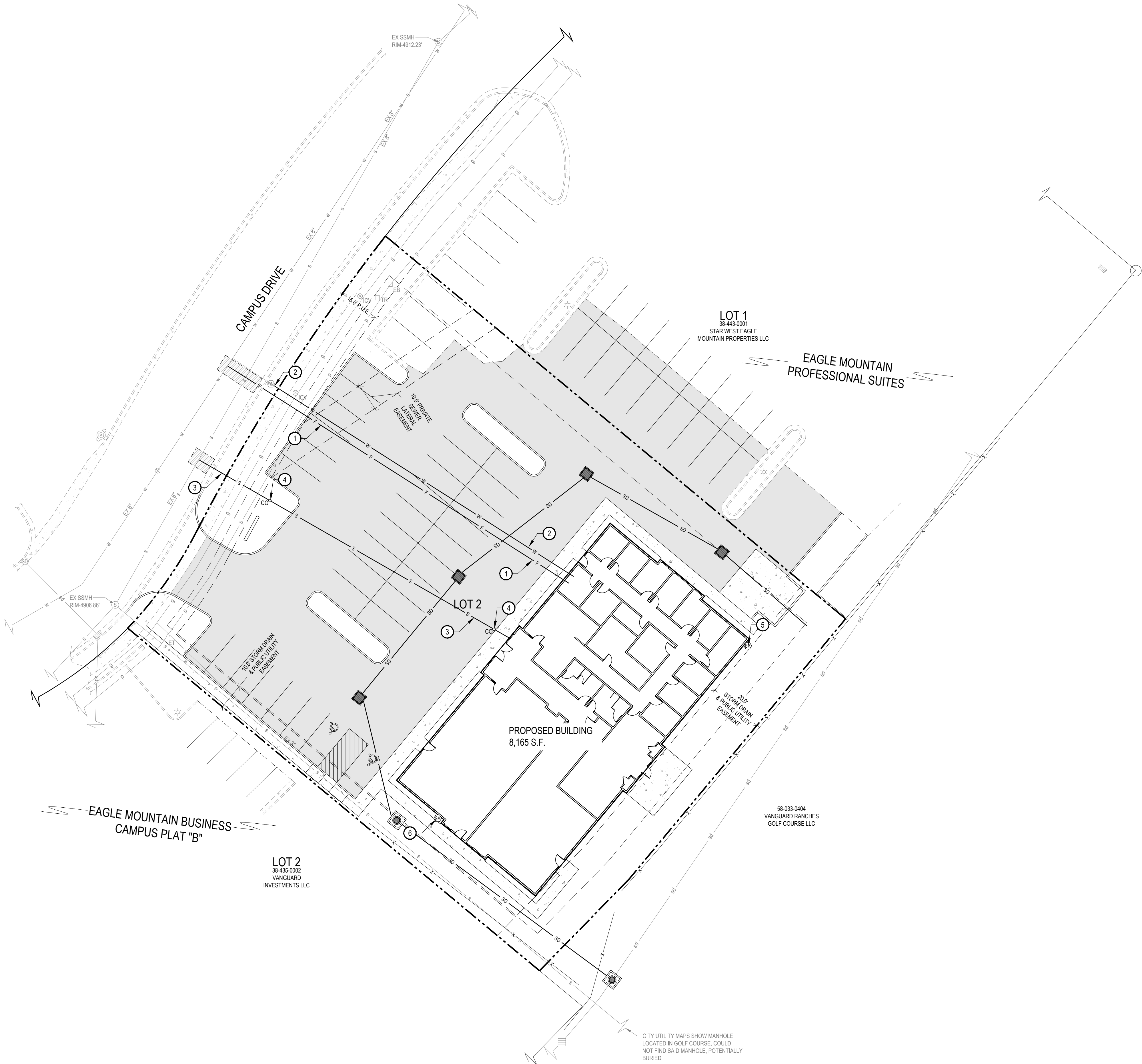
3714 EAST CAMPUS DRIVE
EAGLE MOUNTAIN, UTAH

REVISIONS		DESCRIPTION	
REV	DATE	DESCRIPTION	

PROJECT NO: 20513
DRAWN BY: DJC
CHECKED BY: RJP
DATE: 09-29-2020

EROSION CONTROL PLAN

C3.01



SCALE: 1" = 20'

GENERAL NOTES:

CONTRACTOR IS TO COORDINATE ALL SITE UTILITIES WITH PLUMBING DRAWINGS.

ALL NEW WATER CONSTRUCTION TO BE DONE IN ACCORDANCE WITH EAGLE MOUNTAIN CITY STANDARDS & SPECIFICATIONS.

ALL NEW SANITARY SEWER CONSTRUCTION TO BE DONE IN ACCORDANCE WITH EAGLE MOUNTAIN CITY STANDARDS & SPECIFICATIONS.

CONTRACTOR SHALL FIELD VERIFY LOCATIONS AND INVERT ELEVATIONS OF EXISTING MANHOLES AND OTHER UTILITIES BEFORE STAKING OR CONSTRUCTING ANY SEWER LINES.

FOUR FEET OF COVER IS REQUIRED OVER ALL SEWER LINES.

MAINTAIN A MINIMUM OF 48 INCHES OF COVER ON ALL WATER LINES.

CONTRACTOR IS TO COORDINATE LOCATION AND DESIGN OF NEW COMMUNICATION / DATA FACILITIES TO BUILDING WITH UTILITY PROVIDER.

CONTRACTOR IS TO COORDINATE LOCATION AND DESIGN OF NEW NATURAL GAS FACILITIES TO BUILDING WITH DOMINION ENERGY AND MECHANICAL PLANS.

LOCATION OF ALL UNDERGROUND UTILITIES SHOWN ARE APPROXIMATE LOCATIONS. CONTRACTOR IS TO VERIFY CONNECTION POINTS WITH EXISTING UTILITIES. CONTRACTOR IS RESPONSIBLE FOR ANY DAMAGE CAUSED TO EXISTING UTILITIES AND UTILITY STRUCTURE THAT ARE TO REMAIN.

UTILITY PROVIDERS:
WATER: EAGLE MOUNTAIN CITY
SEWER: EAGLE MOUNTAIN CITY
NATURAL GAS: DOMINION ENERGY
ELECTRICAL POWER: ROCKY MOUNTAIN POWER
TELEPHONE: CENTURY LINK

KEYED NOTES:

- PROVIDE, INSTALL AND/OR CONSTRUCT THE FOLLOWING PER THE SPECIFICATIONS GIVEN OR REFERENCED AND THE DETAILS NOTED AND AS SHOWN ON THE CONSTRUCTION DRAWINGS:
- 1 6" DIP CLASS 52 FIRE LINE WRAPPED IN AWWA APPROVED POLYETHYLENE ENCASEMENT (POLYWRAP), INCLUDING ALL FITTINGS AND THRUST BLOCKING. SEE DETAIL 'C4', SHEET C5.03 FOR TRENCHING AND APWA PLAN NO. 561 FOR THRUST BLOCKING.
 - 2 CONNECT EXISTING WATER SERVICE LINE AND METER THAT HAS BEEN STUBBED ONTO THE LOT TO THE PROPOSED NEW BUILDING.
 - 3 6" PVC SDR-35 SANITARY SEWER LATERAL, INCLUDING ALL FITTINGS. CLEANOUTS AT 100-FOOT MAXIMUM SPACING. SEE APWA PLANS NO. 381 & 382 FOR TRENCHING. SEE APWA PLAN NO. 431 FOR CLEANOUTS.
 - 4 SANITARY SEWER CLEANOUT, PER APWA PLAN NO. 431.
 - 5 APPROXIMATE LOCATION OF NEW ELECTRICAL METER. CONTRACTOR TO COORDINATE SIZE, DESIGN AND INSTALLATION BY ROCKY MOUNTAIN POWER WITH OTHER CONSTRUCTION.
 - 6 APPROXIMATE LOCATION OF NEW NATURAL GAS METER. CONTRACTOR TO COORDINATE SIZE, DESIGN AND INSTALLATION BY DOMINION ENERGY WITH OTHER CONSTRUCTION.



NOTICE!

THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE LOCATION, PROTECTION, AND RESTORATION OF ALL BURIED OR ABOVE GROUND UTILITIES, SHOWN OR NOT SHOWN ON THE PLANS.

C. JAY PROPERTIES BUILDING

**3714 EAST CAMPUS DRIVE
EAGLE MOUNTAIN, UTAH**

REVISIONS

REV	DATE	DESCRIPTION
<<<<<<<<		

PROJECT NO: 20513

DRAWN BY: DJC

CHECKED BY: RJP

DATE: 09-29-2020

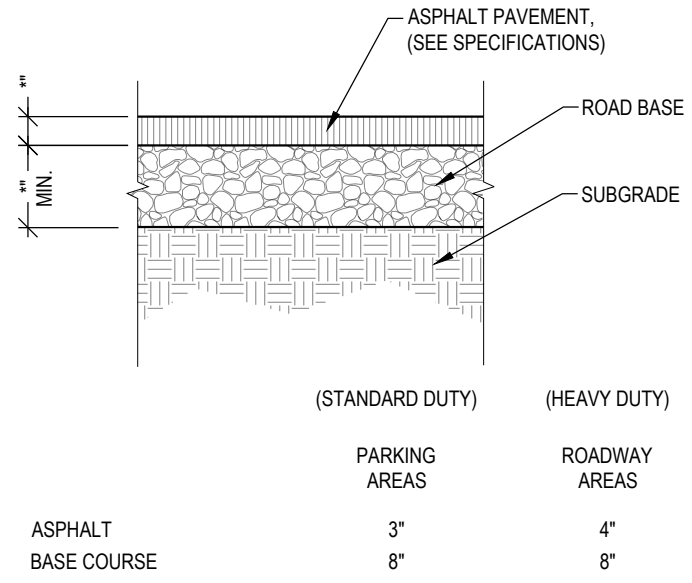
**SITE
UTILITY
PLAN**

C4.01



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8410 South Sandy Parkway, Suite 200 Sandy, Utah 84070 801.255.7700 mcnileengineering.com
Civil Engineering • Consulting & Landscape Architecture
Structural Engineering • Land Surveying & HDS

S:\2020files\20513\Civil\Prod_Dwg\20513-plat.dwg, Dmitch Sep 23, 2020 - 3:45pm

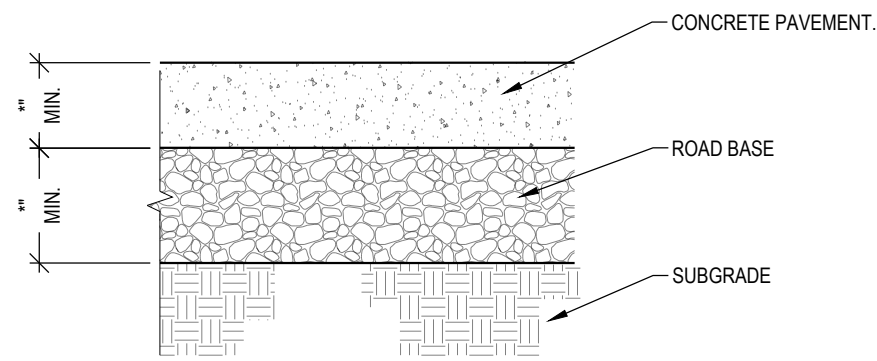


NOTE:
REFER TO SOILS REPORT FOR PROJECT SECTION SOILS REPORT OVERIDES.

ASPHALTIC PAVEMENT SECTION

SCALE: N.T.S.

D1

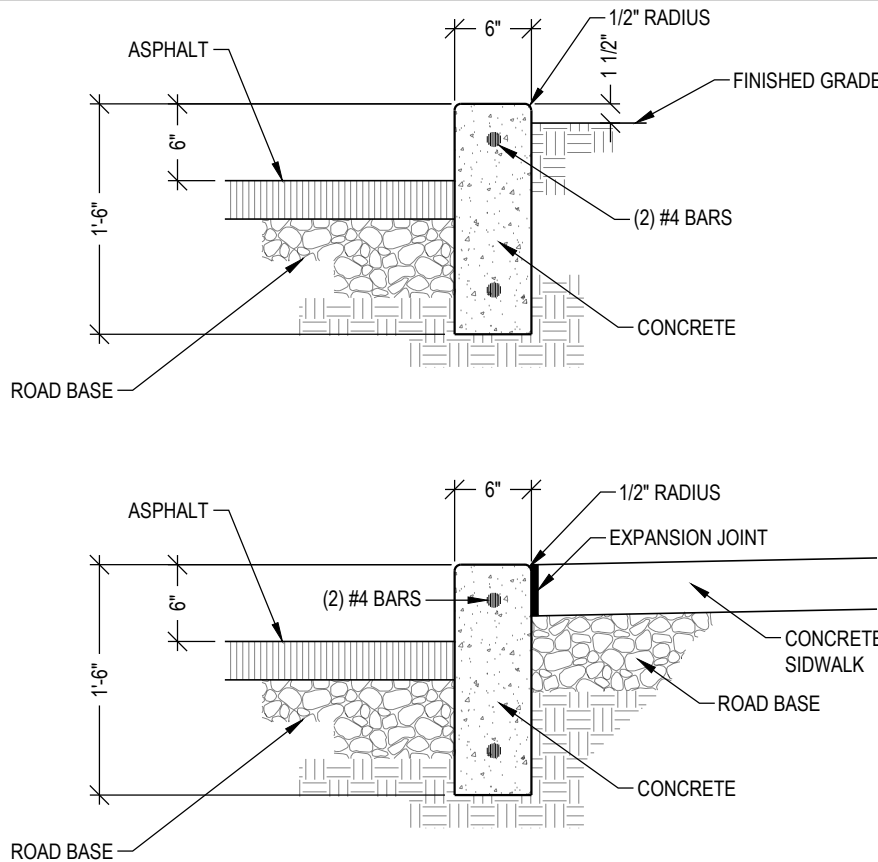


NOTE:
REFER TO SOILS REPORT FOR PROJECT SECTION SOILS REPORT OVERIDES.

CONCRETE PAVEMENT SECTION

SCALE: N.T.S.

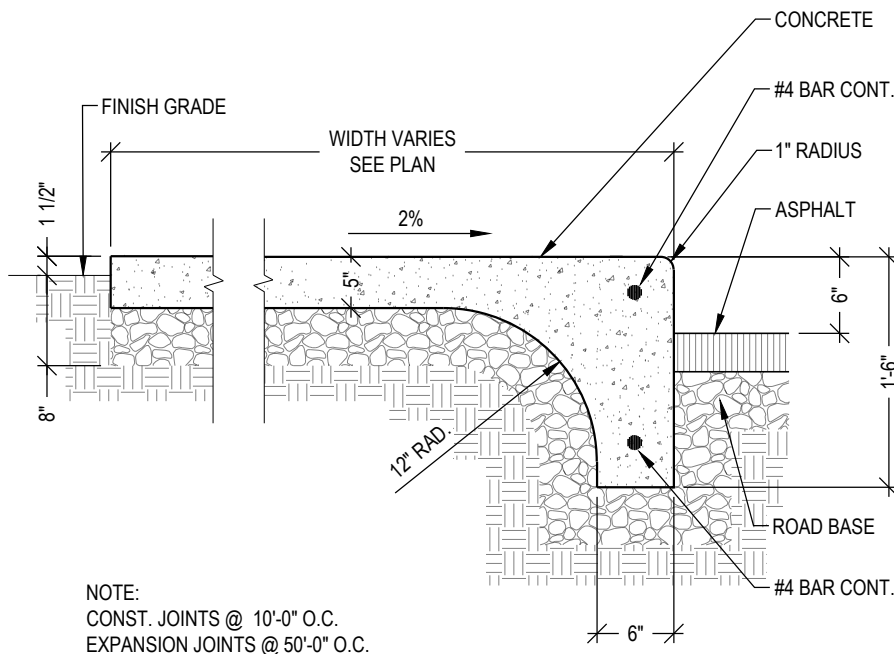
C1



CURB WALL DETAIL

SCALE: N.T.S.

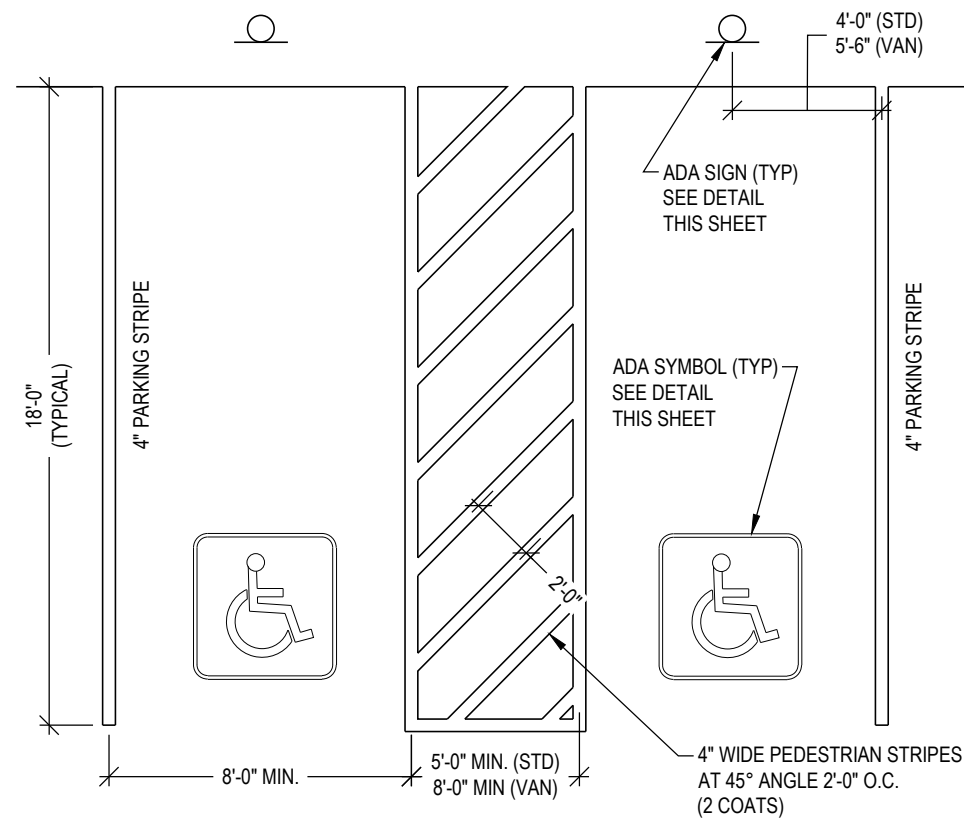
C2



INTEGRAL WALK & CURB

SCALE: N.T.S.

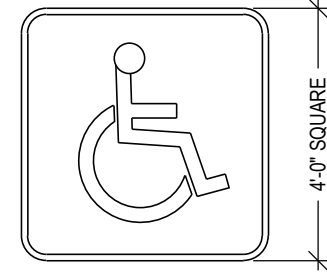
C3



ADA PARKING DETAIL

SCALE: N.T.S.

D4



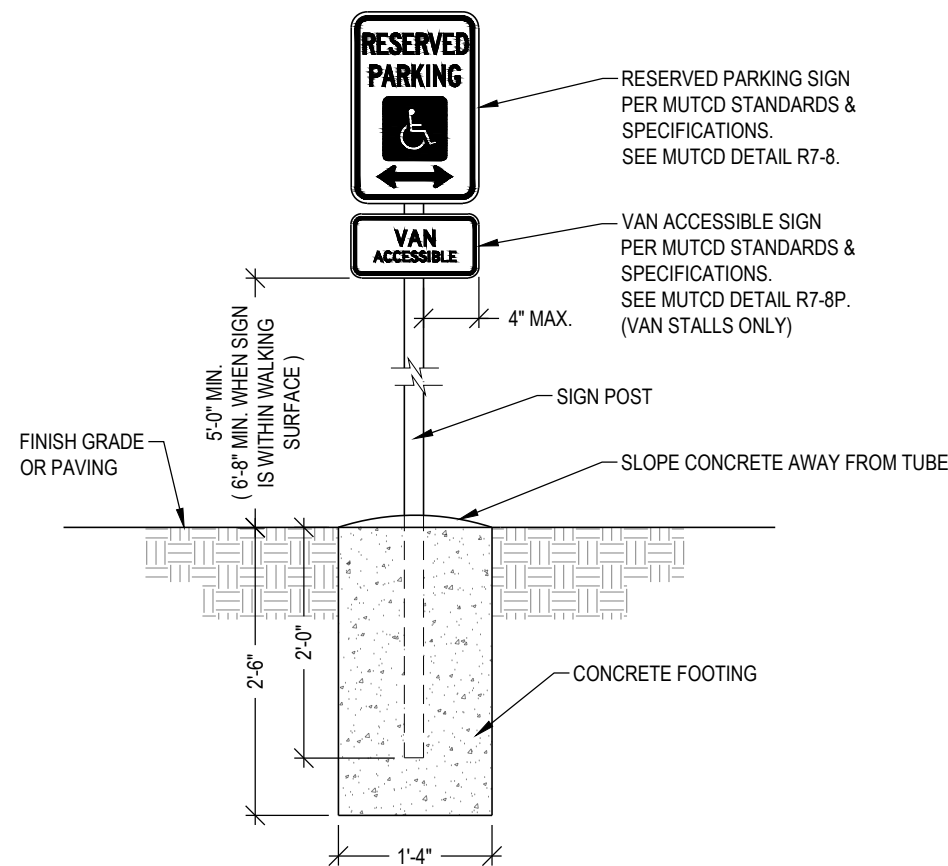
PAINTED EMBLEM
ON ASPHALT PAVING
TYP. AT ALL ADA
PARKING STALLS PER CITY
REQUIREMENTS. (2 COATS)

NOTE:
SEE SPECIFICATIONS FOR PAINT
TYPE AND COLOR. (2 COATS)

PAINTED ADA SYMBOL

SCALE: N.T.S.

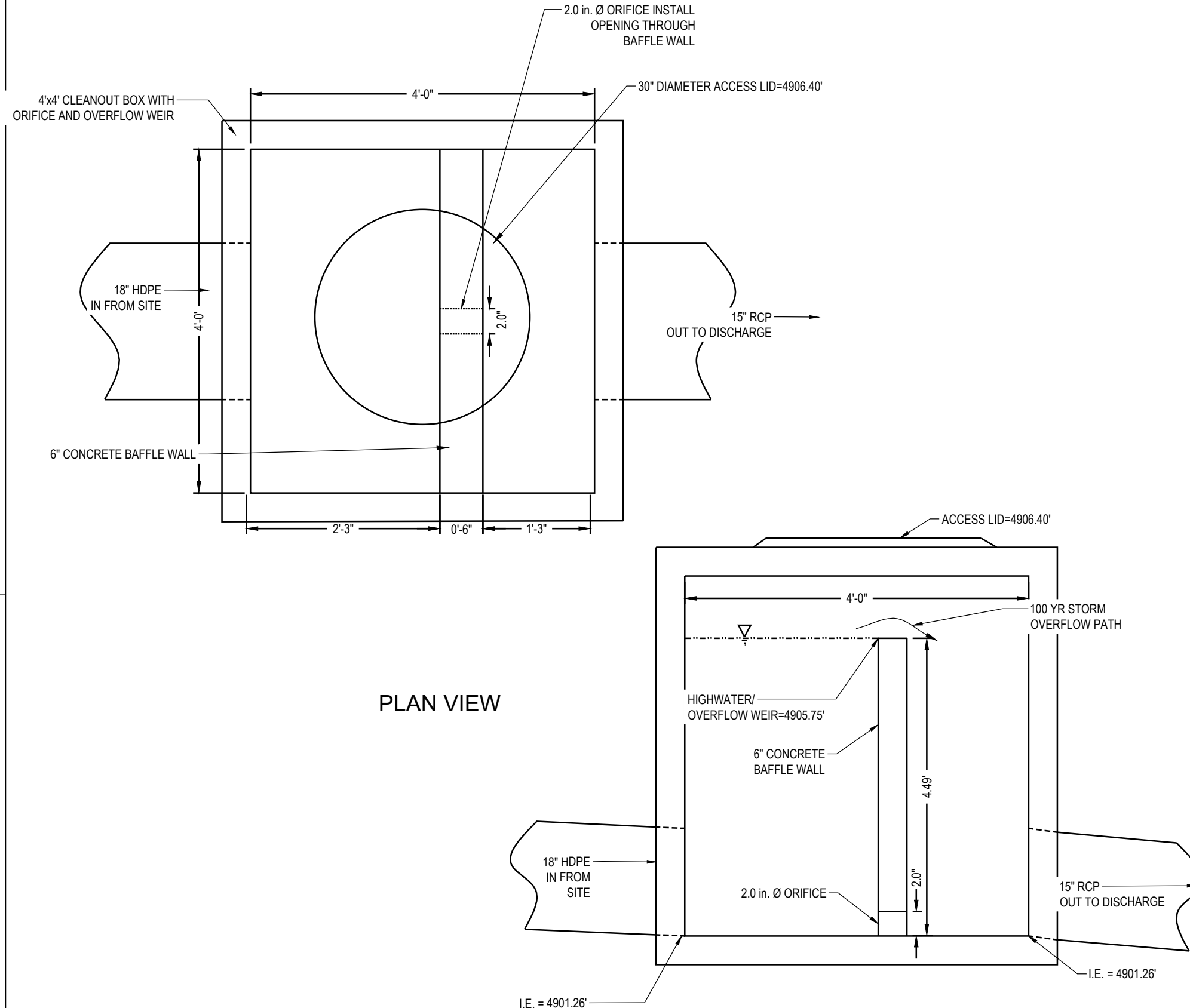
D5



ADA PARKING SIGN

SCALE: N.T.S.

D6



PLAN VIEW

SECTION VIEW

OUTLET CONTROL STRUCTURE

SCALE: N.T.S.

A5

C. JAY PROPERTIES BUILDING

3714 EAST CAMPUS DRIVE
EAGLE MOUNTAIN, UTAH

REVISIONS

REV	DATE	DESCRIPTION

PROJECT NO: 20513

DRAWN BY: DJC

CHECKED BY: RJP

DATE: 09-29-2020

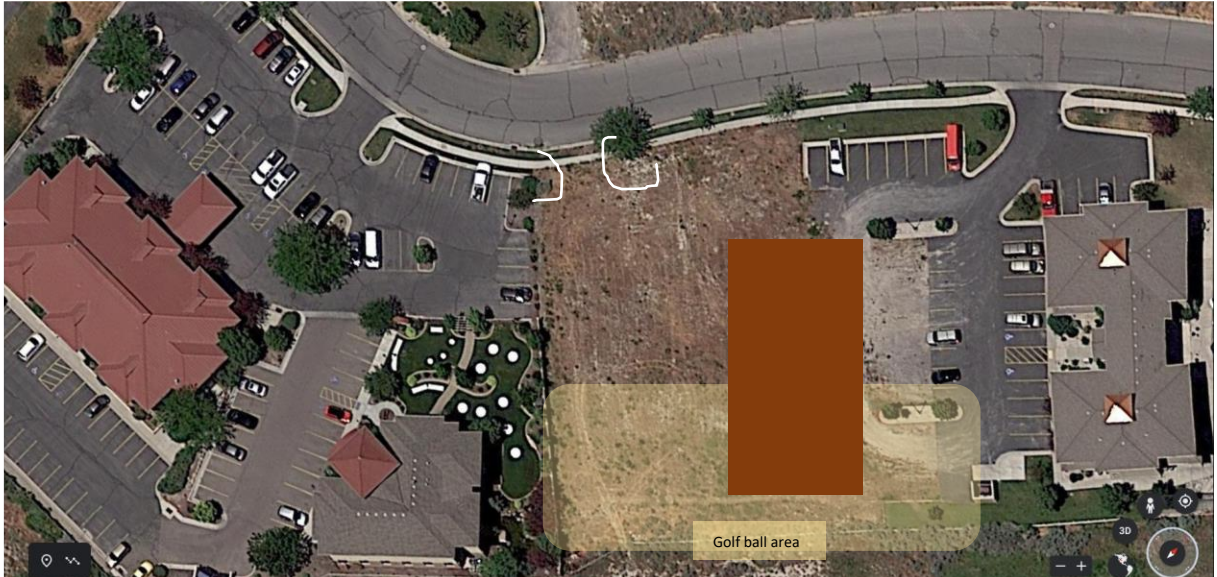
CIVIL
DETAILS

C5.01

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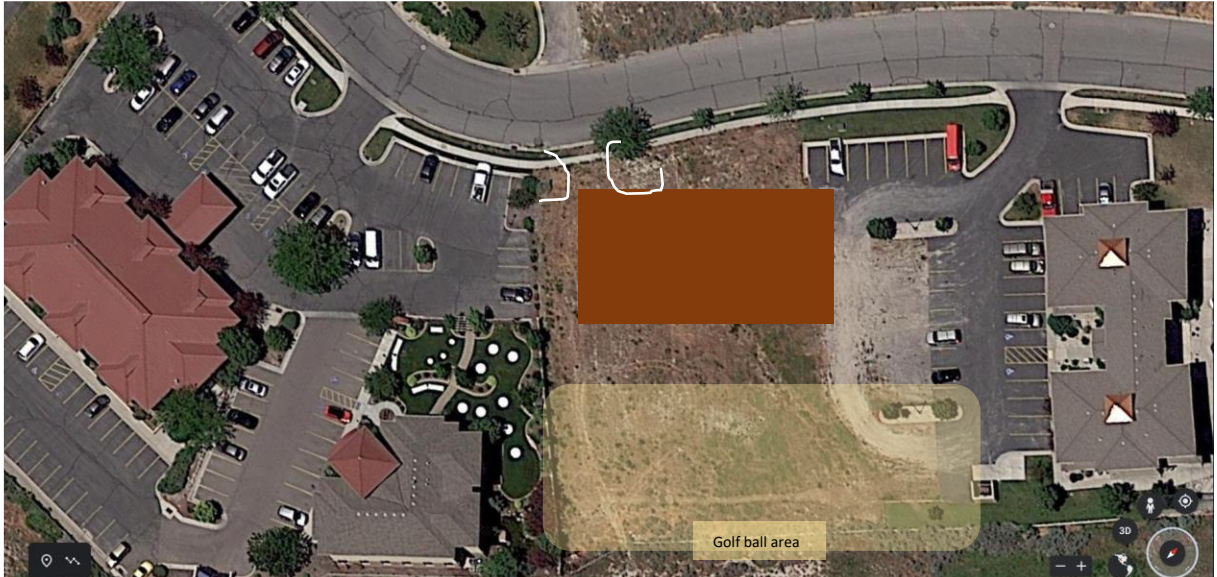
90 turn on east of lot

- Patrons and parking area will get hit by golf balls.
- This blocks shared parking with Direct Communications and leaves their stalls double bound.



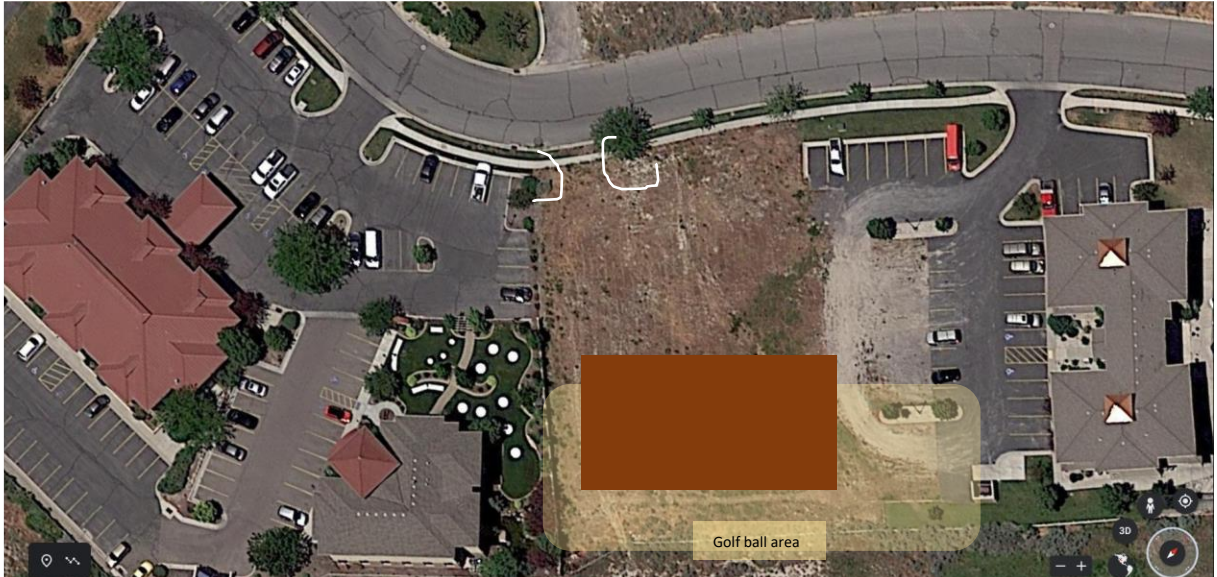
90 turn on west of lot

- Patrons and parking area will get hit by golf balls.
- This blocks entrance.



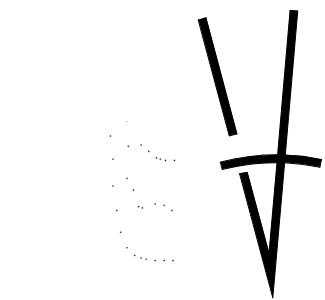
Front of lot

- Patrons and parking area will get hit by golf balls.
- This blocks entrance.



Our Request

- This protects patrons and parking area from being hit by golf balls.
- This allows for shared parking with Direct Communications.
- This matches the parking in front that the other buildings on the street have.



FIVE DEGREES DESIGN

1457 EAST 840 NORTH
OREM, UTAH 84097
801.960.9381
chris@fivedegreesdesign.com

DATE: 01 OCTOBER 2020
PROJECT #: 20-046
DRAWN BY: THM
CHECKED BY: BCH

REVISIONS

1457 EAST 840 NORTH
OREM, UTAH 84097
801.960.9381
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DATE: 01 OCTOBER 2020
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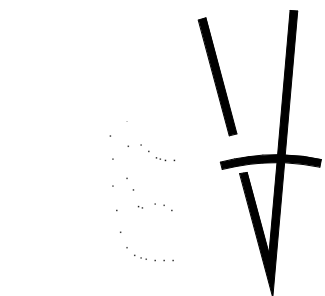
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DATE: 01 OCTOBER 2020
PROJECT #: 20-046
DRAWN BY: THM
CHECKED BY: BCH

REVISIONS

PROJECT

**C. JAY
PROPERTIES
BUILDING**

ADDRESS:
EAGLE MOUNTAIN, UTAH

ARCHITECTURAL

EXTERIOR ELEVATIONS

AE202

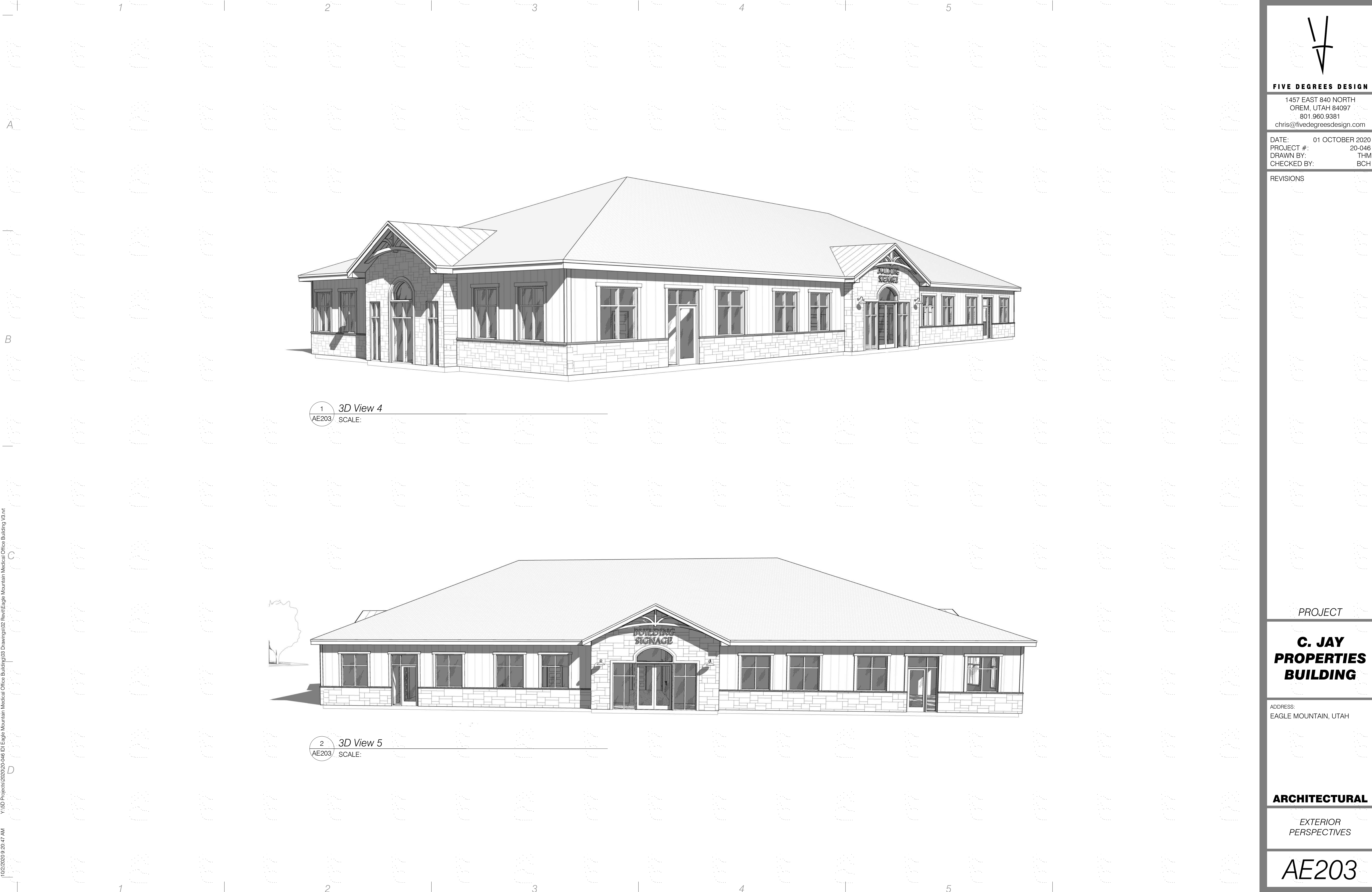


B1
AE202
BACK ELEVATION
SCALE: 3/16" = 1'-0"



D1
AE202
SIDE ELEVATION
SCALE: 3/16" = 1'-0"

Y:\3D Projects\2020\20-046 ID Eagle Mountain Medical Office Building\03 Drawings\02 Revit\Eagle Mountain Medical Office Building V3.rvt 10/2/2020 9:20:47 AM



PROJECT

**C. JAY
PROPERTIES
BUILDING**

ADDRESS:
EAGLE MOUNTAIN, UTAH

ARCHITECTURAL

EXTERIOR
PERSPECTIVES

AE203



FIVE DEGREES DESIGN

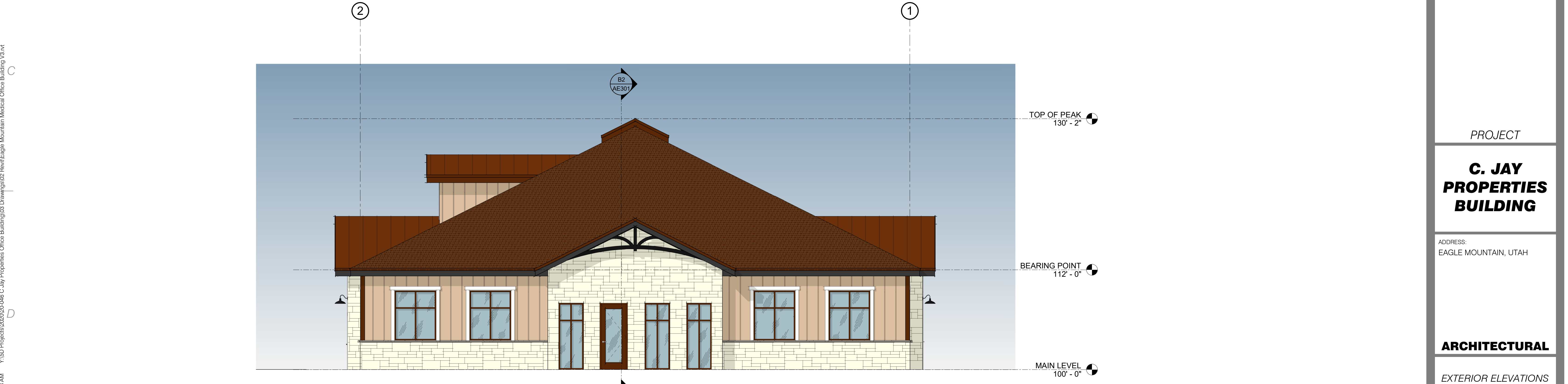
1457 EAST 840 NORTH
OREM, UTAH 84097
801.960.9381
chris@fivedegreesdesign.com

DATE: 01 OCTOBER 2020
PROJECT #: 20-046
DRAWN BY: THM
CHECKED BY: BCH

REVISIONS



B1 FRONT ELEVATION
AE201 SCALE: 3/16" = 1'-0"



D2 SIDE ELEVATION
AE201 SCALE: 3/16" = 1'-0"

10/15/2020 11:33:56 AM Y:\3D Projects\2020\20-046 C Jay Properties Office Building\03 Drawings\02 Revit\Eagle Mountain Medical Office Building V3.rvt



FIVE DEGREES DESIGN

1457 EAST 840 NORTH
OREM, UTAH 84097
801.960.9381
chris@fivedegreesdesign.com

DATE: 07 OCTOBER 2020
PROJECT #: 20-046
DRAWN BY: THM
CHECKED BY: BCH

REVISIONS

PROJECT

**C. JAY
PROPERTIES
BUILDING**

ADDRESS:
EAGLE MOUNTAIN, UTAH

ARCHITECTURAL

EXTERIOR ELEVATIONS

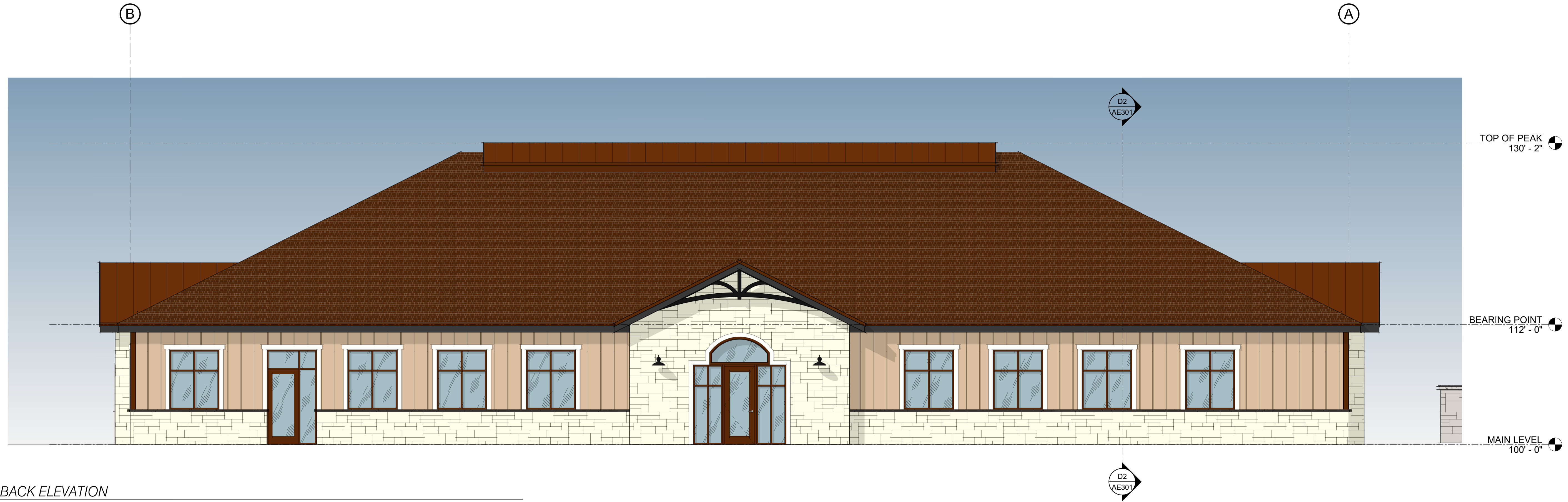
AE201

FIVE DEGREES DESIGN

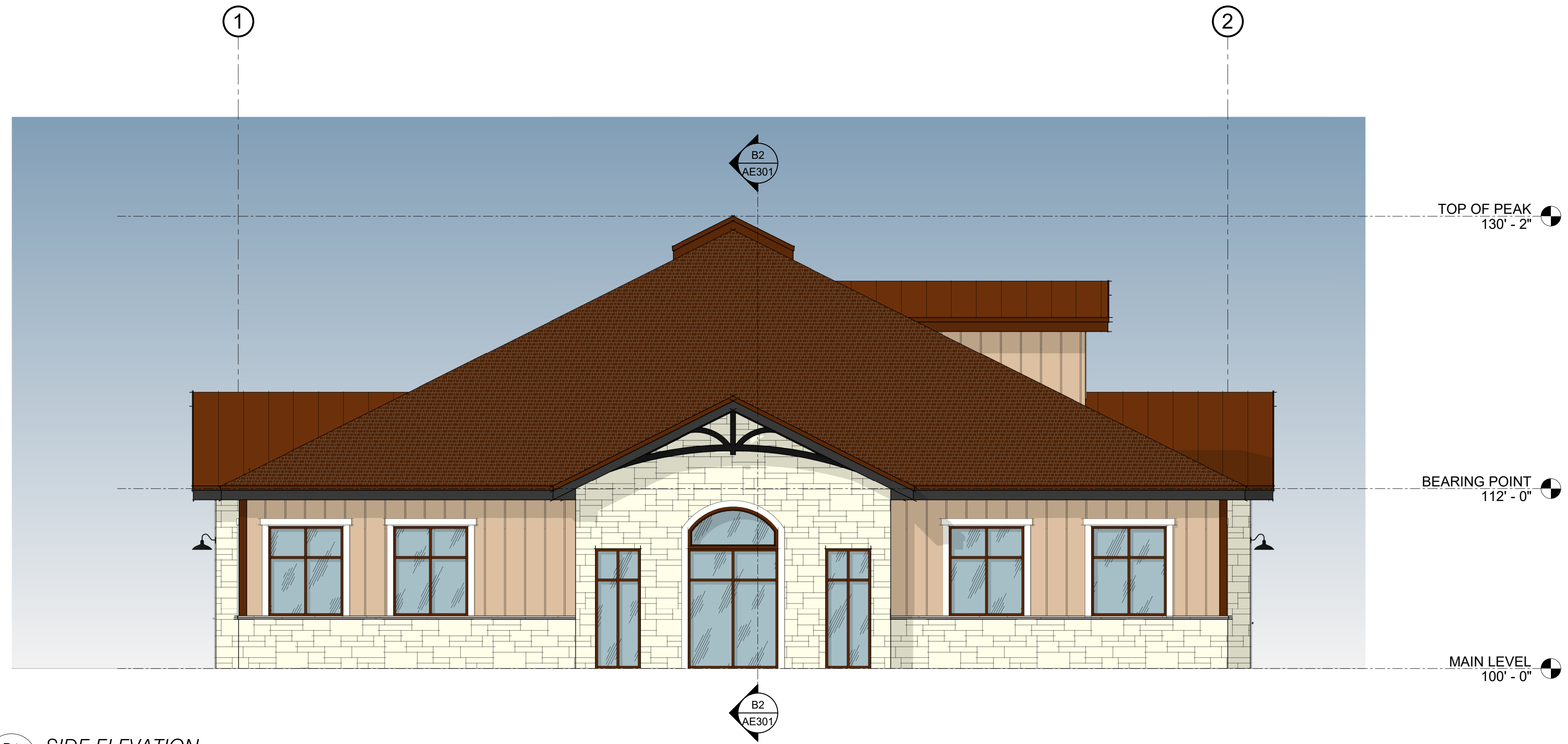
1457 EAST 840 NORTH
OREM, UTAH 84097
801.960.9381
chris@fivedegreesdesign.com

DATE: 07 OCTOBER 2020
PROJECT #: 20-046
DRAWN BY: THM
CHECKED BY: BCH

REVISIONS



B1 *BACK ELEVATION*
AE202 SCALE: 3/16" = 1'-0"



D1 *SIDE ELEVATION*
AE202 SCALE: 3/16" = 1'-0"

PROJECT

**C. JAY
PROPERTIES
BUILDING**

ADDRESS:
EAGLE MOUNTAIN, UTAH

ARCHITECTURAL

EXTERIOR ELEVATIONS

AE202



FIVE DEGREES DESIGN

1457 EAST 840 NORTH
OREM, UTAH 84097
801.960.9381
chris@fivedegreesdesign.com

DATE: 01 SEPTEMBER 2020
PROJECT #: 20-046
DRAWN BY: THM
CHECKED BY: BCH

REVISIONS

PROJECT
**EAGLE
MOUNTAIN
MEDICAL
OFFICE
BUILDING**

ADDRESS:
EAGLE MOUNTAIN, UTAH

ARCHITECTURAL

MAIN LEVEL FLOOR
PLAN

AE101

ROOM LEGEND

- BILLING/ COPY ROOM
- CONFERENCE ROOM
- CORRIDOR
- LARGE THERAPY
- LOBBY
- MENS
- OFFICE
- PLAY ROOM
- RECEPTION
- SMALL THERAPY
- STORAGE
- TENANT #1
- TENANT #2
- UTILITIES
- WAITING
- WOMENS



D1 MAIN LEVEL FLOOR PLAN
AE101 SCALE: 1/8" = 1'-0"



SYMBOLS LEGEND

SYMBOL	QTY.	COMMON NAME	BOTANICAL NAME	SIZE	TOLERANCE
	3	EXISTING DECIDUOUS TREE TO REMAIN			
DECIDUOUS TREES					
	4	ALLEE LACEBARK ELM	ULMUS PARVIFLORA 'ELMER II'	2" CAL.	DROUGHT
EVERGREEN TREES					
	2	BRISTLEcone PINE	Pinus aristata	8' HT.	DROUGHT
SHRUBS					
	37	LACE LEAF RUSSIAN SAGE	PEROVSKIA ATRIPLICIFOLIA 'FILIGRAN'	5 GAL.	DROUGHT
	3	MINT JULEP JUNIPER	JUNIPERUS CHINENSIS 'MONLEP'	5 GAL.	DROUGHT
	19	SILVER MOUND ARTEMISIA	ARTEMISIA SCHMIDTIANA 'SILVER MOUND'	5 GAL.	DROUGHT, SALT
	40	BLUE GRAMA GRASS	BOUTELOUA GRACILIS	5 GAL.	DROUGHT
GROUNDCOVERS & MULCH					
	3,624 S.F.	LAWN			
	2,996 S.F.	CRUSHED ROCK			
	958 S.F.	GROUNDCOVER			
BOULDERS					
	15	BOULDERS			

REFERENCE NOTES

- EXISTING LAWN TO REMAIN
- METAL EDGING

EAGLE MOUNTAIN CITY DATA		
CHAPTER 17.69 LANDSCAPING, BUFFERING, FENCING AND TRANSITIONING		
ZONED AS	COMMERCIAL	
TOTAL SITE AREA	35,429 S.F. = 0.81 AC.	
	REQUIRED	PROVIDED
GENERAL:		
TURF AREA	MAX. 50% OF LANDSCAPE AREA	3,624 S.F. = 48%
LIVE VEGETATION	MIN. 50% OF LANDSCAPE AREA	4,383 SF. = 54%
DROUGHT TOLERANT SPECIES	MIN. 50%	100%
MINIMUM DECIDUOUS TREE SIZE	1 1/2" CAL.	YES
MINIMUM EVERGREEN TREE SIZE	6' HT.	YES
CLEAR VISION TRIANGLES	15' FROM INTERSECTION	YES

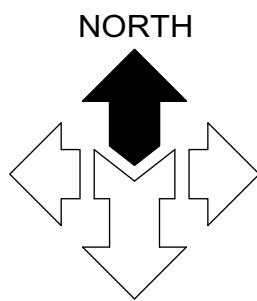
AVOID CUTTING UNDERGROUND UTILITIES. IT'S COSTLY.

Call BEFORE YOU Dig

1-800-862-4111

NOTICE!

THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE LOCATION PROTECTION, AND RESTORATION OF ALL BURIED OR ABOVE GROUND UTILITIES, SHOWN OR NOT SHOWN ON THE PLANS.



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Civil Engineering • Consulting & Landscape Architecture

Structural Engineering • Land Surveying & HDS



C. JAY PROPERTIES BUILDING

3714 EAST CAMPUS DRIVE

EAGLE MOUNTAIN, UT

REVISIONS

REV	DATE	DESCRIPTION

PROJECT NO: 20513

DRAWN BY: TG

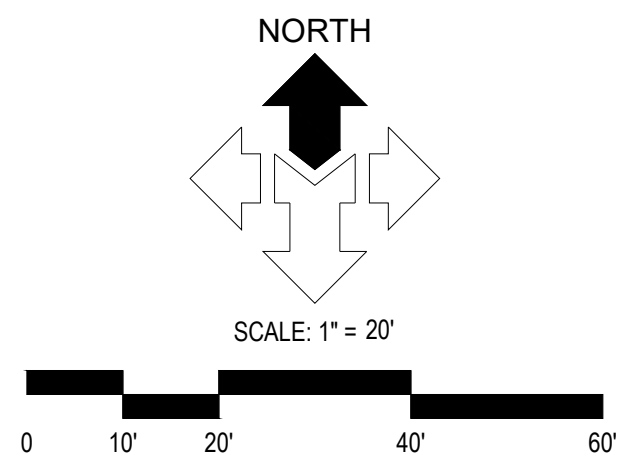
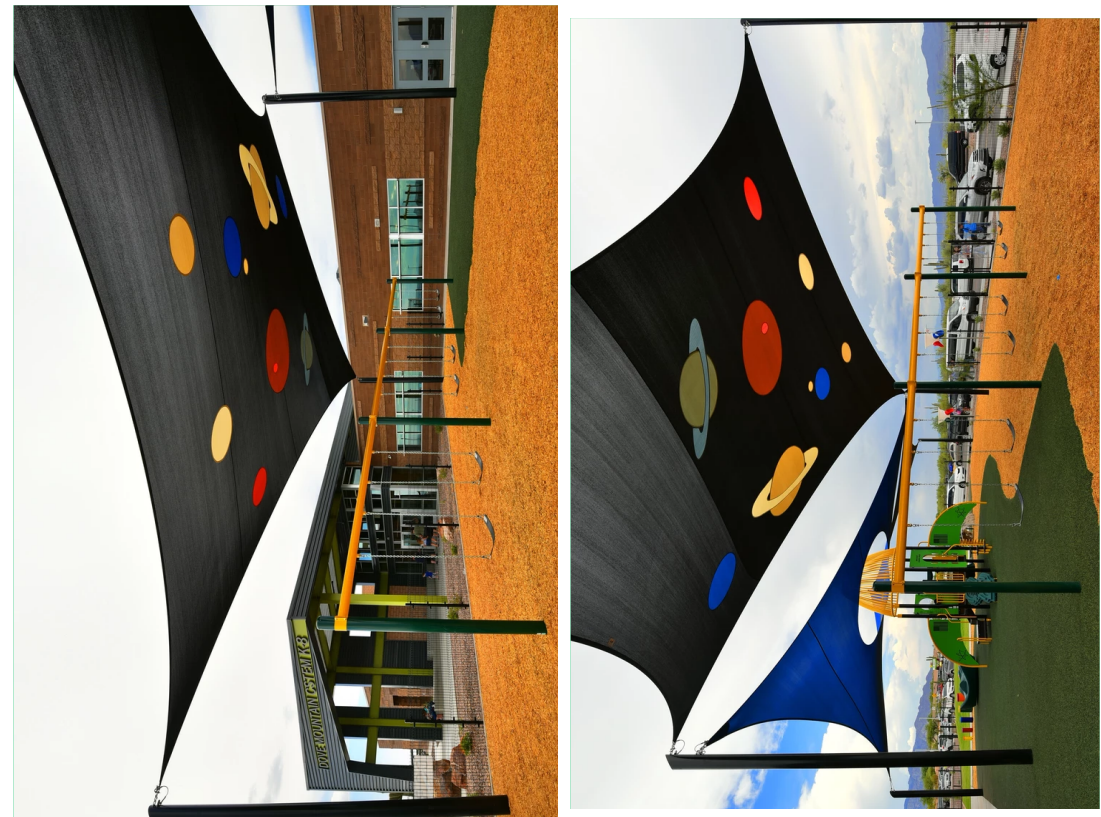
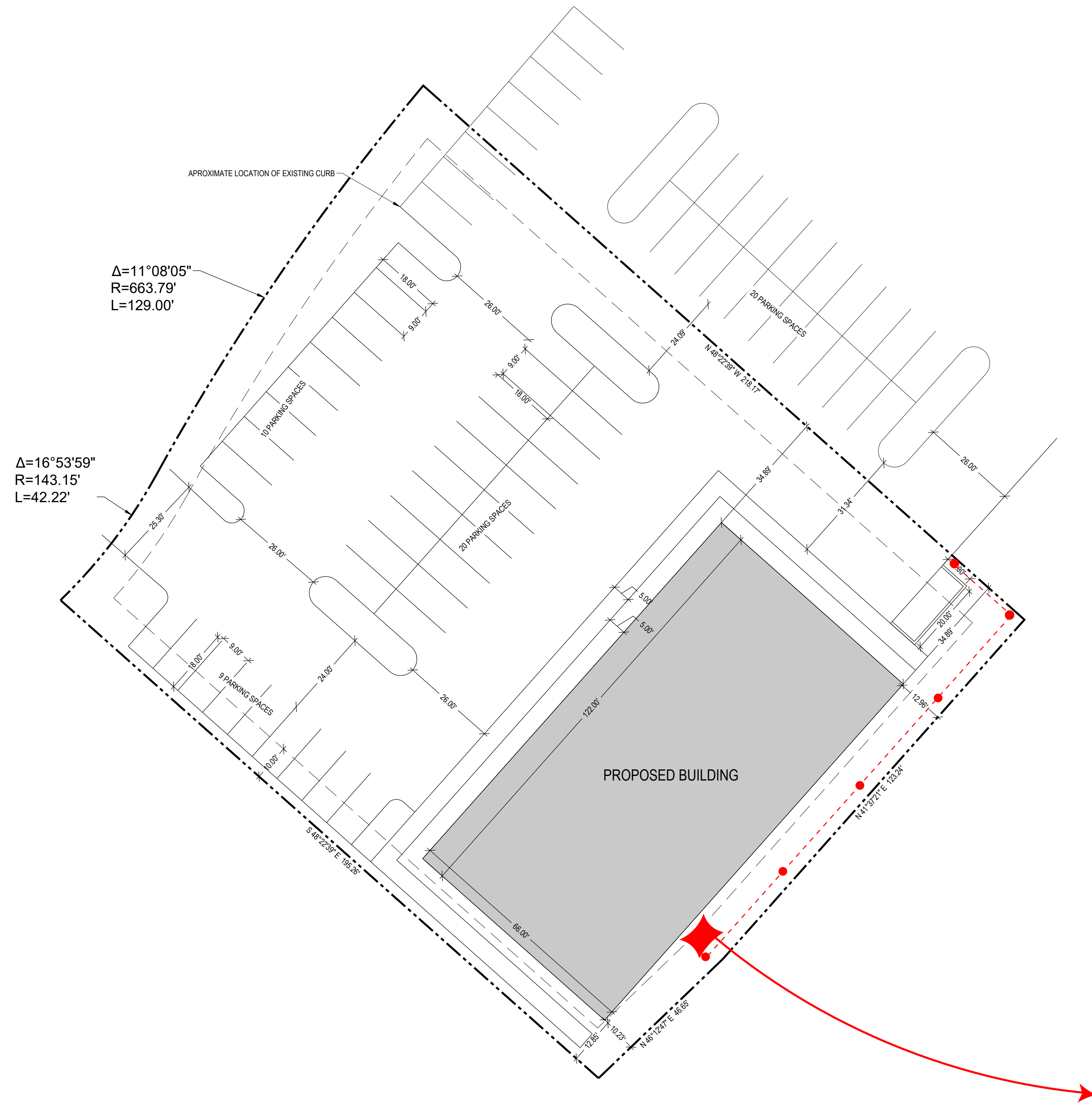
CHECKED BY: SS

DATE: SEPTEMBER 2020

PROPERTY NO:

PRELIMINARY LANDSCAPE PLAN

L0.01



DESCRIPTION	AREA	%
HARDSCAPE	25,116 SQFT	18%
LANDSCAPE	70,308 SQFT	49%
BUILDINGS	46,755 SQFT	33%
TOTAL	142,179 SQFT	100%

GENERAL NOTES:
ALL DIMENSIONS ARE TO THE FACE OF CURB, UNLESS OTHERWISE NOTED.
SEE ARCHITECTURAL SITE PLAN FOR ADDITIONAL INFORMATION.
SEE LANDSCAPE PLANS FOR IRRIGATION AND PLANTING.
ALL WORK TO COMPLY WITH GOVERNING AGENCY'S STANDARDS AND SPECIFICATIONS.
ALL IMPROVEMENTS MUST COMPLY WITH ADA STANDARDS AND RECOMMENDATIONS.

KEYED NOTES:

PROVIDE, INSTALL AND/OR CONSTRUCT THE FOLLOWING PER THE SPECIFICATIONS GIVEN OR REFERENCED AND THE DETAILS NOTED AND AS SHOWN ON THE CONSTRUCTION DRAWINGS:

1		HEAVY DUTY ASPHALT PAVEMENT WITH GRANULAR BASE PER DETAIL 'D1', SHEET C5.01.
2		STANDARD DUTY ASPHALT PAVEMENT WITH GRANULAR BASE PER DETAIL 'D1', SHEET C5.01.
3		ASPHALT T-PATCH, PER APWA PLAN NO. 255.
4		CONCRETE PAVEMENT WITH GRANULAR BASE PER DETAIL 'C1', SHEET C5.01.
5		CONCRETE SIDEWALK, PER APWA PLAN NO. 231.
6		CONCRETE FLARE DRIVE APPROACH, PER APWA PLAN NO. 221.1
7		CONCRETE OPEN DRIVE APPROACH, PER APWA PLAN NO. 225.
8		CONCRETE CURB WALL. SEE DETAIL 'C2', SHEET C5.01.
9		24" CONCRETE CURB AND GUTTER. SEE DETAIL 'D2', SHEET C5.01.
10		24" CONCRETE RELEASE CURB AND GUTTER. SEE DETAIL 'D3', SHEET C5.01.
11		30" CONCRETE CURB AND GUTTER PER APWA PLAN NO. 205.1 TYPE 'A'.
12		36" WIDE CONCRETE WATERWAY. SEE DETAIL 'D4', SHEET C5.01.
13		48" WIDE CONCRETE WATERWAY, PER APWA PLAN NO. 211.
14		ADA RAMP WITH DETECTABLE WARNING SURFACE. SEE APWA PLAN NO. 236.3, FOR RAMP DETAIL AND APWA PLAN NO. 238 FOR DETECTABLE WARNING SURFACE DETAIL.
15		CONCRETE RETAINING WALL. SEE DETAIL '1', SHEET C5.02.
16		INTERLOCKING BLOCK RETAINING WALL. SEE DETAIL '1', SHEET C5.02.
17		ADA PARKING SIGN. SEE DETAIL 'D6', SHEET C5.01.
18		VAN ACCESSIBLE ADA PARKING SIGN. SEE DETAIL 'D6', SHEET C5.01.
19		PAINTED ADA SYMBOL. SEE DETAIL 'D5', SHEET C5.01.
20		4" WIDE SOLID YELLOW PARKING STALL STRIPE LINES.
21		4" WIDE SOLID YELLOW PEDESTRIAN STRIPE LINES.
22		12" WIDE SOLID WHITE PEDESTRIAN CROSSWALK
23		PAINTED 12" WIDE SOLID WHITE STOP BAR AND WORD "STOP".
24		4" WIDE SOLID WHITE LANE STRIPE.
25		4" WIDE DASHED WHITE LANE STRIPE.
26		DOUBLE 4" WIDE SOLID YELLOW LANE STRIPE
27		4" WIDE SOLID WHITE AND 4" WIDE DASHED WHITE TURN LANE STRIPE.
28		PAINTED ARROW SYMBOL.
29		NEW 24" STOP SIGN. SEE MUTCD DETAIL R1-1.
30		SPEED LIMIT SIGN. SEE MUTCD DETAIL R-10. COORDINATE WITH CITY.
31		CONCRETE WHEEL STOP. SEE DETAIL 'B6', SHEET C5.01.
32		BOLLARD. SEE DETAIL 'B5', SHEET C5.01.
33		DUMPSTER ENCLOSURE. SEE ARCHITECTURAL PLANS FOR DETAILS.
◆ ◆ ◆		ACCESSIBLE ROUTE WITH MINIMUM 1:48 CROSS-SLOPE AND MINIMUM 1:20 RUNNING-SLOPE.

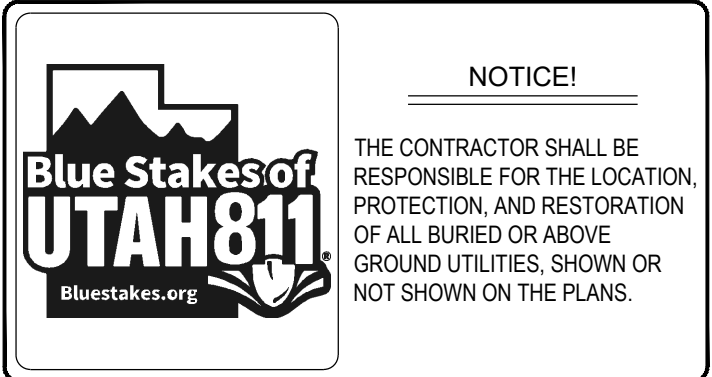
EAGLE MOUNTAIN DENTAL

[illegible]

PROJECT NO:	20513
DRAWN BY:	JPP
CHECKED BY:	RJP
DATE:	8-17-20

HORIZONTAL CONTROL PLAN

C1.01





*401 Lincoln St.
Everson, WA 98247
Phone-800.459.2147
Fax-800.330.7980
www.cnwnetting.com*

PRODUCT NAME

#G295T Knotless Polyester Netting
2" BK Stretch Mesh (1" hole)
Netting cut and hung on the diamond
Hand sewn rope border

SPECIFICATIONS

YARN: Hi-Tenacity Polyester
TENSILE: 122.5 pound minimum

NETTING SPECIFICATIONS

COLOR: Pressure Impregnated Black and Tarred, for maximum UV and abrasion resistance

ROPE

DIAMETER: 3/8" Braided SportRope
COLOR: Black
TENSILE: Average 3500 Pounds

HANGING TWINE

#42 Regular Braid Polyester
TENSILE: 455 Pounds
COLOR: Black Polyester Filament

A

B

C

D

ABBREVIATIONS INDEX			
#	NUMBER	PVC	POLYVINYL CHLORIDE CONDUIT
Ø	PHASE	DISP	DISPOSAL
1Ø	SINGLE PHASE	DRY	DRYER
2P	TWO-POLE	DW	DISHWASHER
3Ø	THREE PHASE	DWG	DRAWING
4P	FORE-POLE	EC	EMPTY CONDUIT
AC	ALTERNATING CURRENT	EM	EMERGENCY
AFF	ABOVE FINISHED FLOOR	EMG	EMERGENCY GENERATOR
AFG	ABOVE FINISHED GRADE	EMT	ELECTRICAL METALLIC TUBING
AFP	ARC FAULT PROTECTOR	EPO	EMERGENCY POWER OFF
AIC	AMP INTERRUPTING CURRENT (SYMMETRICAL)	EW	ELECTRIC WATER COOLER
AL	ALUMINUM	EWL	ELECTRIC WATER HEATER
AM	AMPS METER	(E)	EXISTING
AMP	AMPERE	(F)	FUTURE
ANN	ANNUNCIATOR	FA	FIRE ALARM
ATS	AUTOMATIC TRANSFER SWITCH	FACP	FIRE ALARM CONTROL PANEL
AUX	AUXILIARY	FC	FOOT CANDELA
AWG	AMERICAN-WIRE GAUGE	FLA	FULL LOAD AMPS
BC	BARE COPPER	FT	FOOT
BFG	BELOW FINISH GRADE	FRZ	FREEZER
C	CONDUIT	FS	FUSED SWITCH
CAB	CABINET	GFCI	GROUND FAULT CIRCUIT INTERRUPTER
CATB	COMMUNITY ANTENNA TELEVISION	GFP	GROUND FAULT PROTECTOR
CATV	CABLE TELEVISION	GRC	GALVANIZED RIGID CONDUIT
CFCI	CONTRACTOR FURNISHED CONTRACTOR INSTALLED	GRD	GROUND
CKT	CIRCUIT	HP	HORSE POWER
CLG	CEILING	HZ	HERTZ
CNTR	CONTRACTOR	IG	ISOLATED GROUND
CO	CONDUIT ONLY	IMC	INTERMEDIATE METALLIC CONDUIT
CRT	COMPUTER TERMINAL	IN	INCH
CT	CURRENT TRANSFORMER	J-BOX	JUNCTION BOX
CU	COPPER	KV	KILOVOLT
C/W	CONDUIT WITH	KVA	KILOVOLT AMPERES
(D)	DEMOLISH/DELETE	KVAR	KILOVAR
DB	DECIBEL	KW	KILOWATT
DC	DIRECT CURRENT	LRA	LOOKED ROTOR AMPS
MATV	MASTER ANTENNA TELEVISION	LTG	LIGHTING
MAX	MAXIMUM	(R)	RELOCATE
MB	MAIN BUS	RECP	RECEPTACLE
MCB	MAIN CIRCUIT BREAKER	REF	REFRIGERATOR
MCC	MOTOR CONTROL CENTER	REQ	REQUIRED
MCM	1000 CIRCULAR MILLS	RLA	RATED LOAD AMPS
MH	MANHOLE	RMS	ROOT MEAN SQUARE
MIC	MICROPHONE	SE	SERVICE ENTRANCE
MIN	MINIMUM	SPD	SURGE PROTECTION DEVICE
MLO	MAIN LUGS ONLY	SPEC	SPECIFICATION
MNF	MANUFACTURER	SPK	SPEAKER
MTG	MOUNTING	SS	SELECTOR SWITCH
MTR	MOTOR	SW	SWITCH
MW	MICROWAVE	SWBD	SWITCHBOARD
(N)	NEW	SWGR	SWITCHGEAR
N/A	NOT APPLICABLE	TTB	TELEPHONE TERMINAL BOARD
NC	NORMALLY CLOSED	TTC	TELEPHONE TERMINAL CABINET
NEC	NATIONAL ELECTRICAL CODE	TV	TELEVISION
NEMA	NATIONAL MANUFACTURING ASSOCIATION	TYP	TYPICAL
NFC	NATIONAL FIRE CODE	UG	UNDERGROUND
NFPA	NATIONAL FIRE PROTECTION ASSOCIATION	UNO	UNLESS NOTED OTHERWISE
NFS	NON FUSED SWITCH	UPS	UNINTERRUPTIBLE POWER SUPPLY
NIC	NOT IN CONTRACT	V	VOLT (KV-KILOVOLT)
NL	NIGHT LIGHT (OPERATES CONTINUOUSLY)	VA/R	VOLT-AMPS/REACTIVE
NO	NORMALLY OPEN	VM	VOLT METER
NTS	NOT TO SCALE	W	WATTS
OFCI	OWNER FURNISHED CONTRACTOR INSTALLED	WI	WITH
OFOI	OWNER FURNISHED OWNER INSTALLED	WASH	WASHER
OS&Y	OUTSIDE SCREW AND YOKE	WH	WATTHOUR
PB	PUSH BUTTON	W/O	WITHOUT
PF	POWER FACTOR	WP	WEATHER PROOF
PFR	PHASE FAILURE RELAY	XFMR	TRANSFORMER
PNL	PANEL	XFMR-SW	TRANSFORMER SWITCH
PT	POTENTIAL TRANSFORMER	XP	EXPLOSION PROOF
PV	PHOTOVOLTAIC		
NOTE: THIS IS A TYPICAL ABBREVIATION LIST. NOT ALL ABBREVIATIONS MAY BE USED ON THIS PROJECT.			

ELECTRICAL SYMBOLS			
SYMBOL	EXPLANATION	SYMBOL	EXPLANATION
— — — —	BRANCH CIRCUIT CONCEALED IN CEILING OR WALL	F1	FIXTURE TYPE SYMBOL
— — — —	BRANCH CIRCUIT CONCEALED IN GROUND OR FLOOR		FLUORESCENT FIXTURE (TYPICAL)
A-13	BRANCH CIRCUIT HOMERUNS TO PANEL		EMERGENCY LIGHTING UNIT
135	ROOM NUMBER		SURFACE OR PENDANT MOUNTED FIXTURE
	MECHANICAL EQUIPMENT SYMBOL		RECESSED FIXTURE
KEYED NOTE REFERENCE	KEYED NOTE REFERENCE		WALL MOUNTED FIXTURE
FEEDER TAG (SEE FEEDER SCHEDULE)	FEEDER TAG (SEE FEEDER SCHEDULE)		WALL PACK
LIGHTING AND POWER PANELBOARD	LIGHTING AND POWER PANELBOARD		FLUORESCENT STRIP
	DISCONNECT SWITCH		TRACK LIGHTING
	DISCONNECT SWITCH WITH MOTOR STARTER		EMERGENCY LIGHTING UNIT
	MOTOR STARTER		WALL MOUNTED EXIT LIGHT (SINGLE FACE)
VARIABLE FREQUENCY DRIVE	VARIABLE FREQUENCY DRIVE		WALL MOUNTED EXIT LIGHT (DOUBLE FACE)
CONDUIT STUB	CONDUIT STUB		CEILING MOUNTED EXIT LIGHT
JUNCTION BOX	JUNCTION BOX		CEILING MOUNTED EXIT LIGHT (DOUBLE FACE)
	ELECTRIC VEHICLE CHARGING STATION		EXIT LIGHT WITH PROTECTIVE COVER
	DUPLEX RECEPTACLE OUTLET	\$	SINGLE POLE SWITCH (SUBSCRIPT AS INDICATED BELOW)
WP — MOOIFIER	WP — MOOIFIER	2	TWO POLE SWITCH
A-3 — PANEL SPACE ASSIGNMENT	A-3 — PANEL SPACE ASSIGNMENT	3	3-WAY SWITCH
REF — EQUIPMENT DESIGNATION	REF — EQUIPMENT DESIGNATION	4	4-WAY SWITCH
WP	WEATHERPROOF COVER & LISTED WEATHER RESISTANT DEVICE	D	DIMMER SWITCH
GFCI	PROTECTED BY FAULT CIRCUIT INTERRUPTER	K	KEYED SWITCH
+44	MOUNTING HEIGHT ABOVE FLOOR OR GRADE GIVEN IN INCHES.	T	TIMER SWITCH
REF	REFRIGERATOR	M	MANUAL STARTER WITH THERMAL OVERLOAD
DW	DISHWASHER	F	PADDLE FAN SPEED CONTROL, (CANARM "CN" SERIES)
DISP	DISPOSAL	O	OCCUPANCY SENSOR SWITCH
WASH	WASHING MACHINE	LV	LOW VOLTAGE CONTROL SWITCH
EW	ELECTRIC WATER COOLER	LVD	LOW VOLTAGE CONTROL SWITCH WITH DIMMER
USB	COOPER TR746 OR EQUAL DUPLEX PLUS USB CHARGER	OC	OCCUPANCY SENSOR CONTROL SWITCH WITH DIMMER
TR	TAMPER RESISTANT	OC2	DUAL RELAY OCCUPANCY SENSOR CONTROL SWITCH
	QUAD RECEPTACLE OUTLET	\$S	DOUBLE GANG SWITCH
	SPLIT WIRED DUPLEX RECEPTACLE OUTLET		LOW VOLTAGE MULTI BUTTON CONTROL SWITCH (LETTER INDICATES CONTROL OF CORRESPONDING FIXTURES)
	220V RECEPTACLE OUTLET		CONTROLLING SWITCH (LETTER INDICATES CONTROL OF CORRESPONDING FIXTURES)
	ISOLATED GROUND RECEPTACLE		OCCUPANCY SENSOR (CEILING MOUNTED)
	RECEPTACLE FLOOR DEVICE		DUAL TECHNOLOGY OCCUPANCY SENSOR (CEILING MOUNTED)
	CEILING MOUNTED DEVICE		ROOM CONTROLLER
	SPECIAL RECEPTACLE		DAYLIGHT SENSOR
	MOTOR OUTLET		PHOTOCELL
	EXHAUST FAN		VOLUME CONTROL
	THERMOSTAT OUTLET		WALL SPEAKER
	REMOTE SENSOR OUTLET		CEILING SPEAKER
	TELEPHONE OUTLET		SURVEILLANCE CAMERA
	COMPUTER DATA OUTLET (#) INDICATES JACK QUANTITIES		SURVEILLANCE DIGITAL VIDEO RECORDER
	NETWORK AND VOICE OUTLET		NURSE CALL ANNUNCIATOR PANEL
	WIRELESS ACCESS POINT CEILING MOUNTED		NURSE CALL EMERGENCY CALL DEVICE
	TELEVISION OUTLET		NURSE CALL EMERGENCY CALL LIGHT
NOTE: ALL SYMBOLS MAY NOT BE USED.			

Sheet List Table	
SHEET NUMBER	SHEET TITLE
E001	ELECTRICAL COVER SHEET
ES102	SITE PHOTOMETRIC PLAN
E503	EXTERIOR INSTALLATION DETAILS
E601	EQUIPMENT & FIXTURE SCHEDULES

ELECTRICAL GENERAL NOTES:	
1.	REFER TO ARCHITECTURAL CABINET CASEWORK ELEVATION DRAWINGS FOR CLARIFICATION ON MOUNTING AND PLACEMENT OF ALL RACEWAY, RECEPTACLES, SWITCHES, NURSE CALL PANELS AND LIGHTING CONTROL PANELS.
2.	MANY DEVICE MOUNTING LOCATIONS ARE DEPENDANT ON MILLWORK LOCATIONS. COORDINATE ALL APPLICABLE LOCATIONS WITH MILLWORK INSTALLER PRIOR TO BEGINNING WORK.
3.	REVIEW AND COORDINATE WITH ARCHITECTURAL, CIVIL, STRUCTURAL, MECHANICAL, PLUMBING, AND OTHER DRAWINGS PRIOR TO BID.
4.	NOTIFY AND COOPERATE WITH THE MECHANICAL CONTRACTOR SUCH THAT NO DUCTS, PIPING, OR EQUIPMENT FOREIGN TO THE OPERATION OF THE ELECTRICAL EQUIPMENT SHALL BE PERMITTED TO BE INSTALLED IN, ENTER, OR PASS THROUGH ELECTRICAL ROOMS OR SPACES, OR ABOVE OR BELOW ELECTRICAL EQUIPMENT IN OTHER AREAS.
5.	REVIEW ALL ARCHITECT'S ELEVATIONS, SECTIONS, AND FLOOR PLANS PRIOR TO ROUGH-IN OF ELECTRICAL JUNCTION BOXES.
6.	CONSULT ARCHITECTS REFLECTED CEILING PLANS FOR EXACT LOCATION OF LIGHTING FIXTURES, SPEAKERS, SMOKE DETECTORS, ETC.
7.	MEET WITH THE CEILING AND MECHANICAL CONTRACTORS TO COORDINATE LOCATIONS, CLEARANCES, CEILING TYPES, AND ROUGH-IN REQUIREMENTS OF ALL LIGHTING FIXTURES PRIOR TO DUCT, PIPING, AND CEILING INSTALLATIONS.
8.	VERIFY EXACT LOCATION(S) OF ALL EQUIPMENT TO BE FURNISHED BY OTHERS PRIOR TO ROUGH-IN.
9.	PERFORM ALL WORK IN A WORKMANLIKE MANNER, PER INDUSTRY STANDARD, AND TO THE SATISFACTION OF THE ARCHITECT AND ENGINEER.
10.	WORK, MATERIALS, AND EQUIPMENT SHALL CONFORM TO THE LATEST EDITIONS OF LOCAL, STATE AND NATIONAL CODES, STANDARDS AND ORDINANCES.
11.	FINAL CONNECTIONS TO EQUIPMENT SHALL BE MADE AS PER MANUFACTURERS WRITTEN INSTRUCTIONS AND APPROVED WIRING DIAGRAMS AND DETAILS. IT SHALL BE THE CONTRACTORS RESPONSIBILITY TO PROVIDE ALL MATERIALS AND EQUIPMENT COMPATIBLE WITH EQUIPMENT ACTUALLY SUPPLIED. THE ELECTRICAL CONTRACTOR SHALL VERIFY ALL ELECTRICAL LOADS (VOLTAGE, PHASE, CONNECTION REQUIREMENTS, ETC.) OF EQUIPMENT FURNISHED UNDER OTHER DIVISIONS WITH APPROVED SHOP DRAWINGS PRIOR TO BEGINNING ROUGH-IN.
12.	REFER TO ALL DETAILS ON ALL SHEETS WETHER OR NOT CALLED IN REFERENCE NOTES.
13.	GANG TOGETHER ALL LIGHT SWITCHES INSTALLED ADJACENT TO EACH OTHER WITH ONE PIECE COVER PLATE.
14.	USE EPOXY ANCHORS TO SUPPORT THE ELECTRICAL EQUIPMENT. EXPANSION ANCHOR BOLTS ARE NOT ACCEPTED.
15.	PROVIDE BLANK COVER PLATES TO MATCH THE OTHER COVER PLATES FOR ALL JUNCTION BOXES WHERE DEVICES HAVE NOT BEEN INSTALLED AT THE COMPLETION OF WORK.
16.	ALL MATERIALS USED IN THIS INSTALLATION SHALL BE U.L. APPROVED AND NEW.
17.	DO NOT INSTALL WIRING IN DUCT WORK.
18.	TERMINATE THE ELECTRICAL CONNECTIONS TO ALL THE EQUIPMENT BY PROVIDING THE NECESSARY MALE/FEMALE CONNECTOR, RECEPTACLE, PLUG, ETC.
19.	VISIT THE PROJECT SITE DURING THE BIDDING PROCESS TO DETERMINE THE TOTAL SCOPE OF THE PROJECT.
20.	CONNECT ALL BATTERIES IN EMERGENCY FIXTURES, EGRESS LIGHTS, AND EXIT SIGNS TO UNSWITCHED CONDUCTOR.
21.	DO NOT PENETRATE STRUCTURAL ELEMENTS OF FLOORS, WALLS, CEILINGS, ROOF, ETC.
22.	WIRING IN PATIENT CARE AREAS SHALL COMPLY WITH NEC 517.13. STANDARD MC CABLE IS NOT ACCEPTABLE IN THESE AREAS.



FIVE DEGREES DESIGN

1457 EAST 840 NORTH
OREM, UTAH 84097
801.960.9381
chris@fivedegreesdesign.com

DATE: 15 SEPTEMBER 2020
PROJECT #: 20-046
DRAWN BY: KLB
CHECKED BY: KLB

REVISIONS



BREINHOLT POWER ENGINEERING^{INC.}

805 S 1430 W
LEHI, UT 84043
(801)367-5180
BPE#20059



KYLE BREINHOLT
LIC.: 9857303
EXP.: 31 MARCH 2021

PROJECT

IDI EAGLE MOUNTAIN MEDICAL OFFICE BUILDING

ADDRESS:
EAGLE MOUNTAIN, UTAH

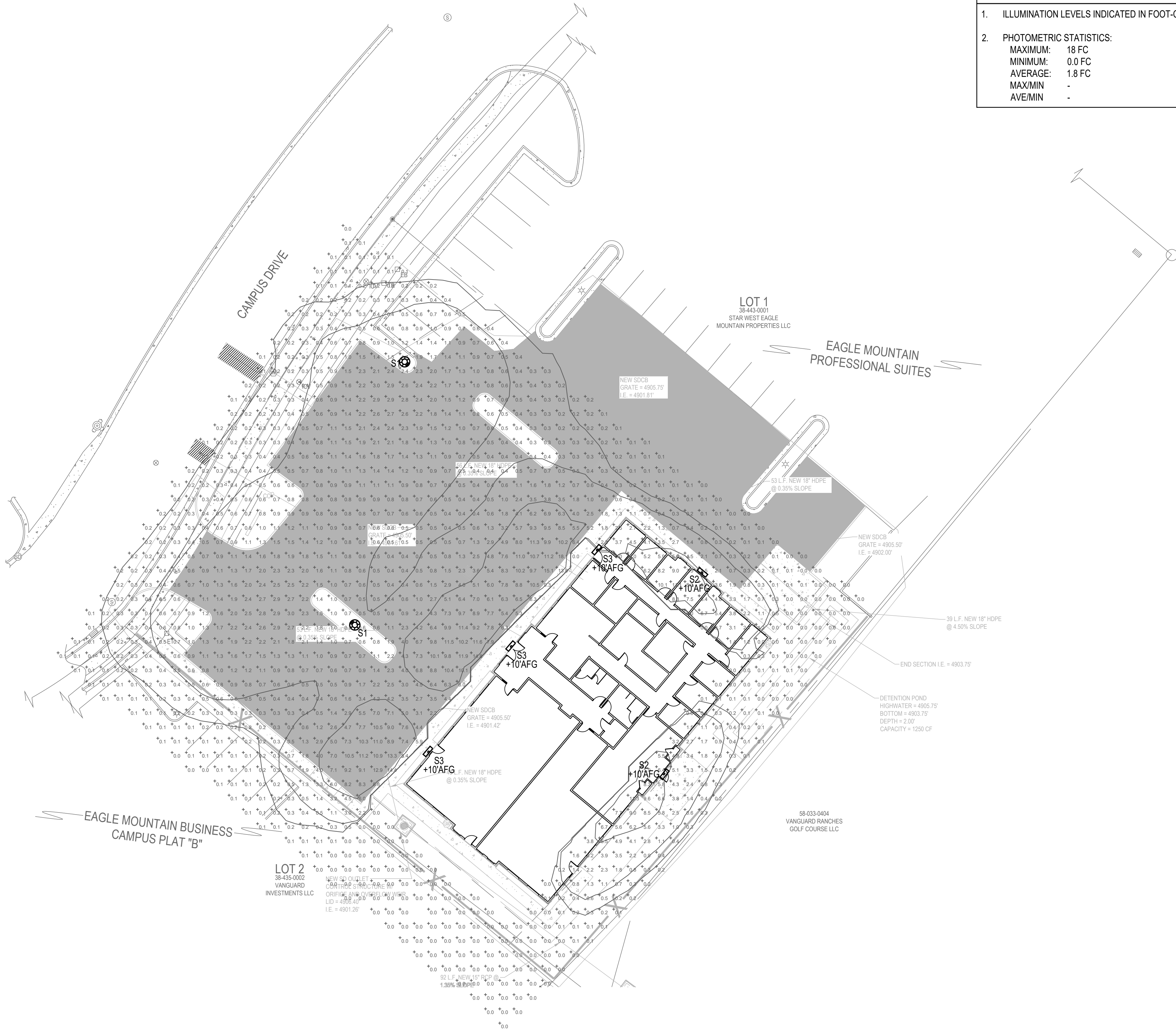
ELECTRICAL

ELECTRICAL COVER SHEET

E001

ELECTRICAL GENERAL NOTES:

- ILLUMINATION LEVELS INDICATED IN FOOT-CANDLES.
- PHOTOMETRIC STATISTICS:
MAXIMUM: 18 FC
MINIMUM: 0.0 FC
AVERAGE: 1.8 FC
MAX/MIN:
AVE/MIN:



1 SITE PHOTOMETRIC PLAN
SCALE: 1" = 20'-0"



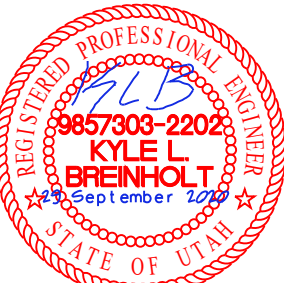
FIVE DEGREES DESIGN

1457 EAST 840 NORTH
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DATE: 15 SEPTEMBER 2020
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DRAWN BY: KLB
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REVISIONS

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BPE#20059



KYLE BREINHOLT
LIC.: 9857303
EXP.: 31 MARCH 2021

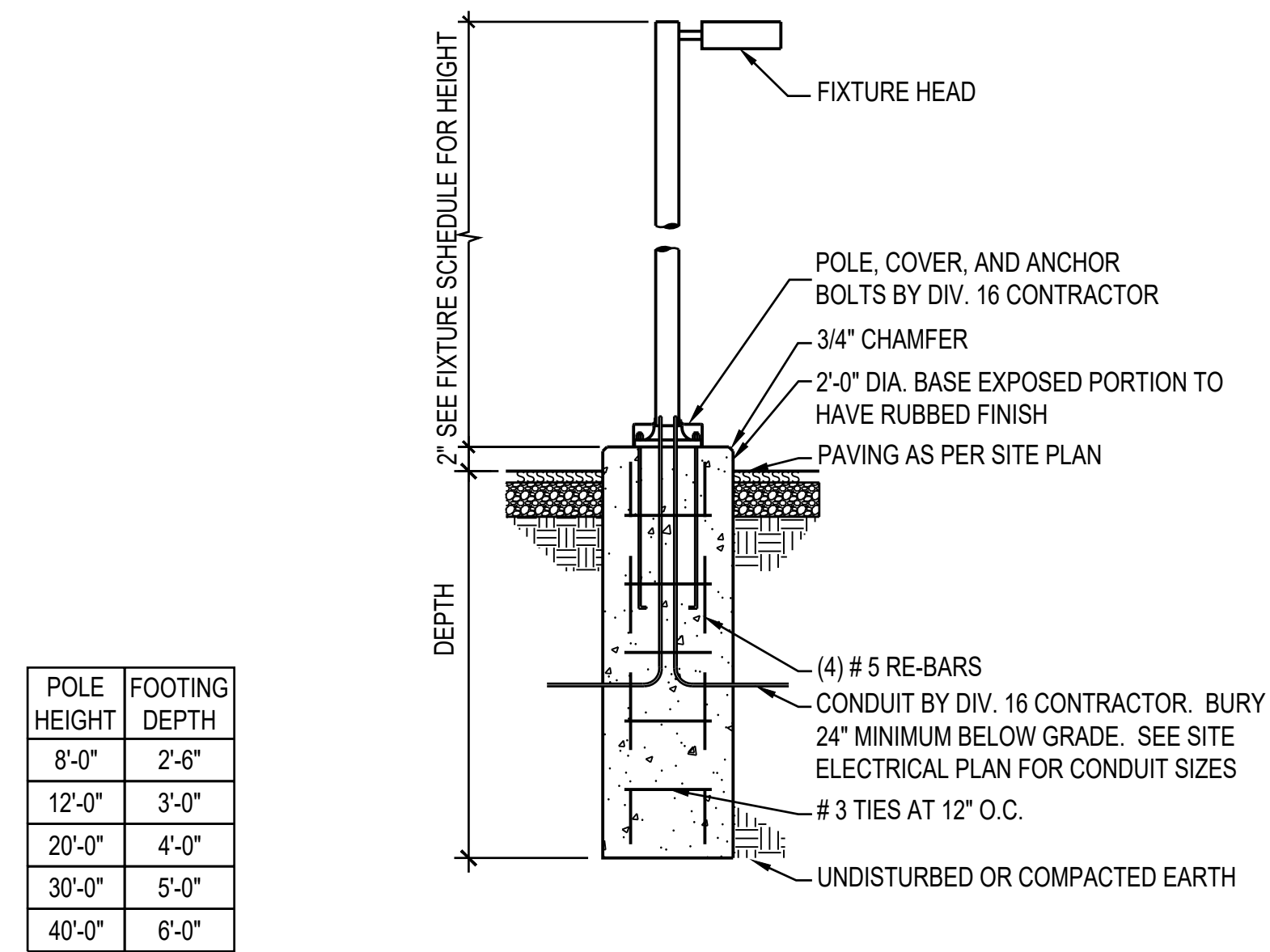
PROJECT
**IDI EAGLE
MOUNTAIN
MEDICAL
OFFICE
BUILDING**

ADDRESS:
EAGLE MOUNTAIN, UTAH

ELECTRICAL

#####

#

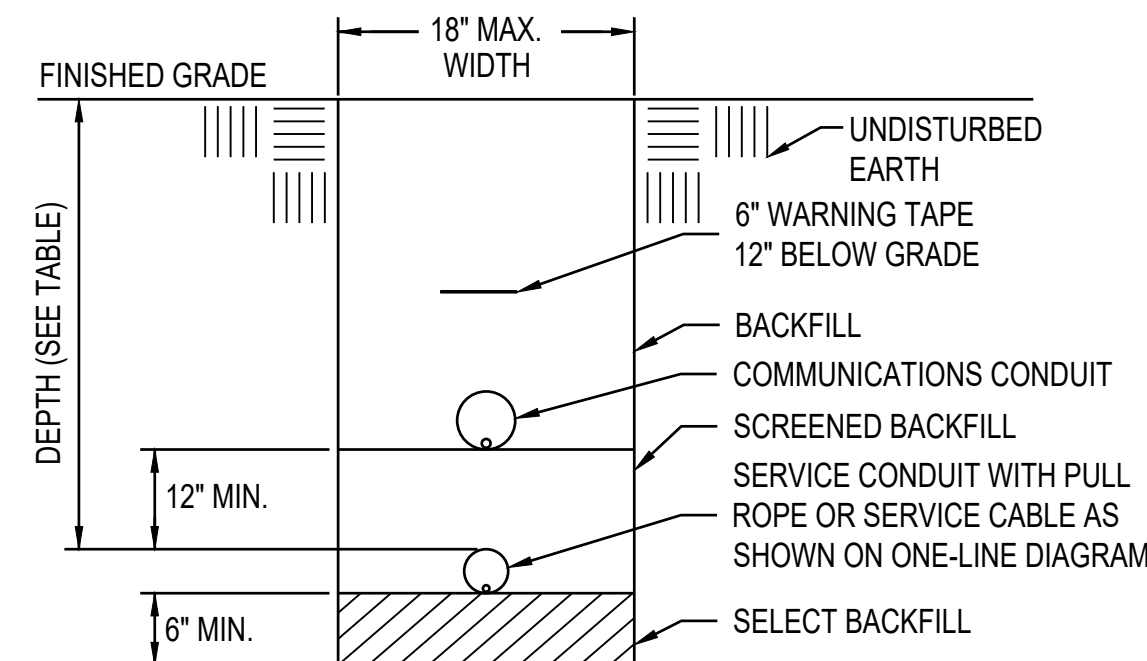


① POLE BASE DETAIL

SCALE: NTS

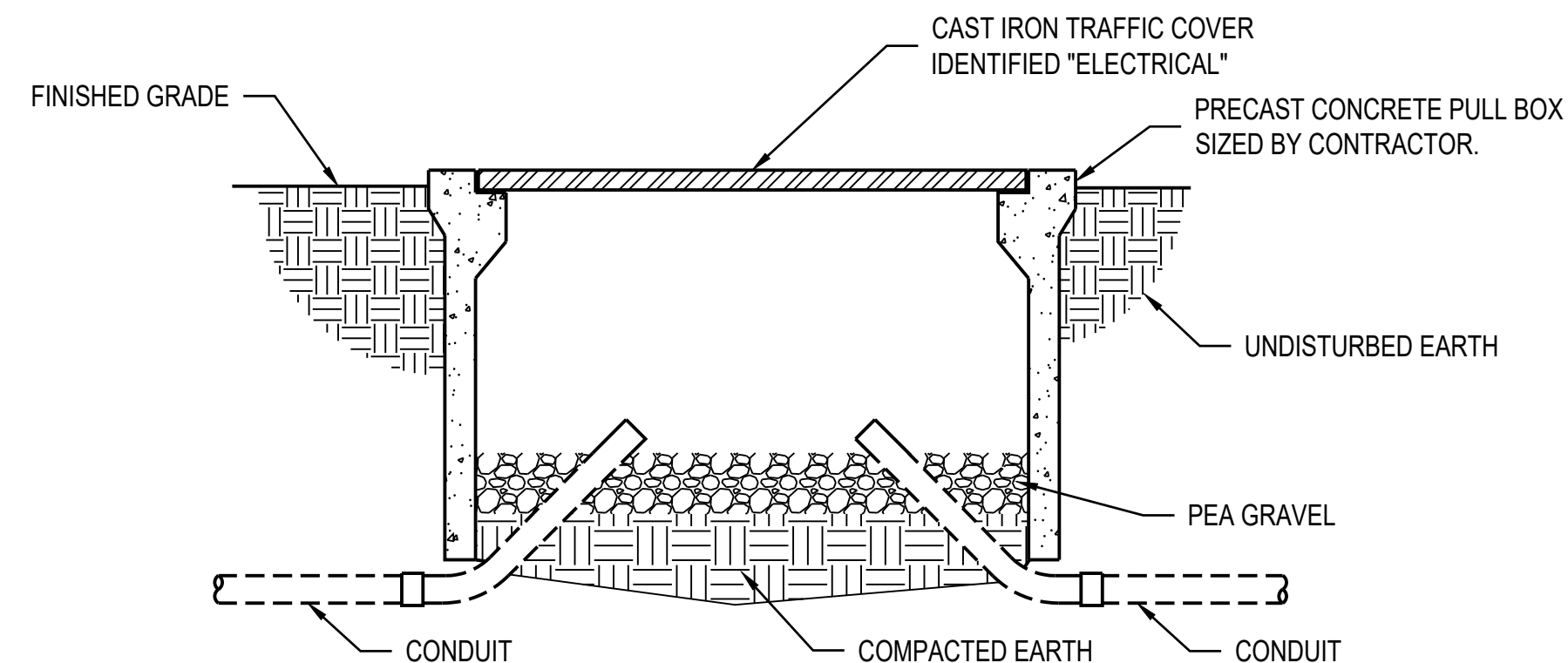
LOCATION DESCRIPTION	MIN. DEPTH
BELOW CONCRETE SLAB (NOT TRAFFIC)	18 INCHES
BELOW TRAFFIC SURFACES	24 INCHES
PARKING LOT (PAVED OR NON-PAVED)	24 INCHES
OTHER LOCATIONS	24 INCHES
UTILITY SECONDARY	24 INCHES*
UTILITY PRIMARY	48 INCHES*

(SEE NEC TABLE 300.5)
* VERIFY ALL DIMENSIONS WITH LOCAL POWER COMPANY
STANDARDS AND SPECIFICATIONS.



② TRENCHING DETAIL

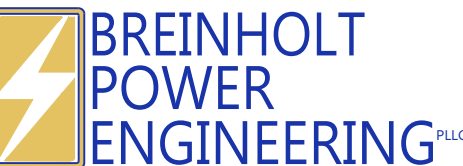
SCALE: NTS



SECTION VIEW

③ TYPICAL ELECTRICAL PULL BOX DETAIL

SCALE: NTS



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KYLE BREINHOLT
 LIC.: 9857303
 EXP.: 31 MARCH 2021

PROJECT

**IDI EAGLE
MOUNTAIN
MEDICAL
OFFICE
BUILDING**

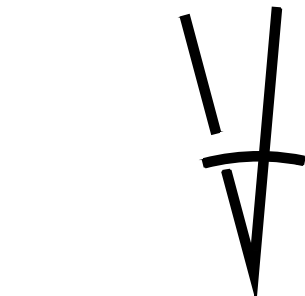
ADDRESS:
EAGLE MOUNTAIN, UTAH

ELECTRICAL

EXTERIOR INSTALLATION DETAILS

E503

SITE LIGHTING FIXTURE SCHEDULE												
FIXT #	FIXTURE						LAMPS		POLE			REMARKS
	MANUFACTURER	CATALOG #	VOLTS	#POLE	WATTS	MOUNTING	TYPE	QTY/FIXT.	MANUFACTURER	HEIGHT	CATALOG #	
S1	GLP	GR1116-CBA/G2LED65-T4-40K/CBA	120	1	102	POLE	LED 12,500 LM 4000K CCT 70 CRI B2-U0-G3	INTEGRAL	GLP	13'-8"	GP35-14-CBA	CBA-FINISH SELECTED BY ARCHITECT
S2	LITHONIA	CSXW LED 30C 700 40K T2M	120	1	69	WALL	LED 7,500 LM 4000K CCT 70 CRI B2-U0-G2	INTEGRAL	NONE	N/A	NONE	
S3	LITHONIA	CSXW LED 30C 1000 40K TFTM	120	1	104	WALL	LED 12,500 LM 4000K CCT 70 CRI B2-U0-G2	INTEGRAL	NONE	N/A	NONE	



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KYLE BREINHOLT
LIC.: 9857303
EXP.: 31 MARCH 2021

PROJECT
**IDI EAGLE
MOUNTAIN
MEDICAL
OFFICE
BUILDING**

ADDRESS:
EAGLE MOUNTAIN, UTAH

ELECTRICAL

EQUIPMENT & FIXTURE
SCHEDULES

E601

**FEATURES**

- Stylish and efficient round traditional lighting fixture for post top mounting
- Lightweight cast aluminum fixture base with stainless steel set screws for installation
- Slip fits over common 2 7/8" and 3" OD tenons on most decorative poles
- Durable Powder Coat Finish
- 0-10v Dimming Capability
- 10kV/10kA Surge Protection Standard
- ETL Listed

LED LIGHT SOURCE OPTIONS

- 3 Power Levels
- 3 Color Temperatures
- 2 Light Distributions

MATERIALS

- Base, Cage, Finial - Cast Aluminum (A356)
- Hat - Spun Aluminum
- Hardware - Stainless Steel
- Lens - Prismatic Acrylic

LENS OPTION

- **NL** - No Lens (Highest LPW)
- **AC-CL** - Clear Prismatic Acrylic

ACCESSORIES

- **PCLL** - PCL for LED Fixtures
- **HSS90** - 90° House Side Shield
- **HSS180** - 180° House Side Shield

LED LIGHT SOURCE CONFIGURATIONS

G2LED40—1 Driver, 1 LED Module, 1 Optic
G2LED65—1 Driver, 1 LED Module, 1 Optic
G2LED80—2 Drivers, 2 LED Modules, 2 Optics

DRIVER

0-10v Dimming Compatible
120 to 277 Auto Sensing
Class 2, Class P
Minimum Rating IP66

LED MODULE

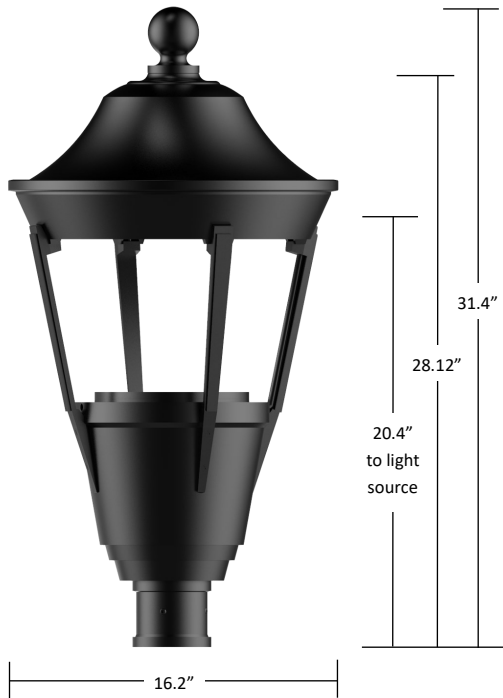
12 High efficacy multi-die packages
2x6 LED Configuration
80CRI—2700, 3000, 4000 CCT

LED OPTICS

2x6 Multi Lens
PMMA (Acrylic)
IES Type III, V
Silicone Gasket
IP66 System

SURGE PROTECTION

10 kV / 10 kA



Finish

The fixture will be finished with an electrostatically applied polyester powder coat suitable for exterior use. The fixtures are pretreated using industry standard environmentally responsible processes for a long lasting and durable finish.

Standard Finishes

BK - Black (Gloss)
BT - Black (Textured)
SB - Statuary Bronze
GN - Green

Premium Finishes

WH - White (Gloss)
CV - Copper Vein
GV - Green Vein
CF - Custom Finishes

LED Light Source Performance Data In No Lens Fixture

Module Name	mA	Color Temp (CCT)	27K		30K		40K	
			Delivered Lumens	Efficacy (LPW)	Delivered Lumens	Efficacy (LPW)	Delivered Lumens	Efficacy (LPW)
G2LED40	750	T2						
		T3						
		T4						
		T5						
G2LED65	1200	T2						
		T3						
		T4						
		T5						
G2LED80	1500	T2						
		T3						
		T4						
		T5						

LED Light Source Options

Light Source	Nominal Power	CCT	Distribution
G2LED40	40 W	2700K (27K)	Type II (T2)
G2LED65	65 W	3000K (30K)	Type III (T3)
G2LED80	80 W	4000K (40K)	Type IV (T4)
			Type V (T5)

LED Drivers are auto voltage sensing, standard 120V through 277V (347, 480V Version Available-Consult Factory)

Ordering Guide

	Luminaire	Lens Material/ Color	LED Light Source	Distribution Type	CCT	Optional Photocell	Optional House Side Shield	Finish
EXAMPLE	GR1116	— AC-CL	/ G2LED80	— T3	— 40K	/ PCLL	/ HSS180	/ BT
	GR1116	NL	G2LED40	T3	27K	PCLL	HSS90	BK
		AC-CL	G2LED65	T5	30K		HSS180	BT
			G2LED80		40K			SB
								GN
								Premium Finishes
								WH, CV, GV, CF
	Required					Optional		Choose Finish

Shaft Styles

4" OD Fluted
.125 Wall



4"OD Smooth
.125 Wall



5" OD Fluted
.156 Wall



5" OD Smooth
.125 Wall

**FEATURES**

- Strong, lightweight and easy to install
- Extruded aluminum shaft welded to a decorative cast aluminum base
- 3" OD x 3" tall tenon included for luminaire mounting
- Access door for wiring secured with stainless steel screws
- Ground lug included inside base
- Durable powder coat finish
- 1/2" x 18" Anchor Bolts & Template included

MATERIALS

- Base - Cast Aluminum (A356)
- Shaft - Extruded Aluminum (6061-T6)
- Tenon - Cast Aluminum (A356)
- Anchor Bolts - Hot Dipped Galvanized
- Hardware—Stainless Steel

ACCESSORIES

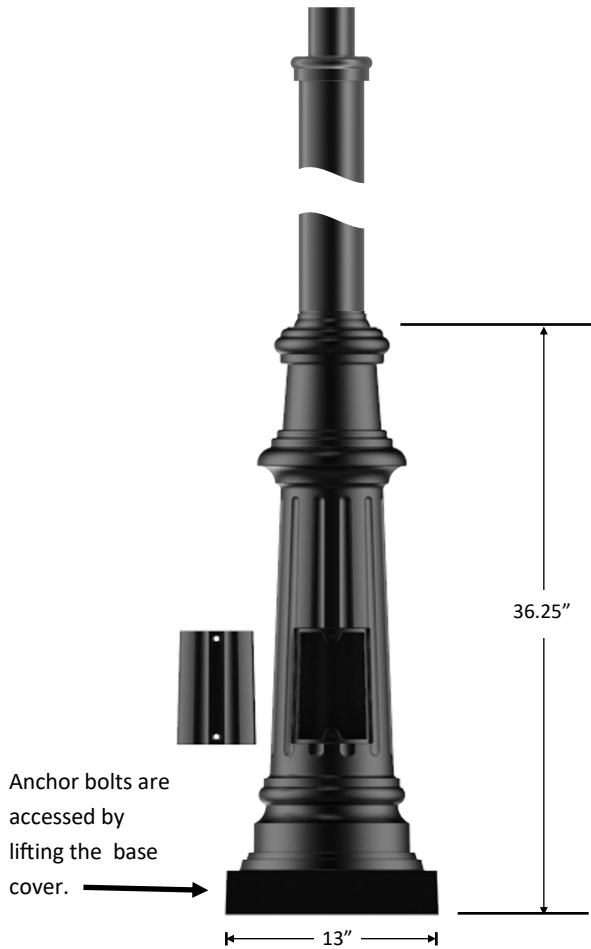
- **GFCI** Box with weatherproof WIUC
(Additional accessories below ordered separately)
(See Accessories Page for ordering guide)
- Clamp on banner arms
- Direct bury extension
- Clamp on flag pole holder

ANCHORAGE

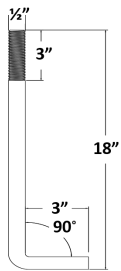
- 1/2" x 18" x 3" Hot-dipped galvanized steel L-type anchor bolts.
- (4) Bolts with (2) nuts, (2) washers per bolt included

GP33-xx	GP34-xx	GP35-xx	GP36-xx	Actual Height
GP33-08	GP34-08	GP35-08	GP36-08	7' 8"
GP33-10	GP34-10	GP35-10	GP36-10	9' 8"
GP33-12	GP34-12	GP35-12	GP36-12	11' 8"
GP33-14	GP34-14	GP35-14	GP36-14-TN	13' 8"

Pole Details



Anchor Bolt Details



- (4) 1/2" Galvanized Steel L-Type Anchor Bolts
- (8) 1/2" Galvanized Steel Hex Nuts
- (8) 1/2" Galvanized Steel Flat Washers
- (8) 3/4" Galvanized Steel Flat Washers

Finish

The post will be finished with an electrostatically applied polyester powder coat suitable for exterior use. The poles are pretreated using industry standard environmentally responsible processes for a long lasting and durable finish.

Standard Finishes

BK - Black (Gloss)
BT - Black (Textured)
SB - Statuary Bronze
GN - Green

Premium Finishes

WH - White (Gloss)
CV - Copper Vein
GV - Green Vein
CF - Custom Finishes

Tenons

3" OD x 3" Tall Tenon Standard

TNS54 - 4" OD x 3" Tall Tenon slip fits over 5" smooth shaft

TNF54 - 4" OD x 3" Tall Tenon slip fits over 5" fluted shaft

LT - Less Tenon

Other tenons available upon request

Check fixture and/or arm spec sheet for tenon requirements

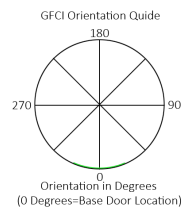
Accessories

GFCI - Provision for Ground Fault Circuit Interrupter outlet with NEC required wet location while in use type cover (WIUC). The cover is made of die cast aluminum and will be painted to match.

GFCI Orientation is stated as degrees from access door and **GFCI Placement** on shaft must be specified in ordering guide below.

TOP - placement will be 6" from top of pole.

BOT - placement will be 6" above the base.



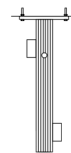
(Additional accessories below ordered separately)

(See Accessories Page for ordering guide)

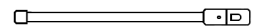
Flag Pole Holder



Direct Bury Extension

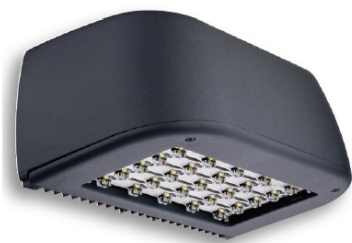


Single and Double Sided
Field Rotatable Banner Arm



Ordering Guide

	Pole/Shaft Style	Height	Tenon	Accessory	GFCI Orientation	GFCI Placement	Finish
EXAMPLE	GP34	14	Leave blank for standard	GFCI	BOT	180	BT
	GP33	08	TNS54	GFCI	TOP	0	BK
	GP34	10	TNF54		BOT	90	BT
	GP35	12	LT			180	SB
	GP36	14				270	GN
							Premium Finishes WH, CV, GV, CF
	Required		Optional				Choose Finish



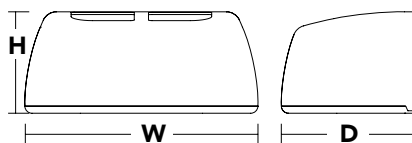
CSXW LED LED Wall Luminaire



CONTOUR
SERIES

Specifications

Height:	7-1/8" (29.2 cm)
Width:	16-3/8" (41.6 cm)
Depth:	9-5/16" (23.6 cm)
Weight (max):	30 lbs (13.6 kg)



Catalog
Number

Notes

Type

Hit the Tab key or mouse over the page to see all interactive elements.

Introduction

The Contour® Series luminaires offer traditional square dayforms with softened edges for a versatile look that complements many applications.

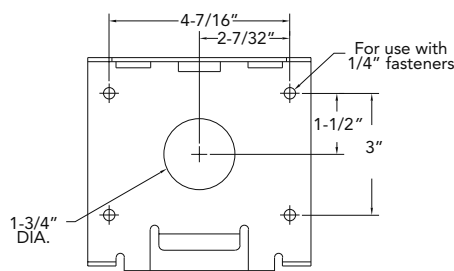
The CSXW LED combines the latest in LED technology with the familiar aesthetic of the Contour® Series for stylish, high-performance illumination that lasts. It is ideal for replacing 100-400W metal halide in wall-mounted applications with typical energy savings of 80% and expected service life of over 100,000 hours.

Ordering Information

EXAMPLE: CSXW LED 30C 700 40K T3M MVOLT DDBXD

CSXW LED								
Series	LEDs	Drive current	Color temperature ¹	Distribution	Voltage	Mounting	Options	Finish (required)
CSXW LED	30C 30 LEDs	700 700 mA 1000 1000 mA	40K 4000K 50K 5000K	T2M Type II, medium T3M Type III, medium T4M Type IV, medium TFTM Type forward throw, medium	MVOLT ² 120 ² 208 ² 240 ² 277 ² 347 ³ 480 ³	Shipped included (blank) Surface mount Shipped separately BBW Surface-mounted back box (for conduit entry) ⁴	Shipped installed PE Photoelectric cell, button type ^{5,6} DMG 0-10v dimming wires pulled outside fixture (for use with an external control, ordered separately) SF Single fuse (120, 277, 347V) ⁷ DF Double fuse (208, 240, 480V) ⁷ Shipped separately⁴ VG Vandal guard	DDBXD Dark bronze DBLXD Black DNAXD Natural aluminum DWHXD White DDBTXD Textured dark bronze DBLBXD Textured black DNATXD Textured natural aluminum DWHGXD Textured white

Mounting Detail



Accessories

Ordered and shipped separately.

CSXWBBW DDBXD U	Back box accessory (specify finish)
CSXWVG U	Vandal guard accessory

NOTES

- 1 Configured with 4000K (/40K) provides the shortest lead times. Consult factory for 5000K (/50K) lead times.
- 2 MVOLT driver operates on any line voltage from 120-277V (50/60 Hz). Specify 120, 208, 240 or 277 options only when ordering with fusing (SF, DF options) or photocontrol (PE option).
- 3 Available with 700 mA options only (30C 700).
- 4 Also available as a separate accessory; see Accessories information at left.
- 5 Photocontrol (PE) requires 120, 208, 240, 277 or 347 voltage option.
- 6 Must be ordered with fixture; cannot be field installed.
- 7 Single fuse (SF) requires 120, 277 or 347 voltage option. Double fuse (DF) requires 208, 240 or 480 voltage option.

Performance Data

Lumen Output

Lumen values are from photometric tests performed in accordance with IESNA LM-79-08. Data is considered to be representative of the configurations shown, within the tolerances allowed by Lighting Facts. Contact factory for performance data on any configurations not shown here.

LEDs	Drive Current (mA)	Performance Package	System Watts	Dist. Type	40K					50K				
					Lumens	B	U	G	LPW	Lumens	B	U	G	LPW
30C	700 mA	30C 700 --K	69W	T2M	7,561	2	0	2	110	7,608	2	0	2	110
				T3M	7,981	2	0	2	116	8,031	2	0	2	116
				T4M	7,924	1	0	2	115	7,973	2	0	2	116
				TFTM	8,083	1	0	2	117	8,134	1	0	2	118
	1000 mA	30C 1000 --K	104W	T2M	11,321	2	0	2	109	10,422	2	0	2	100
				T3M	11,528	2	0	2	111	11,001	2	0	2	106
				T4M	11,735	2	0	2	113	10,922	2	0	2	105
				TFTM	11,942	2	0	2	115	11,142	2	0	2	107

Lumen Ambient Temperature (LAT) Multipliers

Use these factors to determine relative lumen output for average ambient temperatures from 0-40°C (32-104°F).

Ambient		Lumen Multiplier
0°C	32°F	1.02
10°C	50°F	1.01
20°C	68°F	1.00
25°C	77°F	1.00
30°C	86°F	1.00
40°C	104°F	0.99

Projected LED Lumen Maintenance

Data references the extrapolated performance projections for the **CSXW LED** platform in a **25°C ambient**, based on 10,000 hours of LED testing (tested per IESNA LM-80-08 and projected per IESNA TM-21-11).

To calculate LLF, use the lumen maintenance factor that corresponds to the desired number of operating hours below. For other lumen maintenance values, contact factory.

Operating Hours	0	25,000	50,000	100,000
Lumen Maintenance Factor	1.0	0.94	0.91	0.85

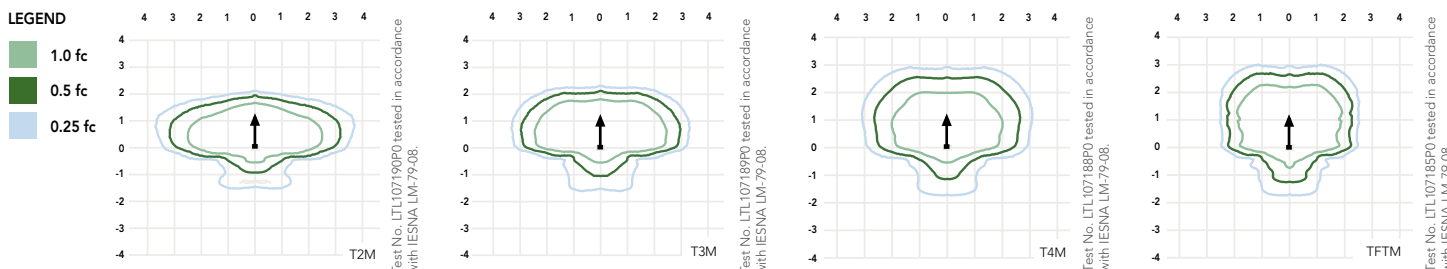
Electrical Load

Number of LEDs	Drive Current (mA)	System Watts	Current (A)					
			120V	208V	240V	277V	347V	480V
30C	700	69W	0.695	0.412	0.367	0.331	0.247	0.186
	1000	104W	1.034	0.599	0.528	0.472	0.382	0.302

Photometric Diagrams

To see complete photometric reports or download .ies files for this product, visit Lithonia Lighting's [CSXW homepage](#).

Isofootcandle plots for the CSXW LED 30C 1000 40K. Distances are in units of mounting height (20').



FEATURES & SPECIFICATIONS

INTENDED USE

The Contour Series Wall LED luminaire is ideal for commercial building mounted applications from over-the-door to 20 ft mounting heights.

CONSTRUCTION

Rugged, die-cast, single-piece aluminum housing. Unique flow-through design for optimized thermal management. Modularity allows for ease of maintenance and potential for future system upgrades. Metallic screen covers the top of the housing, preventing debris build-up while allowing for air flow. Housing is completely sealed against moisture and environmental contaminants.

FINISH

Exterior parts are protected by a zinc-infused Super Durable TGIC thermoset powder coat finish that provides superior resistance to corrosion and weathering. A tightly controlled multi-stage process ensures a minimum 3 mils thickness for a finish that can withstand extreme climate changes without cracking or peeling.

OPTICS

Precision-molded acrylic lenses provide optimal luminaire spacing and improved uniformity. Lenses are indexed to the circuit board to ensure consistent optical alignment and delivering repeatable photometric performance. Light engines are available in standard 4000K (70 CRI) or optional 5000K (67 CRI) configurations. The CSXW has zero uplight and qualifies as a Nighttime Friendly™ product, meaning it is consistent with the LEED® and Green Globes™ criteria for eliminating wasteful uplight.

ELECTRICAL

Light engine consists of 30 high-efficacy LEDs mounted to a metal-core circuit board to maximize heat dissipation and promote long life (100,000 hrs at 40°C, L70). Class 1 electronic driver has a power factor >90%, THD <20%, and has an expected life of 100,000 hours with <1% failure rate. Easily-serviceable surge protection device meets a minimum Category C Low operation (per ANSI/IEEE C62.41.2).

INSTALLATION

Universal mounting mechanism with integral mounting support allows fixture to hinge down. Bubble level provides correct alignment with every installation.

LISTINGS

CSA Certified to U.S. and Canadian standards. Rated for -40°C minimum ambient. Light engine is IP66 rated. Luminaire is IP65 rated.

DesignLights Consortium® (DLC) qualified product. Not all versions of this product may be DLC qualified. Please check the DLC Qualified Products List at www.designlights.org to confirm which versions are qualified.

WARRANTY

5-year limited warranty. Complete warranty terms located at: www.acuitybrands.com/support/customer-support/terms-and-conditions

Note: Actual performance may differ as a result of end-user environment and application. All values are design or typical values, measured under laboratory conditions at 25 °C. Specifications subject to change without notice.



**EAGLE MOUNTAIN CITY
CITY COUNCIL MEETING
OCTOBER 20, 2020**

TITLE:	DISCUSSION - Overland Village 2 Village Concept Plan
ITEM TYPE:	Village Concept Plan
APPLICANT:	Ivory Development (Bryon Prince)

ACTION ITEM:

No

PUBLIC HEARING:

No

PREPARED BY:

Steve Mumford, Planning

BACKGROUND:

The Planning Commission reviewed this item on April 14th and 28th, where it was ultimately given a recommendation of approval to the City Council with a number of conditions (see the attached April 28, 2020 PC meeting minutes). The applicant placed the application on hold in order to reevaluate and modify the proposal. It has now been updated to more accurately reflect the applicant's plans for this village, and the Planning Commission reviewed it on October 13, giving it a recommendation of approval with conditions.

The Overland Master Development Agreement (Section 6.4) requires the review and approval of a village concept plan for each village prior to approving other development applications within the village. It states, "Master Developer shall present to the Planning Commission and City Council a Village Concept Plan, and a traffic study based on the Village Concept Plan, before submitting any Development Application for any such Village. Each Village Concept Plan shall generally illustrate the various types of housing, where density of Residential Dwelling Units within each Village will be located, the location and size of parks and trail improvements, the location of roads and infrastructure improvements, and any potential locations for schools, churches, or other civic or community uses."

The Overland Master Development Plan (MDP) designates Village 2 with a minimum unit count of 540 units/lots and a maximum count of 743. The proposed Village 2 concept plan includes 692 lots/units, and includes a mix of lot sizes and housing types. The various lots are categorized as townhomes, active adult, small, medium, and large. An approximate percentage breakdown of the lot sizes is as follows:

- 32% Townhomes

- 5.5% Active Adult (Gardens)
- 21% Small Lots (Cottage)
- 29% Medium Lots (Collection 60 & 68)
- 13% Large Lots (Estates & Homesteads)

The proposed village plan also includes a 10-acre elementary school site, already owned by the Alpine School District.

NOTE: This village concept plan is conceptual and subject to change. It is a preliminary plan meant to show the development plans and possibilities of the project. Increases in lot sizes, reductions in units, minor changes to road and lot configurations, changes from townhomes to cluster lots or other lots, and minor changes to trail locations and park locations are not considered major changes and would not require an amendment to this village concept plan. These changes can be proposed/made at the preliminary plat stage.

ITEMS FOR CONSIDERATION:

ITEMS TO CONSIDER:

Parks/Trails

- The MDA requires a medium park to be improved in Village 2. The park examples document with the MDA showed a 3-acre and a 5-acre park as medium park examples. This plan contains a 3-acre park and several smaller park areas scattered throughout the development, along with a 1.51-acre undefined “private amenity” area. The park has been located in a more centralized location than previously proposed. The planned trail system is also an improvement over the original plan, and provides good access throughout the development and to neighboring properties. The trails plan should be modified to make sure the red line that indicates trails includes the 12-foot concrete trails along the roadways as well.

Roads

- The north-south road in the middle of the development has been

widened from the original proposal to include some additional asphalt (3 additional feet) and a 12-foot trail on one side. This road connects to the north, potentially bringing traffic from Oquirrh Mountain, Lone Tree, and future development through this project, in front of all of the homes that front along this street. Page 9 of the traffic impact study states "The proposed internal roadway network for the Overland Village 2 is designed to provide an efficient flow of traffic throughout the development also providing safe ingress and egress to the existing roadway network. There are collector roads that are designed within Village 2 that will connect to Village 1 and other villages throughout the entire Overland Development." Although the TIS states that collector roads are provided, these road designs do not fully provide for an increased capacity for vehicles. For the safety of the residents along this road and the benefit of the overall transportation system we recommend that this road be upgraded to a minor collector road and that no lots have direct driveway access onto this road. However, considering that the Master Development Plan does not include a collector road in this location (the City's previous master transportation plan did not include a collector road here), we are willing to recommend instead that the developer provide additional asphalt on the road to provide a sort of collector road similar to Lone Tree Parkway or Golden Eagle Road (not a full 77-foot ROW, but at least 35 feet of asphalt, also similar to the road that is being improved in Brandon Park Estates). If 35 feet cannot be accommodated, then we recommend parking restrictions along the length of the roadway. We also recommend that direct driveway access be limited as much as possible, or that the lots along the roadway be larger to accommodate circular driveways.

- Without a deceleration lane along Pony Express Parkway, we anticipate potential traffic issues near the elementary school.
- We are concerned with all of the village traffic being directed to two intersections along Pony Express Parkway. We recommend that traffic study updates are necessary at intervals determined by the City Engineer in order to ensure appropriate development of Airport Road.

Accesses

- Several of the private road accesses and/or public intersections appear to be too close to each other or not be aligned, creating a potentially unsafe situation. These should be resolved with the preliminary plats.

REQUIRED FINDINGS:

This is a Discussion Item. It will return in November as an action item. The Overland Master Development Agreement (MDA) is to be used in considering approval of the application. The Council may make changes

based upon legitimate and quality planning principles and other criteria specified in the "Items for Consideration" section of this report and Section 6.4 of the Overland MDA.

RECOMMENDATION:

On October 13th the Planning Commission expressed gratitude for the changes made by the applicant, including spreading the townhouses out throughout the development, designing an improved park and trail system through the development, and including a mix of lot sizes and housing options. They recommended approval of the application with the following conditions:

1. The north-south road in the middle of the development shall include a minimum of 35 feet of asphalt or on-street parking shall be restricted along the roadway. Direct driveway access on the road should be limited as much as possible;
2. The applicant shall improve access to the Alpine School District's future elementary school site off Pony Express Parkway by adding a deceleration/turn lane;
3. The applicant shall work with the City Engineer to identify and agree upon an acceptable interval by which traffic study updates will be provided by the applicant to ensure appropriate development of Airport Road;
4. Accesses/intersections shall be adjusted to be aligned or separated sufficiently according to the City's standards.
5. The applicant shall include a raised crosswalk where the trail crosses the north-south collector road in the middle of the project.
6. The applicant shall work with Alpine School District to utilize all of the streets surrounding the proposed elementary school for student drop off and pick up routes to mitigate traffic congestion and unsafe conditions; and
7. The applicant shall continue the collector road fencing along the two lots on the northeast corner of the project close to the Overland monument sign.

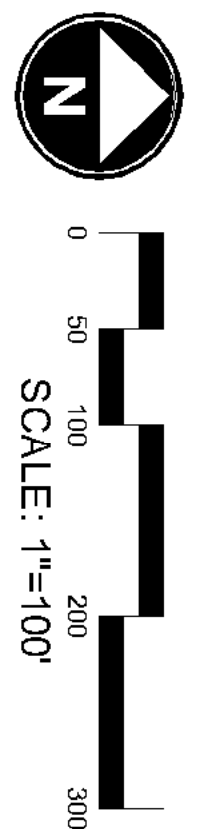
ATTACHMENTS:

[Proposed Overland Village 2 Concept Plan & Trails Plan](#)
[Overland Village 2 Traffic Study](#)
[04.28.2020 Planning Commission Minutes](#)



PLAN IS CONCEPTUAL ONLY AND SUBJECT TO CHANGE. THIS A PRELIMINARY PLAN INTENDING TO SHOW DEVELOPED SITES OF THE PROJECT. DESIGN HAS NOT BEEN FINALIZED AND CHANGES TO LOT SIZES, LOT LAYOUT, STREET LAYOUT, PARK/TRAIL LOCATIONS ETC. MAY BE PROPOSED AT PRELIMINARY PLAT.

PRODUCT	TYPE	UNIT COUNT
HOMESTEADS	LARGE	23
ESTATE	LARGE	65
COLLECTION 60	MEDIUM	100
COLLECTION 68	MEDIUM	96
COTTAGE	SMALL	86
COTTAGE (ALLEY LOAD)	SMALL	61
GARDENS	ACTIVE ADULT	39
TOWNHOMES	MULTI-FAMILY	222
TOTAL		692



OVERLAND - VILLAGE 2

MASTER PLAN

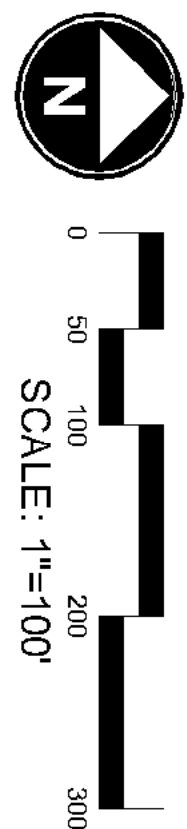
MAP DATE: OCTOBER 8, 2020



PLAN IS CONCEPTUAL ONLY AND SUBJECT TO CHANGE. THIS A PRELIMINARY PLAN INTENDING TO SHOW THE GENERAL SIZES OF THE PROJECT DESIGN HAS NOT BEEN FINALIZED AND CHANGES TO LOT SIZES, LOT LAYOUT, STREET LAYOUT, PARK/TRAIL LOCATIONS ETC. MAY BE PROPOSED AT PRELIMINARY PLAT.

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TOWNHOMES	MULTI-FAMILY	222
TOTAL		692

- MASONRY WALL
- 12' ASPHALT TRAIL
- HOA OPEN SPACE
- CITY OWNED OPEN SPACE



OVERLAND - VILLAGE 2

TRAILS AND OPEN SPACE PLAN

MAP DATE: OCTOBER 8, 2020

Overland Village 2 Development Traffic Impact Study

Prepared For: Ivory Homes

Prepared By:



February 14th, 2020

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1.0 Executive Summary

1.1 DESCRIPTION OF PROJECT

This report presents the results of a traffic impact analysis for the Overland Village 2 Development, located in Eagle Mountain, Utah. The project site is located west of Pony Express Parkway, and north of the existing Overland Village 1 Development. North of the proposed site is currently vacant land. The proposed parcel of land for the Overland Village 2 Development is also currently vacant land. The closest major intersection is Pony Express Parkway and Mid Valley Road, which is signalized and located to the south of this development. Figure 1 illustrates the Vicinity Map and the location of this development in relation to the adjacent roadway network. Access to the Overland Village 2 Development will initially be serviced from two accesses onto Pony Express Parkway. As development to the west continues and as future development of Airport Road by the City occurs, two future accesses to will intersect the future Airport Road alignment that is planned along the south side of this development. Two accesses are also planned to connect to a future development that is planned to the north of this development.

The proposed Overland Village 2 Development will consist of 501 Single-Family Residential Homes, and 242 Townhomes. For purposes of this study, the analysis will consist of one phase at full build-out of all units. Refer to Figure 2 for the Site Plan of the Overland Village 2 Development and the proposed access locations.

This study projects the traffic associated with the Overland Village 2 Development at full build-out. It should be noted the opening year of operation for this site is anticipated for the end of 2025. The traffic associated with this development is generated using the latest version of the Trip Generation Manuals published by the Institute of Transportation Engineers (ITE). It is anticipated the Overland Village 2 Development will generate 6,500 Average Daily Trips (ADT) with 482 AM peak hour trips and 632 PM peak hour trips on an average weekday.

As growth continues to occur within the Eagle Mountain City limits, the Overland Village 2 Development will be the second of many "Villages" within the overall Overland Development Plan.

1.2 PRINCIPAL FINDINGS AND RECOMMENDATIONS

2019 Existing Scenario

Figure 3 illustrates the 2019 Existing AM and PM peak hour traffic volumes that were collected on December 10, 2019 at the Pony Express Parkway and Mid Valley Road intersection.

Using the 2019 Existing traffic volumes and lane configuration, the analysis of the Pony Express Parkway and Mid Valley Road intersection currently functions at a Level of Service (LOS) "A" overall in both the AM and PM peak hours. The eastbound movement functions with a LOS "B" in both the AM and PM peak hours. No improvements are needed under the existing conditions as the movements at this intersection function at acceptable levels of service.

2025 Opening Year Scenario

It is assumed 2025 will be the full build-out year of this development. Using projected growth rates from the City's General Plan and from other studies performed in this area, the 2025 Opening Year traffic volumes were generated. These traffic volumes can be found in Figure 4 of this report. Analyzing these traffic volumes with the existing lane configuration and roadway network, the Pony Express Parkway and Mid Valley Road intersection will continue to function at a LOS "A" in both the AM and PM peak hours. All movements will also continue to function at the same LOS "B" or better, with a minor increase in delay time.

It is anticipated before the 2025 Opening Year, the Overland Village 1 Development, located directly south of the proposed Overland Village 2 Development, will be fully built out. One access is from Sheps Ridge Road and the other from Lowes Peak Drive. These are existing roadways, however at the time the traffic counts were performed, there was

very minimal traffic using these accesses as the development is not fully occupied. For purposes of this study, the projected traffic volumes as found in the "SITLA Village 1 – Traffic Impact Study" were used at these two accesses onto Pony Express Parkway from the Overland Village 1 Development.

It is anticipated the movements at the stop controlled eastbound leg of the Sheps Ridge Road and Pony Express Parkway intersection will function at a LOS "D" or better during the AM and PM peak hours. The eastbound movement at the Lowes Peak Drive and Pony Express Parkway intersection is also anticipated to function at a LOS "D" in the AM and PM peak hours.

No improvements are recommended at these intersections under the 2025 Opening Year conditions. As future roadways are constructed, mainly Airport Road and as Mid Valley Road is extended to the west, additional accesses to the Overland Village 1 Development will be created and traffic patterns will adjust.

2025 Opening Year with Project Scenario

With the addition of the Overland Village 2 Development, the 2025 Opening Year with Project traffic volumes are illustrated in Figure 11. These traffic volumes were analyzed with the existing lane configurations and roadway conditions. The Pony Express Parkway and Mid Valley Road intersection will continue to function at an overall acceptable LOS "A" during the AM and PM peak hours.

The Overland Village 1 Developments two accesses onto Pony Express Parkway from Sheps Ridge Road and Lowes Peak Drive will also continue to function at the same level of service "D" or better as under the 2025 Opening Year scenario.

With the addition of the Overland Village 2 Development, there will be two accesses onto Pony Express Parkway. These are listed as Access #1 and Access #2 in the figures of this report. As development continues to the west within Village 2 and as the City constructs the future alignment of Airport Road, additional accesses will be constructed. With full build-out of Village 2 and only the two accesses onto Pony Express Parkway, the

eastbound movements exiting the proposed site at Access #2 will function at a level of service "E" during both the AM and PM peak hours. The eastbound movement at Access #1 will function at a level of service "F" in the AM and PM peak hours.

It is recommended that Airport Road be constructed as soon as funding is available. By constructing Airport Road and extending Mid Valley Road to the west, additional accesses will be created to both the Overland Village 1 and Village 2 Developments. As these additional accesses are constructed, traffic patterns will adjust and become more evenly distributed (as shown in the 2045 Scenarios), which will improve the level of service at Access #1 and Access #2.

2030 Future Year Scenario

Five years after Opening Year is anticipated to be the year 2030. Using the projected growth rates as outlined in the City's General Plan and the previously performed traffic studies for other developments in this area, Figure 5 illustrates the projected 2030 Future Year traffic volumes. These are the anticipated traffic volumes at the study area intersections, without the addition of the Overland Village 2 Development.

The Pony Express Parkway and Mid Valley Road signalized intersection, with the existing lane configuration, will function at a LOS "B" or better in both the AM and PM peak hours. No improvements are needed. It is recommended as development occurs along Mid Valley Road, the full build-out of the southern half of the road be completed.

As traffic volumes continue to grow along Pony Express Parkway, and without the addition of Airport Road and Mid Valley Road extending to the west, the eastbound legs of the Sheps Ridge Road and Lowe Peak Road intersections with Pony Express Parkway will function at a LOS "E" or better under the AM and PM peak hours. It is recommended Airport Road be constructed to its full build-out and the southern half of Mid Valley Road also be constructed. This will provide additional accesses in and out of the Overland Village 1 Development and reduce the number of vehicles along Pony Express Parkway and at the intersections of Sheps Ridge Road and Lowe Peak Road, improving the LOS.

2030 Future Year with Project Scenario

With the addition of the Overland Village 2 Development, the 2030 Future Year with Project traffic volumes are illustrated in Figure 12. It is assumed the Airport Road and Mid Valley Road improvements will not be implemented by 2030, therefore it is anticipated there will only be Access #1 and Access #2 onto Pony Express Parkway for Village 2. The eastbound movements exiting the development will experience delays and function at LOS "F" under the AM and PM peak hours. It is recommended by 2030, Airport Road be constructed. This will provide two additional accesses in and out of the Overland Village 2 Development which will redistribute the projected traffic volumes from Access #1 and Access #2. This will improve the LOS and decrease the delay time for vehicles exiting the proposed development.

The Sheps Ridge Road and Lowe Peak Road intersections with Pony Express Parkway will also experience delays for the eastbound movements onto Pony Express Parkway. It is also recommended Mid Valley Road be fully constructed as outlined in the City's General Plan. This will also provide additional accesses from the Overland Village 1 Development that will redistribute the traffic and provide better levels of service and reduce the delays.

2045 Future Year Scenario

Using the anticipated PM peak hour traffic volumes as illustrated in the Overland Village 1 Traffic Impact Study that were obtained from the Wasatch Front Regional Council (WFRC)/Mountainlands Association of Governments (MAG) travel demand model, the Future 2045 PM peak hour traffic volumes were forecasted. It should be noted that the AM traffic volumes are not available and it is anticipated the PM peak hour volumes will represent the worst-case scenario for the study area intersections. Using the existing lane configuration and the projected traffic volumes for the 2045 Future Year PM peak hour, the Pony Express Parkway and Mid Valley Road intersection is anticipated to function at an overall LOS "A". No recommendations are needed at this intersection; however, it is assumed the full build-out of Mid Valley Road will be complete by the 2045 Future Year

Scenarios. It is also assumed Mid Valley Road will extend to the east from this intersection, making the intersection a full 4-legged intersection.

It is also assumed by 2045 the Airport Road and Pony Express Parkway intersection will be fully built as per the City's General Plan. It is assumed this will be a signalized 4-legged intersection. Using the projected traffic volumes from previous traffic studies that were performed, it is assumed this intersection will function at an acceptable LOS "C".

If Mid Valley Road is not improved, the Sheps Ridge Road and Lowe Peak Road will continue to experience heavy delays for vehicles exiting the Overland Village 1 Development.

2045 Future Year with Project Scenario

Using the 2045 Future Year traffic volumes, combined with the Overland Village 2 project generated traffic volumes, the 2045 Future Year with Project traffic volumes are generated. These traffic volumes are illustrated in Figure 13. The Pony Express Parkway and Mid Valley Road intersection will function at a LOS "C" under the PM peak hour. Similar to the 2045 Future Year scenario, no additional improvements are needed at this intersection.

Also similar to the 2045 Future Year scenario, with the improvements to Mid Valley Road as outlined in the City's General Plan, this will provide additional accesses to Overland Village 1, which will improve the LOS at the Sheps Ridge Road and Lowes Peak Road intersections with Pony Express Parkway. This will also provide access to an additional north/south route, which will reduce the amount of traffic along Pony Express Road.

The Airport Road and Pony Express Parkway signalized intersection will continue to function at an acceptable LOS "C" or better with the addition of the Overland Village 2 Development. Therefore, no additional improvements are needed at this intersection.

With the addition of Airport Road, two additional accesses to the Overland Village 2 Development will be constructed. This will provide alternate routes for vehicles entering

and exiting the development and reduce the number of vehicles at Access #1 and Access #2, which will improve the LOS. It is recommended as traffic volumes along Pony Express Parkway continue to grow and as additional roadways are constructed, these intersections be monitored. It is anticipated that with a signal at Airport Road and Pony Express Parkway, there will be gaps in the traffic that will allow vehicles to exit Overland Village 2 Development safely, something which is not captured in the analysis for Level of Service.

The proposed internal roadway network of the Overland Village 2 is designed to provide an efficient flow of traffic throughout the development also providing safe ingress and egress to the existing roadway network. There are Collector Roads that are designed within Village 2 that will connect to Village 1 and other Villages throughout the entire Overland Development.

Summary of Recommendations

Recommendations to improve the flow of traffic within this study area are as follows:

- By 2025 and the full build-out of Overland Village 2, it is recommended Airport Road be constructed. This will provide two additional accesses to and from the development that will reduce the amount of traffic trying to exit onto Pony Express Parkway from Access #1 and Access #2.
- By 2025 it is recommended that Mid Valley Road be fully constructed and accesses from Overland Village 1 be constructed. This will allow additional access to and from the site which will reduce the amount of traffic at the Sheps Ridge Road and Lowe Peak Road intersections with Pony Express. The Signalized intersection of Mid Valley Road and Pony Express Parkway will allow gaps in the flow of traffic such that vehicles should be able to exit the development safely.
- With the addition of Airport Road and the full build-out of Mid Valley Road, all intersections should function at acceptable levels of service.

- All accesses to the Overland Village 2 Development along Airport Road should align with the proposed accesses to the existing Overland Village 1 Development.
- Each of the site accesses will be designed and constructed with one receiving lane and one exiting lane that will allow left and right turn movement out of the development. Left turn movements into the development will be made from the existing left turn pockets along Pony Express Parkway and Airport Road. The projected traffic volumes entering and exiting the proposed development along Pony Express Parkway and Airport Road will not warrant separate right turn lanes once all accesses are constructed.

2.0 Introduction

2.1 DEVELOPMENT DESCRIPTION

The proposed Overland Village 2 Subdivision is situated on over 166 acres of vacant land along the west side of Pony Express Parkway, just north of the Overland Village 1 Subdivision and south of the Cedar Valley Airport in Eagle Mountain, Utah. Refer to the Vicinity Map and Site Plan in Figures 1 and 2, respectively. The proposed site will consist of 501 Single-Family Residential Homes and 242 Townhomes. Full build-out of this development is anticipated for the year 2025. This section of Eagle Mountain is primarily agricultural with developments being constructed surrounding the Overland Village 2 proposed development. The Overland Village is a very large Master Planned Development that is currently under construction with the first Village. Future traffic volumes from the study performed for the Overland Village 1 Development were used along the surrounding roadways to analyze the projected future traffic volumes. The City has future plans when funding becomes available to construct Airport Road. It will be a new Arterial Roadway that will run south of the Overland Village 2 Development and connect into Six Mile Cutoff Road near to the Cedar Valley Airport. It is anticipated vehicles traveling north from Eagle Mountain will use this new Airport Road to access SR 73 and then to Redwood Road, Mountain View Corridor and I-15 as this provides a more direct route on higher speed roadways than Pony Express Parkway.

The Overland Village 2 Subdivision is anticipated to generate 6,500 Average Daily Trips (ADT); with 482 AM peak hour trips and 632 PM peak hour trips. As development begins, these trips will access the proposed development by two proposed accesses onto Pony Express Parkway. As the future Airport Road is complete, and development continues to the west, the Overland Village 2 Subdivision will have two additional accesses onto Airport Road. As future development occurs to the north of Overland Village 2, it is also planned that two accesses will connect these two developments. As these additional accesses are constructed, the project trip distribution will change as vehicles find different routes in and out of the overland Village 2 Subdivision.



OVERLAND VILLAGE 2 TIS
FIGURE 1 - VICINITY MAP





P:\19-8007 Overland Village 2 TIS\design 19-8007\dwg\sheet\FIGURE 2 - SITE PLAN.dwg



OVERLAND VILLAGE 2 TIS
FIGURE 2 - SITE PLAN

3.0 Existing Conditions

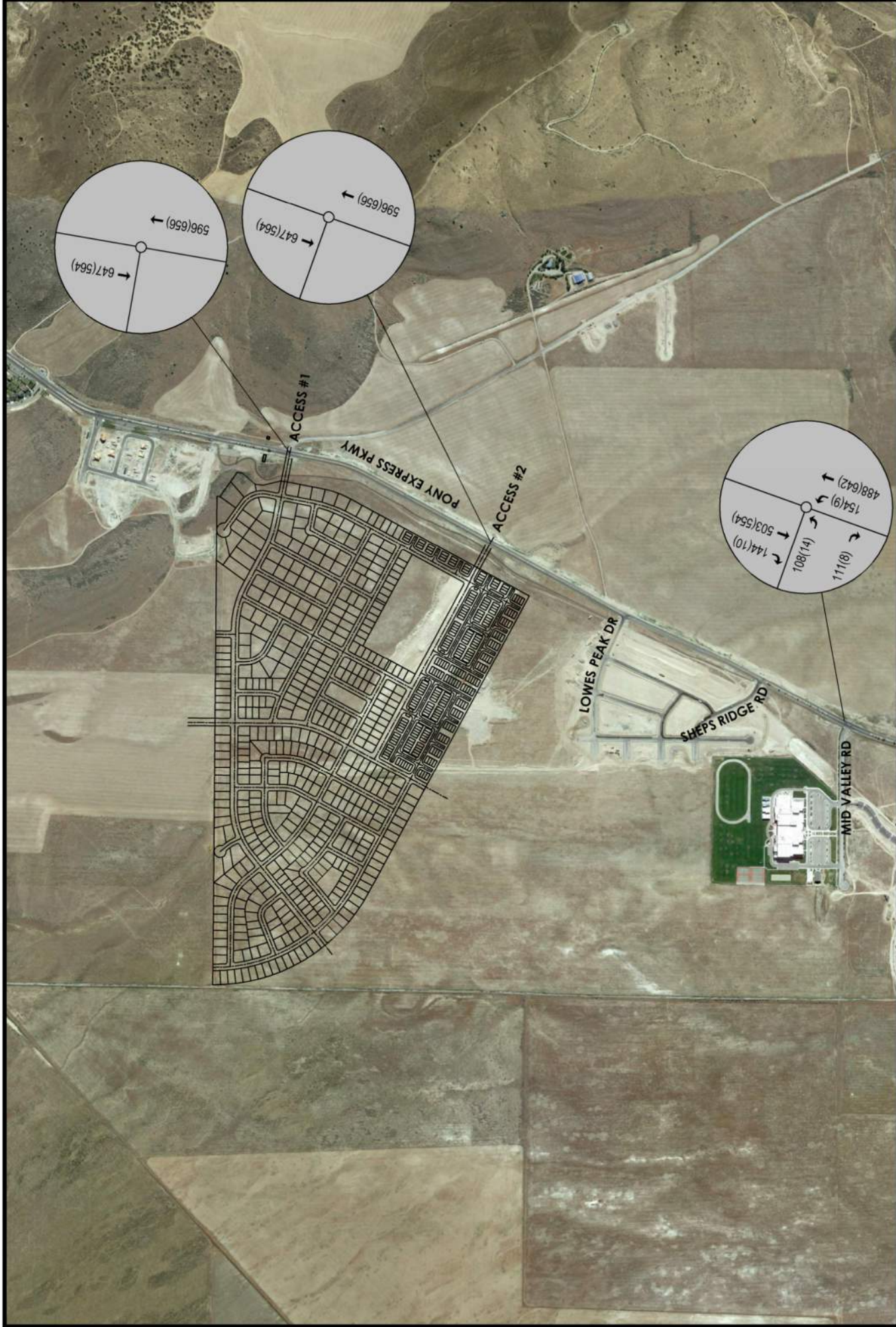
3.1 ROADWAYS

Pony Express Parkway: Pony Express Parkway is dedicated by the City as a Parkway, which consists of two lanes in each direction with a center landscaped median. Pony Express Parkway extends from the southern limits of the City to Redwood Road. The posted speed limit along the frontage of the Overland Development is 40 mph.

Mid Valley RD: Mid Valley RD is a road that runs east/west off of Pony Express PKWY. It is currently only built out to half the ultimate width. It consists of a two-lane road with one lane in each direction. As development occurs in this area, the southern half will be constructed, which will ultimately make Mid Valley Road a Minor Arterial roadway that will extend west. This road provides access to Frontier Middle school. It is assumed the speed limit at the current time is 25 MPH.

3.2 EXISTING TRAFFIC VOLUMES

From conversations with Eagle Mountain City Engineering Staff, it was determined existing traffic counts would need to be collected along Pony Express Parkway at the intersection with Mid Valley Road. Existing AM and PM peak hour traffic volumes were collected at the Mid Valley Road/Pony Express Parkway intersection on December 10, 2019, between the peak hours of 7 AM to 9 AM and 4 PM to 6 PM. From the existing counts that were collected, it was determined the peak hours at the study area intersections are from 7:15 AM to 8:15 AM and from 5:00 PM to 6:00 PM. These volumes are illustrated in Figure 3.



LEGEND
XX(XX) = AM(PM) PEAKHOUR TRAFFIC VOLUMES

OVERLAND VILLAGE 2 TIS
FIGURE 3 - 2019 EXISTING TRAFFIC VOLUMES



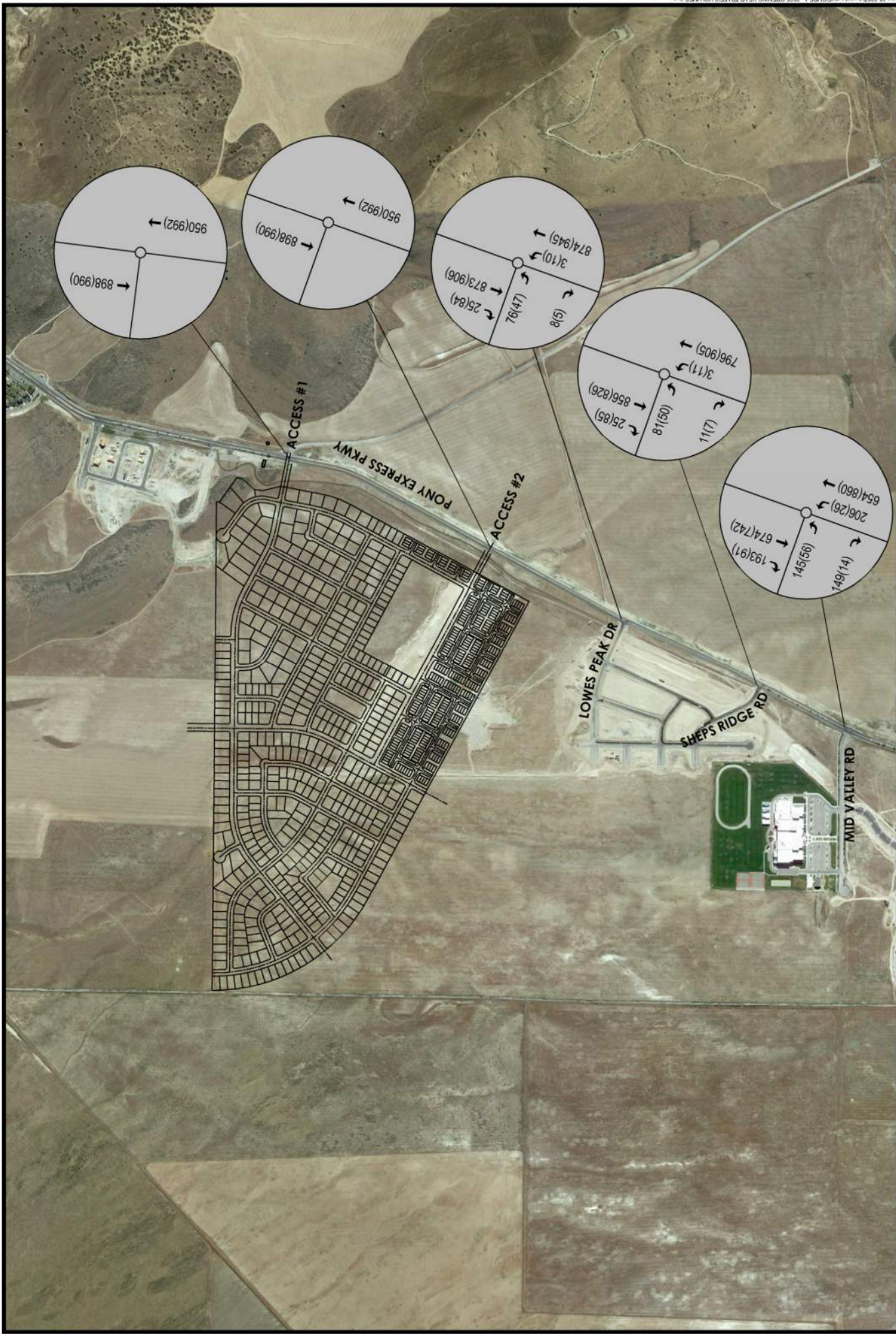
4.0 Opening & Future Year Conditions

Based on conversations that were held at the beginning of this project with Eagle Mountain City Engineering Staff and the recent growth in this area, it is assumed this area will experience fairly high growth over the next few years and then taper off as developments occupy the open land. The projected population growth found in the City's General Plan projects the population growth through 2030 at a 4.47%. We also looked at the growth rates that were used in previously performed traffic studies for similar developments in this area. For purposes of this study, it was determined for the next 6 years (to 2025) a growth of roughly 5% will occur as developments continue to be constructed. For the next 5 years, until 2030, a similar growth will continue to occur. The growth after 2030 will taper back a little as development will occupy the open land. It is assumed 3% will continue until 2045.

The future traffic volumes were also generated by using the projected traffic volumes found in previously performed studies and their site projected volumes.

It should be noted that as development continues and as funds become available, the City will expand on its transportation system by constructing additional roadways. Airport Road is planned by the City to be a Major Arterial that will run along the south boundary of Overland Village 2 and extend east and west. It is anticipated a signalized intersection will be constructed at the intersection of Airport Road with Pony Express Parkway. Airport Road will provide direct connection to Six Mile Cutoff Road that also provides access to SR-73. Mid Valley Road will also extend to the west. With more access to Six Mile Cutoff Road and Eagle Mountain Blvd., traffic along Pony Express Parkway will not experience such high growth rates as projected.

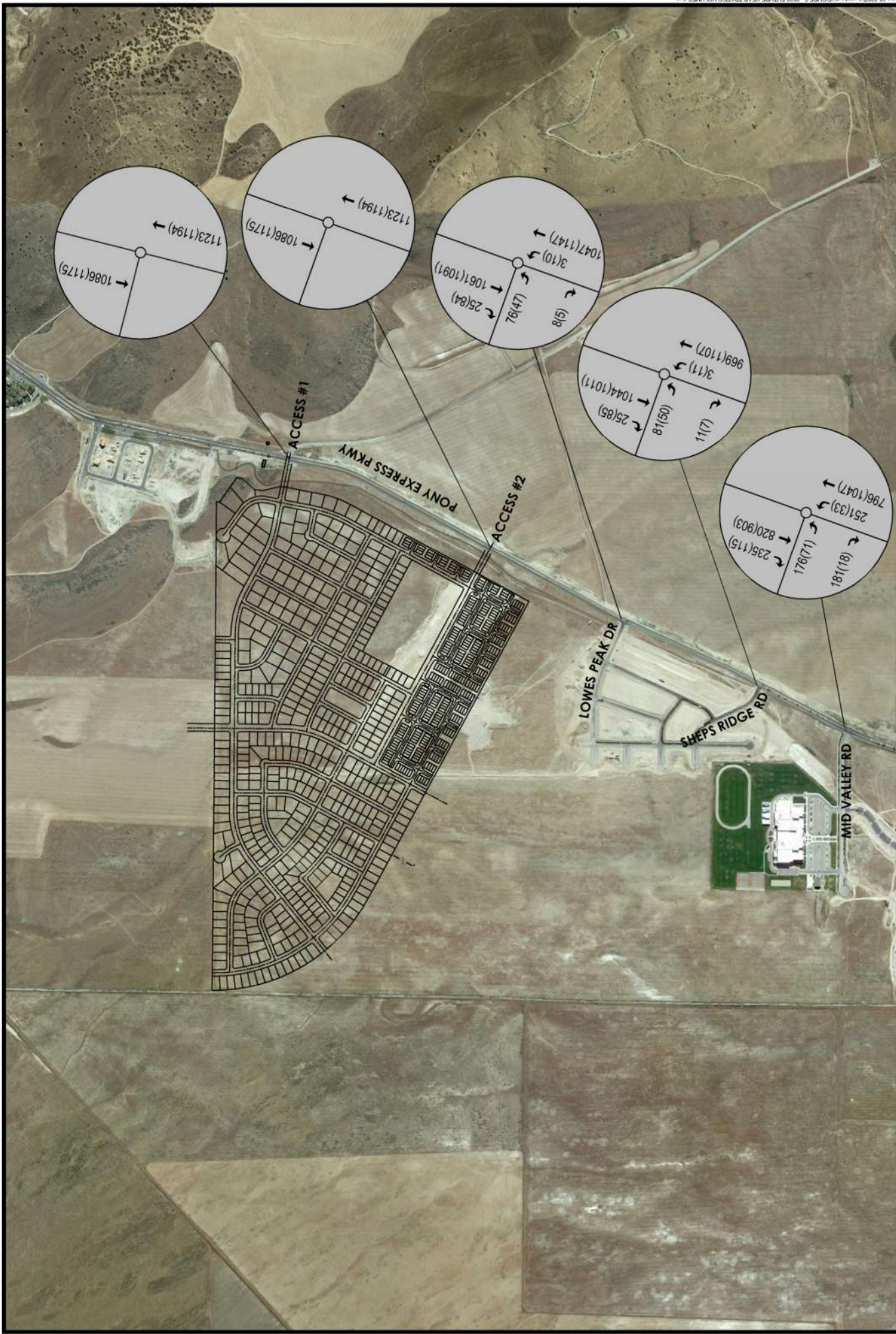
The 2025 Opening Year traffic volumes are illustrated in Figure 4. The 2030 Future Year traffic volumes are illustrated in Figure 5 and the 2045 Future Year traffic volumes are illustrated in Figure 6. These volumes are the anticipated traffic volumes on the existing roadway network whether the proposed Overland Village 2 Development is constructed or not.



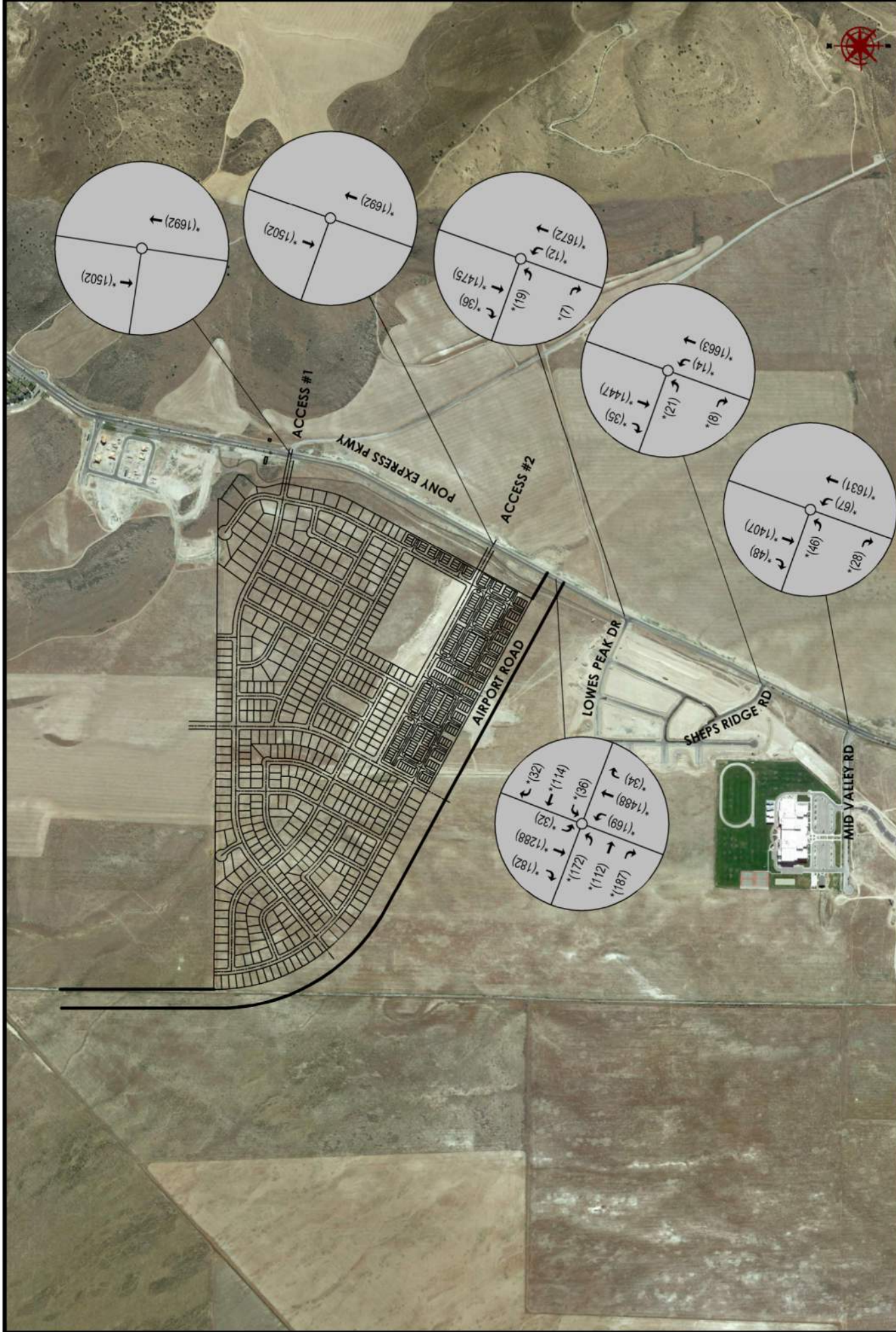
LEGEND
XX(XX) = AM(PM) PEAKHOUR TRAFFIC VOLUMES

OVERLAND VILLAGE 2 TIS
FIGURE 4 - 2025 OPENING YEAR TRAFFIC VOLUMES





OVERLAND VILLAGE 2 TIS
FIGURE 5 - 2030 FUTURE YEAR TRAFFIC VOLUMES



OVERLAND VILLAGE 2 TIS

FIGURE 6 - 2045 FUTURE YEAR TRAFFIC VOLUMES

5.0 Trip Generation and Trip Distribution

The proposed site will consist of 501 Single-Family Residential Homes, and 242 Townhomes. For purposes of this study, the trip generation was performed at full build-out of this site. It is assumed full build-out will occur in 2025. Using land use codes for Single-Family Detached Housing and Multi-family Housing (Low-Rise), trip generation rates were determined using the 10th Edition of the Trip Generation Manual, an ITE information report, published by the Institute of Transportation Engineers, Washington DC. Trips generated by the proposed development which will occur during the peak hours of the proposed development were used for the analysis. The Peak Hour of Adjacent Street Traffic rates are used to generate the AM and PM peak hour volumes. The trips generated from the proposed development are presented in Table 1.

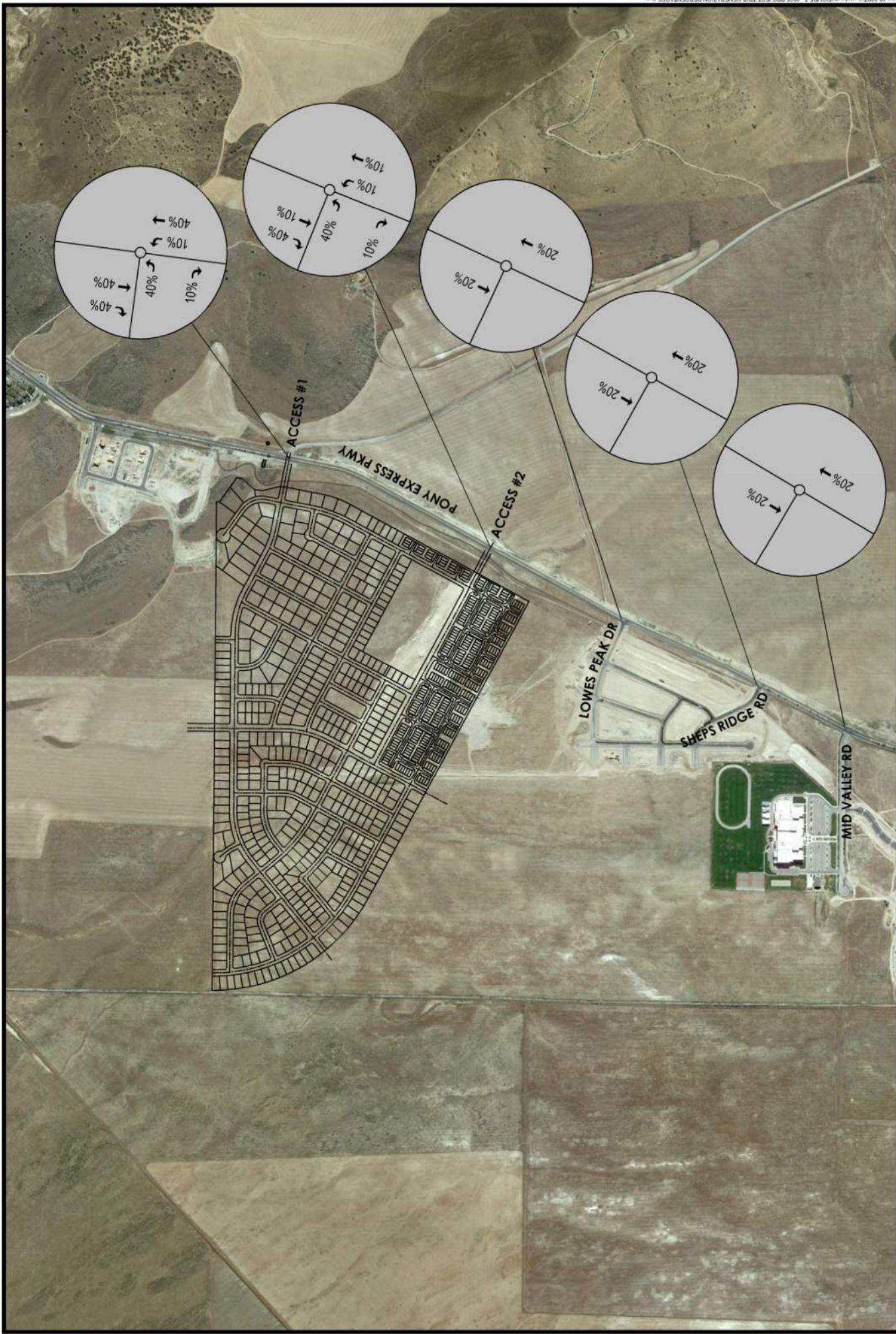
Table 1 - Trip Generation – Average Weekday Driveway Volumes

ITE Land Use Code	Land Use Description	Size	Daily (AADT)	Trip Generation (AM)		Trip Generation (PM)	
				Enter	Exit	Enter	Exit
210	SF Housing Units	501 DU	4,729	93	278	312	184
220	Townhome Units	242 DU	1,771	26	85	86	50

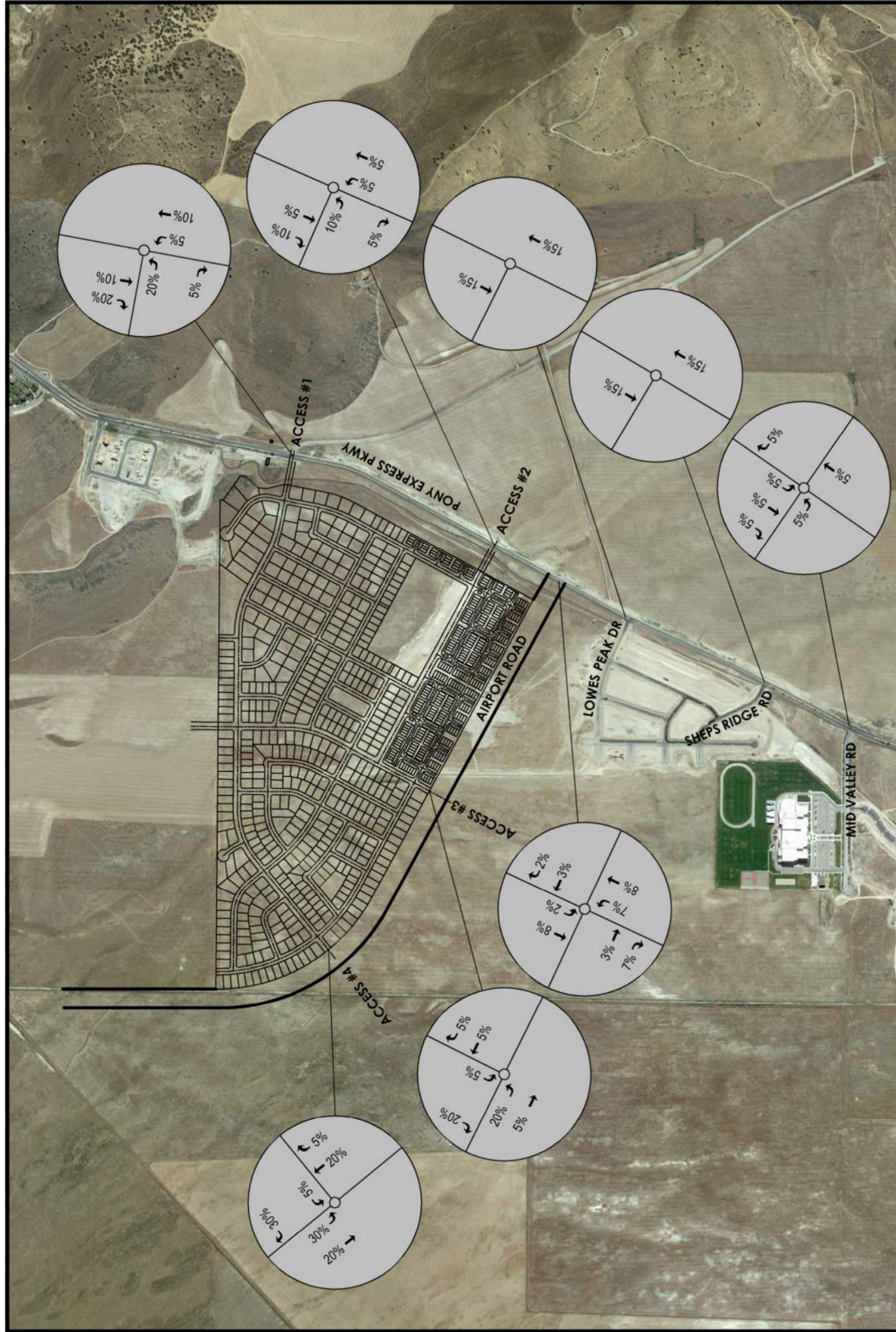
5.1 SITE TRAFFIC DISTRIBUTION

Site ingress/egress traffic at the proposed site accesses were distributed based on the anticipated direction vehicles would be coming from or going to. Directional distribution was estimated based on current land uses within the proximity of the proposed development, mainly employment districts, shopping area, schools, etc. Figure 7 illustrates the site traffic distribution percentages for the development within the 2025 Opening years and the 2030 Future years with only the two project accesses onto Pony Express Parkway, Access #1 and Access #2. As development occurs in this study area and the future construction of Airport Road and future improvements to Mid Valley Road, the project trip distribution percentages will change as additional accesses are constructed. Figure 8 illustrates the anticipated site traffic distribution percentages for the

2045 Future year scenarios. Using the distribution percentages along with projected traffic volumes outlined in Table 1, Figure 9 illustrates the site traffic volumes anticipated for the Overland Village 2 Development in the 2025 Opening Year and 2030 Future Year scenarios. Using the percentages in Figure 8 and the projected traffic volumes in Table 1, Figure 10 illustrates the site traffic volumes anticipated for the overland Village 2 Development in the 2045 Future Year scenarios.

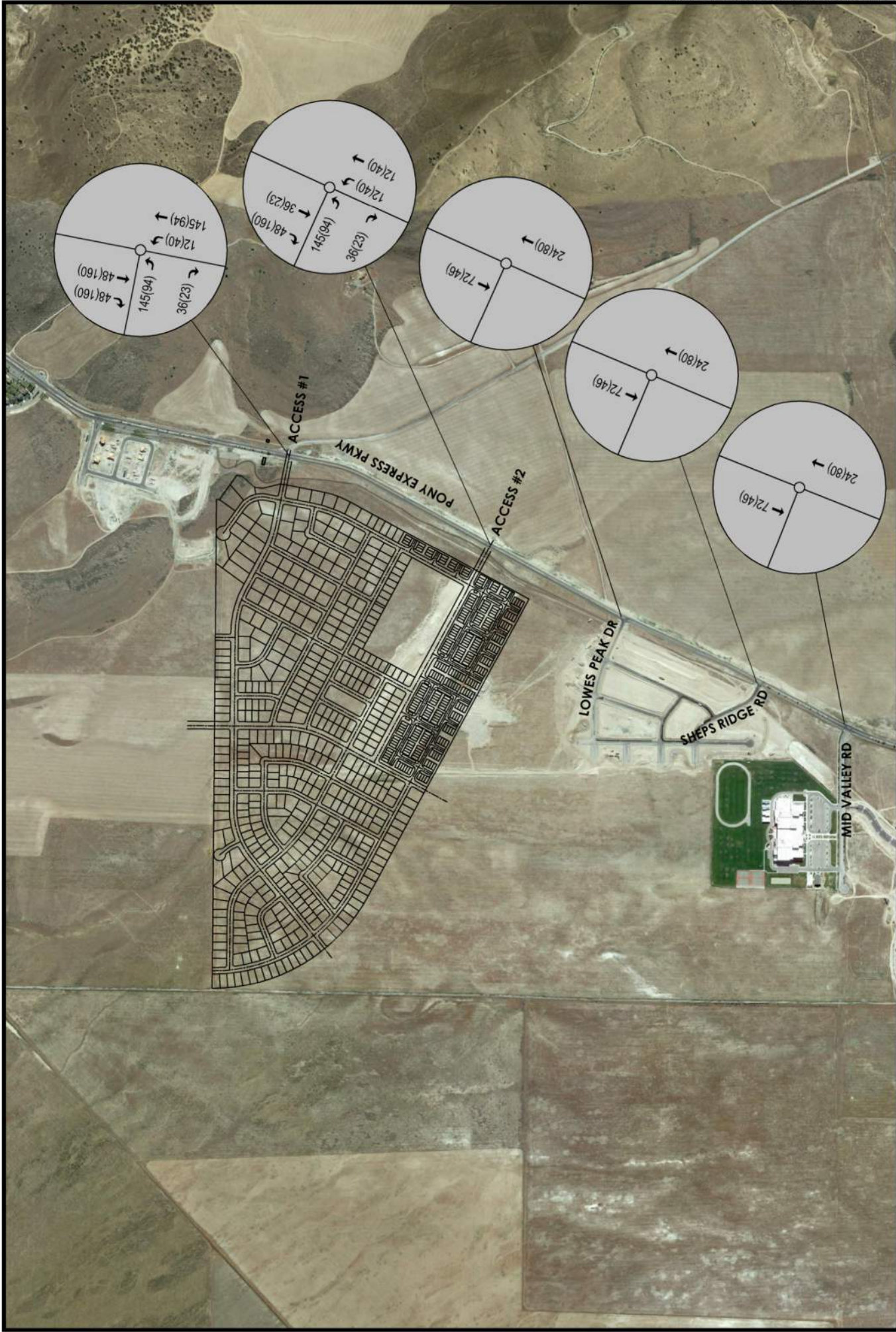


OVERLAND VILLAGE 2 TIS
 FIGURE 7 - 2025 PROJECT TRIP GENERATION PERCENTAGES



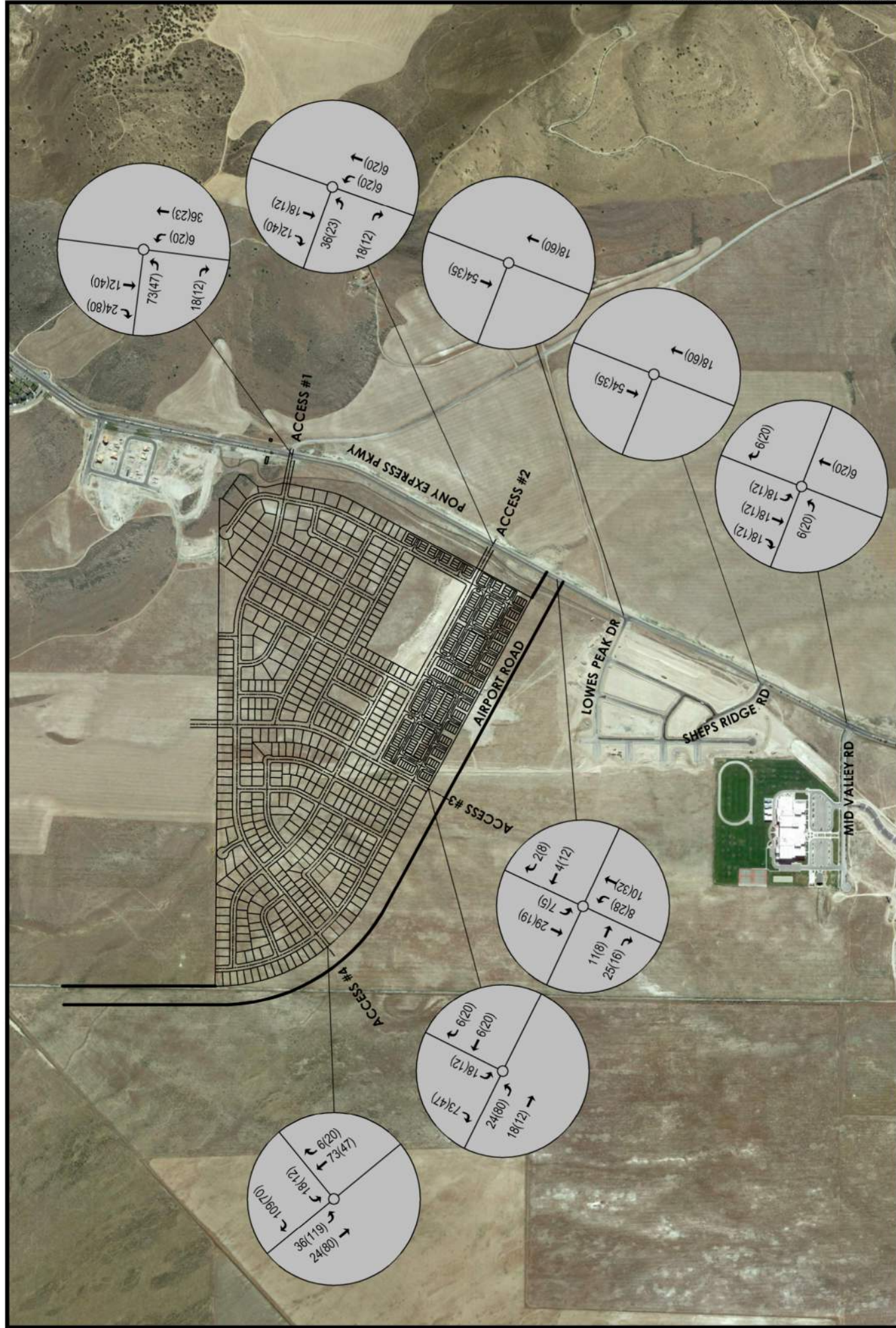
OVERLAND VILLAGE 2 TIS

FIGURE 8 - 2045 PROJECTED TRIP GENERATION PERCENTAGES



OVERLAND VILLAGE 2 TIS

FIGURE 9 - 2025 PROJECT TRIP GENERATION VOLUMES

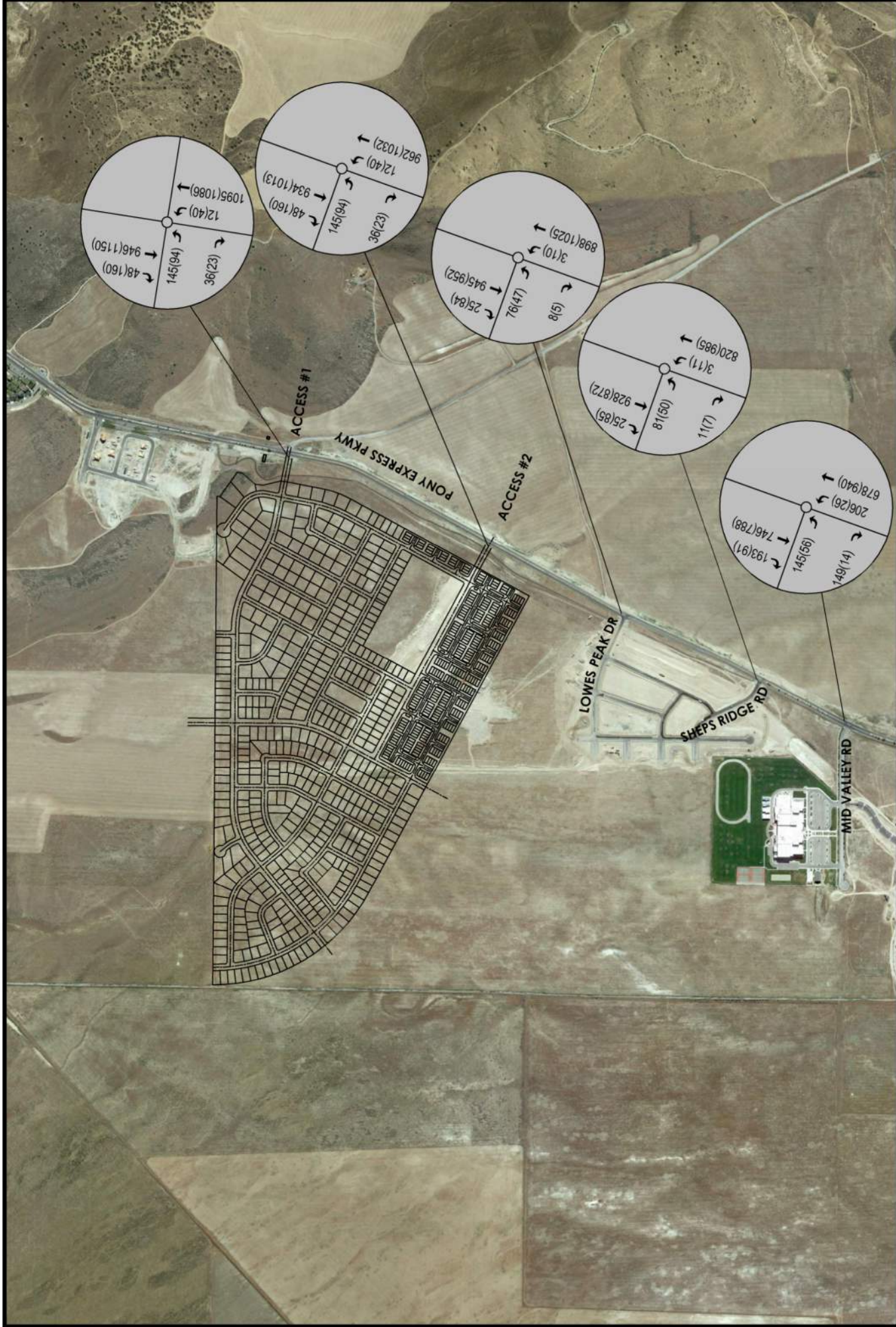


OVERLAND VILLAGE 2 TIS

FIGURE 10 - 2045 PROJECT TRIP GENERATION VOLUMES

6.0 Opening and Future with Project Traffic Conditions

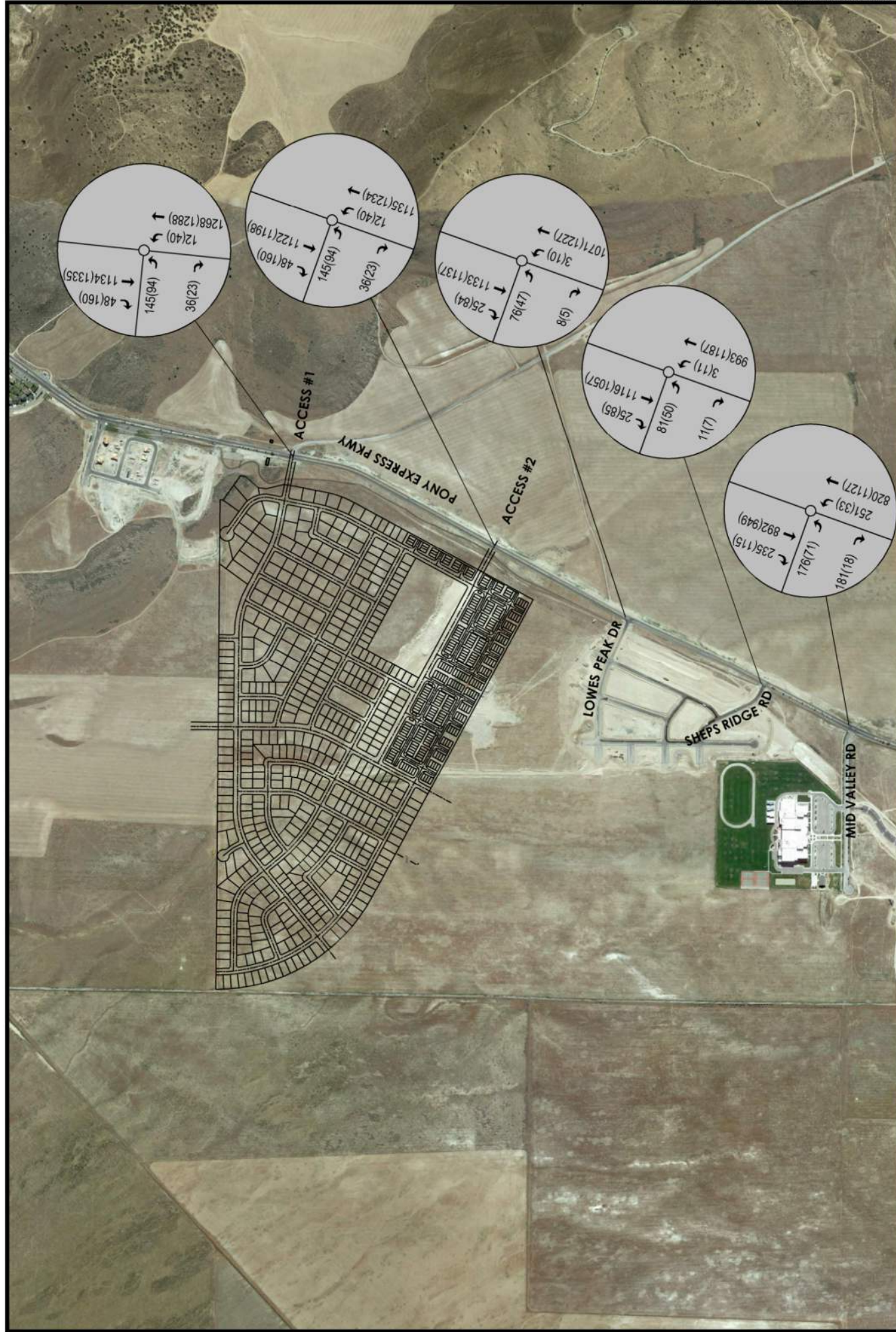
The projected future traffic volumes represent the traffic that will be added to the study area with the addition of the proposed Overland Village 2 Development. Using the projected traffic volumes from the 2025 Opening Year (Figure 4), 2030 Future Year (Figure 5) and the 2045 Future Year (Figure 6) scenarios in addition to the site generated traffic volumes as illustrated in Figures 9 and 10, the 2025 Opening Year with Project, 2030 Opening Year with Project and 2045 Future Year with Project traffic volumes are generated. Per the developer's schedule, it is anticipated that the proposed site will be built out in 2025. The 2025 Opening Year with Project traffic volumes, which illustrate the full build-out of the Overland Village 2 Development with the projected traffic, are illustrated in Figure 11. Five years after opening, the 2030 Future Year traffic volumes with Project are illustrated in Figure 12. Twenty years after opening, the 2045 Future Year with Project traffic volumes are illustrated in Figure 13.



LEGEND
XX(XX) = AM(PM) PEAKHOUR TRAFFIC VOLUMES

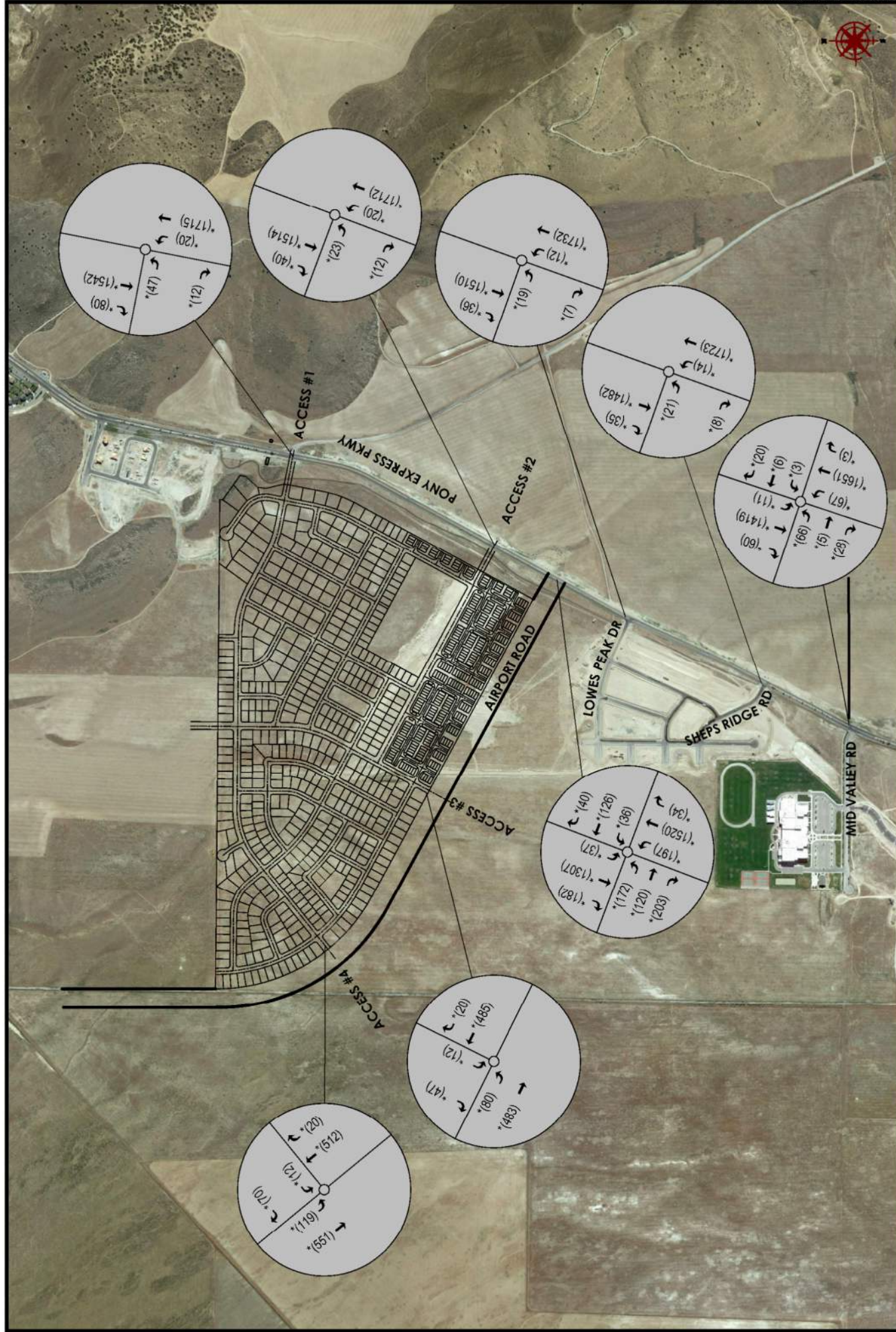
OVERLAND VILLAGE 2 TIS
FIGURE 11 - 2025 OPENING YEAR W/ PROJECT TRAFFIC VOLUMES





OVERLAND VILLAGE 2 TIS

FIGURE 12 - 2030 FUTURE YEAR W/ PROJECT TRAFFIC VOLUMES



OVERLAND VILLAGE 2 TIS

FIGURE 13 - 2045 FUTURE YEAR W/ PROJECT TRAFFIC VOLUMES

7.0 Capacity Analysis

Intersection capacity analysis was performed at the study area intersections and the proposed accesses to the Overland Village 2. Synchro® Version 10 was used to analyze the study intersections for the proposed trip conditions according to methods put forth by the Transportation Research Board's **Highway Capacity Manual (HCM 6th Edition)**.

The Level of Service (LOS) of an intersection ranges from A to F where LOS A has a low vehicular delay indicating smooth free-flowing traffic. LOS F has a high vehicular delay and indicates the worst-case scenario with high congestion and a complete breakdown of traffic flow. Although LOS A through C are the desired levels, LOS D is considered acceptable in urban conditions. Traffic conditions with LOS of E or F are generally deemed unacceptable and represent significant travel delay, increased accident potential, and inefficient motor vehicle operation. Table 2 shows the relation between LOS and vehicular delay for signalized and unsignalized intersections.

Table 2 - Signalized and Unsignalized intersection LOS and Delay Parameters

Level of Service (LOS)	Vehicular Delay (seconds/vehicle)	
	Signalized Intersection	Stop Controlled Approach
A	$0.0 \leq 10.0$	$0.0 < 10.0$
B	$> 10.0 \leq 20.0$	$> 10.0 < 15.0$
C	$> 20.0 \leq 35.0$	$> 15.0 < 25.0$
D	$> 35.0 \leq 55.0$	$> 25.0 < 35.0$
E	$> 55.0 \leq 80.0$	$> 35.0 < 50.0$
F	> 80.0	> 50.0

The 2019 Existing, 2025 Opening Year, 2030 Future Year Traffic, and 2040 Future Year traffic volumes at each of the study area intersections were input into the Synchro

Software. The levels of service at each of the turning movements can be seen in the following tables.

Table 3 – 2019 Existing Traffic LOS

Intersection	2019 Existing Traffic LOS(Delay)				
	Overall LOS	Northbound	Southbound	Eastbound	Westbound
1: Pony Express Pkwy & Mid Valley Rd					
AM Peak Hour	A(6)	A(5)	A(5)	B(14)	N/A
PM Peak Hour	A(3)	A(3)	A(3)	B(16)	N/A

Table 4 – 2025 Opening Year Traffic LOS

Intersection	2025 Opening Year Traffic LOS(Delay)				
	Overall LOS	Northbound	Southbound	Eastbound	Westbound
1: Pony Express Pkwy & Mid Valley Rd					
AM Peak Hour	A(8)	A(7)	A(6)	B(14)	N/A
PM Peak Hour	A(4)	A(4)	A(4)	B(15)	N/A
2: Pony Express Pkwy & Sheps Ridge Rd					
AM Peak Hour	1.3	A(0)	A(0)	D(26)	N/A
PM Peak Hour	0.7	A(0)	A(0)	C(22)	N/A
3: Pony Express Pkwy & Lowe Peak Dr					
AM Peak Hour	1.2	A(0)	A(0)	D(27)	N/A
PM Peak Hour	0.7	A(0)	A(0)	D(26)	N/A

Table 5 – 2030 Future Year Traffic LOS

Intersection	2030 Future Year Traffic LOS(Delay)				
	Overall LOS	Northbound	Southbound	Eastbound	Westbound
1: Pony Express Pkwy & Mid Valley Rd					
AM Peak Hour	B(10)	B(11)	A(8)	B(14)	N/A
PM Peak Hour	A(5)	A(4)	A(5)	B(14)	N/A
2: Pony Express Pkwy & Sheps Ridge Rd					
AM Peak Hour	1.6	A(0)	A(0)	E(36)	N/A
PM Peak Hour	0.8	A(0)	A(0)	D(30)	N/A
3: Pony Express Pkwy & Lowe Peak Dr					
AM Peak Hour	1.4	A(0)	A(0)	E(38)	N/A
PM Peak Hour	0.8	A(0)	A(0)	D(34)	N/A

Table 6 – 2045 Future Traffic LOS

Intersection	2045 Future Year Traffic LOS(Delay)				
	Overall LOS	Northbound	Southbound	Eastbound	Westbound
1: Pony Express Pkwy & Mid Valley Rd					
AM Peak Hour	-	-	-	-	-
PM Peak Hour	A(8)	A(8)	A(8)	B(14)	N/A
2: Pony Express Pkwy & Sheps Ridge Rd					
AM Peak Hour	-	-	-	-	-
PM Peak Hour	0.4	A(0)	A(0)	E(42)	N/A
3: Pony Express Pkwy & Lowe Peak Dr					
AM Peak Hour	-	-	-	-	-
PM Peak Hour	0.4	A(0)	A(0)	E(43)	N/A
4: Pony Express Pkwy & Airport Rd					
AM Peak Hour	-	-	-	-	-
PM Peak Hour	C(26)	C(28)	C(24)	C(26)	C(25)

With the addition of the Overland Village 2 Development, the following tables illustrate the levels of service under the 2025 Opening Year with Project, 2030 Future Year with Project and 2045 Future with Project traffic scenarios.

Table 7 – 2025 Opening Year with Project Traffic LOS

Intersection	2025 Opening Year w/ Project Traffic LOS(Delay)				
	Overall LOS	Northbound	Southbound	Eastbound	Westbound
1: Pony Express Pkwy & Mid Valley Rd					
AM Peak Hour	A(8)	A(7)	A(7)	B(14)	N/A
PM Peak Hour	A(4)	A(4)	A(4)	B(15)	N/A
2: Pony Express Pkwy & Sheps Ridge Rd					
AM Peak Hour	1.4	A(0)	A(0)	D(28)	N/A
PM Peak Hour	0.7	A(0)	A(0)	C(24)	N/A
3: Pony Express Pkwy & Lowe Peak Dr					
AM Peak Hour	1.3	A(0)	A(0)	D(30)	N/A
PM Peak Hour	0.7	A(0)	A(0)	D(28)	N/A
5: Pony Express Pkwy & Access #2					
AM Peak Hour	4.2	A(0)	A(0)	E(49)	N/A
PM Peak Hour	2.6	A(0)	A(0)	E(48)	N/A
6: Pony Express Pkwy & Access #1					
AM Peak Hour	4.5	A(0)	A(0)	F(56)	N/A
PM Peak Hour	3.3	A(0)	A(0)	F(67)	N/A

Table 8 – 2030 Future Year with Project Traffic LOS

Intersection	2030 Future Year w/ Project Traffic LOS(Delay)				
	Overall LOS	Northbound	Southbound	Eastbound	Westbound
1: Pony Express Pkwy & Mid Valley Rd					
AM Peak Hour	B(11)	B(12)	A(9)	B(14)	N/A
PM Peak Hour	A(5)	A(5)	A(5)	B(14)	N/A
2: Pony Express Pkwy & Sheps Ridge Rd					
AM Peak Hour	1.7	A(0)	A(0)	E(41)	N/A
PM Peak Hour	0.8	A(0)	A(0)	D(32)	N/A
3: Pony Express Pkwy & Lowe Peak Dr					
AM Peak Hour	1.6	A(0)	A(0)	E(43)	N/A
PM Peak Hour	0.8	A(0)	A(0)	E(37)	N/A
5: Pony Express Pkwy & Access #2					
AM Peak Hour	6.9	A(0)	A(0)	F(94)	N/A
PM Peak Hour	3.7	A(0)	A(0)	F(82)	N/A
6: Pony Express Pkwy & Access #1					
AM Peak Hour	7.3	A(0)	A(0)	F(106)	A(0)
PM Peak Hour	5.1	A(0)	A(0)	F(123)	A(0)

Table 9 – 2045 Future Year with Project Traffic LOS

Intersection	2045 Future Year w/ Project Traffic LOS(Delay)				
	Overall LOS	Northbound	Southbound	Eastbound	Westbound
1: Pony Express Pkwy & Mid Valley Rd					
AM Peak Hour	-	-	-	-	-
PM Peak Hour	C(29)	D(37)	C(21)	B(17)	C(22)
2: Pony Express Pkwy & Sheps Ridge Rd					
AM Peak Hour	-	-	-	-	-
PM Peak Hour	0.4	A(0)	A(0)	E(45)	N/A
3: Pony Express Pkwy & Lowe Peak Dr					
AM Peak Hour	-	-	-	-	-
PM Peak Hour	0.4	A(0)	A(0)	E(46)	N/A
4: Pony Express Pkwy & Airport Rd					
AM Peak Hour	-	-	-	-	-
PM Peak Hour	C(33)	D(39)	C(28)	C(26)	C(25)
5: Pony Express Pkwy & Access #2					
AM Peak Hour	-	-	-	-	-
PM Peak Hour	0.6	A(0)	A(0)	E(44)	N/A
6: Pony Express Pkwy & Access #1					
AM Peak Hour	-	-	-	-	-
PM Peak Hour	1.5	A(0)	A(0)	F(78)	N/A
7: Airport Rd & Access #3					
AM Peak Hour	-	-	-	-	-
PM Peak Hour	1.3	N/A	B(12)	A(0)	A(0)
8: Airport Rd & Access #4					
AM Peak Hour	-	-	-	-	-
PM Peak Hour	1.6	N/A	B(12)	A(2)	A(0)

8.0 Recommendations

Based on the information presented in this report, the following improvements are recommended as part of this development. The following recommendations are made for the intersections within this study area and to accommodate the new site accesses.

2019 Existing Scenario

The Pony Express Parkway and Mid Valley Road intersection currently functions at a LOS "A" under both the AM and PM peak hours. No improvements are needed under the 2019 Existing Conditions.

2025 Opening Year Scenario

Under the 2025 Opening Year scenario, without the Overland Village 2 Development, and using the existing lane configuration and roadway network, the Pony Express Parkway and Mid Valley Road intersection will continue to function at a LOS "A" in both the AM and PM peak hours.

It is recommended that by 2025, Mid Valley Road should be fully built-out in order to provide additional access to and from the Overland Village 1 Development. This will help reduce the number of vehicles using the Sheps Ridge Road and Lowes Peak Road intersections, improving the LOS and reducing the delay for vehicles exiting the development. It should also be noted, with the Mid Valley Road and Pony Express Parkway intersection now signalized, this will provide gaps in the flow of traffic along Pony Express Parkway which will allow vehicles a safer movement out of the development from these two roadways.

It is also recommended Airport Road be constructed to its full build-out. This will provide additional accesses in and out of the Overland Village 1 Development and reduce the number of vehicles along Pony Express Parkway and at the intersections of Sheps Ridge Road and Lowe Peak Road, improving the LOS.

2025 Opening Year with Project Scenario

With the addition of the Overland Village 2 Development, the 2025 Opening Year with Project traffic volumes at the Pony Express Parkway and Mid Valley Road intersection will continue to function at an overall acceptable LOS "A" during the AM and PM peak hours. No additional improvements are needed at this intersection.

It is assumed, until the City is able to construct Airport Road, there will only be Access #1 and Access #2 into and out of the Overland Village 2 Development. This will cause the eastbound movement out of the development to experience delays with the increase of traffic along Pony Express Parkway. It is recommended that Airport Road be constructed as soon as funding is available. By constructing Airport Road and extending Mid Valley Road to the west, additional accesses will be created to both the Overland Village 1 and Village 2 Developments. As these additional accesses are constructed, traffic patterns will adjust and become more evenly distributed (as shown in the 2045 Scenarios), which will improve the level of service and reduce delays at Access #1 and Access #2.

2030 Future Year Scenario

In the 2030 Future Year scenario, the Pony Express Parkway and Mid Valley Road signalized intersection, will function at a LOS "B" or better in both the AM and PM peak hours. It is recommended as development occurs along Mid Valley Road, the full build-out of the southern half of the road be completed. The extension of Mid Valley Road to the west will also provide additional access to the Overland Village 1 Development which will help reduce the amount of traffic at the Sheps Ridge Road and Lowes Peak Road intersections with Pony Express Parkway. This will also provide connection to another north/south Major Arterial that will reduce the amount of traffic along Pony Express Parkway.

2030 Future Year with Project Scenario

As mentioned under the 2030 Future Year scenario, it is recommended, Airport Road be constructed. This will provide two additional accesses in and out of the Overland Village 2 Development which will redistribute the projected traffic volumes from Access #1 and Access #2. This will improve the LOS and decrease the delay time for vehicles exiting the proposed development.

With the addition of Airport Road and with Mid Valley Road fully constructed, all other intersections will function at acceptable levels of service.

It is recommended that as Airport Road is constructed, the intersection with Pony Express Parkway be signalized. Signalizing this intersection will also provide adequate gaps in the flow of traffic along Pony Express Parkway which will allow vehicles to exit Overland Village 2 at Access #1 and Access #2 safely and reduce delays.

2045 Future Year Scenario

With Airport Road fully built out and Mid Valley Road fully built out, no additional recommendations are needed at any of the study area intersection. All intersections will function at acceptable levels of service under the 2045 Future Year scenario with these improvements.

It is assumed the Airport Road and Pony Express Parkway intersection will be fully built as per the City's General Plan. It is assumed this will be a signalized 4-legged intersection.

2045 Future Year with Project Scenario

With the recommended improvements to Airport Road and Mid Valley Road, under the 2045 Future Year with Project scenario, all study area intersections will function at acceptable levels of service and no additional recommendations are needed. Using the 2045 Future Year traffic volumes, combined with the Overland Village 2 Project generated traffic volumes, the 2045 Future Year with Project traffic volumes are

generated. These traffic volumes are illustrated in Figure 13. The Pony Express Parkway and Mid Valley Road intersection will continue to function at a LOS "C" under the PM peak hour. Similar to the 2045 Future Year scenario, no additional improvements are needed at this intersection.

The proposed internal roadway network of the Overland Village 2 is designed to provide an efficient flow of traffic throughout the development, as well as provide safe ingress and egress to the existing roadway network. There are Collector Roads that are designed within Village 2 that will connect to Village 1 and other Villages throughout the entire Overland Development.

All accesses to the Overland Village 2 Development along Airport Road should align with the proposed accesses to the existing Overland Village 1 Development.

Each of the site accesses will be designed and constructed with one receiving lane and one exiting lane that will allow left and right turn movement out of the development. Left turn movements into the development will be made from the existing left turn pockets along Pony Express Parkway and Airport Road. The projected traffic volumes entering and exiting the proposed development along Pony Express Parkway and Airport Road will not warrant separate right turn lanes once all accesses are constructed.

9.0 Appendix

Existing Traffic Counts

TURNING MOVEMENT COUNT SUMMARY

FOCUS ENGINEERING & SURVEYING, LLC

AM PEAK HOUR VOLUMES

INTERSECTION:
N-S STREET:
E-W STREET:

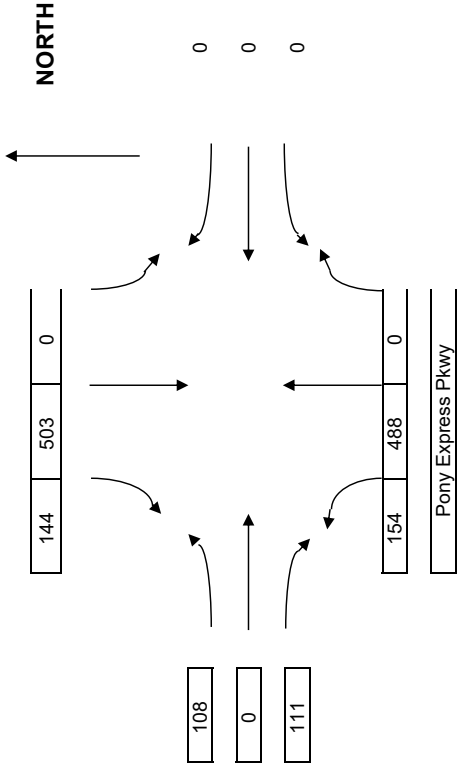
PK HR VOLUME: 1,508
PHF: 0.95
PEAK HOUR:
FROM: 7:15 AM TO: 8:15 AM

FOCUS PROJ. NO.:
COUNT DATE:

19-8007
10-Dec-19
Mid Valley Rd

COUNT TIME:
FROM:
TO:

7:00 AM
9:00 AM



COUNT DATA INPUT:

TIME PERIOD	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND			TOTAL VOLUMES
FROM: TO:	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 AM 7:15 AM	1	122	0	0	0	0	61	163	5	154	488	0	189
7:15 AM 7:30 AM	12	156	2	2	163	16	169	29	29	154	488	0	351
7:30 AM 7:45 AM	33	145	10	10	169	29	169	29	29	154	488	0	397
7:45 AM 8:00 AM	64	98	38	38	84	52	84	52	52	154	488	0	374
8:00 AM 8:15 AM	45	89	60	58	87	47	87	47	47	154	488	0	386
8:15 AM 8:30 AM	5	83	18	18	55	10	55	10	10	154	488	0	175
8:30 AM 8:45 AM	2	53	3	3	38	2	38	2	2	154	488	0	100
8:45 AM 9:00 AM	3	43	1	3	41	2	41	2	2	154	488	0	93

HOURLY TOTALS:

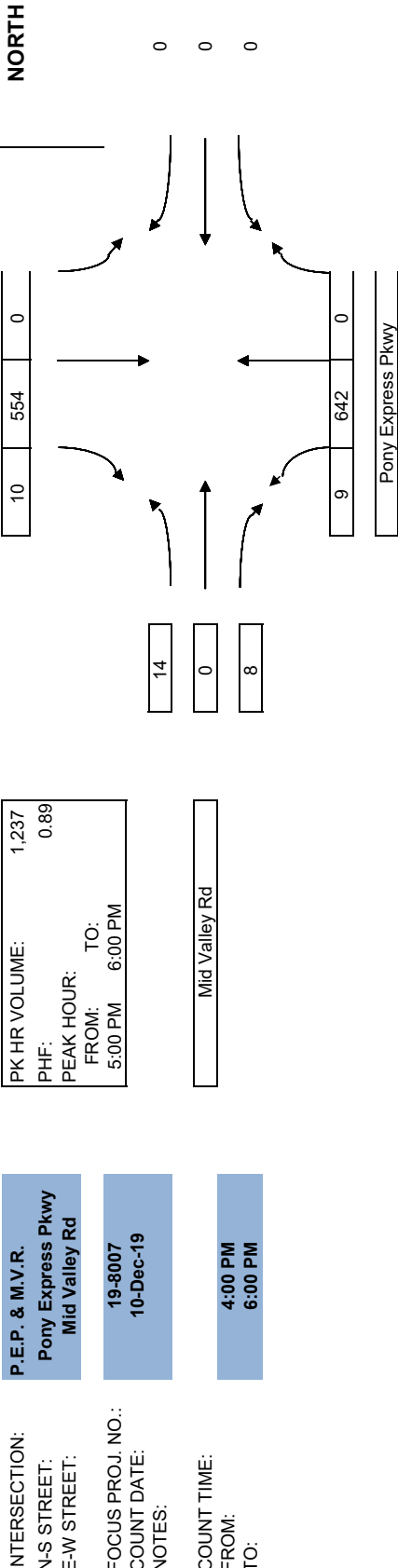
TIME PERIOD	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND			TOTAL VOLUMES
FROM: TO:	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 AM 8:00 AM	110	521	0	50	0	51	0	477	102	0	0	0	1,311
7:15 AM 8:15 AM	154	488	0	108	0	111	0	503	144	0	0	0	1,508
7:30 AM 8:30 AM	147	415	0	124	0	113	0	395	138	0	0	0	1,332
7:45 AM 8:45 AM	116	323	0	117	0	104	0	264	111	0	0	0	1,035
8:00 AM 9:00 AM	55	268	0	82	0	67	0	221	61	0	0	0	754

NOTE PHF IS BASED ON 15 MIN. PEAK WITHIN THE PEAK HOUR.

TURNING MOVEMENT COUNT SUMMARY

FOCUS ENGINEERING & SURVEYING, LLC

PM PEAK HOUR VOLUMES



COUNT DATA INPUT:

FROM:	TIME PERIOD	TO:	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
4:00 PM	4:15 PM	4:30 PM	3	70	6	9	6	4	39	4	4	131			
4:15 PM	4:30 PM	4:45 PM	2	118	5	5	5	4	110	4	4	244			
4:30 PM	4:45 PM	5:00 PM	2	106	2	6	2	1	103	1	1	220			
4:45 PM	5:00 PM	5:15 PM	0	90	2	3	2	3	140	3	3	238			
5:00 PM	5:15 PM	5:30 PM	2	136	2	3	2	3	132	3	3	278			
5:15 PM	5:30 PM	5:45 PM	2	141	5	7	5	4	131	4	4	290			
5:30 PM	5:45 PM	6:00 PM	4	195	0	3	0	1	144	1	1	347			
5:45 PM	6:00 PM		1	170	1	1	1	2	147	2	2	322			

HOURLY TOTALS:

FROM:	TIME PERIOD	TO:	L	T	R	L	T	R	L	T	R	TOTAL
4:00 PM	5:00 PM	5:15 PM	7	384	0	23	0	15	0	392	12	833
4:15 PM	5:15 PM	5:30 PM	6	450	0	17	0	11	0	485	11	980
4:30 PM	5:30 PM	5:45 PM	6	473	0	19	0	11	0	506	11	1,026
4:45 PM	5:45 PM	6:00 PM	8	562	0	16	0	9	0	547	11	1,153
5:00 PM	6:00 PM		9	642	0	14	0	8	0	554	10	1,237

NOTE PHF IS BASED ON 15 MIN. PEAK WITHIN THE PEAK HOUR.

Trip Generation Report

Trip Generation Summary

Alternative: Alternative 2

Phase:

Project: New Project

Open Date: 2/12/2020

Analysis Date: 2/12/2020

ITE	Land Use	Weekday Average Daily Trips				Weekday AM Peak Hour of Adjacent Street Traffic				Weekday PM Peak Hour of Adjacent Street Traffic			
		*	Enter	Exit	Total	*	Enter	Exit	Total	*	Enter	Exit	Total
210	SFHOUSE 2		2365	2364	4729		93	278	371		312	184	496
	501 Dwelling Units												
220	LOW-RISE 2		886	885	1771		26	85	111		86	50	136
	242 Dwelling Units												
	Unadjusted Volume		3251	3249	6500		119	363	482		398	234	632
	Internal Capture Trips		0	0	0		0	0	0		0	0	0
	Pass-By Trips		0	0	0		0	0	0		0	0	0
	Volume Added to Adjacent Streets		3251	3249	6500		119	363	482		398	234	632

Total Weekday Average Daily Trips Internal Capture = 0 Percent

Total Weekday AM Peak Hour of Adjacent Street Traffic Internal Capture = 0 Percent

Total Weekday PM Peak Hour of Adjacent Street Traffic Internal Capture = 0 Percent

* - Custom rate used for selected time period.

Source: Institute of Transportation Engineers, Trip Generation Manual 10th Edition
TRIP GENERATION 10, TRAFFICWARE, LLC

Traffic Analysis Reports

2019 Existing Traffic Analysis

HCM 6th Signalized Intersection Summary
1: Pony Express Pkwy & Mid Valley Rd

2019 Existing AM
Overland Village 2

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	108	111	154	488	503	144
Future Volume (veh/h)	108	111	154	488	503	144
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	117	121	167	530	547	157
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	248	221	576	2039	1565	447
Arrive On Green	0.14	0.14	0.57	0.57	0.57	0.57
Sat Flow, veh/h	1781	1585	743	3647	2821	780
Grp Volume(v), veh/h	117	121	167	530	356	348
Grp Sat Flow(s),veh/h/ln	1781	1585	743	1777	1777	1730
Q Serve(g_s), s	1.9	2.2	4.9	2.3	3.3	3.4
Cycle Q Clear(g_c), s	1.9	2.2	8.2	2.3	3.3	3.4
Prop In Lane	1.00	1.00	1.00			0.45
Lane Grp Cap(c), veh/h	248	221	576	2039	1019	993
V/C Ratio(X)	0.47	0.55	0.29	0.26	0.35	0.35
Avail Cap(c_a), veh/h	1022	909	576	2039	1019	993
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.4	12.6	5.8	3.3	3.6	3.6
Incr Delay (d2), s/veh	1.4	2.1	1.3	0.3	0.9	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.7	0.5	0.2	0.4	0.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	13.8	14.7	7.0	3.7	4.5	4.5
LnGrp LOS	B	B	A	A	A	A
Approach Vol, veh/h	238			697	704	
Approach Delay, s/veh	14.3			4.5	4.5	
Approach LOS	B			A	A	
Timer - Assigned Phs	2		4		6	
Phs Duration (G+Y+Rc), s	22.5		8.9		22.5	
Change Period (Y+Rc), s	4.5		4.5		4.5	
Max Green Setting (Gmax), s	18.0		18.0		18.0	
Max Q Clear Time (g_c+l1), s	10.2		4.2		5.4	
Green Ext Time (p_c), s	2.7		0.6		3.4	
Intersection Summary						
HCM 6th Ctrl Delay			5.9			
HCM 6th LOS			A			

HCM 6th Signalized Intersection Summary
1: Pony Express Pkwy & Mid Valley Rd

2019 Existing PM
Overland Village 2

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	14	8	9	642	554	10
Future Volume (veh/h)	14	8	9	642	554	10
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	15	9	10	698	602	11
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	54	48	723	2297	2308	42
Arrive On Green	0.03	0.03	0.65	0.65	0.65	0.65
Sat Flow, veh/h	1781	1585	809	3647	3664	65
Grp Volume(v), veh/h	15	9	10	698	299	314
Grp Sat Flow(s),veh/h/ln	1781	1585	809	1777	1777	1859
Q Serve(g_s), s	0.2	0.2	0.1	2.4	2.0	2.0
Cycle Q Clear(g_c), s	0.2	0.2	2.1	2.4	2.0	2.0
Prop In Lane	1.00	1.00	1.00			0.04
Lane Grp Cap(c), veh/h	54	48	723	2297	1149	1201
V/C Ratio(X)	0.28	0.19	0.01	0.30	0.26	0.26
Avail Cap(c_a), veh/h	1151	1025	723	2297	1149	1201
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.2	13.2	2.6	2.2	2.1	2.1
Incr Delay (d2), s/veh	2.7	1.8	0.0	0.3	0.6	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.1	0.0	0.1	0.2	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	15.9	15.0	2.6	2.5	2.6	2.6
LnGrp LOS	B	B	A	A	A	A
Approach Vol, veh/h	24			708	613	
Approach Delay, s/veh	15.6			2.5	2.6	
Approach LOS	B			A	A	
Timer - Assigned Phs	2		4		6	
Phs Duration (G+Y+Rc), s	22.5		5.3		22.5	
Change Period (Y+Rc), s	4.5		4.5		4.5	
Max Green Setting (Gmax), s	18.0		18.0		18.0	
Max Q Clear Time (g_c+I1), s	4.4		2.2		4.0	
Green Ext Time (p_c), s	3.8		0.0		2.9	
Intersection Summary						
HCM 6th Ctrl Delay			2.8			
HCM 6th LOS			A			

2025 Opening Year Traffic Analysis

HCM 6th Signalized Intersection Summary
1: Pony Express Pkwy & Mid Valley Rd

2025 Opening AM
Overland Village 2

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations				 	 	
Traffic Volume (veh/h)	145	149	206	654	674	193
Future Volume (veh/h)	145	149	206	654	674	193
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	158	162	224	711	733	210
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	304	271	452	1964	1507	432
Arrive On Green	0.17	0.17	0.55	0.55	0.55	0.55
Sat Flow, veh/h	1781	1585	594	3647	2819	781
Grp Volume(v), veh/h	158	162	224	711	478	465
Grp Sat Flow(s),veh/h/ln	1781	1585	594	1777	1777	1730
Q Serve(g_s), s	2.6	3.1	12.0	3.6	5.4	5.4
Cycle Q Clear(g_c), s	2.6	3.1	17.4	3.6	5.4	5.4
Prop In Lane	1.00	1.00	1.00			0.45
Lane Grp Cap(c), veh/h	304	271	452	1964	982	956
V/C Ratio(X)	0.52	0.60	0.50	0.36	0.49	0.49
Avail Cap(c_a), veh/h	985	876	452	1964	982	956
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.3	12.5	9.8	4.1	4.5	4.5
Incr Delay (d2), s/veh	1.4	2.1	3.9	0.5	1.7	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	1.0	1.3	0.5	0.9	0.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	13.7	14.6	13.6	4.6	6.2	6.2
LnGrp LOS	B	B	B	A	A	A
Approach Vol, veh/h	320			935	943	
Approach Delay, s/veh	14.1			6.8	6.2	
Approach LOS	B			A	A	
Timer - Assigned Phs	2		4		6	
Phs Duration (G+Y+Rc), s	22.5		10.1		22.5	
Change Period (Y+Rc), s	4.5		4.5		4.5	
Max Green Setting (Gmax), s	18.0		18.0		18.0	
Max Q Clear Time (g_c+I1), s	19.4		5.1		7.4	
Green Ext Time (p_c), s	0.0		0.8		4.2	
Intersection Summary						
HCM 6th Ctrl Delay			7.6			
HCM 6th LOS			A			

Intersection						
Int Delay, s/veh	1.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	81	11	3	796	856	25
Future Vol, veh/h	81	11	3	796	856	25
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	-	50	-	-	50
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	88	12	3	865	930	27
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1369	465	957	0	-	0
Stage 1	930	-	-	-	-	-
Stage 2	439	-	-	-	-	-
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	138	544	714	-	-	-
Stage 1	344	-	-	-	-	-
Stage 2	617	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	137	544	714	-	-	-
Mov Cap-2 Maneuver	257	-	-	-	-	-
Stage 1	343	-	-	-	-	-
Stage 2	617	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	25.5	0		0		
HCM LOS	D					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	714	-	274	-	-	
HCM Lane V/C Ratio	0.005	-	0.365	-	-	
HCM Control Delay (s)	10.1	-	25.5	-	-	
HCM Lane LOS	B	-	D	-	-	
HCM 95th %tile Q(veh)	0	-	1.6	-	-	

HCM 6th TWSC
3: Pony Express Pkwy & Lowe Peak Dr

2025 Opening AM
Overland Village 2

Intersection						
Int Delay, s/veh	1.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	76	8	3	874	873	25
Future Vol, veh/h	76	8	3	874	873	25
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	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	83	9	3	950	949	27
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1444	488	976	0	-	0
Stage 1	963	-	-	-	-	-
Stage 2	481	-	-	-	-	-
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	123	526	703	-	-	-
Stage 1	331	-	-	-	-	-
Stage 2	588	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	123	526	703	-	-	-
Mov Cap-2 Maneuver	243	-	-	-	-	-
Stage 1	330	-	-	-	-	-
Stage 2	588	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	26.7	0		0		
HCM LOS	D					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	703	-	256	-	-	
HCM Lane V/C Ratio	0.005	-	0.357	-	-	
HCM Control Delay (s)	10.1	-	26.7	-	-	
HCM Lane LOS	B	-	D	-	-	
HCM 95th %tile Q(veh)	0	-	1.5	-	-	

HCM 6th Signalized Intersection Summary
1: Pony Express Pkwy & Mid Valley Rd

2025 Opening PM
Overland Village 2

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	56	14	26	860	742	91
Future Volume (veh/h)	56	14	26	860	742	91
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	61	15	28	935	807	99
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	140	125	543	2183	1957	240
Arrive On Green	0.08	0.08	0.61	0.61	0.61	0.61
Sat Flow, veh/h	1781	1585	615	3647	3280	391
Grp Volume(v), veh/h	61	15	28	935	450	456
Grp Sat Flow(s),veh/h/ln	1781	1585	615	1777	1777	1800
Q Serve(g_s), s	1.0	0.3	0.7	4.0	3.8	3.8
Cycle Q Clear(g_c), s	1.0	0.3	4.6	4.0	3.8	3.8
Prop In Lane	1.00	1.00	1.00			0.22
Lane Grp Cap(c), veh/h	140	125	543	2183	1091	1106
V/C Ratio(X)	0.44	0.12	0.05	0.43	0.41	0.41
Avail Cap(c_a), veh/h	1094	974	543	2183	1091	1106
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.9	12.6	4.1	3.0	2.9	2.9
Incr Delay (d2), s/veh	2.1	0.4	0.2	0.6	1.2	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.1	0.1	0.2	0.3	0.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	15.0	13.0	4.3	3.6	4.1	4.1
LnGrp LOS	B	B	A	A	A	A
Approach Vol, veh/h	76			963	906	
Approach Delay, s/veh	14.6			3.6	4.1	
Approach LOS	B			A	A	
Timer - Assigned Phs	2		4		6	
Phs Duration (G+Y+Rc), s	22.5		6.8		22.5	
Change Period (Y+Rc), s	4.5		4.5		4.5	
Max Green Setting (Gmax), s	18.0		18.0		18.0	
Max Q Clear Time (g_c+I1), s	6.6		3.0		5.8	
Green Ext Time (p_c), s	4.9		0.1		4.3	
Intersection Summary						
HCM 6th Ctrl Delay			4.2			
HCM 6th LOS			A			

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	50	7	11	905	826	85
Future Vol, veh/h	50	7	11	905	826	85
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	-	50	-	-	50
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	54	8	12	984	898	92

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1414	449	990	0	-	0
Stage 1	898	-	-	-	-	-
Stage 2	516	-	-	-	-	-
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	129	557	694	-	-	-
Stage 1	358	-	-	-	-	-
Stage 2	564	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	127	557	694	-	-	-
Mov Cap-2 Maneuver	251	-	-	-	-	-
Stage 1	352	-	-	-	-	-
Stage 2	564	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	22.3	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	694	-	269	-	-
HCM Lane V/C Ratio	0.017	-	0.23	-	-
HCM Control Delay (s)	10.3	-	22.3	-	-
HCM Lane LOS	B	-	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.9	-	-

HCM 6th TWSC
3: Pony Express Pkwy & Lowe Peak Dr

2025 Opening PM
Overland Village 2

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	47	5	10	945	906	84
Future Vol, veh/h	47	5	10	945	906	84
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	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	51	5	11	1027	985	91
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1567	538	1076	0	-	0
Stage 1	1031	-	-	-	-	-
Stage 2	536	-	-	-	-	-
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	102	488	644	-	-	-
Stage 1	305	-	-	-	-	-
Stage 2	551	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	100	488	644	-	-	-
Mov Cap-2 Maneuver	218	-	-	-	-	-
Stage 1	300	-	-	-	-	-
Stage 2	551	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	25.7	0.1		0		
HCM LOS	D					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	644	-	230	-	-	
HCM Lane V/C Ratio	0.017	-	0.246	-	-	
HCM Control Delay (s)	10.7	-	25.7	-	-	
HCM Lane LOS	B	-	D	-	-	
HCM 95th %tile Q(veh)	0.1	-	0.9	-	-	

2025 Opening Year with Project Traffic Analysis

HCM 6th Signalized Intersection Summary
1: Pony Express Pkwy & Mid Valley Rd

2025 Opening w/ Project AM
Overland Village 2

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations				 	 	
Traffic Volume (veh/h)	145	149	206	678	746	193
Future Volume (veh/h)	145	149	206	678	746	193
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	158	162	224	737	811	210
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	304	271	425	1964	1544	400
Arrive On Green	0.17	0.17	0.55	0.55	0.55	0.55
Sat Flow, veh/h	1781	1585	552	3647	2887	723
Grp Volume(v), veh/h	158	162	224	737	516	505
Grp Sat Flow(s),veh/h/ln	1781	1585	552	1777	1777	1740
Q Serve(g_s), s	2.6	3.1	12.0	3.8	6.0	6.0
Cycle Q Clear(g_c), s	2.6	3.1	18.0	3.8	6.0	6.0
Prop In Lane	1.00	1.00	1.00			0.42
Lane Grp Cap(c), veh/h	304	271	425	1964	982	962
V/C Ratio(X)	0.52	0.60	0.53	0.38	0.53	0.53
Avail Cap(c_a), veh/h	985	876	425	1964	982	962
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.3	12.5	10.8	4.1	4.6	4.6
Incr Delay (d2), s/veh	1.4	2.1	4.6	0.5	2.0	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	1.0	1.4	0.5	1.1	1.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	13.7	14.6	15.4	4.7	6.6	6.6
LnGrp LOS	B	B	B	A	A	A
Approach Vol, veh/h	320			961	1021	
Approach Delay, s/veh	14.1			7.2	6.6	
Approach LOS	B			A	A	
Timer - Assigned Phs	2		4		6	
Phs Duration (G+Y+Rc), s	22.5		10.1		22.5	
Change Period (Y+Rc), s	4.5		4.5		4.5	
Max Green Setting (Gmax), s	18.0		18.0		18.0	
Max Q Clear Time (g_c+I1), s	20.0		5.1		8.0	
Green Ext Time (p_c), s	0.0		0.8		4.4	
Intersection Summary						
HCM 6th Ctrl Delay			7.9			
HCM 6th LOS			A			

Intersection						
Int Delay, s/veh	1.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	81	11	3	820	928	25
Future Vol, veh/h	81	11	3	820	928	25
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	-	50	-	-	50
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	88	12	3	891	1009	27
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1461	505	1036	0	-	0
Stage 1	1009	-	-	-	-	-
Stage 2	452	-	-	-	-	-
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	120	512	667	-	-	-
Stage 1	313	-	-	-	-	-
Stage 2	608	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	120	512	667	-	-	-
Mov Cap-2 Maneuver	235	-	-	-	-	-
Stage 1	312	-	-	-	-	-
Stage 2	608	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	28.5	0		0		
HCM LOS	D					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	667	-	251	-	-	
HCM Lane V/C Ratio	0.005	-	0.398	-	-	
HCM Control Delay (s)	10.4	-	28.5	-	-	
HCM Lane LOS	B	-	D	-	-	
HCM 95th %tile Q(veh)	0	-	1.8	-	-	

Intersection						
Int Delay, s/veh	1.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	76	8	3	898	945	25
Future Vol, veh/h	76	8	3	898	945	25
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	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	83	9	3	976	1027	27

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1535	527	1054	0	-	0
Stage 1	1041	-	-	-	-	-
Stage 2	494	-	-	-	-	-
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	107	496	656	-	-	-
Stage 1	301	-	-	-	-	-
Stage 2	579	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	106	496	656	-	-	-
Mov Cap-2 Maneuver	222	-	-	-	-	-
Stage 1	299	-	-	-	-	-
Stage 2	579	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	29.9	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	656	-	234	-	-
HCM Lane V/C Ratio	0.005	-	0.39	-	-
HCM Control Delay (s)	10.5	-	29.9	-	-
HCM Lane LOS	B	-	D	-	-
HCM 95th %tile Q(veh)	0	-	1.7	-	-

Intersection						
Int Delay, s/veh	4.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	145	36	12	962	934	48
Future Vol, veh/h	145	36	12	962	934	48
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	0	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	158	39	13	1046	1015	52
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1590	534	1067	0	-	0
Stage 1	1041	-	-	-	-	-
Stage 2	549	-	-	-	-	-
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	~ 98	491	649	-	-	-
Stage 1	301	-	-	-	-	-
Stage 2	542	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 96	491	649	-	-	-
Mov Cap-2 Maneuver	213	-	-	-	-	-
Stage 1	295	-	-	-	-	-
Stage 2	542	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	49.5	0.1		0		
HCM LOS	E					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	649	-	213	491	-	-
HCM Lane V/C Ratio	0.02	-	0.74	0.08	-	-
HCM Control Delay (s)	10.7	-	58.5	13	-	-
HCM Lane LOS	B	-	F	B	-	-
HCM 95th %tile Q(veh)	0.1	-	5	0.3	-	-
Notes						
~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon						

Intersection						
Int Delay, s/veh	4.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	145	36	12	1095	946	48
Future Vol, veh/h	145	36	12	1095	946	48
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	0	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	158	39	13	1190	1028	52
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1675	540	1080	0	-	0
Stage 1	1054	-	-	-	-	-
Stage 2	621	-	-	-	-	-
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	~ 86	486	641	-	-	-
Stage 1	296	-	-	-	-	-
Stage 2	498	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 84	486	641	-	-	-
Mov Cap-2 Maneuver	202	-	-	-	-	-
Stage 1	290	-	-	-	-	-
Stage 2	498	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	56	0.1		0		
HCM LOS	F					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	641	-	202	486	-	-
HCM Lane V/C Ratio	0.02	-	0.78	0.081	-	-
HCM Control Delay (s)	10.7	-	66.7	13.1	-	-
HCM Lane LOS	B	-	F	B	-	-
HCM 95th %tile Q(veh)	0.1	-	5.4	0.3	-	-
Notes						
~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon						

HCM 6th Signalized Intersection Summary
1: Pony Express Pkwy & Mid Valley Rd

2025 Opening w Project PM
Overland Village 2

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations				 	 	
Traffic Volume (veh/h)	56	14	26	940	788	91
Future Volume (veh/h)	56	14	26	940	788	91
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	61	15	28	1022	857	99
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	140	125	524	2183	1971	228
Arrive On Green	0.08	0.08	0.61	0.61	0.61	0.61
Sat Flow, veh/h	1781	1585	587	3647	3303	371
Grp Volume(v), veh/h	61	15	28	1022	474	482
Grp Sat Flow(s),veh/h/ln	1781	1585	587	1777	1777	1804
Q Serve(g_s), s	1.0	0.3	0.8	4.6	4.1	4.1
Cycle Q Clear(g_c), s	1.0	0.3	4.9	4.6	4.1	4.1
Prop In Lane	1.00	1.00	1.00			0.21
Lane Grp Cap(c), veh/h	140	125	524	2183	1091	1108
V/C Ratio(X)	0.44	0.12	0.05	0.47	0.43	0.43
Avail Cap(c_a), veh/h	1094	974	524	2183	1091	1108
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.9	12.6	4.3	3.1	3.0	3.0
Incr Delay (d2), s/veh	2.1	0.4	0.2	0.7	1.3	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.1	0.1	0.2	0.4	0.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	15.0	13.0	4.5	3.8	4.2	4.2
LnGrp LOS	B	B	A	A	A	A
Approach Vol, veh/h	76			1050	956	
Approach Delay, s/veh	14.6			3.8	4.2	
Approach LOS	B			A	A	
Timer - Assigned Phs	2		4		6	
Phs Duration (G+Y+Rc), s	22.5		6.8		22.5	
Change Period (Y+Rc), s	4.5		4.5		4.5	
Max Green Setting (Gmax), s	18.0		18.0		18.0	
Max Q Clear Time (g_c+I1), s	6.9		3.0		6.1	
Green Ext Time (p_c), s	5.2		0.1		4.5	
Intersection Summary						
HCM 6th Ctrl Delay			4.4			
HCM 6th LOS			A			

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	50	7	11	985	872	85
Future Vol, veh/h	50	7	11	985	872	85
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	-	50	-	-	50
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	54	8	12	1071	948	92
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1508	474	1040	0	-	0
Stage 1	948	-	-	-	-	-
Stage 2	560	-	-	-	-	-
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	111	537	664	-	-	-
Stage 1	337	-	-	-	-	-
Stage 2	535	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	109	537	664	-	-	-
Mov Cap-2 Maneuver	233	-	-	-	-	-
Stage 1	331	-	-	-	-	-
Stage 2	535	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	24.1	0.1		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	664	-	250	-	-	
HCM Lane V/C Ratio	0.018	-	0.248	-	-	
HCM Control Delay (s)	10.5	-	24.1	-	-	
HCM Lane LOS	B	-	C	-	-	
HCM 95th %tile Q(veh)	0.1	-	0.9	-	-	

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	47	5	10	1025	952	84
Future Vol, veh/h	47	5	10	1025	952	84
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	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	51	5	11	1114	1035	91
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1660	563	1126	0	-	0
Stage 1	1081	-	-	-	-	-
Stage 2	579	-	-	-	-	-
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	88	470	616	-	-	-
Stage 1	287	-	-	-	-	-
Stage 2	524	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	86	470	616	-	-	-
Mov Cap-2 Maneuver	202	-	-	-	-	-
Stage 1	282	-	-	-	-	-
Stage 2	524	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	27.8	0.1		0		
HCM LOS	D					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	616	-	214	-	-	
HCM Lane V/C Ratio	0.018	-	0.264	-	-	
HCM Control Delay (s)	10.9	-	27.8	-	-	
HCM Lane LOS	B	-	D	-	-	
HCM 95th %tile Q(veh)	0.1	-	1	-	-	

Intersection						
Int Delay, s/veh	2.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	94	23	40	1032	1013	160
Future Vol, veh/h	94	23	40	1032	1013	160
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	0	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	102	25	43	1122	1101	174
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1835	638	1275	0	-	0
Stage 1	1188	-	-	-	-	-
Stage 2	647	-	-	-	-	-
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	~ 67	419	540	-	-	-
Stage 1	252	-	-	-	-	-
Stage 2	483	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 62	419	540	-	-	-
Mov Cap-2 Maneuver	167	-	-	-	-	-
Stage 1	232	-	-	-	-	-
Stage 2	483	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	47.5	0.5		0		
HCM LOS	E					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	540	-	167	419	-	-
HCM Lane V/C Ratio	0.081	-	0.612	0.06	-	-
HCM Control Delay (s)	12.2	-	55.7	14.1	-	-
HCM Lane LOS	B	-	F	B	-	-
HCM 95th %tile Q(veh)	0.3	-	3.3	0.2	-	-
Notes						
~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon						

Intersection						
Int Delay, s/veh	3.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	94	23	40	1086	1150	160
Future Vol, veh/h	94	23	40	1086	1150	160
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	0	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	102	25	43	1180	1250	174
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	2013	712	1424	0	-	0
Stage 1	1337	-	-	-	-	-
Stage 2	676	-	-	-	-	-
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	~ 51	375	474	-	-	-
Stage 1	210	-	-	-	-	-
Stage 2	467	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 46	375	474	-	-	-
Mov Cap-2 Maneuver	140	-	-	-	-	-
Stage 1	191	-	-	-	-	-
Stage 2	467	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	67.4	0.5		0		
HCM LOS	F					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	474	-	140	375	-	-
HCM Lane V/C Ratio	0.092	-	0.73	0.067	-	-
HCM Control Delay (s)	13.4	-	80.1	15.3	-	-
HCM Lane LOS	B	-	F	C	-	-
HCM 95th %tile Q(veh)	0.3	-	4.3	0.2	-	-
Notes						
~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon						

2030 Future Year Traffic Analysis

HCM 6th Signalized Intersection Summary
1: Pony Express Pkwy & Mid Valley Rd

2030 Future AM
Overland Village 2

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations				 	 	
Traffic Volume (veh/h)	176	181	251	796	820	235
Future Volume (veh/h)	176	181	251	796	820	235
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	191	197	273	865	891	255
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	352	313	365	1901	1459	417
Arrive On Green	0.20	0.20	0.53	0.53	0.53	0.53
Sat Flow, veh/h	1781	1585	491	3647	2821	779
Grp Volume(v), veh/h	191	197	273	865	580	566
Grp Sat Flow(s),veh/h/ln	1781	1585	491	1777	1777	1730
Q Serve(g_s), s	3.2	3.8	10.4	5.0	7.6	7.6
Cycle Q Clear(g_c), s	3.2	3.8	18.0	5.0	7.6	7.6
Prop In Lane	1.00	1.00	1.00			0.45
Lane Grp Cap(c), veh/h	352	313	365	1901	950	925
V/C Ratio(X)	0.54	0.63	0.75	0.46	0.61	0.61
Avail Cap(c_a), veh/h	953	848	365	1901	950	925
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.1	12.4	13.9	4.8	5.4	5.4
Incr Delay (d2), s/veh	1.3	2.1	13.1	0.8	2.9	3.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	1.2	3.0	0.8	1.6	1.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	13.4	14.4	27.0	5.6	8.3	8.4
LnGrp LOS	B	B	C	A	A	A
Approach Vol, veh/h	388			1138	1146	
Approach Delay, s/veh	13.9			10.7	8.4	
Approach LOS	B			B	A	
Timer - Assigned Phs	2		4		6	
Phs Duration (G+Y+Rc), s	22.5		11.2		22.5	
Change Period (Y+Rc), s	4.5		4.5		4.5	
Max Green Setting (Gmax), s	18.0		18.0		18.0	
Max Q Clear Time (g_c+l1), s	20.0		5.8		9.6	
Green Ext Time (p_c), s	0.0		1.0		4.4	
Intersection Summary						
HCM 6th Ctrl Delay			10.2			
HCM 6th LOS			B			

HCM 6th TWSC
2: Pony Express Pkwy & Sheps Ridge Rd

2030 Future AM
Overland Village 2

Intersection						
Int Delay, s/veh	1.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	81	11	3	969	1044	25
Future Vol, veh/h	81	11	3	969	1044	25
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	-	50	-	-	50
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	88	12	3	1053	1135	27
Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1668	568	1162	0	-	0
Stage 1	1135	-	-	-	-	-
Stage 2	533	-	-	-	-	-
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	~ 87	466	597	-	-	-
Stage 1	269	-	-	-	-	-
Stage 2	553	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 87	466	597	-	-	-
Mov Cap-2 Maneuver	198	-	-	-	-	-
Stage 1	268	-	-	-	-	-
Stage 2	553	-	-	-	-	-
Approach	EB		NB		SB	
HCM Control Delay, s	36		0		0	
HCM LOS	E					
Minor Lane/Major Mvmt	NBL		NBT	EBLn1	SBT	SBR
Capacity (veh/h)	597		-	213	-	-
HCM Lane V/C Ratio	0.005		-	0.469	-	-
HCM Control Delay (s)	11.1		-	36	-	-
HCM Lane LOS	B		-	E	-	-
HCM 95th %tile Q(veh)	0		-	2.3	-	-
Notes						
~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon						

HCM 6th TWSC
3: Pony Express Pkwy & Lowe Peak Dr

2030 Future AM
Overland Village 2

Intersection						
Int Delay, s/veh	1.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	76	8	3	1047	1061	25
Future Vol, veh/h	76	8	3	1047	1061	25
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	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	83	9	3	1138	1153	27
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1742	590	1180	0	-	0
Stage 1	1167	-	-	-	-	-
Stage 2	575	-	-	-	-	-
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	~ 78	451	588	-	-	-
Stage 1	258	-	-	-	-	-
Stage 2	526	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 78	451	588	-	-	-
Mov Cap-2 Maneuver	188	-	-	-	-	-
Stage 1	257	-	-	-	-	-
Stage 2	526	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	37.6	0		0		
HCM LOS	E					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	588	-	199	-	-	
HCM Lane V/C Ratio	0.006	-	0.459	-	-	
HCM Control Delay (s)	11.2	-	37.6	-	-	
HCM Lane LOS	B	-	E	-	-	
HCM 95th %tile Q(veh)	0	-	2.2	-	-	
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

HCM 6th Signalized Intersection Summary
1: Pony Express Pkwy & Mid Valley Rd

2030 Future PM
Overland Village 2

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations				 	 	
Traffic Volume (veh/h)	71	18	33	1047	903	115
Future Volume (veh/h)	71	18	33	1047	903	115
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	77	20	36	1138	982	125
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	165	147	460	2150	1918	244
Arrive On Green	0.09	0.09	0.60	0.60	0.60	0.60
Sat Flow, veh/h	1781	1585	509	3647	3265	403
Grp Volume(v), veh/h	77	20	36	1138	550	557
Grp Sat Flow(s),veh/h/ln	1781	1585	509	1777	1777	1798
Q Serve(g_s), s	1.2	0.3	1.3	5.5	5.3	5.3
Cycle Q Clear(g_c), s	1.2	0.3	6.6	5.5	5.3	5.3
Prop In Lane	1.00	1.00	1.00			0.22
Lane Grp Cap(c), veh/h	165	147	460	2150	1075	1087
V/C Ratio(X)	0.47	0.14	0.08	0.53	0.51	0.51
Avail Cap(c_a), veh/h	1077	959	460	2150	1075	1087
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.8	12.4	5.2	3.4	3.4	3.4
Incr Delay (d2), s/veh	2.0	0.4	0.3	0.9	1.7	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.1	0.1	0.3	0.5	0.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	14.8	12.8	5.6	4.4	5.1	5.1
LnGrp LOS	B	B	A	A	A	A
Approach Vol, veh/h	97			1174	1107	
Approach Delay, s/veh	14.4			4.4	5.1	
Approach LOS	B			A	A	
Timer - Assigned Phs	2			4		6
Phs Duration (G+Y+Rc), s	22.5			7.3		22.5
Change Period (Y+Rc), s	4.5			4.5		4.5
Max Green Setting (Gmax), s	18.0			18.0		18.0
Max Q Clear Time (g_c+I1), s	8.6			3.2		7.3
Green Ext Time (p_c), s	5.2			0.2		5.0
Intersection Summary						
HCM 6th Ctrl Delay			5.1			
HCM 6th LOS			A			

HCM 6th TWSC
2: Pony Express Pkwy & Sheps Ridge Rd

2030 Future PM
Overland Village 2

Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	50	7	11	1107	1011	85
Future Vol, veh/h	50	7	11	1107	1011	85
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	-	50	-	-	50
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	54	8	12	1203	1099	92
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1725	550	1191	0	-	0
Stage 1	1099	-	-	-	-	-
Stage 2	626	-	-	-	-	-
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	80	479	582	-	-	-
Stage 1	281	-	-	-	-	-
Stage 2	495	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	78	479	582	-	-	-
Mov Cap-2 Maneuver	193	-	-	-	-	-
Stage 1	275	-	-	-	-	-
Stage 2	495	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	29.5	0.1		0		
HCM LOS	D					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	582	-	208	-	-	
HCM Lane V/C Ratio	0.021	-	0.298	-	-	
HCM Control Delay (s)	11.3	-	29.5	-	-	
HCM Lane LOS	B	-	D	-	-	
HCM 95th %tile Q(veh)	0.1	-	1.2	-	-	

HCM 6th TWSC
3: Pony Express Pkwy & Lowe Peak Dr

2030 Future PM
Overland Village 2

Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	47	5	10	1147	1091	84
Future Vol, veh/h	47	5	10	1147	1091	84
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	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	51	5	11	1247	1186	91
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1878	639	1277	0	-	0
Stage 1	1232	-	-	-	-	-
Stage 2	646	-	-	-	-	-
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	63	419	540	-	-	-
Stage 1	238	-	-	-	-	-
Stage 2	484	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	62	419	540	-	-	-
Mov Cap-2 Maneuver	168	-	-	-	-	-
Stage 1	233	-	-	-	-	-
Stage 2	484	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	34.4	0.1		0		
HCM LOS	D					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	540	-	178	-	-	
HCM Lane V/C Ratio	0.02	-	0.318	-	-	
HCM Control Delay (s)	11.8	-	34.4	-	-	
HCM Lane LOS	B	-	D	-	-	
HCM 95th %tile Q(veh)	0.1	-	1.3	-	-	

2030 Future Year with Project Traffic Analysis

HCM 6th Signalized Intersection Summary
1: Pony Express Pkwy & Mid Valley Rd

2030 Future w/ Project AM
Overland Village 2

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations				 	 	
Traffic Volume (veh/h)	176	181	251	820	892	235
Future Volume (veh/h)	176	181	251	820	892	235
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	191	197	273	891	970	255
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	352	313	344	1901	1490	391
Arrive On Green	0.20	0.20	0.53	0.53	0.53	0.53
Sat Flow, veh/h	1781	1585	455	3647	2879	730
Grp Volume(v), veh/h	191	197	273	891	618	607
Grp Sat Flow(s),veh/h/ln	1781	1585	455	1777	1777	1739
Q Serve(g_s), s	3.2	3.8	9.6	5.2	8.3	8.4
Cycle Q Clear(g_c), s	3.2	3.8	18.0	5.2	8.3	8.4
Prop In Lane	1.00	1.00	1.00			0.42
Lane Grp Cap(c), veh/h	352	313	344	1901	950	930
V/C Ratio(X)	0.54	0.63	0.79	0.47	0.65	0.65
Avail Cap(c_a), veh/h	953	848	344	1901	950	930
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.1	12.4	14.5	4.9	5.6	5.6
Incr Delay (d2), s/veh	1.3	2.1	17.1	0.8	3.4	3.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	1.2	3.3	0.8	1.9	1.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	13.4	14.4	31.6	5.7	9.0	9.2
LnGrp LOS	B	B	C	A	A	A
Approach Vol, veh/h	388			1164	1225	
Approach Delay, s/veh	13.9			11.8	9.1	
Approach LOS	B			B	A	
Timer - Assigned Phs	2			4		6
Phs Duration (G+Y+Rc), s	22.5			11.2		22.5
Change Period (Y+Rc), s	4.5			4.5		4.5
Max Green Setting (Gmax), s	18.0			18.0		18.0
Max Q Clear Time (g_c+I1), s	20.0			5.8		10.4
Green Ext Time (p_c), s	0.0			1.0		4.4
Intersection Summary						
HCM 6th Ctrl Delay			10.9			
HCM 6th LOS			B			

HCM 6th TWSC
2: Pony Express Pkwy & Sheps Ridge Rd

2030 Future w/ Project AM
Overland Village 2

Intersection						
Int Delay, s/veh	1.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	81	11	3	993	1116	25
Future Vol, veh/h	81	11	3	993	1116	25
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	-	50	-	-	50
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	88	12	3	1079	1213	27
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1759	607	1240	0	-	0
Stage 1	1213	-	-	-	-	-
Stage 2	546	-	-	-	-	-
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	~ 76	439	557	-	-	-
Stage 1	244	-	-	-	-	-
Stage 2	544	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 76	439	557	-	-	-
Mov Cap-2 Maneuver	182	-	-	-	-	-
Stage 1	243	-	-	-	-	-
Stage 2	544	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	41.1	0		0		
HCM LOS	E					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	557	-	196	-	-	
HCM Lane V/C Ratio	0.006	-	0.51	-	-	
HCM Control Delay (s)	11.5	-	41.1	-	-	
HCM Lane LOS	B	-	E	-	-	
HCM 95th %tile Q(veh)	0	-	2.6	-	-	
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

HCM 6th TWSC
3: Pony Express Pkwy & Lowe Peak Dr

2030 Future w/ Project AM
Overland Village 2

Intersection						
Int Delay, s/veh	1.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	76	8	3	1071	1133	25
Future Vol, veh/h	76	8	3	1071	1133	25
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	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	83	9	3	1164	1232	27
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1834	630	1259	0	-	0
Stage 1	1246	-	-	-	-	-
Stage 2	588	-	-	-	-	-
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	~ 67	424	548	-	-	-
Stage 1	234	-	-	-	-	-
Stage 2	518	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 67	424	548	-	-	-
Mov Cap-2 Maneuver	172	-	-	-	-	-
Stage 1	233	-	-	-	-	-
Stage 2	518	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	43.2	0		0		
HCM LOS	E					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	548	-	182	-	-	
HCM Lane V/C Ratio	0.006	-	0.502	-	-	
HCM Control Delay (s)	11.6	-	43.2	-	-	
HCM Lane LOS	B	-	E	-	-	
HCM 95th %tile Q(veh)	0	-	2.5	-	-	
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

HCM 6th TWSC
5: Pony Express Pkwy & Access #2

2030 Future w/ Project AM
Overland Village 2

Intersection						
Int Delay, s/veh	6.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	145	36	12	1135	1122	48
Future Vol, veh/h	145	36	12	1135	1122	48
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	0	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	158	39	13	1234	1220	52
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1889	636	1272	0	-	0
Stage 1	1246	-	-	-	-	-
Stage 2	643	-	-	-	-	-
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	~ 62	421	542	-	-	-
Stage 1	234	-	-	-	-	-
Stage 2	485	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 61	421	542	-	-	-
Mov Cap-2 Maneuver	165	-	-	-	-	-
Stage 1	228	-	-	-	-	-
Stage 2	485	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	94.3	0.1		0		
HCM LOS	F					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	542	-	165	421	-	-
HCM Lane V/C Ratio	0.024	-	0.955	0.093	-	-
HCM Control Delay (s)	11.8	-	114.1	14.4	-	-
HCM Lane LOS	B	-	F	B	-	-
HCM 95th %tile Q(veh)	0.1	-	7.2	0.3	-	-
Notes						
~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon						

Intersection						
Int Delay, s/veh	7.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	145	36	12	1268	1134	48
Future Vol, veh/h	145	36	12	1268	1134	48
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	0	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	158	39	13	1378	1233	52
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1974	643	1285	0	-	0
Stage 1	1259	-	-	-	-	-
Stage 2	715	-	-	-	-	-
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	~ 54	416	536	-	-	-
Stage 1	231	-	-	-	-	-
Stage 2	446	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 53	416	536	-	-	-
Mov Cap-2 Maneuver	158	-	-	-	-	-
Stage 1	225	-	-	-	-	-
Stage 2	446	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	105.8	0.1		0		
HCM LOS	F					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	536	-	158	416	-	-
HCM Lane V/C Ratio	0.024	-	0.998	0.094	-	-
HCM Control Delay (s)	11.9	-	128.4	14.6	-	-
HCM Lane LOS	B	-	F	B	-	-
HCM 95th %tile Q(veh)	0.1	-	7.7	0.3	-	-
Notes						
~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon						

HCM 6th Signalized Intersection Summary
1: Pony Express Pkwy & Mid Valley Rd

2030 Future w Project PM
Overland Village 2

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations				 	 	
Traffic Volume (veh/h)	71	18	33	1127	949	115
Future Volume (veh/h)	71	18	33	1127	949	115
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	77	20	36	1225	1032	125
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	165	147	444	2150	1930	234
Arrive On Green	0.09	0.09	0.60	0.60	0.60	0.60
Sat Flow, veh/h	1781	1585	486	3647	3285	386
Grp Volume(v), veh/h	77	20	36	1225	574	583
Grp Sat Flow(s),veh/h/ln	1781	1585	486	1777	1777	1801
Q Serve(g_s), s	1.2	0.3	1.4	6.2	5.6	5.6
Cycle Q Clear(g_c), s	1.2	0.3	7.0	6.2	5.6	5.6
Prop In Lane	1.00	1.00	1.00			0.21
Lane Grp Cap(c), veh/h	165	147	444	2150	1075	1089
V/C Ratio(X)	0.47	0.14	0.08	0.57	0.53	0.53
Avail Cap(c_a), veh/h	1077	959	444	2150	1075	1089
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.8	12.4	5.5	3.5	3.4	3.4
Incr Delay (d2), s/veh	2.0	0.4	0.4	1.1	1.9	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.1	0.1	0.3	0.6	0.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	14.8	12.8	5.8	4.6	5.3	5.3
LnGrp LOS	B	B	A	A	A	A
Approach Vol, veh/h	97			1261	1157	
Approach Delay, s/veh	14.4			4.7	5.3	
Approach LOS	B			A	A	
Timer - Assigned Phs	2			4		6
Phs Duration (G+Y+Rc), s	22.5			7.3		22.5
Change Period (Y+Rc), s	4.5			4.5		4.5
Max Green Setting (Gmax), s	18.0			18.0		18.0
Max Q Clear Time (g_c+I1), s	9.0			3.2		7.6
Green Ext Time (p_c), s	5.4			0.2		5.1
Intersection Summary						
HCM 6th Ctrl Delay			5.4			
HCM 6th LOS			A			

Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	50	7	11	1187	1057	85
Future Vol, veh/h	50	7	11	1187	1057	85
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	-	50	-	-	50
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	54	8	12	1290	1149	92

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1818	575	1241	0	-	0
Stage 1	1149	-	-	-	-	-
Stage 2	669	-	-	-	-	-
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	69	461	557	-	-	-
Stage 1	264	-	-	-	-	-
Stage 2	471	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	67	461	557	-	-	-
Mov Cap-2 Maneuver	180	-	-	-	-	-
Stage 1	258	-	-	-	-	-
Stage 2	471	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	31.8	0.1	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	557	-	195	-	-
HCM Lane V/C Ratio	0.021	-	0.318	-	-
HCM Control Delay (s)	11.6	-	31.8	-	-
HCM Lane LOS	B	-	D	-	-
HCM 95th %tile Q(veh)	0.1	-	1.3	-	-

HCM 6th TWSC
3: Pony Express Pkwy & Lowe Peak Dr

2030 Future w Project PM
Overland Village 2

Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	47	5	10	1227	1137	84
Future Vol, veh/h	47	5	10	1227	1137	84
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	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	51	5	11	1334	1236	91
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1971	664	1327	0	-	0
Stage 1	1282	-	-	-	-	-
Stage 2	689	-	-	-	-	-
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	55	403	516	-	-	-
Stage 1	224	-	-	-	-	-
Stage 2	460	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	54	403	516	-	-	-
Mov Cap-2 Maneuver	156	-	-	-	-	-
Stage 1	219	-	-	-	-	-
Stage 2	460	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	37.5	0.1		0		
HCM LOS	E					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	516	-	166	-	-	
HCM Lane V/C Ratio	0.021	-	0.34	-	-	
HCM Control Delay (s)	12.1	-	37.5	-	-	
HCM Lane LOS	B	-	E	-	-	
HCM 95th %tile Q(veh)	0.1	-	1.4	-	-	

Intersection						
Int Delay, s/veh	3.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	94	23	40	1234	1198	160
Future Vol, veh/h	94	23	40	1234	1198	160
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	0	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	102	25	43	1341	1302	174
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	2146	738	1476	0	-	0
Stage 1	1389	-	-	-	-	-
Stage 2	757	-	-	-	-	-
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	~ 41	360	452	-	-	-
Stage 1	196	-	-	-	-	-
Stage 2	424	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 37	360	452	-	-	-
Mov Cap-2 Maneuver	128	-	-	-	-	-
Stage 1	177	-	-	-	-	-
Stage 2	424	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	81.8	0.4		0		
HCM LOS	F					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	452	-	128	360	-	-
HCM Lane V/C Ratio	0.096	-	0.798	0.069	-	-
HCM Control Delay (s)	13.8	-	98	15.7	-	-
HCM Lane LOS	B	-	F	C	-	-
HCM 95th %tile Q(veh)	0.3	-	4.8	0.2	-	-
Notes						
~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon						

Intersection						
Int Delay, s/veh	5.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	94	23	40	1288	1335	160
Future Vol, veh/h	94	23	40	1288	1335	160
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	0	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	102	25	43	1400	1451	174
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	2324	813	1625	0	-	0
Stage 1	1538	-	-	-	-	-
Stage 2	786	-	-	-	-	-
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	~ 31	322	396	-	-	-
Stage 1	163	-	-	-	-	-
Stage 2	410	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 28	322	396	-	-	-
Mov Cap-2 Maneuver	107	-	-	-	-	-
Stage 1	145	-	-	-	-	-
Stage 2	410	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	123.2	0.5		0		
HCM LOS	F					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	396	-	107	322	-	-
HCM Lane V/C Ratio	0.11	-	0.955	0.078	-	-
HCM Control Delay (s)	15.2	-	149.2	17.1	-	-
HCM Lane LOS	C	-	F	C	-	-
HCM 95th %tile Q(veh)	0.4	-	5.9	0.3	-	-
Notes						
~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon						

2045 Future Year Traffic Analysis

HCM 6th Signalized Intersection Summary
1: Pony Express Pkwy & Mid Valley Rd

2045 Future PM
Overland Village 2

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	46	28	67	1631	1407	48
Future Volume (veh/h)	46	28	67	1631	1407	48
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	50	30	73	1773	1529	52
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	145	129	346	2176	2147	73
Arrive On Green	0.08	0.08	0.61	0.61	0.61	0.61
Sat Flow, veh/h	1781	1585	324	3647	3600	119
Grp Volume(v), veh/h	50	30	73	1773	773	808
Grp Sat Flow(s),veh/h/ln	1781	1585	324	1777	1777	1849
Q Serve(g_s), s	0.8	0.5	5.9	11.3	8.8	8.8
Cycle Q Clear(g_c), s	0.8	0.5	14.7	11.3	8.8	8.8
Prop In Lane	1.00	1.00	1.00			0.06
Lane Grp Cap(c), veh/h	145	129	346	2176	1088	1132
V/C Ratio(X)	0.34	0.23	0.21	0.81	0.71	0.71
Avail Cap(c_a), veh/h	1091	970	346	2176	1088	1132
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.8	12.6	9.0	4.4	3.9	3.9
Incr Delay (d2), s/veh	1.4	0.9	1.4	3.5	3.9	3.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.2	0.4	1.1	1.2	1.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	14.2	13.5	10.4	7.9	7.9	7.8
LnGrp LOS	B	B	B	A	A	A
Approach Vol, veh/h	80			1846	1581	
Approach Delay, s/veh	13.9			8.0	7.8	
Approach LOS	B			A	A	
Timer - Assigned Phs	2		4		6	
Phs Duration (G+Y+Rc), s	22.5		6.9		22.5	
Change Period (Y+Rc), s	4.5		4.5		4.5	
Max Green Setting (Gmax), s	18.0		18.0		18.0	
Max Q Clear Time (g_c+I1), s	16.7		2.8		10.8	
Green Ext Time (p_c), s	1.1		0.1		5.2	
Intersection Summary						
HCM 6th Ctrl Delay			8.1			
HCM 6th LOS			A			

HCM 6th TWSC
2: Pony Express Pkwy & Sheps Ridge Rd

2045 Future PM
Overland Village 2

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	21	8	14	1663	1447	35
Future Vol, veh/h	21	8	14	1663	1447	35
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	-	50	-	-	50
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	23	9	15	1808	1573	38
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	2507	787	1611	0	-	0
Stage 1	1573	-	-	-	-	-
Stage 2	934	-	-	-	-	-
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	23	334	401	-	-	-
Stage 1	156	-	-	-	-	-
Stage 2	343	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 22	334	401	-	-	-
Mov Cap-2 Maneuver	104	-	-	-	-	-
Stage 1	150	-	-	-	-	-
Stage 2	343	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	42.1	0.1		0		
HCM LOS	E					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	401	-	128	-	-	
HCM Lane V/C Ratio	0.038	-	0.246	-	-	
HCM Control Delay (s)	14.3	-	42.1	-	-	
HCM Lane LOS	B	-	E	-	-	
HCM 95th %tile Q(veh)	0.1	-	0.9	-	-	
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

HCM 6th TWSC
3: Pony Express Pkwy & Lowe Peak Dr

2045 Future PM
Overland Village 2

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	19	7	12	1672	1475	36
Future Vol, veh/h	19	7	12	1672	1475	36
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	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	21	8	13	1817	1603	39
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	2558	821	1642	0	-	0
Stage 1	1623	-	-	-	-	-
Stage 2	935	-	-	-	-	-
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	22	318	390	-	-	-
Stage 1	147	-	-	-	-	-
Stage 2	342	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	21	318	390	-	-	-
Mov Cap-2 Maneuver	99	-	-	-	-	-
Stage 1	142	-	-	-	-	-
Stage 2	342	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	43.2	0.1		0		
HCM LOS	E					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	390	-	122	-	-	
HCM Lane V/C Ratio	0.033	-	0.232	-	-	
HCM Control Delay (s)	14.6	-	43.2	-	-	
HCM Lane LOS	B	-	E	-	-	
HCM 95th %tile Q(veh)	0.1	-	0.8	-	-	

HCM 6th Signalized Intersection Summary

4: Pony Express Pkwy & Airport Rd

2045 Future PM
Overland Village 2

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	172	112	187	36	114	32	169	1488	34	32	1288	182
Future Volume (veh/h)	172	112	187	36	114	32	169	1488	34	32	1288	182
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	187	122	203	39	124	35	184	1617	37	35	1400	198
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	370	593	264	317	454	203	273	1694	756	189	1545	689
Arrive On Green	0.08	0.17	0.17	0.04	0.13	0.13	0.08	0.48	0.48	0.04	0.43	0.43
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	187	122	203	39	124	35	184	1617	37	35	1400	198
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	5.0	1.9	7.8	1.2	2.0	1.3	3.6	28.0	0.8	0.7	23.5	5.2
Cycle Q Clear(g_c), s	5.0	1.9	7.8	1.2	2.0	1.3	3.6	28.0	0.8	0.7	23.5	5.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	370	593	264	317	454	203	273	1694	756	189	1545	689
V/C Ratio(X)	0.51	0.21	0.77	0.12	0.27	0.17	0.67	0.95	0.05	0.19	0.91	0.29
Avail Cap(c_a), veh/h	370	999	446	386	999	446	273	1694	756	264	1545	689
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.9	23.0	25.5	22.7	25.2	24.9	14.2	16.1	9.0	14.7	16.9	11.7
Incr Delay (d2), s/veh	1.1	0.2	4.7	0.2	0.3	0.4	6.4	13.5	0.1	0.5	9.2	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	0.7	0.3	0.5	0.8	0.5	1.6	12.0	0.3	0.2	9.7	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.0	23.2	30.1	22.9	25.5	25.3	20.6	29.5	9.1	15.2	26.1	12.7
LnGrp LOS	C	C	C	C	C	C	C	C	A	B	C	B
Approach Vol, veh/h		512			198			1838			1633	
Approach Delay, s/veh		26.2			25.0			28.2			24.3	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.8	35.0	7.0	15.2	9.5	32.3	9.5	12.7				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.0	18.0	5.0	18.0	5.0	18.0	5.0	18.0				
Max Q Clear Time (g_c+I1), s	2.7	30.0	3.2	9.8	5.6	25.5	7.0	4.0				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.8	0.0	0.0	0.0	0.6				
Intersection Summary												
HCM 6th Ctrl Delay			26.3									
HCM 6th LOS			C									

2045 Future Year with Project Traffic Analysis

HCM 6th Signalized Intersection Summary
1: Pony Express Pkwy & Mid Valley Rd

2045 Future w Project PM
Overland Village 2

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	66	5	28	3	6	20	67	1657	3	11	1419	60
Future Volume (veh/h)	66	5	28	3	6	20	67	1657	3	11	1419	60
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	72	5	30	3	7	22	73	1801	3	12	1542	65
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	162	21	126	68	15	47	229	1812	3	201	1729	73
Arrive On Green	0.09	0.09	0.09	0.04	0.04	0.04	0.50	0.50	0.50	0.50	0.50	0.50
Sat Flow, veh/h	1781	231	1389	1781	397	1248	316	3640	6	261	3475	146
Grp Volume(v), veh/h	72	0	35	3	0	29	73	879	925	12	786	821
Grp Sat Flow(s),veh/h/ln	1781	0	1620	1781	0	1646	316	1777	1869	261	1777	1844
Q Serve(g_s), s	1.4	0.0	0.7	0.1	0.0	0.6	3.4	17.8	17.8	0.2	14.4	14.6
Cycle Q Clear(g_c), s	1.4	0.0	0.7	0.1	0.0	0.6	18.0	17.8	17.8	18.0	14.4	14.6
Prop In Lane	1.00		0.86	1.00		0.76	1.00		0.00	1.00		0.08
Lane Grp Cap(c), veh/h	162	0	148	68	0	63	229	884	930	201	884	918
V/C Ratio(X)	0.44	0.00	0.24	0.04	0.00	0.46	0.32	0.99	0.99	0.06	0.89	0.89
Avail Cap(c_a), veh/h	887	0	806	887	0	819	229	884	930	201	884	918
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.6	0.0	15.3	16.8	0.0	17.0	17.4	9.0	9.0	18.1	8.2	8.2
Incr Delay (d2), s/veh	1.9	0.0	0.8	0.3	0.0	5.3	3.6	28.8	28.2	0.6	13.0	13.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.3	0.0	0.0	0.3	0.7	10.1	10.4	0.1	5.6	5.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.5	0.0	16.1	17.0	0.0	22.3	21.0	37.9	37.2	18.6	21.1	21.3
LnGrp LOS	B	A	B	B	A	C	C	D	D	B	C	C
Approach Vol, veh/h	107			32			1877			1619		
Approach Delay, s/veh	17.0			21.8			36.9			21.2		
Approach LOS	B			C			D			C		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	22.5			7.8			22.5			5.9		
Change Period (Y+Rc), s	4.5			4.5			4.5			4.5		
Max Green Setting (Gmax), s	18.0			18.0			18.0			18.0		
Max Q Clear Time (g_c+I1), s	20.0			3.4			20.0			2.6		
Green Ext Time (p_c), s	0.0			0.3			0.0			0.1		
Intersection Summary												
HCM 6th Ctrl Delay	29.2											
HCM 6th LOS	C											

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	21	8	14	1723	1482	35
Future Vol, veh/h	21	8	14	1723	1482	35
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	-	50	-	-	50
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	23	9	15	1873	1611	38
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	2578	806	1649	0	-	0
Stage 1	1611	-	-	-	-	-
Stage 2	967	-	-	-	-	-
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	~ 21	325	388	-	-	-
Stage 1	149	-	-	-	-	-
Stage 2	329	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 20	325	388	-	-	-
Mov Cap-2 Maneuver	99	-	-	-	-	-
Stage 1	143	-	-	-	-	-
Stage 2	329	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	44.5	0.1		0		
HCM LOS	E					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	388	-	122	-	-	
HCM Lane V/C Ratio	0.039	-	0.258	-	-	
HCM Control Delay (s)	14.7	-	44.5	-	-	
HCM Lane LOS	B	-	E	-	-	
HCM 95th %tile Q(veh)	0.1	-	1	-	-	
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

HCM 6th TWSC
3: Pony Express Pkwy & Lowe Peak Dr

2045 Future w Project PM
Overland Village 2

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	19	7	12	1732	1510	36
Future Vol, veh/h	19	7	12	1732	1510	36
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	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	21	8	13	1883	1641	39
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	2629	840	1680	0	-	0
Stage 1	1661	-	-	-	-	-
Stage 2	968	-	-	-	-	-
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	~ 19	309	377	-	-	-
Stage 1	140	-	-	-	-	-
Stage 2	329	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 18	309	377	-	-	-
Mov Cap-2 Maneuver	94	-	-	-	-	-
Stage 1	135	-	-	-	-	-
Stage 2	329	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	45.8	0.1		0		
HCM LOS	E					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	377	-	116	-	-	
HCM Lane V/C Ratio	0.035	-	0.244	-	-	
HCM Control Delay (s)	14.9	-	45.8	-	-	
HCM Lane LOS	B	-	E	-	-	
HCM 95th %tile Q(veh)	0.1	-	0.9	-	-	
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

HCM 6th Signalized Intersection Summary
4: Pony Express Pkwy & Airport Rd

2045 Future w Project PM
Overland Village 2

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	172	120	203	36	126	40	197	1520	34	37	1307	182
Future Volume (veh/h)	172	120	203	36	126	40	197	1520	34	37	1307	182
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	187	130	221	39	137	43	214	1652	37	40	1421	198
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	378	633	282	325	494	220	264	1641	732	183	1505	671
Arrive On Green	0.08	0.18	0.18	0.04	0.14	0.14	0.08	0.46	0.46	0.04	0.42	0.42
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	187	130	221	39	137	43	214	1652	37	40	1421	198
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	5.0	2.0	8.5	1.2	2.2	1.5	4.4	29.6	0.8	0.8	24.6	5.3
Cycle Q Clear(g_c), s	5.0	2.0	8.5	1.2	2.2	1.5	4.4	29.6	0.8	0.8	24.6	5.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	378	633	282	325	494	220	264	1641	732	183	1505	671
V/C Ratio(X)	0.50	0.21	0.78	0.12	0.28	0.20	0.81	1.01	0.05	0.22	0.94	0.29
Avail Cap(c_a), veh/h	378	999	446	395	999	446	264	1641	732	252	1505	671
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.3	22.4	25.1	22.1	24.7	24.4	14.7	17.2	9.5	15.2	17.7	12.2
Incr Delay (d2), s/veh	1.0	0.2	4.7	0.2	0.3	0.4	17.1	23.8	0.1	0.6	13.3	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	0.8	3.3	0.5	0.9	0.6	2.6	14.9	0.3	0.3	10.9	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.3	22.6	29.9	22.3	25.0	24.8	31.8	41.0	9.6	15.8	31.0	13.3
LnGrp LOS	C	C	C	C	C	C	C	F	A	B	C	B
Approach Vol, veh/h		538			219			1903			1659	
Approach Delay, s/veh		25.8			24.5			39.4			28.5	
Approach LOS		C			C			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.0	34.1	7.0	15.9	9.5	31.6	9.5	13.4				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.0	18.0	5.0	18.0	5.0	18.0	5.0	18.0				
Max Q Clear Time (g_c+I1), s	2.8	31.6	3.2	10.5	6.4	26.6	7.0	4.2				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.9	0.0	0.0	0.0	0.7				
Intersection Summary												
HCM 6th Ctrl Delay			32.8									
HCM 6th LOS			C									

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	23	12	20	1712	1514	40
Future Vol, veh/h	23	12	20	1712	1514	40
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	0	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	25	13	22	1861	1646	43
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	2643	845	1689	0	-	0
Stage 1	1668	-	-	-	-	-
Stage 2	975	-	-	-	-	-
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	~ 19	306	374	-	-	-
Stage 1	139	-	-	-	-	-
Stage 2	326	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 18	306	374	-	-	-
Mov Cap-2 Maneuver	92	-	-	-	-	-
Stage 1	131	-	-	-	-	-
Stage 2	326	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	44.1	0.2		0		
HCM LOS	E					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	374	-	92	306	-	-
HCM Lane V/C Ratio	0.058	-	0.272	0.043	-	-
HCM Control Delay (s)	15.2	-	58.1	17.3	-	-
HCM Lane LOS	C	-	F	C	-	-
HCM 95th %tile Q(veh)	0.2	-	1	0.1	-	-
Notes						
~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon						

Intersection						
Int Delay, s/veh	1.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	47	12	20	1715	1542	80
Future Vol, veh/h	47	12	20	1715	1542	80
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	0	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	51	13	22	1864	1676	87
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	2696	882	1763	0	-	0
Stage 1	1720	-	-	-	-	-
Stage 2	976	-	-	-	-	-
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	~ 17	289	350	-	-	-
Stage 1	130	-	-	-	-	-
Stage 2	326	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 16	289	350	-	-	-
Mov Cap-2 Maneuver	87	-	-	-	-	-
Stage 1	122	-	-	-	-	-
Stage 2	326	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	78.1	0.2		0		
HCM LOS	F					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	350	-	87	289	-	-
HCM Lane V/C Ratio	0.062	-	0.587	0.045	-	-
HCM Control Delay (s)	16	-	93.4	18	-	-
HCM Lane LOS	C	-	F	C	-	-
HCM 95th %tile Q(veh)	0.2	-	2.7	0.1	-	-
Notes						
~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon						

Intersection						
Int Delay, s/veh	1.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	80	483	485	20	12	47
Future Vol, veh/h	80	483	485	20	12	47
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	100	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	87	525	527	22	13	51
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	549	0	-	0	964	264
Stage 1	-	-	-	-	527	-
Stage 2	-	-	-	-	437	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	1017	-	-	-	253	734
Stage 1	-	-	-	-	557	-
Stage 2	-	-	-	-	619	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1017	-	-	-	231	734
Mov Cap-2 Maneuver	-	-	-	-	359	-
Stage 1	-	-	-	-	509	-
Stage 2	-	-	-	-	619	-
Approach	EB	WB		SB		
HCM Control Delay, s	1.3	0		11.7		
HCM LOS	B					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1017	-	-	-	605	
HCM Lane V/C Ratio	0.086	-	-	-	0.106	
HCM Control Delay (s)	8.9	-	-	-	11.7	
HCM Lane LOS	A	-	-	-	B	
HCM 95th %tile Q(veh)	0.3	-	-	-	0.4	

Intersection						
Int Delay, s/veh	1.6					
Movement	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	119	551	512	20	12	70
Future Vol, veh/h	119	551	512	20	12	70
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	100	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	129	599	557	22	13	76
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	579	0	-	0	1115	279
Stage 1	-	-	-	-	557	-
Stage 2	-	-	-	-	558	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	991	-	-	-	202	718
Stage 1	-	-	-	-	537	-
Stage 2	-	-	-	-	537	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	991	-	-	-	176	718
Mov Cap-2 Maneuver	-	-	-	-	308	-
Stage 1	-	-	-	-	467	-
Stage 2	-	-	-	-	537	-
Approach	EB	WB		SW		
HCM Control Delay, s	1.6	0		12		
HCM LOS	B					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SWLn1	
Capacity (veh/h)	991	-	-	-	-	601
HCM Lane V/C Ratio	0.131	-	-	-	-	0.148
HCM Control Delay (s)	9.2	-	-	-	-	12
HCM Lane LOS	A	-	-	-	-	B
HCM 95th %tile Q(veh)	0.4	-	-	-	-	0.5



EAGLE MOUNTAIN PLANNING COMMISSION MEETING MINUTES

April 28, 2020, 5:30 p.m.
Eagle Mountain City Council Chambers
1650 East Stagecoach Run, Eagle Mountain, Utah 84005

5:30 P.M. Work Session – Electronic Meeting via Lifesize

COMMISSION MEMBERS PRESENT ELECTRONICALLY: Matthew Everett, Christopher Pengra, Erin Wells, Rich Wood, and Brett Wright.

CITY STAFF PRESENT ELECTRONICALLY: Steve Mumford, Community Development Director; Michael Hadley, Planning Manager; Jessa Porter, Planner; Fionnuala Kofoed, City Recorder; and Elizabeth Fewkes, Recording Secretary.

Commissioner Wood called the work session to order at 5:30 p.m.

1. Discussion Items

1.A. Development Code Amendments

The Planning Commission discussed Eagle Mountain Municipal Code Chapter 17.37 Business Park Zones and suggested amendments to the Light Manufacturing Distribution zone, Education Medical Campus zone, Office Professional zone, and Land Use table.

The work session was adjourned at 6:29 p.m.

6:30 P.M. Policy Session – Electronic Meeting via Lifesize

Commissioner Wood called the meeting to order at 6:30 p.m. He announced the meeting was being held remotely via Lifesize and thanked staff for facilitating the remote meeting.

2. Pledge of Allegiance

City Recorder Fionnuala Kofoed led the Pledge of Allegiance.

3. Declaration of Conflicts of Interest

None.

4. Approval of Meeting Minutes

4.A. April 14, 2020 Minutes

MOTION: *Commissioner Wells moved to approve the April 14, 2020 minutes. Commissioner Everett seconded the motion. Those voting aye: Matthew*

Everett, Brett Wright, Rich Wood, Christopher Pengra, and Erin Wells. The motion passed with a unanimous vote.

5. Status Report

Community Development Director Steve Mumford stated the City Council approved an ordinance amending Municipal Code Section 15.80.050 Retaining Walls in PUEs; the preliminary plat and site plan for McDonald's, with a condition for the northeastern access to be designated as an exit only; and the Carson Corner West rezone application from Towne Core Residential to Commercial Community that had been tabled on September 4, 2018 to allow the applicant time for negotiations on land located in the Pony Express Parkway right-of-way. He said the applicant requested to move forward with the rezone application, although land negotiations with the City are not finalized.

Mr. Mumford explained the Council denied approval for the Available Storage amended site plan requesting to delay the construction of the office building from Phase 1 to Phase 2, due to the lack of a specific timeframe for the completion of Phase 2 and concerns regarding conducting the business remotely through a kiosk system. He said the applicant may return to the Planning Commission with another site plan amendment or continue with the original approval, as it is still in place.

6. Action Items – Public Hearings

6.A. Development Code Amendment – Airpark Zone (EMMC 17.45) – Public Hearing

Mr. Mumford presented the item and stated the item was included on the agenda at the Planning Commission's request to consider the removal of the Airpark Zone from the Eagle Mountain Municipal Code due to concerns expressed regarding permitted and conditional uses. The current zone allows for manufacturing, distribution, research and development, shopping centers, aircraft manufacturing, and other uses. The Airpark Zone was intended for the Jake Garn Airport, which has closed. There are no active applications for the Airpark Zone.

Commissioner Wood stated the Airpark Zone is one several zones in need of examination to determine if zone coding needs to be updated to be in accordance with the Eagle Mountain City General Plan.

Commissioner Wood opened the public hearing at 6:41 p.m. No comments were submitted to the City Recorder's Office phone line at 801.789.6611 or online via the City website at <https://eaglemountaincity.com/city-recorder/city-meetings-portal/#meetingdocs>, and no public was in attendance to make comment. As there were no comments, Commissioner Wood closed the hearing.

Commissioner Everett said when the Eagle Mountain Airpark rezone application was brought before the Commission last year, a significant number of residents attended the meeting to advocate for an Airpark Zone and the existence of the zone would be a benefit to local aviation hobbyists. He expressed reluctance to remove the Airpark Zone from the Code due to concerns

the zone would not be readdressed at a future date, due to changes in the Planning Commission members, and stated his preference to amend the Code.

Commissioner Pengra stated the Code is ineffective and needs to be rewritten. He suggested, in order to best determine the location of an Airpark Zone designation within the General Plan and appropriate zone uses, to delay the resource expenditures required to rewrite the Airpark Zone until an active application is presented to the Commission. He said the previous Airpark Zone application was withdrawn due to insufficient investor interest and support, and the removal of the zone would not impact the previous applicant's vested rights.

Commissioner Wright concurred with Commissioner Everett's recollection of resident advocacy for an airpark-type facility within Eagle Mountain City. He said an airpark facility would be of benefit for residents; however, the Code, as written, and the location proposed are inappropriate for the City. He agreed with Commissioner Pengra's assessment and stated being in favor of removing the zone

Commissioner Wells said during discussions with Mr. Mumford prior to the meeting, she verified that although a future airpark use may be appropriate, Eagle Mountain City is unlikely to acquire a commercial airport as the Airpark Zone intended. Where the removal of the zone would not impact the vested rights of residents, she stated favor for the removal of the zone.

Commissioner Wood stated favor of City acquisition of a commercial airport and the associated uses in an appropriate land designation within the City. Due to the current lack of applications and investor interest in a commercial airport, he stated favor for the removal of the Airpark Zone and the future employment of consultants to assist with drafting an Airpark Zone, when requisite.

MOTION: *Commissioner Wright moved to recommend approval to the City Council of the amendment to Eagle Mountain Municipal Code removing Chapter 17.45 Airpark Zone. Commissioner Pengra seconded the motion. Those voting aye: Brett Wright, Rich Wood, Christopher Pengra, and Erin Wells. Those voting nay: Matthew Everett. The motion carried with a vote of 4:1.*

6.B. Development Code Amendment – Commercial Zones (EMMC 17.35) – Public Hearing

Mr. Mumford presented the item. The Commercial Community and Commercial Neighborhood Zones were recently approved by the Planning Commission and City Council, in place of the previous Commercial Zone. The proposed amendment to Municipal Code Chapter 17.35 creates the Commercial Regional Zone and associated permitted and special land uses and development standards. Mr. Mumford explained staff amendment suggestions for the front, rear, and side minimum setback requirements for the Commercial Regional Zone and verbiage alterations to Chapter 17.35.020 Commercial Zones. He suggested the removal of all prohibited land uses from the land use table for clarity and the removal of the "with drive-through services" and "without drive-through services" special use specification from restaurant or bakery uses, due to language and standards within the Code addressing drive-through safety concerns.

Commissioner Wood opened the public hearing at 6:58 p.m. No comments were submitted to the City Recorder's Office phone line at 801.789.6611 or online via the City website at <https://eaglemountaincity.com/city-recorder/city-meetings-portal/#meetingdocs>, and no public was in attendance to make comment. As there were no comments, Commissioner Wood closed the hearing.

Commissioner Wright stated the caretaker/security guard dwelling unit use did not have a designated use within the Commercial Zone but had not been marked by staff for removal from Chapter 17.35. Discussion ensued regarding the appropriate land use designation for caretaker/security guard dwelling units, including potential live/work and mixed-use zoning requisites. The Commission and staff determined to research the use further before determining land use zone designations.

Commissioner Wells was excused at 7:02 p.m.

Mr. Mumford asked if the commission desired to include plasma and blood donation centers in the Commercial Zones Land Use table.

Discussion ensued regarding plasma and blood donation and dialysis centers and appropriate land use designations for the centers.

MOTION: *Commissioner Everett moved to recommend to the City Council approval of an amendment to Municipal Code Chapter 17.35 Commercial Zones as presented by staff adding the plasma and blood collection land use in the Commercial Regional Zone and the dialysis center land use in the Commercial Community Zone and the Commercial Regional Zone as permitted uses. Commissioner Wright seconded the motion. Those voting aye: Matthew Everett, Brett Wright, Rich Wood, and Christopher Pengra. The motion carried with a vote of 4:0.*

6.C. Development Code Amendment – Sign Regulations and Sign Permits (EMMC 17.80) – Public Hearing

Mr. Mumford presented the item and stated at the suggestion of the City Attorney, staff proposed the addition of a category for "official signs" to Municipal Code Chapter 17.80.120 Exempt Signs. The additional language clarifies that signs that are owned and operated by Eagle Mountain City and are used for informational or civic purposes, including advertising special events within the City, are exempt from the regulations in Chapter 17.80, and do not require a permit. Official signs may include electronic message centers, reader boards, or other replaceable copy signs. Any official sign that does not comply with the standards in Chapter 17.80 requires approval by the City Council.

Commissioner Pengra expressed concern regarding electronic sign adherence to the dark sky ordinance and suggested the addition of a requirement to dim or shut off electronic signs during the evening. Mr. Mumford concurred with Commissioner Pengra and stated he had discussed dark sky ordinance adherence concerns with staff and the electronic sign design consultants.

Commissioner Wells returned to the meeting at 7:16 p.m.

Commissioner Wood opened the public hearing at 7:19 p.m. No comments were submitted to the City Recorder's Office phone line at 801.789.6611 or online via the City website at <https://eaglemountaincity.com/city-recorder/city-meetings-portal/#meetingdocs>, and no public was in attendance to make comment. As there were no comments, Commissioner Wood closed the hearing.

Commissioner Pengra suggested an amendment prohibiting electronic sign usage from 11:00 p.m. to 6:00 a.m.

Commissioner Wright expressed concern regarding an electronic sign time limitation amendment due to the use of City electronic signs to communicate information in the event of an emergency.

Commissioner Wood suggested allowing the City Council to determine electronic sign restrictions.

Mr. Mumford cited Municipal Code dimming requirements per Chapter 17.80. He suggested a future sign code amendment to address dark sky ordinance concerns, if desired.

Commissioner Wells stated as she has managed electronic sign communications previously, her preference for a timing limitation instead of a dimming requirement.

Commissioner Everett suggested the inclusion of a definition and requirements for emergency communication exemptions. Commissioner Pengra stated his desire to allow flexibility within the Code to allow City staff to determine when an emergency communication exemption is warranted.

Discussion ensued regarding dark sky ordinance adherence concerns.

MOTION: *Commissioner Pengra moved to recommend approval to the City Council of an amendment EMMC 17.80 sign regulations and sign permits with the condition that electronic signs must be turned off between the hours of 11:00 p.m. and 6:00 a.m., except in the case of emergency communications. Commissioner Wells seconded the motion. Those voting aye: Matthew Everett, Brett Wright, Rich Wood, Christopher Pengra, and Erin Wells. The motion passed with a unanimous vote.*

Commissioner Wood recessed the meeting at 7:37 p.m. and reconvened the meeting at 7:46 p.m.

7. Action Items

7.A. Overland Village 2 Concept Plan

Mr. Mumford presented the item and explained that it is an action item. He stated the item was tabled at the previous Planning Commission meeting on April 14, 2020. Concerns expressed

during the previous meeting included: the maximization of the allowable density, amendments to the plan submitted prior to the meeting with insufficient time for the Commission to review the changes, the lack of open space within the townhome development, the location of the park, and the transportation network.

Mr. Mumford explained that increases in lot sizes, reduction in units, minor changes to road and lot configurations, and minor changes to trail and park locations are not considered major changes and would not require an amendment to this village concept plan and may be proposed or made during the preliminary plat stage of the project.

Mr. Mumford explained the Overland Master Development Plan (MDP) designates Village 2 with a minimum unit count of 540 units/lots, a base of 675 units/lots, and a maximum count of 743 units/lots. The proposed Village 2 concept plan includes the 743-maximum number of units/lots and includes a mix of lot sizes and housing types. The lots range in size from the smallest, at about 5,200 square feet, to the largest, at about 11,200 square feet. An approximate percentage breakdown of the lot sizes is as follows: 33% Townhomes, 22% Cottage at 5,200 square feet, 15% Collection at 6,000 square feet, 4% Garden at 6,500 square feet, 14% Collection at 8,000 square feet, 10% Estate at 10,000 to 11,000 square feet, and 2% Homesteads at 11,000+ square feet. Mr. Mumford said the proposed village plan also includes a ten-acre elementary school site, already owned by the Alpine School District and density transfer options between villages.

Mr. Mumford stated items suggested for Commission consideration include:

- Parks: the MDA requires a medium park to be improved in Village 2. The plan contains a three-acre park and a couple of smaller parks. The City has planned a hilltop park adjacent to northeast corner of Village 2. The concept plan provides little open space for the townhome units and changes may be necessary to retain connectivity with the existing and planned City trail system.
- Cul-De-Sacs: Per connectivity Code, a cul-de-sac maximum length is 250 feet. The concept plan was modified to comply with this requirement.
- Roads: The north-south road in the middle of the development connects to the north, potentially bringing traffic from Oquirrh Mountain, Lone Tree, and future development through this project. For the safety of residents along this road and the benefit of the overall transportation system, staff recommends that this road be upgraded to a minor collector road and that no lots have direct driveway access onto this road. A City traffic study predicts the failure of other accesses to Pony Express Parkway will make the installation of Airport Road a necessity to provide access to Overland and other developments.
- Commercial Development: The southeast corner of Village 2, at the intersection of Pony Express Parkway and Airport Road, is an ideal location for commercial development. Staff recommends that the Village 2 plan include a minimum five-acre commercial area at the southeast corner and the resulting reduction in density in that location. The MDP and MDA may require an amendment to permit additional commercial development.

Mr. Mumford verified with the City Attorney that the City may require traffic study updates and infrastructure improvements, which may necessitate City reimbursement agreements, to facilitate the demands of City growth.

Mr. Mumford stated the City Attorney and the City Engineer indicated the City may require the installation of additional asphalt to expand the width of the north-south central road in accordance with quality planning principles and as a benefit to the City by providing access to and preventing homes from fronting on a higher capacity road, as the residents are likely to use the road as a minor collector road regardless of road width.

Mr. Mumford explained road access preservation and alterations during the improvement of Pony Express Parkway to maximize turn lane distances in anticipation of future development in accordance with City standards and indicated preexisting accesses within the Overland project in need of improvement, where the City was unable to implement distance standards due to terms of previous agreements with developers and Alpine School District. He said access improvement, such as turn lane installation, traffic study updates, and road widening requirements may be addressed with conditions either during the concept plan or preliminary plat stage of the project.

Commissioner Wright verified road design and connectivity north of the Overland development. Mr. Mumford clarified staff recommendations and options for parks and open space improvements in Village 2.

Discussion ensued regarding concerns due to the lack of open space available for and the townhome units.

Applicant representative Bryon Prince with Ivory Development expressed willingness to install trail connectivity to the Oquirrh Mountain Ranch development trail system to the north of the Overland development. Mr. Prince stated the MDA does not increase open space requirements in conjunction with unit density and said Ivory Development removed parks from the original master plan for the villages due to a fee-in-lieu of \$1.7 million paid to the City for the development of Wride Memorial Park. He explained the northern location for the park within Village 2 was due to the elementary school open space and other parks in adjacent villages within the Overland development. He said he would consider options for the relocation of the park, if requested.

Mr. Prince expressed concern regarding the request to widen the north-south road to a minor collector road. He stated he did not believe the road was necessary due to connectivity within the villages, which does not direct traffic to a single road, and the proximity of other major roadways. He stated the installation of a minor collector road would bisect the village and increase the speed of traffic, resulting in pedestrian safety hazards and connectivity impediments.

Mr. Prince stated Ivory Development had not marketed or perused economic opportunities for commercial development in the area called out by staff. He stated a willingness to conduct a market analysis to gauge commercial use viability and optimize development timing. He stated the designated church site may be relocated depending upon ecclesiastical interest and requirements.

Commissioner Wood stated the likelihood of the north-south road being used as a minor collector, due to vehicular usage of similar roads within the City and said a collector road would increase connectivity between villages and increase commuter safety. He stated he understood it presented difficulty for the applicant and expressed a desire to work together. Commissioner Wood expressed support for commercial development within Village 2 and the resulting benefits to the City. He requested an increase of more centralized open space within the townhome units and throughout the development.

Mr. Prince stated he was willing to work with staff to widen a neighborhood local road to provide space for residents to safely back out of driveways onto the road. He said his concern is not losing lots, but livability within the community should he install a collector road. Mr. Prince stated Villages 5 and 8 have a combined ninety acres of designated commercial lots and Ivory Development intends to secure a grocery store anchor for the Overland Development. Ivory Development has declined partnerships with industrial business interests. He expressed the desire to employ patience and discretion in order to secure appropriate commercial development for the area.

Commissioner Wells inquired if a cul-de-sac in the northwest corner of Village 2 could be converted into a stub road. Mr. Prince expressed a willingness to consider the suggestion and said the topography of the area and road connectivity availability would determine the feasibility of the change.

Commissioner Wright suggested relocating the park to the western area of the village near the townhomes.

Commissioner Everett asked about the timeframe for the elementary school construction. Mr. Price said a representative from Alpine School District projected three to five years during the purchase negotiations a year ago, but an exact timeframe has yet to be determined.

Commissioner Everett expressed concern regarding the townhomes fronting on the same road as the elementary school due to traffic flow congestion and safety issues during school drop off and pick up times and stated this has created traffic issues in other areas in the City. Commissioner Wood concurred with Commissioner Everett's concerns and suggested an additional access for the townhomes that would not conflict with school traffic. Mr. Prince stated a secondary access could not be determined until site design renderings for the elementary school were available and expressed willingness to work with Alpine School District to address traffic flow and safety concerns. Commissioners Wood and Everett suggested determining traffic flow projections based upon current elementary schools within the City, due to the likelihood of the Alpine School District to construct an elementary school with a similar design. Mr. Prince expressed concern that the suggested addition of commercial uses in the southeast corner would augment traffic flow difficulties with the elementary school.

Discussion ensued regarding traffic flow concerns, access to Airport Road, and potential solutions.

Commissioner Pengra verified the concept plan has not changed since the previous meeting and reiterated frustrations and concerns expressed in the previous meeting regarding the presentation of a maximum density concept plan. He concurred with the concerns raised by the other Commissioners and stated detailed examinations of a maximum density concept plan the applicant did not intend to build was an exercise in futility.

Commissioner Everett expressed concern requiring the development of commercial property due to the proximity to the elementary school site and increased traffic concerns. Commissioner Pengra stated the inclusion of commercial development would be a request rather than a requirement and commercial uses would only be an option if included as a condition in the motion due to the terms of the MDA.

Commissioner Everett expressed concern regarding the difficulties the request for the creation of a maximum density concept plan caused for both the applicant and the Planning Commission. He stated frustration in the obstacles in the performance of their duties as Commission that resulted in a situation where the Planning Commission is sending a recommendation to the City Council for a concept plan with an excess of conditions, when it has been stated on public record that the plan, as presented, will not be built.

MOTION: *Commissioner Pengra moved to recommend to the City Council approval of the Overland Village 2 concept plan with the following conditions:*

- 1. The applicant shall improve access to the Alpine School District's future elementary school site off Pony Express Parkway by adding a deceleration/turn lane;*
- 2. The applicant shall work with the City Engineer to identify and agree upon an acceptable interval by which traffic study updates will be provided by the applicant to ensure appropriate development of Airport Road;*
- 3. The applicant shall work with City staff to determine the appropriate plan to maximize the public benefit of the three-acre park by identifying a way to adjoin the Overland Village 2 park with the Oquirrh Mountain Ranch park;*
- 4. The applicant shall work with City staff to connect trails between Overland Village 2 and Oquirrh Mountain Ranch;*
- 5. The applicant shall upgrade the north/south road through the center of the development to a minor collector road with a width of at least forty feet, and no driveways shall directly access the road unless density is drastically reduced in the development;*
- 6. The applicant shall add at least a five-acre site for commercial development at the intersection of Pony Express Parkway and Airport Road;*
- 7. Additional trails shall be added to improve the connectivity throughout the Village, similar to the approved Master Trails Plan; and*

8. *Should the proposed ecclesiastical site be developed, an additional park similar to what was planned for the potential church site, if left undeveloped, shall be added in the vicinity.*

Commissioner Wells seconded the motion. Those voting aye: Brett Wright, Rich Wood, Christopher Pengra, and Erin Wells. Those voting nay: Matthew Everett. The motion carried with a vote of 4:1.

8. Discussion Items

9. Next Scheduled Meeting

Commissioner Wood requested for staff to include the Eagle Mountain Municipal Code Chapter 17.37 Business Park Zones on the agenda for discussion during the following work session and a vote during policy session.

Discussion ensued regarding Code amendments to discuss before examining the General Plan for amendment suggestions.

Mr. Mumford stated City Engineer Chris Trusty proposed to update the Transportation Impact Fees Facility Plan the next budget year. Mr. Mumford stated staff would provide change recommendations and traffic modeling to the Planning Commission for discussion.

Commissioner Wood recommended the Commissioners review State statute regarding city General Plans. He expressed the desire to discuss and obtain resident feedback regarding the addition of agricultural land use designations to the General Plan.

Commissioner Wood requested to note for the record his appreciation for the work performed by the Planning Commission and the resulting benefits to City residents and expressed appreciation of City staff and Councilmember support.

Planning Manager Mike Hadley stated he has been working with several developers, and the May 12, 2020 Planning Commission agenda will likely include three commercial site plans.

10. Adjournment

The meeting was adjourned at 9:19 p.m.

MOTION: *Commissioner Wright moved to adjourn. Commissioner Everett seconded the motion. No vote was called.*

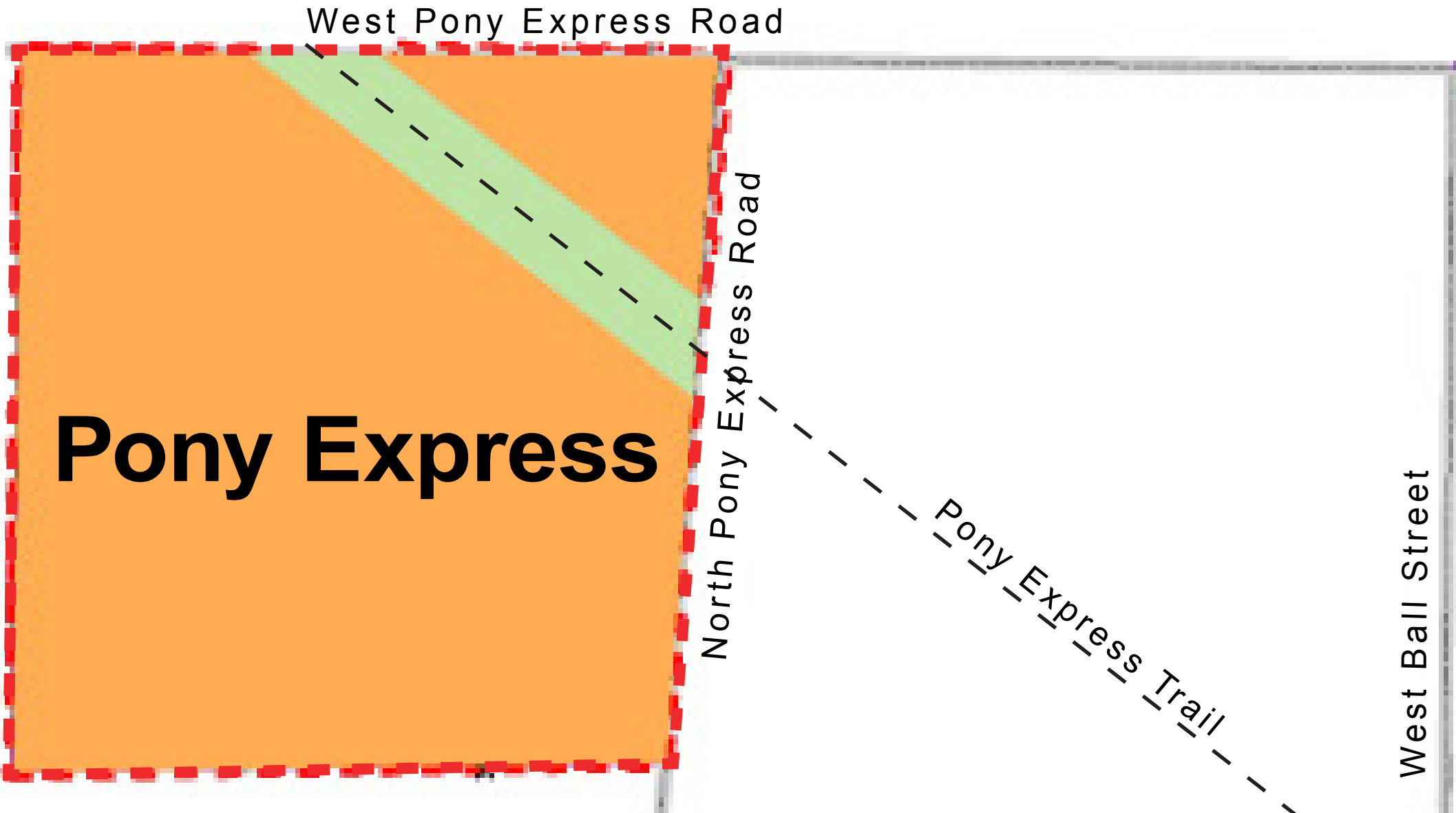
Approved by the Planning Commission on May 12, 2020.



Steve Mumford (May 22, 2020 10:04 MDT)

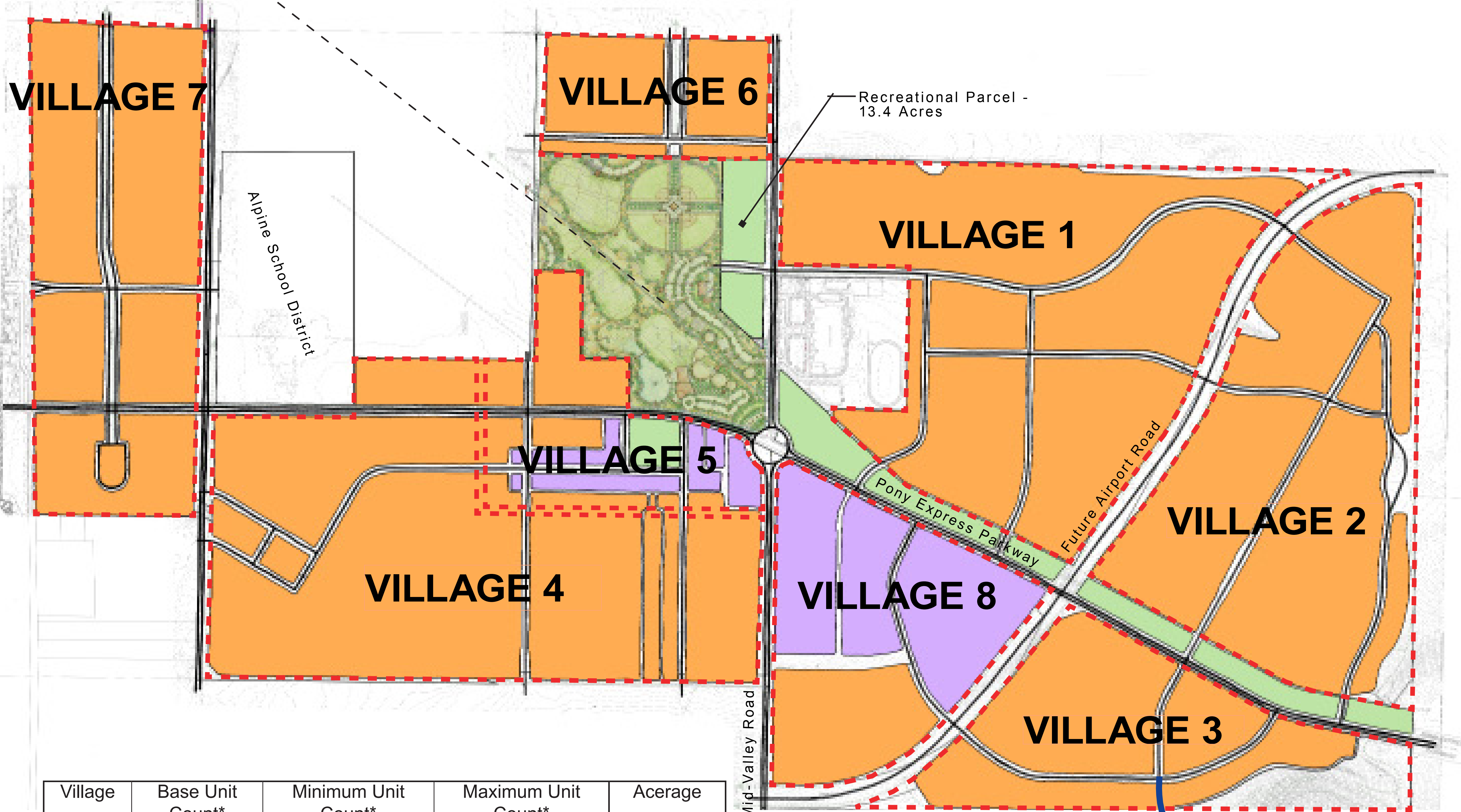
Steve Mumford, AICP
Community Development Director

Overland and Pony Express Master Development Plan



Village	Proposed Unit Count*	Acres
Pony Express	453	151
Total	453**	

* Per Village
** Gross Unit Count Not To Exceed 453



Legend

Residential

Commercial

Park (Refer to ARMDA for details on other parks and trails)

Village	Base Unit Count*	Minimum Unit Count*	Maximum Unit Count*	Acerage
1	539	431	647	193.90
2	675	540	743	167.12
3	366	293	439	90.26
4	600	480	660	201.22
5	489	391	538	55.45
6	355	284	426	59.53
7	496	397	546	127.89
8	280	224	336	90.88
Total	3,800**			

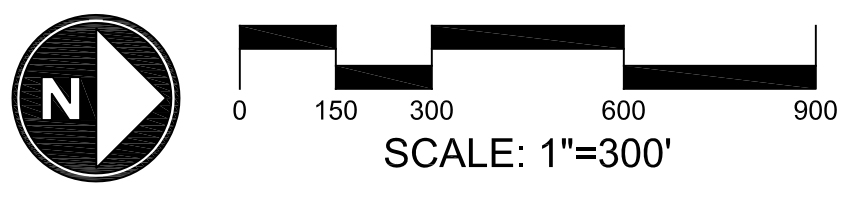
* Per Village
** Gross Unit Count Not To Exceed 3,800

① HIDDEN VALLEY ROAD LOCATION SUBJECT TO FUTURE VILLAGE PLAN APPROVALS
*Concept Subject To Change per ARMDA





Legend
 Trails - 10' Width



Overland Master Trails Plan

EXHIBIT E

Parks & Open Space Examples

LARGE PARK EXAMPLE:

Bellevue Park

(Draper City, 5 acre park)



LARGE PARK EXAMPLE:

Ivory Ridge Park
(Lehi City, 10 acre park)



MEDIUM PARK EXAMPLE:

Monterey Estates Park
(Syracuse City, 3 acre park)



MEDIUM PARK EXAMPLE:

Colony Pointe Park
(Lehi City, 5 acre park)



SMAL PARK EXAMPLE:

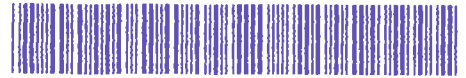
(Lehi City, 2 acre park and Club Ivory)



SMALL PARK EXAMPLE:

Tuscan Estates Park
(South Ogden City, 2 acre park)





ENT 62737:2018 PG 1 of 86
JEFFERY SMITH
UTAH COUNTY RECORDER
2018 Jul 03 2:27 pm FEE 266.00 BY MA
RECORDED FOR EAGLE MOUNTAIN CITY

WHEN RECORDED, RETURN TO:

Ivory Homes, Ltd.
Attn: Eagle Mountain Project
978 Woodoak Lane
Salt Lake City, UT 84117

(Space above for Recorder's use only.)

DEVL 1112

**AMENDED AND RESTATED
MASTER DEVELOPMENT AGREEMENT
FOR
OVERLAND DEVELOPMENT AND PONY EXPRESS PARCEL**

DATED: December 5, 2017

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**AMENDED AND RESTATED
MASTER DEVELOPMENT AGREEMENT
FOR
OVERLAND DEVELOPMENT AND PONY EXPRESS PARCEL
A MASTER PLANNED COMMUNITY**

THIS AMENDED AND RESTATED MASTER DEVELOPMENT AGREEMENT is made and entered as of the 5th day of December, 2017, by and between Eagle Mountain City, a political subdivision of the State of Utah, the State of Utah, School and Institutional Trust Lands Administration, and Ivory Homes, Ltd, a Utah limited partnership.

RECITALS

- A. The capitalized terms used in these Recitals are defined in Section 1.2, below.
- B. Owner and the City entered into the Prior Agreement.
- C. Since Owner and the City entered into the Prior Agreement, there have been many changes to the economy and to the needs and desires regarding the development of the Property.
- D. Also since the execution of the Prior Agreement, Owner has selected a Master Developer for the Overland portion of the Property.
- E. The Parties have determined to amend and restate the Prior Agreement and enter into this MDA to memorialize the terms of their relationship and expectations for the development of the Property.
- F. On December 5, 2017, the City approved a Master Plan for the Property.
- G. The Parties desire that the Property be developed in a unified and consistent fashion pursuant to the Master Plan.

H. Development of the Property will include the Intended Uses specified in the Master Plan.

I. Development of the Property as a master planned community pursuant to this MDA is acknowledged by the Parties to be consistent with the Act, and to operate to the benefit of the City, Owner, Master Developer, and the general public.

J. The City Council has reviewed this MDA and determined that it is consistent with the Act.

K. The Parties acknowledge that development of the Property pursuant to this MDA will result in significant planning and economic benefits to the City and its residents by, among other things, requiring orderly development of the Property as a master planned community and increasing sales tax and other revenues to the City based on improvements to be constructed on the Property.

L. Development of the Property pursuant to this MDA will also result in significant benefits to Owner and Master Developer by providing assurances to Owner and Master Developer that Master Developer will have the ability to develop the Property in accordance with this MDA.

M. The Parties have cooperated in the preparation of this MDA.

N. The Parties desire to enter into this MDA to specify the rights and responsibilities of Owner and Master Developer to develop Overland and Pony Express as part of the Property as expressed in this MDA, and the rights and responsibilities of the City to allow and regulate such development pursuant to the requirements of this MDA.

O. 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, *et seq.* (2017).

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, the City, Owner and Master Developer hereby agree to the following:

TERMS

1. **Incorporation of Recitals and Exhibits/ Definitions.**

1.1. **Incorporation.** The foregoing Recitals and Exhibits “A” – “I” are hereby incorporated into this MDA.

1.2. **Definitions.** As used in this MDA, the words and phrases specified below shall have the following meanings:

1.2.1. **Act** means the City Land Use, Development, and Management Act, Utah Code Ann., §10-9a-101, *et seq.* (2017).

1.2.2. **Administrative Action** means and includes any changes or modifications to the Exhibits to this MDA or other action that may be approved by the Administrator as provided in Section 22.

1.2.3. **Administrator** means the person designated by the City as the Administrator of this MDA.

1.2.4. **Applicant** means a person or entity submitting a Development Application, a Modification Application or a request for an Administrative Action.

1.2.5. **Backbone Improvements** means those improvements which are, generally, infrastructure improvements of a comprehensive scale that are a part of the overall development of the Property and not merely a part of the development of any particular Subdivision or Commercial Site Plan. Backbone Improvements

are generally considered to be in the nature of “System Improvements”, as defined in the Utah Impact Fees Act, Utah Code Ann., § 11-36a-101, *et seq.* (2017).

1.2.6. **Building Permit** means a permit issued by the City to allow construction, erection or structural alteration of any building, structure, private or public infrastructure, Project Infrastructure on any portion of the Property, or to construct any Backbone Improvements.

1.2.7. **Buildout** means the completion of all of the development on all of the Property.

1.2.8. **CC&Rs** means one or more Conditions, Covenants and Restrictions regarding certain aspects of design and construction on portions of the Property to be recorded in the chain of title on portions of the Property.

1.2.9. **City** means Eagle Mountain City, a political subdivision of the State of Utah.

1.2.10. **City Consultants** means those outside consultants employed by the City in various specialized disciplines such as traffic, hydrology or drainage for reviewing certain aspects of the development of the Property.

1.2.11. **City’s Future Laws** means the ordinances, policies, standards, procedures and processing fee schedules of the City which may be in effect as of a particular time in the future when a Development Application is submitted for a part of the Property and which may or may not be applicable to the Development Application depending upon the provisions of this MDA.

1.2.12. **City Parks** means those parks shown as being owned by the City on Exhibit “B” and those Medium Parks and Large Parks that may be dedicated to the City as provided in Section 11.5.

1.2.13. **City’s Vested Laws** means the ordinances, policies, standards and procedures of the City related to zoning, subdivisions, development, public improvements and other similar or related matters that were in effect as of the date of this MDA, a digital copy of which is attached as Exhibit “C”, except for the City’s Tier System open space and trail requirements (not including clubhouse and pool requirements) and other provisions of the City’s Vested Laws that are specifically superseded by this MDA.

1.2.14. **Commercial/Institutional Development** means the development of a portion of the Property which may include multiple buildings that are not intended to be on individual subdivision lots and includes apartments, office buildings, churches, schools, public buildings, hotels, shopping centers or other similar multi-building developments or plans for other developments on the Property.

1.2.15. **Commercial Site Plan** means the plan submitted to the City for the approval of Commercial/Institutional Development.

1.2.16. **Commercial Uses** including, but not limited to, professional and other offices, retail and commercial business uses (except for sexually oriented business), restaurants, public facilities, and multi-family residential uses shall be governed by City Vested Laws, except vertical mixed use shall be an approved use.

1.2.17. **Council** means the elected City Council of the City.

1.2.18. **Default** means a material breach of this MDA.

1.2.19. **Denial** means a formal denial issued by the final decision-making body of the City for a particular type of Development Application but does not include review comments or “redlines” by City staff.

1.2.20. **Development Application** means an application to the City for development of a portion of the Property including a Subdivision, a Commercial Site Plan, a Building Permit or any other permit, certificate or other authorization from the City required for development of the Property.

1.2.21. **Development Lease** means Development Lease Number 1074, effective February 1, 2016, entered into by the State of Utah, acting through the School and Institutional Trust Lands Administration, and Ivory Homes, Ltd., a Utah limited partnership, for the development of the Overland parcels.

1.2.22. **Development Report** means a report containing the information specified in Sections 6.6 submitted to the City by Master Developer for the development by Master Developer of any Parcel or for the sale of any Parcel to a Subdeveloper or the submittal of a Development Application by a Subdeveloper pursuant to an assignment from Master Developer.

1.2.23. **Final Plat** means the recordable map or other graphical representation of land prepared in accordance with Utah Code Ann., §10-9a-603 (2017), and approved by the City, effectuating a Subdivision of any portion of the Property.

1.2.24. **Homeowner Association(s) (or “HOA(s)”)** means one or more associations formed pursuant to Utah law to perform the functions of an association of property owners.

1.2.25. **Impact Fees** means those fees, assessments, exactions or payments of money imposed by the City as a condition on development activity as specified in the Utah Impact Fees Act, Utah Code Ann., §11-36a-101, *et seq.* (2017).

1.2.26. **Intended Uses** means the use of all or portions of the Property for Residential Uses, Commercial Uses and for parks, trails, open space and other uses as more fully specified in the Master Plan.

1.2.27. **Main Sewer Line** means that sewer line constructed by Owner along Pony Express Parkway from Bobby Wren Boulevard northward to manhole SSMH #23 located approximately 265 feet north of Midvalley Road centerline, on the east side of the Pony Express Parkway centerline.

1.2.28. **Master Developer** means Ivory Homes, Ltd., a Utah limited partnership and its assignees or transferees as permitted by this MDA.

1.2.29. **Master Plan** means Exhibit “B”, a plan approved by the City on December 5, 2017, that sets forth general guidelines for the proposed future development of the Property.

1.2.30. **Maximum Residential Units** means the development on the Property of three thousand eight hundred (3,800) Residential Dwelling Units for Overland and four hundred fifty three (453) Residential Dwelling Units for Pony Express with a Property total of four thousand two hundred fifty three (4,253) Residential Dwelling Units.

1.2.31. **MDA** means this Amended and Restated Master Development Agreement including all of its Exhibits.

1.2.32. **Modification Application** means an application to amend this MDA (but not including those changes which may be made by Administrative Action).

1.2.33. **Multifamily Residential** means condominiums, apartments or other residential units that are attached vertically or horizontally and each individual residential unit does not separately own the real property underlying the residential unit.

1.2.34. **Non-City Agency** means a governmental or quasi-governmental entity, other than those of the City, which has jurisdiction over the approval of any aspect of the development of the Property.

1.2.35. **Notice** means any notice to or from any party to this MDA that is either required or permitted to be given to another party.

1.2.36. **Outsourc[e][ing]** means the process of the City contracting with City Consultants or paying overtime to City employees to provide technical support in the review and approval of the various aspects of a Development Application as is more fully set out in this MDA.

1.2.37. **Overland** means the Overland parcels described in Exhibit “A” and generally depicted in Exhibit “B”.

1.2.38. **Owner** means the State of Utah, through the School and Institutional Trust Lands Administration.

1.2.39. **Parcel** means an area that is not an individually developable lot created by the processes specified in Section 6.7.

1.2.40. **Park, Club Ivory** (or **Club Ivory**) means a park of a type and with such amenities as generally depicted as a Club Ivory on Exhibit “E”.

1.2.41. **Park, Large** means a park of a type and with such amenities as generally depicted as a Large Park on Exhibit “E”.

1.2.42. **Park, Medium** means a park of a type and with such amenities as generally depicted as a Medium Park on Exhibit “E”.

1.2.43. **Park, Neighborhood Project** means a park that is planned and designed as an amenity to serve and is necessary for the use and convenience of a particular Subdivision or Commercial Site Plan (or a group of related Subdivisions or Commercial Site Plans).

1.2.44. **Park, Small** means a park of a type and with such amenities as generally depicted as a Small Park on Exhibit “E”.

1.2.45. **Parties** means, collectively, the City, Owner and Master Developer.

1.2.46. **Phase** means the development of a portion of the Property at a point in a logical sequence as determined by Master Developer.

1.2.47. **Planning Commission** means the City’s Planning and Zoning Commission established by applicable laws of the City.

1.2.48. **Pony Express** means the Pony Express parcel described in Exhibit “A” and generally depicted in Exhibit “B”.

1.2.49. **Pony Express Trail Park** means the approximately 52 acres deeded to the City by Owner through *Amended and Restated State Of Utah Exchange Patent No. 19737 (Pony Express Trail Park)*, recorded as Entry No. 63439:2005.

1.2.50. **Prior Agreement** means the master development agreement between the City and Owner dated October 7, 2003.

1.2.51. **Project Infrastructure** means those items of public or private infrastructure which are a condition of the approval of a Development Application because they are necessary for development of the Property such as local roads or utilities and that are located on or necessary to serve that portion of the Property which is subject to a Development Application. Project Infrastructure does not include Backbone Improvements.

1.2.52. **Property** means, collectively, the Overland and Pony Express parcels of land located in the City, described in Exhibit "A" and generally depicted in Exhibit "B".

1.2.53. **Reimbursable Improvements** means those improvements specified on Exhibit "D" which Owner constructed on, adjacent to, or in the vicinity of the Property pursuant to the Prior Agreement.

1.2.54. **Required Park** means any Park, Club Ivory, Park, Neighborhood Project, Park, Small, Park, Medium, or Park, Large required to be completed pursuant to this MDA.

1.2.55. **Residential Dwelling Unit** means a unit intended to be occupied for residential living purposes; one single-family residential dwelling and each

separate unit in a multi-family dwelling, apartment building, condominium or time-share building equals one Residential Dwelling Unit.

1.2.56. **Residential Uses** shall include structures for Residential Dwelling Units in any configuration including single family detached, single family attached (such as townhomes), and multifamily.

1.2.57. **Site Plan** means the plan submitted to the City for the first stage of the approval of a Subdivision or Commercial/Institutional Development.

1.2.58. **Subdeveloper** means an entity not “related” (as defined by Internal Revenue Service regulations) to Master Developer which purchases a Parcel for development.

1.2.59. **Subdivision** means the division of any portion of the Property into a subdivision pursuant to the laws of the State of Utah and the City’s Vested Laws.

1.2.60. **Subdivision Application** means the application to create a Subdivision.

1.2.61. **Subdivision Site Plan** means the plan submitted with a Subdivision Application.

1.2.62. **Substantial Completion** means a point in the progress of a construction project where the work is sufficiently complete such that any remaining work will not interfere with the intended use or occupancy of the Property.

1.2.63. **System Improvement** means those elements of infrastructure that are defined as System Improvements pursuant to Utah Code Ann., §11-36a-102(21) (2017).

1.2.64. **Term, Initial** means the first term of the MDA for the Overland portion of the Property, as described in Section 4.

1.2.65. **Term, Overland Extension** means the extension period beyond the Initial Term for the Overland portion of the Property, as described in Section 4.

1.2.66. **Trail** means a public trail as shown on Exhibit “H”.

1.2.67. **Transfer Deed** means a deed of conveyance approved by the Administrator pursuant to Section 8.15.

1.2.68. **Village** means one of the villages depicted in the Master Plan.

1.2.69. **Village Concept Plan** means a conceptual plan for the development of each Village.

2. **Vested Terms from Prior Agreement to be Retained.**

2.1. **Vacating Lehi-Fairfield Road.** The Parties acknowledge that Utah County may have a historic claim over the Lehi-Fairfield Road. To the extent necessary and at Owner’s request, the City shall work with Owner, Master Developer and Utah County to vacate those portions of Lehi-Fairfield Road located on the City property generally depicted on Exhibit “B”. The City shall work with Owner, Master Developer and Utah County to vacate those portions of Lehi-Fairfield Road located on the City property generally depicted on Exhibit “B”, at such time as the roads shown on Exhibit “B” as West Pony Express Road and West High School Road are constructed and open to public use. Once vacated, these City lands that were previously Lehi-Fairfield Road shall be preserved and enhanced as a non-vehicular trail as part of the Pony Express Trail Park.

2.2. Access to Pony Express Parcel.

2.2.1. West Pony Express Road. Exhibit "B" shows West Pony Express Road on the west side of Pony Express parcel, connecting the Pony Express parcel and West High School Road. This road is labeled, for purposes of this MDA, West Pony Express Road. The City agrees that this roadway will be built either as an arterial or as a collector road. The City agrees to show this road on its streets plan, or equivalent, and to require any proposed development in the area to provide for the roadway.

2.2.2. North Pony Express Road. Exhibit "B" shows a roadway labeled North Pony Express Road connecting to Major Street immediately south of its intersection with Eagle Mountain Boulevard and running westward along the northerly boundary of the Pony Express parcel. This roadway will improve access to cross the future Pony Express Trail Park and a small area of property owned by the City in the vicinity of the Pony Express Regional Park. The City agrees that this roadway will be constructed as a City collector road if legal access can be obtained without condemnation. Owner agrees that the cost of construction and connection to existing City streets will be an obligation of Owner or the developer of the Pony Express parcel. The City will use the road as access to the Pony Express Regional Park and to the Pony Express parcel. City acknowledges that this access is material to Owner's conditional agreement to forego existing legal vehicular access to City streets across Russell Street in the Overland Trails subdivision. Owner has agreed to forego that access if access can be granted at Major Street, so

as to reduce the traffic impact of development of the Pony Express parcel to the Overland Trails neighborhood.

2.2.3. West High School Road. Exhibit “B” shows a roadway which is a westerly extension of High School Road to a crossing of Eagle Mountain Boulevard, then westward to the road labeled West Pony Express Road. In accordance with the Prior Agreement, the City agrees to include this roadway in the Impact Fee Facilities Plan.

2.2.4. Russell Street, Emergency and Trail Access. As described in Section 2.2.2 above, Owner agreed to forego existing legal vehicular access to City streets for the Pony Express parcel across Russell Street in the Overland Trails subdivision if legal access can be achieved through Overland Trails subdivision at Major Street in the vicinity of the Pony Express Regional Park. If the City cannot grant the necessary replacement access along North Pony Express Road to Major Street, Russell Street will be maintained as a public right-of-way. If Major Street access can be granted, then Russell Street will be only used for emergency vehicular access and for pedestrian and equestrian access between the Overland Trails neighborhood and Pony Express parcel. Design of the emergency access will be subject to the approval of the fire marshal.

3. Reimbursements. The City has been reimbursing Owner for the Reimbursable Improvements through the collection of impact fees. Details regarding the reimbursements for the Reimbursable Improvements, including the reimbursement amounts, the prior payments through fiscal year 2017 and the amounts still due, are set forth in Exhibit “D”. Reimbursements for the Reimbursable Improvements have been and shall continue to be made by the City through the

collection of impact fees associated with the applicable Reimbursable Improvements until the reimbursement amounts are paid in full. The City will make an annual payment to Owner in an amount equal to the applicable impact fees collected by the City in the applicable fiscal year (running from July 1 to June 30) on or before each subsequent January 2. This payment shall be accompanied with a report detailing the applicable annual impact fees collected by the City.

4. **Effect of this MDA/Term.** This MDA shall be the sole agreement between the Parties for the development of the Property. The Prior Agreement shall be deemed to have been novated and superseded by this MDA. Any and all claims by any of the Parties for any breaches or performances under the Prior Agreement shall be deemed to have been waived or satisfied. The Initial Term of this MDA for the Overland portion of the Property shall be until December 31, 2052. With respect to Overland, if Master Developer or Owner are not in Default at the end of the Initial Term (or if Master Developer or Owner is in Default, but such Default is being cured), the approved land uses, zoning, and densities shall be automatically extended through the Overland Extension Term for a period of an additional fifteen (15) years (i.e. through December 31, 2067). As of January 1, 2053, the City's Future Laws shall be effective regarding Overland except: (1) the open space and park improvement requirements specified in this MDA shall not be modified; and (2) other requirements that deny Master Developer the ability to reasonably develop the approved number of units in each Village. This MDA shall expire with respect to Overland at the end of the Overland Extension Term. With respect to Pony Express only, the term of this MDA shall be ninety (90) years (i.e. through December 31, 2107).

5. **Development of the Property.**

5.1. **Compliance with Law.** Development of the Property shall be in accordance with the City's Vested Laws, the City's Future Laws (to the extent that these are applicable as otherwise specified in this MDA), this MDA and its Exhibits.

5.2. **Matching Lot Sizes.** Where Overland is immediately adjacent to properties in Villages 2, 3 and 7 on the Master Plan that have development rights at the date of the execution of this MDA, Overland will have single family lots no smaller than 1/2 acre or the average lot size of the immediately adjacent property, whichever is smaller. If other properties immediately adjacent to Overland obtain development rights in the future before the portion of Overland to which they are immediately adjacent receive preliminary plat approval, then Master Developer will develop the immediately adjacent portion of the Property with either matching density (if the immediately adjoining property is anything other than single family) or with single family units (if the immediately adjoining property is single family).

6. **Development of the Property in Compliance with the Master Plan.**

6.1. **Maximum Residential Units and other Intended Uses.** Subject to the maximum number of Residential Dwelling Units in each Village, as indicated in Exhibit "B", Owner shall be entitled to develop up to the Maximum Residential Units and to develop the other Intended Uses as specified in the Master Plan.

6.2. **Intended Uses, Residential Dwelling Units and Density Vesting.** Intended Uses and maximum number of Residential Dwelling Units for each Village are shown on the Master Plan. It is the understanding and intent of the Parties that Master Developer is vested with the residential densities shown on the Master Plan, and Master

Developer shall not be required to obtain a conditional use permit, in accordance with Section 17.25.060 of the City's Vested Laws, to develop Tier III and Tier IV residential development densities.

6.3. Restrictions on Uses in Certain Villages. Multifamily Residential shall only be allowed in Villages 5 and 8.

6.4. Village Approvals. Master Developer shall present to the Planning Commission and City Council a Village Concept Plan, and a traffic study based on the Village Concept Plan, before submitting any Development Application for any such Village (i.e., a Development Application in Village 7 would require a conceptual plan and traffic study for Village 7). Each Village Concept Plan shall generally illustrate the various types of housing, where density of Residential Dwelling Units within each Village will be located, the location and size of parks and trail improvements, the location of roads and infrastructure improvements, and any potential locations for schools, churches or other civic or community uses. The City's review of the Village Concept Plan for any Village may consider legitimate and quality planning principles, adjacent or planned land uses, the location of appropriate public and private infrastructure, the location of public and private open space, the location and type of Commercial Uses and Residential Uses in the Village, and the location and amount of any non-standard lots. The City shall have the right to require changes to the Village Concept Plan provided that the changes do not materially impact Master Developer's ability to obtain the allowed densities, significantly alter the types or locations of residential or commercial uses (i.e. townhomes, cluster homes, etc.), significantly alter proposed lot sizes, or result in unreasonable additional development costs. Village Concept Plans may also propose areas in the Village Concept Plan with

single-family homes at Tier III or Tier IV densities that do not comply with Tier II development standards, including single-family homes with reduced lot frontages or zero lot lines, which deviations from the development standards may be approved by the City Council as part of the Village Concept Plan approval. The Parties acknowledge and agree that Developer has previously submitted and the City has approved a Village Concept Plan for Village 1, which included an area of “cottage” active adult product with lot sizes that do not conform to the City’s Vested Laws. The City hereby approves the proposed lot sizes for the “cottage” active adult product in Village 1. In Village 1, Master Developer shall not propose any other areas for a Development Application that do not meet the lot size and lot frontage requirements in the City’s Vested Laws.

6.5. Use of Residential Dwelling Units. Master Developer may use any of the Maximum Residential Units in the development of any Subdivision (or any approved Commercial Site Plan allowing for residential uses) so long as the number of units requested in the proposed Development Application is no greater than the maximum number specified by the Master Plan and approved Village Conceptual Plan.

6.6. Accounting for Residential Dwelling Units. At the recordation of a Final Plat or Commercial Site Plan by Master Developer allowing for residential uses, Master Developer shall provide the City an updated Development Report showing the number of any Residential Dwelling Units used with the Final Plat or Commercial Site Plan and the number of Residential Dwelling Units remaining for use within each Village and for the total Property.

6.6.1. Accounting for Residential Dwelling Units for Parcels Sold to Subdevelopers. Any Parcel sold by Master Developer to a Subdeveloper shall

include the transfer of a specified portion of the Maximum Residential Units and, for any non-residential use, shall specify the type and maximum amount of any such other use sold with the Parcel.

6.6.2. Return of Unused Residential Dwelling Units. At the recordation of a Final Plat or other Development Application Approval for any Parcel sold to a Subdeveloper, Master Developer shall provide the City an updated Development Report showing the number of Residential Dwelling Units and other types and amounts of uses actually used on the Final Plat. If any portion of the Maximum Residential Units or other uses transferred to a Subdeveloper are unused by the Subdeveloper at the time the Final Plat is recorded for the Parcel or a Development Application is approved, any unused portion of the transferred Maximum Residential Units or other uses shall automatically revert back to the Property and the Master Developer shall file with the City an updated Development Report.

6.7. **Parcel Sales.** 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 sale of a Parcel. The City acknowledges that Master Developer may seek and obtain approval for the subdivision of a portion of the Property into a Parcel without providing such detailed development information subject to the specific “Parcel Sales” provisions of the Section 8.15 as is provided in Utah Code Ann., §10-9a-103(57)(c)(v) (2017). The City and Master Developer acknowledge that such sales of Parcels do not create any individually developable lots in the Parcel and are therefore not subject to any requirement in the City’s Vested Laws to complete or provide security for Project Infrastructure at the eventual time

of such Subdivision. The responsibility for completing and providing security for completion of any Project Infrastructure in the Parcel shall be that of the Master Developer or a Subdeveloper upon a subsequent Subdivision of the Parcel that creates individually buildable lots.

7. **Zoning and Vested Rights.**

7.1. **Current Zoning.** The Property is currently zoned as specified in the project Master Plan.

7.2. **Vested Rights Granted by Approval of this MDA.** To the maximum extent permissible under the laws of Utah and the United States and at equity, the Parties intend that this MDA grants Master Developer all rights to develop the Property in fulfillment of this MDA without modification or interference by the City except as specifically provided herein. The Parties intend that the rights granted to Master Developer under this MDA are contractual and also those rights that exist under statute, common law and at equity. The Parties specifically intend that this MDA grants to Master Developer “vested rights” as that term is construed in Utah’s common law and pursuant to Utah Code Ann., §10-9a-508 (2017).

7.2.1. **Invalidity.** Master Developer and Owner covenant not to bring suit to have any of the City’s Vested Laws declared to be unlawful, unconstitutional or otherwise unenforceable. If any of the City’s Vested Laws are declared to be unlawful, unconstitutional or otherwise unenforceable, then Master Developer and Owner will nonetheless comply with the terms of this MDA. Master Developer and Owner shall also in that event cooperate with the City in adopting and agreeing to comply with a new enactment by the City which is materially similar to any such

stricken provisions and which implements the intent of the Parties in that regard as manifested by this MDA.

7.2.2. Exceptions. The applicability of the City's Vested Laws specified in Section 7.2 are subject to only the following exceptions:

1. *Master Developer Agreement*. City's Future Laws that Master Developer and Owner agree in writing to the application and scope thereof to the Property. Master Developer and Owner may withhold their consent to the application of any of the City's Future Laws in each of their sole discretion;

2. *Compliance with State and Federal Laws*. City's Future Laws which are generally applicable to all properties in the City and which are required to comply with State and Federal laws and regulations affecting the Property;

3. *Safety Code Updates*. City's Future Laws that are updates or amendments to existing building, 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. *Taxes*. Taxes, or modifications thereto, so long as such taxes

are lawfully imposed and charged uniformly by the City to all properties, applications, persons and entities similarly situated, and provided such taxes are applicable to lands owned and managed by Owner;

5. *Fees.* Changes to the amounts of fees (but not changes to the times provided in the City's Vested Laws for the imposition or collection of such fees) for the processing of Development Applications that are generally applicable to all development within the City (or a portion of the City as specified in the lawfully adopted fee schedule) and which are adopted pursuant to State law;

6. *Countervailing, Compelling Public Interest.* Laws, rules or regulations that the City'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 (2017); and

7. *Impact Fees.* Impact Fees or modifications thereto which are lawfully adopted, imposed and collected.

8. **Approval Processes for Development Applications.**

8.1. **Phasing.** The City acknowledges that Master Developer, assignees of Master Developer, and Subdevelopers who have purchased Parcels of the Property may submit multiple applications from time-to-time to develop and construct portions of the Master Plan for the Property in phases.

8.2. **Processing Under City's Future Laws.** Approval processes (e.g., which body of the City considers / hears / approves various types of Development Applications) for Development Applications shall be as provided in the City's Future Laws except as

otherwise provided in this MDA.

8.3. Application Under City's Future Laws. Without waiving any rights granted by this MDA, Owner and Master Developer may at any time, choose to submit a Development Application for some or all of the Property under the City's Future Laws in effect at the time of the Development Application so long as Owner and Master Developer and any Subdeveloper is not in current breach of this Agreement. Any Development Application filed for consideration under the City's Future Laws shall be governed by all portions of the City's Future Laws related to the Development Application. The election by Owner and Master Developer at any time to submit a Development Application under the City's Future Laws shall not be construed to prevent Owner and Master Developer from relying for other Development Applications on the City's Vested Laws.

8.4. City's Cooperation in Processing Development Applications. The City shall cooperate reasonably in promptly and fairly processing Development Applications.

8.5. Outsourcing of Processing of Development Applications. Within fifteen (15) business days after receipt of a Development Application, and upon the request of any party, the Parties will confer and determine whether the City and the Master Developer or a Subdeveloper (if applicable) wishes the City to Outsource the review of any aspect of the Development Application to ensure that it is processed on a timely basis. If either party determines that Outsourcing is appropriate then the City shall promptly estimate the reasonably anticipated differential cost of Outsourcing in the manner selected by the City in good faith consultation with the Master Developer (either overtime to City employees or the hiring of a City Consultant). If the Master Developer or a Subdeveloper notifies the City that it desires to proceed with the Outsourcing based on the City's estimate of costs

then the Master Developer or Subdeveloper shall deposit in advance with the City the estimated differential cost and the City shall then promptly proceed with the Outsourced work. Upon completion of the Outsourcing services and the provision by the City of an invoice (with such reasonable supporting documentation as may be requested by Master Developer) for the actual differential cost (whether by way of paying a City Consultant or paying overtime to City employees) of Outsourcing, Master Developer or the Subdeveloper shall, within ten (10) business days pay or receive credit (as the case may be) for any difference between the estimated differential cost deposited for the Outsourcing and the actual cost differential.

8.6. Non-City Agency Reviews. If any aspect or a portion of a Development Application is governed exclusively by a Non-City Agency, an approval for these aspects does not need to be submitted by Applicant for review by any body or agency of the City. The Applicant shall timely notify the City of any such submittals and promptly provide the City with a copy of the requested submissions. The City may only grant final approval for any Development Application subject to compliance by Applicant with any conditions required for such Non-City Agency's approval.

8.7. Acceptance of Certifications Required for Development Applications. Any Development Application requiring the signature, endorsement, or certification or stamping by a person holding a license or professional certification required by the State of Utah in a particular discipline shall be so signed, endorsed, certified or stamped signifying that the contents of the Development Application comply with the applicable regulatory standards of the City. The Development Application shall thus generally be deemed to meet the specific standards which are the subject of the opinion or certification,

subject to required review by the City or any other agency of the City. It is not the intent of this Section to preclude the normal process of the City's "redlining", commenting on or suggesting alternatives to the proposed designs or specifications in the Development Application. Generally, the City should endeavor to make all of its redlines, comments or suggestions at the time of the first review of the Development Application unless any changes to the Development Application raise new issues that need to be addressed.

8.8. Expert Review of Certifications Required for Development Applications. If the City, notwithstanding such a certification by Applicant's experts, subjects the Development Application to a review by City Consultants, the City shall bear the costs of such review if the City Consultants determine that the Applicant's expert certification was materially correct and that the City's requiring a review of the certification in the Development Application was unreasonable and not made in good faith. If the City Consultants determine that the City's requirement of a review was reasonable and made in good faith then payment of the reasonable and actual costs of the City Consultants' review shall be the responsibility of Applicant. This Section shall not be construed to relieve the Master Developer of any plan review fees, inspections fees or other fees normally required by the City.

8.8.1. Selection of City Consultants for Review of Certifications Required for Development Applications. The City Consultant undertaking any review by the City required or permitted by this MDA or ordinance shall be selected from a list generated by the City for each such City review pursuant to a "request for proposal" process or as otherwise allowed by City ordinances or regulations. Applicant may, in its sole discretion, strike from the list of qualified proposers any of such proposed

consultants so long as at least three (3) qualified proposers remain for selection.

The anticipated cost and timeliness of such review may be a factor in choosing the expert.

8.9. Independent Technical Analyses for Development Applications. If the City needs technical expertise beyond the City's internal resources to determine impacts of a Development Application such as for structures, bridges, water tanks, "threatened and endangered species" and other similar matters which are not required by the City's Vested Laws to be certified by such experts as part of a Development Application, the City may engage such experts as City Consultants under the processes specified in Section 8.8 with the actual and reasonable costs being the responsibility of Applicant. If the City needs any other technical expertise other than as specified above, under extraordinary circumstances specified in writing by the City, the City may engage such experts as City Consultants under the processes in Section 8.8 with the actual and reasonable costs being the responsibility of Applicant.

8.10. City Denial of a Development Application. If the City denies a Development Application or a Village Concept Plan, the City shall timely provide a written determination advising the Applicant of the reasons for Denial, including specifying the reasons the City believes that the Development Application or Village Concept Plan is not consistent with this MDA and the City's Vested Laws (or, if applicable, the City's Future Laws).

8.11. Meet and Confer regarding Development Application Denials. The City and Applicant shall meet within fifteen (15) business days of any Denial to resolve the issues specified in the Denial of a Development Application or Village Concept Plan.

8.12. City Denials of Development Applications Based on Denials from Non-City Agencies. If the City's Denial of a Development Application is based on the Denial of the Development Application by a Non-City Agency, Master Developer shall appeal any such Denial through the applicable procedures for such a decision and not through the processes specified below.

8.13. Mediation of Development Application Denials.

8.13.1. Issues Subject to Mediation. Issues resulting from the City's Denial of a Development Application that are not subject to arbitration provided in Section 8.14 shall be mediated.

8.13.2. Mediation Process. If the City and Applicant are unable to resolve a disagreement that is subject to mediation under this MDA, the parties shall attempt within ten (10) business days to appoint a mutually acceptable mediator with knowledge of the issue in dispute. If the parties are unable to agree on a single acceptable mediator they shall each, within ten (10) business days, appoint their own representative. These two representatives shall, between them, choose the single mediator. Applicant shall pay the fees of the chosen mediator. The chosen mediator shall within fifteen (15) business days, review the positions of the parties regarding the mediation issue and promptly attempt to mediate the issue between the parties. If the parties are unable to reach agreement, the mediator shall notify the parties in writing of the resolution that the mediator deems appropriate. The mediator's opinion shall not be binding on the parties.

8.14. Arbitration of Development Application Objections.

8.14.1. Issues Subject to Arbitration. Issues regarding the City's Denial of

a Development Application that are subject to resolution by scientific or technical experts such as traffic impacts, water quality impacts, pollution impacts, etc. are subject to arbitration. The failure of a Development Application to comply with an applicable Federal, State or City Vested Law (or, if applicable, a City Future Law) is not an issue subject to arbitration.

8.14.2. Mediation Required Before Arbitration. Prior to any arbitration the parties shall first attempt mediation as specified in Section 8.13.

8.14.3. Arbitration Process. If the City and Applicant are unable to resolve an issue through mediation, the parties shall attempt within ten (10) business days to appoint a mutually acceptable expert in the professional discipline(s) of the issue in question. If the parties are unable to agree on a single acceptable arbitrator they shall each, within ten (10) business days, appoint their own individual appropriate expert. These two experts shall, between them, choose the single arbitrator. Applicant shall pay the fees of the chosen arbitrator. The chosen arbitrator shall within fifteen (15) business days, review the positions of the parties regarding the arbitration issue and render a decision. The arbitrator shall ask the prevailing party to draft a proposed order for consideration and objection by the other side. Upon adoption by the arbitrator, and consideration of such objections, the arbitrator's decision shall be final and binding upon both parties. If the arbitrator determines as a part of the decision that the City's position was not only incorrect but was also maintained unreasonably and not in good faith then the arbitrator may order the City to pay the arbitrator's fees.

8.15. **Parcel Sales.** The Parties acknowledge that the most efficient and

economic development of the Property depends on numerous factors, such as permitting, market orientation and demand, interest rates, competition, and similar factors. Accordingly, the timing, sequencing, and phasing of development of the Property shall be as determined by Master Developer in its sole subjective business judgment and discretion. To the extent that such conveyances are in anticipation or furtherance of future land use approvals and development of the Property or a particular Parcel therein, the City further agrees that, consistent with the provisions of Utah Code Ann., §10-9a-103(60)(c)(v) (2017), Master Developer may convey portions of the Property by metes and bounds prior to recordation of a plat of subdivision for such portion. Master Developer shall issue a Transfer Deed for a Parcel after receiving the written approval of the City to transfer such Parcel via a metes and bounds legal description.

9. **Exclusion from Moratoriums.** The Property shall be excluded from any moratorium adopted pursuant to Utah Code Ann., §10-9a-504, (2017) unless such a moratorium is found on the record by the Council to be necessary to avoid jeopardizing a compelling, countervailing public interest.

10. **Application Under City's Future Laws.** Without waiving any rights granted by this MDA, Master Developer may at any time, choose to submit a Development Application for some or all of the Property under the City's Future Laws in effect at the time of the Development Application as set forth in Section 8.3.

11. **Parks and Open Space.**

11.1. **Cory Wride Memorial Park.** Master Developer will contribute to the City a total of \$1,710,000.00 for investment in the Cory Wride Memorial Park. The payments will be made in increments of \$570,000.00 per year beginning with the first payment on or

before February 27, 2019 and the remaining two increments on even dates in 2020 and 2021. The obligation to make these payments is a personal covenant of the Master Developer as of the effective date of this MDA, and does not run with the land, provided that City may withhold approval of any final plat on the Property if Master Developer is in breach of its obligation to make such payment.

11.2. Pony Express Trail Park Improvements. Master Developer shall install landscaping through the portion of the Pony Express Trail Park adjacent to Villages 1, 2, 3 and 8 on the west side of the existing asphalt trail at the time the City installs the landscaping on the east side of the existing asphalt trail (as required by Section 12.1). If Master Developer is still utilizing the temporary detention basins in the Pony Express Trail Park at such time, then Master Developer shall, instead, landscape the temporary detention basins when the basins are removed. At a minimum, Master Developer will install enhanced native landscaping through the applicable portion of the Pony Express Trail Park. However, in accordance with Section 12.3, the Parties have agreed to cooperate in good faith to consider amending the deed restrictions on the Pony Express Trail Park to allow for additional improvements or uses within the Pony Express Trail Park. The improvements within the Pony Express Trail Park shall be in the sole discretion of Master Developer, but it is anticipated that Master Developer may install contouring, grass areas, trees, above-ground drainage streams or other improvements if both Owner and City agree to such improvements.

11.3. Village 1. Exhibit "F" is a detailed plan for the Village 1 parks, open space and amenities. Village 1 will include a total of approximately 8 acres of parks, community amenities, open space, Club Ivory, and Trail system:

11.3.1. A Club Ivory and an approximately 4-acre park will be constructed in Village 1 the sooner of the recording of a plat containing the 150th Building Permit for Village 1 or within 3 years of the date of this MDA;

11.3.2. An approximately 2-acre park or community amenity will be constructed in Village 1 the sooner of the recording of a plat containing the 300th Building Permit for Village 1 or within 5 years of the date of this MDA; and

11.3.3. An additional approximately 2-acre park or community amenity will be constructed in Village 1 the sooner of the recording of a plat containing the 450th building permit for Village 1 or within 7 years of the date of this MDA.

11.4. **Other Villages and Pony Express Parcel.** Parks, open space and amenities in the Property (other than Village 1) shall be dedicated and constructed as specified below.

11.4.1. Parks, Trails and Open Space Requirements. Unless otherwise approved by the City Council, at a minimum park and improved open spaces shall include the following features and improvements: (1) sod areas large enough for children's play (including multi-use fields), (2) irrigation system to City standards (as required by the City's Future Laws); (3) access along a public road; (4) sufficient paved parking for use of improvements; (5) seating areas with shade structures, pavilions, or trees for shade; (6) asphalt trails or concrete sidewalks connecting the park to the neighborhood and internal trail; (7) a variety of landscaping, including trees, shrubs, and water-wise landscaping; (8) garbage receptacles, drinking fountains, picnic tables, barbeques or other improvements necessary for use or enjoyment of park features; and (9) public bathroom facilities

(for Large Parks). In addition, parks should generally include one or more of the following types of park improvements sufficient for the size of the neighborhood and intended use of the park: basketball court, sports court, splash pad, skate park, large playground structure, or large group pavilion. It is the expectation of the Parties that parks will be improved with a similar level of improvements and amenities as the example parks depicted in Exhibit “E”. Subject to the foregoing, the Parties agree that the design and amenities in each park will vary based on the location of the park, surrounding housing types, and changing needs of the community, and that the park design and amenities shall generally be in the discretion of the Master Developer.

11.4.2. Public Park Improvements. In order to allow the City to efficiently maintain public parks and open spaces, all improvements in Required Parks that will be dedicated to the City shall comply with the City’s Future Laws with respect to sprinkler and irrigation systems, water usage, fencing, plant and tree types, and construction materials, provided that the City’s Future Laws do not substantially increase the cost of such improvements. Master Developer shall reasonably cooperate with City to provide improvements and amenities in public parks that can be efficiently and cost effectively maintained by the City.

11.4.3. Park Plan Approval. Prior to construction or dedication of any Required Park, Master Developer shall submit to the City a detailed park plan. The City Council shall review the park plan, and may deny the park plan if the park plan does not comply with the requirements in subsections 11.4.1 or 11.4.2. Any dispute

about this subsection shall be resolved by the meet and confer, mediation and arbitration provisions of Sections 8.11, 8.13 and 8.14, respectively.

11.4.4. Village 2. A Medium Park or Club Ivory (at Master Developer's discretion) shall be constructed and dedicated to the City (if that is required pursuant to Section 11.5) prior to recordation of a plat containing the 200th Residential Dwelling Unit in Village 2.

11.4.5. Village 3. A Small Park or Club Ivory (at Master Developer's discretion) shall be constructed and dedicated to the City (if that is required pursuant to Section 11.5) prior to the recordation of a plat containing the 115th Residential Dwelling Unit in Village 3.

11.4.6. Village 4. A Large Park or Club Ivory (at Master Developer's discretion) shall be constructed dedicated to the City (if that is required pursuant to Section 11.5) prior to the recordation of a plat containing the 400th Residential Dwelling Unit in Village 4.

11.4.7. Village 5. A Large Park or Club Ivory (at Master Developer's discretion) shall be constructed and dedicated to the City (if that is required pursuant to Section 11.5) prior to the recordation of a plat containing the 300th Residential Dwelling Unit in Village 5.

11.4.8. Village 7. A Small Park shall be constructed and dedicated to the City (if that is required pursuant to Section 11.5) prior to the recordation of a plat containing the 150th Residential Dwelling Unit in Village 7 and, also, a Medium Park or Club Ivory (at Master Developer's discretion) shall be constructed and

dedicated to the City (if that is required pursuant to Section 11.5) prior to the recordation of a plat containing the 300th Residential Dwelling Unit in Village 2.

11.4.9. Village 8. A Small Park or Club Ivory (at Master Developer's discretion) shall be constructed and dedicated to the City (if that is required pursuant to Section 11.5) upon the sooner of the recordation of a plat containing the 80th Residential Dwelling Unit in Village 8 or within 2 years of the recordation of the first plat in Village 8.

11.4.10. Pony Express Parcel. A Medium Park shall be constructed and dedicated to the City prior to the recordation of a plat containing the 150th Residential Dwelling Unit in the Pony Express portion of the Property.

11.4.11. Alternative Bonding for Park Improvements. In the event that Master Developer is unable to complete any Required Park in the timeframes specified in Sections 11.3.1 – 11.4.9, Master Developer may provide to the City a cash bond in the amount of 150% the anticipated cost of all remaining improvements in the Required Park, which cost shall be commercially reasonable. Notwithstanding the bond, Master Developer shall prosecute the completion of the Required Park with commercial due diligence.

11.5. **Dedication of Parks.** Certain of the parks in Sections 11.3 and 11.4 and, also, certain Neighborhood Project Parks, may be dedicated to the City upon their completion and acceptance. Unless otherwise agreed to by the Parties, those parks described as Club Ivory, or Neighborhood Project Parks will not be dedicated to the City but, instead, be owned and maintained by an HOA while Small Parks, Medium Parks and Large Parks will be dedicated to the City.

11.6. **Trails.** Exhibit “I” is the Trails Master Plan. Master Developer will dedicate to the City and construct the Trails with the improvements of each Phase to which a section of Trail is adjacent or included.

11.6.1. Trails Standards. Asphalt Trails shall be 10 feet wide along pedestrian corridors. Unless amended by the City Future Laws as provided herein, asphalt Trails shall consist of six inches of base and three inches of asphalt and shall be placed on undisturbed native material or documented fill material properly compacted. Base shall extend past Trail edges six inches on both sides. Master Developer, in its discretion, may use alternative upgraded designs or materials including concrete or adding additional width.

11.7. **Maintenance of Parks and Trails Dedicated to the City.** Upon acceptance by the City of any park being dedicated to the City pursuant to Section 11.6, the City shall be responsible for maintaining such park or Trail.

11.8. **Owners Dedication Language.** Most dedications by Owner to the City pursuant to this MDA shall occur through a dedication plat. In such circumstances, the plat shall contain Owner’s dedication language materially the same as the example in Exhibit “G”. Certain dedications may occur through the issuance of a patent deed or other type of deed. In both circumstances, the plat and conveyance deed shall contain restrictions regarding the use of such lands restricting the use of such lands for the purpose for which it was granted.

11.8.1. Use Restrictions. Conveyances to the City of properties for Parks or Trails shall include deed restrictions limiting the uses of the property to passive and active recreation improvements.

11.9. **Tax Benefits.** The City acknowledges that Master Developer may seek to qualify for certain tax benefits by reason of conveying, dedicating, gifting, granting or transferring any of the property for the Cory Wride Memorial Park, other City Parks, or contributing payments for investment in Cory Wride Memorial Park to the City or to a charitable organization to the extent that Master Developer or Owner is not otherwise paid for those properties. Master Developer shall have the sole responsibility to claim and qualify for any tax benefits sought by Master Developer by reason of the foregoing. The City shall reasonably cooperate with Master Developer to allow Master Developer to take advantage of any such tax benefits.

12. **Additional Consideration by Owner and Master Developer.** As additional consideration to the City in the nature of parks and open space dedications, Owner and Master Developer shall:

12.1. **Pony Express ROW Expansion.** On or before June 30, 2018, dedicate to the City and release or amend deed restrictions for approximately 11 acres of additional right-of-way along the Pony Express Parkway to allow the City to expand the Pony Express Parkway right-of-way to 152 feet. The details of the expansion of the Pony Express Parkway as it relates to the presently existing asphalt trail and Pony Express Trail Park and to the future expansion are illustrated, in cross-section view, on Exhibit "I". In the event the City allows Pony Express Parkway to be expanded to three lanes in each direction, City will install a 30-foot landscaped park strip on the east side of Pony Express Parkway and install landscaping between the existing asphalt trail and Pony Express Parkway on the west side of Pony Express Parkway. For purposes of this MDA, a "lane" shall include those lanes constructed for through-traffic as well as any turn, emergency or similar lanes.

The type of landscaping and amenities, and the design of the park strips, shall be in the sole discretion of the City, provided that the landscaping does not include amenities or improvements that violate the deed restrictions that encumber the property. If the expanded Pony Express Parkway encroaches upon the presently existing asphalt trail, then the City shall relocate the affected portion of the asphalt trail at its own expense.

12.2. Recreational Parcel. On or before June 30, 2018, dedicate to the City approximately 13.4 acres, as shown on the Master Plan. The deed restrictions shall be the same as the deed restrictions in State of Utah Exchange Patent 19738, except paragraph 3 under Prohibited Improvements and Uses shall read: “Commercial uses (other than minor concession, minor commercial uses directly related to allowed recreational amenities, or fees related to use of the recreational amenity)” and a new paragraph 4 under Prohibited Improvements and Uses shall read: “Parking lots that are unrelated to permissible improvements.”

12.3. Pony Express Trail Park Restrictions. The Pony Express Trail Park was dedicated by Owner to City for the purpose of preserving the existing Pony Express trail and associated historic and scenic features. The conveyance document for this park contains deed restrictions intended to cause this preservation. Owner shall cooperate in good faith with City to consider amending the deed restrictions on the Pony Express Trail Park to allow for additional improvements or uses within this park, provided such improvements or uses are compatible with the purposes for which the park was dedicated.

12.4. High School Road. On or before June 30, 2018, dedicate to the City approximately 0.8 acres to allow High School Road, including a reasonably-sized turn lane, on the Property to be completed to City standards.

12.4.1. The City will complete the dedicated portion of High School Road on the Property to the west of the High School prior to the High School's anticipated fall-2019 opening.

12.5. **Airport Road.** Owner has already dedicated to the City property commonly referred to as the "Airport Road". The Master Plan contemplates a different alignment of Airport Road. The City and Owner shall work together to relocate the dedicated portions of Airport Road to accommodate the alignment that may be actually constructed in the future. In such circumstances, the land previously dedicated to the City would be re-conveyed to Owner in return for Owner dedicating land underlying the new alignment. It is anticipated that the re-conveyance and dedication would encompass generally equivalent land areas.

12.6. **Bypass Road.** Owner has already dedicated to the City property commonly referred to as the "Bypass Road". Instead, the City and Owner shall, as and when requested by Master Developer, work together to relocate the dedicated portions of Bypass Road to accommodate the alignment that may be actually constructed in the future. In such circumstances, the land previously dedicated to the City would be re-conveyed to Owner in return for Owner dedicating land underlying the new alignment. It is anticipated that the re-conveyance and dedication would encompass generally equivalent land areas.

12.7. **Lake Mountain Road.** Owner has provided an easement from Pony Express Parkway to the City-owned portion of Lake Mountain Road. That easement will be relinquished by the City when Master Developer completes a publicly dedicated connection in an alignment to be determined in the future by Master Developer and the

City as a part of a Subdivision of the relevant portion of the Property, as set forth in the easement.

12.8. **Hidden Valley Road.** The Master Plan shows a road connection through the project know as Hidden Valley Road. Master Developer shall, as a part of the completion of the infrastructure for any Development Application that would include a portion of Hidden Valley Road, complete that portion of the road within the Property. The location of Hidden Valley Road on the Master Plan is a general depiction only. The actual alignment of said road is to be determined in the future by Master Developer and the City as a part of a Subdivision of the relevant portion of the Property and may be combined with the future Lake Mountain Road connection.

13. **Public Improvements.**

13.1. **Utilities and Project Infrastructure.** Master Developer shall have the right and the obligation to construct or cause to be constructed and installed all portions of Project Infrastructure which are required as a condition of approval of each Development Application.

13.2. **No Additional Backbone Improvements Requirements.** Any development fees, impact fees, water hookup fees, or any similar fees, charges, assessments or exactions for the development of the Property shall be in accordance with Utah law.

13.3. **Construction Prior to Completion of Infrastructure.** City shall comply with Utah law and the City's Vested Laws with respect to building permits or permits for model homes, home shows, sales offices, construction trailers, or similar temporary uses.

13.3.1. **Restrictions on Certificates of Occupancy.** No permanent Certificate of Occupancy shall be issued by the City and no residential occupancy

shall be permitted unless all Project Infrastructure and Backbone Improvements (except for landscaping which shall be considered pursuant to Section 17.1) required pursuant to an approved Development Application are installed to Substantial Completion.

14. **Water.**

14.1. **Water Rights.** Owner has banked water rights with the City for use on several properties within the City boundaries. The banked water rights are 785.402 acre-feet of water from Utah Water Right No. 54-1173 (a23069f) (500-acre feet), Utah Water Right No. 54-1153 (a29551) (200.376-acre feet), Utah Water Rights No. 54-1146 and 54-1147 (a28384) (52.506-acre feet), and Utah Water Right No. 54-145 (a36950) (32.52-acre feet).

14.2. **CWP Water Leased By Owner.** Owner has previously purchased the right to use 1,000 acre-feet of the City's interest in Central Utah Water Conservancy District water delivered to the City.

14.3. **Water Reservation.** The City and Owner shall cooperate in good faith to consider the reservation of water for the development of the Property, subject to payment of a reasonable reservation fee.

15. **CC&Rs.** The Homeowners Association(s) will be responsible for the implementation and enforcement of the CC&Rs. The CC&Rs may be amended by the processes specified in the CC&Rs without any requirement of approval of such amendments by the City.

16. **Payment of Fees.**

16.1. **General Requirement of Payment of Fees.** Master Developer or a Subdeveloper shall pay to the City all fees (including, but not limited to, plan review fees,

Impact Fees, hookup fees and inspection fees) in amounts specified in the City's Future Laws.

16.2. **Infrastructure Built by Master Developer.** Master Developer or Subdevelopers may, from time-to-time, install and construct portions of the infrastructure which are System Improvements. City shall ensure that Master Developer is either not charged Impact Fees for System Improvements constructed by Master Developer or that Master Developer otherwise receives the full amounts of credits, adjustments or reimbursements for System Improvements constructed by Master Developer as required by State law.

16.3. **Reimbursement for "Upsizing".** In accordance with Utah law, the City shall not require Owner or Master Developer to "upsized" any public improvements (i.e., to construct the improvements to a size larger than required to service the Property) unless financial arrangements reasonably acceptable to Owner and Master Developer are made to compensate Master Developer for the costs of such upsizing.

16.4. **Main Sewer Line.** Owner constructed the Main Sewer Line. The Main Sewer Line was intended to provide all capacity necessary to provide sanitary sewer services to the estimated 3,800 Residential Dwelling Units for Overland, as described in Exhibit "B". The City acknowledges that Owner and Master Developer are concerned that by allowing other property owners to connect to the Main Sewer Line without the City constructing other sewer lines to service any portion of Overland, Master Developer may be in a situation in the future in which a new major sanitary sewer line is necessary to service Overland that would not have been necessary if City did not allow other property owners to connect to the Main Sewer Line. Accordingly, in the event the City allows other

property owners to utilize capacity in the Main Sewer Line, and the utilization of such capacity requires the construction of additional sanitary sewer capacity that would not have otherwise been required as part of Overland, the City shall construct such additional capacity, and City may assess impact fees to property owners (other than Master Developer or Owner) to cover the cost of such capacity. Any dispute about this subsection shall be resolved by the meet and confer, mediation and arbitration provisions of Sections 8.11, 8.13 and 8.14, respectively.

17. **Construction Standards and Requirements.**

17.1. **Separate Security for Landscaping.** Master Developer shall comply with City bonding requirements for required improvements, except security for the completion of those items of landscaping that are weather dependent may be, at the option of Master Developer, by a security instrument acceptable to the City separate from the security instrument(s) used for the other portion of the public improvements.

17.2. **Building Permits.** No buildings or other structures shall be constructed within the Property without the Applicant first obtaining building permits. The Applicant may apply for and obtain a grading permit following approval by the Planning Commission of a Commercial Site Plan or a Subdivision Site Plan if the Applicant has submitted and received approval of a site grading plan from the City Engineer. Any grading performed by the Applicant pursuant to only a grading permit prior to the establishment of finished grades by a final approval shall be at the risk of the Applicant meaning that if there are any changes between the grade elevations created by the grading permit activities and the final, approved elevations then such changes must be made at the sole cost and expense of the Applicant that created the discrepancy.

17.3. **City and Other Governmental Agency Permits.** Before commencement of construction or development of any buildings, structures or other work or improvements upon any portion of the Property, the Applicant shall, at its expense, secure, or cause to be secured, any and all permits which may be required by the City or any other governmental entity having jurisdiction over the work. The City shall reasonably cooperate with the Applicant in seeking to secure such permits from other governmental entities.

18. **Provision of Municipal Services.** The City shall provide all City services to the Property that it provides from time-to-time to other residents and properties within the City including, but not limited to, culinary water, sanitary sewer, garbage collection, police, fire and other emergency services. Such services shall be provided to the Property at the same levels of services, on the same terms and at the same rates as provided to other residents and properties in the City.

19. **Default.**

19.1. **Notice.** If the Owner, Master Developer or the City 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 Parties. If the City believes that the Default has been committed by a Subdeveloper then the City shall also provide a courtesy copy of the Notice to Master Developer and Owner.

19.2. **Contents of the Notice of Default.** The Notice of Default shall:

19.2.1. **Claim of Default.** Specify the claimed event of Default;

19.2.2. **Identification of Provisions.** Identify with particularity the provisions of any applicable law, rule, regulation or provision of this MDA that is claimed to be in Default;

19.2.3. Specify Materiality. Identify why the Default is claimed to be material; and

19.2.4. Optional Proposed Cure. If the City chooses, in its discretion, propose a method and time for curing the Default which shall be of no less than sixty (60) days duration.

19.3. **Meet and Confer, Mediation, Arbitration.** Upon the issuance of a Notice of Default, the Parties shall engage in the “Meet and Confer” and “Mediation” processes specified in Sections 8.11, 8.13 and 8.14. If the claimed Default is subject to Arbitration as provided in Section 8.14.3 then the Parties shall follow such processes.

19.4. **Remedies.** If the Parties are not able to resolve the Default by “Meet and Confer” or by “Mediation”, and if the Default is not subject to Arbitration then the Parties may have the following remedies:

19.4.1. Owner and Master Developer’s Remedies. Owner and Master Developer’s sole and exclusive remedy under this Agreement shall be specific performance of the rights granted in this MDA and City’s obligations under this MDA. IN NO EVENT SHALL CITY BE LIABLE TO OWNER OR MASTER DEVELOPER, THEIR 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.

19.4.2. City’s Remedy Upon Default. City 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 Master Developer or

Owner, or in the case of a default by a Subdeveloper, development of those Parcels owned by the Subdeveloper until the Default has been cured. City 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.

19.5. **Public Meeting.** Before any remedy in Section 19.4.2 may be imposed by the City, the party allegedly in Default shall be afforded the right to attend a public meeting before the Council and address the Council regarding the claimed Default.

19.6. **Emergency Defaults.** Anything in this MDA notwithstanding, if the Council finds on the record that a Default materially impairs a compelling, countervailing interest of the City and that any delays in imposing such a Default would also impair a compelling, countervailing interest of the City then the City may impose the **remedies** of Section 19.4.2 without the requirements of Sections 19.3. The City shall give Notice to the Master Developer, Owner and any applicable Subdeveloper of any public meeting at which an emergency default is to be considered and the Master Developer, Owner and any applicable Subdeveloper shall be allowed to address the Council at that meeting regarding the claimed emergency Default.

19.7. **Extended Cure Period.** If any Default cannot be reasonably cured within sixty (60) days of receipt of notice by the defaulting party then such cure period shall be extended so long as the defaulting party is pursuing a cure with reasonable diligence.

19.8. **Cumulative Rights.** The rights and remedies set forth herein shall be cumulative.

20. **Assumption of Rights of Master Developer.**

20.1. **Owner Right to Assume Position of Master Developer.** The Parties

acknowledge that Master Developer and Owner have entered into the Development Lease for the development of Overland, and that Master Developer also has a right of first refusal on Pony Express. If the Development Lease expires or otherwise terminates prior to Buildout, then Owner shall have the right (in its sole discretion) to assume the position of the Master Developer under this MDA and shall thereby assume all the rights, responsibilities and obligations of the Master Developer, except as expressly set forth herein. Owner shall exercise its right to assume the position of the Master Developer by providing Notice of such to the City. Owner shall have the right to further assign these rights and obligations in its sole discretion, and shall exercise its right to further assign by providing Notice of such to the City. The obligations of the Parties concerning the assignment of rights under this MDA, as set forth in Section 30, shall not apply to those circumstances described in this Section 21.1.

20.2. Appointment of Additional Master Developer for Pony Express. The Parties acknowledge that Owner and a party other than the Parties to this MDA may enter into a development agreement for Pony Express at some point in the future. In such circumstances, Owner shall have the right to add such developer as a party to this MDA. That developer shall also be considered a Master Developer under this MDA, and shall have all those rights, responsibilities and obligations associated with the Master Developer for Pony Express only. In such circumstances, the rights, responsibilities and obligations of Ivory Homes, Ltd. as Master Developer shall be limited to those associated with Overland only. Owner shall add a developer of Pony Express to this MDA by providing Notice of such to the other Parties, and executing any legal documents reasonably required by the other Parties to this MDA to effectuate such an addition.

20.3. **Exceptions.** If Owner assumes the position of Master Developer under this MDA pursuant to Section 20.1 prior to the payment of the entire \$1,710,000.00 investment for Cory Wride Memorial Park, described in Section 11.1, Owner shall not be responsible for any portion of these payments.

21. **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 Master Developer:

Ivory Homes, Ltd.
Attn: Eagle Mountain Project
978 Woodoak Lane
Salt Lake City, UT 84117

To Owner:

School and Institutional Trust Lands Administration
Attn: Development Group
675 East 500 South, Suite 500
Salt Lake City, UT 84102

To the City:

Eagle Mountain City
Attn: City Recorder
1650 E. Stagecoach Run
Eagle Mountain, UT 84005

21.1. **Effectiveness of Notice.** Except as otherwise provided in this MDA, each Notice shall be effective and shall be deemed delivered on the earlier of:

21.1.1. Physical Delivery. Its actual receipt, if delivered personally, or by courier service.

21.1.2. Mail Delivery. On the day the Notice is postmarked for mailing, postage prepaid, by First Class or Certified United States Mail and actually deposited in or delivered to the United States Mail. Any party may change its

address for Notice under this MDA by giving written Notice to the other party in accordance with the provisions of this Section.

22. **Administrative Actions.**

22.1. **Allowable Administrative Actions.** The following modifications to this MDA may be considered and approved by the Administrator.

22.1.1. Infrastructure. Modification of the location and sizing of the infrastructure for the Property that does not materially change the functionality of the infrastructure.

22.2. **Application to Administrator.** Applications for Administrative Action shall be filed with the Administrator.

22.2.1. Referral by Administrator. If the Administrator determines for any reason that it would be inappropriate for the Administrator to determine any Administrative Action, then the Administrator may require the Administrative Action to be processed as a Modification Application.

22.2.2. Administrator's Review of Administrative Action. The Administrator shall consider and decide upon the Administrative Action within a reasonable time.

22.2.3. Notification Regarding Administrator's Approval. If the Administrator approves any Administrative Action the Administrator shall notify the Council in writing of the proposed approval. Unless the Administrator receives a notice pursuant to Section 22.2.1 requiring that the proposed Administrative Action be considered by the City Council as a Modification Application then

approval of the Administrative Action by the Administrator shall be conclusively deemed binding on the City.

22.2.4. City Council Requirement of Modification Application Processing.

Any member of the Council may, within ten (10) business days after notification by the Administrator, notify the Administrator that the Administrative Action must be processed as a Modification Application.

22.2.5. Appeal of Administrator's Denial of Administrative Action. If the Administrator denies any proposed Administrative Action, the Applicant may process the proposed Administrative Action as a Modification Application.

23. **Amendment.** Except for Administrative Actions, any future amendments to this MDA shall be considered as Modification Applications subject to the following processes.

23.1. **Who may Submit Modification Applications.** Only the City and Master Developer or an assignee that succeeds to all of the rights and obligations of Master Developer under this MDA (and not including a Subdeveloper) may submit a Modification Application.

23.2. **Modification Application Contents.** Modification Applications shall:

23.2.1. Identification of Property. Identify the property or properties affected by the Modification Application.

23.2.2. Consent of Owner. Owner's consent to filing a Modification Application shall be required.

23.2.3. Description of Effect. Describe the effect of the Modification Application on the affected portions of the Property.

23.2.4. Identification of Non-City Agencies. Identify any Non-City Agencies potentially having jurisdiction over the Modification Application.

23.2.5. Map. Provide a map of any affected property and all property within three hundred feet (300') showing the present or Intended Use and number of Residential Dwelling Units of all such properties.

23.2.6. Fee. Modification Applications shall be accompanied by a fee in an amount reasonably estimated by the City to cover the costs of processing the Modification Application.

23.3. City Cooperation in Processing Modification Applications. The City shall cooperate reasonably in promptly and fairly processing Modification Applications.

23.4. Planning Commission Review of Modification Applications.

23.4.1. Review. All aspects of a Modification Application required by law to be reviewed by the Planning Commission shall be considered by the Planning Commission as soon as reasonably possible in light of the nature and complexity of the Modification Application.

23.4.2. Recommendation. The Planning Commission's vote on the Modification Application shall be only a recommendation and shall not have any binding or evidentiary effect on the consideration of the Modification Application by the Council.

23.5. Council Review of Modification Application. After the Planning Commission, if required by law, has made or been deemed to have made its recommendation of the Modification Application, the Council shall consider the Modification Application.

23.6. Council's Objections to Modification Applications. If the Council objects to the Modification Application, the Council shall provide a written determination advising the Applicant of the reasons for Denial including specifying the reasons the City believes that the Modification Application is not consistent with the intent of this MDA and the City's Vested Laws (or, if applicable, the City's Future Laws).

23.7. Meet and Confer regarding Modification Applications. The Council and Master Developer shall meet within fourteen (14) calendar days of any objection to resolve the issues presented by the Modification Application and any of the Council's objections.

23.8. Mediation of Council's Objections to Modification Applications. If the Council and Master Developer are unable to resolve a dispute regarding a Modification Application, the Parties shall attempt within seven (7) days to appoint a mutually acceptable expert in land planning or such other discipline as may be appropriate. If the Parties are unable to agree on a single acceptable mediator they shall each, within seven (7) days, appoint their own individual appropriate expert. These two experts shall, between them, choose the single mediator. Master Developer and the City shall each pay one-half of the fees of the chosen mediator. The chosen mediator shall within fourteen (14) days, review the positions of the Parties regarding the mediation issue and promptly attempt to mediate the issue between the Parties. If the Parties are unable to reach agreement, the mediator shall notify the parties in writing of the resolution that the mediator deems appropriate. The mediator's opinion shall not be binding on the parties.

24. 10-year Reviews. Every ten years after the date of this MDA, the Parties shall meet and confer to consider any issues that may have arisen regarding the MDA, the development of the Property, the general economy, and other issues. The first meeting shall take place at a time

and place mutually agreeable to the Parties between January 15 and February 15 of 2028 and then every ten years thereafter. The Parties shall not be required to make any modifications of this MDA as a result of these reviews but may propose amendments for the consideration of the Parties.

25. **Estoppel Certificate.** Upon twenty (20) days prior written request by Owner, Master Developer or a Subdeveloper, the City will execute an estoppel certificate to any third party certifying that Owner, Master Developer or a Subdeveloper, as the case may be, at that time is not in default of the terms of this Agreement.

26. **Attorney's Fees.** In addition to any other relief, the prevailing party in any action, whether at law, in equity or by arbitration, to enforce any provision of this MDA shall be entitled to its costs of action including a reasonable attorneys' fee.

27. **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.

28. **Headings.** The captions used in this MDA are for convenience only and are not intended to be substantive provisions or evidences of intent.

29. **No Third-Party Rights/No Joint Venture.** This MDA does not create a joint venture relationship, partnership or agency relationship between the City, Owner and Master Developer. Further, the Parties do not intend this MDA to create any third-party beneficiary rights. The Parties acknowledge that this MDA refers to a private development and that the City has no interest in, responsibility for or duty to any third parties concerning any improvements to the Property unless the City has accepted the dedication of such improvements at which time all rights and responsibilities for the dedicated public improvement shall be the City's.

30. **Assignability.** The rights and responsibilities of Master Developer under this MDA may be assigned in whole or in part by Master Developer with the consent of the City and Owner as provided herein.

30.1. **Certain Sales not an Assignment.** Master Developer's selling or conveying lots in any approved Subdivision or Parcels to builders, users, or Subdevelopers, shall not be deemed to be an "assignment" subject to the above-referenced approval by the City unless specifically designated as such an assignment by the Master Developer.

30.2. **Related Party Transfer.** Master Developer's transfer of all or any part of the Property to any entity "related" to Master Developer (as defined by regulations of the Internal Revenue Service), Master Developer's entry into a joint venture for the development of the Property or Master Developer's pledging of part or all of the Property as security for financing shall also not be deemed to be an "assignment" subject to the above-referenced approval by the City and Owner unless specifically designated as such an assignment by the Master Developer. Master Developer shall give the City and Owner Notice of any event specified in this sub-section within ten (10) days after the event has occurred. Such Notice shall include providing the City with all necessary contact information for the newly responsible party.

30.3. **Notice.** Master Developer shall give Notice to the City and Owner of any proposed assignment and provide such information regarding the proposed assignee that the City and Owner may reasonably request in making the evaluation permitted under this Section. Such Notice shall include providing the City and Owner with all necessary contact information for the proposed assignee.

30.4. **Deemed Approved.** Unless the City or Owner objects in writing within

twenty (20) business days, the City and Owner shall be deemed to have approved of and consented to the assignment.

30.5. **Partial Assignment.** If any proposed assignment is for less than all of Master 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. Upon any such approved partial assignment, Master Developer shall be released from any future obligations as to those obligations which are assigned but shall remain responsible for the performance of any obligations that were not assigned.

30.6. **Grounds for Denying Assignment.** The City and Owner may only withhold their consent if the City and Owner are not reasonably satisfied of the assignee's financial ability to perform the obligations of Master Developer proposed to be assigned. Any refusal of the City or Owner to accept an assignment shall be subject to the "Meet and Confer" and "Mediation" processes specified in Sections 8.11 and 8.13. If the refusal is subject to "Arbitration" as provided in Section 8.14 then the Parties shall follow such processes.

30.7. **Assignee Bound by this MDA.** Any assignee shall consent in writing to be bound by the assigned terms and conditions of this MDA as a condition precedent to the effectiveness of the assignment.

31. **Binding Effect.** If Master Developer sells or conveys Parcels of lands to Subdevelopers or related parties, the lands so sold and conveyed shall bear the same rights, privileges, Intended Uses, configurations, and number of Residential Dwelling Units as applicable to such Parcel and be subject to the same limitations and rights of the City when owned by Master

Developer and as set forth in this MDA without any required approval, review, or consent by the City except as otherwise provided herein.

32. **No Waiver**. Failure of any of the Parties 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.

33. **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.

34. **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.

35. **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.

36. **Appointment of Representatives**. To further the commitment of the Parties to cooperate in the implementation of this MDA, the City, Owner and Master Developer each shall designate and appoint a representative to act as a liaison between the City and its various departments and the Master Developer. The initial representative for the City shall be the Mayor of the City. The initial representative for Master Developer shall be Chris Gamvroulas. The initial

representative for Owner shall be Elise Erler. The Parties may change their designated representatives by Notice. The representatives shall be available at all reasonable times to discuss and review the performance of the Parties to this MDA and the development of the Property.

37. **Mutual Drafting.** Each of the Parties 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.

38. **Applicable Law.** This MDA is entered into in the City in the State of Utah and shall be construed in accordance with the laws of the State of Utah irrespective of Utah's choice of law rules.

39. **Venue.** Any action to enforce this MDA shall be brought only in the Fourth District Court for the State of Utah.

40. **Counterpart Execution.** This MDA may be executed in counterparts.

41. **Recordation and Running with the Land.** This MDA shall be recorded in the chain of title for the Property. This MDA and the obligations herein shall be deemed to run with the land, except as expressly set forth in this MDA. The electronic data disk of the City's Vested Laws, Exhibit "C", shall not be recorded in the chain of title. A secure copy of Exhibit "C" shall be filed with the City Recorder and each party shall also have an identical copy.

42. **Authority.** The Parties to this MDA each warrant that they have all of the necessary authority to execute this MDA. Specifically, on behalf of the City, the signature of the Mayor of the City is affixed to this MDA lawfully binding the City pursuant to the motion approving the MDA adopted by the City on December 5, 2017. This MDA is approved as to form and is further certified as having been lawfully adopted by the City by the signature of the City Attorney.

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.

MASTER DEVELOPER
Ivory Homes, Ltd.

By: CLARK D. IVORY
Its: CEO

MASTER DEVELOPER ACKNOWLEDGMENT

STATE OF UTAH)
)
) :ss.
COUNTY OF SALT LAKE)

On the 31st day of May, 2018, personally appeared before me CLARK IVORY the CEO of Ivory Homes, Ltd. A Utah limited partnership, who acknowledged that he/she, being duly authorized, did execute the foregoing instrument on behalf of Ivory Homes, Ltd.

Bryon Franklin Prince
NOTARY PUBLIC
Residing at: Salt Lake County



CITY
EAGLE MOUNTAIN CITY

By: Tom Westmoreland
Its: Mayor

Approved as to form and legality:

Attest:

City Attorney

City Recorder



CITY ACKNOWLEDGMENT

STATE OF UTAH

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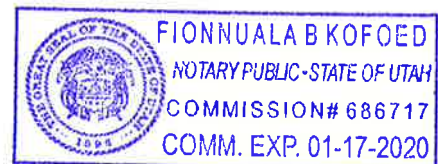
:ss.

COUNTY OF UTAH

)

On the 31 day of May, 2018, Tom Westmoreland personally appeared before me who being by me duly sworn, did say that he is the Mayor of Eagle Mountain City, a political subdivision of the State of Utah, and that said instrument was signed in behalf of the City by authority of its governing body and said Mayor acknowledged to me that the City executed the same.

NOTARY PUBLIC



OWNER
STATE OF UTAH, through
the School and Institutional
Trust Lands Administration

By: David Ure
Its: Director

Approved as to Form:


Special Assistant Attorney General

OWNER ACKNOWLEDGMENT

STATE OF UTAH)
)
) ss.
COUNTY OF SALT LAKE)

On ~~24~~ the day of May, 2018, personally appeared before me David Ure, the Director of the School and Institutional Trust Lands Administration, who acknowledged that he, being duly authorized, did execute the foregoing instrument on behalf of the School and Institutional Trust Lands Administration.

Alan Russell Joe
NOTARY PUBLIC
Residing at: Salt Lake County



TABLE OF EXHIBITS

Exhibit "A"	Legal Description and General Depiction of Property
Exhibit "B"	Master Plan
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Exhibit "E"	Parks and Open Space Examples
Exhibit "F"	Village 1 Parks, Open Space, Trails, and Amenities Master Plan
Exhibit "G"	Sample Owner's Dedication Language
Exhibit "H"	Trails Plan
Exhibit "I"	Cross Section of Expansion of Pony Express Parkway

Exhibit "A"**Legal Description and General Depiction of Property***Legal Description of Property:***Overland parcels:****VILLAGE 1 (PARCEL 36-E)**

A portion of Section 36, Township 5 South, Range 2 West, Salt Lake Base & Meridian, located in Eagle Mountain, Utah, more particularly described as follows:

Beginning at a 1976 Utah County monument marking the Southwest Corner of Section 36, T5S, R2W, S.L.B. & M.; thence N1°04'47"E along the Section line 2,671.07 feet to a 1987 Utah County monument marking the West ¼ Corner of said Section 36; thence N0°36'31"E along the Section line 2,062.29 feet to the southwesterly line of Airport Road as described in Deed Entry 19071:2005 of the Official Records of Utah County; thence along said roadway the following 2 (two) courses and distances: Southeasterly along the arc of a 1,675.07 foot radius non-tangent curve (radius bears: N70°24'53"E) 1,226.75 feet through a central angle of 41°57'40" (chord: S40°33'57"E 1,199.52 feet); thence S61°32'47"E 2,832.41 feet to the westerly line of lands of the State of Utah described as Exhibit "B" in Deed Entry No. 28888:2007 of the Official Records of Utah County; thence along said lands the following 2 (two) courses and distances: S28°27'14"W 517.50 feet; thence Southwesterly along the arc of a 795.58 foot radius non-tangent curve (radius bears: S61°36'35"E) 64.28 feet through a central angle of 4°37'46" (chord: S26°04'32"W 64.26 feet) to the southwesterly line of that Real Property conveyed to Eagle Mountain City described as Pony Express Trail D1 in Deed Entry No. 63439:2005 of the Official Records of Utah County; thence S65°29'22"E along said property 197.11 feet to the westerly line of Sweetwater Road described as Exhibit C in Deed Entry No. 19071:2005 of the Official Records of Utah County; thence S24°30'33"W along said road 59.86 feet to the northeasterly line of that Real Property conveyed to Eagle Mountain City described as Pony Express Trail E in Deed Entry No. 63439:2005 of the Official Records of Utah County; thence N65°29'22"W along said property 197.17 feet to the easterly line of lands of the State of Utah described as Exhibit "B" in Deed Entry No. 28888:2007 of the Official Records of Utah County; thence along said lands the following 3 (three) courses and distances: S24°30'38"W 886.52 feet; thence along the arc of a 202.61 foot radius curve to the right 60.92 feet through a central angle of 17°13'38" (chord: S33°07'27"W 60.69 feet); thence S41°44'16"W 716.26 feet to the southwesterly line of said Trail D1; thence along said trail parcel the following 5 (five) courses and distances: Southeasterly along the arc of a 655.00 foot radius non-tangent curve (radius bears: N84°54'06"E) 269.20 feet through a central angle of 23°32'52" (chord: S16°52'20"E 267.31 feet); thence S30°48'02"E 180.77 feet; thence along the arc of a 15.00 foot radius curve to the left 17.21 feet through a central angle of 65°43'37" (chord: S63°39'50"E 16.28 feet) to a point of reverse curvature; thence along the arc of a 130.00 foot radius curve to the right 21.26 feet through a central angle of 9°22'07" (chord: N88°09'25"E 21.23 feet) to a point of reverse curvature; thence along the arc of a 15.00 foot radius curve to the left 14.99 feet through a central angle of 57°15'43" (chord: N64°12'37"E 14.38 feet) to the northwesterly line of said Sweetwater Road; thence along said road the following 2 (two) courses

Exhibit "A" (continued)

and distances: S27°16'59"W 74.53 feet; thence along the arc of a 2,495.00 foot radius curve to the left 40.92 feet through a central angle of 0°56'23" (chord: S26°48'48"W 40.92 feet); thence N65°14'49"W 24.00 feet; thence along the arc of a 267.00 foot radius curve to the left 62.47 feet through a central angle of 13°24'21" (chord: N71°56'59"W 62.33 feet) to the southeasterly line of that Real Property conveyed to Eagle Mountain City described as Pony Express Trail F in Deed Entry No. 63439:2005 of the Official Records of Utah County, the previous 2 (two) courses along the extension of, and along the northerly line of Midvalley Road as dedicated as part of MIDVALLEY ROAD Phase 1 Subdivision, according to the Official Plat thereof on file in the Office of the Utah County Recorder; thence along said Trail parcel the following 4 (four) courses and distances: Northeasterly along the arc of a 130.00 foot radius non-tangent curve (radius bears: S61°05'44"E) 12.89 feet through a central angle of 5°40'49" (chord: N31°44'41"E 12.88 feet) to a point of reverse curvature; thence along the arc of a 15.00 foot radius curve to the left 17.12 feet through a central angle of 65°23'09" (chord: N1°53'31"E 16.20 feet); thence N30°48'04"W 182.70 feet; thence along the arc of a 745.00 foot radius curve to the right 227.50 feet through a central angle of 17°29'47" (chord: N20°02'13"W 226.62 feet) to the southeasterly line of lands of the State of Utah described as Exhibit "B" in Deed Entry No. 28888:2007 of the Official Records of Utah County; thence S41°44'18"W 0.54 feet to the easterly line of said MIDVALLEY ROAD Phase 1 Subdivision; thence along said Plat the following 4 (four) courses and distances: Northwesterly along the arc of a 745.00 foot radius non-tangent curve (radius bears: N78°39'39"E) 153.00 feet through a central angle of 11°46'00" (chord: N5°27'21"W 152.73 feet); thence N0°25'39"E 513.37 feet; thence N89°34'21"W 1,084.31 feet; thence S0°25'39"W 1,110.53 feet to the Section line; thence N89°17'16"W along the Section line 982.89 feet to the point of beginning.

Contains: 193.90+/- acres

VILLAGE 2 (PARCEL 36-A)

A portion of the NW1/4 and the NE1/4 of Section 36, Township 5 South, Range 2 West, Salt Lake Base & Meridian, located in Eagle Mountain, Utah, more particularly described as follows:

Beginning at a point on the easterly line of Airport Road as described in Deed Entry 19071:2005 of the Official Records of Utah County, located S89°27'10"E along the Section line 103.03 feet from a 2002 Utah County monument marking the Northwest Corner of Section 36, T5S, R2W, S.L.B. & M.; thence S89°27'10"E along the Section line 2,572.06 feet to a 1960 Utah County monument marking the North ¼ Corner of said Section 36; thence S89°36'58"E along the Section line 1,522.16 feet to the northwest corner of that Real Property conveyed to Eagle Mountain City described as Pony Express Trail A in Deed Entry No. 63439:2005 of the Official Records of Utah County; thence along said property the following 3 (three) courses and distances: S0°23'02"W 25.00 feet; thence S54°09'26"E 248.32 feet; thence S11°08'55"W 48.72 feet to the northeast corner of that Real Property conveyed to Eagle Mountain City described as Exhibit "A" in Deed Entry No. 28888:2007 of the Official Records of Utah County; thence along said property the following 3 (three) courses and distances: S42°09'31"W 134.22 feet; thence S6°36'38"W 68.52 feet; thence S13°15'31"E 154.22 feet to the southwest corner of said Pony Express Trail A; thence S78°51'05"E along said trail parcel 199.60 feet to the westerly line of Sweetwater Road described as Exhibit C in Deed Entry No. 19071:2005 of the Official Records of Utah County;

Exhibit "A" (continued)

thence S11°08'50"W along said roadway 60.00 feet to the north line of Pony Express Trail B described in said Deed Entry No. 63439:2005; thence N78°51'05"W along said trail parcel 196.98 feet to the east line of lands of the State of Utah described as Exhibit "B" in Deed Entry No. 28888:2007 of the Official Records of Utah County; thence along said lands the following 3 (three) courses and distances: S11°08'55"W 315.69 feet; thence along the arc of a 712.61 foot radius curve to the right 215.23 feet through a central angle of 17°18'19" (chord: S19°48'05"W 214.42 feet); thence S28°27'14"W 1,194.43 feet to the south line of said Pony Express Trail B; thence S61°32'46"E along said trail parcel 197.10 feet to the westerly line of said Sweetwater Road; thence S28°27'09"W along said Road 59.99 feet to the north line of Pony Express Trail C1 described in said Deed Entry No. 63439:2005; thence N61°32'46"W along said trail parcel 197.10 feet to the east line of lands of the State of Utah described as Exhibit "B" in Deed Entry No. 28888:2007 of the Official Records of Utah County; thence S28°27'14"W along said lands 469.02 feet to the northeasterly line of Airport Road as described in Deed Entry 19071:2005 of the Official Records of Utah County; thence along said roadway the following 2 (two) courses and distances: N61°32'47"W 2,832.41 feet; thence along the arc of a 1,469.07 foot radius curve to the right 1,593.70 feet through a central angle of 62°09'23" (chord: N30°28'08"W 1,516.69 feet) to the point of beginning.

Contains: 167.12+/- acres

VILLAGE 3 (PARCEL 36-B)

A portion of the NE1/4 and the SE1/4 of Section 36, Township 5 South, Range 2 West, Salt Lake Base & Meridian, located in Eagle Mountain, Utah, more particularly described as follows:

Beginning at a 2001 Utah County monument marking the Northeast Corner of Section 36, T5S, R2W, S.L.B. & M.; thence S0°36'01"W along the Section line 2,698.21 feet to a 1971 Utah County monument marking the East ¼ Corner of said Section 36; thence S0°36'01"W along the Section line 2,640.39 feet to a 1913 GLO monument marking the Southeast Corner of said Section 36, said corner also being on the easterly line of Airport Road as described in Deed Entry 19071:2005 of the Official Records of Utah County; thence along said roadway the following 3 (three) courses and distances: N1°02'41"W 468.20 feet; thence along the arc of a 2,103.00 foot radius curve to the left 2,220.67 feet through a central angle of 60°30'06" (chord: N31°17'44"W 2,118.93 feet); thence N61°32'47"W 447.25 feet to the southeasterly corner of that Real Property conveyed to Eagle Mountain City described as Pony Express Trail C2 in Deed Entry No. 63439:2005 of the Official Records of Utah County; thence Northwesterly along the arc of a 216.85 foot radius non-tangent curve (radius bears: N65°46'55"W) 308.63 feet through a central angle of 81°32'47" (chord: N16°33'18"W 283.23 feet) to the easterly line of Sweetwater Road described as Exhibit C in Deed Entry No. 19071:2005 of the Official Records of Utah County; thence along said roadway the following 3 (three) courses and distances: N28°27'09"E 1,522.91 feet; thence along the arc of a 1000.00 foot radius curve to the left 302.03 feet through a central angle of 17°18'19" (chord: N19°48'00"E 300.89 feet); thence N11°08'50"E 975.50 feet to the north line of said Section 36; thence S89°36'58"E along the Section line 623.01 feet to the point of beginning.

Contains: 90.26+/- acres

Exhibit "A" (continued)**VILLAGE 4 (ALL OF PARCEL 1-C & PORTIONS OF PARCELS 1-B & 1-A)**

PORTION OF PARCEL 1-B: A portion of the NE1/4 and the SE1/4 of Section 1, Township 6 South, Range 2 West, Salt Lake Base & Meridian, located in Eagle Mountain, Utah, more particularly described as follows:

Beginning at a point on the westerly line of that Real Property conveyed to Eagle Mountain City described as Bypass Road Parcel 3 in Exhibit B of Deed Entry No. 19071:2005 of the Official Records of Utah County located N89°22'22"W along the Section line 100.06 feet from a 1913 GLO monument marking the Northeast Corner of Section 1, T6S, R2W, S.L.B. & M.; thence along said Parcel 3 & Parcel 2 of said Exhibit B the following 3 (three) courses and distances: S0°18'26"W 1,937.28 feet; thence along the arc of a 1,543.83 foot radius curve to the right 819.70 feet through a central angle of 30°25'17" (chord: S15°31'05"W 810.11 feet); thence S30°43'43"W 2,249.70 feet to the south line of said Section 1; thence N89°30'11"W along the Section line 731.62 feet to the easterly line of Sweetwater Road described as Exhibit C in Deed Entry No. 19071:2005 of the Official Records of Utah County; thence N0°00'12"W along said road 2,257.61 feet; thence East 780.42 feet; thence North 2,402.25 feet to the Section line; thence S89°22'22"E along the Section line 1,328.04 feet to the point of beginning.

Contains: 145.25+/- acres

PARCEL 1-C: A portion of the SE1/4 of Section 1, Township 6 South, Range 2 West, Salt Lake Base & Meridian, located in Eagle Mountain, Utah, more particularly described as follows:

Beginning at a 1958 Utah County monument marking the Southeast Corner of Section 1, T6S, R2W, S.L.B. & M.; thence N89°30'11"W along the Section line 1,347.75 feet to the easterly line of that Real Property conveyed to Eagle Mountain City described as Bypass Road Parcel 2 in Exhibit B of Deed Entry No. 19071:2005 of the Official Records of Utah County; thence along said Parcel 2 & Parcel 1 of said Exhibit B the following 2 (two) courses and distances: N30°43'43"E 2,197.26 feet; thence along the arc of a 1,723.83 foot radius non-tangent curve (radius bears: N56°39'47"W) 605.16 feet through a central angle of 20°06'50" (chord: N23°16'48"E 602.06 feet) to the east line of said Section 1; thence S0°18'12"W along the Section line 2,453.52 feet to the point of beginning.

Contains: 35.74+/- acres

PORTION OF PARCEL 1-A: A portion of the SE1/4 of Section 1, Township 6 South, Range 2 West, Salt Lake Base & Meridian, located in Eagle Mountain, Utah, more particularly described as follows:

Beginning at the Northwest Corner of that Real Property described in Deed Entry No. 18900:2017 of the Official Records of Utah County, located N00°27'00"E along the ¼ Section line 1,337.61 feet from the South 1/4 Corner of Section 1, T6S, R2W, SLB&M; thence N0°27'00"E along the 1/4 Section line 918.83 feet; thence East 381.86 feet to the Westerly Right-of-Way line of Sweetwater Road; thence S0°00'12"E along said Right-of-Way 919.45 feet to the northerly line of said Deed Entry No. 18900:2017; thence N89°27'44"W along said deed 389.12 feet to the point of beginning.

Contains: 8.12+/- acres

Exhibit "A" (continued)**VILLAGE 5 (PORTIONS OF PARCELS 1-B & 1-A)**

PORTION OF PARCEL 1-B: A portion of the NE1/4 and the SE1/4 of Section 1, Township 6 South, Range 2 West, Salt Lake Base & Meridian, located in Eagle Mountain, Utah, more particularly described as follows:

Beginning at the 2004 Utah County monument marking the South ¼ Corner of Section 36, T5S, R2W, S.L.B. & M.; thence S89°22'22"E along the Section line 244.89 feet; thence South 2,402.25 feet; thence West 780.42 feet to the easterly line of Sweetwater Road described as Exhibit C in Deed Entry No. 19071:2005 of the Official Records of Utah County; thence N0°00'12"W along said road 1,246.31 feet to the south line of that Real Property conveyed to Eagle Mountain City described as Mid-Valley Regional Park C in Deed Entry No. 19072:2005 of the Official Records of Utah County; thence along said Park Parcel the following 4 (four) courses and distances: N89°59'41"E 399.92 feet; thence N0°00'20"W 430.00 feet; thence Southwesterly along the arc of a 1,616.71 foot radius non-tangent curve (radius bears: N6°53'57"W) 332.40 feet through a central angle of 11°46'48" (chord: S88°59'27"W 331.81 feet); thence N81°14'44"W 43.67 feet to the easterly line of said Sweetwater Road; thence Northeasterly along the arc of a 2,405.00 foot radius non-tangent curve (radius bears: S81°44'14"E) 770.18 feet through a central angle of 18°20'55" (chord: N17°26'14"E 766.89 feet) to the north line of said Section 1; thence S89°12'34"E along the Section line 280.88 feet to the point of beginning.

Contains: 37.25+/- acres

PORTION OF PARCEL 1-A: A portion of the NW1/4, NE1/4 and the SE1/4 of Section 1, Township 6 South, Range 2 West, Salt Lake Base & Meridian, located in Eagle Mountain, Utah, more particularly described as follows:

Beginning at a point on the southerly line of that Real Property described in Deed Entry No. 19072:2005 of the Official Records of Utah County, located S01°22'27"W along the Section line 1,603.65 feet and East 1,942.99 feet from the Northwest Corner of Section 1, T6S, R2W, SLB&M; thence along said deed the following 3 (three) courses and distances: N89°59'40"E 719.20 feet; thence N00°00'18"W 400.00 feet; thence N89°59'40"E 400.08 feet to the Westerly Right-of-Way line of Sweetwater Road; thence S00°00'12"E along said Right-of-Way line 1,246.32 feet; thence West 381.86 feet to the 1/4 Section line; thence N00°27'05"E along the 1/4 Section line 421.83 feet to the Center 1/4 Corner of said Section 1; thence N89°25'35"W along the 1/4 Section line 740.79 feet; thence N00°00'17"W along the extension of and along said deed 416.97 feet to the point of beginning.

Contains: 18.20 acres+/-

VILLAGE 6 (PORTION OF PARCEL 1-A)

A portion of the NW1/4 of Section 1, Township 6 South, Range 2 West, Salt Lake Base & Meridian, located in Eagle Mountain, Utah, more particularly described as follows:

Beginning at a 1958 Utah County monument marking the Northwest Corner of Section 1, T6S, R2W, S.L.B. & M.; thence S89°25'23"E along the Section line 951.55 feet to a 1976 Utah County monument marking the Southwest Corner of Section 36, T5S, R2W, S.L.B. & M.; thence S89°17'16"E along the Section line 982.89 feet to the westerly line of MIDVALLEY ROAD Phase

Exhibit "A" (continued)

1 Subdivision, according to the Official Plat thereof on file in the Office of the Utah County Recorder; thence S0°25'39"W along said Plat 84.27 feet; thence S89°34'21"E along said Plat and extension thereof 601.05 feet to the northwesterly line of that Real Property conveyed to Eagle Mountain City described as Pony Express Trail G in Deed Entry No. 63439:2005 of the Official Records of Utah County; thence S41°43'17"W along said Trail parcel 482.17 feet; thence N89°01'19"W 1,242.21 feet along the extension of, and along the northerly line of that Real Property conveyed to Eagle Mountain City described as Mid-Valley Regional Park A in Deed Entry No. 19072:2005 of the Official Records of Utah County; thence S1°14'03"W along said Park Parcel 1,449.26 feet to the southwesterly line of said Pony Express Trail G Parcel; thence S3°01'08"W along said Trail Parcel 66.85 feet; thence S89°18'12"E 967.57 feet along said Trail Parcel and along the southerly line of that Real Property conveyed to Eagle Mountain City described as Mid-Valley Regional Park B in Deed Entry No. 19072:2005 of the Official Records of Utah County; thence S0°00'17"E 43.48 feet to the 1/4 Section line; thence N89°25'34"W along the 1/4 Section line 1,952.67 feet to a 1990 Utah County monument marking the West 1/4 Corner of said Section 1; thence N1°22'28"E along the Section line 2,001.17 feet to the point of beginning.

Contains: 59.53+/- acres

VILLAGE 7 (PARCELS 12-A, 12-B AND 12-C):

PARCEL 12-A: A portion of the NW1/4 and the NE1/4 of Section 12, Township 6 South, Range 2 West, Salt Lake Based & Meridian located in Eagle Mountain, Utah, more particularly described as follows:

Beginning at a 1958 Utah County monument marking the Northwest Corner of Section 12, T6S, R2W, S.L.B. & M.; thence S89°21'52"E along the Section line 2,685.10 feet to a 1958 Utah County monument marking the North 1/4 Corner of said Section 12; thence S89°30'11"E along the Section line 399.70 feet to the westerly line of Sweetwater Road described as Exhibit C in Deed Entry No. 19071:2005 of the Official Records of Utah County; thence S0°00'12"E along said road 1,404.25 feet to the north line of lands of Eagle Mountain City described in Deed Entry No. 39229:2008 of the Official Records of Utah County, said north line is also the south line of the NW1/4 of the NE1/4 of said Section; thence S88°44'07"W along the 40 acre (1/16th Section) line 409.41 feet to the southeast corner of the N1/2 of the NW1/4 of said Section; thence S88°46'11"W along the 40 acre (1/16th Section) line 2,736.06 feet to the west line of Section 12; thence N2°17'03"E along the Section line 1,506.48 feet to the point of beginning.

Contains: 103.99+/- acres

PARCEL 12-B: A portion of the NE1/4 of Section 12, Township 6 South, Range 2 West, Salt Lake Based & Meridian located in Eagle Mountain, Utah, more particularly described as follows:

Beginning at a point on the easterly line of Sweetwater Road described as Exhibit C in Deed Entry No. 19071:2005 of the Official Records of Utah County located S89°30'11"E along the Section line 489.70 feet from a 1958 Utah County monument marking the North 1/4 Corner of Section 12, T6S, R2W, S.L.B. & M.; thence S89°30'11"E along the Section line 731.62 feet to the westerly line of that Real Property conveyed to Eagle Mountain City described as Bypass Road Parcel 2 in Exhibit B of Deed Entry No. 19071:2005 of the Official Records of Utah County; thence along said Parcel 2 of said Exhibit B the following 4 (four) courses and distances: S30°43'43"W 1,000.19 feet; thence along the arc of a 555.00 foot radius curve to the right 188.22

Exhibit "A" (continued)

feet through a central angle of $19^{\circ}25'50''$ (chord: $S40^{\circ}26'38''W$ 187.32 feet); thence $S50^{\circ}09'33''W$ 84.57 feet; thence along the arc of a 345.00 foot radius curve to the left 47.12 feet through a central angle of $7^{\circ}49'29''$ (chord: $S46^{\circ}14'48''W$ 47.08 feet) to the easterly line of said Sweetwater Road; thence $N0^{\circ}00'12''W$ along said road 1,095.40 feet to the point of beginning.

Contains: 10.09+/- acres

PARCEL 12-C: A portion of the NE1/4 of Section 12, Township 6 South, Range 2 West, Salt Lake Based & Meridian located in Eagle Mountain, Utah, more particularly described as follows:

Beginning at the Northeast corner of the NW1/4 of the NE1/4 of Section 12, T6S, R2W, S.L.B. & M. located $N89^{\circ}30'11''W$ along the Section line 1,336.62 feet from a 1958 Utah County monument marking the Northeast Corner of said Section 12; thence $S0^{\circ}25'35''W$ 1,375.70 feet along the east line of said NW1/4 of the NE1/4 to the north line of lands of Eagle Mountain City described in Deed Entry No. 39229:2008 of the Official Records of Utah County, said north line is also the south line of said NW1/4 of the NE1/4 of said Section; thence $S88^{\circ}44'07''W$ along the 40 acre (1/16th Section) line 836.77 feet to the easterly line of Sweetwater Road described as Exhibit C in Deed Entry No. 19071:2005 of the Official Records of Utah County; thence $N0^{\circ}00'12''W$ along said road 73.71 feet to a point on the southeasterly line of that Real Property conveyed to Eagle Mountain City described as Bypass Road Parcel 2 in Exhibit B of Deed Entry No. 19071:2005 of the Official Records of Utah County; thence along said Bypass Road Parcel 2 the following 4 (four) courses and distances: Northeasterly along the arc of a 255.00 foot radius non-tangent curve (radius bears: $N89^{\circ}59'55''E$) 223.26 feet through a central angle of $50^{\circ}09'54''$ (chord: $N25^{\circ}04'52''E$ 216.20 feet); thence $N50^{\circ}09'33''E$ 84.57 feet; thence along the arc of a 645.00 foot radius curve to the left 218.74 feet through a central angle of $19^{\circ}25'50''$ (chord: $N40^{\circ}26'38''E$ 217.69 feet); thence $N30^{\circ}43'46''E$ 1,052.65 feet to the north line of said Section; thence $S89^{\circ}30'11''E$ along the Section line 11.12 feet to the point of beginning.

Contains: 13.81+/- acres

VILLAGE 8 (PARCELS 36-C AND 36-D):

PARCEL 36-C: A portion of the SE1/4 of Section 36, Township 5 South, Range 2 West, Salt Lake Base & Meridian, located in Eagle Mountain, Utah, more particularly described as follows:

Beginning at a point on the westerly line of Airport Road as described in Deed Entry 19071:2005 of the Official Records of Utah County, located $N88^{\circ}59'18''W$ along the Section line 206.14 feet from a 1913 GLO monument marking the Southeast Corner of Section 36, T5S, R2W, S.L.B. & M.; thence $N88^{\circ}59'18''W$ along the Section line 749.99 feet to the easterly line of that Real Property conveyed to Eagle Mountain City described as Bypass Road Parcel 1 in Exhibit B of Deed Entry No. 19071:2005 of the Official Records of Utah County; thence along said Parcel 1 and along Parcel 2 of said Exhibit B of said deed the following 3 (three) courses and distances: $N0^{\circ}18'26''E$ 638.43 feet; thence along the arc of a 1,194.67 foot radius curve to the left 1,374.04 feet through a central angle of $65^{\circ}53'55''$ (chord: $N32^{\circ}38'31''W$ 1,299.55 feet); thence $N65^{\circ}29'30''W$ 421.12 feet to the easterly line of Sweetwater Road described as Exhibit C in Deed Entry No. 19071:2005 of the Official Records of Utah County; thence along said roadway the following 2 (two) courses and distances: Northeasterly along the arc of a 455.00 foot radius non-tangent curve (radius bears: $S65^{\circ}17'44''E$) 29.76 feet through a central angle of $3^{\circ}44'53''$ (chord: $N26^{\circ}34'42''E$ 29.76 feet); thence $N28^{\circ}27'09''E$ 317.98 feet to the southwesterly corner of that

Exhibit "A" (continued)

Real Property conveyed to Eagle Mountain City described as Pony Express Trail D2 in Deed Entry No. 63439:2005 of the Official Records of Utah County; thence Northeasterly along the arc of a 221.37 foot radius non-tangent curve (radius bears: N23°13'44"E) 306.85 feet through a central angle of 79°25'10" (chord: N73°31'09"E 282.87 feet) to the southwesterly line of said Airport Road; thence along said roadway the following 3 (three) courses and distances: S61°32'47"E 447.30 feet; thence along the arc of a 1,897.00 foot radius curve to the right 2,003.14 feet through a central angle of 60°30'06" (chord: S31°17'44"E 1,911.37 feet); thence S1°02'41"E 460.79 feet to the point of beginning.

Contains: 39.04+/- acres

PARCEL 36-D: A portion of the SE1/4 and the SW1/4 of Section 36, Township 5 South, Range 2 West, Salt Lake Base & Meridian, located in Eagle Mountain, Utah, more particularly described as follows:

Beginning at a 2004 Utah County monument marking the South ¼ Corner of Section 36, T5S, R2W, S.L.B. & M.; thence N89°12'34"W along the Section line 280.88 feet to the easterly line of Sweetwater Road described as Exhibit C in Deed Entry No. 19071:2005 of the Official Records of Utah County; thence along said roadway the following 4 (four) courses and distances: Northeasterly along the arc of a 2,405.00 foot radius non-tangent curve (radius bears: S63°23'19"E) 28.20 feet through a central angle of 0°40'18" (chord: N26°56'50"E 28.19 feet); thence N27°16'59"E 1,067.90 feet; thence along the arc of a 545.00 foot radius curve to the left 26.39 feet through a central angle of 2°46'26" (chord: N25°53'46"E 26.38 feet); thence N24°30'33"E 884.25 feet to the southwesterly line of that Real Property conveyed to Eagle Mountain City described as Bypass Road Parcel 2 in Exhibit B of Deed Entry No. 19071:2005 of the Official Records of Utah County; thence along said Parcel 2 and along Parcel 1 of said Exhibit B of said deed the following 3 (three) courses and distances: S65°29'35"E 421.11 feet; thence along the arc of a 1,014.67 foot radius curve to the right 1,165.25 feet through a central angle of 65°47'56" (chord: S32°35'32"E 1,102.27 feet); thence S0°18'26"W 720.28 feet to the south line of said Section 36; thence N89°22'22"W along the Section line 1,572.93 feet to the point of beginning.

Contains: 51.84+/- acres

The Overland parcels contain 974.14+/- acres

Pony Express parcel

THE EAST 1/2 OF THE SOUTHWEST 1/4 AND THE WEST 1/2 OF THE SOUTHEAST 1/4 OF SECTION 11, TOWNSHIP 6 SOUTH, RANGE 2 WEST, SALT LAKE BASE AND MERIDIAN. BASIS OF BEARING BEING N89°33'04"W BETWEEN THE MONUMENTS LOCATED AT THE SOUTHEAST CORNER AND THE SOUTH 1/4 CORNER OF SECTION 11, TOWNSHIP 6 SOUTH, RANGE 2 WEST, SALT LAKE BASE AND MERIDIAN. BASED ON THE UTAH STATE PLANE COORDINATE SYSTEM, NAD83. CONTAINS 151.00 ACRES, MORE OR LESS. *LESS AND EXCEPTING THE FOLLOWING PARCEL OF LAND THAT WAS DEEDED TO EAGLE MOUNTAIN CITY FOR USE AS*

Exhibit "A" (continued)

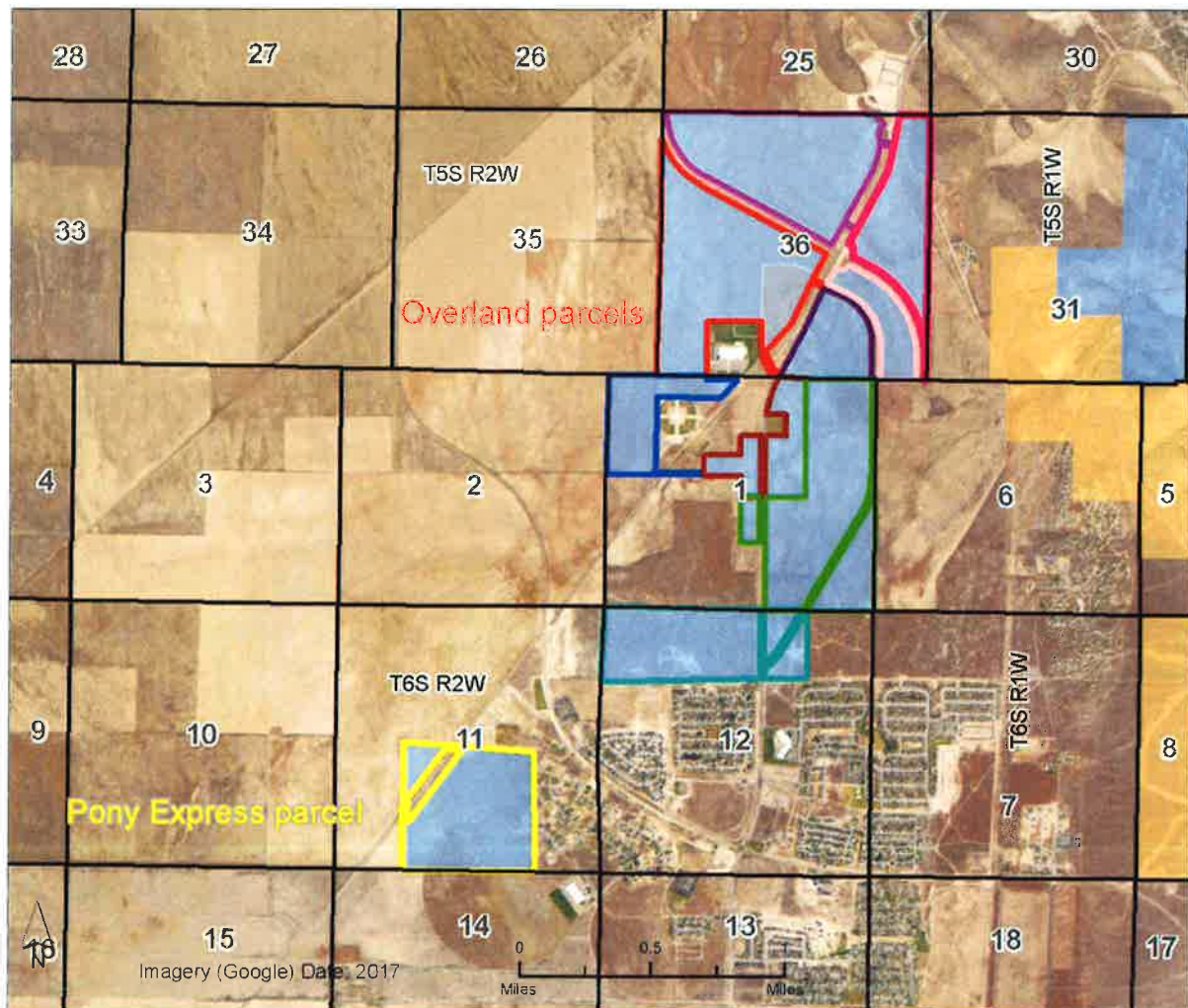
PUBLIC SPACE (PONY EXPRESS TRAIL PARK): BEGINNING AT A POINT S00°20'56"E 2911.14 FEET AND S89°39'04"W 158.94 FEET FROM THE NORTH 1/ 4 CORNER OF SECTION 11, T6S, R2W, SLB&M. BASIS OF BEARING BEING: S89°39'04"W BETWEEN THE NORTHEAST CORNER AND THE NORTH 1/ 4 CORNER OF SAID SECTION 11. THENCE S36°42'15"W 1810.28 FEET; THENCE N00°05'38"W 476.33 FEET; THENCE N36°42'15"E 1243.06 FEET; THENCE S86°22'06"E 340.48 FEET TO THE POINT OF BEGINNING. CONTAINING 10.00 ACRES, MORE OR LESS.

The Pony Express parcel contains 141.00 +/- acres

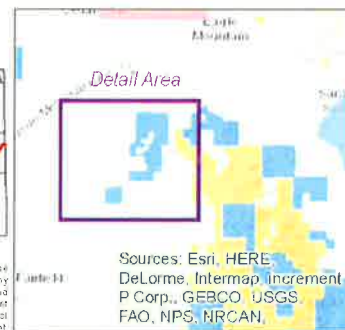
The Property contains 1,115.14 +/- acres

Exhibit "A" (continued)

General Depiction of Property:



- DEVL 1112 (1134.14 acres)**
- Pony Express
 - Village 1
 - Village 2
 - Village 3
 - Village 4
 - Village 5
 - Village 6
 - Village 7
 - Village 8
 - Village 9
 - Bureau of Land Management
 - Private
 - State Trust Lands



Data represented on this map is for REFERENCE USE ONLY and is not suitable for legal, engineering, or surveying purposes. Users of this information should collect or consult the primary data and information sources to ascertain the accuracy of the information. SITLA provides this data as a good faith and shall be no event be liable for any incoherent results, for any special, indirect or consequential damages to any party, arising out of or in connection with the use of the map. The data herein. Land parcels, lines boundaries and associated SITLA data layers may have been adjusted to allow for visual "best fit". The Surface Ownership Land Status data (if present) are maintained by SITLA to reflect current land status and surface ownership. Bottom map maps provided by Google/AVR. Please Note: While SITLA seeks to verify data for accuracy and content, discrepancies may exist with the data. Acquiring the most updated SITLA data requires contacting the GIS staff directly 901-538-5100 or TLA-GIS@utah.gov. The SITLA GIS department welcomes your comments and concerns regarding the data and will attempt to resolve issues as they are brought to our attention. Produced: May 07, 2018 - sgrelli

Coordinate System: NAD 83 UTM Zone 12N

Exhibit "B"

Master Plan

Overland and Pony Express Master Development Plan

Village	Proposed Unit Count*	Acres
Pony Express	453**	151
Total	453**	

* Per Village
** Gross Unit Count Not To Exceed 453



Village	Base Unit Count*	Minimum Unit Count*	Maximum Unit Count*	Acres
1	539	431	647	193.90
2	875	540	743	167.12
3	356	253	439	90.24
4	800	480	860	201.22
5	489	391	538	94.46
6	335	284	426	96.93
7	496	357	548	127.89
8	260	224	336	90.68
TOTAL	3,800**			

* Per Village
** Gross Unit Count Not To Exceed 3,800

Legend

- Residential
- Commercial
- Park (Refer to ARMDA for details on other parks and trails)



Overland
Eagle Mountain City Unit
January 2018

Exhibit "C"
City's Vested Laws

[not attached to recorded version]

Exhibit "D"**Reimbursable Improvements**

Impact Fee Reimbursements	Paid thru FY2017	Remaining to be paid to Owner	Total
Excess Capacity - 12" Water Line	\$ 206,458.16	\$ 217,460.84	\$ 423,919.00
Excess Capacity - Airport Rd ROW	\$ 107,719.64	\$ 125,949.36	\$ 233,669.00
Parks	\$ 623,948.12	\$ 476,051.88	\$ 1,100,000.00
Sweetwater Rd - Construction Ph 1	\$ 872,332.51	\$ 430,759.49	\$ 1,303,092.00
Sweetwater Rd - Initial ROW	\$ 30,000.00	\$ 30,000.00 (A)	\$ 60,000.00
Water System Improvements	\$ -	\$ 750,000.00 (B)	\$ 750,000.00
TOTAL	\$ 1,840,458.43	\$ 2,030,221.57	\$ 3,870,680.00

Notes

- (A) City-Owner agreement dated Aug. 15, 1999: DEVL 634 - Paragraph 1 (ROW value is \$60,000; developer paid \$30,000 in 1999).
- (B) City-Owner Master Development Agreement dated Oct. 7, 2003: DEVL 703 - Paragraph IX on water system improvements; City-Owner Election of Reimbursement Agreement dated Jul. 9, 2008 for reimbursement of \$750,000 advanced funds; and City-Owner Release of Funds letter dated Aug. 4, 2010.

Exhibit "E"

Parks and Open Space Examples

LARGE PARK EXAMPLES

Bellevue Park (Draper City)



Ivory Ridge Park (Lehi City)



Exhibit “E” (continued)

MEDIUM PARK EXAMPLES

Monterey Estates Park (Syracuse City)



Colony Pointe Park (Lehi City)



Exhibit “E” (continued)

SMALL PARK EXAMPLES

Cranberry Farms Park (Lehi City)



Tuscan Estates Park (South Ogden City)



Exhibit "F"

Village 1 Parks, Open Space, Trails, and Amenities Master Plan



Exhibit "G"**Sample Owner's Dedication Language for Plats****OWNER'S DEDICATION**

KNOW ALL MEN by these presents that the State of Utah, acting through the School and Institutional Trust Lands Administration, for good and valuable consideration received, does hereby dedicate and convey to Eagle Mountain City, a political subdivision of the State of Utah, for perpetual use of the public, those parcels of land designated herein as _____, as shown on this plat, and to each public utility providing utility services, non-exclusive easements over, on, under, and across the utility easements as shown or referenced on this plat. [Add use restrictions, as applicable.]

Excepting and reserving to the State of Utah all coal, oil and gas, and other mineral deposits in the dedicated lands.

In witness hereof we hereunto set our hands this ____ day of _____ 20 ____.

STATE OF UTAH

THE STATE OF UTAH, ACTING THROUGH THE SCHOOL AND INSTITUTIONAL TRUST
LANDS ADMINISTRATION

_____, Director

APPROVED AS TO FORM

_____, Utah Attorney General

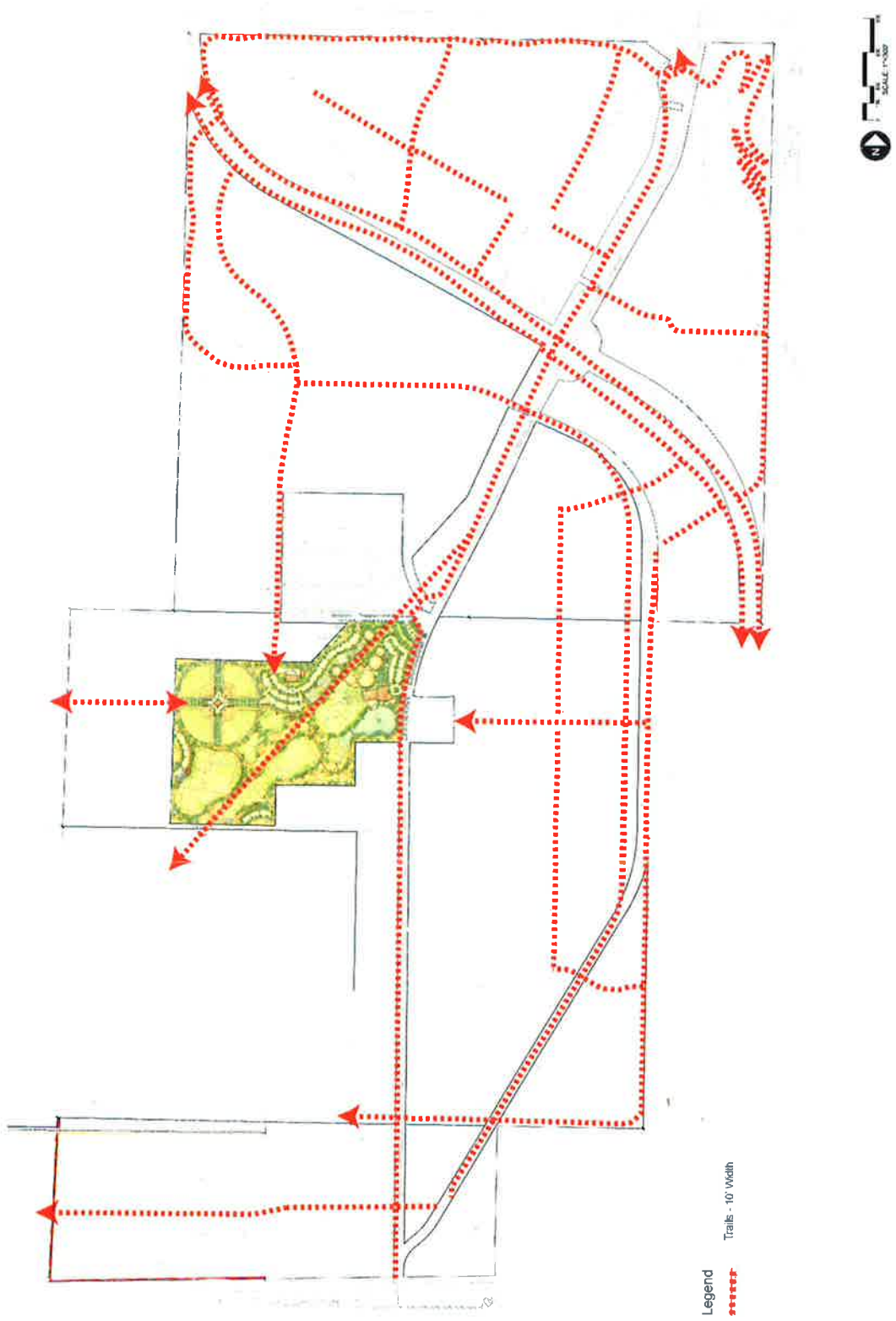
My commission expires: _____

Notary Public

Residing in: _____

Exhibit "H"

Trails Plan



Overland Master Trails Plan

Overland
Eagle Mountain City, Utah
November 2017

LANGVARDT DESIGN GROUP
IVORY HOMES



**EAGLE MOUNTAIN CITY
CITY COUNCIL MEETING
OCTOBER 20, 2020**

TITLE:	30" Sewer Cured In Place Pipe Lining Project, Phase 1 - Insituform Technologies		
ITEM TYPE:	Bid Award		
FISCAL IMPACT:			
APPLICANT:			
GENERAL PLAN DESIGNATION	CURRENT ZONE	ACREAGE	COMMUNITY

PUBLIC HEARING:

No

PREPARED BY:

Mack Straw, Public Works

PRESENTED BY:

Mack Straw

RECOMMENDATION:

Staff recommends the City Council award the bid to Insituform Technologies in the amount of \$484,626.03 to complete CIPP lining, as designed.

BACKGROUND:

The City's 30" outfall line has significant deterioration to the concrete pipe, which will be remedied with cured-in place (CIPP) rehabilitation. We anticipate that we will have to take a phased approach to complete this project. This will complete the first phase of the damaged area.

ITEMS FOR CONSIDERATION:

REQUIRED FINDINGS:

PLANNING COMMISSION ACTION/RECOMMENDATION:

ATTACHMENTS:

[Award Recommendation](#)



726 S 400 E
Orem, UT 84057
801-607-1285

A Professional Limited Liability Company

Mack Straw
Eagle Mountain City
2545 North Pony Express Parkway
Eagle Mountain, Utah 84005

Eagle Mountain 2020 30" Sewer CIPP Lining Project

The bid opening for the 2020 30" Sewer CIPP Lining Project for the lining of approximately 3,898 feet of sanitary sewer along Saratoga Road was held on 10-13-2020 at 10:45 am. Four bids were received. JWO Engineering, PLLC has evaluated the bids received for the project and recommends that Eagle Mountain City award the project to Insituform Technologies for their bid amount of \$484,626.03. Our bid tabulation spreadsheet is attached for your reference.

A handwritten signature in black ink that reads 'Jared Oldroyd'.

Jared Oldroyd, P.E.
JWO Engineering, PLLC

Eagle Mountain City

2020 30" Sewer CIPP Lining Project

Bid Opening Tabulation
10/13/2020

Bidder	Bid Amount	Bid Bond	Addendums Acknowledged	Bidder Information
Whitaker Construction	\$ 1,048,809.25	Y	n/a	Y
Granite Inliner	\$ 574,549.20	Y	n/a	Y
Insituform Tech.	\$ 484,626.03	Y	n/a	Y
C&L Water Solutions	\$ 662,702.77	Y	n/a	Y



**EAGLE MOUNTAIN CITY
CITY COUNCIL MEETING
OCTOBER 20, 2020**

TITLE:	Sewer Manhole Rehabilitation Project - Advanced Lining		
ITEM TYPE:	Bid Award		
FISCAL IMPACT:	\$92,700		
APPLICANT:			
GENERAL PLAN DESIGNATION	CURRENT ZONE	ACREAGE	COMMUNITY

PUBLIC HEARING:

No

PREPARED BY:

Mack Straw, Public Works

PRESENTED BY:

Mack Straw

RECOMMENDATION:

Staff recommends the City Council award the bid to Advanced Lining in the amount of \$92,700 to complete 24 manholes for this rehabilitation project.

BACKGROUND:

The first plant that Eagle Mountain City had was undersized and was using the main line as a type of storage for the system. There were several manholes that were buried or had no ventilation in the lids. This created an issues with H₂S (Hydrogen Sulfide) gases that are corrosive to concrete.

ITEMS FOR CONSIDERATION:

REQUIRED FINDINGS:

PLANNING COMMISSION ACTION/RECOMMENDATION:

ATTACHMENTS:

[Award Recommendation](#)



726 S 400 E
Orem, UT 84057
801-607-1285

A Professional Limited Liability Company

Mack Straw
Eagle Mountain City
2545 North Pony Express Parkway
Eagle Mountain, Utah 84005

Eagle Mountain 2020 Manhole Rehabilitation Project

The bid opening for the 2020 Manhole Rehabilitation Project for the rehabilitation of 24 manholes along Pony Express Parkway was held on 10-13-2020 at 10:45 am. Two bids were received. JWO Engineering, PLLC has evaluated the bids received for the project and recommends that Eagle Mountain City award the project to Advanced Lining for their bid amount of \$92,700. Our bid tabulation spreadsheet is attached for your reference.

A handwritten signature in black ink that reads 'Jared Oldroyd'.

Jared Oldroyd, P.E.
JWO Engineering, PLLC

Eagle Mountain City

2020 MH Rehabilitation Project

Bid Opening Tabulation
10/13/2020

Bidder	Bid Amount	Bid Bond	Addendums Acknowledged	Bidder Information
Advanced Lining	\$ 92,700.00	Y	Y	Y
Cody Ekker Construction	\$ 223,600.00	Y	Y	Y



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

Tuesday, October 13, 2020

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

SUBJECT: Ranches Estates plat "B" into warranty Bond Release

City Recorder:

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

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

Sincerely,

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

Cc: Fionnuala Kofoed, City Recorder



BOND RELEASE REQUEST LETTER
Ranches Estates plat "B"
Reduced

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

1st Bond Release	
Original Bond Amount:	\$ 38,775.84
Previous Release Amount:	\$ -
Amount to Release this Period:	\$ 12,925.28
Amount Remaining in Bond:	\$ 25,850.56

Bond Releases Summary	
#1	\$ 12,925.28
#2	\$ -
#3	\$ -
#4	\$ -
TOTAL	\$ 12,925.28

10/13/2020

ITEM	DESCRIPTION	ORIGINAL QUANTITY	REDUCED QUANTITY	UNIT	UNIT COST	TOTAL	QUANTITIES COMPLETED			MONIES RELEASED	
							Previous Period	This Period	% to date	This Period	To Date
1	SWPPP										
a	Curb inlet protection	3	0.15	EA	\$153.00	\$22.95	0	3	95%	\$22.95	\$22.95
b	Construction entrance	1750	87.5	SF	\$2.10	\$183.75	0	1750	95%	\$183.75	\$183.75
2	EARTHWORK										
a	Clear & grub	10250	512.5	SF	\$0.07	\$35.88	0	10250	95%	\$35.88	\$35.88
b	Mass ex. cut & fill	1490	74.5	CY	\$4.35	\$324.08	0	1490	95%	\$324.08	\$324.08
c	Haul and grade trench spoils	2000	100	CY	\$4.90	\$490.00	0	2000	95%	\$490.00	\$490.00
d	Rough grade	9025	451.25	SF	\$0.10	\$45.13	0	9025	95%	\$45.13	\$45.13
3	ROADWAY IMPROVEMENTS										
a	3 inch Surface Course	4922	246.1	SF	\$2.10	\$516.81	0	4922	95%	\$516.81	\$516.81
b	6 inch Road base(1 ft. behind curb)	4922	246.1	SF	\$1.45	\$356.85	0	4922	95%	\$356.85	\$356.85
c	9 inch sub-base(e-fill)(1 ft. behind curb)	7290	364.5	SF	\$0.86	\$313.47	0	7290	95%	\$313.47	\$313.47
d	Type "F" curb w/6" base	474	23.7	LF	\$8.70	\$206.19	0	474	95%	\$206.19	\$206.19
e	30" type "F" curb	474	23.7	LF	\$21.70	\$514.29	0	474	95%	\$514.29	\$514.29
f	Drive approach	488	24.4	SF	\$9.40	\$229.36	0	488	95%	\$229.36	\$229.36
g	Asphalt sawcut	72	3.6	LF	\$2.90	\$10.44	0	72	95%	\$10.44	\$10.44
h	Concrete curb & gutter removal	72	3.6	LF	\$8.70	\$31.32	0	72	95%	\$31.32	\$31.32
4	CULINARY WATER										
a	Fire Hydrant, hot tap	1	0.05	EA	\$11,860.00	\$593.00	0	1	95%	\$593.00	\$593.00
b	3/4" water service, on existing main	9	0.45	EA	\$1,605.00	\$722.25	0	9	95%	\$722.25	\$722.25
c	Import fill	140	7	TON	\$13.20	\$92.40	0	140	95%	\$92.40	\$92.40
d	Asphalt sawcut, remove & replace	1360	68	SF	\$8.10	\$550.80	0	1360	95%	\$550.80	\$550.80
e	30" curb & gutter, remove & replace	110	5.5	LF	\$71.90	\$395.45	0	110	95%	\$395.45	\$395.45
f	Sidewalk, remove & replace	124	6.2	LF	\$39.90	\$247.38	0	124	95%	\$247.38	\$247.38
5	SEWER										
a	8" pvc sewer	480	24	LF	\$48.50	\$1,164.00	0	480	95%	\$1,164.00	\$1,164.00
b	4" PVC sewer lateral	9	0.45	EA	\$1,211.00	\$544.95	0	9	95%	\$544.95	\$544.95
c	60" manholes	1	0.05	EA	\$4,699.00	\$234.95	0	1	95%	\$234.95	\$234.95
d	48" manholes	3	0.15	EA	\$4,182.00	\$627.30	0	3	95%	\$627.30	\$627.30
e	Core manhole	1	0.05	EA	\$1,616.00	\$80.80	0	1	95%	\$80.80	\$80.80
f	Import fill	2550	127.5	TON	\$13.20	\$1,683.00	0	2550	95%	\$1,683.00	\$1,683.00
g	Asphalt sawcut, remove & replace	3450	172.5	SF	\$7.40	\$1,276.50	0	3450	95%	\$1,276.50	\$1,276.50
h	30" curb & gutter, remove & replace	230	11.5	LF	\$71.90	\$826.85	0	230	95%	\$826.85	\$826.85
i	Sidewalk, remove & replace	100	5	LF	\$39.90	\$199.50	0	100	95%	\$199.50	\$199.50
6	MISC.										
a	Compaction testing	1	0.05	LS	\$3,065.00	\$153.25	0	1	95%	\$153.25	\$153.25
b	Traffic control	1	0.05	LS	\$5,048.00	\$252.40	0	1	95%	\$252.40	\$252.40
TOTAL CONSTRUCTION COST						\$12,925.28					
Original 10% Bond Coverage						\$25,850.56					
TOTAL BOND AMOUNT:						\$38,775.84	Released this Period			\$12,925.28	

Christopher T. Trusty P.E.
Engineering Director

Date

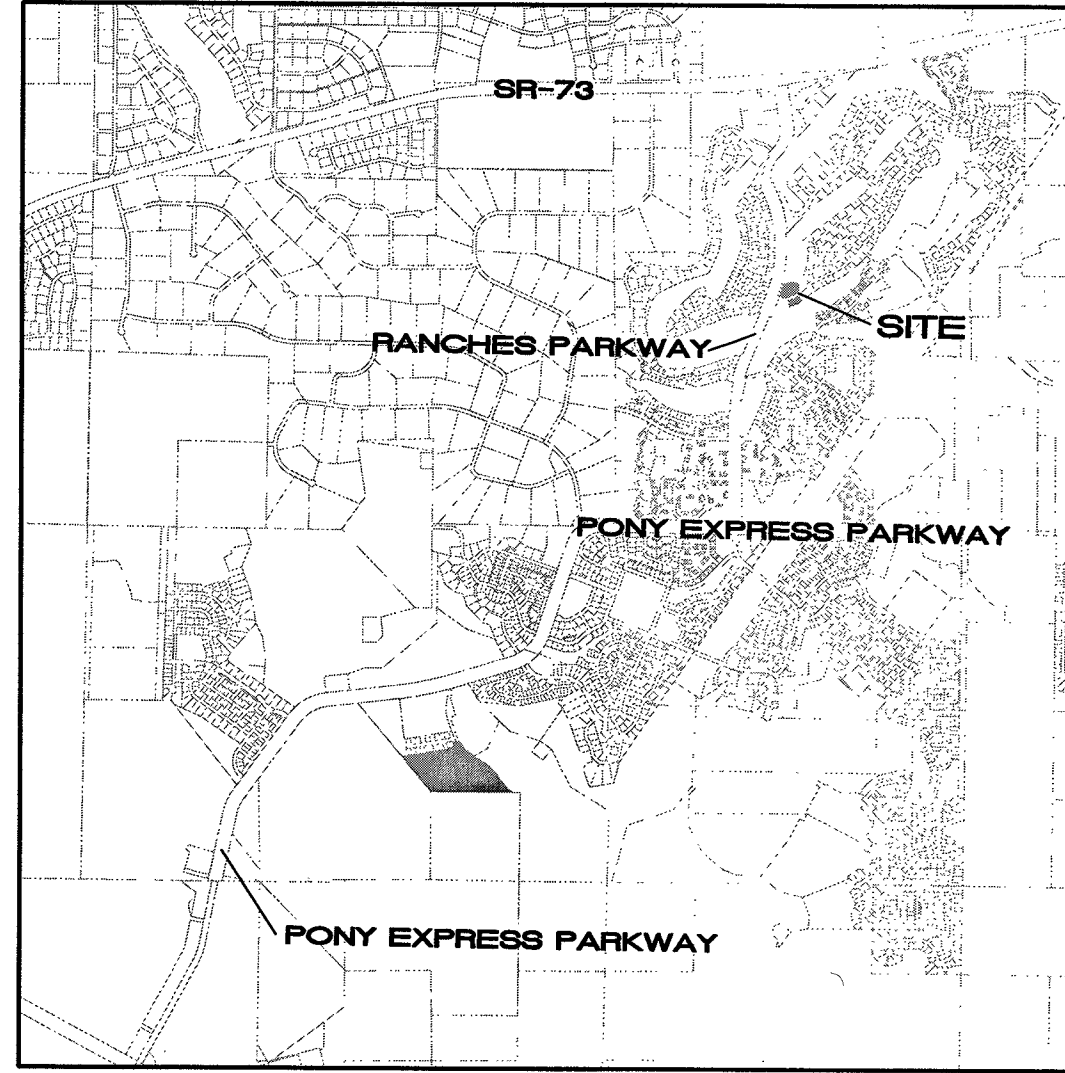
Robert Ballif
Engineering Tech. I

10/13/2020
Date

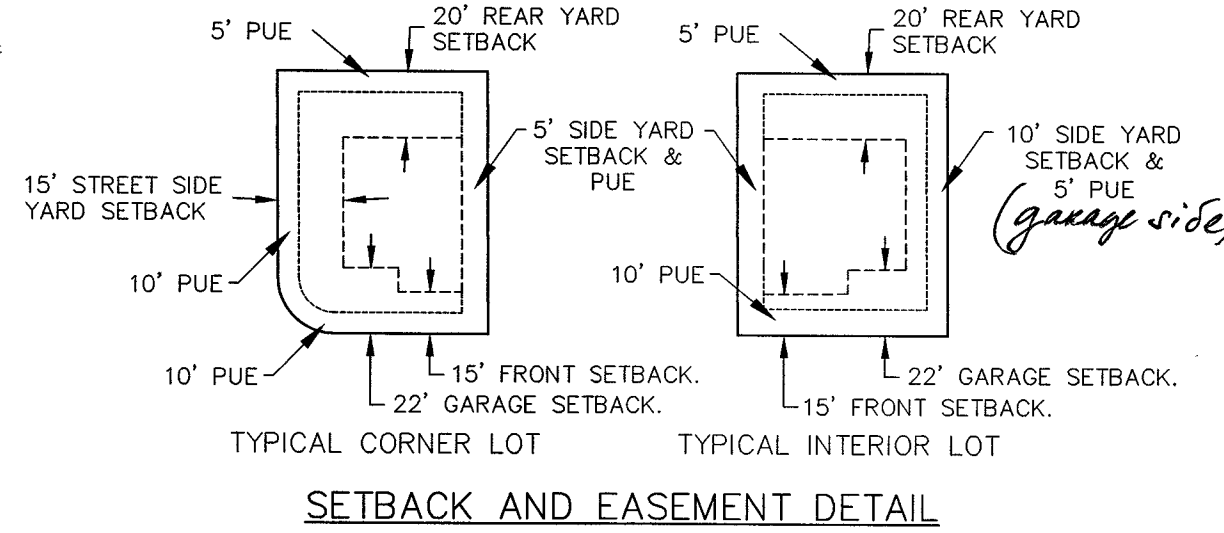
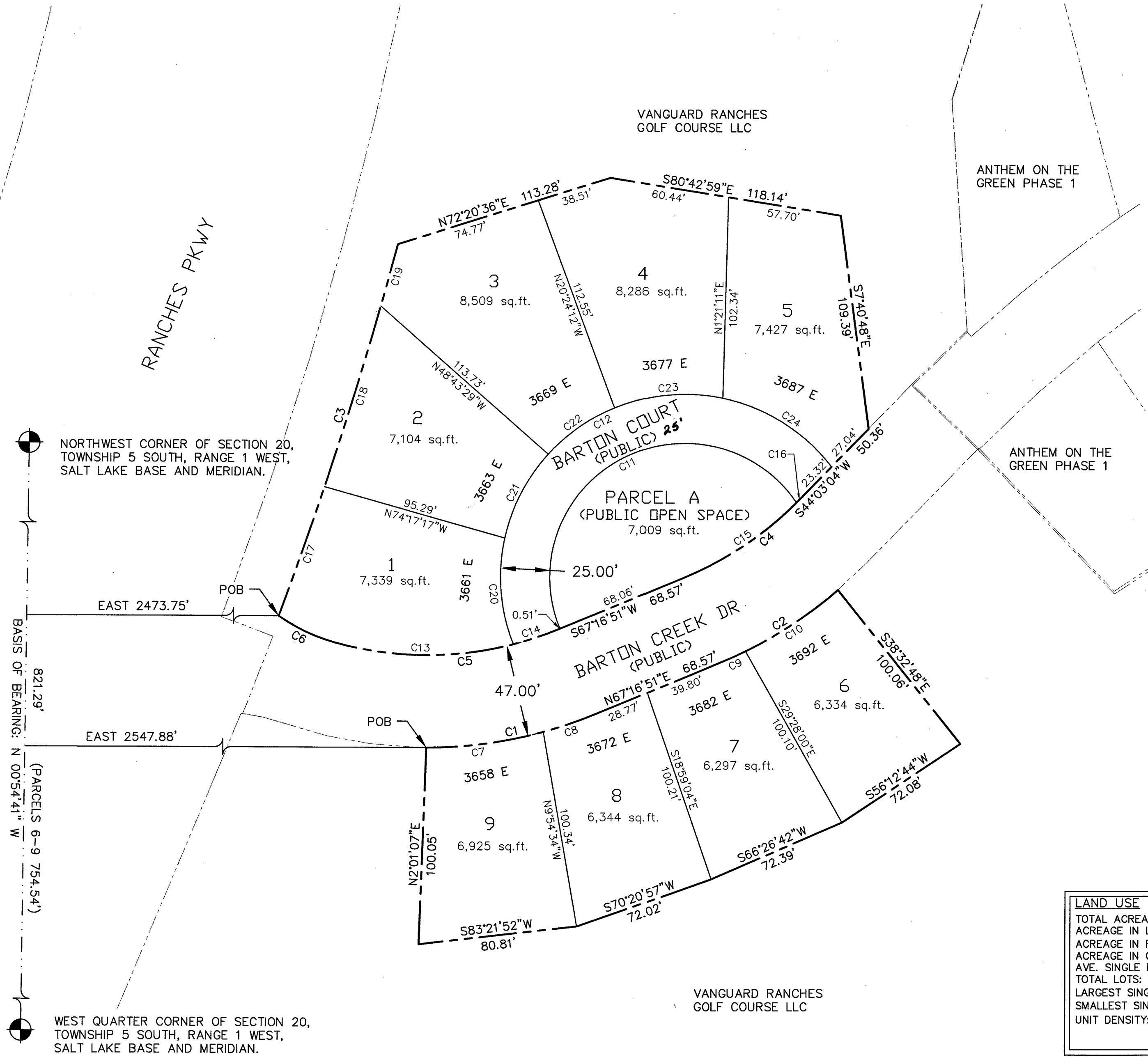
CURVE	LENGTH	RADIUS	DELTA	CHORD	CHORD BEARING
C1	87.72	222.00	22°38'23"	87.15	N78°36'03"E
C2	70.69	222.00	18°44'41"	70.39	N58°09'31"E
C3	198.65	2103.00	5°24'44"	198.58	N17°31'02"E
C4	70.95	175.00	23°13'47"	70.47	S55°39'57"W
C5	116.45	175.00	38°07'39"	114.32	S86°20'40"W
C6	31.57	91.00	19°52'45"	31.41	N64°39'08"W
C7	60.22	222.00	15°32'35"	60.04	N82°08'57"E
C8	27.50	222.00	7°05'49"	27.48	N70°49'45"E
C9	14.30	222.00	3°41'29"	14.30	N65°26'06"E
C10	56.39	222.00	14°33'11"	56.24	N56°18'46"E
C11	200.93	68.25	168°40'49"	135.83	S61°37'41"W
C12	267.58	93.25	164°24'30"	184.78	S60°32'50"W
C13	91.90	175.00	30°05'14"	90.84	S89°39'07"E
C14	24.56	175.00	8°02'25"	24.54	N71°18'04"E
C15	68.88	175.00	22°33'00"	68.43	N56°00'21"E
C16	2.08	175.00	0°40'47"	2.08	N44°23'27"E
C17	69.69	2103.00	1°53'56"	69.69	N19°16'26"E
C18	96.30	2103.00	2°37'26"	96.29	N17°00'46"E
C19	32.65	2103.00	0°53'23"	32.65	N15°15'22"E
C20	54.99	93.25	33°47'12"	54.20	S4°45'49"E
C21	48.69	93.25	29°55'02"	48.14	S27°05'18"W
C22	41.47	93.25	25°28'59"	41.13	S54°47'19"W
C23	55.75	93.25	34°15'21"	54.93	S84°39'28"W
C24	66.67	93.25	40°57'57"	65.26	N57°43'53"W

RANCHES ESTATES PLAT "B"

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



VICINITY MAP



LAND USE	
TOTAL ACRES:	1.77 acres
ACREAGE IN LOTS:	1.48 acres
ACREAGE IN ROADS:	0.13 acres
ACREAGE IN OPEN SPACE:	0.16 acres
AVE. SINGLE FAMILY LOT:	7,174 SF
TOTAL LOTS:	9 LOTS
LARGEST SINGLE FAMILY LOT:	8,509 SF
SMALLEST SINGLE FAMILY LOT:	6,297 SF
UNIT DENSITY:	5.0 LOTS PER ACRE

NOTES:
1- STUCCO SHALL NOT EXCEED 25% OF ANY FRONT ELEVATION AND ELEVATION FACING A PUBLIC STREET.
2- ALL EXTERIOR LIGHTING MUST COMPLY WITH EMMC CHAPTER 17.56 OUTDOOR LIGHTING STANDARDS.
3- PRIVACY FENCING FACING RANCHES PARKWAY MUST BE CONSISTENT IN LOOK, MATERIALS, COLOR, AND CONSTRUCTION WITH THE RANCHES FENCING ALONG RANCHES PARKWAY.
4- BARTON COURT AND PARCEL A DEDICATED TO EAGLE MOUNTAIN CITY
5- Lots 4 & 5 are required to be single story homes.

DIRECT COMMUNICATIONS APPROVAL
Direct Communications Cedar Valley, LLC certifies that it will provide telecommunications services to this subdivision utilizing the trenches provided by the developer as per the Direct Communications Cedar Valley P.S.C. Utah No.1 Tariff.
Maurice Lipton
DIRECT COMMUNICATIONS
DATE 6/5/2020

DOMINION GAS COMPANY APPROVAL
Dominion approves this plat solely for the purpose of confirming that the plat contains public utility easements. Dominion may require other easements in order to serve this development. This approval does not constitute abrogation or waiver of any other existing rights, obligations or liabilities provided by law or equity. This approval does not constitute acceptance, approval or acknowledgement of any terms contained in the plat, including those set forth in the Owners Dedication and the Notes and does not constitute a guarantee of particular terms of natural gas service. For further information please contact Dominion's right-of-way department at 1-800-368-8532

Approved this 10 day of June 2020 Dominion Gas Company
By: Quincy Eldredge Title: Pre-Conn Spec

ROCKY MOUNTAIN POWER APPROVAL
1. Pursuant to Utah Code Ann 54-3-27 this plat conveys to the owner(s) or operators of utility facilities a public utility easement along with all the rights and duties described therein.
2. Pursuant to Utah Code Ann 17-27a-603(4)(c)(ii) Rocky Mountain Power accepts delivery of the PUE as described in this plat and approves this plat solely for the purpose of confirming that the plat contains public utility easements and approximates the location of the public utility easements, but does not warrant their precise location. Rocky Mountain Power may require other easements in order to serve this development. This approval does not affect any right that Rocky Mountain Power has under.
(1). A recorded easement of right of way
(2). The law applicable to prescriptive rights
(3). Title 54, Chapter 8a, Damage to Underground Utility Facilities
(4). Any other provision of law

Rocky Mountain Power
DATE 6/5/20

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

BOUNDARY DESCRIPTION
LOTS 1-5
Beginning at a point which is North 00°54'41" West 821.29 feet along section line and East 2473.75 feet from the West Quarter Corner of Section 20, Township 5 South, Range 1 West, Salt Lake Base and Meridian; thence Northeastly 198.65 feet along the arc of a 2103.00 foot radius curve to the left, through a central angle of 05°24'44", the chord of which bears North 17°31'02" East 198.58 feet along a road easement line in Warranty Deed Entry No. 96955:1998; thence North 72°20'36" East 113.28 feet; thence South 80°42'59" East 118.14 feet; thence South 07°40'48" East 109.39 feet; thence South 44°03'04" West 50.36 feet; thence Southwesterly 70.95 feet along the arc of a 175 foot radius curve to the right, through a central angle of 23°13'47", the chord of which bears South 55°39'57" West 70.47 feet; thence South 67°16'51" West 68.57 feet; thence Southwesterly 116.45 feet along the arc of a 175 foot radius curve to the right, through a central angle of 38°07'39", the chord of which bears South 86°20'40" West 114.32 feet; thence Northwesterly 31.57 feet along the arc of a 91 foot radius curve to the right, through a central angle of 19°52'45", the chord of which bears North 64°39'08" West 31.41 feet to the point of beginning. Parcel contains: 51,562 sq.ft.
LOTS 6-9
Beginning at a point which is North 00°54'41" West 754.54 feet along section line and East 2547.88 feet from the West Quarter Corner of Section 20, Township 5 South, Range 1 West, Salt Lake Base and Meridian; thence Northeastly 87.72 feet along the arc of a 222 foot radius curve to the left, through a central angle of 22°38'23", the chord of which bears North 78°36'03" East 87.15 feet; thence North 67°16'51" East 68.57 feet; thence Northwesterly 70.69 feet along the arc of a 222 foot radius curve to the left, through a central angle of 18°44'41", the chord of which bears North 58°09'31" East 70.39 feet; thence South 38°32'48" East 100.06 feet; thence South 56°12'44" West 72.08 feet; thence South 83°21'52" West 80.81 feet; thence North 02°01'07" East 100.05 feet to the point of beginning. Parcel contains: 25,897 sq.ft.

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

June 1, 2020
DATE
Travis Trane
SURVEYOR
(See Seal Below)

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

OWNER(S):
PRINTED
R5 Development, LLC
AUTHORIZED SIGNATURES:
AL Refikha Owner
June 14, 2020

ACKNOWLEDGEMENT
On the 16th day of June, 2020, personally appeared before me the persons signing the foregoing Owners Dedication known to me to be authorized to execute the foregoing Owners Dedication and on behalf of the owners who duly acknowledge to me that the Owners Dedication was executed by them on behalf of the Owners.

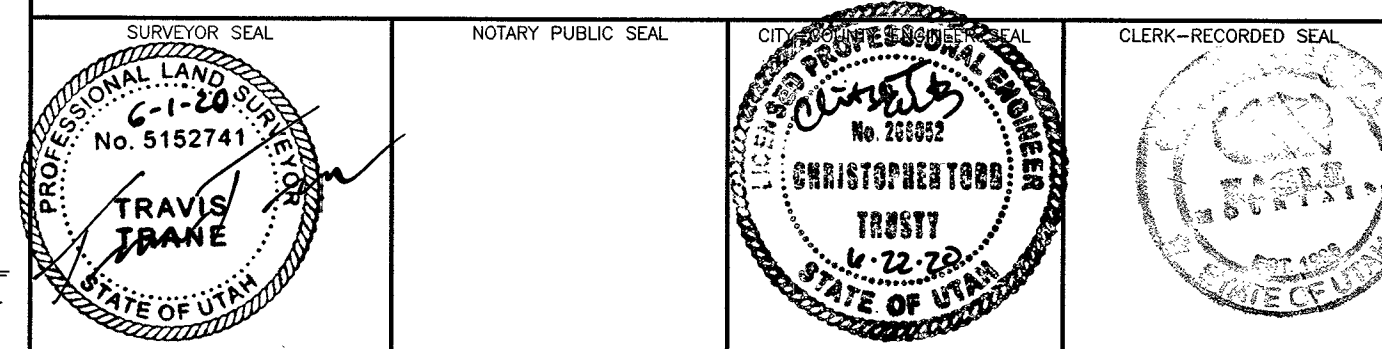
My Commission Expires 03.05.2024
710974
COMMISSION NUMBER
NOTARY PUBLIC SIGNATURE
Lianne Pengra
PRINTED NAME OF NOTARY



The City Council of Eagle Mountain City, County of Utah, Approves this subdivision on hereby accepts the dedication of all streets, easements, and other parcels of land intended for public purposes for the period of use of the public this day of June 2020

APPROVED BY MAYOR
APPROVED BY CITY ATTORNEY
APPROVED BY CITY ENGINEER
ATTEST BY CITY RECORDER
(See Seal Below)

PLAT "B"
RANCHES ESTATES
A RESIDENTIAL SUBDIVISION
EAGLE MOUNTAIN UTAH COUNTY, UTAH



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

17151

See 20, 155 KLM 7038



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

Tuesday, October 13, 2020

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

SUBJECT: Sunset Ridge phase "A" plat 4 out of warranty Bond Release

City Recorder:

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

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

Sincerely,

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

Cc: Fionnuala Kofoed, City Recorder



EAGLE MOUNTAIN CITY COUNCIL MEETING MINUTES

October 6, 2020, 4:00 p.m.
Eagle Mountain City Council Chambers
1650 East Stagecoach Run, Eagle Mountain, Utah 84005

4:00 P.M. WORK SESSION – ELECTRONIC MEETING VIA LIFESIZE

ELECTED OFFICIALS PRESENT ELECTRONICALLY: Mayor Tom Westmoreland, Councilmembers Donna Burnham, Melissa Clark, Colby Curtis, and Carolyn Love. Councilmember Jared Gray was excused.

CITY STAFF PRESENT ELECTRONICALLY: Paul Jerome, City Administrator; Steve Mumford, Assistant City Administrator/Community Development Director; Kimberly Ruesch, Finance Director; Pete Kane, Long-Range Planning Manager; Michael Hadley, 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; and Angela Valenzuela, Human Resource Manager.

Public meetings will be held electronically in accordance with Executive Order 2020-1 Suspending the Enforcement of Provisions of Utah Code 52-4-202 and 54-4-207 due to Infectious Disease COVID-19 Novel Coronavirus issued by Governor Herbert on March 18, 2020.

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

1. CITY ADMINISTRATOR INFORMATION ITEMS

- 1.A. DISCUSSION ITEM – Proposed Code Amendment to Add Open Space Zoning Districts
- 1.B. DISCUSSION ITEM – Proposed Code Amendment to Add a Public Facilities Zoning District

Item 1.A. and 1.B. were presented and discussed concurrently.

Long-Range Planning Manager Pete Kane presented the item. The amendments will create two open space zones, Improved Open Space Zone and Natural Open Space Zone, and a Public Facilities Zone for publicly and privately-owned locations used for public gathering such as churches, museums, city halls, and arenas. He explained the purpose of creating the zoning districts is to set more specific use requirements and to better identify how the land is being used. Currently, open space and public facility uses are generally located in areas zoned as residential. The proposed chapters include permitted and special uses and dimensional and development standards. An amendment to the General Plan Future Land Use Map for the proposed zoning

districts to identify the properties will be necessary, should the zones be adopted. The creations of the zones will help to solidify land use during the master development plan (MDP) process.

Mr. Kane stated that special uses already codified for the residential and commercial zones are included in the proposed chapters with the intention to allow the City Council to remove undesired special uses with a future amendment.

Councilmember Curtis expressed concern that approving the public facilities zone for a property would grant developers the rights to undesired uses not included in the proposed plan such as parking garages.

Mr. Kane stated that during the MDP application the developers will hopefully identify the intended public facility uses and concerns can be addressed with the terms of the agreement.

Councilmember Love noted that structures such as parking garages would still be subject to exhibiting standards such as height restrictions.

1.C. DISCUSSION ITEM – Proposed Code Amendment for Master Plan Developments and Agreements

Mr. Kane presented the item and explained the purpose of the amendment is to mitigate concerns raised due to the scope of existing MDAs and MDPs. The proposed amendment includes significant changes to address size limitations; clarify the MDA, review, and waiver processes; and ensure compatible adjacent uses, appropriate expiration dates, size limitations, and public infrastructure phasing. Property over 50 acres will require an MDA and developments over 200 acres must be divided into multiple projects with individual MDAs to allow the projects to be completed within the maximum ten-year time limitation. MDAs may serve as a rezone application and a General Plan Future Land Use Map amendment but does not include the preliminary plat approval process. The amendment adds Sections 16.10.080 Criteria for approval of MDAs, which codifies the necessary elements included in the MDA, and Section 16.10.090 Master Development Amendments, which explains triggers for an MDA amendment and the amendment review and approval process.

Mr. Kane explained that the number of units allowed per acre is determined by the updated residential zone standards and the MDA must adhere to the General Plan land use designation unless an amendment is approved by the City Council. He recommended the application form be updated to indicate whether an MDA/MDP will serve as a rezone application.

Councilmember Clark requested that the application return to a future work session to allow Councilmember Gray to provide input and to allow all Councilmembers additional time to review the item due to the significance and potential impacts of the amendment.

Councilmember Curtis requested information to facilitate visualization and clarification regarding the potential impact of the implementation of the changes on future developments in relation to the updated zoning districts' density and uses.

Discussion ensued regarding development and water usage modeling.

1.D. DISCUSSION ITEM – Cascade Collision Auto Concept Plan

Planner Jessa Porter presented the item. This concept plan includes a four-lot commercial subdivision. The proposed use for lot 1 is a 1,900-square foot autobody shop and an enclosed parking area for car repairs. The parcel is zoned Commercial Community, which permits this use. The elevations indicate horizontal articulation with minor articulations on the building façade. The updated concept plan includes the trash enclosure location and 85 off-street parking stalls, including the enclosed parking area; 65 parking stalls, including three ADA stalls, are required. Access to the property is available via Porter's Crossing and a right-in/right-out access via Pony Express Parkway. The ADA parking spaces are located across from the store entrance and the parking stalls along the building are for completed vehicles awaiting pickup.

The Planning Commission reviewed the concept plan at the September 22, 2020 meeting and requested clarification of City parking requirements and asked the applicant to review building articulation and design standards. The Commission expressed concern regarding the development's and the enclosed parking area's proximity to Tickville Wash, the potential uses, associated noise due to the proximity to residential areas, traffic flow and circulation, and the proposed six-foot height of the enclosed parking area fence.

Applicant representative Trevor Sharp said the Planning Commission had expressed concern regarding runoff into the Tickville Wash and explained Cascade Collision utilizes a self-contained system that will prevent runoff. He stated the site is tenuous to develop due to drastic geographical sloping. The concept plan includes t-posts to indicate the developable area setback from the wash without the implementation of major retaining walls. He stated the southern corner of the parking area is set back approximately 34 to 35 feet; however, he is unsure if the measurement is from the center or edge of the wash. The building is located north of the parking area, farther from the wash.

Councilmember Curtis requested to view the site with the applicant. Mr. Sharp stated he will meet with Councilmember Curtis at the site to explain the planned layout for the development in relation to the Tickville Wash.

Mr. Sharp stated the southern parking area will include asphalt, curb, and gutter. And will be connected to the sewer and storm drain system. He explained the northern border line indicated the four acres portion of useable land of the six-acre site and the southern line indicated the property border.

Assistant City Administrator/Community Development Director Steve Mumford verified the elevation markings denoted approximately a 15-foot elevation decrease from the top to the bottom of the property, and the southern property line does not align along the Tickville Wash but does include some portions of the wash. The southern parking area slopes towards the wash.

Councilmember Clark expressed concern regarding the development's proximity to the Tickville Wash due to previous wash erosion and the environmental and wildlife impact to stabilize the land near the wash for development.

City Engineer Chris Trusty concurred with Councilmember Clark's concerns and stated that without proper stabilization, locating vehicles near the top of the wash will cause erosion into the wash.

Mr. Sharp stated that a vehicle storage component is critical to the success and function of the business. The vehicles are stored for a few days during repair work with an average of 15 to 20 vehicles repaired per day or 75 to 100 vehicles per week.

Councilmember Love stated she visited the site and expressed concern regarding the proximity of the t-posts to the Tickville Wash and the amount of sloping of the site. She recommended spacing the parking closer together to consolidate and configure the parking farther from the wash and requested the vehicle parking area fencing be indicated on the plan.

Councilmember Curtis inquired if the parking requirement would be met if the southern-most row of parking were removed from the plan and suggested the applicant consider installing a seven-foot fence due to some vehicles exceeding six-feet in height.

Councilmember Burnham concurred with the statements regarding the parking area's location in relation to the Tickville Wash and said her purpose in reiterating the concern was to inform the applicant of the unanimity among the Councilmembers.

Mr. Sharp stated that all the vehicle work will be performed inside the buildings.

Discussion ensued regarding the slope of the property and parking requirements. Mr. Mumford explained Municipal Code requires automotive service stations to provide one parking stall per 500 square feet of gross finished floor area plus two parking stalls per service bay. The proposed building has areas used for differing purposes and not all the parking stalls were counted as service bay areas. The applicant can assist the City Council in determining if a different parking standard is appropriate.

Mr. Sharp requested clarification regarding the reason for the Councilmembers' concerns about the parking area's proximity to the Tickville Wash.

Councilmember Clark clarified her primary concerns are environmental disruption, development damage to the wash, erosion, and safety.

Mayor Westmoreland noted the location is also near a school and City park property.

Mr. Mumford explained the City park property is south of the Tickville Wash and Pony Express Elementary is located south of the park property and approximately 270 feet from the wash. The property between the school and the wash is planned to be an improved open space extension of Smith Ranch Regional Park.

2. AGENDA REVIEW

9. BID AWARDS

9.A. Silverlake Woodhaven Community Park, Phase 1 – Stratton & Bratt Landscape

Councilmember Curtis requested clarification regarding the significant difference in the bid amounts.

Parks and Recreation Director Brad Hickman explained the bid process and reasons for bid variance and stated Stratton and Bratt Landscape was confident in the bid amount they provided. He had verified the quality of the work done by the company in other locations.

12. MINUTES

12.A. September 15, 2020 – Regular City Council Meeting

City Recorder Fionnuala Kofoed stated Councilmember Burnham expressed concern regarding the fourth paragraph on page 14. Ms. Kofoed suggested removing “recommended” and amending the wording to clarify that Councilmember Burnham’s statement proposed a resolution to Councilmember Curtis’ concerns.

13. PRELIMINARY PLATS & SITE PLANS

13.A. SilverLake Plat 28 Site Plan

Mr. Mumford stated staff received an updated site plan with the additional seven required parking stalls. He received questions from Councilmembers regarding minimum garage size standards, and staff recommends conditioning the approval to require the garages to adhere to current size requirements. He recommended allowing developments with previously approved site plans with multiple phases of townhomes to be allowed to use the previously approved plans. He stated this project has an approved preliminary plat that did not include the review of the plan details. Mr. Mumford verified that the development includes one more phase with townhomes located south of Silver Lake Elementary.

Councilmember Love expressed concern that smaller garages increase the likelihood of street parking and advocated for the future townhome development south of Silver Lake Elementary be required to have larger garages. She concurred with the Planning Commission recommendations including requiring Silver Spring Way to be a public road with prohibited parking along the west side of the road. She expressed her willingness to allow smaller garages for the townhomes in this phase, but recommended requiring the

single-family homes to have the full-width garages per updated Municipal Code standards.

Mr. Mumford stated the applicant worked with staff to widen Silver Spring Way closer to a public right-of-way width. Townhome projects generally have private roads, and he assumes the design for private roads is due to cost reduction and facilitating homeowner's association management of the road. The desire to widen the road to a public road is due to the likelihood of residents using Silver Spring Way as a connection from Golden Eagle Road to other roadways, and the likelihood that residents will expect the road to be plowed and maintained by the City. The recommendation to prohibit parking along the west side of the road is due to Silver Spring Way being slightly narrower than the standard public road.

Councilmember Curtis expressed concern regarding enforcement of the masonry wrapping required per the MDA.

Mr. Mumford explained the renderings provided have been used throughout the project and that masonry wrapping can be included as a condition of approval.

Mayor Westmoreland recommended creating a process to verify the desired Council requirements are evaluated during building inspections to ensure compliance.

Applicant representative Bronson Tatton clarified they were allowing the buyers to choose the type of masonry used, not if the masonry is wrapped. The contractors have been informed of the masonry wrapping requirement; however, he has not verified compliance.

Mr. Mumford clarified that the MDA requires the wrapping of masonry material and that if Hardie board or fiber cement is used on both the front and sides of the home, it would fulfill the wrapping requirement.

Mr. Tatton explained they removed space behind the homes to widen the road with an additional seven feet of asphalt, but the road is one foot short from the standard public road width. He said they are providing two-car garage townhomes with wider driveways than most townhome developments. Municipal Code standards do not allow for the additional parking created by the two-car garages to count toward townhome guest parking requirements. He stated that additional site plan changes have been requested for each phase of the project and changes delay development timing. Expanding the garages will be difficult due to the lot size constraints of the approved preliminary plat. The cluster lots generally have a 42-foot frontage with a five-foot setback on each side resulting in a 32-foot home width. A 22-foot wide garage only permits ten feet for the porch and door. He expressed his willingness to make adjustments on future phases due to the additional time to implement the requested changes. However, the cluster homes in the future phases have been planned with a 42-foot frontage and would encounter the same design difficulties due to a two-foot reduction in home square footage and the resulting impact to the stairwell and additional floors. He stated the garage width standard

will be easier to implement on larger homes. The smaller frontage for the cluster homes is to meet a needed price point in the current market.

Councilmember Love noted the SilverLake South MDA allows for frontages narrower than the updated RC zone minimum of 58-foot frontages and reiterated her concern that permitting the smaller garages will increase street parking and parking issues in the neighborhood.

Councilmember Clark recommended removing the item from the consent agenda. She said that Municipal Code had been changed to mitigate the resulting parking concerns associated with small garages.

Mr. Mumford stated that the increased garage width requirement was passed approximately one year ago. He received communication that not all builders within the City had been notified of the change by the Home Builders Association, as presumed. City building inspectors and staff are in the process of notifying developers of the change. Some developments have vested rights or meet other exemption criteria. He noted that lot line adjustments and architectural redesign require additional time and cost to the developers, and townhomes have less square footage available to implement adjustments. He recommended allowing an exemption to developments that have begun infrastructure improvements, such as utility stubs, or projects with recorded plats that have commenced construction.

Applicant representative Nate Hutchingson stated they learned of the garage width changes a few weeks ago when their building permits were rejected. They are making the changes for lots with 50-foot or larger frontages, but requiring a larger garage results in a smaller home. He explained that townhome communities with parking concerns generally have single-car driveways. He stated they have not received parking complaints from their SilverLake townhome communities with two-car driveways. This project also includes guest parking stalls. They are trying to provide an affordable product to buyers while also mitigating the Council's parking concerns.

Councilmember Clark said she is surprised the applicants were unaware of the change due to the scale of their operation and the number of meetings they have attended.

Mr. Hutchingson stated they genuinely were unaware of the change and had they been aware of the discussions before the change, they would have advocated for an adjusted standard for smaller lot sizes similar to standards in other cities.

Mr. Mumford stated it would be reasonable to allow developers a period to adjust their plans to adhere to the new standards and noted it is difficult to adjust plans in a later phase of development, especially if the projects have been recorded and builders have contracts with buyers. He stated that several phases of the project have been recorded and have begun infrastructure installation and construction.

14. RESOLUTIONS

14.A. RESOLUTION – A Resolution of Eagle Mountain City, Utah, Amending the Policies and Procedures Manual to Adopt a Revised Grooming Policy.

Human Resources Manager Angela Valenzuela explained the purpose of the amendment is to clarify the requirements of the current grooming policy.

Councilmember Curtis stated his preference to permit casual dress standards.

15. ORDINANCE/PUBLIC HEARINGS

15.A. ORDINANCE – An Ordinance of Eagle Mountain City, Utah, Amending the Eagle Mountain Municipal Code Chapter 17.60 Landscaping, Buffering, Fencing and Transitioning.

Mr. Kane presented the item and stated the proposed amendment was discussed during the previous City Council meeting. The proposed zoning transition table proposes compatible adjacent zoning districts. This type of transition is best incorporated into EMMC 17.60, which also includes lot size transitioning identifying required lot size transitions that can be permitted within and between residential zoning districts. The amendment also includes updates to the lot size transition table to reflect the lot sizes established by current residential zoning districts.

He stated he had received a modified lot size transitioning table from Councilmember Love reducing the number of adjacencies from nine to seven and including setback and frontage requirements for the lot sizes. He expressed concern regarding the inclusion of setbacks and frontages as the lot size category of previously approved lots may be altered by their setbacks and frontages. He explained the dissenting Planning Commission vote was due to concerns regarding the proposed lot size transitions for larger lots in permitting one-acre lots adjacent to lots over four acres.

Councilmember Love clarified her inclusion of the setbacks and frontages was to facilitate the discussion of the table and was not intended to be included in the amended Municipal Code standards.

Councilmember Burnham expressed support for Councilmember Love's proposed amendments to the table; however, she advocated to combine MF1 and MF2. She recalled that Councilmember Curtis had expressed concern during the previous meeting regarding allowing apartment high-rise buildings adjacent to townhomes, but staff had clarified that MF1 and MF2 have the same height limit standards. She suggested changing the second lot size transition from 4.99 to 2.5 acres to 3.99 to 2.5 acres if it reduced concerns related to adjacent large lots.

Mayor Westmoreland suggested that permitted uses and product type could be guiding factors in determining whether to combine lot size categories.

Councilmember Curtis expressed concern that merging the MF1 and MF2 categories would allow MF2 zoning adjacent to noncompatible single-family home developments. He recommended indicating that existing lots under 4,500 square feet would be included in the fifth adjacency on Councilmember Love's proposed chart.

Mr. Kane stated the fifth adjacencies could be amended to include MF1 and lots under 4,500 square feet and clarified the chart indicates transition requirements and the zoning district standards indicated permitted lot sizes.

Councilmember Love concurred that the fifth adjacency could include all lots under 8,000 square feet. She noted the permitted densities for the lot sizes and explained the density variance was her reason for separating MF2 as a distinct transition category.

Mayor Westmoreland said lot size transitions could prevent desirable, larger products due to transition requirements and generally animal rights are the only concern regarding allowing larger lots adjacent to small ones.

Councilmember Curtis explained that the intent of creating the standards was to prevent the construction of small lots adjacent to much larger lots due to the number of requests the City had received from developers for incompatible developments. He expressed concern that the transitioning requirements may result in required increases in the overall density of a development.

Councilmember Love noted the standards include two transition tables—one from larger to smaller lots and the other from smaller to larger lots and the tables could include different requirements to prevent density increases.

Councilmember Curtis advocated investing adequate time to consider and formulate appropriate smaller to larger lot standards rather than determining standards during the meeting.

3 ADJOURN TO A CLOSED EXECUTIVE SESSION

No closed session was held. Mayor Westmoreland adjourned the meeting at 6:11 p.m.

7:00 P.M. POLICY SESSION – VIA LIFESIZE ELECTRONIC MEETING

ELECTED OFFICIALS PRESENT ELECTRONICALLY: Mayor Tom Westmoreland, Councilmembers Donna Burnham, Melissa Clark, Colby Curtis, and Carolyn Love. Councilmember Jared Gray arrived at 7:57 p.m.

CITY STAFF PRESENT ELECTRONICALLY: Paul Jerome, City Administrator; Steve Mumford, Assistant City Administrator/Community Development Director; Kimberly Ruesch, Finance Director; Pete Kane, Long-Range Planning Manager; Michael Hadley, 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; and Angela Valenzuela, Human Resource Manager.

4. CALL TO ORDER

Mayor Westmoreland called the meeting to order at 7:03 p.m.

5. PLEDGE OF ALLEGIANCE

City Recorder Fionnuala Kofoed led the Pledge of Allegiance.

6. INFORMATION ITEMS/UPCOMING EVENTS

- Facebook's Eagle Mountain Data Center is accepting applications through October 16, 2020, for Community Action Grants. All 501(c)3 organizations and schools are eligible to apply. The application and details are available on the Eagle Mountain Data Center Facebook page. They have not received very many applications, so we encourage those who qualify to take advantage of this opportunity.
- The Eagle Mountain Chamber of Commerce will hold a Business After Hours event Thursday, October 8, 2020, from 5:30 to 7:00 p.m. at Dow Tax & Accounting for networking and a brief tax presentation. There is no fee and you do not need to be a Chamber member to attend.
- Be Ready Eagle Mountain will hold a free class on Thursday, October 8 at City Hall from 7:00 to 9:00 p.m. Stop the Bleed is a course about how to stop severe bleeding in an injured person. Masks required.
- Halloween Town Haunted Drive-in Cinema will be held Friday, October 23, 2020, and Saturday, October 24, 2020, at Wride Park. Admission is free but pre-registration is required. Visit events@emcity.org for details and to register.
- 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 7:07 p.m.

Ms. Kofoed stated she had received an email comment from Marian Burningham regarding the Cascade Collision development and the Tickville Wash which will be added to the public record as requested.

Mayor Westmoreland closed public comment at 7:08 p.m.

8. CITY COUNCIL/MAYOR'S ITEMS

Councilmember Clark

Councilmember Clark thanked residents for their participation in the City processes and the efforts of staff and the Planning Commission on Municipal Code amendments. She expressed appreciation for first responders and the emergency preparedness group. She requested that people be kind to and serve each other, especially regarding mental illness concerns, and to demonstrate grace to those with differing opinions and expressions of political liberty.

Councilmember Love

Councilmember Love concurred with Councilmember Clark's comments and welcomed the new City employees.

Councilmember Curtis

Councilmember Curtis requested for Planning Commission comments and recommendations to be included with City Council discussion items, when applicable.

Councilmember Burnham

Councilmember Burnham agreed with the sentiments and comments expressed by the other Councilmembers. She thanked the Events Department for their creative efforts to promote community unity.

Mayor Westmoreland

Mayor Westmoreland welcomed the meeting participants. He stated he hopes that residents find the meeting informative and productive.

CONSENT AGENDA

9. BID AWARDS

9.A. Silverlake Woodhaven Community Park, Phase 1 – Stratton & Bratt Landscape

10. BOND RELEASES

10.A. Brandon Park Phase A, Plat 7 – Into Warranty

10.B. Brandon Park Phase A, Plat 10 – Into Warranty

11. CHANGE ORDERS

11.A. Pony Express Parkway Median Improvements Project Change Order #1 – RBI Inc.

12. MINUTES

12.A. September 15, 2020 – Regular City Council Meeting

13. PRELIMINARY PLATS & SITE PLANS

13.A. SilverLake Plat 28 Site Plan

14. RESOLUTIONS

14.A. RESOLUTION – A Resolution of Eagle Mountain City, Utah, Amending the Policies and Procedures Manual to Adopt a Revised Grooming Policy.

MOTION: *Councilmember Curtis moved to approve the consent agenda, amending the minutes, as discussed, and removing item 13.A. and placing it as a scheduled item. Councilmember Clark seconded the motion. Those voting aye: Donna Burnham, Melissa Clark, Colby Curtis, and Carolyn Love. The motion passed with a unanimous vote.*

SCHEDULED ITEMS

13. PRELIMINARY PLATS & SITE PLANS

13.A. SilverLake Plat 28 Site Plan

Mayor Westmoreland provided background regarding the item and explained the Councilmembers had expressed concern during the work session regarding the site plan's failure to adhere to new garage size standards.

Assistant City Administrator/Community Development Director Steve Mumford clarified that his recommendations for exclusions did not apply to this application as it has not begun construction or infrastructure improvements for this portion of the development.

Applicant representative Bronson Tatton reiterated the concerns he expressed during work session regarding the challenges to adjust their designs to adhere to the updated garage size standards requiring a 22-foot garage for a 32-foot wide cluster home. He explained that accommodating the garage size increase will result in a decrease of the porch and entrance area and the interior square footage of the homes and impacts the staircase transition to the second floor and the garage entrance negatively impacting functionality and livability. He stated they have made aesthetical and other design adjustments as requested between phases of the project; however, the sizes of the townhomes since phase 14 has been consistent. The preliminary plat has been approved and they desire to develop product that fits appropriately in the vested lot sizes. He requested to be allowed to implement the changes in the future portions of the project rather than this phase due to time constraints.

City Attorney Jeremy Cook verified that the MDA did not include vested frontage widths, but the approved preliminary plat permits 42-foot frontages. He explained that the applicant legally could be required to comply with the 22-foot garage width standard; however, it may result in a

less-desirable product. The City Council also had the option to grant an exemption for this phase and to require the wider garages in future phases.

Councilmember Curtis stated that some individuals may prefer a smaller house with a larger garage; however, he is willing to consider an exemption.

Councilmember Burnham expressed concern that the interior width reduction could decrease livability for the buyers due to the narrow entryway and stated she would prefer to enforce the requirement on future phases.

Mr. Tatton stated that due to market demand for townhomes and cluster homes, they are considering reordering the number of the phases in order to develop the smaller homes before other single-family products.

Councilmember Clark stated that her primary concern is parking and suggested requiring additional guest parking if granted the reduced garage size standard.

Discussion ensued regarding the potential number and location of additional parking stalls to require, the impact of additional guest parking on the overall project design and open space, and the development of future phases.

MOTION: *Councilmember Curtis moved to approve the SilverLake Plat 28 site plan with the following conditions:*

- 1. The applicant shall pay a landscape cash escrow to the City of \$2,810.40 per lot/unit at the plat recording;*
- 2. An additional seven guest parking stalls shall be dispersed throughout the development, for a total of 22 stalls;*
- 3. The property line shall be shifted farther west to ensure a minimum of ten feet between the townhome rear-yard fencing and the adjacent property line;*
- 4. Silver Springs Way shall be a public road;*
- 5. Parking along the west side of Silver Spring Way shall be prohibited due to the width of the road;*
- 6. The applicant shall work with the Community Development Director to determine the number and location of additional guest parking stalls; and*
- 7. All future plats shall meet the 22-foot garage width standard requirement.*

Councilmember Clark seconded the motion. Those voting aye: Donna Burnham, Melissa Clark, Colby Curtis, and Carolyn Love. The motion passed with a unanimous vote.

15. [ORDINANCE/PUBLIC HEARINGS](#)

15.A. ORDINANCE – An Ordinance of Eagle Mountain City, Utah, Amending the Eagle Mountain Municipal Code Chapter 17.60 Landscaping, Buffering, Fencing and Transitioning.

Mr. Kane reviewed the work session presentation of the item and explained that Councilmember Love had proposed a potential chart adjustment reducing the number of adjacencies from nine to seven.

Mayor Westmoreland explained the work session discussion had focused on the desire to refine the lot size transition categories.

Councilmember Love advocated for retaining the same transitions from larger to smaller and smaller to larger lots.

Councilmember Clark thanked staff and the Planning Commission for their efforts on the item; however, she expressed concern that the standards needed additional work, especially due to septic systems, animal rights, compatible uses, and the transition from 4.99 to one-acre lots.

Councilmember Curtis stated that requiring transitioning will potentially reduce the development of larger lots.

Mr. Kane clarified that the lot sizes are minimums and that lots from the columns with larger lots could be developed. The standards could allow developers to petition to be allowed the minimum lot size allowance due to the standards; however, the designations of the Future Land Use Map and City standards can still be enforced by the City Council.

Councilmember Gray joined the meeting at 7:57 p.m.

Councilmember Love noted the lot size reductions are proportional for the adjacent categories and that the animal rights are the same for the one- to five-acre lots, and the lot sizes categories differ in the number of animals permitted but not the animal type.

Mayor Westmoreland suggested tabling the item.

Councilmember Burnham supported Councilmember Love's table amendment suggestions and concurred that as the lot sizes are minimums, an inverse of the lot size categories would be appropriate for the smaller to larger lot table.

Councilmember Curtis stated that people with one-acre lots are less likely to utilize animal rights. He recommended half-size lot transition steps and express concern regarding unvested agricultural land transitioning.

Mayor Westmoreland opened the public hearing at 8:05 p.m.

Jacinda Montano submitted the following email comment "I am concerned with the proposal regarding changing the transition on lot sizes that has been SUCH a concern and issue for many

in the city in the past. There has been a lot of thought, work and effort to come up with the current transition code (passed several years ago) and the residential zone code that was passed last August by the planning commission. The code recommended by the planning commission is in harmony with our current transition code. The proposal being brought forth tonight is NOT. We have the transition code for a reason to support the existing code to allow for larger lots and not have it be surrounded by tiny lots. I don't know WHY we are revisiting this again?? Our current transition is 5 acre to 2.5 to 1 acre to .5 to .33 to .25 acre and down. This is a needed buffer for property values and the look and feel of a community. From what I understand the proposal tonight is to change the transition now from .5 acre to .11? How does this benefit the citizens? How does this benefit and protect the property value of the person with the .5 acre home? This proposal is in direct conflict with our residential zone code. Please don't undo the work that took months of input, reasoning, and planning and give developers a loophole to pack in these tiny lots. We are trying to encourage bigger lot sizes and this will do the opposite. So bottom line, you have two codes you are evaluating tonight. The one recommended by the planning commission supports and is congruent with our current existing code. This allows for proper transition of lots that is consistent with what the residential code states. This counter proposal does NOT support our code and becomes a playground of loopholes for builders and developers. PLEASE do not pass this. Please support our property values.”

Mr. Kane clarified the proposed amendment included in the agenda packet is the Planning Commission recommendation to adjust the current standards to be in harmony with the updated residential zone districts.

Bettina Cameron said she is on the Cedar Pass Ranch Homeowner's Association Board. They receive complaints regarding animals concerns from non-animal homeowners. She expressed concern that permitting one-acre lots adjacent to five-acre lots will result in animal right usage conflicts, especially regarding the number of animals permitted on larger lots, setbacks, and accessory buildings in addition to density. She advocated for sufficient buffering between lot sizes and for the City Council to table the amendment in order to consider land usage.

Councilmember Love clarified that her proposal does not alter any of the Planning Commission's large lot recommendations and that her intention was to reduce the number of smaller lot transitioning to reduce the number of small lots.

Mayor Westmoreland closed the public hearing at 8:15 p.m.

Councilmember Gray inquired regarding the zoning code and the lot size transitioning in the proposed amendment and recommended tabling the item rather than passing Councilmember Love's proposed amended lot size transitioning table. He expressed concern that the table does not specify the number of lots required in each transition.

Mr. Kane clarified the amendment proposes the addition of a zone transition table and changes to the existing lot size transition tables in separate sections of Eagle Mountain Municipal Code Chapter 17.60. He explained current standards do not include the number of lots of a specific size to include in lot size transition buffer.

Councilmember Curtis stated he had misunderstood the table changes proposed by Councilmember Love.

Discussion ensued regarding the difference between the current and the proposed lot size transition tables and the purpose and need for the standards and requested changes.

Mr. Kane clarified tier language in the lot size transition table needs to be amended because the tier standards have been removed from Municipal Code. The current lot size transition table could be retained; however, the lot size categories would not coincide with the lot size designations in the updated residential zoning districts. The standards would apply to all current and future lots, regardless of vesting or inclusion in a subdivision.

Councilmember Curtis recommended the item return to the Planning Commission for further refinement.

Councilmember Clark concurred with returning the standards to the Planning Commission.

Discussion ensued regarding returning the item to the Planning Commission for further consideration and refinement.

Mr. Kane inquired if the City Council had concerns regarding the zone transition table and summarized the Councilmember concerns to discuss with the Planning Commission.

Discussion ensued regarding the approval of the zone transition table and reiterating concerns regarding the lot size transition tables.

Mr. Kane recommended approving the amendment except for the lot size transitioning table in Section 17.60.150.

MOTION: *Councilmember Burnham moved to approve an Ordinance of Eagle Mountain City, Utah amending the Eagle Mountain Municipal Code Chapter 17.60 Landscaping, Buffering, Fencing and Transitioning excluding the proposed amendments to Section 17.60.150 Lot size transitioning. Councilmember Clark seconded the motion. Those voting aye: Donna Burnham, Colby Curtis, Melissa Clark, Jared Gray, and Carolyn Love. The motion passed with a unanimous vote.*

16. RESOLUTION

16.A. RESOLUTION – A Resolution of Eagle Mountain City, Utah, Amending and Adopting the 2020 Eagle Mountain City Parks, Trails, & Open Space Master Plan.

Parks and Recreation Director Brad Hickman presented the item and explained staff and MHTN Architects have implemented the changes requested during the September 1, 2020, and September 15, 2020, City Council meetings and have made other minor corrections to the text

and tables. He noted that Councilmember Clark had requested to discuss conservation easements during this meeting.

City Attorney Jeremy Cook stated the City may grant land to organizations such as the Utah Division of Wildlife Resources (UDWR), Utah Open Lands (UOL), or The Nature Conservancy (TNC) in the form of a conservation easement or retain the conservation easement under City ownership. Concern had been expressed during the previous meeting that a future City Council would not honor the conservation easement and would permit the development of the land. He explained a conservation easement may become problematic should an unforeseen circumstance arise as has occurred with needing to run utilities across deed-restricted land designated for cemetery use. He recommended granting the easement to an organization that would protect the land while allowing potential access or adjustments to the agreement if determined necessary in the future or to grant an easement or right to the property owner that dedicates the land to the City that utilizes the tax code to restricts property use.

Mayor Westmoreland inquired if the City would be able to make improvements to the land within a conservation easement such as landscaping, trailheads, or bathrooms.

Mr. Cook explained that the ability to make improvements would depend upon the scope of the easement, and rights, such as hunting or utility easements, could be included as usage rights. He stated land proposed for conservation easements includes locations that will impact desired future utility infrastructure expansion. The current City Council does not have the ability to bind a future City Council to a decision made by the current body without **deeding** the land to a third party. The land should be dedicated to an organization with longevity as the dissolution of the organization would cause difficulties should agreement modifications be necessary. As the likelihood of a future City Council permitting the development of the land is minimal, retaining the land and designating the property as open space and a conservation corridor is the best option; however, the City Council may make an agreement with a third-party organization if desired.

Councilmember Curtis expressed the desire to guard against all eventualities including unlikely or extreme scenarios to protect the conservation easements. He asked if partnering with a State organization would allow the State to permit the development of the land.

Mr. Cook reiterated that he believes the City should retain ownership of the land, even if the City grants a conservation easement to a third party, to be able to best protect City interests and to restrict undesired land uses. He said other cities have deeded property to the County or State with third-party-owned conservation easements to prevent the development of the land for various scenarios and purposes such as agricultural farmland protection with varying usage allowances. State Code allows for any nonprofit 501©3 entity to own conservation easements.

Councilmember Curtis inquired if conservation easement considerations needed to be included in the Parks, Trails, and Open Space Master Plan.

Mr. Hickman stated that the conservation easements are a recommended option of how to implement portions of the plan such as the wildlife corridor and are a byproduct, rather than an aspect, of the plan.

Councilmember Gray stated that during the development of the plan, he attempted to provide input regarding City Council priorities. He focused on preserving open space and rights-of-way, while being conservative with park maintenance expenses.

Councilmember Burnham noted a typo in line three of section 1.26 Vision Statement, Guiding Principles, and Goals, “their is adequate parkland for each neighborhoods population” that should be corrected to read “there is adequate parkland for each neighborhoods population.” She expressed concern that without a redline version she was unable to determine the changes and requested clarification.

Mr. Hickman summarized the implemented City Council amendments to the updated plan per discussions at the previous meetings.

Councilmember Love expressed concern regarding the policy in section 3.74 under Strategy #4 to “continue design process for new recreational center and begin to promote the idea with residents,” and suggested an amending the verbiage to “to continue design process for new recreational center and evaluate resident interest in said plan,” rather than promoting the idea with residents.

Councilmember Clark recommended including the financial feasibility as a component of the policy to continue the design process for a new recreational center.

Councilmember Love clarified her recommendation was due to financial considerations and the amendment could be “evaluate resident interest in proposed facility and associated costs.”

Discussion ensued regarding amending the plan to include verbiage regarding the financial impact and feasibility of a recreation center.

MOTION: *Councilmember Burnham moved to approve a resolution of Eagle Mountain City, Utah, amending and adopting the 2020 Eagle Mountain City Parks, Trails, and Open Space Master Plan with the following amendments:*

- 1. Policy one in section 3.74 under Strategy #4 shall be amended to “continue design process for new recreational center and evaluate resident interest in proposed facility and associated costs;” and*
- 2. Line three in section 1.26 shall be amended to “there is adequate parkland for each neighborhoods population.”*

Councilmember Love seconded the motion. Those voting aye: Donna Burnham, Colby Curtis, Melissa Clark, Jared Gray, and Carolyn Love. The motion passed with a unanimous vote.

17. CITY COUNCIL/MAYOR’S BUSINESS

Councilmember Burnham

None.

Councilmember Love

None.

Councilmember Curtis

None.

Councilmember Clark

Councilmember Gray

None.

Mayor Westmoreland

Mayor Westmoreland stated the health and quality of life survey indicated that depression and anxiety are high concerns among residents especially due to the stress caused by the personal impacts of the pandemic. He encouraged residents to be compassionate to each other, despite their differences, as we are rarely aware of the difficult burdens other people are facing.

18. CITY COUNCIL BOARD LIAISON REPORTS

Councilmember Burnham

Councilmember Burnham stated the Veterans Board is planning a Veterans Day breakfast event and is exploring options to hold the event within pandemic guidelines.

Councilmember Love

Councilmember Love stated that the Youth Council will meet for the first time during the upcoming week.

Councilmember Curtis

Councilmember Curtis said a Chamber of Commerce Business After Hours Networking Event will be hosted by Dow Tax and Accounting on Thursday, October 8, 2020, from 5:30 to 7:00 p.m. at 3688 Campus Drive Suite #240. An agreement with the City needs to be drafted to establish the terms of allowance for the request from the Eagle Mountain Arts Alliance to install book boxes on City properties.

Councilmember Clark

Councilmember Clark stated the Cemetery Board met and discussed grant funds the City was awarded for improvements and compiling a Cemetery Master Plan. They also discussed plans for the annual Angel Garden memorial. A ham radio licensing examination will be held on November 07, 2020. Residents can download an app to prepare for the test. During the previous exam, everyone passed. Councilmember Clark thanked staff for their efforts to inform residents regarding City boards and commission vacancies. She said she began her participation in City service through serving on City Boards.

Ms. Kofoed noted that the City is accepting applications for City boards through October 31, 2020.

Councilmember Gray

Councilmember Gray stated that they are working towards obtaining a quorum for the Parks and Recreation Advisory Board and thanked the board participants. He is in frequent contact with the Senior Citizen Advisory Council regarding their efforts.

19. COMMUNICATION ITEMS

19.A. Upcoming Agenda Items

20. ADJOURNMENT

MOTION: *Councilmember Gray moved to adjourn the meeting at 9:26 pm. Councilmember Love seconded the motion. Those voting aye: Donna Burnham, Melissa Clark, Colby Curtis, Jared Gray, and Carolyn Love. The motion passed with a unanimous vote.*

The meeting was adjourned at 9:26 p.m.

Approved by the City Council on October 20, 2020.

Fionnuala B. Kofoed, MMC
City Recorder

Dear City Officials and Staff,

We respectfully submit to you the attached letter (Wash Setbacks.pdf) and two photos for your consideration regarding setbacks on the natural washes in Eagle Mountain and ask that this information be made part of the public comment record for the October 6, 2020, City Council Meeting. We welcome your questions and comments.

Sincerely,

THE EAGLE MOUNTAIN NATURE & WILDLIFE ALLIANCE

Kevin Burningham
Marian Burningham
Bettina Cameron
Shon Reed
Trista Torson
Chad Welch
Craig Whiting

The Eagle Mountain Nature & Wildlife Alliance has listened with concern and interest to discussions regarding commercial development requests being heard at both Planning Commission and City Council meetings. These have included the previously approved Auto Zone and an application being heard during the October 6, 2020, City Council meeting for Cascade Collision. We can realistically expect more frequent commercial and residential development applications on properties adjacent to the Tickville Wash, West Canyon Wash, East Wash, and the natural wash in Hidden Valley.. We fully realize these types of development are highly desired for numerous reasons. We also welcome these developments and recognize their importance to our residents and local economy.

It has been gratifying to hear our Planning Department and Engineering staffs, Planning Commissioners, and City Council members acknowledge the importance of setbacks on the wash and also state their support of the wildlife corridor in general. However, because the desired wash setbacks of 50 feet have not yet been codified, developers have no obligation to respect the setbacks and those who review and approve these applications can do no more than express concern.

We write this letter with the hope and expectation the 50' setbacks will be incorporated into the Eagle Mountain City Municipal Code as soon as possible. We also offer for your consideration a long-range plan for the City to restore the native habitat within the setback. The City can achieve this plan by adding native plants and trees along the wash. We also suggest including a natural surface path to an observation bench -- which draws attention to a community commitment of preservation of natural open space. Codifying the setback requirements benefits both developers and the City officials and staff by informing future applicants of the setbacks. It would also provide our officials and staff a solid tool for evaluating and approving future development. But there is more.

It is clear to us that those of you involved in development application and review are aware and understand the **importance of the washes as they impact wildlife movement and slope stability. There is another crucial benefit to protecting the ephemeral washes and streams in our City** that has not yet been part of the discussion -- **the importance of the entire natural wash ecosystem to the severely impaired West Mountain Watershed and ultimate impact upon water tables and aquifers.** This directly affects our future ability to improve both water quality and availability for residents as well as wildlife. **The decisions you make today and into the future will have a profound effect upon the future of this critical resource well beyond our own lifetimes.** We offer the following background for your understanding and recognition of our common responsibilities of stewardship for future generations in Eagle Mountain City:

According to the Center for American Progress, of the 11 Western States in the Disappearing Rivers analysis, Utah had the most altered rivers in the west. Nearly 74 percent of all smaller streams and rivers are impaired. It urges the advancement of policies that enable innovative solutions to expand watershed restoration efforts and to protect streamflows.¹

The Eagle Mountain Nature & Wildlife Alliance is actively engaged in such efforts, working with Shane Hill of Utah's DWR on a project we refer to as the West Canyon Watershed and Riparian Habitat Initiative. [The word "riparian" means "related to a river or stream." Riparian habitat is any habitat that is influenced by a river or stream or adjacent to a lake. Riparian habitats include shallow backwaters; marshes and oxbow lakes in flood plains; meadows of sedges and rushes; willow flats; and strands of cottonwood trees.² It includes "the vegetation, habitats and ecosystems associated with bodies of water (streams, springs or lakes) or dependent on the existence of perennial, intermittent, or ephemeral surface or subsurface water drainage."³]

We are now in the process of submitting applications required for approval through local and federal agencies for this initiative. Because similar projects in other areas have recently obtained approval (for example, the East Canyon Creek Watershed Restoration Project⁴), **we anticipate approval of this project can be obtained in time to allow actual work to begin as early as Spring 2021.** This important work will initially install approximately 100 in-stream structures in the stream in West Canyon that will begin the healing process. These structures, mimicking those found in nature, slow the waterflow in the stream, raising the stream bed and allowing higher absorption of groundwater, and reducing erosion. Additional restoration work in this project includes planned treatments to the non-native juniper trees (notorious for their high water consumption), opening up the vegetative canopy to allow more water into the stream. These combined works will allow greater absorption of water into the soil. This, in turn, encourages the growth of native forbs and trees (such as willows, native grasses, and cottonwoods), restoring and widening the riparian habitat and providing more food for wildlife, raptors, and grazing of livestock. **Ultimately all these effects allow more water to flow into the water table for replenishment of aquifers, improving water quantity and quality and increasing water availability for wells. This increased availability is essential to sustain current and highly desirable agricultural uses as well as the vital water needed to support a growing population well into the future. The resultant riparian habitats are also known to act as refugia for wildlife during wildfires and create natural wildfire breaks.**⁵ Camp Williams has already completed a series of in-stream structures higher in the stream on their

¹ Center for American Progress|Utah's Disappearing Rivers:
<https://disappearingwest.org/rivers/factsheets/DisappearingRivers-UT-factsheet.pdf>

² http://rockies.audubon.org/sites/default/files/web_of_life_print-outs_riparian.pdf

³ https://www.fs.fed.us/rm/pubs_rm/rm_gtr229/rm_gtr229_321_330.pdf

⁴

<https://eastcanyoncreek.org/our-work/recently-completed-work/item/5-swaner-nature-preserve-east-canyon-creek-restoration-project>

⁵

<https://www.nationalgeographic.com/animals/2020/09/beavers-firefighters-wildfires-california-oregon/>

property where the water now flows year-round. Please also take a moment to view this YouTube video which will acquaint you with this restoration method in a nearby state:
<https://www.youtube.com/watch?v=VNV-ddx0oK0>

The ephemeral nature of the Tickville Wash, West Canyon Wash, and East Wash we see and know is visible and stark evidence of the stream impairment in the West Canyon watershed. The attached photos show the effects of long-term grazing and lack of erosion control and give an idea of what can eventually be seen in the Tickville wash as the water flow continues further and further downstream -- raising the stream bed, reducing the bank slope, increasing surface water absorption -- restoring the riparian habitat and ultimately increasing the availability of one of our most critical natural resources: **Water!**

It may be difficult right now for us to imagine a continuous flow of water and restored riparian habitat within Eagle Mountain in a wash that has too often been viewed in the past as an obstacle to development or a dumping ground for unwanted refuse of all kinds. But all these benefits do indeed become possible when we take on our personal responsibilities of stewardship and take the necessary steps required to protect our natural washes now!

Once again, we wish to commend the foresight of those in our City government demonstrated by the ordinances currently in place that protect and preserve our hillsides, ridges, and sensitive lands. We understand you may have questions or want additional information pertaining to these ideas. We welcome and will quickly respond to any questions or concerns you may have.

We respectfully ask you to **urgently** consider the information presented in this letter. We believe you will then understand why we are asking your prompt attention and action to codify a 50-foot setback on any construction along the banks of our natural washes. **Please include this email as part of the public record for the October 6, 2020, City Council meeting as a public comment.**

Sincerely,

THE EAGLE MOUNTAIN NATURE & WILDLIFE ALLIANCE

Kevin Burningham
Marian Burningham
Bettina Cameron
Shon Reed
Trista Torson
Chad Welch
Craig Whiting







**EAGLE MOUNTAIN CITY
CITY COUNCIL MEETING
OCTOBER 20, 2020**

TITLE:	ORDINANCE/PUBLIC HEARING - An Ordinance of Eagle Mountain City, Utah, Approving the Second Amendment to the Fiscal Year 2020-2021 Budget.		
ITEM TYPE:	Ordinance		
FISCAL IMPACT:	\$89,698.00		
APPLICANT:	City Staff		
GENERAL PLAN DESIGNATION	CURRENT ZONE	ACREAGE	COMMUNITY

PUBLIC HEARING:
Yes

PREPARED BY:
Kimberly Ruesch, Admin

PRESENTED BY:
Kimberly Ruesch

RECOMMENDATION:

BACKGROUND:

ITEMS FOR CONSIDERATION:

REQUIRED FINDINGS:

PLANNING COMMISSION ACTION/RECOMMENDATION:

ATTACHMENTS:

[ORD--FY 2021 Budget Amendment #2](#)
[FY 2021 Budget Amendment #2](#)

ORDINANCE NO. O- -2020

**AN ORDINANCE OF EAGLE MOUNTAIN CITY, UTAH
AMENDING THE FISCAL YEAR 2020-2021 ANNUAL BUDGET
(SECOND AMENDMENT)**

PREAMBLE

WHEREAS, the City Council of Eagle Mountain City, Utah finds that it is in the public interest to amend the budget for fiscal year 2020-2021; and

WHEREAS, the City Council finds that procedures for the amendments, pursuant to Section 10-6-127 of the Utah Code, Annotated have been followed, including a public hearing if budgetary funds are increasing;

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

1. The City Council finds that the all required notices have been given and that a public hearing has been conducted, public comment received and considered and that the Council may consider and amend the budget of Eagle Mountain City as follows:

2. “FISCAL YEAR” means that year which began on the first day of July, 2020 and ends on the last day of June, 2021.

3. APPROPRIATIONS. The budget set and adopted by the City for the fiscal year is hereby amended and re-enacted with respect to the specific items set forth on Exhibit A hereto. From the effective date of this budget ordinance, as outlined in the attached Exhibit A, the several amounts stated therein as proposed expenditures shall be appropriated for the several objects and purposes therein named.

4. This Ordinance shall be effective for fiscal year 2020-2021.

ADOPTED by the City Council of Eagle Mountain City this 20th day of October, 2020.

EAGLE MOUNTAIN CITY, UTAH

ATTEST:

Tom Westmoreland, Mayor

Fionnuala B. Kofoed, MMC
City Recorder

CERTIFICATION

The above Ordinance was adopted by the City Council of Eagle Mountain City, Utah on this 20th day of October, 2020.

Those voting aye:

- ☐ Donna Burnham
- ☐ Melissa Clark
- ☐ Colby Curtis
- ☐ Jared Gray
- ☐ Carolyn Love

Those voting nay:

- ☐ Donna Burnham
- ☐ Melissa Clark
- ☐ Colby Curtis
- ☐ Jared Gray
- ☐ Carolyn Love

Those excused:

- ☐ Donna Burnham
- ☐ Melissa Clark
- ☐ Colby Curtis
- ☐ Jared Gray
- ☐ Carolyn Love

Fionnuala B. Kofoed, MMC
City Recorder

Posted to City bulletin boards on _____ by _____.

Exhibit A



Eagle Mountain City Budget Amendments for FY 2021

October 20, 2020

<u>Fund Name</u>		<u>Original Budget</u>	<u>Proposed Budget</u>	<u>Increase</u>	<u>Funding Source</u>	<u>Approval Date</u>	<u>Done?</u>
General Government							
HR Management Software	10-19-41955-4261	\$ -	\$ 35,000.00	\$ 35,000.00	Fund Balance/GF Revenue Incr.	7/21/2020	✓
Accela Land Mgmt Software (Yearly)	10-19-41955-4261	\$ 30,000.00	\$ 50,000.00	\$ 20,000.00	F.B./GF Rev. Incr./Implementation Savings	7/21/2020	✓
Engineer in Training	10-11-41710	\$ -	\$ 89,698.00	\$ 89,698.00	Fund Balance/GF Revenue Incr.		
Subtotal General Government:		<u>\$ 30,000.00</u>	<u>\$ 174,698.00</u>	<u>\$ 144,698.00</u>			
Enterprise Funds							
Sewer Plant Expansion (in Impact Fee Fund)	52-	\$ -	\$ 3,000,000.00	\$ 3,000,000.00	Impact Fee Fund Bal. (already budgeted)	7/21/2020	
Water/Sewer Building (in Impact Fee Funds)	51/52	\$ -	\$ 4,000,000.00	\$ 4,000,000.00	Impact Fee Fund Bal. (already budgeted)	7/21/2020	
CWP Advance Water Share Purch. (discount)	51-	\$ 3,000,000.00	\$ 16,000,000.00	\$ 13,000,000.00	Developer Purchase Bal. (already received)	7/21/2020	
Pole Canyon Interconnect	51-	\$ -	\$ 1,500,000.00	\$ 1,500,000.00	Impact Fee Fund Bal. (already budgeted)		
Facebook Reimbursable 3.5 MG Tank	51-81-51100-7321	\$ 331,616.00	\$ 649,616.00	\$ 318,000.00	Facebook Development Agreement		
Subtotal Enterprise Funds:		<u>\$ 3,331,616.00</u>	<u>\$ 25,149,616.00</u>	<u>\$ 21,818,000.00</u>			
Capital Projects							
Subtotal Capital Projects:		<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>			
Impact Fees							
Subtotal Impact Fees:		<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>			
Debt Service							
Subtotal Debt Service:		<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>			
Other							
Fleet				\$ -			
Subtotal Other:		<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>			
Total Increase (All Funds):		<u>\$ 3,361,616.00</u>	<u>\$ 25,324,314.00</u>	<u>\$ 21,962,698.00</u>			

*Please note that General Fund balance in excess of 25% of FY 2021's budgeted revenues at the end of FY 2020 will be transferred to the General Fund Capital Projects Fund for use in completion of city capital projects.



**EAGLE MOUNTAIN CITY
CITY COUNCIL MEETING
OCTOBER 20, 2020**

TITLE:	ORDINANCE/PUBLIC HEARING - An Ordinance of Eagle Mountain City, Utah, Amending the Eagle Mountain Municipal Code Adding Chapter 17.23 Open Space Zones.		
ITEM TYPE:	Development Code Amendment		
FISCAL IMPACT:			
APPLICANT:	Staff		
GENERAL PLAN DESIGNATION	CURRENT ZONE	ACREAGE	COMMUNITY

PUBLIC HEARING:

Yes

PREPARED BY:

Pete Kane, Planning

PRESENTED BY:

Pete Kane

RECOMMENDATION:

We recommend the City Council make a motion to approve the proposed code amendment to add EMMC 17.23 as presented (or with minor changes as agreed upon at the meeting).

BACKGROUND:

The current development code includes zoning districts for residential, commercial, agricultural, and industrial uses. There are other uses of land that currently are permitted across each of these zones rather than set as their own use. One example is open space which includes parks, trails, and natural open space. By creating a zone code for this use, the city cannot only establish the uses and development requirements for land zoned as open space, but it will also provide a clearer picture of the actual land use.

ITEMS FOR CONSIDERATION:

REQUIRED FINDINGS:

Development Code Amendments are legislative decisions and are considered valid of reasonably debatable and not illegal.

PLANNING COMMISSION ACTION/RECOMMENDATION:

The Planning Commission held a public hearing on the item on September 22, 2020. The Commission recommends approval on a unanimous vote.

ATTACHMENTS:

[ORD--EMMC Chapter 17.23 Open Space Zone](#)
[17.23 Open Space Zones - PROPOSED](#)

ORDINANCE NO. O- -2020

**AN ORDINANCE OF EAGLE MOUNTAIN CITY, UTAH,
AMENDING THE EAGLE MOUNTAIN MUNICIPAL CODE,
CHAPTER 17.23 OPEN SPACE ZONE**

PREAMBLE

WHEREAS, the City Council of Eagle Mountain City finds that it is in the public interest to amend the Eagle Mountain Municipal Code, Chapter 17.23 Open Space Zone as described in Exhibit A.

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

1. The City Council finds that all required notices, public hearings, and other requirements have been completed for the City Council to consider an amendment to the Eagle Mountain Municipal Code Chapter 17.23 Open Space Zone.
2. The amendment described in Exhibit A is hereby approved.
3. This Ordinance shall take effect upon its first posting or publication.

ADOPTED by the City Council of Eagle Mountain City this 20th day of October, 2020.

EAGLE MOUNTAIN CITY, UTAH

ATTEST:

Tom Westmoreland, Mayor

Fionnuala B. Kofoed, MMC
City Recorder

CERTIFICATION

The above Ordinance was adopted by the City Council of Eagle Mountain City, Utah
on this 20th day of October, 2020.

Those voting aye:

- ☐ Donna Burnham
- ☐ Melissa Clark
- ☐ Colby Curtis
- ☐ Jared Gray
- ☐ Carolyn Love

Those voting nay:

- ☐ Donna Burnham
- ☐ Melissa Clark
- ☐ Colby Curtis
- ☐ Jared Gray
- ☐ Carolyn Love

Those excused:

- ☐ Donna Burnham
- ☐ Melissa Clark
- ☐ Colby Curtis
- ☐ Jared Gray
- ☐ Carolyn Love

Fionnuala B. Kofoed, MMC
City Recorder

Posted to City Bulletin Boards on _____ by _____ .

Exhibit A

EMMC 17.23 Open Space Zones

17.23.010 What this chapter does.

This chapter establishes the land use regulations and protections for Open Space Zones in Eagle Mountain City. It establishes two types of open space zoning: Natural Open Space (OS-N) and Improved Open Space (OS-I).

17.23.020 Purpose and objective.

The purpose of the Open Space Zones is to preserve and enhance public and private open space, trails, natural areas, and improved park and recreational areas. These areas serve to provide opportunities for active and passive outdoor recreation; provide contrasts to the built environment; preserve scenic qualities; protect sensitive or fragile environmental areas such as wetlands, steep slopes, ridgelines, meadows, and natural washes; preserve the capacity and water quality of the stormwater drainage system; and provide pedestrian, equestrian, and bicycle transportation connections.

17.23.030 Area of designation.

The Open Space Zone shall include and be characterized by one or more of the following:

- A. Land currently or planned to be dedicated to the City as open space, parks, or recreation.
- B. Privately-owned parcels of developments designated as open space, parks, or recreation open to use by the general public.
- C. Publicly-owned or -operated (not municipal) land protected and managed as open space.

17.23.040 Land use table.

This land use table contains the various land uses that are permitted, special, and prohibited in the open space zones. Uses that are not listed in this table are prohibited.

P = Permitted (Permitted uses may still require approval through an application process as detailed in this chapter and other chapters)

S = Special (Special uses are permitted as long as they comply with the standards listed in Chapter 17.75 EMMC that are specific to that type of use)

Blank = Prohibited

Land Use Table

Open Space Uses

LAND USE	IMPROVED OPEN SPACE (OS-I)	NATURAL OPEN SPACE (OS-N)
Accessory buildings ¹	P	
Amphitheatre	P	
Botanical garden	P	
Cemetery	P	

Communication facilities and towers	S	S
Community garden	P	
Equestrian center, public	P	
Golf course	P	
Open space	P	P
Park	P	
Recreation, outdoor	P	
Rodeo, public	P	
Trails, improved	P	P
Trails, natural	P	P
Utilities, public and private	S	S
Zoological park	P	

¹ Such as barns (publicly-owned), garages, greenhouses, gardening sheds, recreation rooms, and similar structures that are customarily used in conjunction with the primary uses in this district

17.23.050 Development standards.

The development standards are required standards for the Open Space Zones in the city. The City Council, in consideration of a prior recommendation by the Planning Commission, may modify these requirements if in its judgment the modification does not interfere with the use, enjoyment, and character of adjacent properties.

A. Setback requirements for all structures.

1. Front: twenty-five feet (25')
2. Sides: ten feet (10')
3. Rear: twenty-five feet (25')

B. Building height for all structures. Maximum of thirty-five feet (35'), except for special uses which must comply with the height restrictions established in EMMC 17.75.

C. Site plan review. Any open space development within the Open Space Zones that is not reviewed and approved as part of a master development plan, master site plan, or preliminary plat must receive site plan review and approval subject to EMMC 17.100.

D. Architectural review. Any proposed buildings shall comply with the commercial development standards of EMMC 17.72.

E. Landscaping. Shall comply with the landscaping, planting, and fencing standards of EMMC 17.60. Lot size transitioning does not apply.

F. Lighting. All lighting within the Open Space Zones must comply with EMMC 17.56.

G. Parking. Parking shall be provided and designed to meet the requirements of EMMC 17.55.

H. Signs. Signage shall be permitted and treated as signage in a residential zone and shall meet the requirements and standards of EMMC 17.80.

I. Road and trail connections. Where the terrain allows, road and trail connections shall be made to adjoining properties through the Open Space Zones to provide emergency access, minimize the number of points of access to a road, or improve pedestrian and neighborhood circulation. Connections shall be made to existing and future roads and trails.

J. Utility lines. All utility lines running through the Open Space Zones must be located underground, except for high-capacity transmission lines.

17.23.060 Open space protection.

Open space may be protected using any of the three methods listed here. The methods to be used must be clearly established at the time a master development plan, master site plan, preliminary plat, or site plan is filed for review.

A. Dedication for public use. The open space may be dedicated to the City, or to another public agency, but only where it would constitute a part of a park, trail, or open space identified in the current Parks, Trails, and Open Space Plan, or if approved by the City.

B. Private land conservation. Any private land, whole or a portion of, that is identified and developed or used as open space may apply a conservation or similar easement on that land. The easement may be held by the City, another public agency, or a conservation nonprofit organization.

C. Homeowners' association. Every preliminary plan that includes natural or improved open space that will be owned and maintained by the lot owners shall be accompanied by proposed articles of incorporation and covenants for a homeowners' association in which all lot owners shall be members, and which is responsible for the maintenance and preservation of natural and improved open space required by this chapter. These documents shall be recorded with the final plat, upon their approval.



**EAGLE MOUNTAIN CITY
CITY COUNCIL MEETING
OCTOBER 20, 2020**

TITLE:	ORDINANCE/PUBLIC HEARING - An Ordinance of Eagle Mountain City, Utah, Amending the Eagle Mountain Municipal Code Adding Chapter 17.31 Public Facilities Zone.		
ITEM TYPE:	Development Code Amendment		
FISCAL IMPACT:			
APPLICANT:	Staff		
GENERAL PLAN DESIGNATION	CURRENT ZONE	ACREAGE	COMMUNITY

PUBLIC HEARING:

Yes

PREPARED BY:

Pete Kane, Planning

PRESENTED BY:

Pete Kane

RECOMMENDATION:

We recommend the City Council make a motion to approve the proposed code amendment to add EMMC 17.31 as presented (or with minor changes as agreed upon at the meeting).

BACKGROUND:

The current development code includes zoning districts for residential, commercial, agricultural, and industrial uses. There are other uses of land that currently are permitted across each of these zones rather than set as their own use. One example is public facilities which includes civic and public-gather locations such as a city hall, libraries, churches, meeting halls, and museums. By creating a zone code for this use, the city cannot only establish the uses and development requirements for land zoned as public facility, but it will also provide a clearer picture of the actual land use.

ITEMS FOR CONSIDERATION:

REQUIRED FINDINGS:

Development Code Amendments are legislative decisions and are considered valid of reasonably debatable and not illegal.

PLANNING COMMISSION ACTION/RECOMMENDATION:

The Planning Commission held a public hearing on the item on September 22, 2020. The Commission recommends approval on a 4-1 vote, with Commissioner Wells dissenting as she felt "Outdoor Storage" should be a special use included in the code.

ATTACHMENTS:

[ORD--EMMC Chapter 17.31 Public Facilities Zone](#)
[17.31 Public Facilities Zone - PROPOSED](#)

ORDINANCE NO. O- -2020

**AN ORDINANCE OF EAGLE MOUNTAIN CITY, UTAH,
AMENDING THE EAGLE MOUNTAIN MUNICIPAL CODE,
CHAPTER 17.31 PUBLIC FACILITIES ZONE**

PREAMBLE

WHEREAS, the City Council of Eagle Mountain City finds that it is in the public interest to amend the Eagle Mountain Municipal Code, Chapter 17.31 Public Facilities Zone as described in Exhibit A.

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

1. The City Council finds that all required notices, public hearings, and other requirements have been completed for the City Council to consider an amendment to the Eagle Mountain Municipal Code Chapter 17.31 Public Facilities Zone.
2. The amendment described in Exhibit A is hereby approved.
3. This Ordinance shall take effect upon its first posting or publication.

ADOPTED by the City Council of Eagle Mountain City this 20th day of October, 2020.

EAGLE MOUNTAIN CITY, UTAH

ATTEST:

Tom Westmoreland, Mayor

Fionnuala B. Kofoed, MMC
City Recorder

CERTIFICATION

The above Ordinance was adopted by the City Council of Eagle Mountain City, Utah on this 20th day of October, 2020.

Those voting aye:

- ☐ Donna Burnham
- ☐ Melissa Clark
- ☐ Colby Curtis
- ☐ Jared Gray
- ☐ Carolyn Love

Those voting nay:

- ☐ Donna Burnham
- ☐ Melissa Clark
- ☐ Colby Curtis
- ☐ Jared Gray
- ☐ Carolyn Love

Those excused:

- ☐ Donna Burnham
- ☐ Melissa Clark
- ☐ Colby Curtis
- ☐ Jared Gray
- ☐ Carolyn Love

Fionnuala B. Kofoed, MMC
City Recorder

Posted to City Bulletin Boards on _____ by _____ .

Exhibit A

EMMC 17.31 Public Facilities Zone

[PROPOSED]

17.31.010 What this chapter does.

This chapter establishes the land use regulations and requirements for the Public Facilities Zone in Eagle Mountain City.

17.31.020 Purpose and objective.

The Public Facilities Zone is established to provide areas for the location and establishment of facilities which, under public franchise or ownership, or private or nonprofit enterprises operating for the public convenience, benefit and necessity, provide public services such as electricity, gas, communication, transportation, water, sewage treatment, education, religious activities and other public assembly, cultural facilities, and government services.

This zone is intended to provide immediate recognition of such areas upon the official zoning map of the City. Typical uses permitted in the zone are schools, airports, utilities, public equipment storage areas, libraries, and city hall. Though some of these uses will be allowed in other zones to initially accommodate public facilities in appropriate areas without undue difficulty, it is intended that the zone would then be applied to all such facilities for ease of recognition.

17.31.030 Allowed uses.

The following uses shall be allowed within the Public Facilities Zone as permitted uses subject to this chapter:

- A. Cultural uses (theaters, museums, galleries, libraries, performing arts center, etc.)
- B. Public/civic building or facilities (city, county, state, or federally owned)
- C. Public safety facility (police, fire, ambulance)
- D. Public transportation facilities, including storage and stations

17.31.040 Special uses.

The following uses shall be allowed within the Public Facilities Zone as special uses subject to EMMC 17.75 and this chapter:

- A. Communication facilities and towers
- B. Parking garage
- C. Reception / conference / meeting center
- D. Religious or cultural meeting halls
- E. Schools (public, private, and charter)

F. Utilities, public and private

17.31.050 Development standards.

The development standards are required standards for the Public Facilities Zone in the city. The City Council, in consideration of a prior recommendation by the Planning Commission, may modify these requirements if in its judgment the modification does not interfere with the use, enjoyment, and character of adjacent properties.

A. Setback requirements for all structures.

1. Front: ten feet (10') minimum
2. Sides: none (equal to building height when adjacent to a residential zone)
3. Rear: twenty feet (20')

B. Building height for all structures. Maximum of thirty-five feet (35'). Height is measured from the average grade of the highest finished grade and the lowest finished grade of the structure to the highest point of the roof, excluding ancillary structures.

C. Site plan review. Any development within the Public Facility Zone that is not reviewed and approved as part of a master development plan, master site plan, or preliminary plat must receive site plan review and approval subject to EMMC 17.100.

D. Architectural review. Any proposed buildings shall comply with the commercial development standards of EMMC 17.72.

E. Landscaping. Shall comply with the landscaping, planting, and fencing standards of EMMC 17.60. Lot size transitioning does not apply.

F. Lighting. All lighting within the Public Facilities Zone must comply with EMMC 17.56.

G. Parking. Parking shall be provided and designed to meet the requirements of EMMC 17.55.

H. Signs. Signage shall be permitted and treated as signage in a commercial zone and shall meet the requirements and standards of EMMC 17.80, except for schools which shall follow the school signage requirements and standards of that chapter.



**EAGLE MOUNTAIN CITY
CITY COUNCIL MEETING
OCTOBER 20, 2020**

TITLE:	MOTION - Brylee Farms Alternate Fencing Request		
ITEM TYPE:	Alternative Fencing Plan		
FISCAL IMPACT:			
APPLICANT:	Fieldstone Homes		
GENERAL PLAN DESIGNATION	CURRENT ZONE	ACREAGE	COMMUNITY Brylee Farms / Town Center

PUBLIC HEARING:

No

PREPARED BY:

Steve Mumford, Planning

PRESENTED BY:

Steve Mumford

RECOMMENDATION:

It is our opinion that the Bufftech LLDPE fence complies with the current code's allowance for a wood-alternative composite material, and is the same fencing used across the street, so we recommend approval of this proposed fence.

BACKGROUND:

EMMC 17.60.120R requires that property owners or developers build and maintain a wall or fence consistent with the standards in that chapter and EMMC 16.35.090 for side and rear property lines along collector and arterial roadways. The standard fence required by that code is the Ranches style cedar fencing.

EMMC 17.60.120R4 states that *Residential developers may propose alternative standards for arterial and collector road fencing within their project to be approved by the Eagle Mountain city council. Any alternative standard fencing shall be for a durable quality fence/wall as defined by EMMC [16.35.090](#).*

EMMC 16.35.090 states that “Durable quality” shall mean fencing of stone, masonry, decorative concrete, or wood-alternative composite material. Wood fencing (with six-inch by six-inch posts) may be permitted if an HOA enters into a maintenance agreement to keep the fence in good repair. Vinyl fencing shall not be allowed along rear or side lot lines abutting an arterial or collector road.

The developer of the Brylee Farms project (previously referred to as

Brylee Estates) is proposing an alternative fence to be placed along Aviator Avenue and Eagle Mountain Boulevard for your consideration. Their preferred option is a vinyl wood-grain fence, similar to the fence being installed in the south SilverLake area. Their second option is a Bufftech sherwood fence, which is made with linear low density polyethylene plastic (LLDPE). This is the same fence that was installed around the Brandon Park project, although the proposed color may be different.

ITEMS FOR CONSIDERATION:

A draft code amendment intended to address the collector and arterial road fencing standards has been in discussion with the Planning Commission, and will be brought to the City Council in the near future. The amendment currently proposes removing the Ranches style fencing as the required fencing type, and allows for durable quality fencing, including stone, masonry, decorative concrete, and possibly wood-alternative composite material. It would still prohibit vinyl for this type of fencing. While we certainly understand that this issue hasn't been fully vetted or resolved, we didn't feel it appropriate to hold up this applicant, as they are anxious to install a fence as soon as possible for the benefit of their homebuyers.

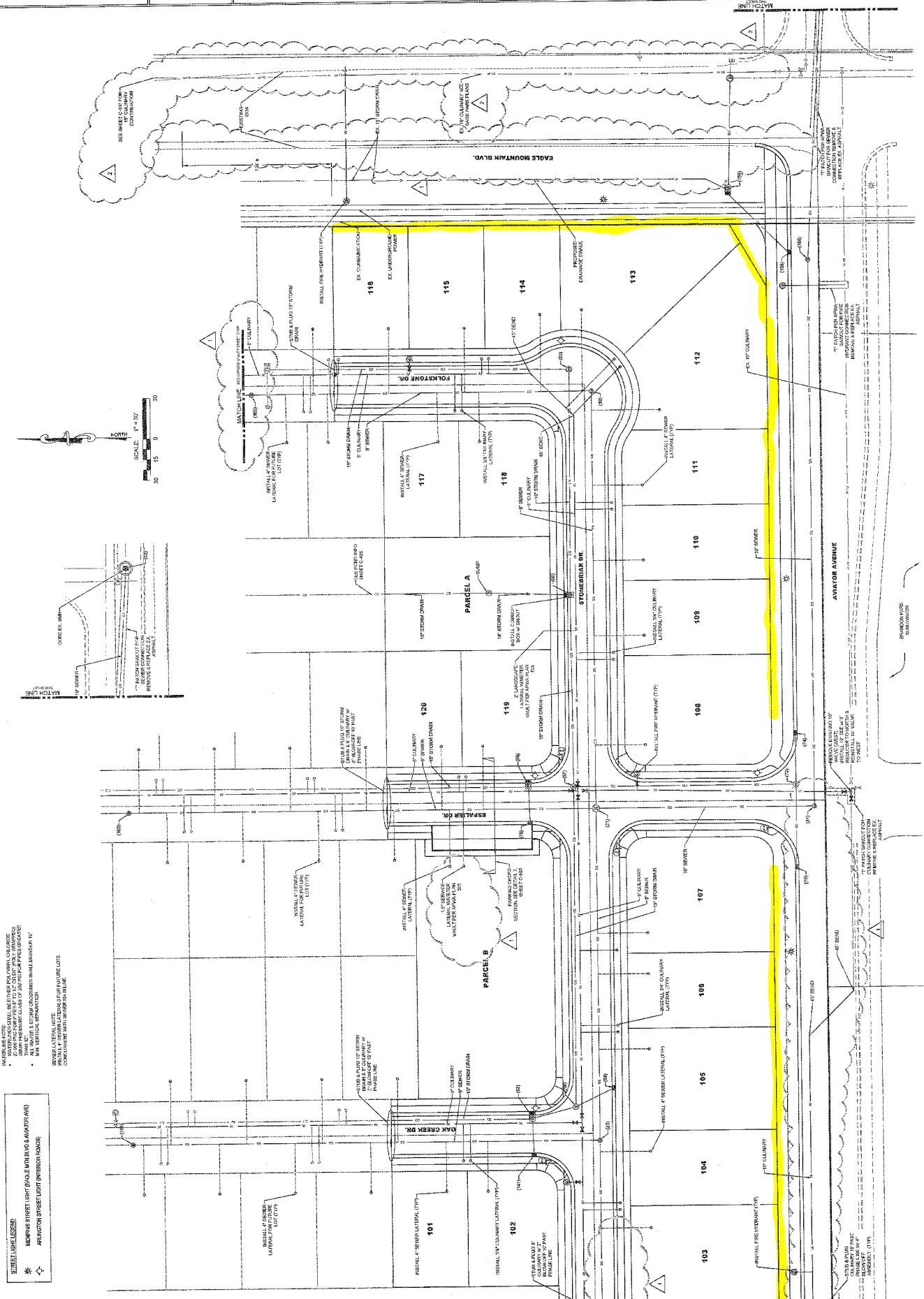
REQUIRED FINDINGS:

PLANNING COMMISSION ACTION/RECOMMENDATION:

The City Code allows an applicant to request an alternative fencing plan directly to the City Council.

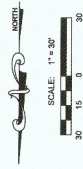
ATTACHMENTS:

[Brylee Farms Proposed Fencing Options](#)



INTERLINE NOTE:
• 12" WATER MAINS SHALL BE 15' DEEP FOR 15' COVER, 18" DEEP FOR 18' COVER, AND 24" DEEP FOR 24' COVER.
• 12" SEWER MAINS SHALL BE 18' DEEP FOR 18' COVER, 24" DEEP FOR 24' COVER, AND 30" DEEP FOR 30' COVER.
• 8" GAS MAINS SHALL BE 18' DEEP FOR 18' COVER, 24" DEEP FOR 24' COVER, AND 30" DEEP FOR 30' COVER.
• 4" ELECTRIC MAINS SHALL BE 18' DEEP FOR 18' COVER, 24" DEEP FOR 24' COVER, AND 30" DEEP FOR 30' COVER.
• 12" WATER MAINS SHALL BE 15' DEEP FOR 15' COVER, 18" DEEP FOR 18' COVER, AND 24" DEEP FOR 24' COVER.
• 12" SEWER MAINS SHALL BE 18' DEEP FOR 18' COVER, 24" DEEP FOR 24' COVER, AND 30" DEEP FOR 30' COVER.
• 8" GAS MAINS SHALL BE 18' DEEP FOR 18' COVER, 24" DEEP FOR 24' COVER, AND 30" DEEP FOR 30' COVER.
• 4" ELECTRIC MAINS SHALL BE 18' DEEP FOR 18' COVER, 24" DEEP FOR 24' COVER, AND 30" DEEP FOR 30' COVER.

STREET LIGHT LEGEND:
* ASPHALT STREET LIGHT (INTERIOR LANE)
◇ ASPHALT STREET LIGHT (EXTERIOR LANE)

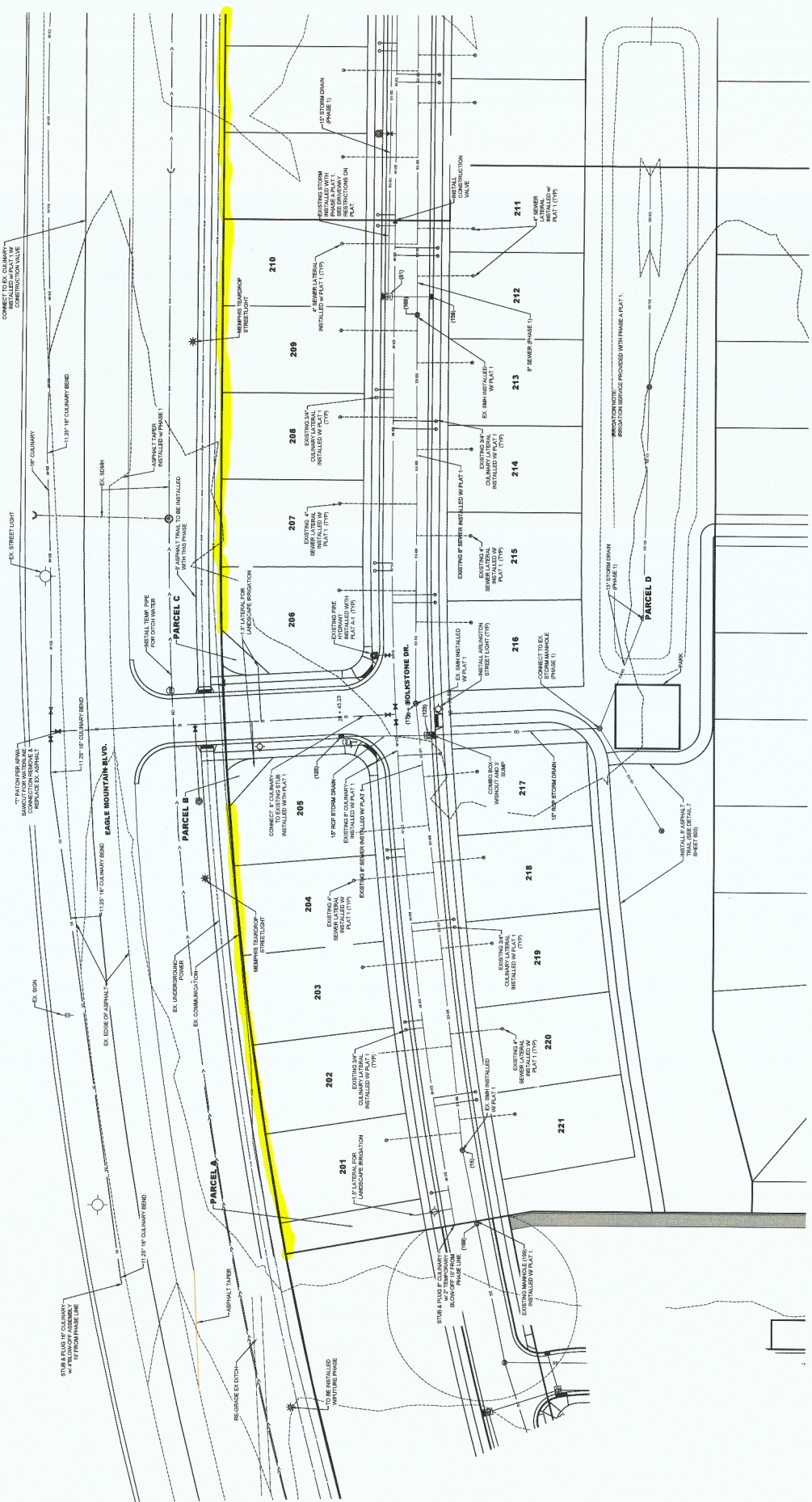


GENERAL NOTE:
CONTRACTOR TO VERIFY SEWER LATERALS WERE INSTALLED
AT PHASE 1 PLAT 1 AND REPAIR IF MISSING.

WATERLINE NOTE:
WATER LINES ARE SHOWN FOR PHASE 1 PLAT 1. ALL
WATER LINES TO BE 12" OR 16" POLYETHYLENE GLASS REINFORCED
PIPE (PEGR) WITH 12" OR 16" POLYETHYLENE GLASS REINFORCED
PRESSURE CLASS OF 250 PSI FOR PIPES GREATER THAN 12".

STREET LIGHT LEGEND

- * WISCONSIN STREET LIGHT (EAGLE MOUNTAIN BLVD & WINDY AVE)
- ◇ ARLINGTON STREET LIGHT (INTERIOR ROADS)





CERTAINTEED CORPORATION FENCE
DECK AND RAIL DIVISION
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BUFFALO, NY 14218
TOLL FREE: 1-800-333-0569
PHONE: (716) 823-3023
FAX: (716) 823-2843
www.certaanteed.com

☒ SELECT DESIRED SIZE:

☐ 6' HEIGHT X 6' WIDE

☒ SELECT DESIRED COLOR:

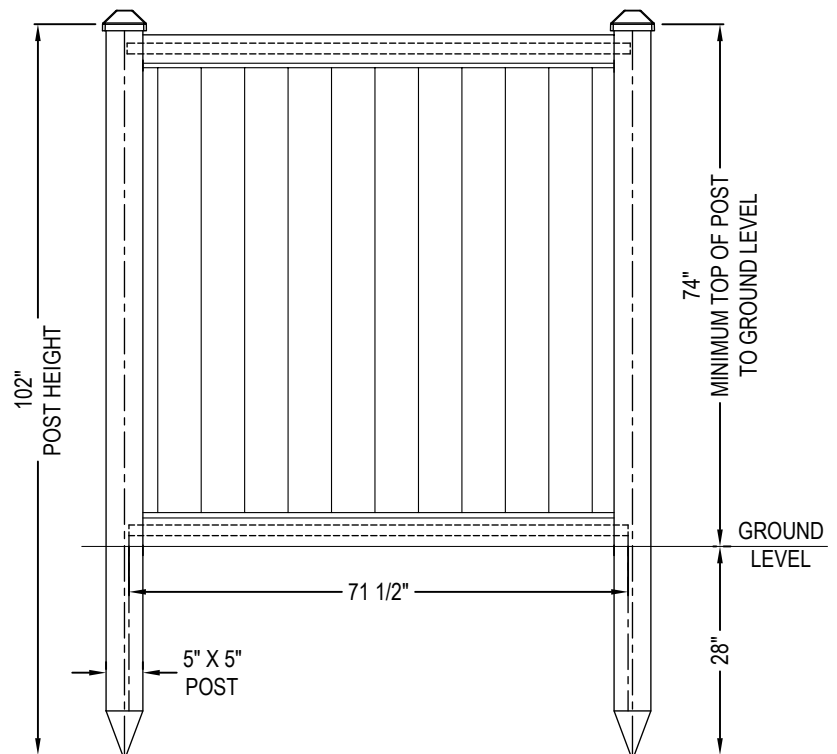
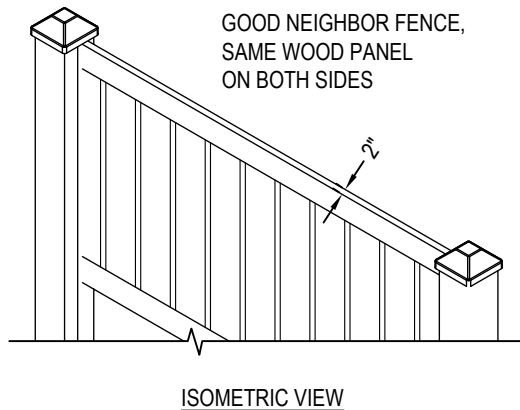
☐ BLACK OAK

☐ WALNUT BROWN

☐ GOLD CEDAR

☐ NANTUCKET GRAY

☐ RED CEDAR



SPECIFICATIONS

FINISH: MADE WITH LINEAR LOW DENSITY
POLYETHYLENE PLASTIC (LLDPE)

ACTUAL PANEL DIMENSIONS: 72" H X 69.75" W

PANEL WEIGHT: 56 LBS

TOLERANCES: ± .5"

MANUFACTURER NOTES:

1. US PATENTS 7,478,797 / 7,635,114 FOREIGN PATENTS PENDING.

NOTES:

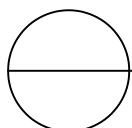
1. INSTALLATION TO BE COMPLETED IN ACCORDANCE WITH MANUFACTURER'S SPECIFICATIONS.

2. DO NOT SCALE DRAWING.

3. THIS DRAWING IS INTENDED FOR USE BY ARCHITECTS, ENGINEERS, CONTRACTORS, CONSULTANTS AND DESIGN PROFESSIONALS FOR PLANNING PURPOSES ONLY. THIS DRAWING MAY NOT BE USED FOR CONSTRUCTION.

4. ALL INFORMATION CONTAINED HEREIN WAS CURRENT AT THE TIME OF DEVELOPMENT BUT MUST BE REVIEWED AND APPROVED BY THE PRODUCT MANUFACTURER TO BE CONSIDERED ACCURATE.

5. CONTRACTOR'S NOTE: FOR PRODUCT AND COMPANY INFORMATION VISIT www.CADdetails.com/info AND ENTER REFERENCE NUMBER 035-111.



PRIVACY FENCING

(BUFFTECH) SHERWOOD FENCE PANEL - 6' H X 6' W



FENCE

SHERWOOD™

AVAILABLE COLORS:



Forwarded this message:

Julie,

So here is the one we did at edge homes, and the Color is Nantucket Grey. It is also a wood look alike.
Let me know if you need anything else

Dave Chappell



Julie Smith

Project Manager

Fieldstone Homes

p: 801.368.9552

e: julies@fieldstonehomes.com



Vinyl

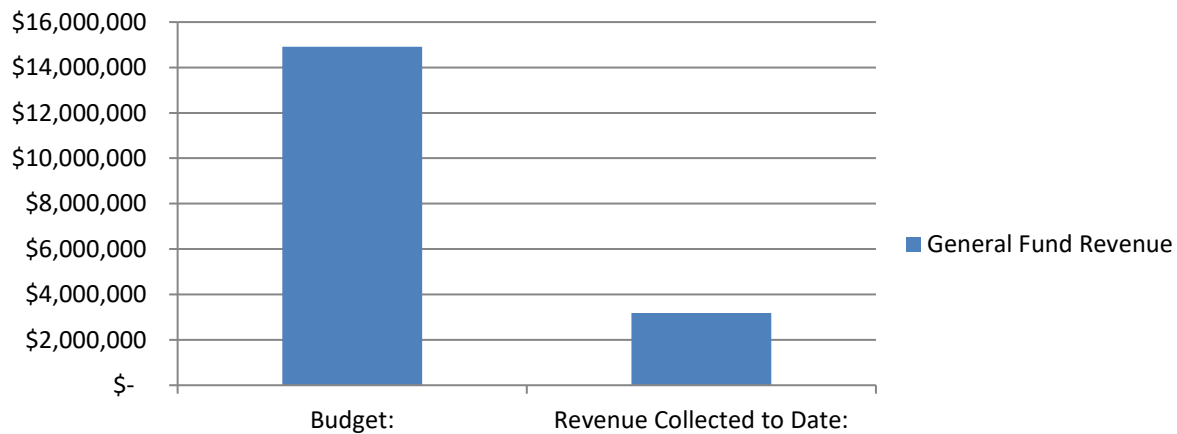
EXECUTIVE SUMMARY OF REVENUES AND EXPENSES*

Through September 30, 2020

GENERAL FUND

General Fund Revenues

Budget:	\$ 14,911,167
Revenue Collected to Date:	\$ 3,181,239
Percent of Total Budget Collected:	21%
Percent of Year Completed:	25%



Revenue Analysis

Property Taxes: Disbursement will come in late Fall.

Sales Tax: Despite COVID-19, disbursements remain at budgeted amounts or higher.

B&C Road Funds:

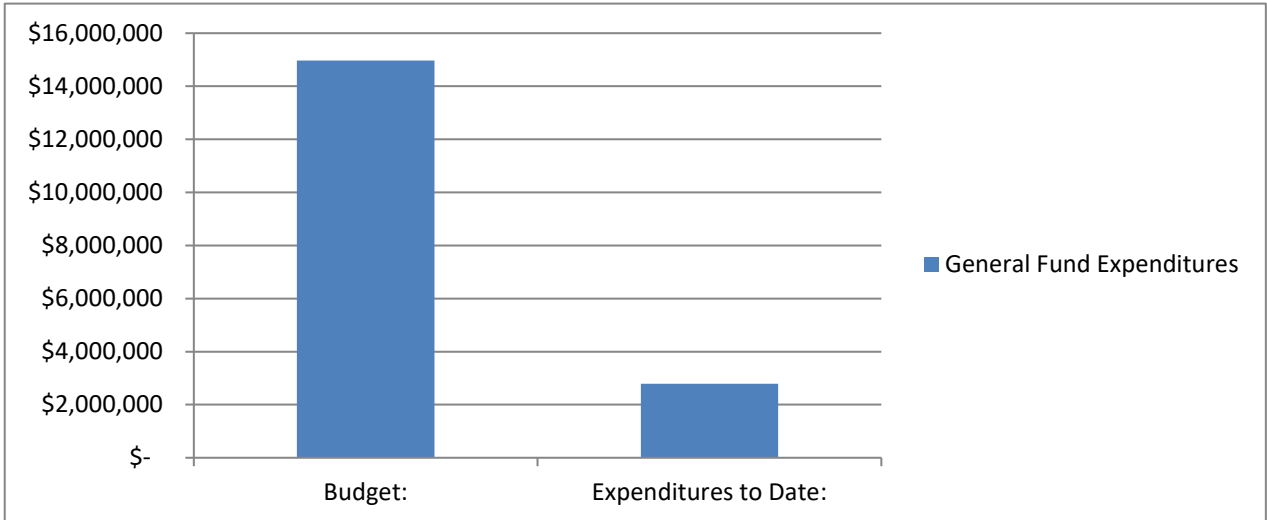
Transfers: Up-to-date.

Development: Exceeding budget for this far into the FY.

Miscellaneous:

General Fund Expenditures

Budget: \$ 14,966,167
Expenditures to Date: \$ 2,787,083
Percent of Total Budget Expended: 19%
Percent of Year Completed: 25%



Expense Analysis

	Budget	To Date	% Expended	% Yr. Completed
Sub 11 - General Administration	\$ 2,326,182	\$ 577,446	25%	25%
Sub 18 - Community Services	\$ 1,208,485	\$ 237,662	20%	25%
Sub 19 - Non-Departmental	\$ 1,451,833	\$ 330,896	23%	25%
Sub 21/25 - Public Safety	\$ 3,508,700	\$ 618,856	18%	25%
Sub 32 - Planning/Zoning	\$ 638,953	\$ 118,117	18%	25%
Sub 33 - Building	\$ 1,093,918	\$ 221,772	20%	25%
Sub 41 - Public Works	\$ 4,738,096	\$ 682,333	14%	25%

Sub 11 - General Administration:

Sub 18 - Community Services:

Sub 19 - Non-Departmental:

Sub 21/25 - Public Safety: Utah County invoice for September not received.

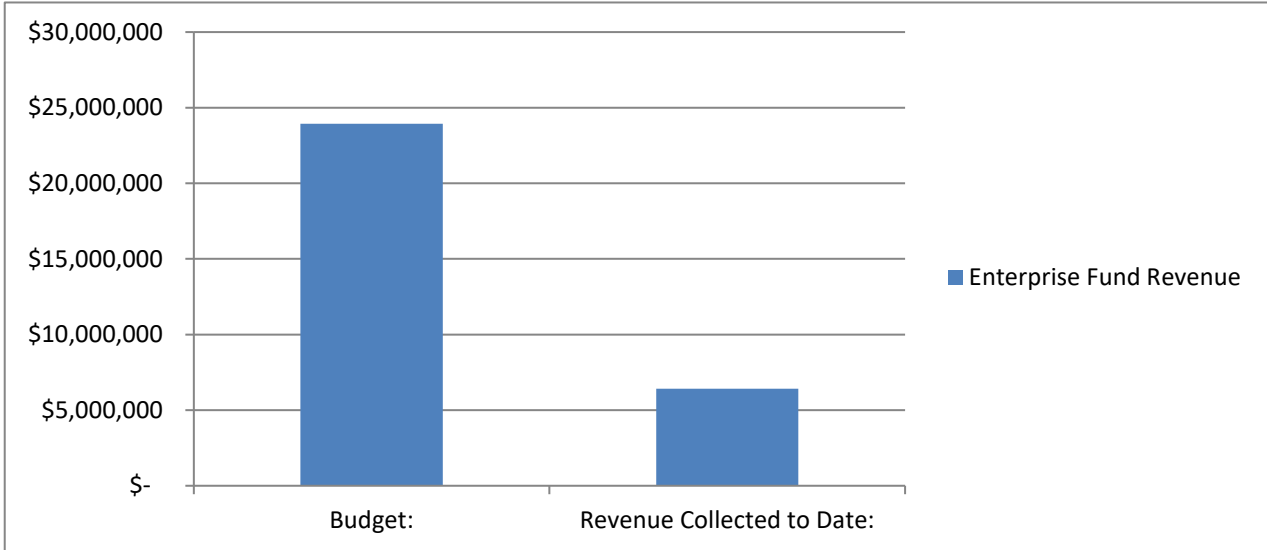
Sub 32/33 - Planning/Zoning/Building:

Sub 41 - Public Works: Improvement projects ramping up later in the year.

ENTERPRISE FUNDS

Enterprise Fund Revenues

Budget: \$ 23,930,300
Revenue Collected to Date: \$ 6,413,654
Percent of Total Budget Collected: 27%
Percent of Year Completed: 25%



Revenue Analysis

	Budget	To Date	% Received	% Yr. Completed
Fund 51 - Water Fund	\$ 16,372,300	\$ 4,452,941	27%	25%
Fund 52 - Wastewater Fund	\$ 5,200,000	\$ 1,337,865	26%	25%
Fund 57 - Solid Waste Fund	\$ 1,700,000	\$ 454,621	27%	25%
Fund 59 - Storm Water Fund	\$ 658,000	\$ 168,227	26%	25%

Fund 51 - Water Fund:

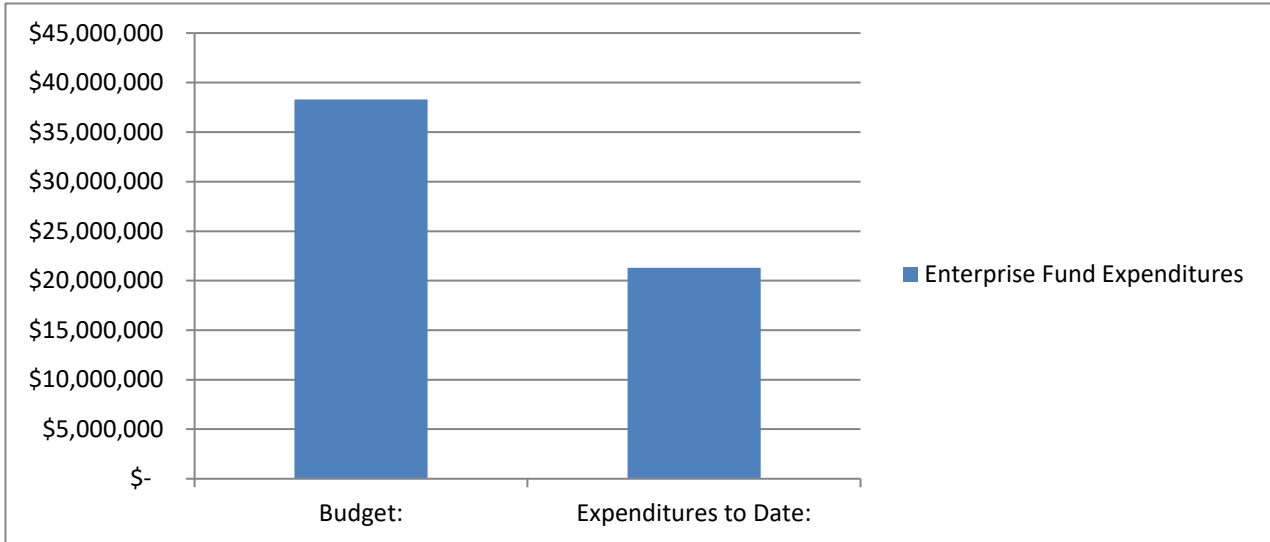
Fund 52 - Wastewater Fund:

Fund 57 - Solid Waste Fund:

Fund 59 - Storm Water Fund:

Enterprise Fund Expenditures

Budget: \$ 38,280,203
Expenditures to Date: \$ 21,305,452
Percent of Total Budget Expended: 56%
Percent of Year Completed: 25%



Expense Analysis

	Budget	To Date	% Expended	% Yr. Completed
Fund 51 - Water Fund	\$ 25,902,139	\$ 19,755,202	76%	25%
Fund 52 - Wastewater Fund	\$ 9,443,220	\$ 1,095,424	12%	25%
Fund 57 - Solid Waste Fund	\$ 2,349,052	\$ 312,576	13%	25%
Fund 59 - Storm Water Fund	\$ 585,792	\$ 142,249	24%	25%

Fund 51 - Water Fund:

Reflects CWP shares purchased in advance.

Fund 52 - Wastewater Fund:

Budgeted large capital purchases and debt service payments not reflected.

Fund 57 - Solid Waste Fund:

Ace Disposal invoice for September and budgeted capital items not reflected.

Fund 59 - Storm Water Fund:

IMPACT FEE FUNDS

Fund Balance - current total balance in the fund.

Committed Balance - restricted to pay reimbursement agreements, and budgeted expenses

Available Balance - amount in the fund that is available for projects in the Capital Facilities plan.

Projected Available Balance - amount projected through building trends to be available for projects in the Capital Facilities Plan by the end of the current fiscal year.

FUND NAME	Fund Balance as of 9/30/20	Committed Balance as of 9/30/20	Available Balance as of 9/30/20	Projected Available Balance by 6/30/21**
Water Impact Fee Fund	\$14,670,105	\$9,165,000	\$5,505,105	\$10,220,648
Wastewater Impact Fee Fund	\$7,449,251	\$5,235,000	\$2,214,251	\$4,610,747
Parks/Trails Impact Fee Fund	\$3,451,645	\$1,250,000	\$2,201,645	\$3,537,491
Stormwater Impact Fee Fund	\$1,408,484	\$215,000	\$1,193,484	\$1,604,146
Transportation Impact Fee Fund	\$3,447,578	\$4,280,000	(\$832,422)	\$1,077,600

****Available balance + the average of the future facilities impact fee collected and projected out.**

CITY PROJECT STATUS

Aviator Ave./EM Blvd. Traffic Signal	Bid Award 9/15 - Construction Stage
Lone Tree Parkway Traffic Signal	RFP to go out soon
CD Bldg Wash Bay	Under Construction
CW Park Improvements	Materials Purchased - to be started in fall.
Smith Ranch Park Improvements	Planning Stage
Woodhaven Park Improvements	Planning Stage
UB Office Remodel	In Design
Asphalt CDB Yard	Planning Stage
Steel Building at CDB	Planning Stage
Airport Road	Planning Stage
PE Parkway Expansion (Midvalley to EM Blvd)	Planning Stage
Library Expansion	Completed

*Unaudited figures - adjusting entries will be done throughout the fiscal year.

UPCOMING AGENDA ITEMS

November 17, 2020

Landscaping Encroachment - Discussion Item
Fencing, EMMC 16.35 & 17.60 – Discussion Item
Tier Language Removal – Discussion Item
Master Development Plans & Agreements, EMMC 16.10 – Code Amendment
C Jay Properties – Site Plan and Rezone
Overland Village Two Concept Plan – Discussion Item
Marketplace – Development Agreement

Other Projects

Pony Express Townhomes – Concept Plan
Parkway Plaza – Concept Plan
VDP Investments – Concept Plan
Accessory Apartments, EMMC 17.70 – Code Amendment
Industrial/RTI Overlay Zone – Code Amendment
Historical Preservation Zone – Code Amendment
Extractive Industries Overlay Zone – Code Amendment
Ridgeline Protection Overlay Zone – Code Amendment
Commercial Zoning in The Ranches – Rezone