



EAGLE MOUNTAIN CITY COUNCIL MEETING

October 18, 2022, 5:30 PM

Eagle Mountain City Council Chambers
1650 East Stagecoach Run, Eagle Mountain, Utah 84005

5:30 P.M. WORK SESSION - CITY COUNCIL CHAMBERS

1. CITY ADMINISTRATOR INFORMATION ITEMS

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

1.A UPDATE - City Administrator Items (15 Minutes)

1.B DISCUSSION - Transportation Master Plan (60 Minutes)
[Transportation Master Plan - 10.12.2022 Draft](#)

2. AGENDA REVIEW (15 Minutes)

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 - CITY COUNCIL CHAMBERS

4. CALL TO ORDER

5. PLEDGE OF ALLEGIANCE

6. INFORMATION ITEMS/UPCOMING EVENTS

7. PUBLIC COMMENTS

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

8. CITY COUNCIL/MAYOR'S ITEMS

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

CONSENT AGENDA

9. AGREEMENTS

- 9.A [AGREEMENT - Second Addendum to the Concession Agreement between Eagle Mountain City and the Eagle Mountain Chamber of Commerce for Additional Ladder Sign Locations.](#)
[Relocation and New Sign Location Requests](#)
[Concession Agreement](#)
[Addendum #1](#)

10. BOND RELEASES

- 10.A SilverLake 18 - Out of Warranty
[Bond Release Letter](#)
[Recorded Plat](#)
- 10.B SilverLake 23 - Out of Warranty
[Bond Release Letter](#)
[Recorded Plat](#)
- 10.C SilverLake 24 - Out of Warranty
[Bond Release Letter](#)
[Recorded Plat](#)
- 10.D SilverLake 25 - Out of Warranty
[Bond Release Letter](#)
[Recorded Plat](#)
- 10.E SilverLake 27 - Out of Warranty
[Bond Release Letter](#)
[Recorded Plat](#)

11. CHANGE ORDERS

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

12. MINUTES

- 12.A October 4, 2022 Minutes - Regular City Council Meeting
[10.04.2022 City Council Minutes - DRAFT](#)

13. RESOLUTIONS

- 13.A [RESOLUTION - A Resolution of Eagle Mountain City, Utah, Adopting the Name of Fire Station 253.](#)
[RES--Naming Fire Station 253](#)

SCHEDULED ITEMS - THERE ARE NO SCHEDULED ITEMS

14. DISCUSSION

14.A Water Wise Landscaping (15 Minutes)

14.B Tickville Wash Trail (15 Minutes)

15. CITY COUNCIL/MAYOR'S BUSINESS

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

16. 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.

17. COMMUNICATION ITEMS

17.A Upcoming Agenda Items
[CI--Upcoming Agenda Items](#)

18. 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 13th day of October, 2022, on the Eagle Mountain City bulletin boards, the Eagle Mountain City website www.emcity.org, posted to the Utah State public notice website <http://www.utah.gov/pmn/index.html>, and was emailed to at least one newspaper of general circulation within the jurisdiction of the public body.

Fionnuala B. Kofoed, MMC, City Recorder



EXECUTIVE SUMMARY

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

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

Public Involvement

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

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

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

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

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



Roadway Network Conditions

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

Functional Classification and Level of Service

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

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

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

Existing and Future Traffic Projections

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

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

Roadway Improvements

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

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

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

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

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

10 Year Roadway Improvements (2021-2030)

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

2050 Roadway Improvements

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

Alternative Transportation Modes

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

Transit

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

Eagle Mountain Transportation Master Plan (TMP)

September 2022



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

Bicycle and Pedestrians

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

Other Policies and Guidelines

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



TABLE OF CONTENTS

Executive Summary i

Public Involvement i

Roadway Network Conditions ii

 Functional Classification and Level of Service..... ii

 Existing and Future Traffic Projections ii

 Roadway Improvements ii

 10 Year Roadway Improvements (2021-2030) iii

 2050 Roadway Improvements iii

Alternative Transportation Modes iii

 Transit iii

 Bicycle and Pedestrians..... iv

Other Policies and Guidelines iv

Table of Contents..... v

List of Figures vii

List of Tables vii

Introduction..... 1

Eagle Mountain as a City..... 2

Public Involvement 4

Roadway Network Conditions..... 5

Travel Demand Modeling..... 5

 Land Use and Zoning..... 5

 Socioeconomic Conditions..... 7

 Trip Generation..... 7

 Travel Demand Model Precautions 7

Functional Classification 8

 Typical Roadway Cross-Sections 11

Level of Service 14

 Roadway Level of Service..... 14

Eagle Mountain Transportation Master Plan (TMP)

September 2022



Intersection Level of Service	15
Site Development Transportation Impacts (Traffic Impact Studies)	16
Existing Roadway Network Conditions	17
Travel Demand Model Calibration	17
Existing Roadway and Intersection Level of Service	17
Mitigations to Existing Capacity Deficiencies.....	17
Future Roadway Network Conditions.....	20
Wildlife Corridor.....	20
2030 Capital Facilities Plan.....	20
No Build Level of Service.....	20
2030 Roadway Improvements	20
2050 Roadway Improvements	24
No Build Level of Service.....	24
2050 Roadway Improvements	26
Funding for Roadway Network Improvements.....	29
Federal Funding	29
State/County Funding	29
City Funding	30
Impact Fees	31
Cost to Implement 2030 and 2050 Projects	31
Alternative Transportation Modes.....	37
Transit	37
Bicycle and Pedestrians	39
Complete Street Policy.....	40
Appendix A: Traffic Impact Study Guidelines	42
Appendix B: Cost Estimates.....	50
Appendix C: Wildlife Corridor Conflict Map.....	50

List of Figures

Figure 1: Eagle Mountain Population	1
Figure 2: Eagle Mountain Area Map	3
Figure 3: Eagle Mountain General Plan	6
Figure 4: Mobility vs. Land Access Representation.....	8
Figure 5: Existing Functional Classification	10
Figure 6: Typical Cross-Sections	11
Figure 7: Level of Service Representation.....	14
Figure 8: Traffic Count Locations	18
Figure 9: Existing Roadway Level of Service	19
Figure 10: 2030 No Build Level of Service.....	22
Figure 11: 2030 Roadway and Intersection Improvements.....	23
Figure 12: 2050 No Build Level of Service.....	25
Figure 13: 2030 and 2050 CFP Roadway Projects & Intersection Improvements	27
Figure 14: 2050 Proposed Roadway Network Functional Classification	28
Figure 15: UTA Existing and Planned Transit Routes	38

List of Tables

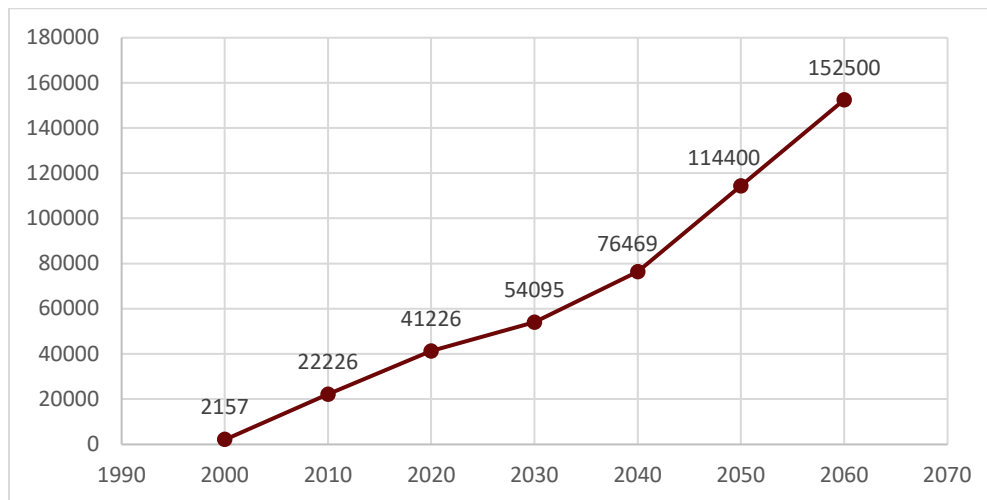
Table 1: Street Functional Classification	9
Table 2: Functional Classifications	9
Table 3: Estimated LOS based on ADT on Arterial Streets.....	15
Table 4: Estimated LOS based on ADT on Collector Streets	15
Table 5: Intersection Level of Service	16
Table 6: 2050 TMP Projects	32



INTRODUCTION

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

Figure 1: Eagle Mountain Population



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

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

Eagle Mountain as a City

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

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

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

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



Public Involvement

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

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

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

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

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

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

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



ROADWAY NETWORK CONDITIONS

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

Travel Demand Modeling

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

Land Use and Zoning

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

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

FUTURE LAND USE & TRANSPORTATION MAP

LEGEND

Residential Categories:

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

Mixed Use/Commercial Categories:

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

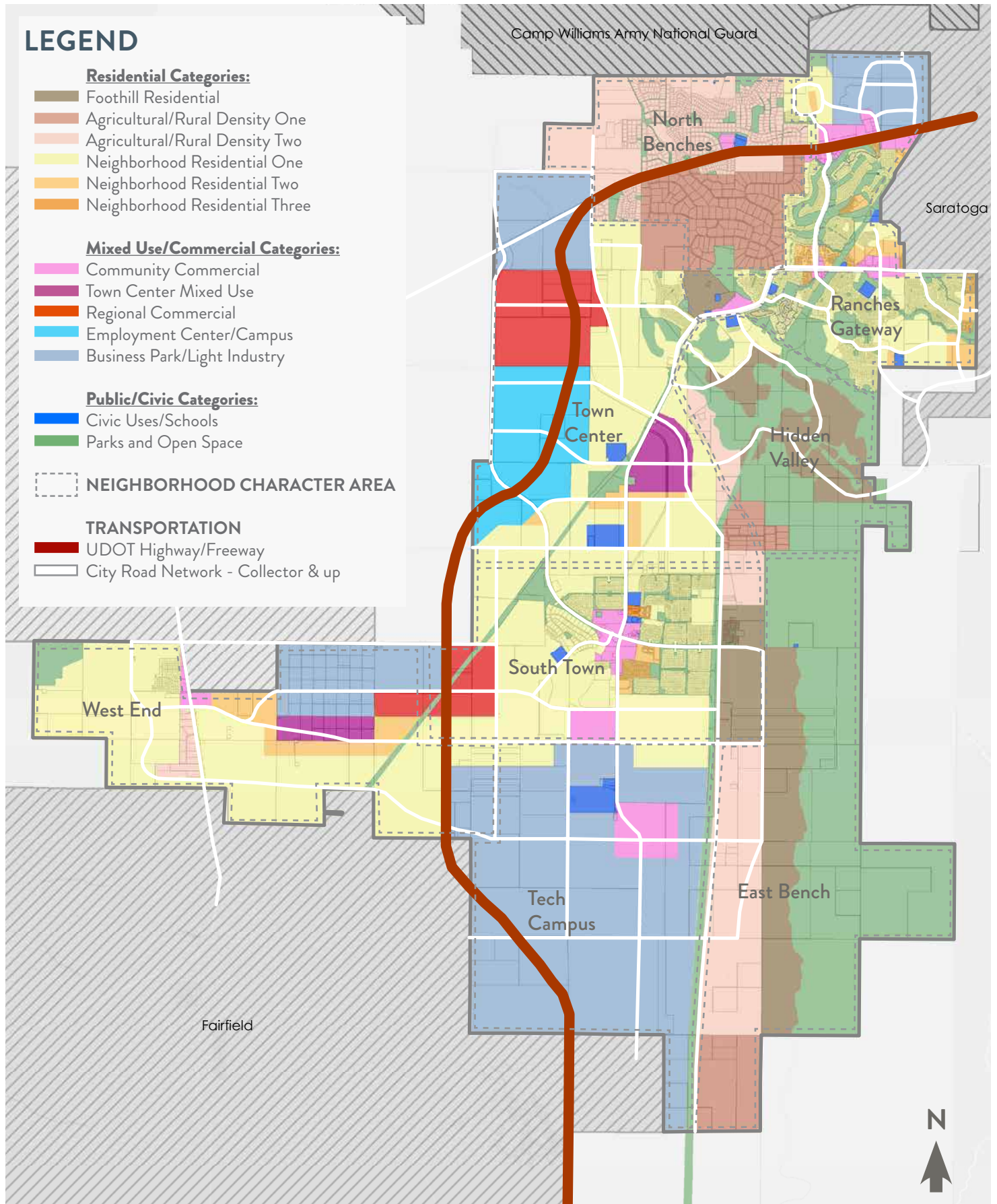
Public/Civic Categories:

- Civic Uses/Schools
- Parks and Open Space

NEIGHBORHOOD CHARACTER AREA

TRANSPORTATION

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



Socioeconomic Conditions

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

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

Trip Generation

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

Travel Demand Model Precautions

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

Functional Classification

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

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

Figure 4: Mobility vs. Land Access Representation

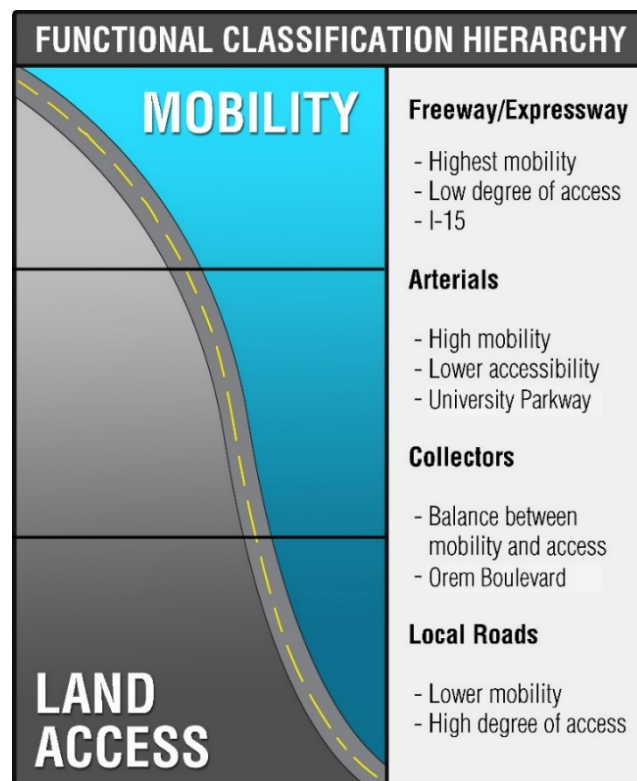


Table 1: Street Functional Classification

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

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

Table 2: Functional Classifications

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

Typical Roadway Cross-Sections

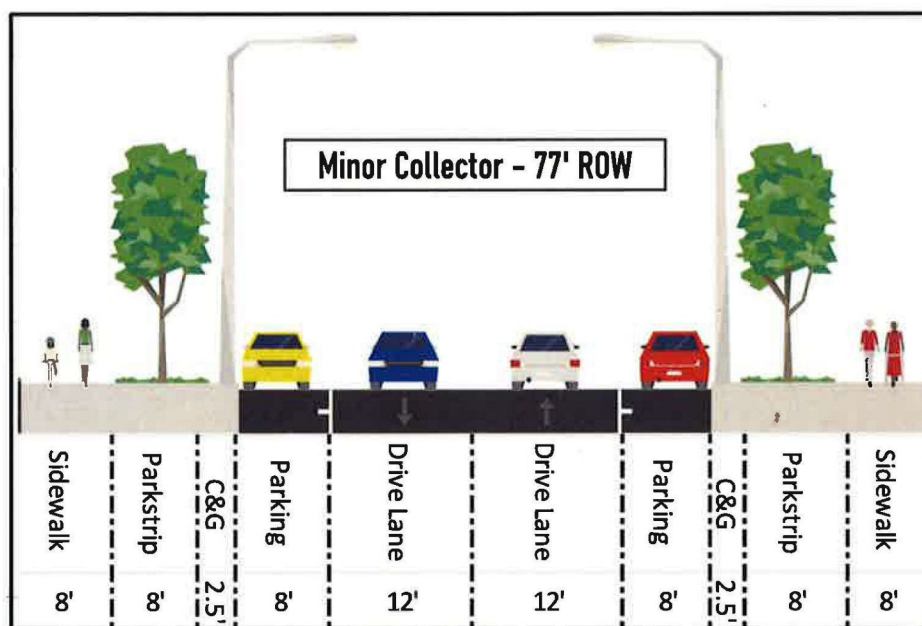
The typical cross-sections for each functional classification in Eagle Mountain were updated. In Table 16.35.130(b) of the Eagle Mountain city standards, ranges for Right of Way (ROW) width as well as pavement width for each functional classification are described. It is important for Eagle Mountain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

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

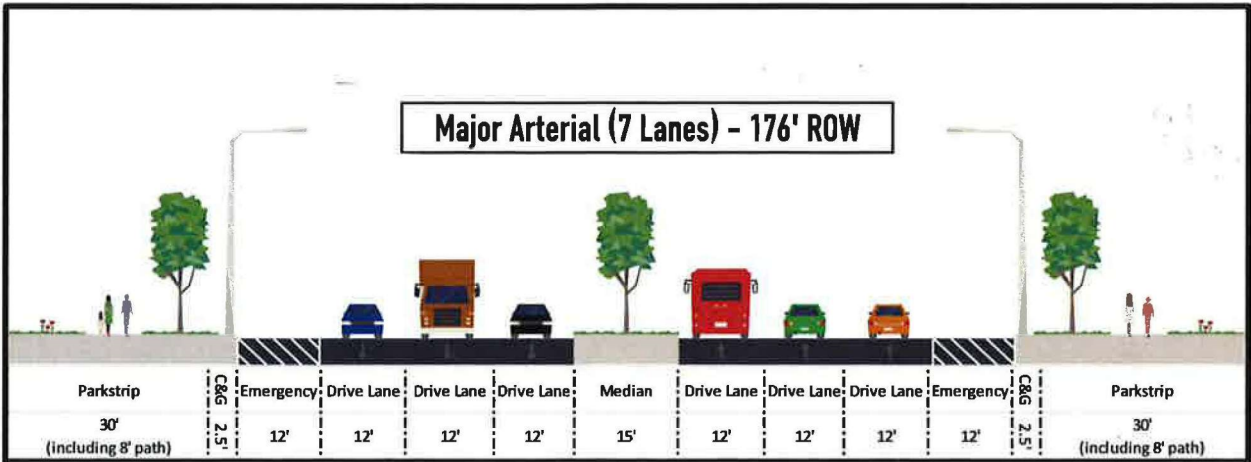
The city has delineated two types of urban collectors. Each type has two travel lanes; however, one has a 13-foot planted median. Arterial streets are defined by larger ROW's. The city has two types of arterials, the minor has 4 travel lanes, while the major has 5 to 7 travel lanes. Parkways have four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

Figure 6: Typical Cross-Sections

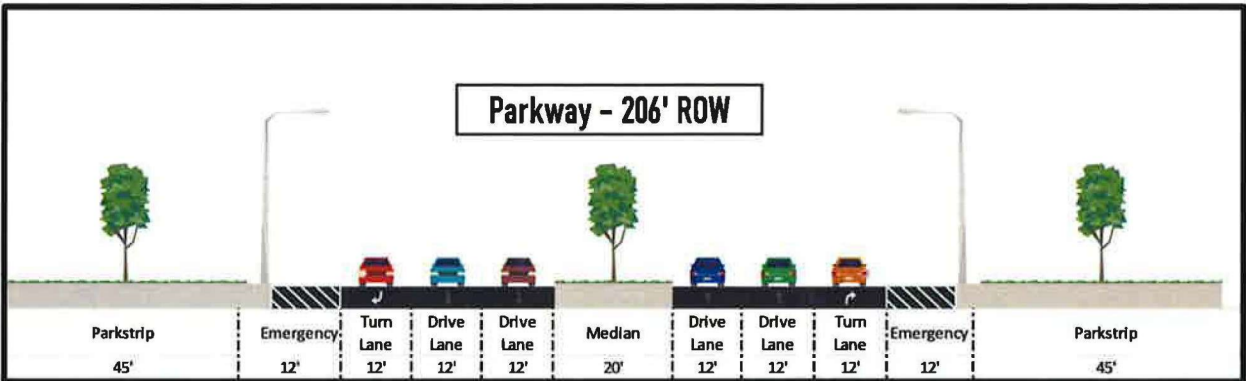
MINOR COLLECTOR STREET (77' RIGHT OF WAY)



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



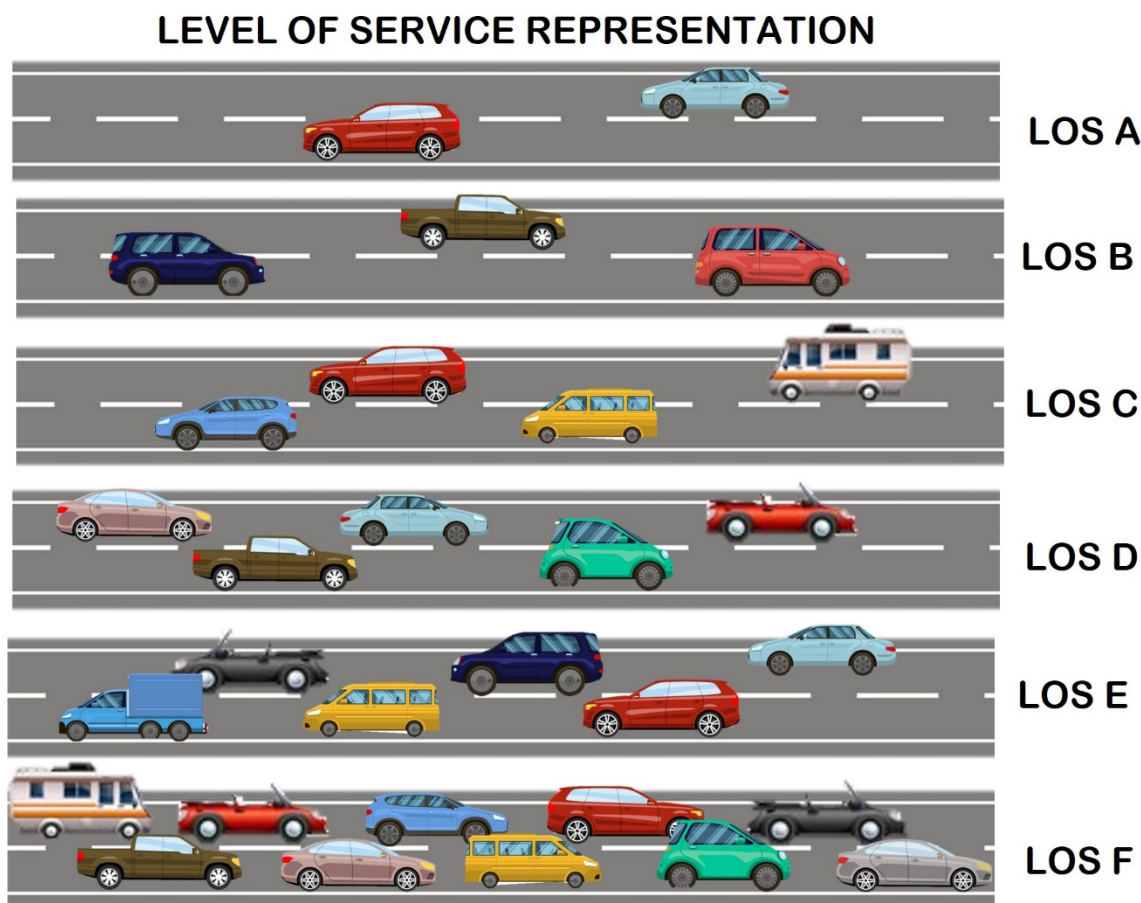
PKWY (206' RIGHT OF WAY)



Level of Service

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

Figure 7: Level of Service Representation



Roadway Level of Service

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

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

Table 3: Estimated LOS based on ADT on Arterial Streets

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

Table 4: Estimated LOS based on ADT on Collector Streets

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

Intersection Level of Service

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

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

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

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

Table 5: Intersection Level of Service

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

*LOS F when traffic volumes exceed capacity

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

Site Development Transportation Impacts (Traffic Impact Studies)

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

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

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

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

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

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

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

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

Existing Roadway Network Conditions

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

Travel Demand Model Calibration

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

Existing Roadway and Intersection Level of Service

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

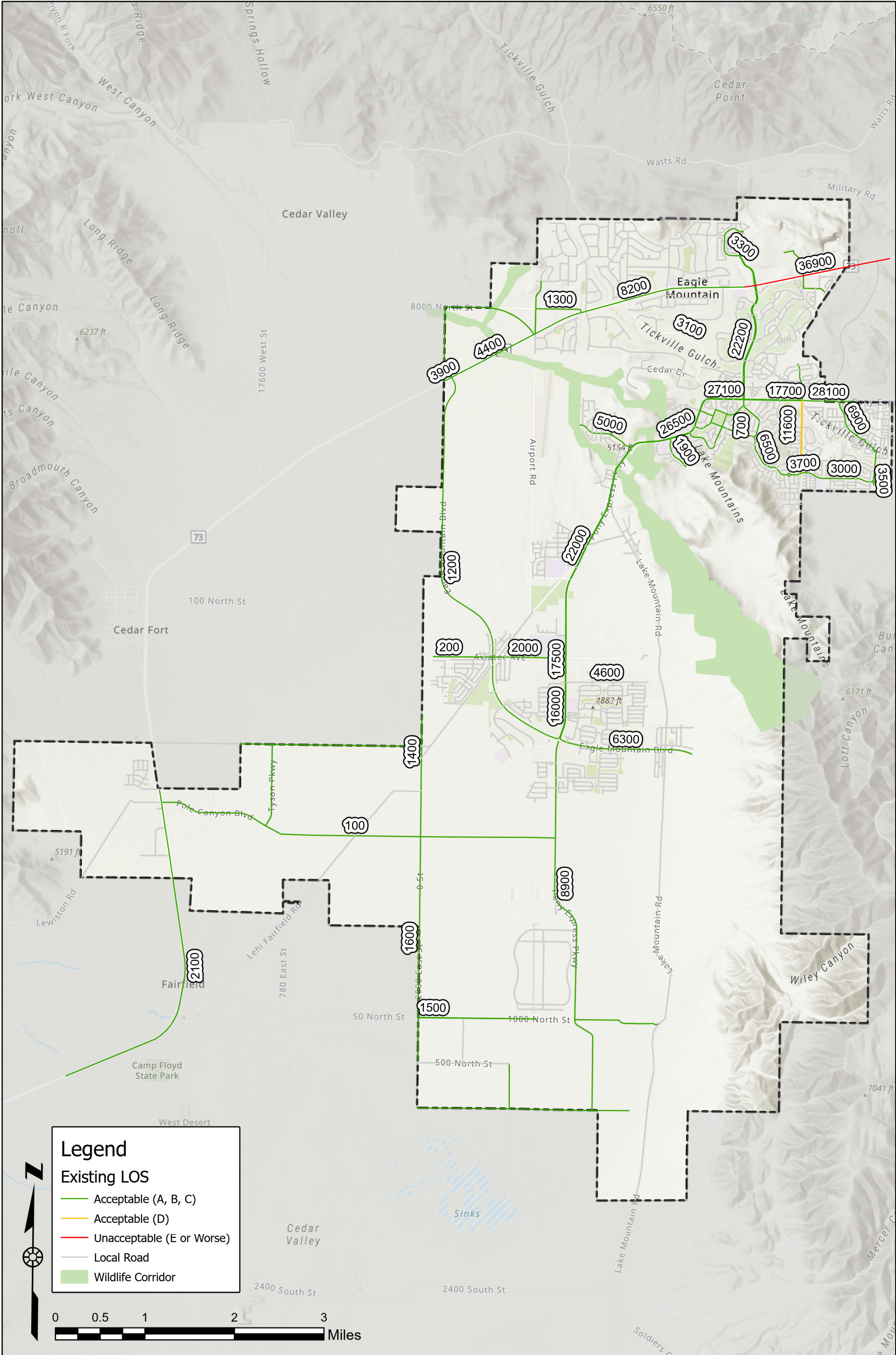
Roadway Segments

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

Mitigations to Existing Capacity Deficiencies

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

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



Q:\2020\UT-2843-2012 Eagle Mountain Master Transportation Plan\Project Data\GIS\Horrocks\Pro\UT-2843-2012 Eagle Mountain MTP.aprx, 9/19/2022 11:19 AM, shane.eller

Future Roadway Network Conditions

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

Wildlife Corridor

Eagle Mountain has identified a wildlife corridor that contains conflict points with existing and planned roads. For each project that conflicts with this corridor, coordination with the city will be required to ensure a proper mitigation is provided. These mitigation measures will include at grade crossings, bridges, or tunnel crossings. As it is unknown the exact mitigation measures that will be required for every project, the proposed mitigation should be updated on a project-by-project basis during full engineering design. The anticipated mitigations are identified on the Wildlife Corridor Conflict Map located in the [Appendix](#). As these recommendations are updated based on development and growth, it is recommended to continually update this map to ensure everyone is up to date with current planning in the city.

2030 Capital Facilities Plan

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

No Build Level of Service

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

- **Cory B Wride Highway** (Airport Road to eastern border)
- **Pony Express Pkwy** (Aviator Avenue to Ranches Pkwy)
- **Pony Express Pkwy** (Porters Crossing Pkwy to eastern border)
- **Mount Airey Drive** (north of Cory Wride Highway)

2030 Roadway Improvements

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

implemented and that the projects follow access management principles. The projects in Eagle Mountain included on the RTP are shown in the following list of the RTP Phase 1 projects to be completed by 2030.

Phase 1: 2019-2030

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

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

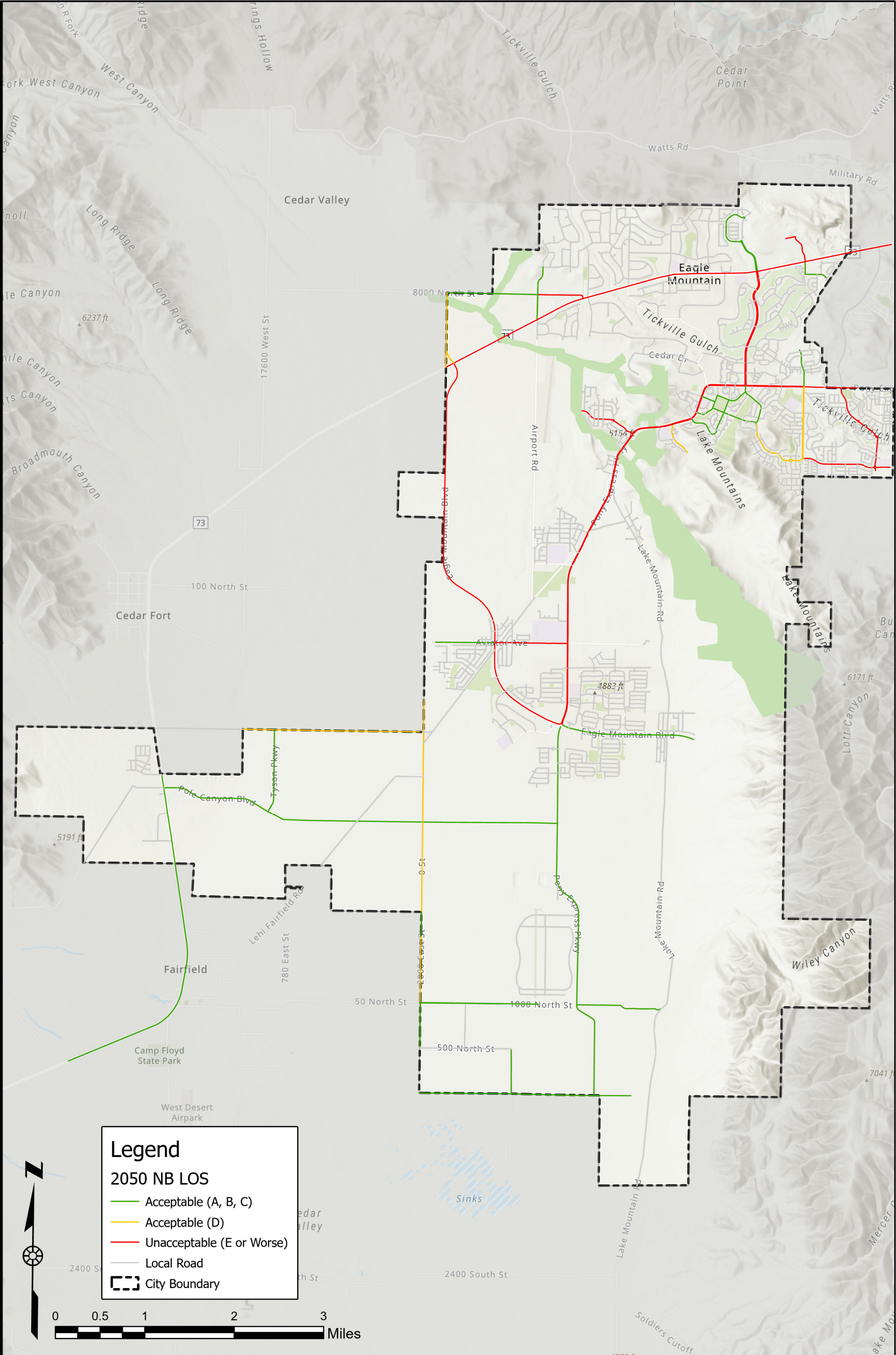
2050 Roadway Improvements

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

No Build Level of Service

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

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



Q:\2020\UT-2843-2012 Eagle Mountain Master Transportation Plan\GIS\Horrocks\Pro\UT-2843-2012 Eagle Mountain MTP.aprx, 10/11/2022 10:28 AM, shane ellor

2050 Roadway Improvements

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

Phase 1: 2019-2030

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

Phase 2: 2031-2040

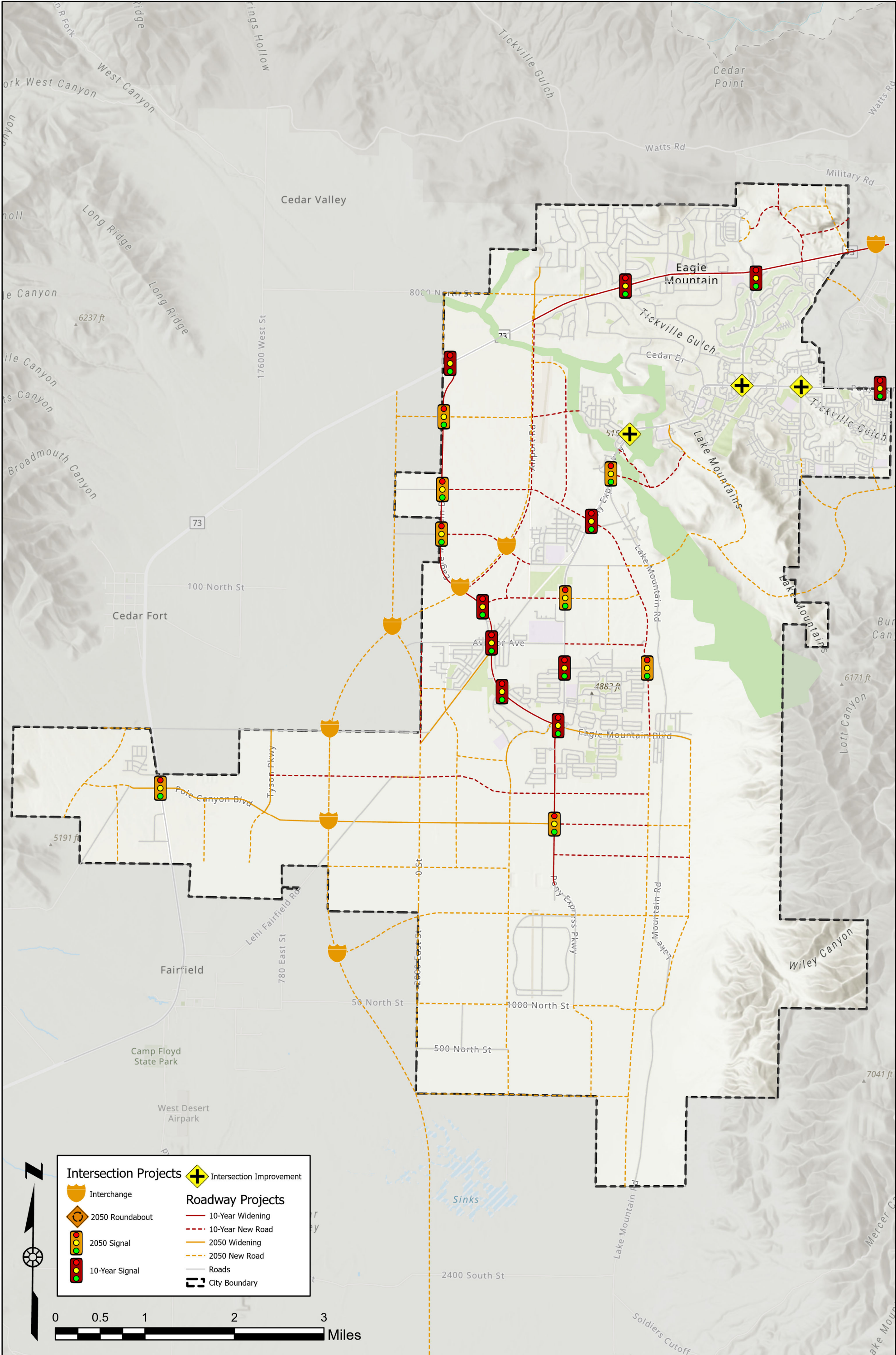
- **Cory Wride FWY** (Ranches Pkwy to East Expressway) – New Freeway
- **Eagle Mountain Blvd** (SR-73 to East Expressway) – Widen to 5 lanes
- **East Expressway** (Cedar Valley FWY to Eagle Mountain Blvd) – Widen to 5 lanes
- **Mt. Saratoga Blvd** (Cory Wride FWY to Harvest Hills Blvd) – New 3 lane road

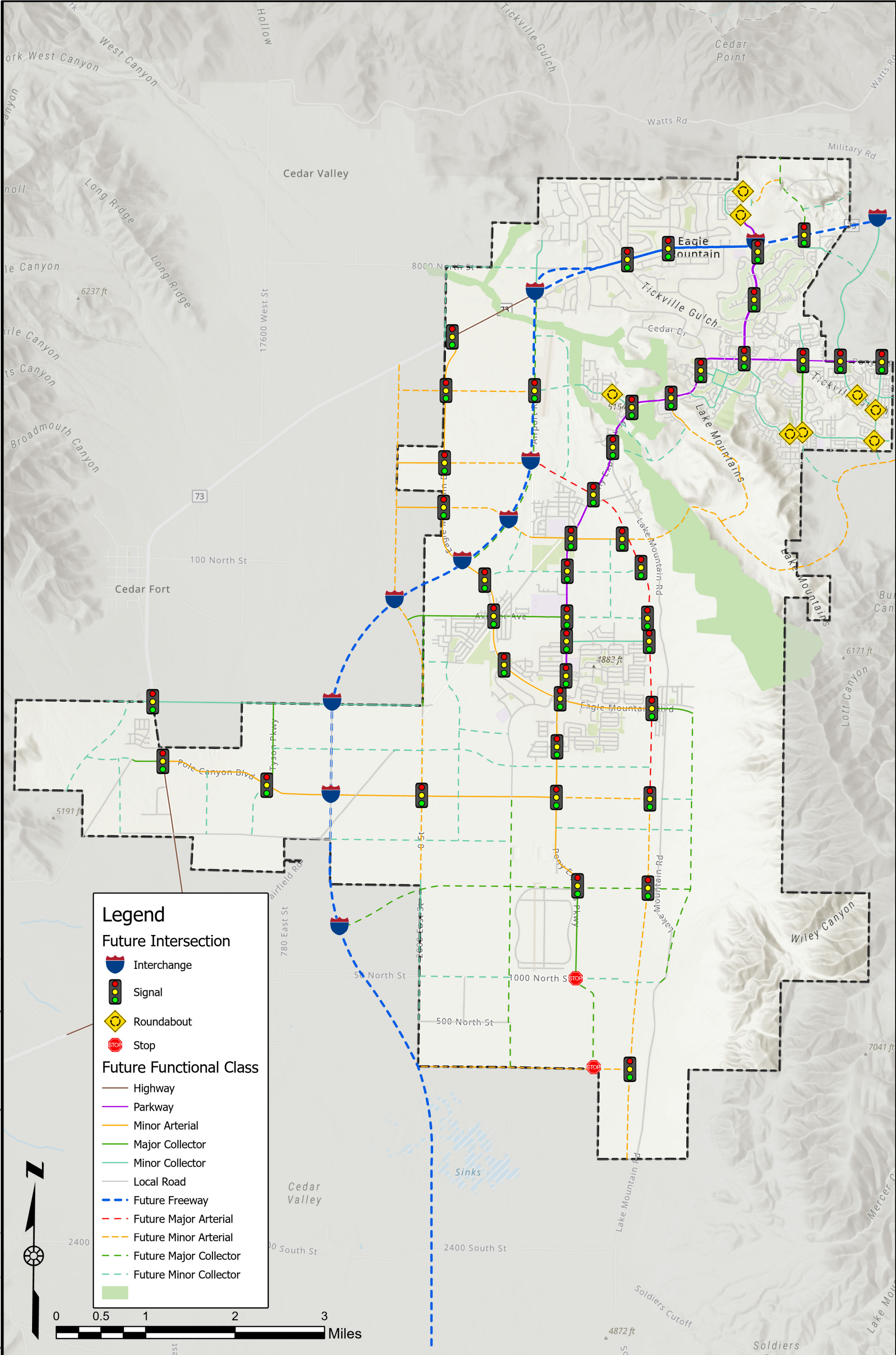
Phase 3: 2040-2050

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

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

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





Funding for Roadway Network Improvements

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

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

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

Federal Funding

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

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

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

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

State/County Funding

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

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

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

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

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

City Funding

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

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

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

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

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

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

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

Impact Fees

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

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

Cost to Implement 2030 and 2050 Projects

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

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

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

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

Eagle Mountain Transportation Master Plan (TMP)

September 2022



Table 6: 2050 TMP Projects

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

Eagle Mountain Transportation Master Plan (TMP)

September 2022



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

Eagle Mountain Transportation Master Plan (TMP)

September 2022



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

Eagle Mountain Transportation Master Plan (TMP)

September 2022



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

Eagle Mountain Transportation Master Plan (TMP)

September 2022



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



ALTERNATIVE TRANSPORTATION MODES

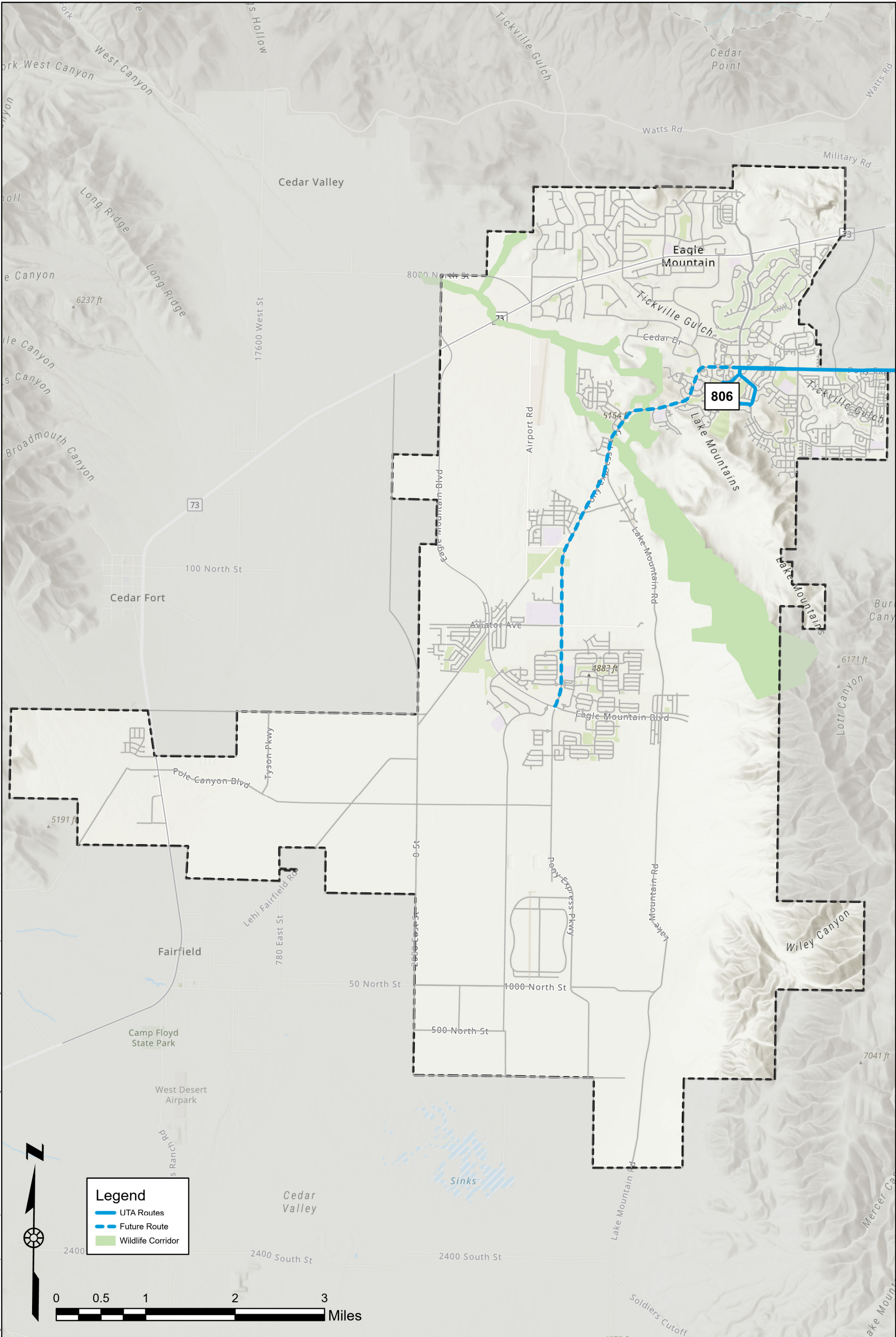
Accommodating alternative modes of transportation, including trails, sidewalks, and future transit options helps provide opportunities to those who may not have access to a vehicle, may not be inclined to drive, or are seeking healthier lifestyles. An active transportation plan allows all Eagle Mountain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

Transit

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

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

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



Q:\2020\UT-2843-2012 Eagle Mountain Master Transportation Plan\Project Data\GIS\Horrocks\Pro\UT-2843-2012 Eagle Mountain MTP.aprx, 9/15/2022 12:37 PM, shane.eller



2162 West Grove Parkway
Suite 400
Pleasant Grove, UT 84062
(801) 763-5100

UTA Transit Routes
Eagle Mountain Transportation Master Plan

DATE	9/15/2022
DRAWN	
Figure 15	

Bicycle and Pedestrians

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

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

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

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

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

Complete Street Policy

Eagle Mountain is committed to providing transportation options for all modes, including bicyclists, pedestrians, motorists, commercial vehicles, and emergency vehicles. A Complete Street is designed to accommodate all these modes for all ages and all abilities where possible. Complete Street policies seek to achieve a wide range of benefits like improving safety, enhancing vitality, improving the visual and economic appeal of a streetscape, and improving public welfare by addressing a wide array of health and environmental problems. As roadways are re-surfaced, reconstructed, or constructed new, the city will try to analyze and recommend treatments that:

- Create a safe environment for all roadway users
- Provide better neighborhood walkability
- Accommodate people riding bicycles where possible
- Plan for future transit service
- Facilitate person-through-put, not just vehicle-through-put

Complete Street practices should be a routine part of all operations to evaluate every transportation project and program as an opportunity to integrate policies and achieve Complete Street goals. Complete Street can be implemented in some manner on many roadways. The city will look holistically at the transportation network to identify the best streets for walking and riding a bicycle, while also ensuring that major arterials and thoroughfares remain accessible and viable for regional travel. Implementation of Complete Street will use the following practices:

- **All Agencies** - The City of Eagle Mountain Complete Street Policy will be carried out within all departments with multi-jurisdictional cooperation among private developers, and state and regional agencies to develop a connected and integrated network that can serve all roadway users.
- **Context Sensitivity** - Project implementation is sensitive to the community's physical, economic, and social settings. A context-sensitive approach will be taken to ensure preserving scenic, historical, and environmental resources while improving and maintaining safety, mobility, and infrastructure conditions.
- **Training** – Training and education will be considered to familiarize employees with the Complete Street Policy to enable them to answer questions from the community members.
- **Design Guidance** - The best and latest design standards should be used to adopt a Complete Street Policy, such as existing design guidance from the American Association of State Highway Officials (AASHTO), Utah Department of Transportation (UDOT), the Institute of Transportation Engineers (ITE), the National Association of City Transportation Officials (NACTO), the Americans with Disabilities Act (ADA).
- **Planning Consistency** – As part of this TMP update, street design standards will be available to enable staff to select from a range of design options that fit with the unique context of a particular project.



APPENDIX A: TRAFFIC IMPACT STUDY GUIDELINES

Traffic Impact Study Requirements

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

PERMIT LEVEL / TRAFFIC STUDY LEVEL I

Project ADT < 100 trips

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

1. Study Area

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

2. Design Year

- Opening Day of Project

3. Analysis Conditions and Period

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

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

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

5. Generate access point capacity analysis as necessary

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

6. Design and Mitigation

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

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

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

2. Design Year

- Opening Day of Project

3. Analysis Period

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

4. Data Collection

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

5. Conflict / Capacity Analysis

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

6. Right-of-Way Access

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

7. Design and Mitigation

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

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

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

2. Design Year

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

3. Analysis Period

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

4. Data Collection

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

5. Trip Generation

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

6. Trip Distribution and Assignment

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

7. Conflict/Capacity Analysis

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

8. Traffic Signal Impacts

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

9. Design and Mitigation.

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

PERMIT LEVEL / TRAFFIC STUDY LEVEL III

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

1. Study Area

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

2. Design Year

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

3. Analysis period

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

4. Data Collection

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

5. Trip Generation

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

6. Trip Distributions and Assignment

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

7. Capacity Analysis

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

8. Traffic Signal Impacts.

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

10. Accident and Traffic Safety Analysis

- Existing vs. as proposed development.

11. Design and Mitigation

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

PERMIT LEVEL / TRAFFIC STUDY LEVEL IV

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

1. Study Area

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

2. Design Year

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

3. Analysis Period

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

4. Data Collection

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

5. Trip Generation

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

6. Trip Distributions and Assignment

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

7. Capacity Analysis

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

8. Traffic Signal Impacts.

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

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

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

10. Design and Mitigation

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

A wide-angle photograph of a town with many houses and trees in the foreground, and a range of large, rugged mountains with patches of snow in the background under a blue sky with some clouds.

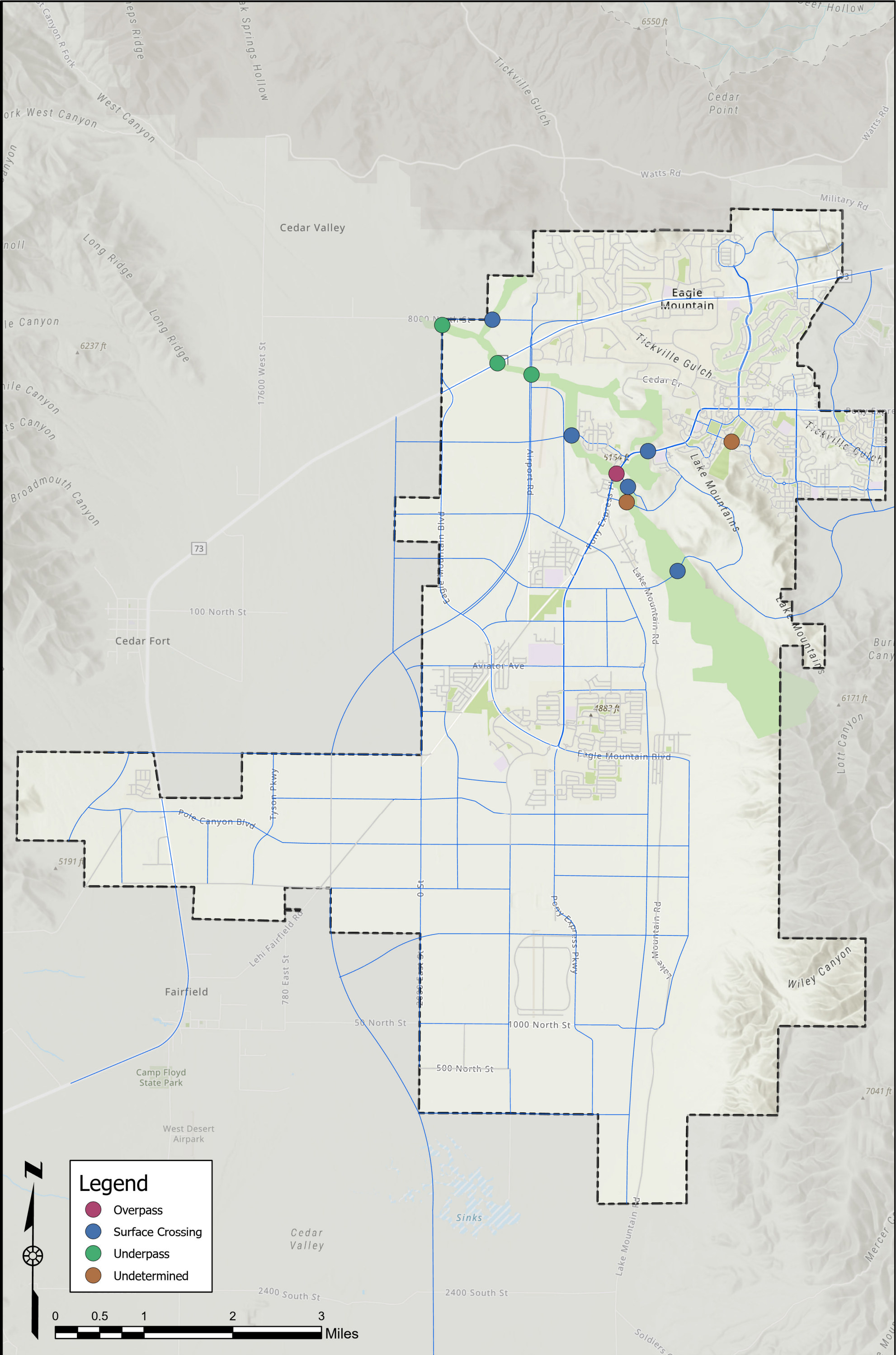
APPENDIX B: COST ESTIMATES

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

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

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

APPENDIX C: WILDLIFE CORRIDOR CONFLICT MAP





**EAGLE MOUNTAIN CITY
CITY COUNCIL MEETING
OCTOBER 18, 2022**

TITLE:	AGREEMENT - Second Addendum to the Concession Agreement between Eagle Mountain City and the Eagle Mountain Chamber of Commerce for Additional Ladder Sign Locations.		
ITEM TYPE:	Agreement		
FISCAL IMPACT:			
APPLICANT:	Eagle Mountain Chamber of Commerce		
GENERAL PLAN DESIGNATION	CURRENT ZONE	ACREAGE	COMMUNITY

PUBLIC HEARING:

No

PREPARED BY:

Evan Berrett, Admin

PRESENTED BY:

Evan Berrett or Melissa Clark

RECOMMENDATION:

Staff recommends the City Council approve the second addendum to the Concession Agreement between Eagle Mountain City and the Eagle Mountain Chamber of Commerce for additional ladder sign locations.

BACKGROUND:

Eagle Mountain Municipal Code allows up to 40 off-premises ladder signs, which are managed by the Eagle Mountain Chamber of Commerce. These ladder signs offer local businesses the opportunity to advertise and direct potential customers to their businesses. The initial agreement between the City and the Chamber for the management of the signs included approval of forty sites, and an addendum approved in October 2021 added an additional five sign locations.

The Chamber currently maintains 24 of the allowed 40 signs. Some of the currently unused approved locations have been observed as not ideal, and consequently, the Chamber is requesting up to 11 of the currently approved locations be modified. Due to significant demand, the Chamber is also requesting approval of additional locations, bringing the total number of approved sites to 57. No more than forty signs will be constructed until an amendment to EMMC 17.80.080 is approved by the City Council.

The Chamber of Commerce has demonstrated to staff the need for changes to select approved locations, and the need for additional locations. Demand clearly exists for the construction of the 16 remaining permitted signs, but construction should not take place until adjustments are made to a few of the approved locations.

Staff believes that the growth of the city, construction of new major roads in coming years, and continued growth of commercial activity within our City will necessitate not only additional approved locations to provide the Chamber adequate options, but future code amendments will be necessary to adjust the maximum number of ladder signs. Staff and the Chamber share similar thinking that following this addendum, roadways that currently have ladder signs would only on rare occasions need new locations approved, with most future location approval requests and code amendment requests to expand total allowed signs being tied to installing ladder signs along new routes or roadways.

ITEMS FOR CONSIDERATION:

REQUIRED FINDINGS:

PLANNING COMMISSION ACTION/RECOMMENDATION:

ATTACHMENTS:

[Relocation and New Sign Location Requests](#)

[Concession Agreement](#)

[Addendum #1](#)

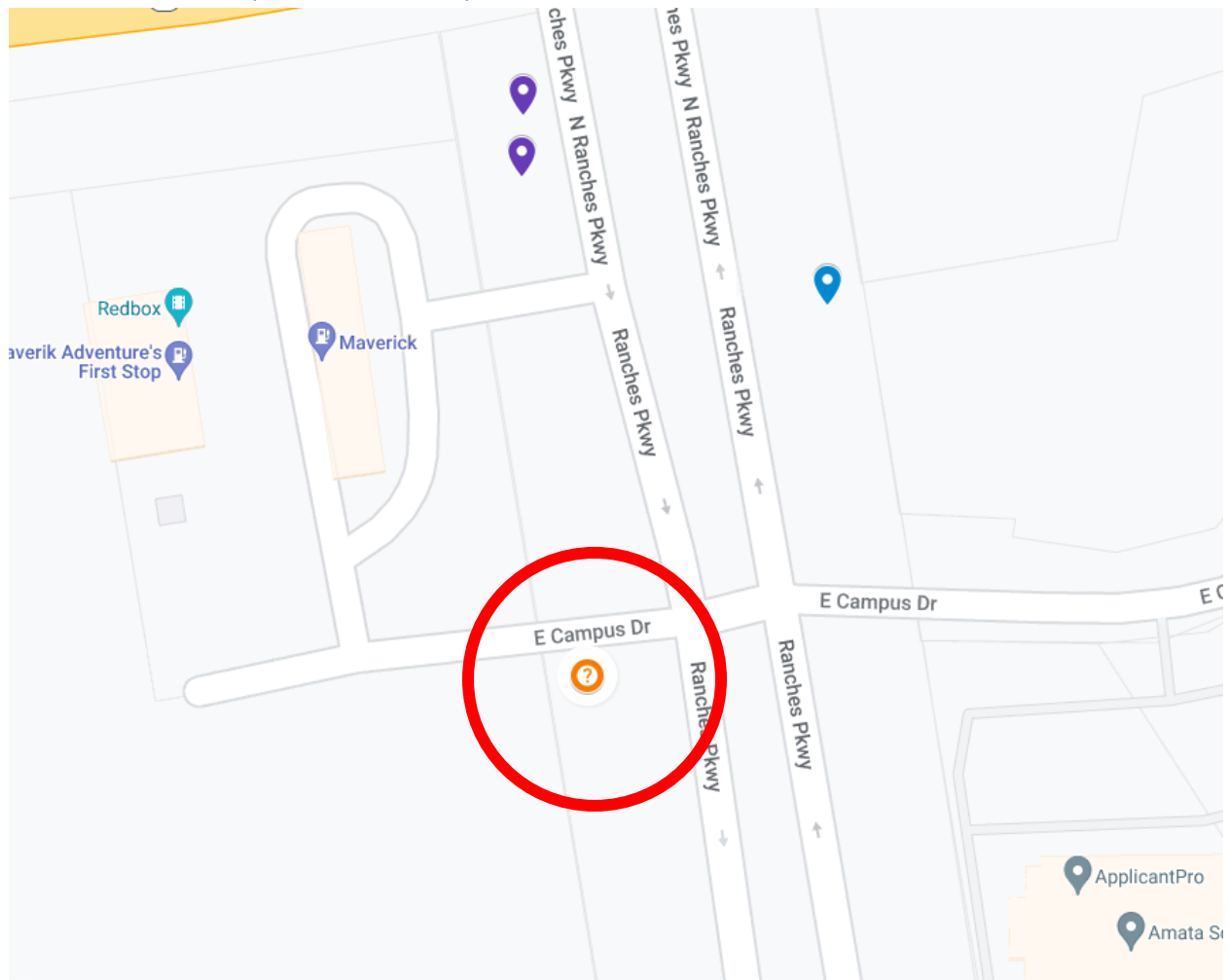


Locations of requests including relocation requests and new sign requests

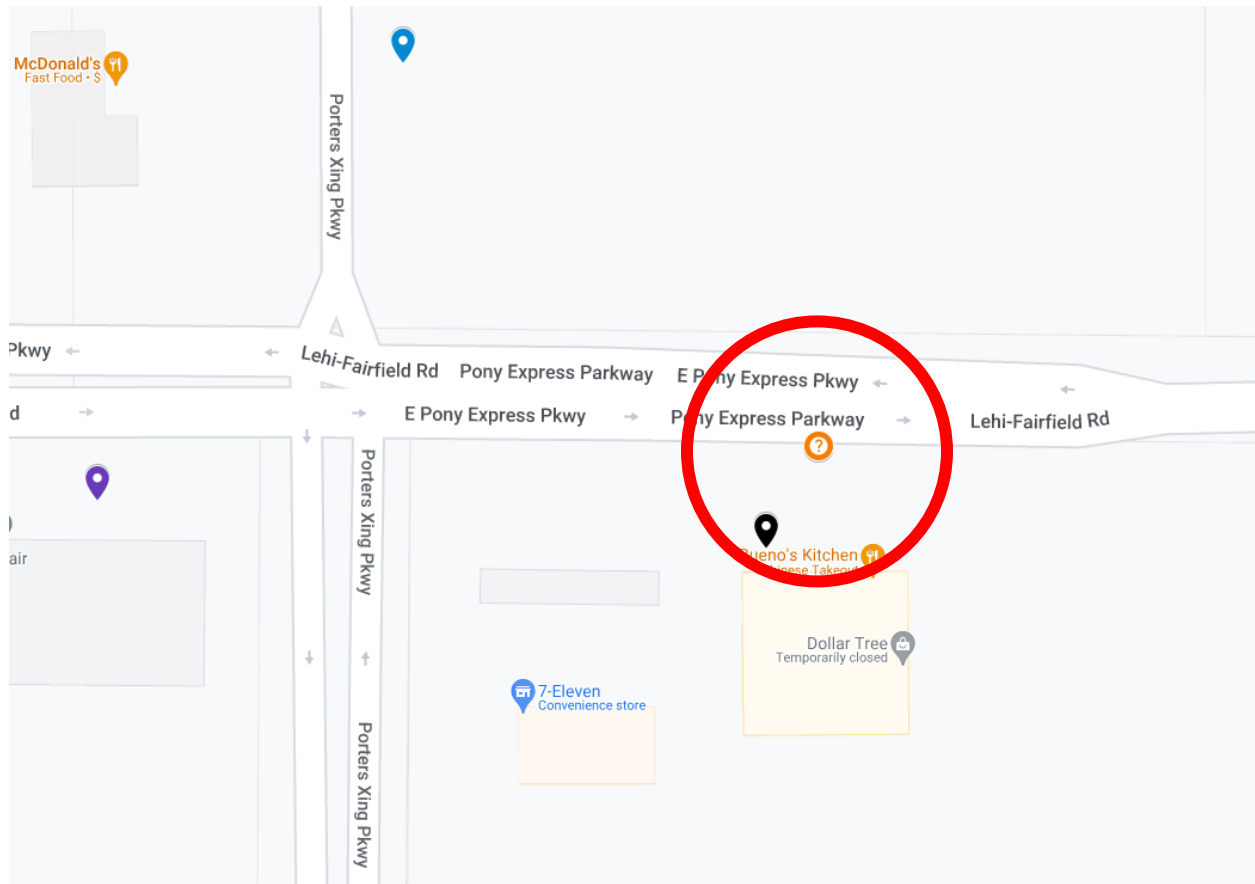
Page Guide

#2 Relocation (Constructed)	2
#13 Relocation (Constructed)	3
#14 Relocation (Constructed)	4
#25 Relocation (Not Constructed)	5
#32 Relocation (Not Constructed)	6
#39 Relocation (Not Constructed)	7
#40 Relocation (Not Constructed)	8
#42 Relocation (Not Constructed)	9
#44 Relocation (Not Constructed)	10
#45 Relocation (Not Constructed)	11
#46 New Location Requested	12
#47 New Location Requested	13
#48 New Location Requested	14
#49 & #50 New Location Requested.....	15
#51 New Location Requested	16
#52 New Location Requested	17
#53 & #54 New Location Requested.....	18
#55 New Location Requested	19
#56 New Location Requested	20
#57 New Location Requested	21

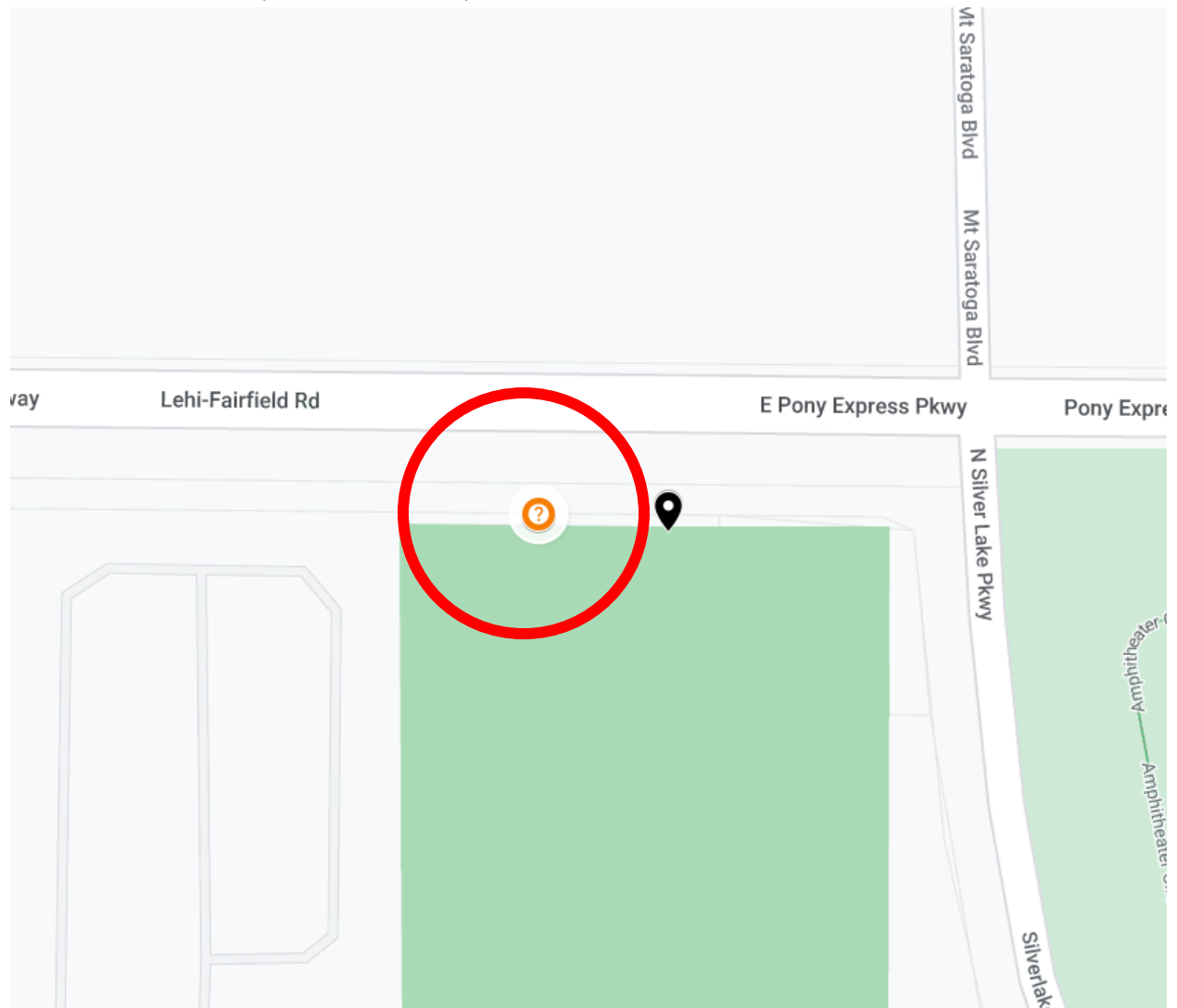
#2 Relocation (Constructed)



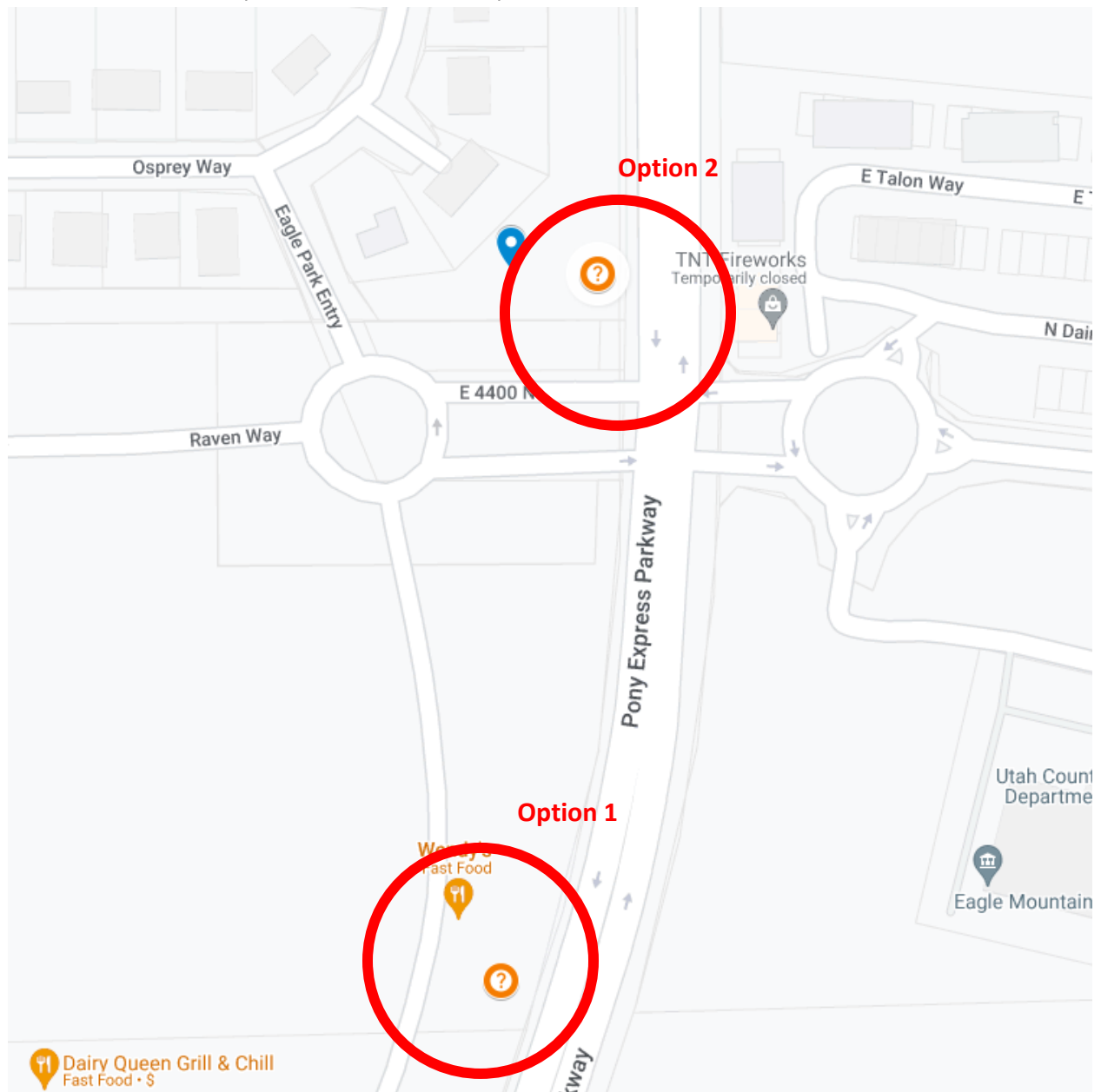
#13 Relocation (Constructed)



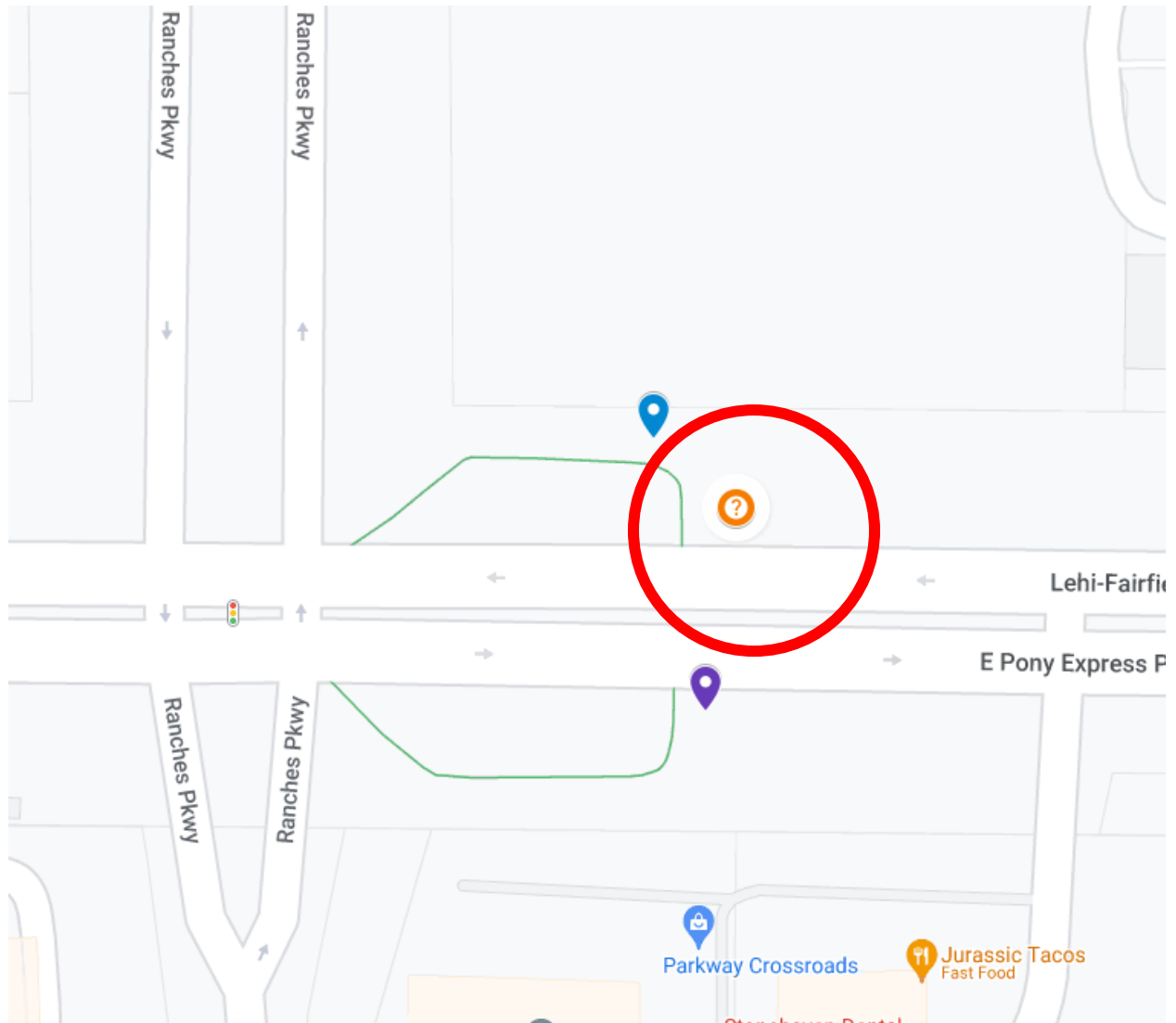
#14 Relocation (Constructed)



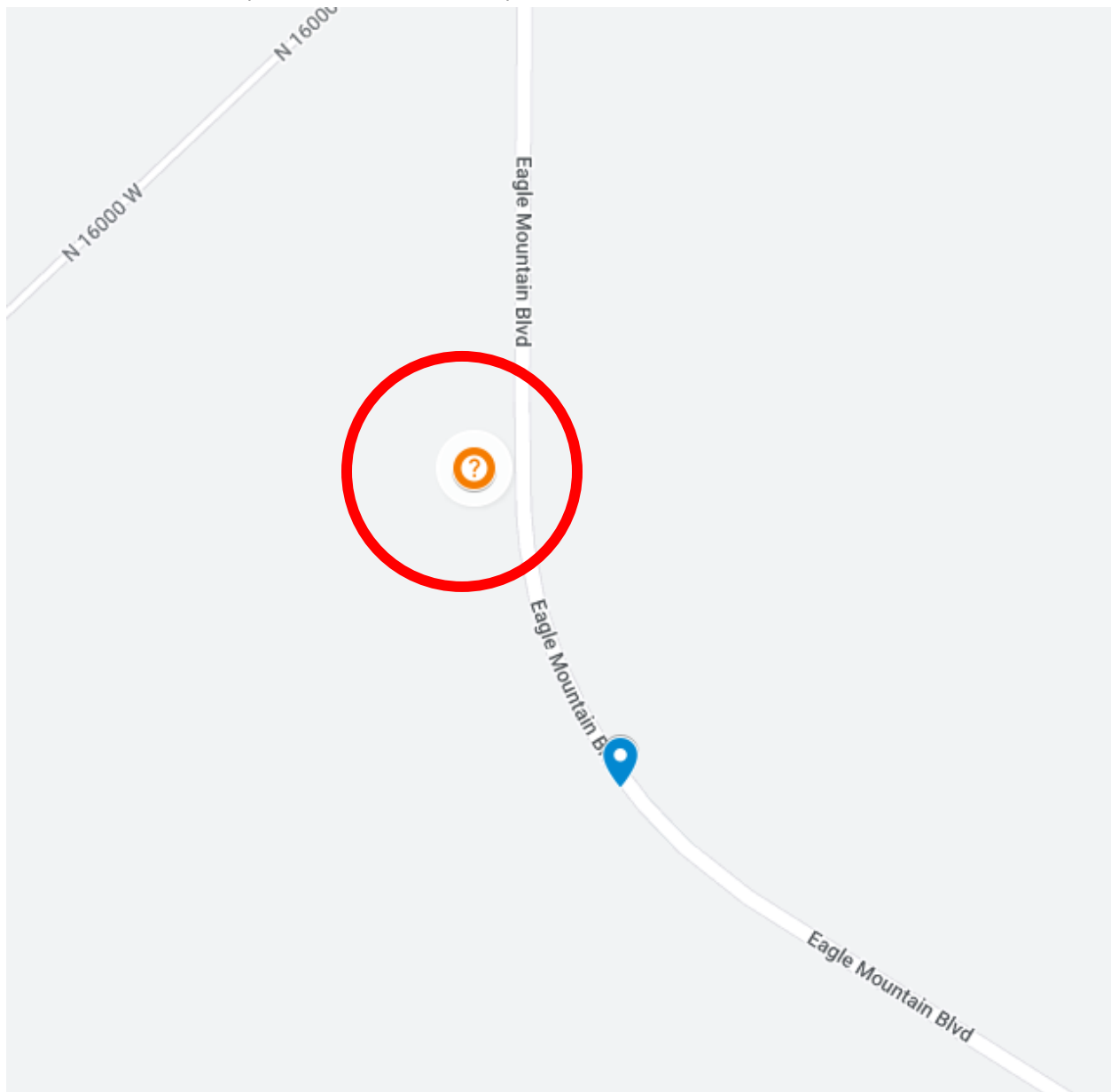
#25 Relocation (Not Constructed)



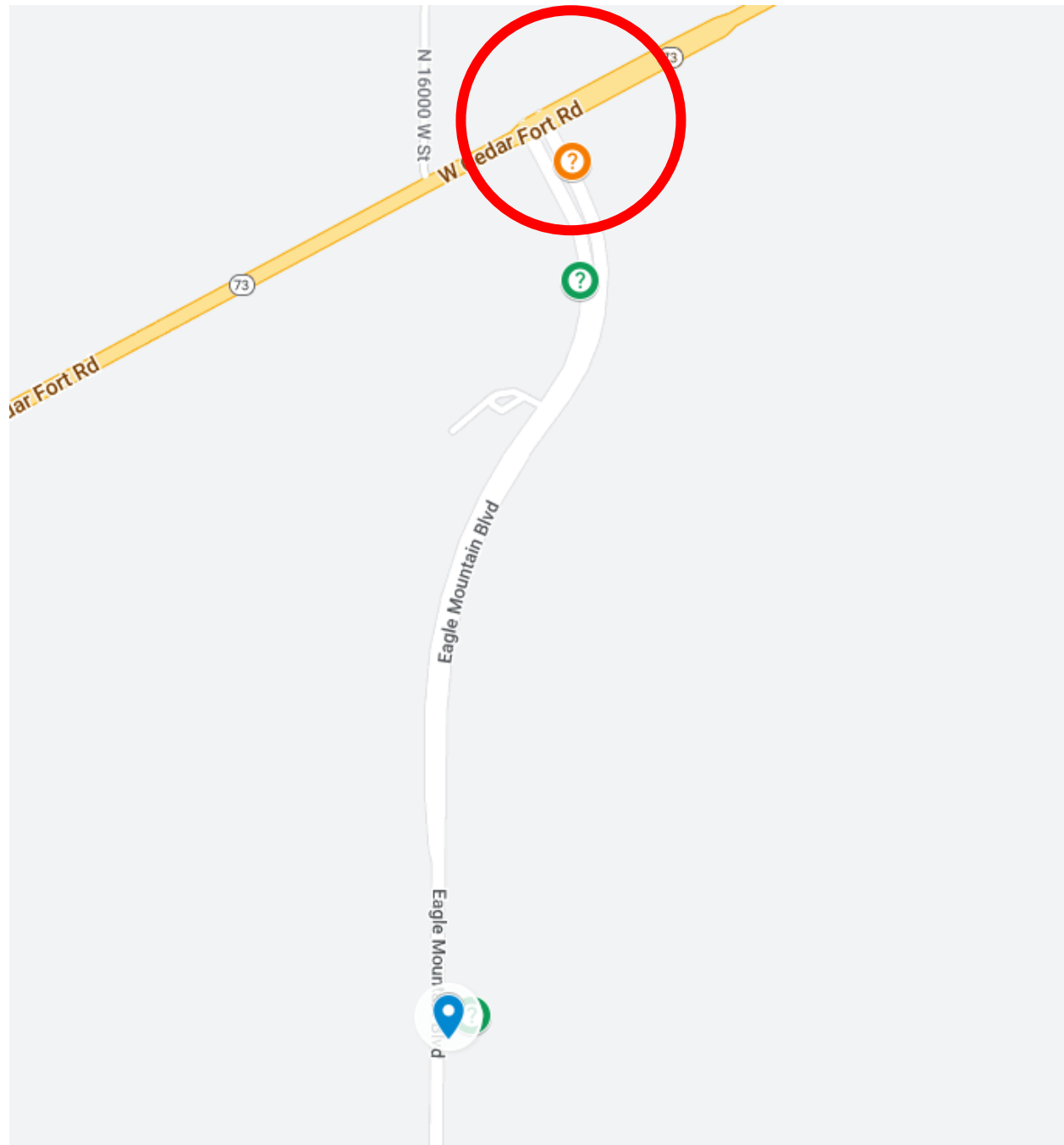
#32 Relocation (Not Constructed)



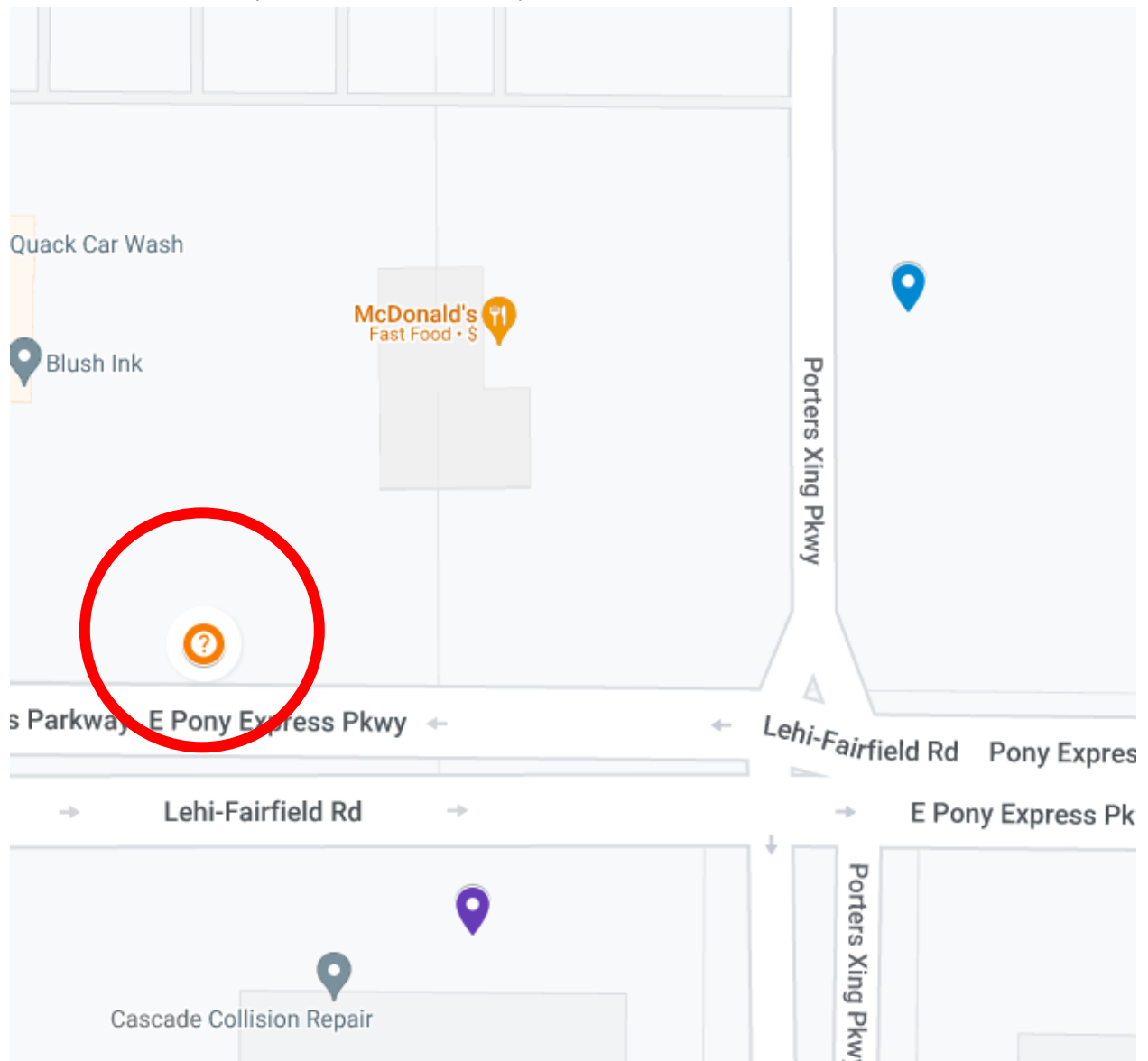
#39 Relocation (Not Constructed)



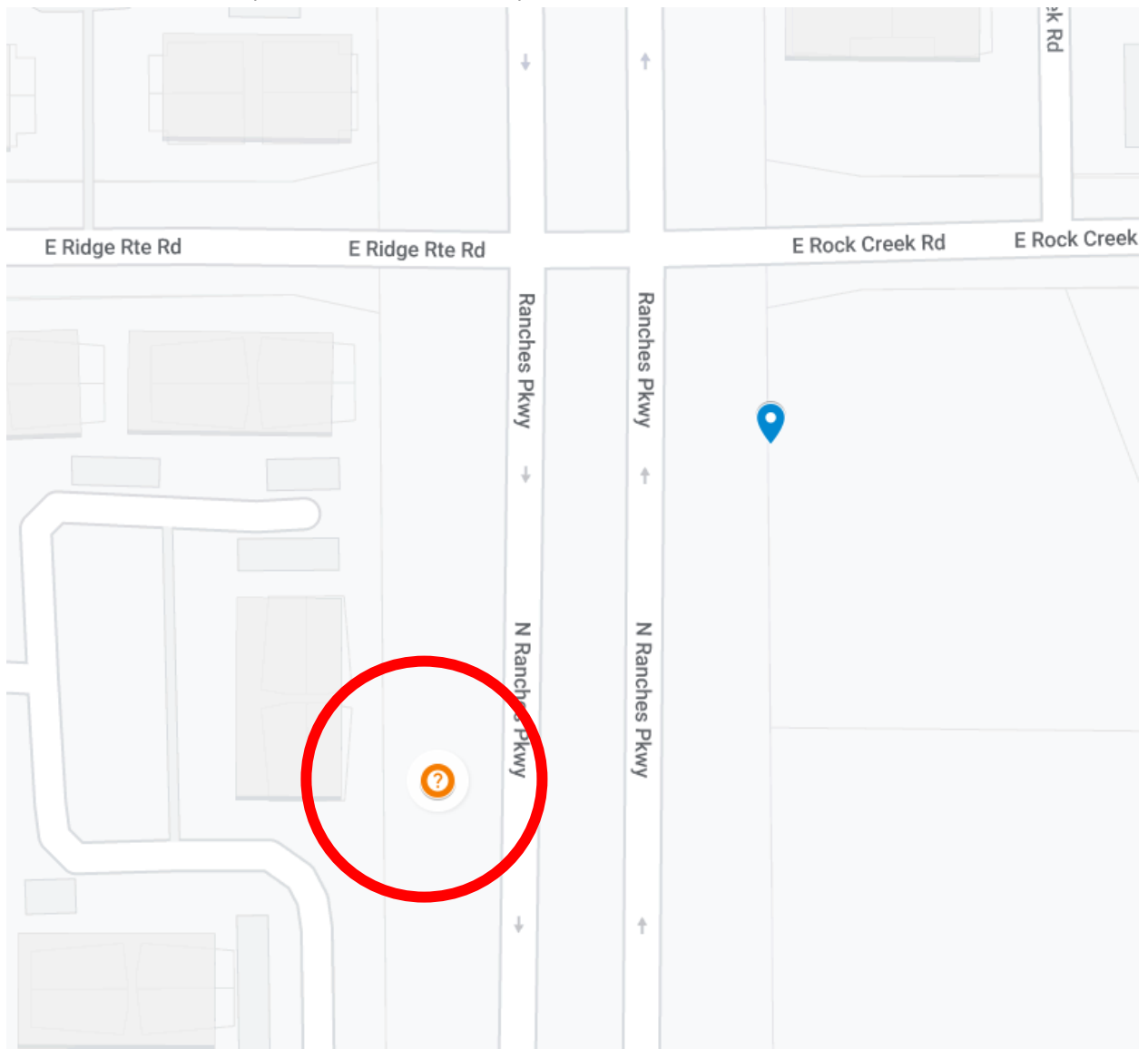
#40 Relocation (Not Constructed)



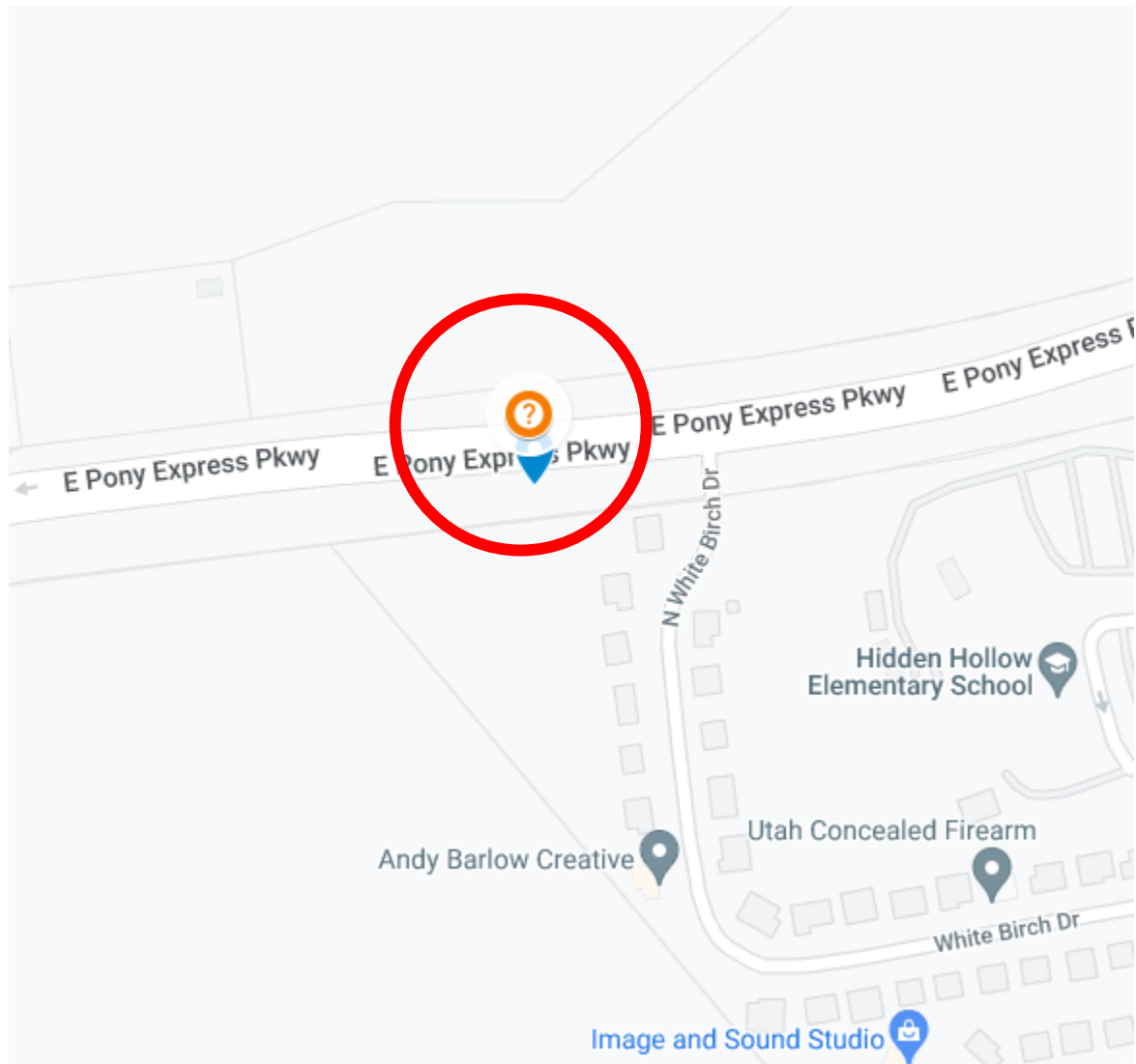
#42 Relocation (Not Constructed)



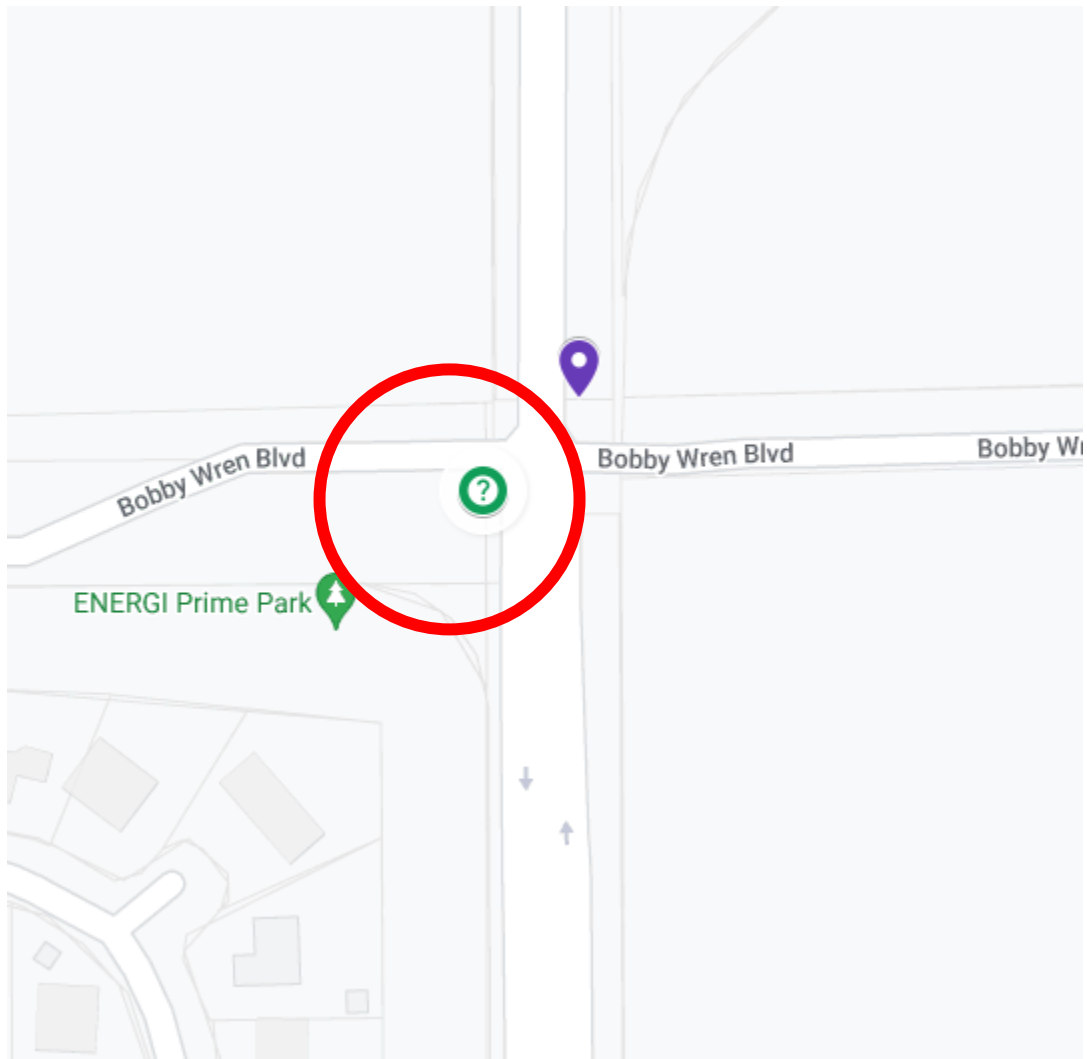
#44 Relocation (Not Constructed)



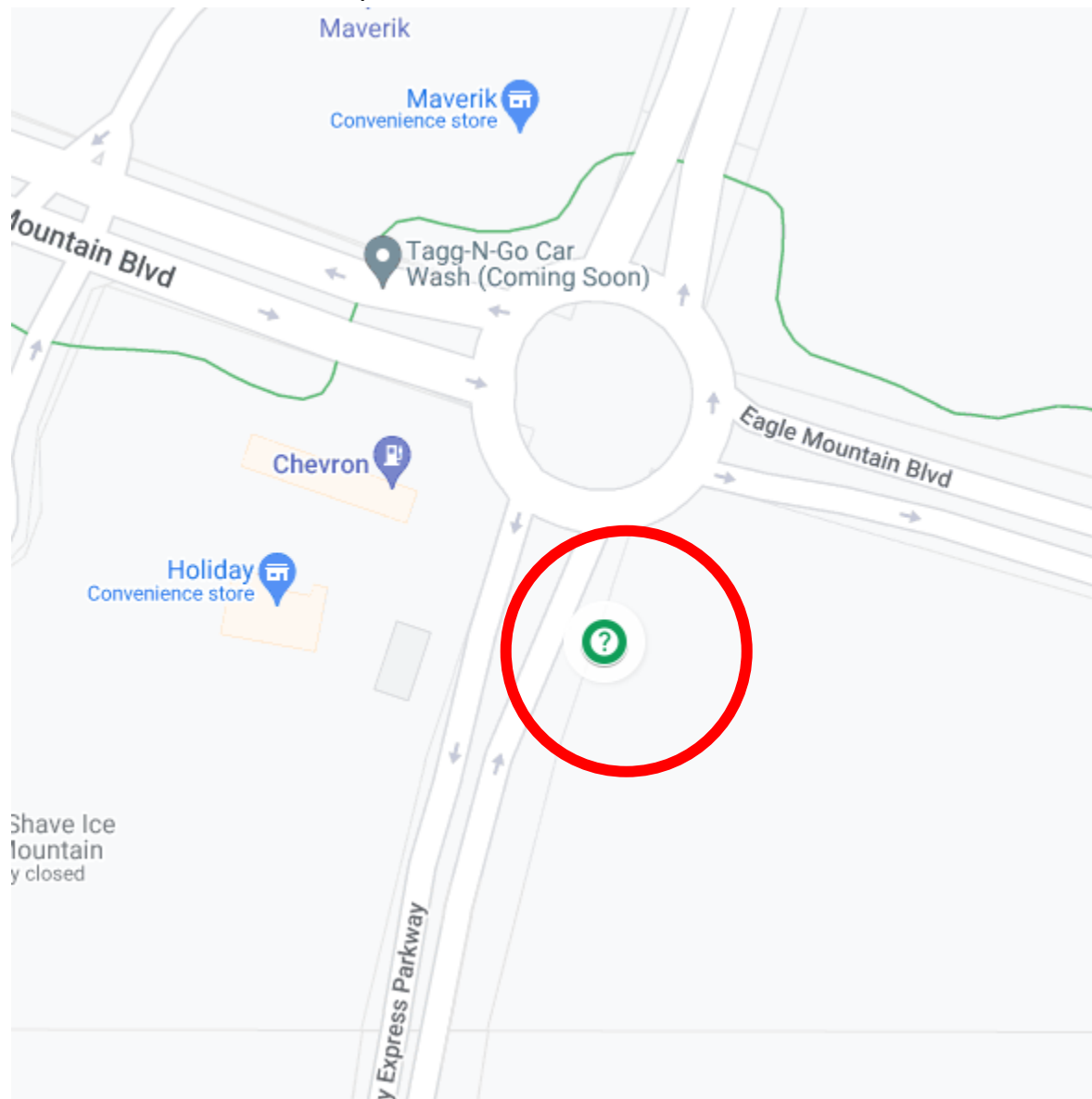
#45 Relocation (Not Constructed)



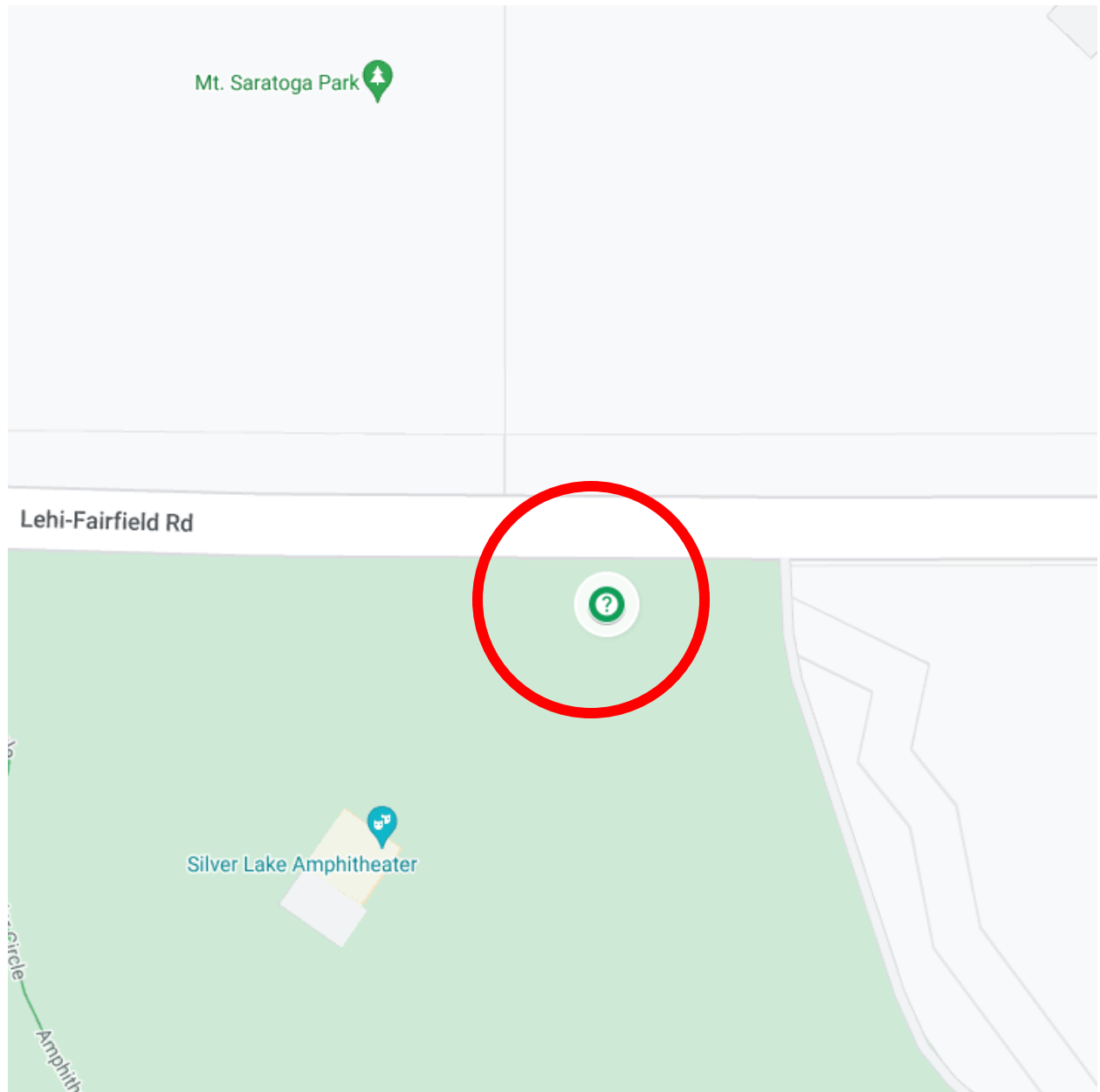
#46 New Location Requested



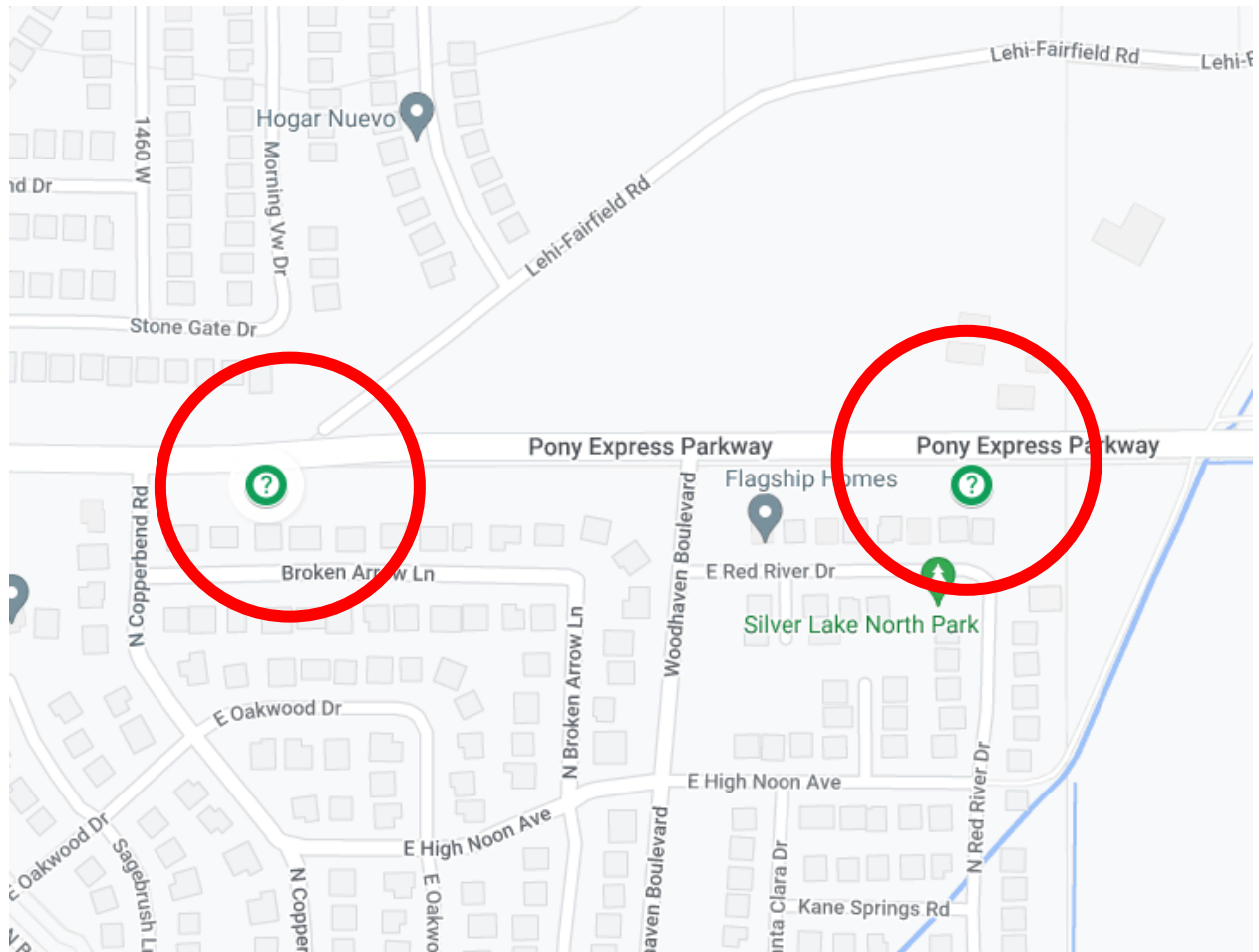
#47 New Location Requested



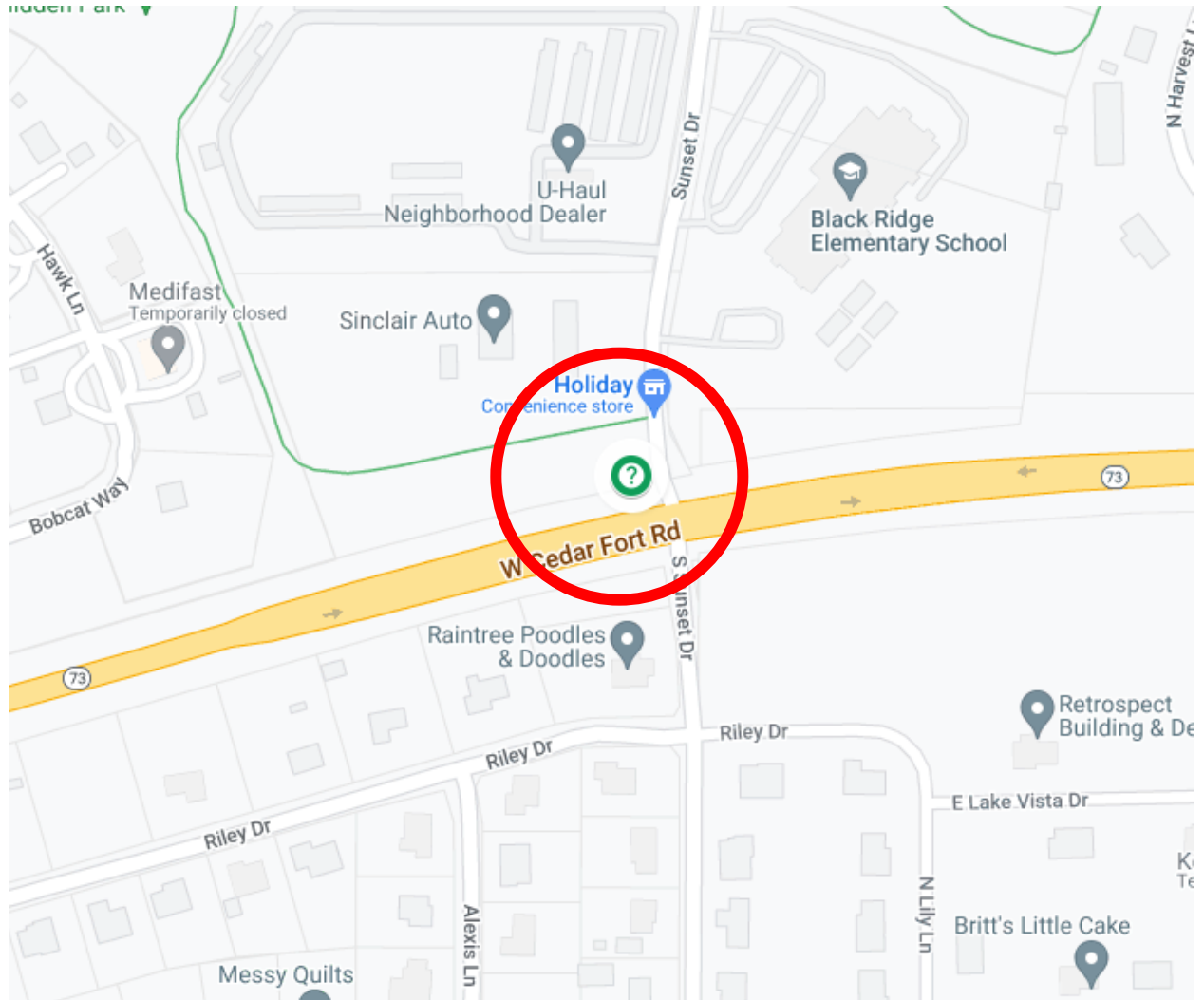
#48 New Location Requested



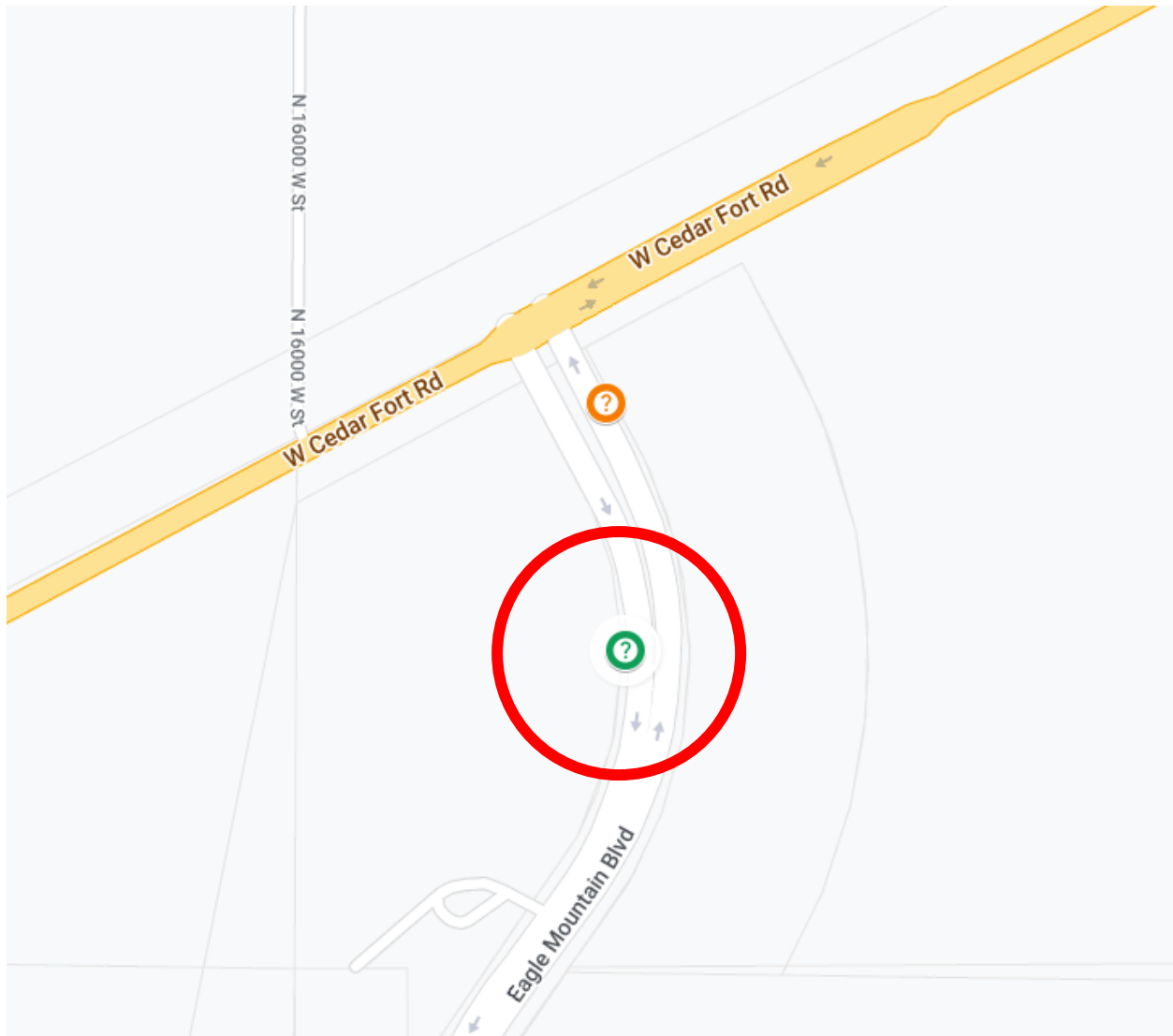
#49 & #50 New Location Requested



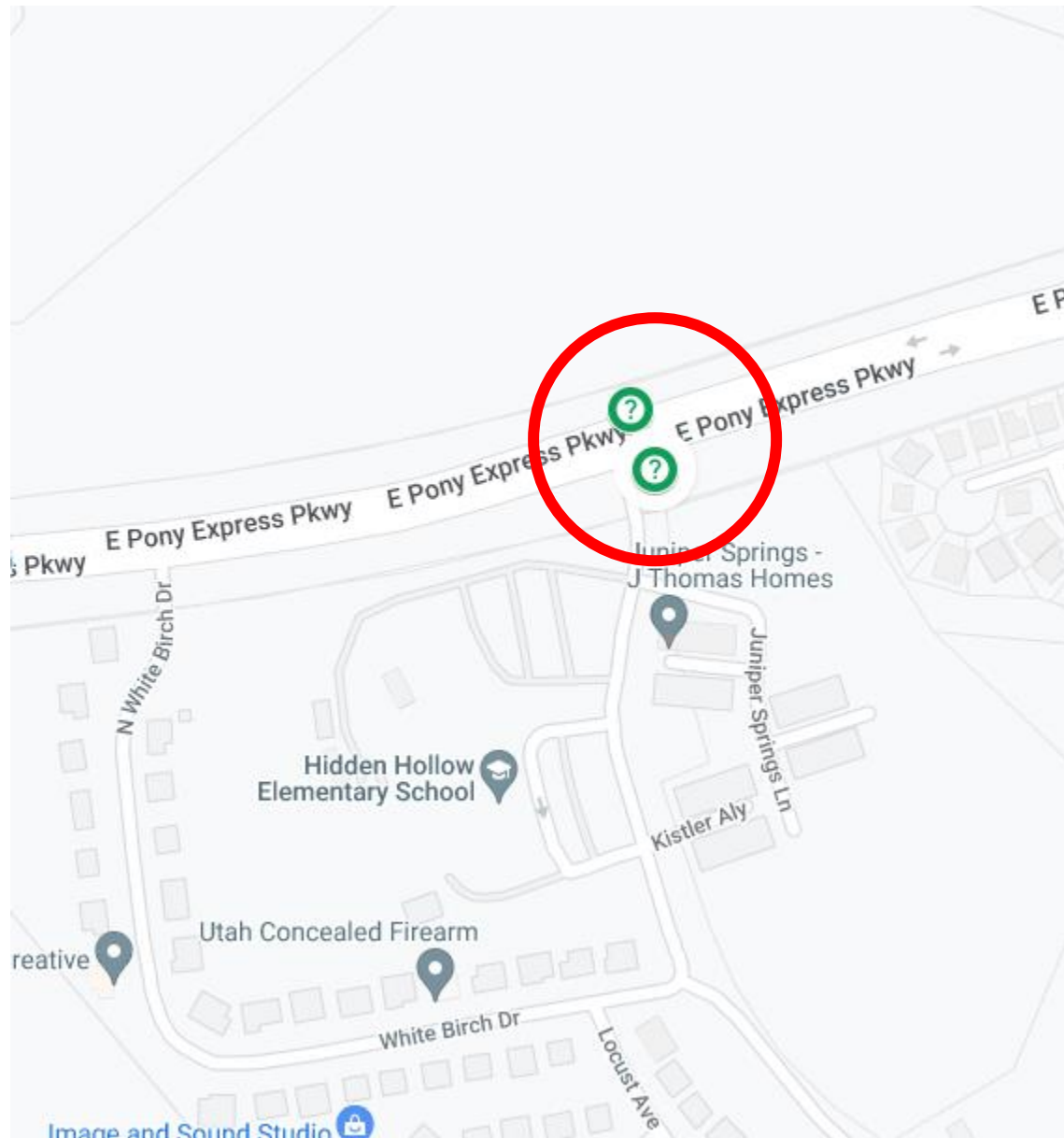
#51 New Location Requested



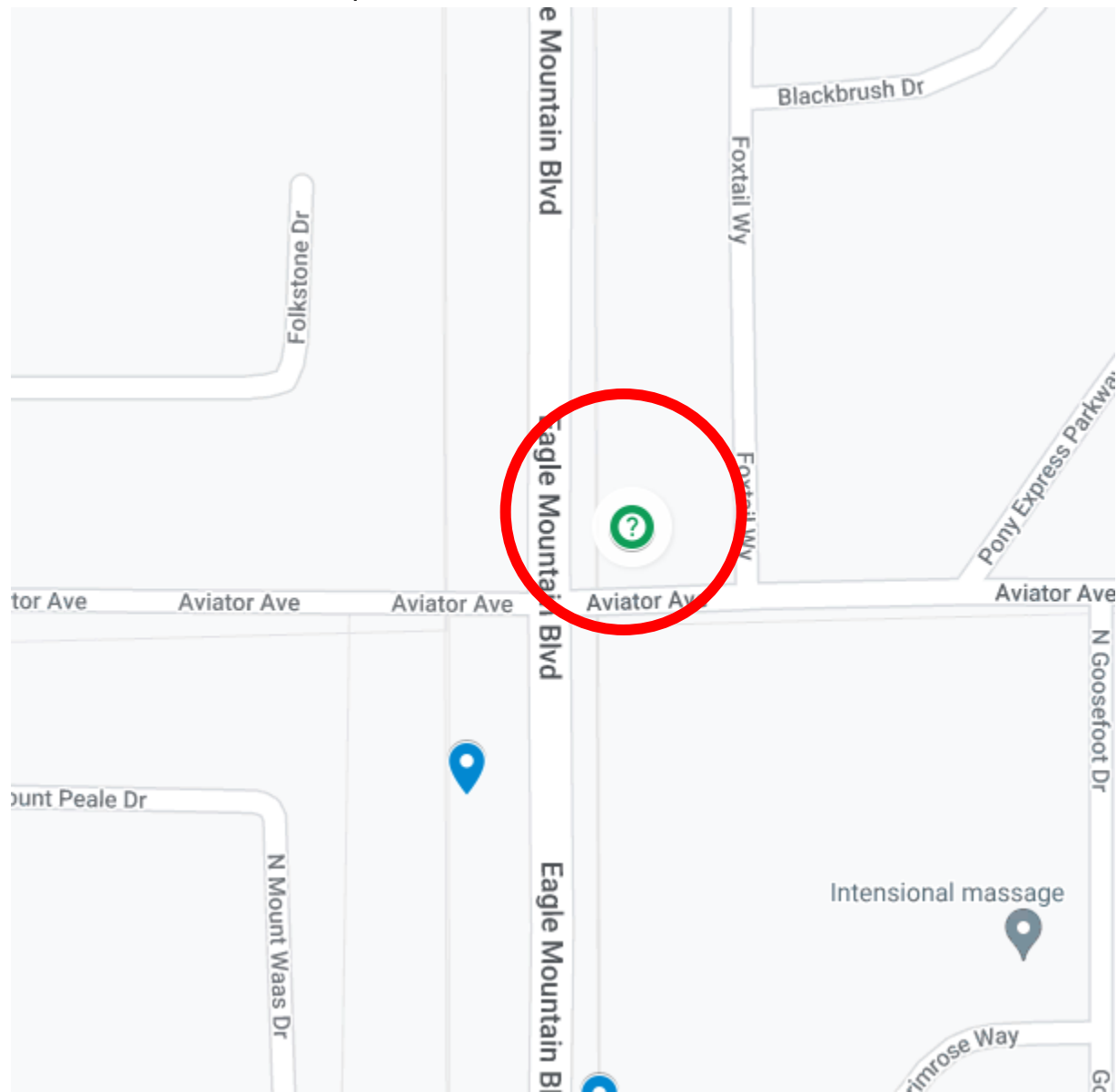
#52 New Location Requested



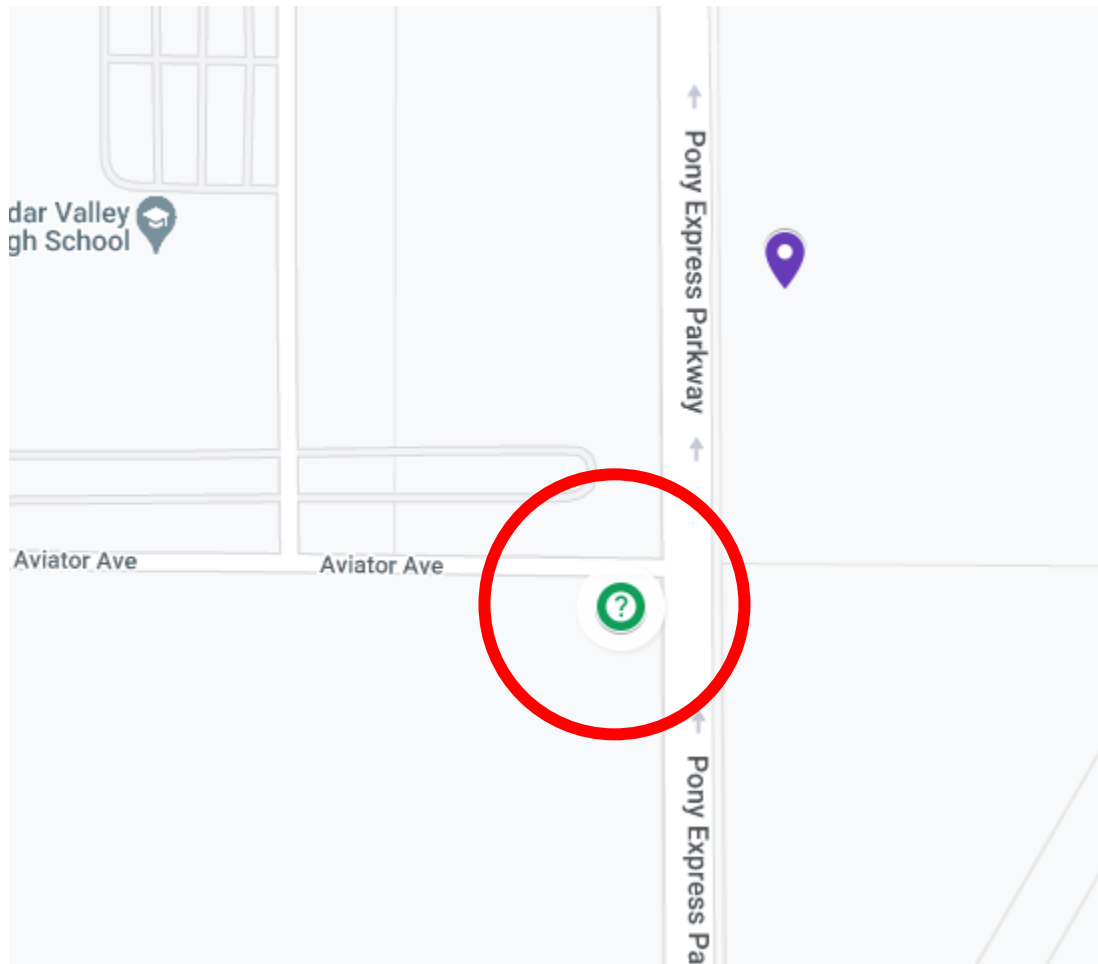
#53 & #54 New Location Requested



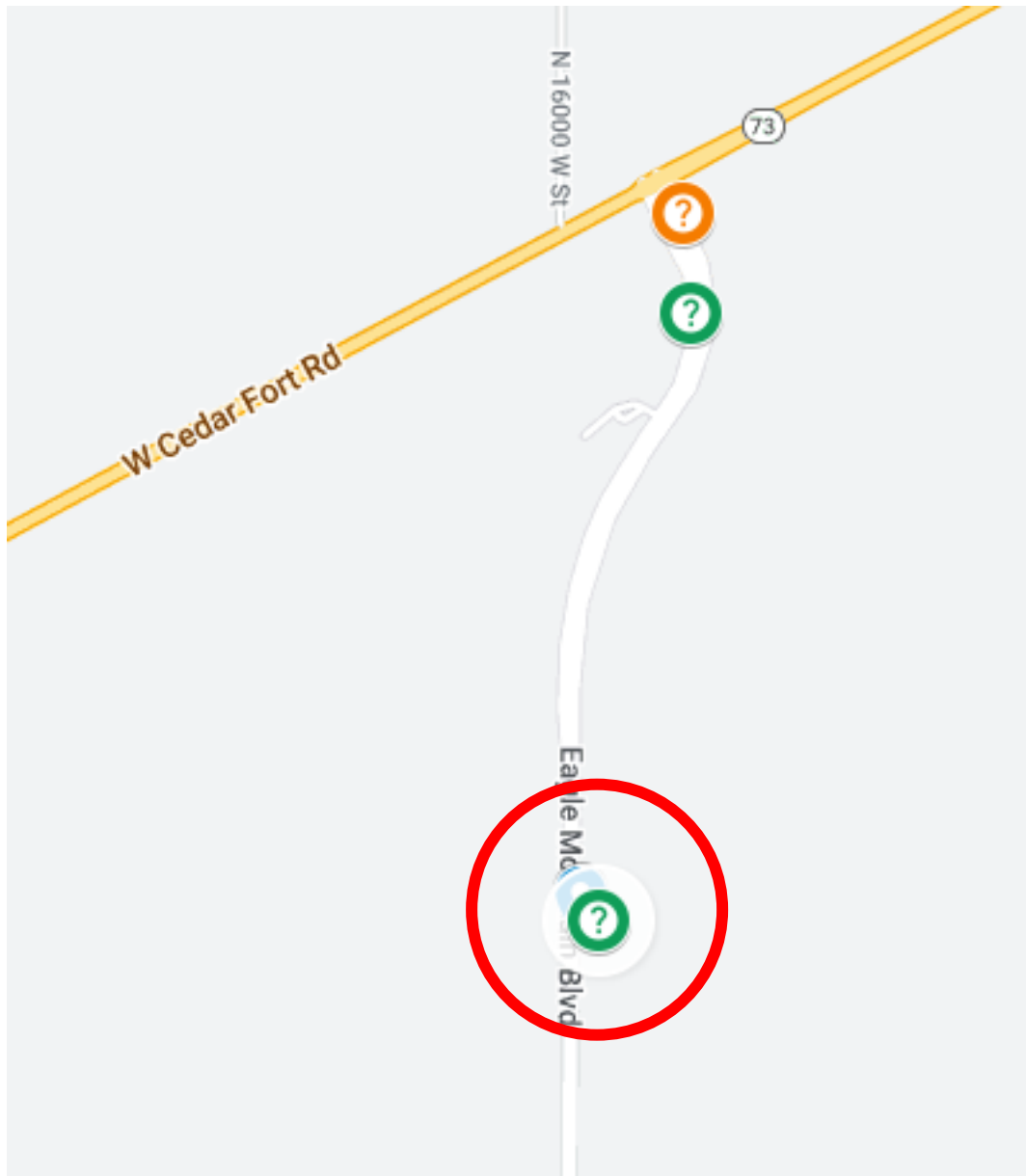
#55 New Location Requested



#56 New Location Requested



#57 New Location Requested



EAGLE MOUNTAIN CITY CONCESSION AGREEMENT

THIS CONCESSION AGREEMENT (the "Agreement") is made and entered by and between Eagle Mountain City, a Utah municipal corporation (the "City") and The Eagle Mountain Chamber of Commerce, a non-profit corporation of the State of Utah (the "Concessionaire" or "The Chamber") for the use of City property for business advertising activity.

RECITALS

WHEREAS, the City is the owner of the collector and arterial rights-of-way and ladder sign structures, located in the City in Utah County, Utah; and

WHEREAS, the City is the owner of ladder sign structures ("Ladder Signs") that have historically been used for directional advertising for model homes, subdivisions, and businesses;

WHEREAS, The Chamber desires to improve, update, and maintain the ladder sign structures and lease the sign slats to businesses and non-profit entities for the purpose of providing directions to property and advertising upon the terms and conditions set forth herein;

NOW, THEREFORE, in consideration of the payments by The Chamber, mutual covenants and agreements contained herein and for other good and valuable consideration, the receipt and sufficiency of which are hereby mutually acknowledged, the parties hereby agree as follows.

Article I Definitions

For purposes of this Agreement, the following terms shall have the meanings indicated unless the context clearly indicates otherwise:

"Commencement Date" means the last date of execution hereof.

"Days" means calendar days. In computing any period of time described in this Agreement, the last day of a designated period of time shall be included in the time period, unless it is a Saturday, Sunday or legal holiday, in which event the period of time runs until the end of the next day which is not a Saturday, Sunday or legal holiday.

"Expiration Date" means one (1) year from the commencement date, unless The Chamber exercises the option to extend the Agreement Term for the Renewal Term.

"Facilities" means improvements to the Ladder Signs which are required to be constructed and maintained by The Chamber as a condition of this Agreement according to the proposal filed with the City for approval.

“Gross Revenue” means all money received by The Chamber subsequent to the Commencement Date as a result of the use of the Premises, but shall not include:

- (1) Cash refunds or credits allowed on returns by customers;
- (2) Sales taxes paid by The Chamber to the appropriate taxing authority, whether added to or included in the selling price;
- (4) The actual uncollectible amount of any check or bank draft received by The Chamber as payment for goods or services and returned to The Chamber from a customer's bank as being uncollectible (commonly "non-sufficient funds" or "stop-payment" checks);
- (5) The actual uncollectible amount of any charge or credit account (commonly "bad debts ") incurred by The Chamber for the sale of merchandise or services;
- (6) The actual uncollectible amount of any sale of merchandise or services for which The Chamber accepted a credit card or debit card;
- (14) The proceeds of any casualty insurance paid for damages to or destruction of the Premises or any improvements or equipment thereon, actually used for Restoration of Facilities.
- (15) The proceeds of any business interruption insurance.

"Impositions" means all taxes, assessments, use and occupancy taxes, charges, excises, license and permit fees, and other charges by public or governmental authority, general and special, ordinary and extraordinary, foreseen and unforeseen, which are or may be assessed, charged, levied, or imposed by any public or governmental authority on the operations of The Chamber.

“Initial Term” means a period beginning on the Commencement Date and ending one calendar year thereafter.

"Agreement Term" or "Term" shall commence on the Commencement Date and continue through until the Expiration Date, subject to early termination as expressly provided in this Agreement. Agreement Term shall also include and refer to the Renewal Term following its commencement.

“City” means Eagle Mountain City, Utah, acting under the authority of the City Council by and through its Mayor, City Administrator or other designated representative.

“Agreement Year” means during the Term of this Agreement, each twelve-month period commencing on the date of execution by the last Party to execute this Agreement and each successive twelve-month calendar period thereafter.

"Premises" means the area in the public road rights-of-way which The Chamber has the right to enter and improve and the Facilities.

"Renewal Term" means the extension of the Initial Term after written notice as provided herein.

"Fee" means Minimum Fee and Percentage Fee as defined in Article III.

Each of the foregoing definitions and basic provisions shall be construed in conjunction with the references thereto contained in the other provisions of this Agreement and shall be limited by such other provisions. Each reference in this Agreement to any of the foregoing definitions and basic provisions shall be construed to incorporate each defined term set forth above under such definition or provision.

Article II

Use of Right-of-Way; Term

2.01 **Use of Rights-of-Way and Sign Structures.** The City, in consideration of the covenants, agreements and undertakings of The Chamber as herein set forth, does hereby exclusively permit The Chamber and agreed-upon contractors of The Chamber, and The Chamber does hereby accept the permit from City for use of the Right-of-Way Premises and ladder sign structures for the Agreement Term, all upon and subject to the terms and conditions set forth in this Agreement.

2.02 **Term.** The Term shall be one calendar year (plus, if the Commencement Date is on a day other than the first day of a calendar month, the period of time from the Commencement Date to the first day of the next calendar month), beginning on the Commencement Date and ending on the Expiration Date (the "Initial Term"). This Agreement will terminate without further notice when the Agreement Term expires and any holding over by The Chamber after the Term expires, will not constitute a renewal of this Agreement or give The Chamber any rights under this Agreement or to the Property.

2.03 **Renewal Term.** The Agreement Term may, upon written notice by The Chamber to the City at least thirty (30) days but not more than ninety (90) days, prior to the expiration of the Agreement Term, be extended for one additional term of three (3) years (the "Renewal Term") under the same terms and conditions set forth herein. The Agreement Term may be extended by the mutual agreement of the parties executed at least thirty (30) days but not more than ninety (90) days prior to the expiration of the Renewal Term.

2.04 **"As Is" Condition.** The Premises and sign structures for use are allowed "AS IS" and "WITH ALL FAULTS" and City makes no warranty of any kind, express or implied, with respect to the marketability or condition of the premises or sign structures.

2.05 **Termination.** Either party may terminate this Agreement with a thirty (30) day written notice to the other party.

Article III Concession Fees

3.01 **Fees.** During the Term of this Agreement, The Chamber shall pay a concession fee to the City of five percent (5%) of the annual net income to The Chamber from the use of the signs for the purpose of covering costs for enforcement of all the regulations related to Ladder Signs in the right-of-way, and to contribute to further economic development programs (annual net income equals gross income minus costs for maintenance and repair). All other revenues or income will be retained by the Chamber for use in administration and maintenance of the signs and other use at their discretion. Signs reserved for use by the City are excluded from required fees. No fees may be collected by The Chamber from the City.

The Concession Fee shall be per Agreement Year for each Agreement Year commencing with the 1st Agreement Year and continuing thereafter through the Expiration Date or early termination of this Agreement, which amount shall be payable in annual payments, payable on or before January 30 following each Agreement Year, but in any event, shall be considered late after the thirtieth (30th) day of any due date. In the event that this agreement is terminated, or the expiration date occurs in a month other than January, the 15% fee for that time period since the last annual fee payment will be due.

3.02 **Late Charge.** If the Chamber shall fail to pay any Fee within thirty (30) days after the same becomes due, The Chamber shall pay to City on demand a late charge (the "Late Charge") equal to five percent (5%) of such installment. It is understood and agreed that the Late Charge is for the purpose of reimbursing City for the extra costs and expenses incurred in connection with the handling and processing of late installments of Fee.

3.03 **Place of Payment.** All installments of Fee hereunder, when and as the same becomes due and payable, shall be paid in lawful money of the United States at the time to City at the office of the City Recorder.

3.04 **All Charges Deemed Fee.** Annual Fee and all other amounts becoming payable by The Chamber under this Agreement shall constitute Fee payable hereunder, and in the event The Chamber fails to pay any such amount when due according to the terms of this Agreement, City shall have all remedies available hereunder or at law or in equity for failure to pay Fee. No happening, event, occurrence or situation during the term of this Agreement, whether foreseen or unforeseen, and however extraordinary, shall relieve The Chamber from its liability to pay the Percentage Fee and other charges payable by The Chamber under this Agreement or relieve The Chamber from any of its other obligations under this Agreement.

3.05 **Books and Records.** City may, at any time, make inquiries pertaining to the operation of the Premises and the improvements thereon, and The Chamber shall make its records pertaining to the use of Facilities available to the City upon five (5) days written notice and respond to such inquiries on a timely basis.

Article IV Conditions

4.01 **Compliance with Municipal Code.** All guidelines such as the sizes of signs, content restrictions, colors, and design shall be consistent with Eagle Mountain City Municipal Code Chapter 17.80 and Exhibit A. Minor modifications, such as the dimensions of sign slats, are permissible, as long as all slats on a single sign are the same dimensions.

4.02 **Location of Signs.** Signs may be located throughout the city as established in Eagle Mountain City Municipal Code Chapter 17.80 , excluding any ladder signs used exclusively for City facilities. Within business areas and near major intersections, such as the intersection of Pony Express Parkway and Ranches Parkway, the signs may be spaced closer together. No onsite or commercial advertising sign existing at the time of relocation of or construction of a new ladder sign may be blocked or obstructed. The City may require relocation of a sign if it poses a traffic hazard or blocks any onsite business sign. New signs or relocation of signs shall be reviewed for approval by the Planning Director or designee prior to installation.

4.03 **Existing Signs.** There are currently twenty (20) ladder signs located throughout the City. The Chamber agrees to repair and maintain the signs that are most advantageous to their advertising and marketing plan. The Chamber shall notify the City of which signs they do not intend to utilize within two (2) months from the commencement date. Signs shall be painted or stained, slats shall be replaced, and the top slat shall be replaced with the City's new logo, according to Exhibit A.

4.04 **Signs for City Use.** The City reserves the right to place signs in the right-of-way at locations determined by the City to provide directions to City facilities, such as City Hall, the Library, the SilverLake Amphitheater, Nolan Park, and other facilities. The Chamber agrees to repair and maintain these signs without any additional fees.

4.05 **Commercial Businesses have Priority.** Priority shall be given to commercial businesses with a store front, business building, or commercial rental space in Eagle Mountain City, especially near business areas. All businesses with a current City business license will have opportunity to advertise on a first come first serve basis, provided that they meet The Chamber's use agreement requirements. Eagle Mountain businesses shall have first rights to sign space, including upon renewal of any business lease on a first come first serve basis. If space is vacant and available, Chamber member businesses may lease a sign. Political signs are not permitted. Eagle Mountain City must approve all new signage, including locations for new signs and sign slats.

4.06 **Sign Contractor.** The Chamber will contract for repair and maintenance of sign structures through an open bidding process to be established and executed by The Chamber. Requirements for contractors must be reviewed and approved by the City before the contract for construction is executed. All contractors must supply a payment bond to the City in a form acceptable to the City prior to commencing work on City property.

4.07 **Sign Content.** No sign may contain vulgar, offensive, or otherwise inappropriate

language or graphics. Any such sign shall be immediately removed by The Chamber.

4.08 **Right-of-Way Maintenance.** The Chamber agrees to maintain the sign structures and return all landscaping and Right-of-Way improvements to preconstruction condition or an acceptable state in a timely manner if construction or removal is required. The Chamber is not responsible for regular maintenance of the landscaping within the Right-of-Way.

4.08 **Sign Removal.** When 50% of the slats on a ladder sign are empty for longer than a two month period, the City may require that the sign be removed, or the City is authorized to remove the sign and will notify the Chamber before removing the structure.

Article V Casualty and Insurance

5.01 **Damage to Premises.** If, during the term of this Agreement, the sign structures or other improvements on the Premises (including irrigation systems, trees, landscaping, trails, etc.) are wholly or partially destroyed or damaged by any casualty whatsoever (collectively called a "Casualty"), The Chamber shall promptly repair, replace, restore and reconstruct such improvements in a good and workmanlike manner.

5.02 **Indemnity.** The Chamber shall indemnify The City and all of its agents and employee from any and all claims, demands, actions, or causes of action of any nature or character arising out of, or by reason of the construction, operation, or maintenance of the signs which are the subject of this Lease, and shall defend at its sole cost and expense any action or proceeding commenced for the purpose of asserting any claim of any character arising as a result of the Lessee's construction, operation, or maintenance of the signs whether or not such action or claim alleges negligence of The City, its agents or employees, including in supervision or approval of the Lessee's activities, or failure to discover or prevent the Lessee's negligence.

5.03 **Insurance.** The Chamber, at its own expense, shall carry and keep in force during the full term of this Agreement, including any extension or renewals, a policy or policies of insurance which shall also name The City as an insured, in the minimum amounts and of the types as follows:

- a. Comprehensive insurance in amounts not less than \$300,000.00 for injury to or death of any one person resulting from each single occurrence and not less than \$1,000,000.00 for an injury to or death of all persons resulting from each single occurrence.
- b. Comprehensive insurance for damage to property in the amount of not less than \$500,000.00 to each claimant resulting from each single occurrence.
- c. Workers compensation insurance in a form and amount as required by state law.
- d. The policy or policies for comprehensive liability and property damage insurance shall cover construction, operation, or maintenance of the signs and the Chamber shall

furnish The City with certificates of insurance evidencing such coverage. These certificates shall also provide that the insurance will not be modified or cancelled without thirty (30) days prior written notice to The City. The Chamber shall, at least fifteen (15) days prior to the expiration date or dates of expiring policies, deposit certified copies of renewal, or new policies, or other acceptable evidence of insurance with The City. The Chamber's insurer must be authorized to do business in Utah and must meet Best's rating A XII or better at the time this Agreement is executed.

e. If the Chamber fails to provide any insurance required by this Lease, The City may acquire such insurance and charge the Chamber the cost for such insurance as additional rent which additional rent shall be due and payable immediately.

Article VI

Default and Remedies

6.01 **Default.** The occurrence of any one or more of the following events shall constitute an Event of Default (herein so called) of The Chamber under this Agreement:

- (a) if The Chamber fails to pay any Fee or any other amount payable by The Chamber hereunder as and when same becomes due and such failure shall continue for more than ten (10) days after City gives The Chamber notice of past due Fee;
- (b) if The Chamber attempts to make an un-permitted assignment or sublease of this Agreement;
- (c) if The Chamber fails to maintain in force all policies of insurance required by this Agreement and such failure shall continue for more than twenty (20) days after City gives The Chamber notice of such failure;
- (d) if any petition is filed by or against The Chamber or any guarantor of this Agreement under any present or future section or chapter of the Bankruptcy Code, or under any similar law or statute of the United States or any state thereof (which, in the case of an involuntary proceeding, is not permanently discharged, dismissed, stayed, or vacated, as the case may be, within ninety (90) days of commencement), or if any order for relief shall be entered against The Chamber or any guarantor of this Agreement in any such proceedings;
- (e) if The Chamber becomes insolvent or makes a transfer in fraud of creditors or makes an assignment for the benefit of creditors;
- (f) if a receiver, custodian, or trustee is appointed for all or substantially all of the assets of The Chamber or of any guarantor of this Agreement, which appointment is not vacated within ninety (90) days following the date of such appointment;

- (g) if The Chamber fails to perform or observe any term of this Agreement and such failure shall continue for more than thirty (30) days after City gives The Chamber notice of such failure, or, if such failure cannot be corrected within such thirty (30) day period, if The Chamber does not commence to correct such default within said thirty (30) day period and thereafter diligently prosecute the correction of same to completion within ninety (90) days after notice is sent by City;
- (h) if The Chamber fails to pay any Impositions;
- (i) if a final judgment for the payment of money in any material amount in excess of One Million Dollars (\$1,000,000.00) and which is not covered by any insurance insuring the interest of The Chamber shall be rendered against The Chamber, and within sixty (60) days after the entry thereof such judgment shall not have been discharged or execution thereof stayed pending appeal or if within sixty (60) days after the expiration of such stay, such judgment shall not have been discharged; or
- (j) following commencement of use and operation of the signs, abandon the signs (natural disaster, acts of war or terrorism or other force majeure reasons, shall be deemed an abandonment).

6.02 **Remedies.** Upon the occurrence of any Event of Default, which default remains uncured after the respective notice period set forth above, City shall have the right, at City's option, to elect to do any one or more of the following without further notice or demand to The Chamber.

- (a) terminate this Agreement, in which event The Chamber shall immediately surrender the ladder signs to City, and, if The Chamber fails to so surrender, City shall have the right, without notice and without resorting to legal process, to expel or remove The Chamber and its effects without being liable for prosecution or any claim for damages therefore; and The Chamber shall, and hereby agrees to indemnify City for all loss and damage which City suffers by reason of such termination, including without limitation, damages in an amount equal to the total of (i) the costs of recovering the Premises and all other expenses incurred by City in connection with The Chamber's default; (ii) the unpaid Annual Fee.
- (b) terminate this Agreement without being liable for prosecution of any claim for damages therefore.
- (c) repair or replace any damage to the sign structures or the Premises or do anything for which The Chamber is responsible hereunder without terminating this Agreement and without being liable for prosecution of any claim for damages therefore. The Chamber shall reimburse City immediately upon demand for any expenses which City incurs in thus effecting The Chamber's compliance under this Agreement, and City shall

not be liable to The Chamber for any damages with respect thereto.

6.03 **No Acceptance of Surrender.** No agreement to accept a surrender of the Premises and no act or omission by City or City's agents during the Term shall constitute an acceptance or surrender of the Premises unless made in writing and signed by City. No reentry or taking possession of the Premises by City shall constitute an election by City to terminate this Agreement unless a written notice of such intention is given to The Chamber.

6.04 **Contractual Lien.** In addition to the statutory City's lien, City shall have at all times a valid security interest to secure payment of all Fees and other sums of money becoming due hereunder from The Chamber, and to secure payment of any damages or loss which City may suffer by reason of the breach by The Chamber of any covenant, agreement or condition contained herein, and The Chamber hereby grants to City a security interest in all goods, wares, equipment, machinery, fixtures, furniture, improvements and other personal property of The Chamber presently, or which may hereafter be, situated on the Premises, and all proceeds there from. Upon request by City, The Chamber agrees to execute and deliver to City a financing statement in form sufficient to perfect the security interest of City in the aforementioned property and proceeds thereof under the provisions of the Uniform Commercial Code (or corresponding state statute or statutes) in force in the State of Utah, as well as any other state the laws of which City may at any time consider to be applicable. This Agreement, at the election of City, may be filed and used as a non-standard financing statement. If requested to do so by The Chamber, City will not unreasonably withhold or delay its consent to a subordination of its lien to a purchase money lien or security interest in favor of a third party providing financing for The Chamber's fixtures, furniture, equipment used on the Premises.

6.05 **No Waiver.** No provision of this Agreement shall be deemed to have been waived by City unless such waiver is in writing and signed by City. City's acceptance of Fee following an Event of Default hereunder shall not be construed as a waiver of such Event of Default. No custom or practice which may occur or develop between the parties in connection with the terms of this Agreement shall be construed to waive or lessen City's right to insist upon strict performance of the terms of this Agreement, without a written notice thereof to The Chamber from City.

6.06 **Rights Cumulative.** The rights granted to City in this Article shall be cumulative of every other right, or remedy provided in this Agreement or which City may otherwise have at law or in equity or by statute, and the exercise of one or more rights or remedies shall not prejudice or impair the concurrent or subsequent exercise of other rights or remedies or constitute a forfeiture or waiver of Fee or damages accruing to City by reason of any Event of Default under this Agreement. The Chamber agrees to pay to City all costs and expenses incurred by City in the enforcement of this Agreement, including all attorneys' fees incurred in connection with the collection of any sums due hereunder or the enforcement of any right or remedy of City.

6.07 **Dispute Resolution.** If a dispute arises with respect to this Agreement, the parties to the dispute shall first attempt to resolve it through direct discussions in the spirit of mutual cooperation. If the parties' attempts to resolve their disagreements through negotiation fail, the dispute shall be mediated by a mutually acceptable third-party to be chosen by the disputing parties within thirty (30) days after written notice by one of them demanding mediation. The disputing

parties shall share the costs of the mediation equally. By mutual agreement the parties may postpone mediation until each has completed some specified, but limited, discovery about the dispute. By mutual agreement, the parties may use a nonbinding form of dispute resolution other than mediation.

EXECUTED this 12 day of November, 2019.

EAGLE MOUNTAIN CITY, UTAH

By: [Signature]
Tom Westmoreland, Mayor

ATTEST:

[Signature]
Fionnuala B Kofoed, CMC
Eagle Mountain City Recorder

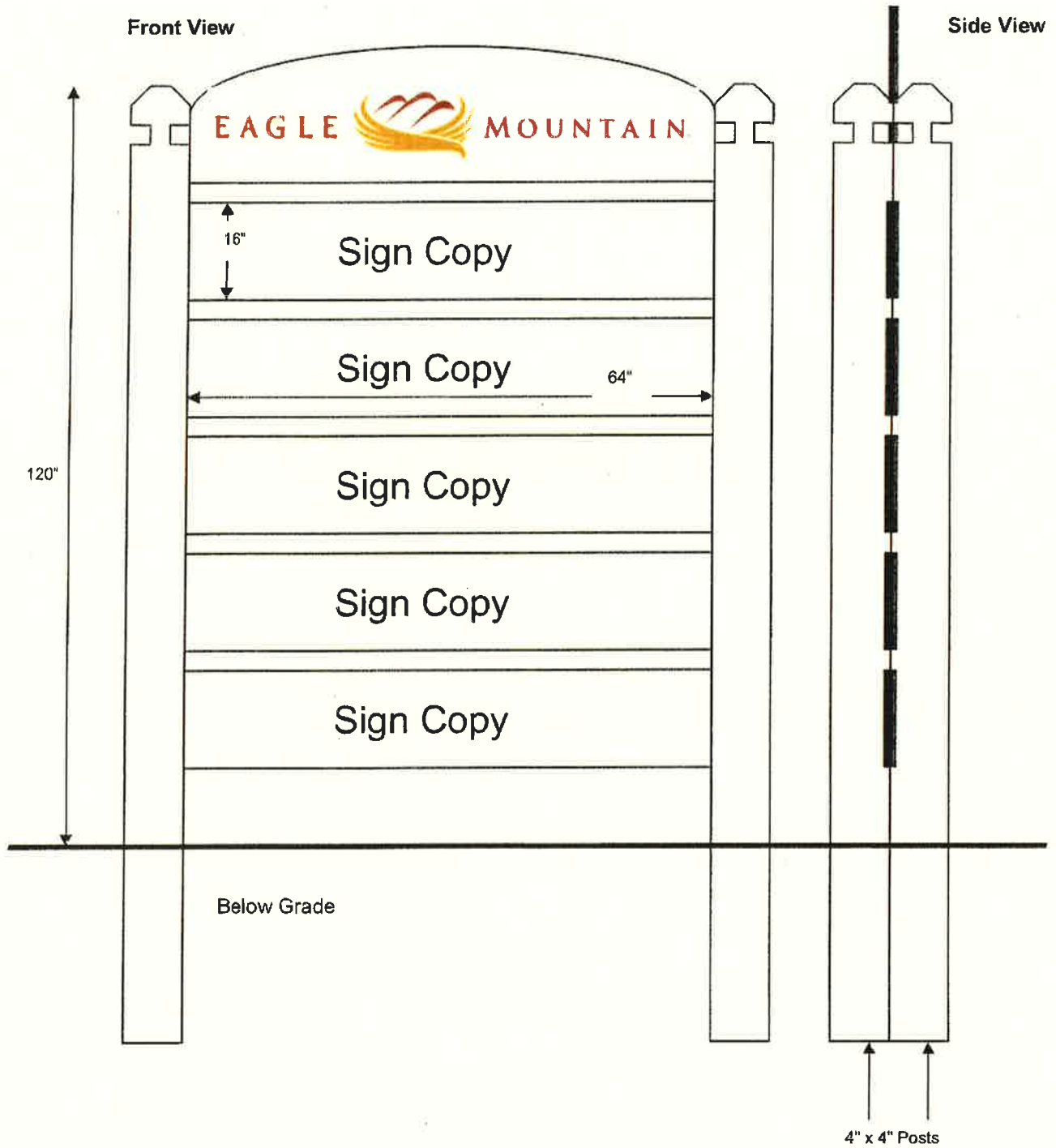


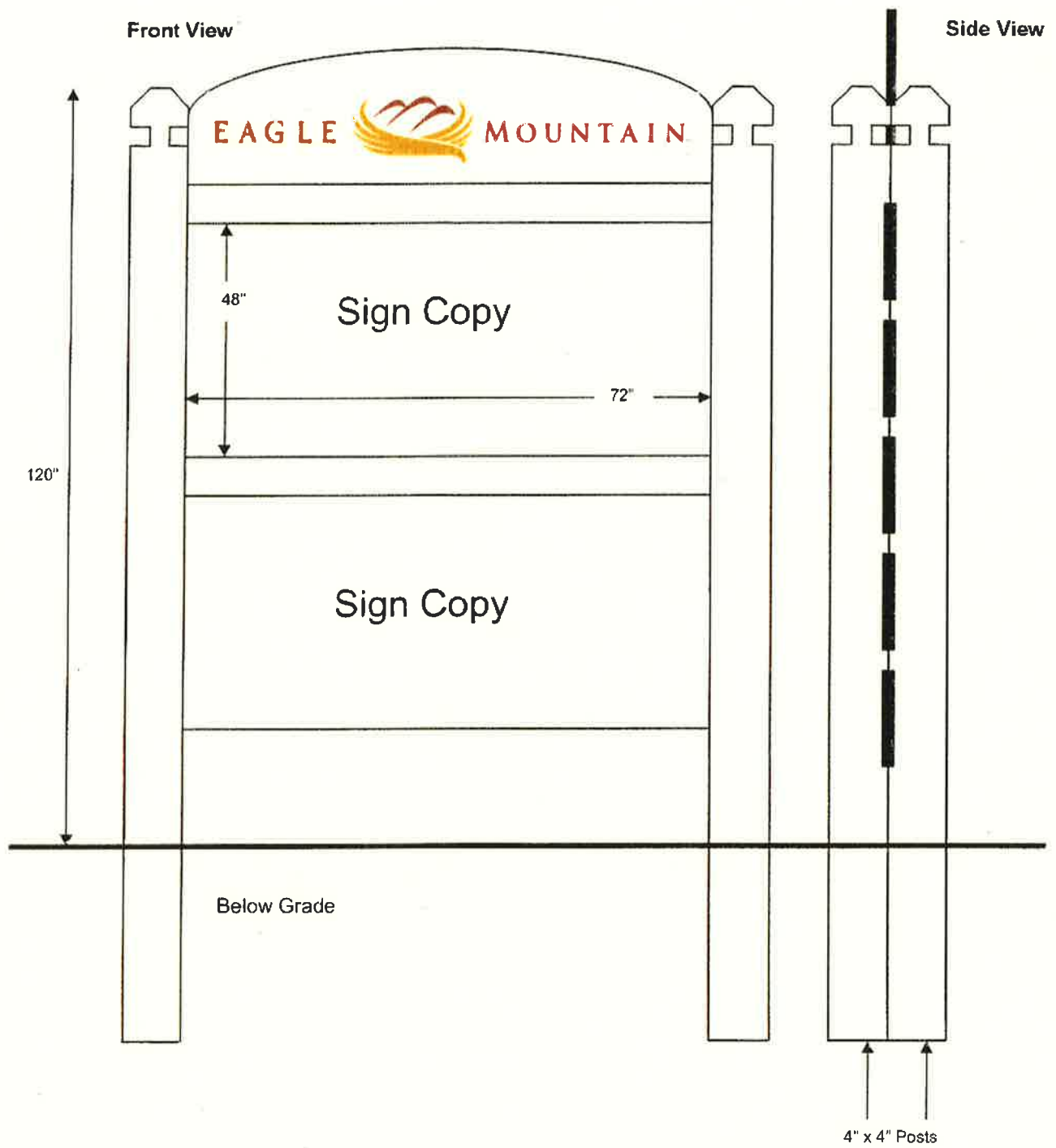
EXECUTED this 12th day of November, 2019

Concessionaire:
Eagle Mountain Chamber of Commerce

By: [Signature]
Holly Harwood - Director

Exhibit "A"
Ladder Sign Schematics

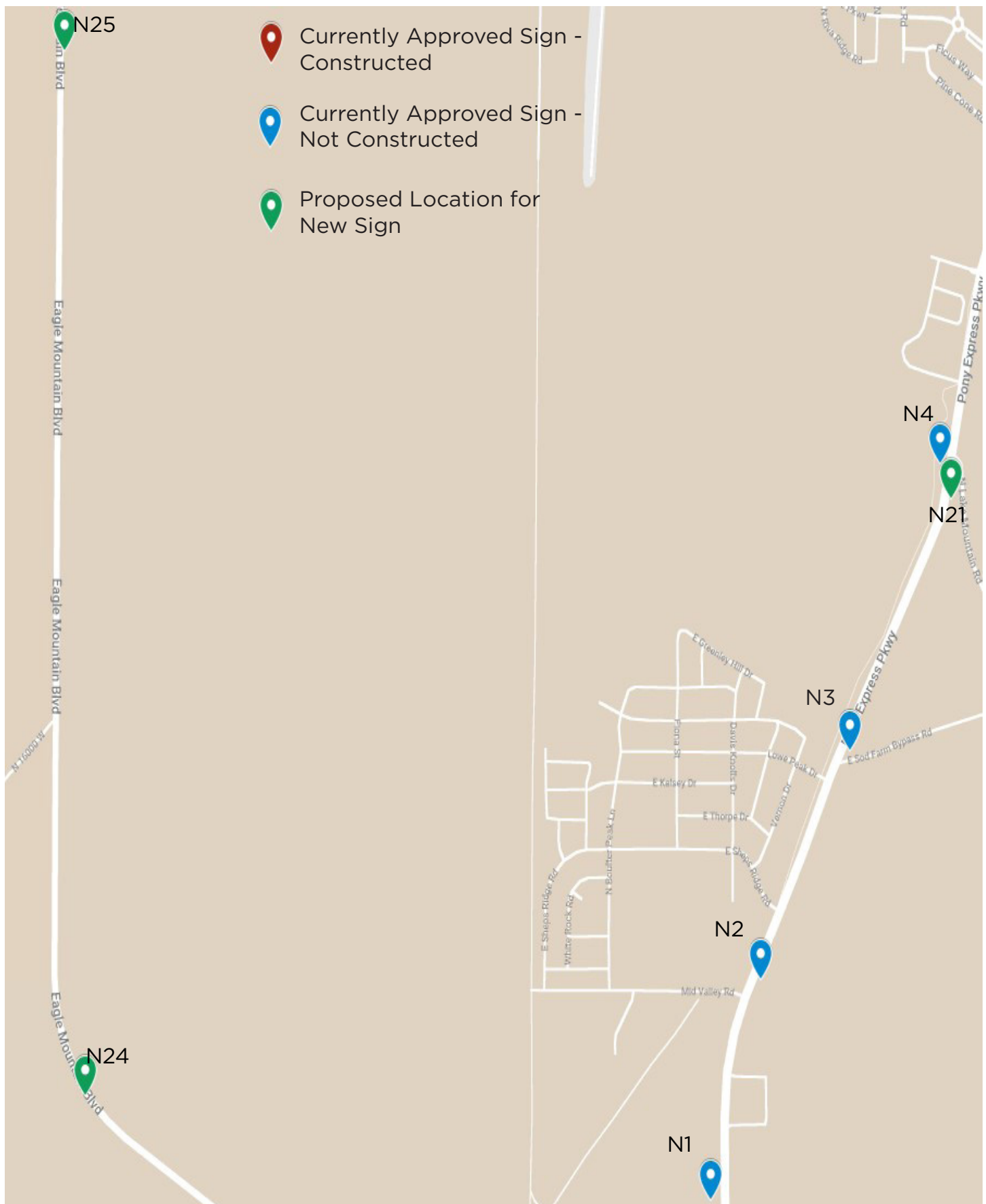


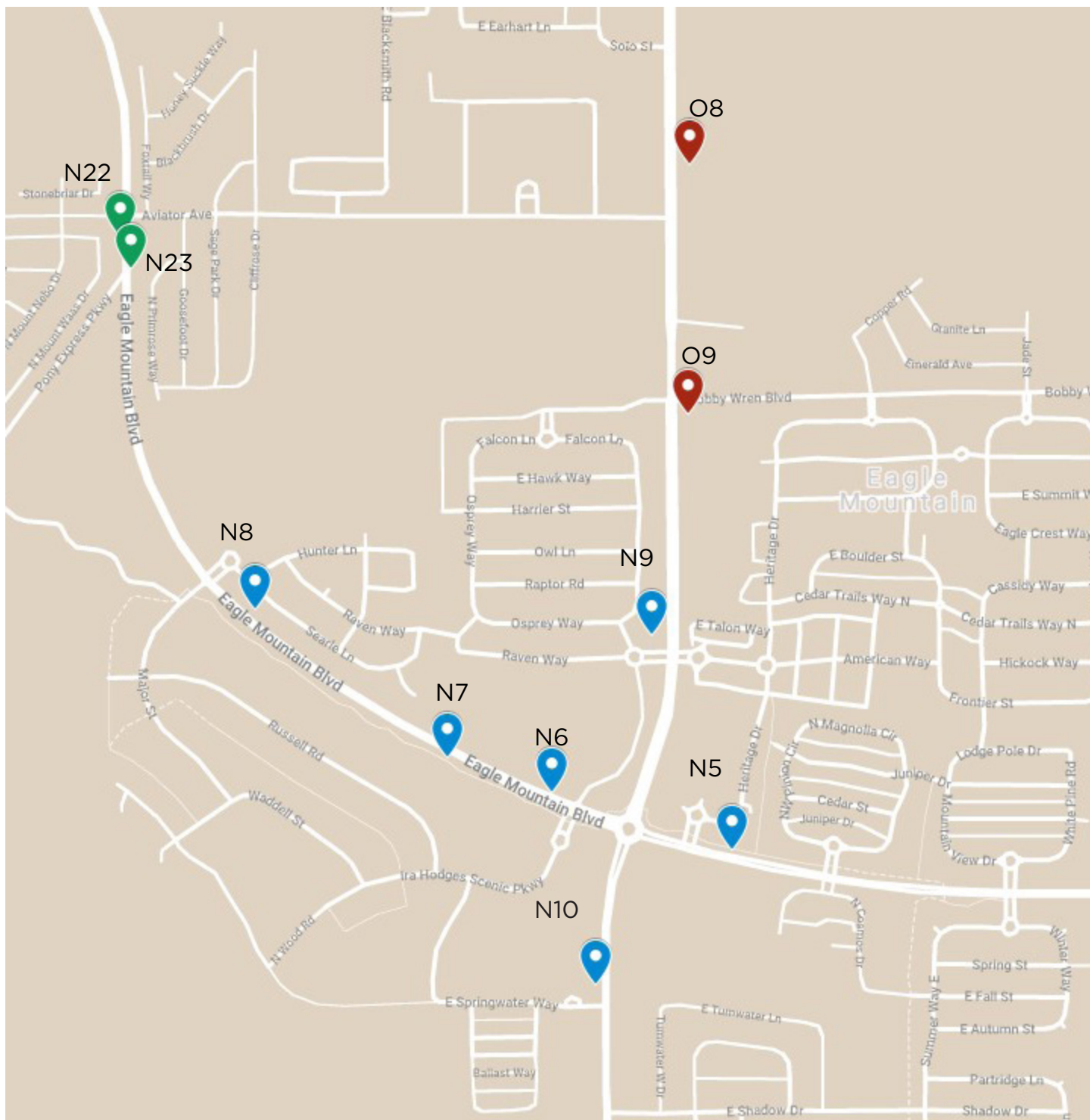


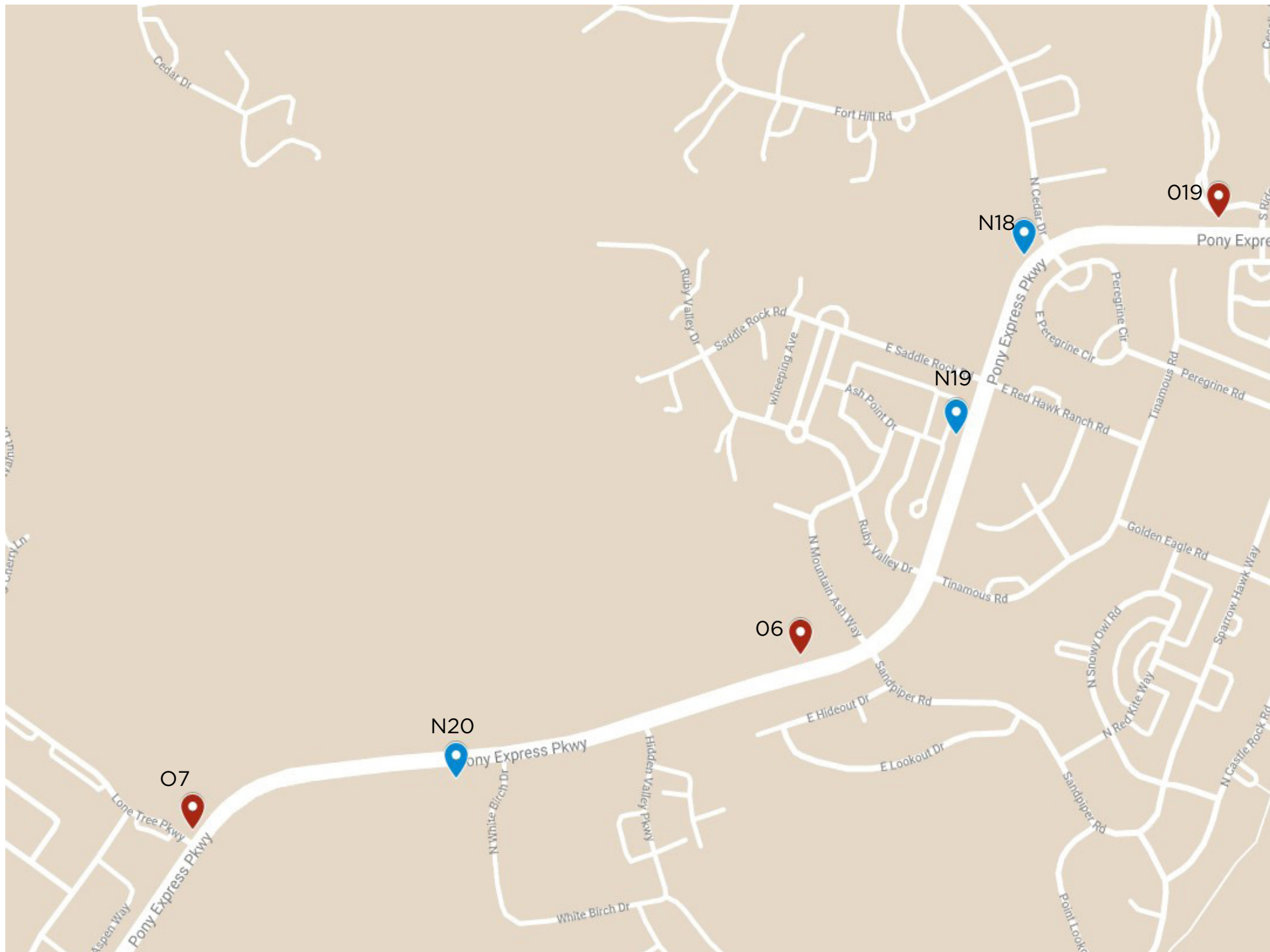
Example Sign Rendering

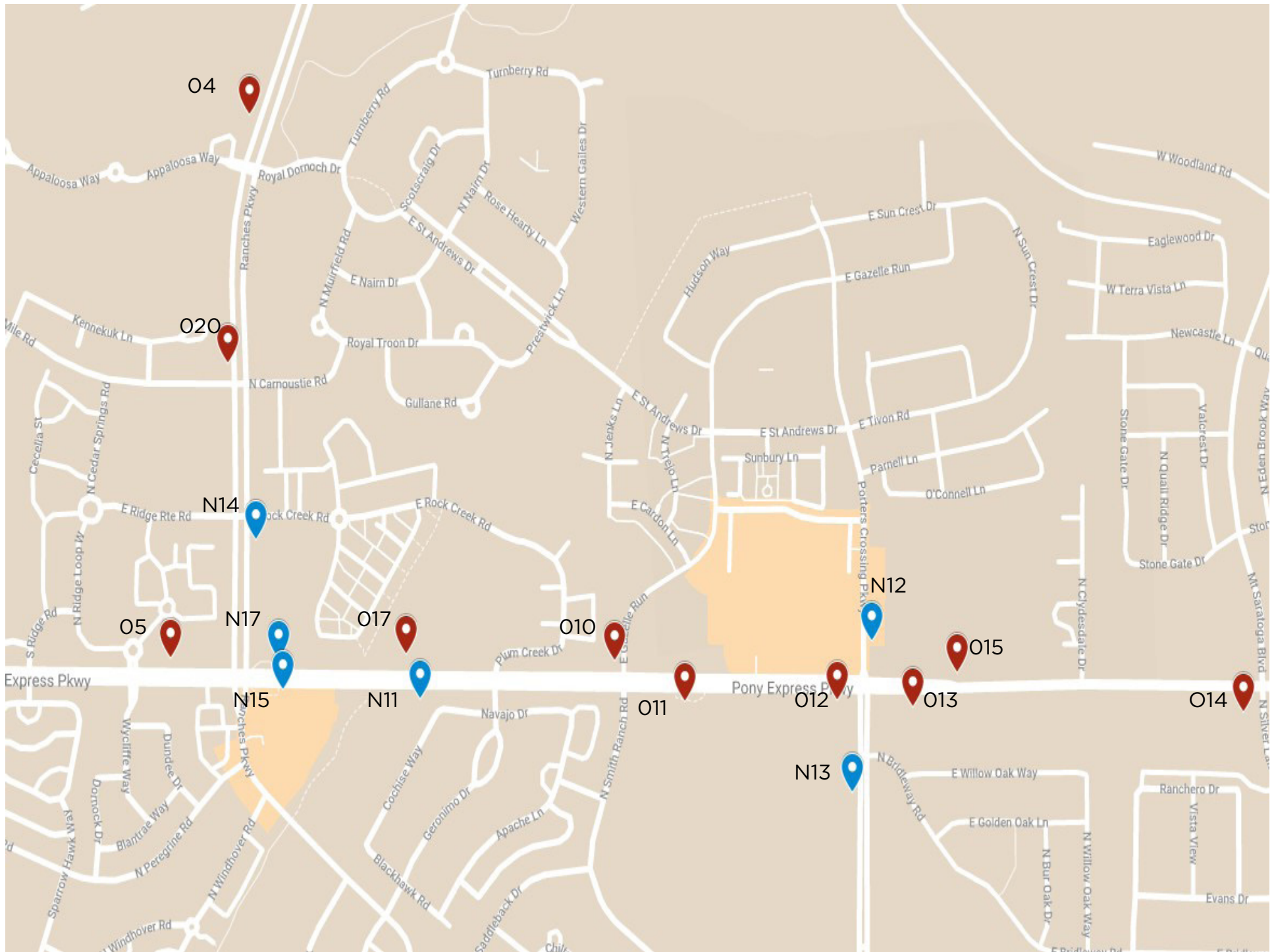


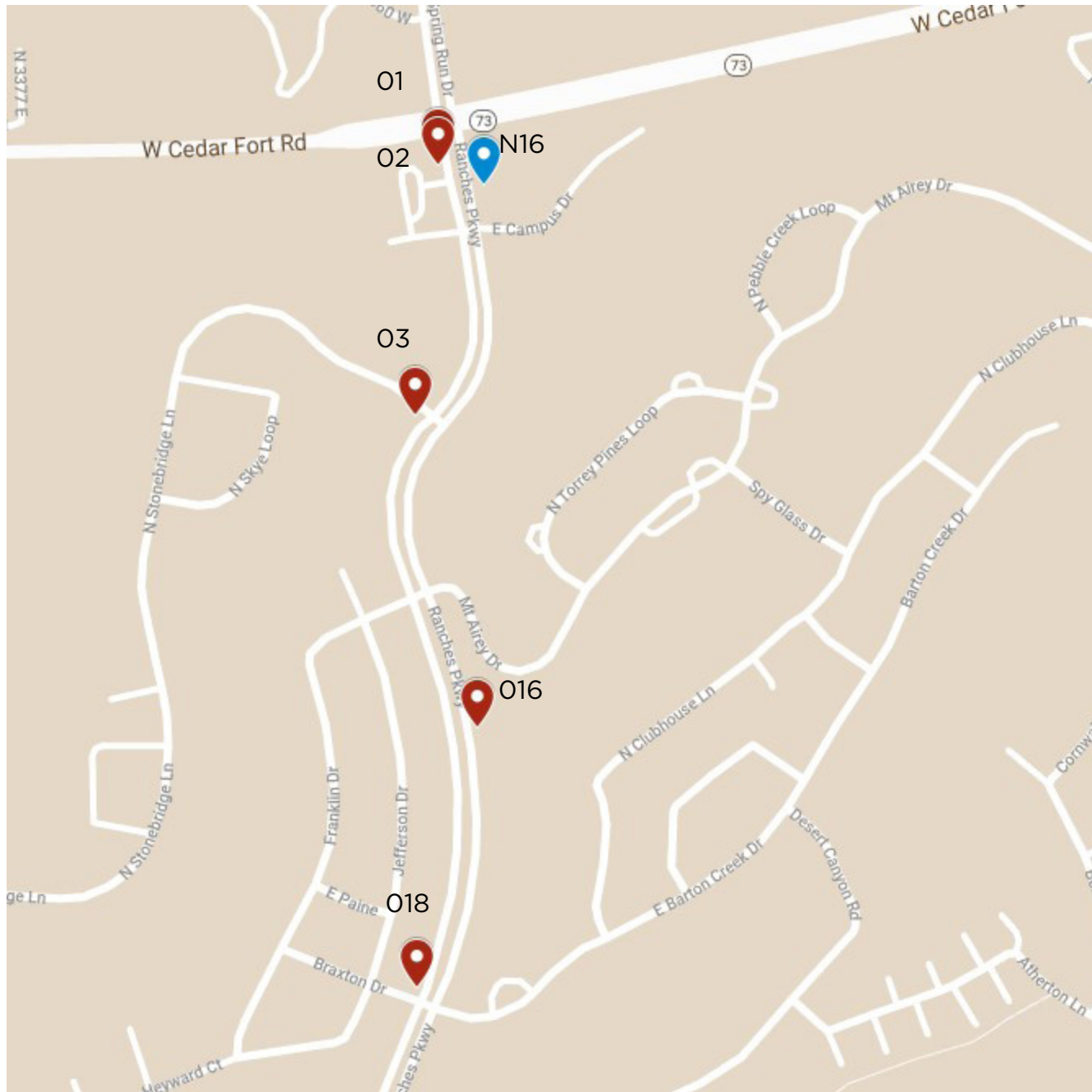
Approved Ladder Sign Locations













**EAGLE MOUNTAIN CITY
CITY COUNCIL MEETING
OCTOBER 5, 2021**

TITLE:	AGREEMENT - Approving the First Addendum to the Eagle Mountain Chamber of Commerce Management and Maintenance Agreement for Additional Ladder Sign Locations.		
ITEM TYPE:	Resolution		
FISCAL IMPACT:	None		
APPLICANT:	Eagle Mountain Chamber of Commerce		
GENERAL PLAN DESIGNATION	CURRENT ZONE	ACREAGE	COMMUNITY

PUBLIC HEARING:

No

PREPARED BY:

Aaron Sanborn, Admin

PRESENTED BY:

Aaron Sanborn, Economic Development Director

RECOMMENDATION:

Staff recommends the City Council approve the first addendum to the Eagle Mountain Chamber of Commerce Management and Maintenance Agreement for Additional Ladder Signs Locations.

BACKGROUND:

The Eagle Mountain Chamber of Commerce currently manages the ladder signs located throughout the City. They are used to provide advertising space for interested businesses, with the proceeds benefiting the efforts of the Chamber. In turn, the City receives a portion of the profits. In 2019, the City Council approved a map designating approved sign locations for the Chamber to utilize as needed. If a different sign location was proposed, it would need to come back to the City Council for approval. There have been several recent requests for an additional sign on the east side of Pony Express Parkway at Lake Mountain Road, and for signs along Eagle Mountain Boulevard.

ITEMS FOR CONSIDERATION:

- There are currently 40 ladder signs approved for use throughout the City, with 20 currently in use.
- The proposed amendment would add five additional signs, all in City-owned right of way.
 - Sign Locations N21-N25 are the five signs being

proposed to be added as approved locations

- The Chamber of Commerce is responsible for monitoring, maintenance, replacement, and moving ladder signs as needed.

REQUIRED FINDINGS:

PLANNING COMMISSION ACTION/RECOMMENDATION:

ATTACHMENTS:

[Proposed Ladder Sign Locations](#)



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

Monday, October 3, 2022

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

SUBJECT: Silverlake plat 18 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,

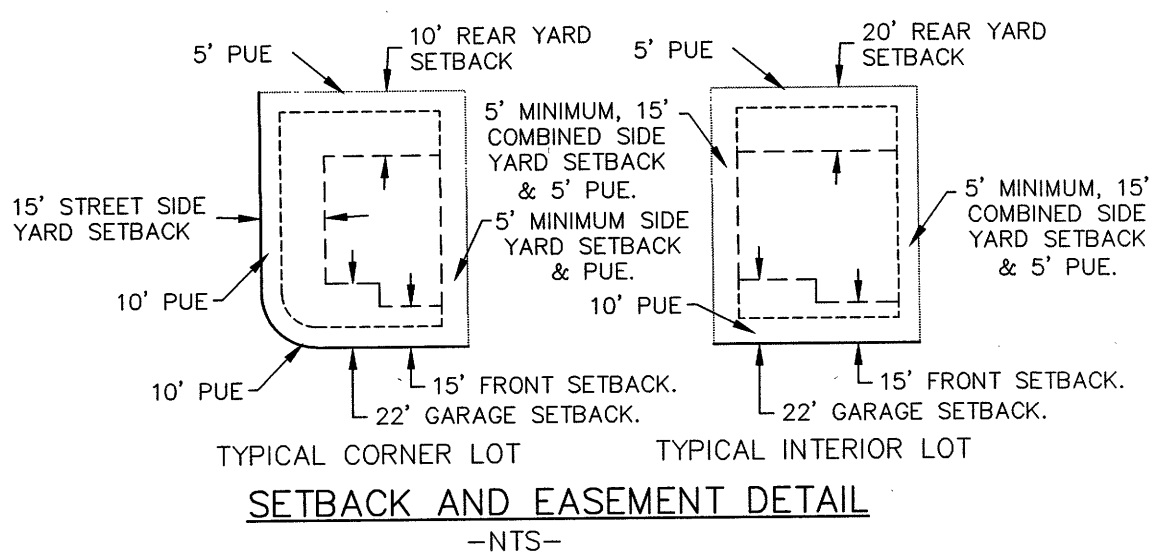
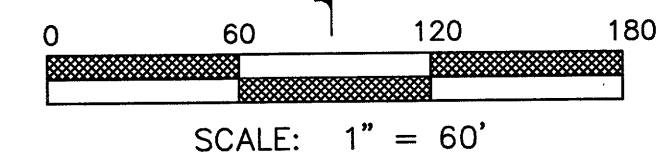
Christopher T. Trusty, P.E.
Engineering Director
Eagle Mountain City

Cc: Fionnuala Kofoed, City Recorder

SILVERLAKE PLAT "18"

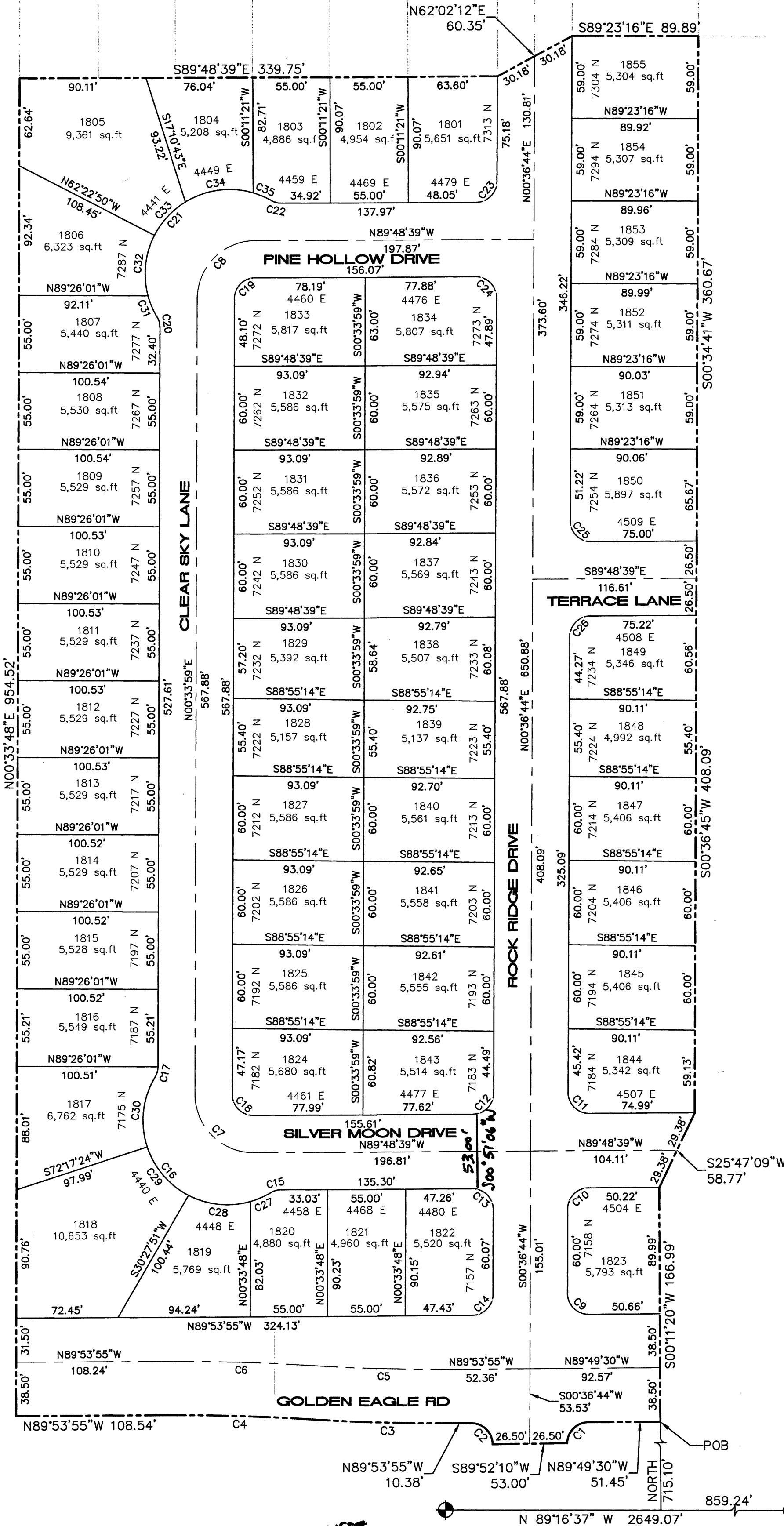
SITUATED IN THE SOUTHWEST QUARTER OF SECTION 28,
TOWNSHIP 5 SOUTH, RANGE 1 WEST, SALT LAKE BASE AND
MERIDIAN, EAGLE MOUNTAIN, UTAH

LAND USE	
ACREAGE:	10.598 acres
ACREAGE IN LOTS:	7.144 acres
LOTS:	55
DENSITY:	5.19 LOTS PER ACRE



Curve Table					
Curve #	Length	Radius	Delta	Chord	Chord Bearing
C1	23.45	15.00	89°33'46"	21.13	S45°23'37"W
C2	23.70	15.00	90°30'39"	21.31	N44°38'35"W
C3	105.12	1538.50	3°54'53"	105.10	N87°56'28"W
C4	99.86	1461.50	3°54'53"	99.84	N87°56'28"W
C5	102.49	1500.00	3°54'53"	102.47	S87°56'28"E
C6	102.49	1500.00	3°54'53"	102.47	N87°56'28"W
C7	65.46	41.50	90°22'38"	58.88	S44°37'20"E
C8	64.91	41.50	89°37'22"	58.50	S45°22'40"W
C9	23.68	15.00	90°26'14"	21.29	S44°36'23"E
C10	23.45	15.00	89°34'37"	21.13	S45°24'03"W
C11	23.67	15.00	90°25'23"	21.29	S44°35'58"E
C12	23.45	15.00	89°34'37"	21.13	N45°24'03"E
C13	23.67	15.00	90°25'23"	21.29	N44°35'58"W
C14	23.43	15.00	89°29'21"	21.12	N45°21'25"E
C15	8.05	15.00	30°45'23"	7.96	S74°48'40"W
C16	159.03	60.00	151°51'52"	116.40	S44°38'05"E
C17	8.05	15.00	30°43'52"	7.95	N15°55'55"E
C18	23.66	15.00	90°22'38"	21.28	S44°37'20"E
C19	23.46	15.00	89°37'22"	21.14	S45°22'40"W
C20	8.05	15.00	30°43'51"	7.95	N14°47'57"W
C21	157.10	60.00	150°01'12"	115.92	S44°50'44"W
C22	7.77	15.00	29°39'59"	7.68	S74°58'40"E
C23	23.45	15.00	89°34'37"	21.13	N45°24'03"E
C24	23.67	15.00	90°25'23"	21.29	N44°35'58"W
C25	23.67	15.00	90°25'23"	21.29	S44°35'58"E
C26	23.45	15.00	89°34'37"	21.13	S45°24'02"W
C27	15.67	60.00	14°57'40"	15.62	N66°54'48"E
C28	45.45	60.00	43°24'17"	44.37	S83°54'13"E
C29	46.45	60.00	44°21'22"	45.30	S40°01'23"E
C30	51.46	60.00	49°08'33"	49.90	S06°43'34"W
C31	16.27	60.00	15°32'09"	16.22	S22°23'48"E
C32	44.24	60.00	42°14'53"	43.25	S06°29'43"W
C33	32.75	60.00	31°16'23"	32.34	S43°15'21"W
C34	50.06	60.00	47°48'06"	48.62	S82°47'36"W
C35	13.78	60.00	13°09'41"	13.75	N66°43'31"W

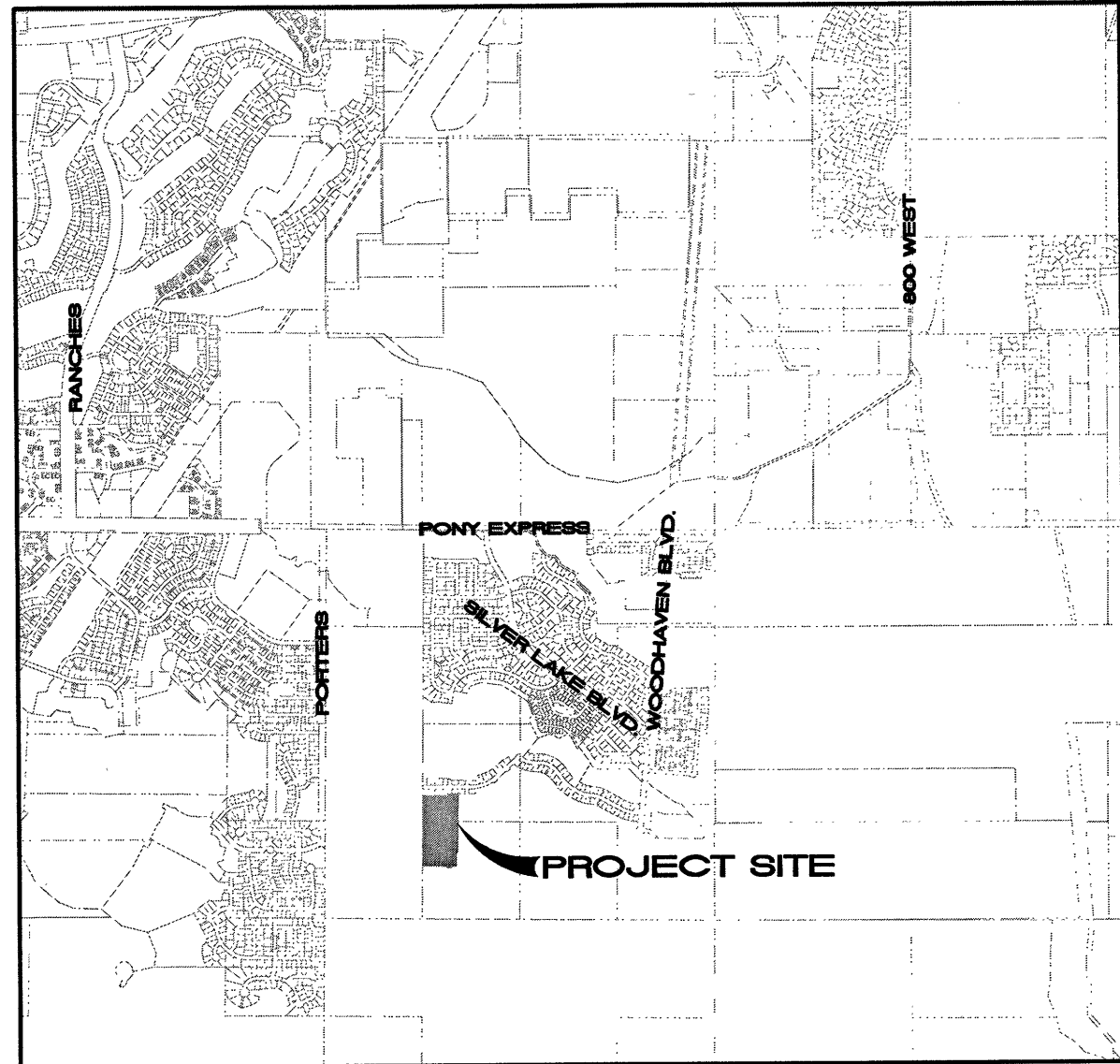
TRANE ENGINEERING, P.C.
CONSULTING ENGINEERS AND LAND SURVEYORS
27 EAST MAIN LANE, UTAH 84043 (801) 768-4544



FOUND UTAH COUNTY BRASS CAP 1959
SOUTH QUARTER CORNER OF SECTION 28,
TOWNSHIP 5 SOUTH, RANGE 1 WEST,
SALT LAKE BASE AND MERIDIAN.

FOUND UTAH COUNTY BRASS CAP 1959
SOUTH QUARTER CORNER OF SECTION 28,
TOWNSHIP 5 SOUTH, RANGE 1 WEST,
SALT LAKE BASE AND MERIDIAN.

FOUND UTAH COUNTY BRASS CAP 1971
SOUTHEAST CORNER OF SECTION 28,
TOWNSHIP 5 SOUTH, RANGE 1 WEST,
SALT LAKE BASE AND MERIDIAN.



VICINITY MAP NTS

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.

Brenda Cadwell 9/28/18
DIRECT COMMUNICATIONS DATE

Basis of Bearing: the line between the Southeast Corner and the South Quarter Corner of Section 28, Township 5 South, Range 1 West, Salt Lake Base and Meridian which bears North 89°20'14" West taken from the State Plane Coordinate & Dependent Resurvey Plat found at the Utah County Surveyors Office. (NAD 83)

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 WOODHAVEN BOULEVARD MUST BE CONSISTENT IN LOOK, MATERIALS, COLOR, AND CONSTRUCTION WITH THE RANCHES FENCING ALONG SILVERLAKE PARKWAY.

QUESTAR GAS COMPANY APPROVAL

Questar approves this plat solely for the purpose of confirming that the plat contains public utility easements. Questar may require other easements in order to serve this development. This approval does not constitute obligation 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 Questar's right-of-way department at 1-800-366-8532

Approved this 28 day of September 2018 Quest Gas Company
By: [Signature] Title: gas account rep

ROCKY MOUNTAIN POWER APPROVAL

- Pursuant to Utah Code Ann 54-3-27 this plat conveys to the owner(s) or operators of utility facilities a public utility easement along with all the rights and duties described therein.
- Pursuant to Utah Code Ann 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.
 - A recorded easement of right of way
 - The law applicable to prescriptive rights
 - Title 54, Chapter 8a, Damage to Underground Utility Facilities
 - Any other provision of law

Del Edwards 9/28/18
ROCKY MOUNTAIN POWER DATE

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 SILVERLAKE PLAT "18" and that the same has been correctly surveyed and monumented on the ground as shown on this plat.

BOUNDARY DESCRIPTION

Beginning at a point which is North 89°16'37" West 859.24 feet along the section line and North 715.10 feet from the South Quarter Corner of Section 28, Township 5 South, Range 1 West, Salt Lake Base and Meridian; thence North 89°49'30" West 51.45 feet; thence Southwesterly 23.45 feet along the arc of a 15.00 foot radius curve to the left, through a central angle of 89°33'46" the chord of which bears South 45°23'37" West 21.13 feet; thence South 89°52'10" West 53.00 feet; thence Northwesterly 23.70 feet along the arc of a 15.00 foot radius curve to the left, through a central angle of 90°30'39" the chord of which bears North 44°38'35" West 21.31 feet; thence North 89°53'55" West 10.38 feet; thence Westerly 105.12 feet along the arc of a 1538.50 foot radius curve to the right, through a central angle of 03°54'53" the chord of which bears North 87°56'28" West 105.10 feet; thence Westerly 99.86 feet along the arc of a 1461.50 foot radius curve to the left, through a central angle of 03°54'53" the chord of which bears North 87°56'28" West 99.84 feet; thence North 89°53'55" West 108.54 feet; thence North 00°33'48" East 954.52 feet; thence South 89°48'39" East 339.75 feet; thence North 62°02'12" East 60.35 feet; thence South 89°23'16" East 89.89 feet; thence South 00°34'41" West 360.67 feet; thence South 00°36'45" West 408.09 feet; thence South 25°47'09" West 58.77 feet; thence South 00°11'20" West 166.99 feet to the point of beginning.

ENT 25283:2019 Map 9 16493
JEFFERY SMITH
UTAH COUNTY RECORDER
2019 Mar 28 10:45 AM FEE \$5.00 BY 78
RECORDED FOR EAGLE MOUNTAIN CITY

Sept 27, 2018
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 ON THIS PLAT TO BE DIVIDED INTO LOTS, STREETS, PARKS, OPEN SPACES, EASEMENTS AND OTHER PUBLIC USES AS DESIGNATED ON THE PLAT AND NOW DO HEREBY DEDICATE UNDER THE PROVISIONS OF 10-9A-607, UTAH CODE, WITHOUT CONDITION, RESTRICTION OR RESERVATION TO EAGLE MOUNTAIN CITY, UTAH, ALL STREETS, WATER, SEWER AND OTHER UTILITY EASEMENTS AND IMPROVEMENTS, OPEN SPACES SHOWN AS PUBLIC OPEN SPACES, PARKS AND ALL OTHER PLACES OF PUBLIC USE AND ENJOYMENT TO EAGLE MOUNTAIN CITY, UTAH TOGETHER WITH ALL IMPROVEMENTS REQUIRED BY THE DEVELOPMENT AGREEMENT BETWEEN THE UNDERSIGNED AND EAGLE MOUNTAIN CITY FOR THE BENEFIT OF THE CITY AND THE INHABITANTS THEREOF.

OWNER(S):

PRINTED NAME OF OWNER

Nathan Johnson President
Rockcross Development Inc

AUTHORIZED SIGNATURE(S)

[Signature]

ACKNOWLEDGEMENT

STATE OF UTAH)
COUNTY OF UTAH) S.S.

On the 28 day of September, 2018, personally appeared before me the persons signing the foregoing Owners Dedication known to me to be authorized to execute the foregoing Owners Dedication for and on behalf of the owners who duly acknowledge to me that the Owners Dedication was executed by them on behalf of the Owners.

My Commission Expires 06/11/2021

695504
COMMISSION NUMBER

NOTARY PUBLIC SIGNATURE

Matthew Rasband
PRINTED NAME OF NOTARY

ACCEPTANCE BY LEGISLATIVE BODY

The City Council of Eagle Mountain City, County of Utah, Approves this subdivision and hereby accepts the dedication of all streets, easements, and other parcels of land intended for public purposes for the perpetual use of the public this 27 day of November 2019

[Signature]
APPROVED BY MAYOR

[Signature]
APPROVED BY CITY ATTORNEY

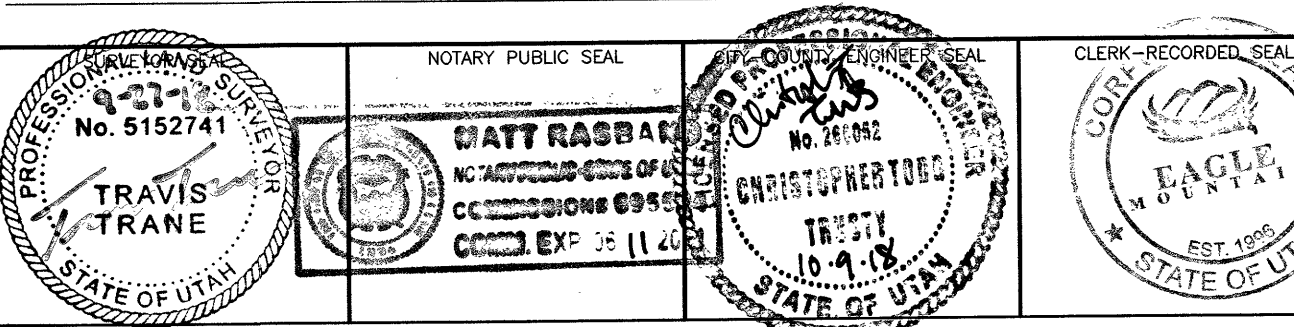
[Signature]
APPROVED BY CITY ENGINEER
(See Seal Below)

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

PLAT "18"

SILVERLAKE A RESIDENTIAL SUBDIVISION

EAGLE MOUNTAIN UTAH COUNTY, UTAH



SEC 28-5-1W T4-038



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

Monday, October 3, 2022

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

SUBJECT: Silverlake plat 23 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.

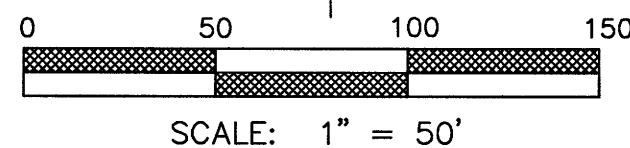
Please contact me should you have any comments, questions, or concerns. Thank you.

Sincerely,

Christopher T. Trusty, P.E.
Engineering Director
Eagle Mountain City

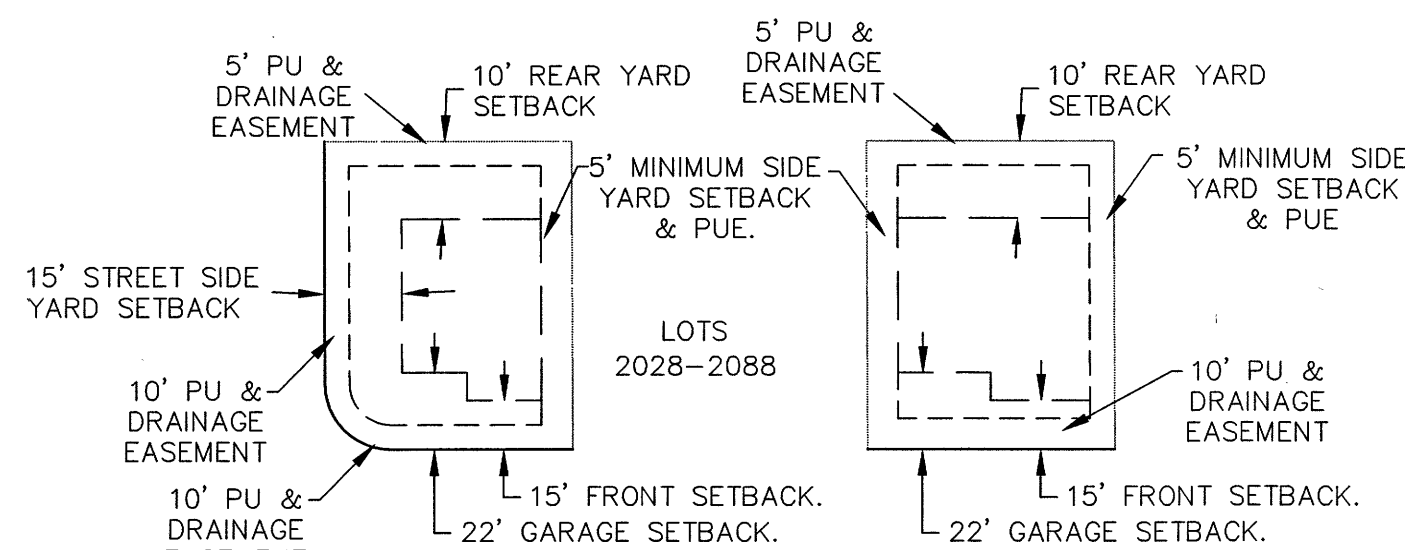
Cc: Fionnuala Kofoed, City Recorder

Curve Table					
Curve #	Length	Radius	Delta	Chord	Chord Bearing
C1	99.86	1461.50	3°54'53"	99.84	S87°56'28"E
C2	105.12	1538.50	3°54'53"	105.10	S87°56'28"E
C3	23.70	15.00	90°30'39"	21.31	S44°38'35"E
C4	23.45	15.00	89°33'46"	21.13	N45°23'37"E
C5	23.57	15.00	90°00'50"	21.22	S44°49'05"E
C6	23.56	15.00	90°00'00"	21.21	S45°11'20"W
C7	23.56	15.00	90°00'00"	21.21	S44°48'40"E
C8	23.46	15.00	89°37'21"	21.14	S45°22'39"W
C9	23.66	15.00	90°22'39"	21.28	N44°37'21"W
C10	23.45	15.00	89°34'36"	21.13	S45°24'02"W
C11	23.67	15.00	90°25'24"	21.29	S44°35'58"E

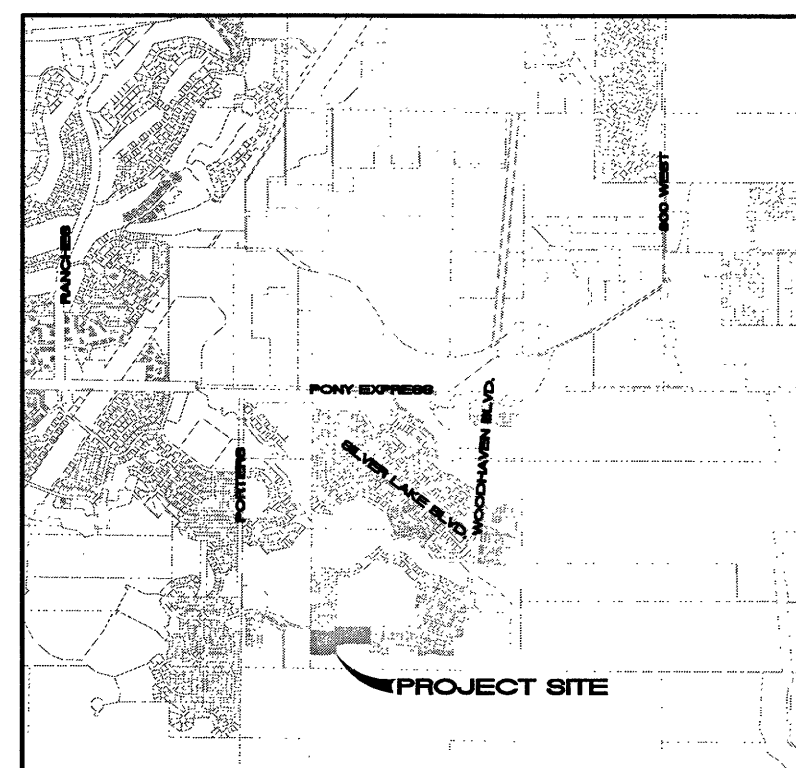


SILVERLAKE PLAT "23"

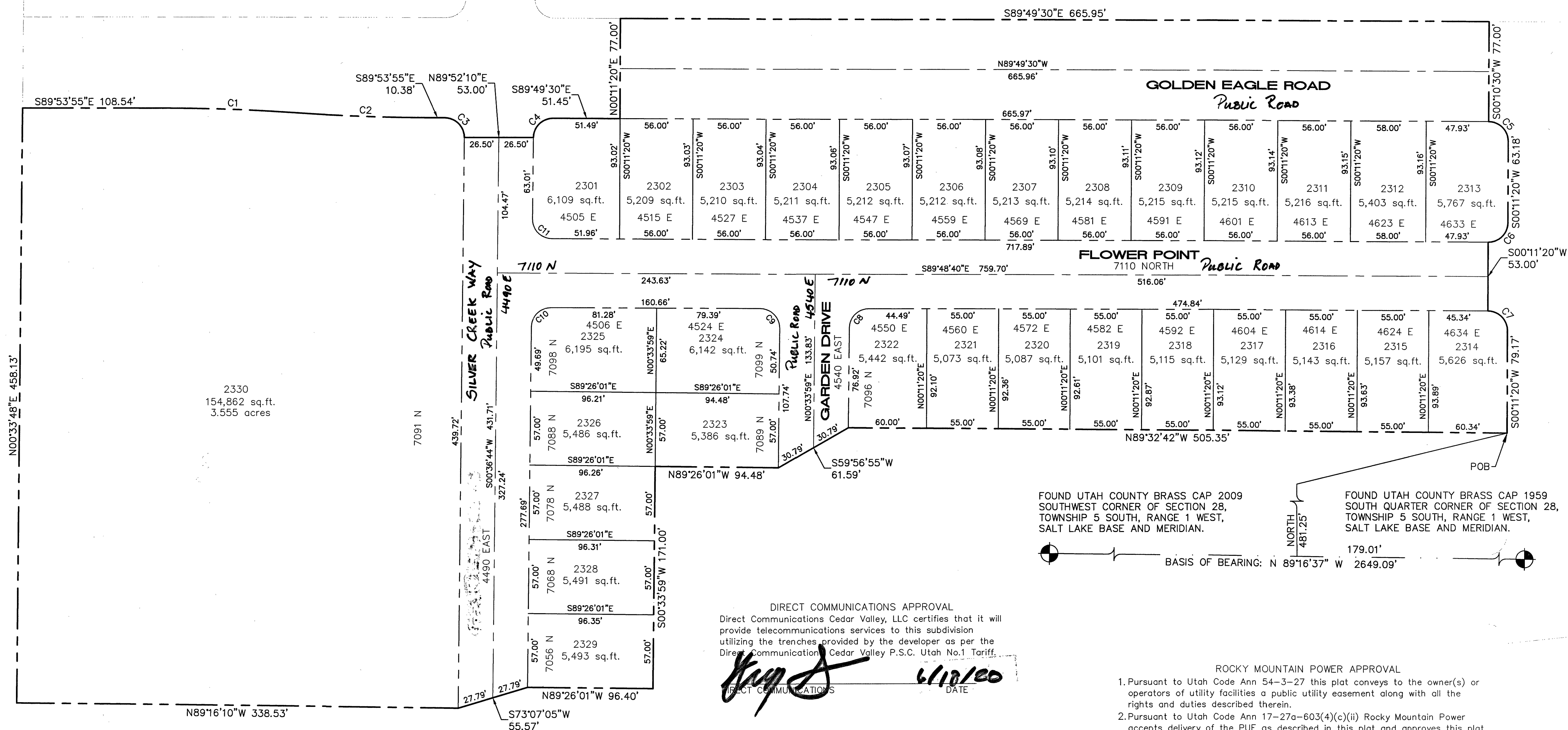
SITUATED IN THE SOUTHWEST QUARTER OF SECTION 28,
TOWNSHIP 5 SOUTH, RANGE 1 WEST, SALT LAKE BASE
AND MERIDIAN, EAGLE MOUNTAIN, UTAH



TYPICAL CORNER LOT
TYPICAL INTERIOR LOT
SETBACK AND EASEMENT DETAIL
-NTS-



VICINITY MAP
NTS



LAND USE	
ACREAGE:	9.865 acres
ACREAGE IN LOTS:	7.135 acres
ACREAGE IN ROADS:	2.73 acres
LOTS:	30 LOTS
AVE. LOT:	5.380
UNIT DENSITY:	3.04 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-COLLECTOR ROAD FENCING REQUIRED ALONG GOLDEN EAGLE PER AGREEMENT.

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.
DATE: 6/18/20

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 of acknowledgment of any terms contained in the plat, including those set forth in the Owners Dedication and the Notes and does not constitute a guarantee of particular terms of natural gas service. For further information please contact Dominion's right-of-way department at 1-800-366-8532

Approved this 19 day of June 20 20, Dominion Gas Company
By: [Signature] Title: Pre-Con

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

DATE: 6/18/20
ROCKY MOUNTAIN POWER

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

SURVEYOR'S CERTIFICATE

I, TRAVIS TRANE, do hereby certify that I am a Professional Land Surveyor, and that I hold Licence No. 5152741, as prescribed under the laws of the State of Utah. I further certify that by authority of the owners, I have made a survey of the tract of land shown on this plat and described hereon, and have subdivided said tract of land into lots and streets, together with easements, hereafter to be known as SILVERLAKE PLAT "23" and that the same has been correctly surveyed and monumented on the ground as shown on this plat.

BOUNDARY DESCRIPTION

Beginning at a point which is North 89°16'37" West 179.01 feet along the section line and North 481.25 feet from the South Quarter Corner of Section 28, Township 5 South, Range 1 West, Salt Lake Base and Meridian; thence North 89°32'42" West 505.35 feet; thence South 59°56'55" West 61.59 feet; thence North 89°26'01" West 94.48 feet; thence South 00°33'59" West 171.00 feet; thence North 89°26'01" West 96.40 feet; thence South 73°07'05" West 55.57 feet; thence North 89°16'10" West 338.53 feet; thence North 00°33'48" East 458.13 feet; thence South 89°53'55" East 108.54 feet; thence Easterly 99.86 feet along the arc of a 1461.50 foot radius curve to the right, through a central angle of 03°54'53" the chord of which bears South 87°56'28" East 99.84 feet; thence Easterly 105.12 feet along the arc of a 1538.50 foot radius curve to the left, through a central angle of 03°54'53" the chord of which bears South 87°56'28" East 105.10 feet; thence South 89°53'55" East 10.38 feet; thence Southeast 23.70 feet along the arc of a 15 foot radius curve to the right, through a central angle of 90°30'39" the chord of which bears South 44°38'35" East 21.31 feet; thence North 89°52'10" East 53.00 feet; thence Northeast 23.45 feet along the arc of a 15 foot radius curve to the right, through a central angle of 89°33'46" the chord of which bears North 45°23'37" East 21.13 feet; thence South 89°49'30" East 51.45 feet; thence North 00°11'20" East 77.00 feet; thence South 89°49'30" East 665.95 feet; thence South 00°10'30" West 77.00 feet; thence Southeast 23.57 feet along the arc of a 15 foot radius curve to the right, through a central angle of 90°00'50" the chord of which bears South 44°49'05" East 21.22 feet; thence South 00°11'20" West 63.18 feet; thence Southwesterly 23.56 feet along the arc of a 15 foot radius curve to the right, through a central angle of 90°00'00" the chord of which bears South 44°48'40" East 21.21 feet; thence South 00°11'20" West 79.17 feet to the point of beginning.

Parcel contains: 9.865 acres more or less.

ENT 92381:2020 Map 17128
JEFFERY SMITH
UTAH COUNTY RECORDER
2020 Jul 01 10:31 am FEE 110.00 BY TM
RECORDED FOR EAGLE MOUNTAIN CITY

June 17, 2020

OWNER'S DEDICATION

WE, THE UNDERSIGNED OWNERS OF ALL THE REAL PROPERTY DEPICTED ON THIS PLAT AND DESCRIBED IN THE SURVEYOR'S CERTIFICATE ON THIS PLAT, HAVE CAUSED THE LAND DESCRIBED ON THIS PLAT TO BE DIVIDED INTO LOTS, STREETS, 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 SHOWN AS PUBLIC OPEN SPACES, PARKS AND ALL OTHER PLACES OF PUBLIC USE AND ENJOYMENT TO EAGLE MOUNTAIN CITY, UTAH TOGETHER WITH ALL IMPROVEMENTS REQUIRED BY THE DEVELOPMENT AGREEMENT BETWEEN THE UNDERSIGNED AND EAGLE MOUNTAIN CITY FOR THE BENEFIT OF THE CITY AND THE INHABITANTS THEREOF.

OWNER(S):
PRINTED NAME OF OWNER: Nate Hutchison

President, Rockcross Development Inc

AUTHORIZED SIGNATURE(S) [Signature]

STATE OF UTAH)
COUNTY OF UTAH)

ACKNOWLEDGEMENT

On the 17th 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 for and on behalf of the owners who duly acknowledge to me that the Owners Dedication was executed by them on behalf of the Owners.

My Commission Expires 10-10-22

COMMISSION NUMBER 702762

NOTARY PUBLIC SIGNATURE [Signature]
PRINTED NAME OF NOTARY: Rachel Wilson

ACCEPTANCE BY LEGISLATIVE BODY

The City Council of Eagle Mountain City, County of Utah, Approves this subdivision and hereby accepts the dedication of all streets, easements, and other parcels of land intended for public purposes for the perpetual use of the public this 30th day of June, 2020.

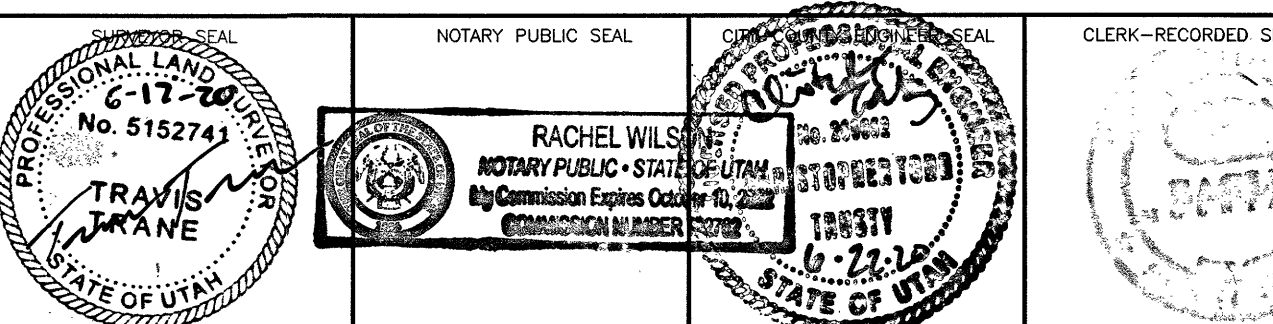
APPROVED BY MAYOR [Signature]
APPROVED BY CITY ENGINEER [Signature]
(See Seal Below)

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

PLAT "23"

SILVERLAKE
A RESIDENTIAL SUBDIVISION

EAGLE MOUNTAIN UTAH COUNTY, UTAH



See 297 55 R/W 508M
TV-058



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

Monday, October 3, 2022

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

SUBJECT: **Silverlake plat 24 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,

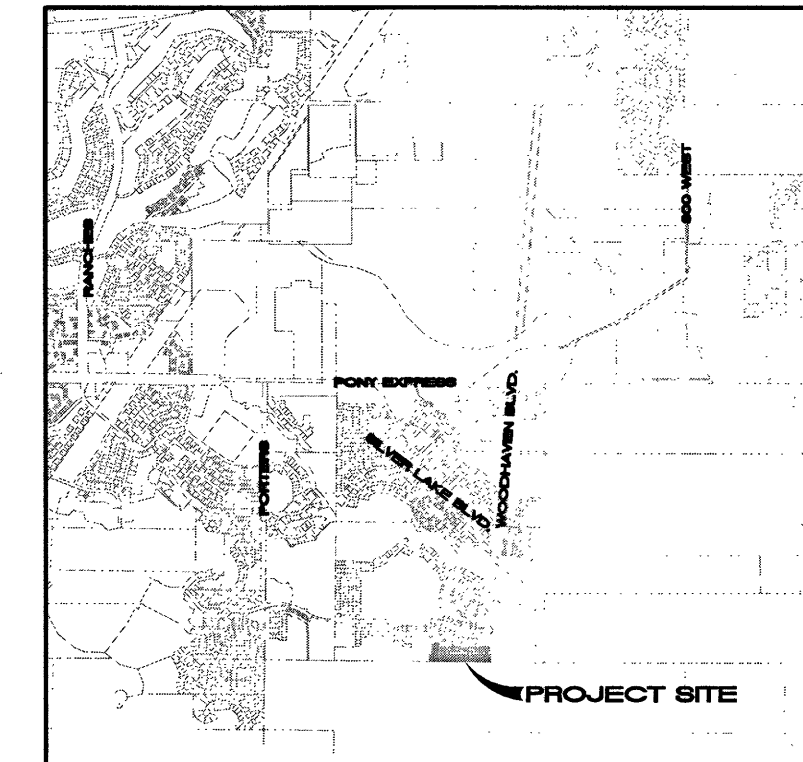
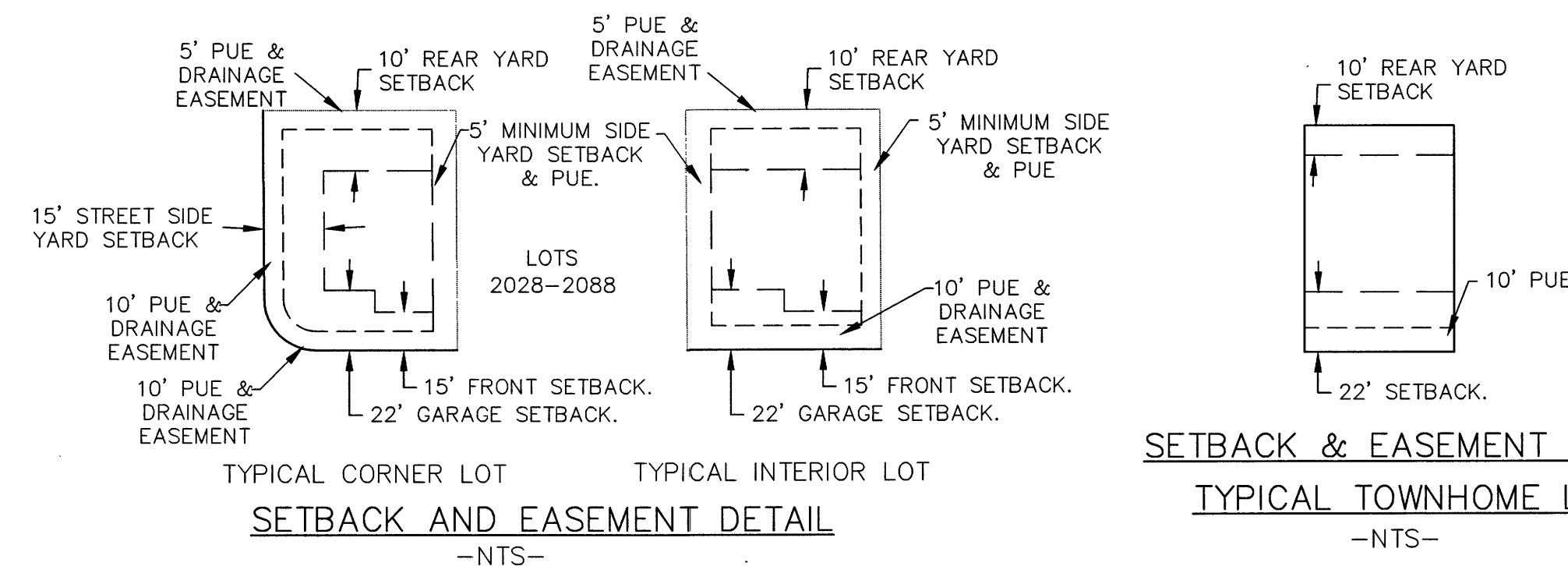
Christopher T. Trusty, P.E.
Engineering Director
Eagle Mountain City

Cc: Fionnuala Kofoed, City Recorder

SILVERLAKE PLAT "24"

SITUATED IN THE SOUTHEAST QUARTER OF SECTION 28,
TOWNSHIP 5 SOUTH, RANGE 1 WEST, SALT LAKE BASE
AND MERIDIAN, EAGLE MOUNTAIN, UTAH

Curve Table					
Curve #	Length	Radius	Delta	Chord	Chord Bearing
C1	23.56	15.00	90°00'00"	21.21	S44°48'40"E
C2	92.64	960.50	5°31'34"	92.60	S06°29'30"E



VICINITY MAP
NTS

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 SILVERLAKE PLAT "24" and that the same has been correctly surveyed and monumented on the ground as shown on this plat.

BOUNDARY DESCRIPTION

Beginning at a point which is North 89°20'14" West 1004.52 feet along the section line from the Southeast Corner of Section 28, Township 5 South, Range 1 West, Salt Lake Base and Meridian; thence North 89°20'14" West 1168.88 feet along the section line; thence North 00°39'46" East 184.00 feet; thence North 89°20'14" West 43.87 feet; thence North 00°11'20" East 160.70 feet; thence South 89°48'40" East 80.20 feet; thence Southeast 23.56 feet along the arc of a 15 foot radius curve to the right, through a central angle of 90°00'00" the chord of which bears South 44°48'40" East 21.21 feet; thence South 89°59'51" East 212.60 feet; thence South 81°25'07" East 431.72; thence North 89°41'45" East 213.60 feet; thence North 00°11'20" East 27.66 feet; thence East 237.15 feet; thence Southerly 92.64 feet along the arc of a 960.50 foot radius curve to the right, through a central angle of 05°31'34" the chord of which bears South 06°29'30" East 92.61 feet; thence South 03°43'43" East 216.21 feet to the point of beginning.

Parcel contains: 8.282 acres more or less.

Basis of Bearing: the line between the Southeast Corner and the South Quarter Corner of Section 28, Township 5 South, Range 1 West, Salt Lake Base and Meridian which bears North 89°20'14" West taken from the State Plane Coordinate & Dependent Resurvey Plat found at the Utah County Surveyors Office. (NAD 83)

Sept 15, 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 ON THIS PLAT TO BE DIVIDED INTO LOTS, STREETS, PARKS, OPEN SPACES, EASEMENTS AND OTHER PUBLIC USES AS DESIGNATED ON THE PLAT AND NOW DO HEREBY DEDICATE UNDER THE PROVISIONS OF 10-9A-607, UTAH CODE, WITHOUT CONDITION, RESTRICTION OR RESERVATION TO EAGLE MOUNTAIN CITY, UTAH, ALL STREETS, WATER, SEWER AND OTHER UTILITY EASEMENTS AND IMPROVEMENTS, OPEN SPACES SHOWN AS PUBLIC OPEN SPACES, PARKS AND ALL OTHER PLACES OF PUBLIC USE AND ENJOYMENT TO EAGLE MOUNTAIN CITY, UTAH TOGETHER WITH ALL IMPROVEMENTS REQUIRED BY THE DEVELOPMENT AGREEMENT BETWEEN THE UNDERSIGNED AND EAGLE MOUNTAIN CITY FOR THE BENEFIT OF THE CITY AND THE INHABITANTS THEREOF. PURSUANT TO UTAH CODE 10-9A-604(1d) THE OWNER HEREBY CONVEYS THE COMMON AREA, AS INDICATED HEREON, TO THE SILVERLAKE MASTER HOME OWNERS ASSOCIATION, PO BOX 179, LEHI, UT, 84043

OWNER(S):
PRINTED NAME OF OWNER

AUTHORIZED SIGNATURE(S)

Nate Hutchinson
President, Rockcross Development, Inc.

9/16/2020

ACKNOWLEDGEMENT

STATE OF UTAH)
COUNTY OF UTAH) S.S.

On the 15th day of September 2020 personally appeared before me the persons signing the foregoing Owners Dedication known to me to be authorized to execute the foregoing Owners Dedication for and on behalf of the owners who duly acknowledge to me that the Owners Dedication was executed by them on behalf of the Owners.

My Commission Expires 10/10/22

NOTARY PUBLIC SIGNATURE
RACHEL WILSON
PRINTED NAME OF NOTARY

ACCEPTANCE BY LEGISLATIVE BODY

The City Council of Eagle Mountain City, County of Utah, Approves this subdivision and hereby accepts the dedication of all streets, easements, and other parcels of land intended for public purposes for the perpetual use of the public this 30th day of September 2020.

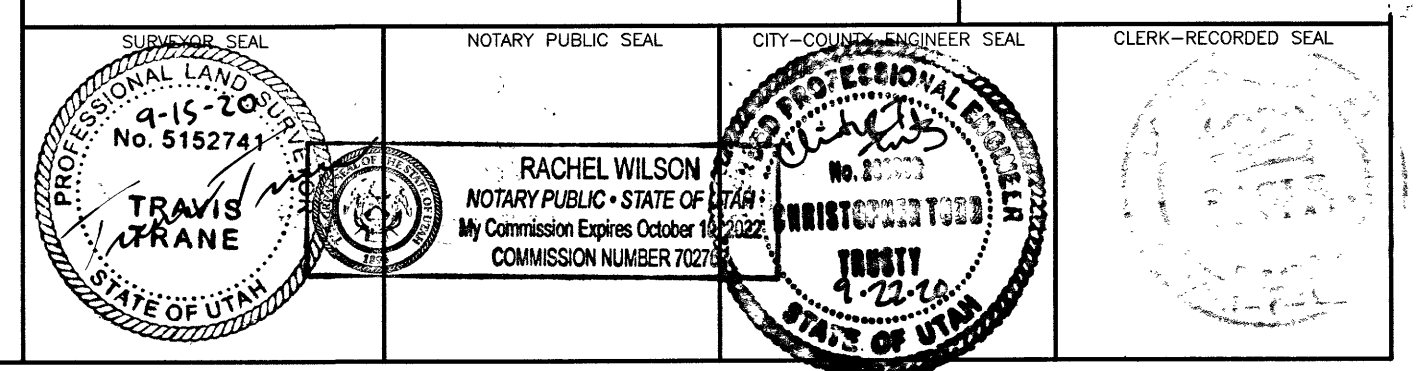
APPROVED BY MAYOR: Donna Burnham
APPROVED BY CITY ENGINEER: Chucky Stant
(See Seal Below)

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

PLAT "24"
SHEET 1 OF 2

SILVERLAKE
A RESIDENTIAL SUBDIVISION

RECORDING INFORMATION
ENT 154587-2020 Map 17309
JEFFERY SMITH
UTAH COUNTY RECORDER
2020 Oct 05 2:18 PM FEE 244.00
RECORDED FOR EAGLE MOUNTAIN CITY



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

LAND USE	
ACREAGE:	8.282 acres
ACREAGE IN LOTS:	4.71 acres
ACREAGE IN ROADS:	1.526 acres
SINGLE FAMILY LOTS:	39 LOTS
AVE. SINGLE FAMILY LOT:	3,650
TOWNHOME UNITS:	33 LOTS
TOTAL LOTS:	72 LOTS
LARGEST SINGLE FAMILY LOT:	4,250 SF
SMALLEST SINGLE FAMILY LOT:	3,150 SF
UNIT DENSITY:	8.69 LOTS PER ACRE

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

Approved this 17 day of September 2020 Dominion Gas Company
By: [Signature] Title: Pre-Com

ROCKY MOUNTAIN POWER
DATE: 9/16/2020

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 1-800-366-8532

NOTES:

1- STUCCO SHALL NOT EXCEED 25% OF ANY FRONT ELEVATION AND ELEVATION FACING A PUBLIC STREET.

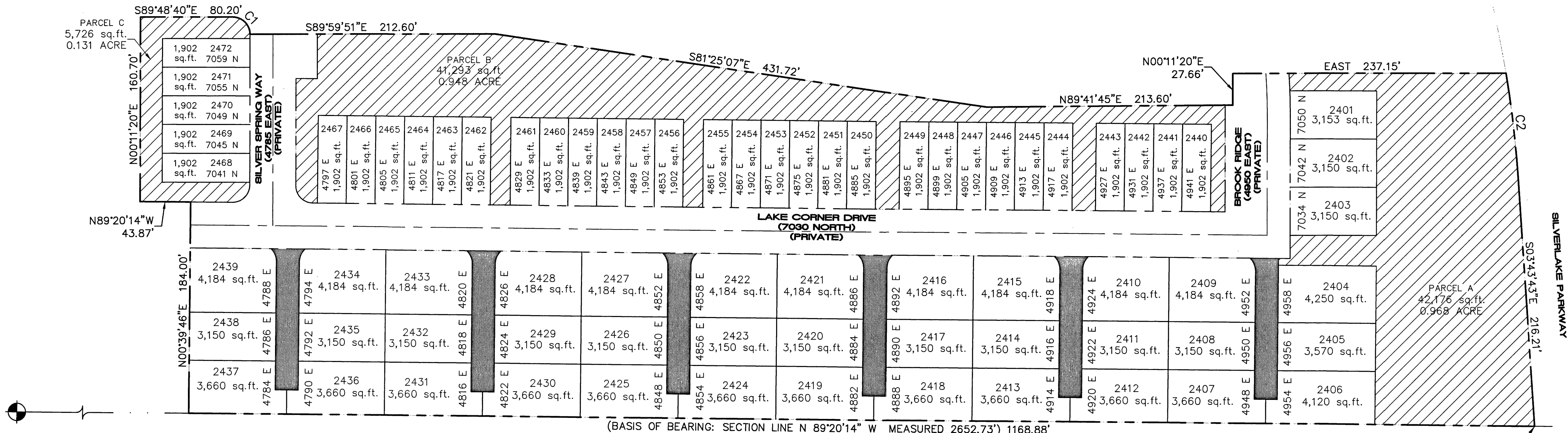
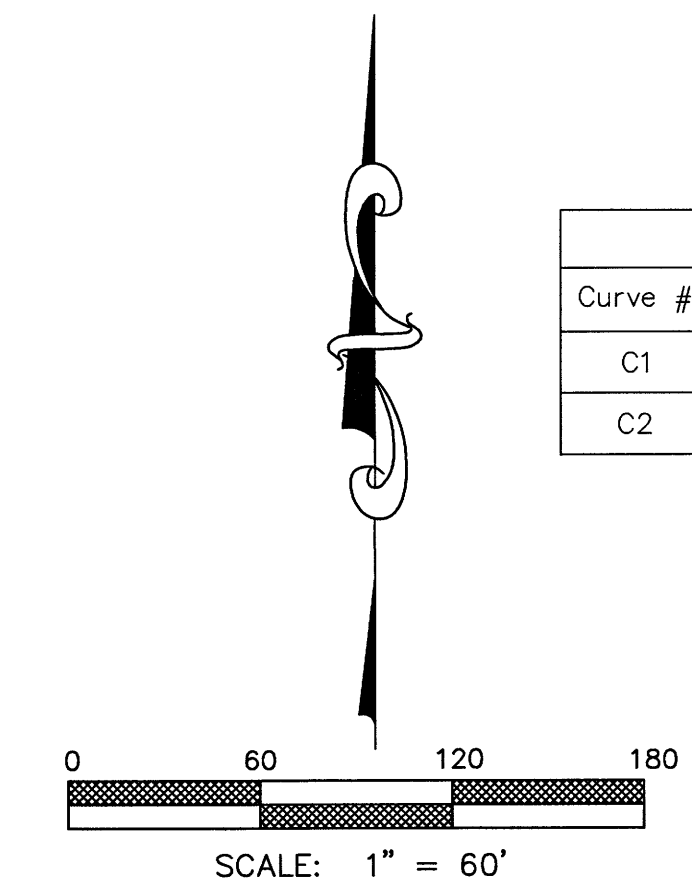
2- ALL EXTERIOR LIGHTING MUST COMPLY WITH EMMC CHAPTER 17.56 OUTDOOR LIGHTING STANDARDS.

3- PRIVACY FENCING FACING SILVERLAKE PARKWAY MUST BE CONSISTENT IN LOOK, MATERIALS, COLOR, AND CONSTRUCTION WITH THE RANCHES FENCING ALONG SILVERLAKE PARKWAY.

4- THE LANDSCAPING ALONG SILVERLAKE PARKWAY TO BE MAINTAINED BY SILVERLAKE HOA.

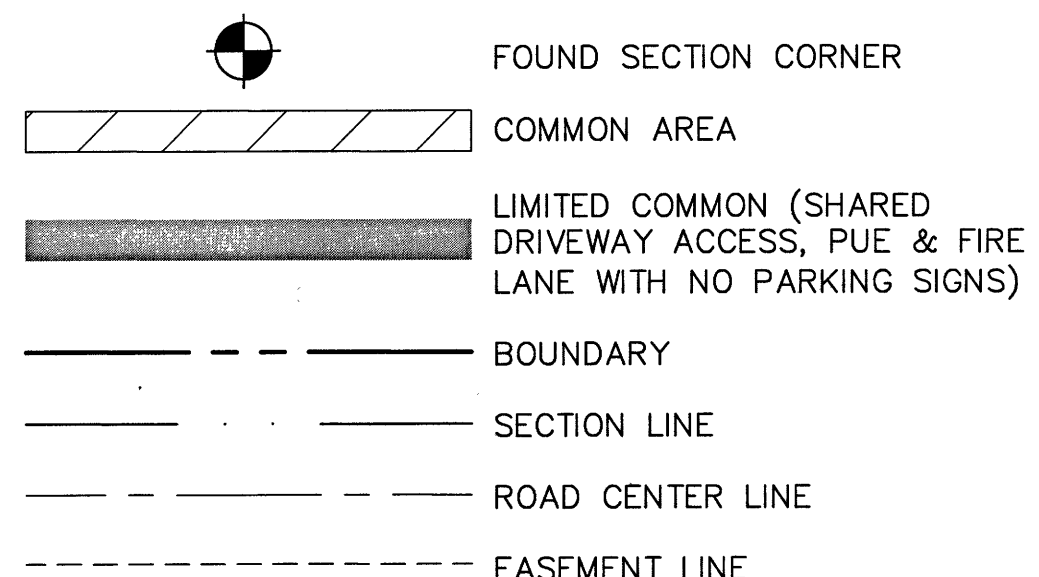
5- PARCELS A, B AND C TO BE MAINTAINED BY SILVERLAKE HOA.

6- COLLECTOR ROAD FENCING REQUIRED ALONG SILVERLAKE PARKWAY PER AGREEMENT.



FOUND UTAH COUNTY BRASS CAP 1959
SOUTH QUARTER CORNER OF SECTION 28,
TOWNSHIP 5 SOUTH, RANGE 1 WEST,
SALT LAKE BASE AND MERIDIAN.

FOUND UTAH COUNTY BRASS CAP 1971
SOUTHEAST CORNER OF SECTION 28,
TOWNSHIP 5 SOUTH, RANGE 1 WEST,
SALT LAKE BASE AND MERIDIAN.

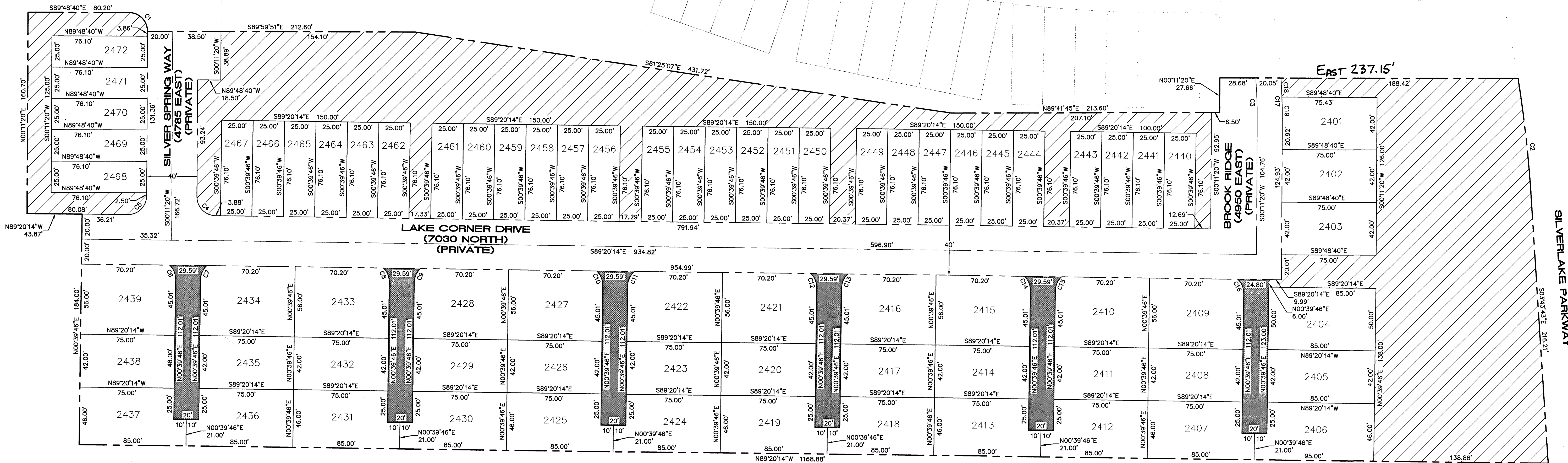


17309

SE 28, T5S, R1W
TV-03B

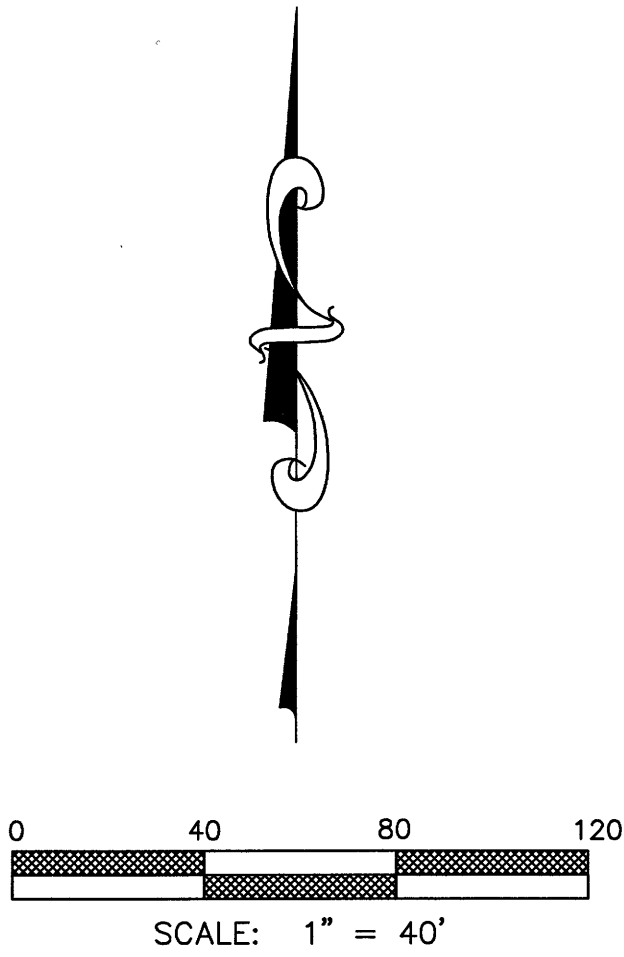
SILVERLAKE PLAT "24"

SITUATED IN THE SOUTHEAST QUARTER OF SECTION 28,
TOWNSHIP 5 SOUTH, RANGE 1 WEST, SALT LAKE BASE
AND MERIDIAN, EAGLE MOUNTAIN, UTAH



Curve Table					
Curve #	Length	Radius	Delta	Chord	Chord Bearing
C1	23.56	15.00	90°00'00"	21.21	S44°48'40"E
C2	92.64	960.50	5°31'34"	92.61	S06°29'30"E
C3	36.34	500.00	4°09'50"	36.33	N01°53'35"W
C4	23.44	15.00	89°31'34"	21.13	S44°34'27"E
C5	23.69	15.00	90°28'26"	21.30	N45°25'33"E
C6	12.34	15.00	47°07'52"	11.99	N22°54'10"W
C7	12.34	15.00	47°07'52"	11.99	S24°13'42"W
C8	12.34	15.00	47°07'52"	11.99	N22°54'10"W
C9	12.34	15.00	47°07'52"	11.99	S24°13'42"W
C10	12.34	15.00	47°07'52"	11.99	N22°54'10"W
C11	12.34	15.00	47°07'52"	11.99	S24°13'42"W
C12	12.34	15.00	47°07'52"	11.99	N22°54'10"W

Curve Table					
Curve #	Length	Radius	Delta	Chord	Chord Bearing
C13	12.34	15.00	47°07'52"	11.99	S24°13'42"W
C14	12.34	15.00	47°07'52"	11.99	N22°54'10"W
C15	12.34	15.00	47°07'52"	11.99	S24°13'42"W
C16	12.34	15.00	47°07'52"	11.99	N22°54'10"W
C17	36.40	520.00	4°00'38"	36.39	N01°48'59"W
C18	15.31	520.00	1°41'13"	15.31	N02°58'42"W
C19	21.09	520.00	2°19'25"	21.09	N00°58'23"W



- FOUND SECTION CORNER
- COMMON AREA
- LIMITED COMMON (SHARED DRIVEWAY ACCESS, PUE & FIRE LANE WITH NO PARKING SIGNS)
- BOUNDARY
- SECTION LINE
- ROAD CENTER LINE
- EASEMENT LINE

17309 2 of 2

PLAT "24"
SHEET 2 OF 2

SILVERLAKE
A RESIDENTIAL SUBDIVISION

EAGLE MOUNTAIN UTAH COUNTY, UTAH

RECORDING INFORMATION
GRI 154587:2020 Map 17309
JEFFERY SMITH
UTAH COUNTY RECORDER
2020 Oct 05 2:13 pm FEE 244.00 BY MA
RECORDED FOR EAGLE MOUNTAIN CITY

NOTARY PUBLIC SEAL
RACHEL WILSON
NOTARY PUBLIC - STATE OF UTAH
My Commission Expires October 10, 2022
COMMISSION NUMBER 70202

CLERK-RECORDED SEAL



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

Monday, October 3, 2022

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

SUBJECT: **Silverlake plat 25 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

Curve Table						Line Table		
Curve #	Length	Radius	Delta	Chord	Chord Bearing	Line #	Length	Direction
C1	23.44	15.00	89°31'34"	21.13	S44°34'27"E	L1	21.00	N00°39'46"E
C2	12.35	15.00	47°10'00"	12.00	S24°14'46"W	L2	20.00	S89°20'14"E
C3	12.35	15.00	47°10'00"	12.00	N22°55'14"W	L3	21.00	N00°39'46"E
C4	12.35	15.00	47°10'00"	12.00	S24°14'46"W	L4	20.00	S89°20'14"E
C5	12.35	15.00	47°10'00"	12.00	N22°55'14"W	L5	21.00	N00°39'46"E
C6	12.35	15.00	47°10'00"	12.00	S24°14'46"W	L6	20.00	S89°20'14"E

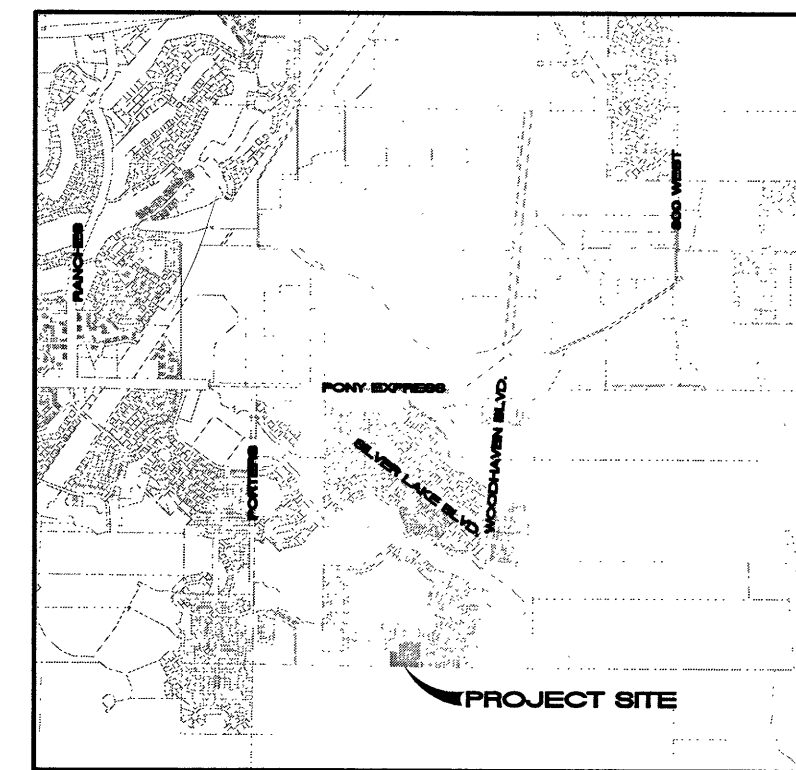
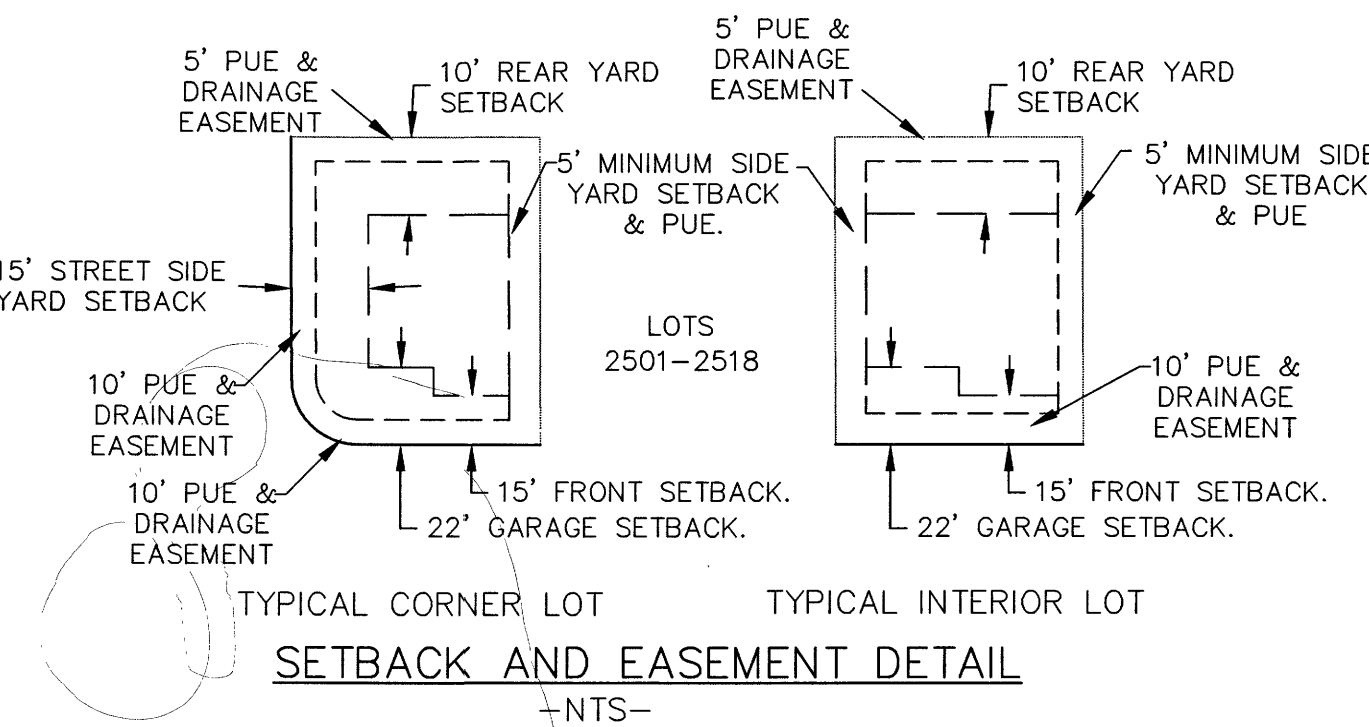
NOTES:
1- STUCCO SHALL NOT EXCEED 25% OF ANY FRONT ELEVATION AND ELEVATION FACING A PUBLIC STREET.
2- ALL EXTERIOR LIGHTING MUST COMPLY WITH EMMC CHAPTER 17.56 OUTDOOR LIGHTING STANDARDS.

LAND USE	
ACREAGE:	4.436 acres
ACREAGE IN LOTS:	3.50 acres
ACREAGE IN ROADS:	0.937 acres
LOTS:	43 LOTS
AVE. LOT:	3,545 SQ. FT.
UNIT DENSITY:	9.69 LOTS PER ACRE

SCALE: 1" = 40'

SILVERLAKE PLAT "25"

SITUATED IN THE SOUTHEAST QUARTER OF SECTION 28, TOWNSHIP 5 SOUTH, RANGE 1 WEST, SALT LAKE BASE AND MERIDIAN, EAGLE MOUNTAIN, UTAH



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 SILVERLAKE PLAT "25" and that the same has been correctly surveyed and monumented on the ground as shown on this plat.

BOUNDARY DESCRIPTION

Beginning at the South Quarter Corner of Section 28, Township 5 South, Range 1 West, Salt Lake Base and Meridian; thence North 89°16'37" West 35.59 feet along the section line; thence North 00°11'20" East 285.76 feet; thence South 89°48'40" East 75.00 feet; thence South 59°07'27" East 46.51 feet; thence South 89°20'14" East 56.56 feet; thence North 00°11'20" East 79.20 feet; thence North 00°11'17" East 40.00 feet; thence North 00°11'20" East 75.00 feet; thence South 89°48'40" East 301.00 feet; thence South 00°39'46" West 184.00 feet; thence North 89°20'14" West 479.33 feet along the section line to the point of beginning.

Parcel contains: 4.436 acres more or less.

Basis of Bearing: the line between the Southeast Corner and the South Quarter Corner of Section 28, Township 5 South, Range 1 West, Salt Lake Base and Meridian which bears North 89°20'14" West taken from the State Plane Coordinate & Dependent Resurvey Plat found at the Utah County Surveyors Office. (NAD 83)

Sept 15, 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 ON THIS PLAT TO BE DIVIDED INTO LOTS, STREETS, PARKS, OPEN SPACES, EASEMENTS AND OTHER PUBLIC USES AS DESIGNATED ON THE PLAT AND NOW DO HEREBY DEDICATE UNDER THE PROVISIONS OF 10-9A-607, UTAH CODE, WITHOUT CONDITION, RESTRICTION OR RESERVATION TO EAGLE MOUNTAIN CITY, UTAH, ALL STREETS, WATER, SEWER AND OTHER UTILITY EASEMENTS AND IMPROVEMENTS, OPEN SPACES SHOWN AS PUBLIC OPEN SPACES, PARKS AND ALL OTHER PLACES OF PUBLIC USE AND ENJOYMENT TO EAGLE MOUNTAIN CITY, UTAH TOGETHER WITH ALL IMPROVEMENTS REQUIRED BY THE DEVELOPMENT AGREEMENT BETWEEN THE UNDERSIGNED AND EAGLE MOUNTAIN CITY FOR THE BENEFIT OF THE CITY AND THE INHABITANTS THEREOF. PURSUANT TO UTAH CODE 10-9A-604(C), THE OWNER CONVEYS THE COMMON AREA, AS OWNED(S), INDICATED HEREON, TO THE SILVERLAKE MASTER HOME OWNERS ASSOCIATION P.O. BOX 174 LEHI, UT 84043.

PRINTED NAME OF OWNER: Mike Hutchinson
AUTHORIZED SIGNATURE(S): [Signature]
President, Rockcross Development, LLC 9/16/2020

ACKNOWLEDGEMENT

STATE OF UTAH)
COUNTY OF UTAH) S.S.

On the 15th day of September 2020, personally appeared before me the persons signing the foregoing Owners Dedication known to me to be authorized to execute the foregoing Owners Dedication for and on behalf of the owners who duly acknowledge to me that the Owners Dedication was executed by them on behalf of the Owners.

My Commission Expires 10/1/22
COMMISSION NUMBER 102102

NOTARY PUBLIC SIGNATURE: Rachel Wilson
PRINTED NAME OF NOTARY: RACHEL WILSON

ACCEPTANCE BY LEGISLATIVE BODY

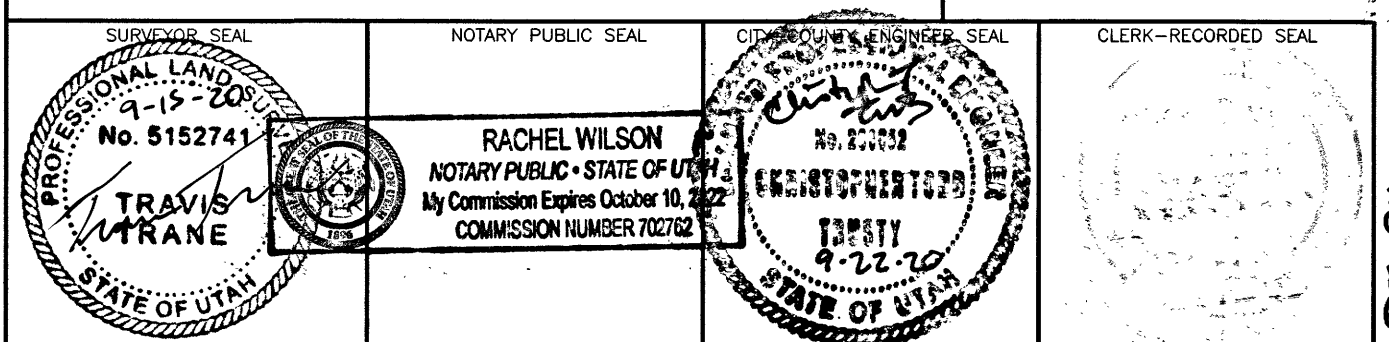
The City Council of Eagle Mountain City, County of Utah, Approves this subdivision and hereby accepts the dedication of all streets, easements, and other parcels of land intended for public purposes for the perpetual use of the public this 23rd day of September 2020.
APPROVED BY MAYOR: Donna Bushman
APPROVED BY CITY ATTORNEY: [Signature]
APPROVED BY CITY ENGINEER: [Signature]
ATTEST BY CITY RECORDER: [Signature]

PLAT "25"

SILVERLAKE

A RESIDENTIAL SUBDIVISION

EAGLE MOUNTAIN UTAH COUNTY, UTAH



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 of 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 1-800-366-8532.

Approved this 17 day of September 2020 Dominion Gas Company
By: [Signature] Title: Pres-Com

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

DATE: 9/16/20
ROCKY MOUNTAIN POWER

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.

DATE: 9/16/2020
DIRECT COMMUNICATIONS

FOUND SECTION CORNER

LIMITED COMMON (SHARED DRIVEWAY ACCESS, PUE & FIRE LANE WITH NO PARKING SIGNS)

BOUNDARY
SECTION LINE
ROAD CENTER LINE
EASEMENT LINE

FOUND UTAH COUNTY BRASS CAP 1959 SOUTHWEST CORNER OF SECTION 28, TOWNSHIP 5 SOUTH, RANGE 1 WEST, SALT LAKE BASE AND MERIDIAN.

(SECTION LINE N 89°16'37" W MEASURED 2649.07')

N89°16'37"W 35.59'

FOUND UTAH COUNTY BRASS CAP 1959 SOUTH QUARTER CORNER OF SECTION 28, TOWNSHIP 5 SOUTH, RANGE 1 WEST, SALT LAKE BASE AND MERIDIAN.

(BASIS OF BEARING: SECTION LINE N 89°20'14" W MEASURED 2652.73')

FOUND UTAH COUNTY BRASS CAP 1971 SOUTHEAST CORNER OF SECTION 28, TOWNSHIP 5 SOUTH, RANGE 1 WEST, SALT LAKE BASE AND MERIDIAN.

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

See 29, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.



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

Monday, October 3, 2022

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

SUBJECT: Silverlake plat 27 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.

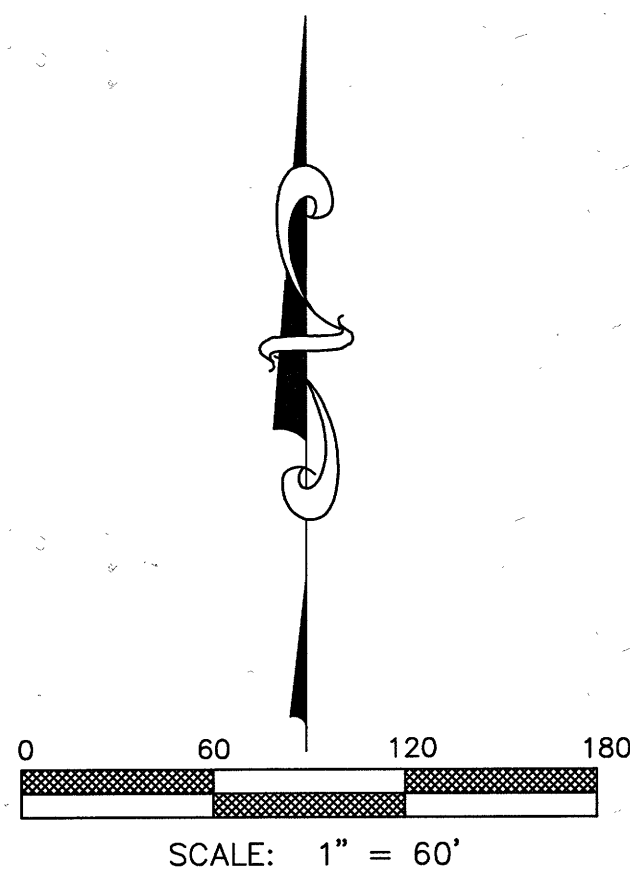
Sincerely,

Christopher T. Trusty, P.E.
Engineering Director
Eagle Mountain City

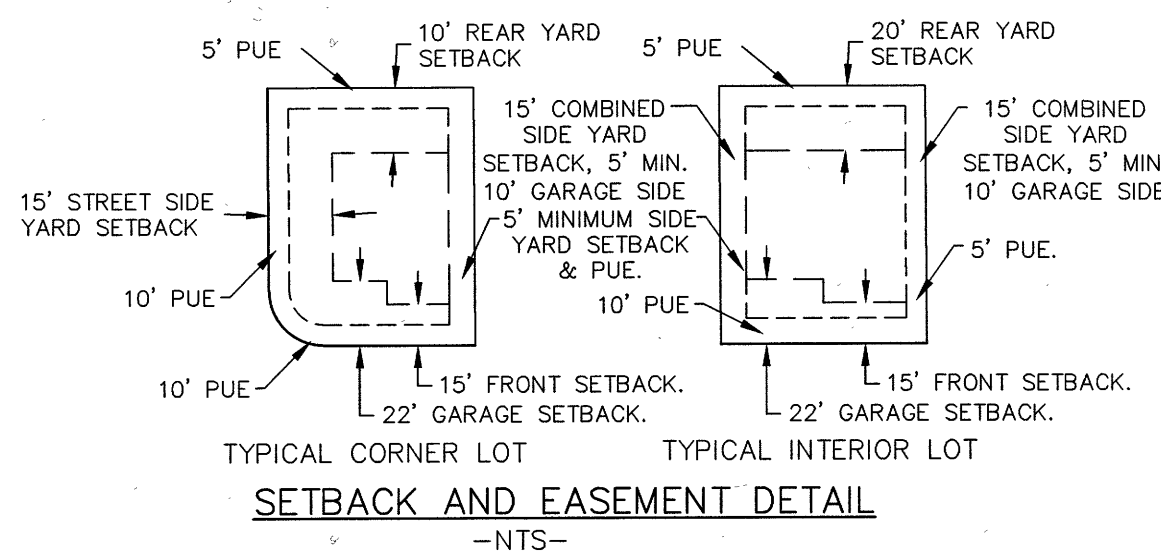
Cc: Fionnuala Kofoed, City Recorder

SILVERLAKE PLAT "27"

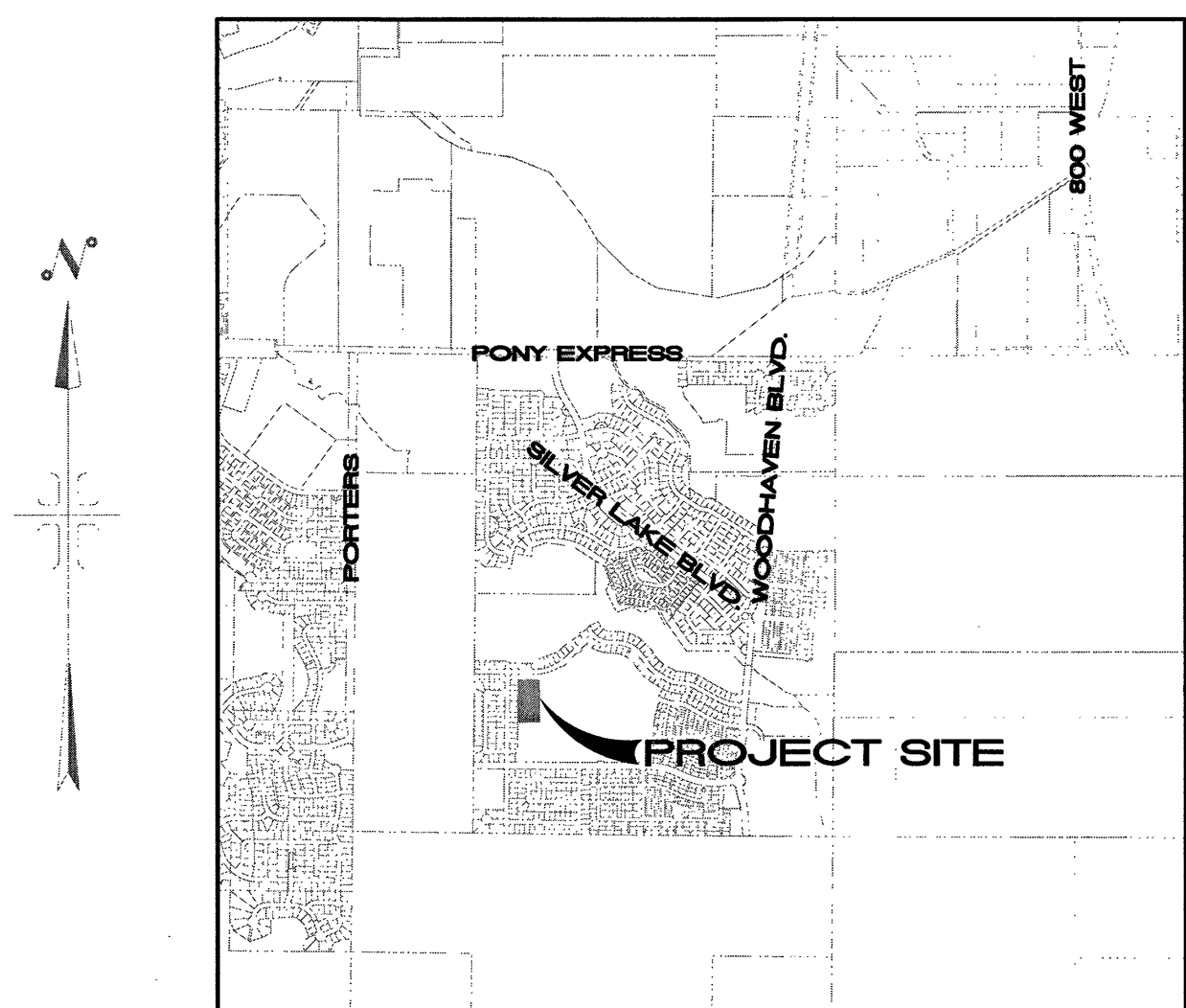
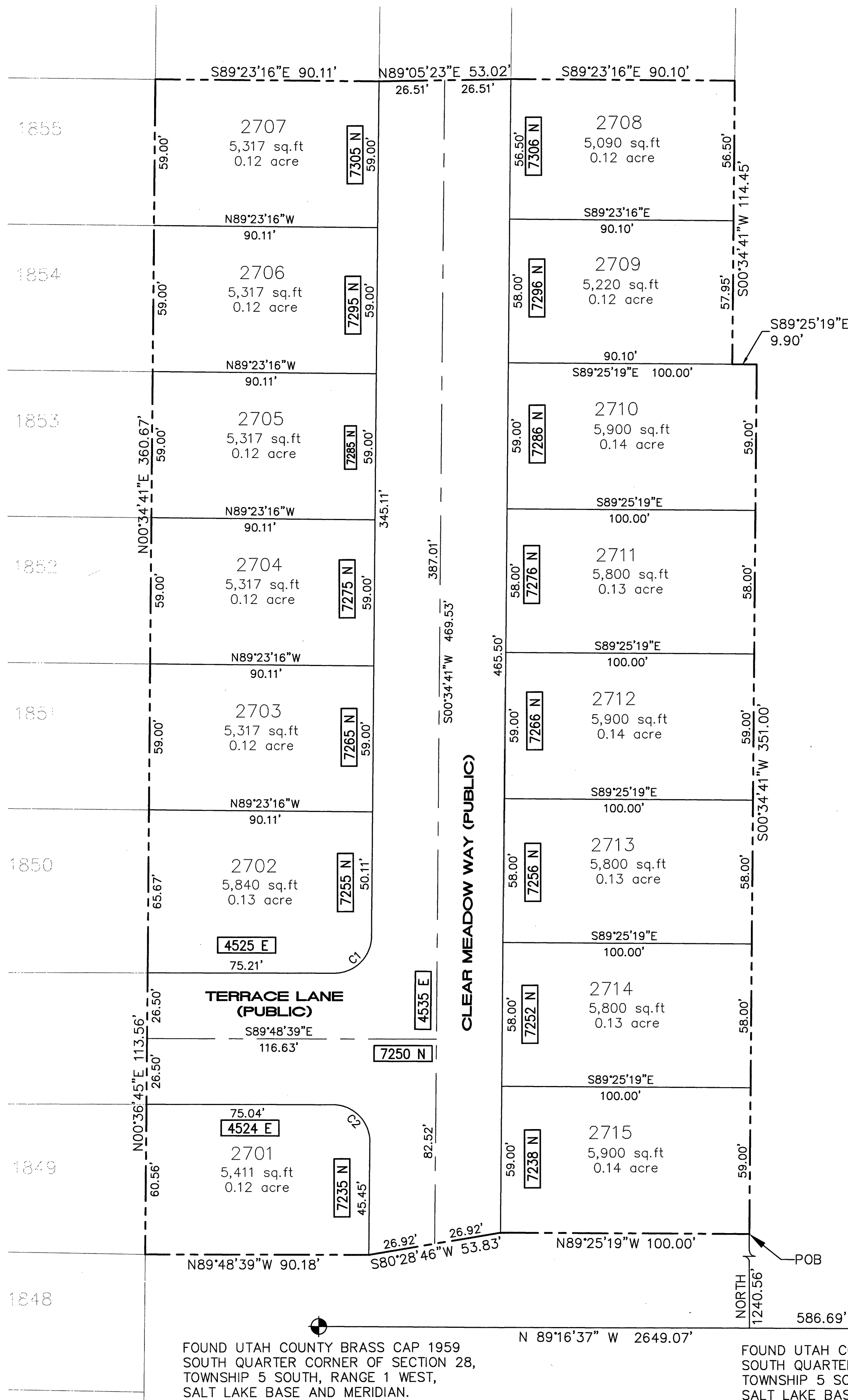
SITUATED IN THE SOUTHWEST QUARTER OF SECTION 28,
TOWNSHIP 5 SOUTH, RANGE 1 WEST, SALT LAKE BASE AND
MERIDIAN, EAGLE MOUNTAIN, UTAH



LAND USE	
ACREAGE:	2.59 acres
ACREAGE IN LOTS:	1.91 acres
ACREAGE IN ROW:	0.68 acres
LOTS:	15
DENSITY:	5.79 LOTS PER ACRE



Curve Table					
Curve #	Length	Radius	Delta	Chord	Chord Bearing
C1	23.46	15.00	89°36'40"	21.14	N45°23'01"E
C2	23.66	15.00	90°23'20"	21.29	N44°36'59"W



VICINITY MAP NTS

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.

Manjiv Chhabra
DIRECT COMMUNICATIONS
2/28/2020
DATE

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.

QUESTAR GAS COMPANY APPROVAL
Questar approves this plat solely for the purpose of confirming that the plat contains public utility easements. Questar 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 of 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 Questar's right-of-way department at 1-800-366-8532

Approved this 27 day of February 20 20 Quest Gas Company
By: *Grundy Elledge* Title: Pro Con 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

Clark Stubb
ROCKY MOUNTAIN POWER
2/28/2020
DATE

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

SURVEYOR'S CERTIFICATE
I, TRAVIS TRANE, do hereby certify that I am a Professional Land Surveyor, and that I hold Licence No. 5152741, as prescribed under the laws of the State of Utah. I further certify that by authority of the owners, I have made a survey of the tract of land shown on this plat and described hereon, and have subdivided said tract of land into lots and streets, together with easements, hereafter to be known as SILVERLAKE PLAT "27" and that the same has been correctly surveyed and monumented on the ground as shown on this plat.

BOUNDARY DESCRIPTION
Beginning at a point which is North 89°16'37" West 586.69 feet along the section line and North 1240.56 feet from the South Quarter Corner of Section 28, Township 5 South, Range 1 West, Salt Lake Base and Meridian; thence North 89°25'19" West 100.00 feet; thence South 80°28'46" West 53.83 feet; thence North 89°48'39" West 90.18 feet; thence North 00°36'45" East 113.56 feet; thence North 00°34'41" East 360.67 feet; thence South 89°23'16" East 90.11 feet; thence North 89°05'23" East 53.02 feet; thence South 89°23'16" East 90.10 feet; thence South 00°34'41" West 114.45 feet; thence South 89°25'19" East 9.90 feet; thence South 00°34'41" West 351.00 feet to the point of beginning.

2.59 acres

Basis of Bearing: the line between the South Quarter Corner and the Southwest Corner of Section 28, Township 5 South, Range 1 West, Salt Lake Base and Meridian which bears North 89°16'37" West taken from the State Plane Coordinate & Dependent Resurvey Plat found at the Utah County Surveyors Office. (NAD 83)

ENT 41563/2020
JEFFERY SMITH
UTAH COUNTY RECORDER
2020 Mar 31 4:19 PM FEE \$0.00 BY NA
RECORDED FOR EAGLE MOUNTAIN CITY

Feb 25, 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 ON THIS PLAT TO BE DIVIDED INTO LOTS, STREETS, PARKS, OPEN SPACES, EASEMENTS AND OTHER PUBLIC USES AS DESIGNATED ON THE PLAT AND NOW DO HEREBY DEDICATE UNDER THE PROVISIONS OF 10-9A-607, UTAH CODE, WITHOUT CONDITION, RESTRICTION OR RESERVATION TO EAGLE MOUNTAIN CITY, UTAH, ALL STREETS, WATER, SEWER AND OTHER UTILITY EASEMENTS AND IMPROVEMENTS, OPEN SPACES SHOWN AS PUBLIC OPEN SPACES, PARKS AND ALL OTHER PLACES OF PUBLIC USE AND ENJOYMENT TO EAGLE MOUNTAIN CITY, UTAH TOGETHER WITH ALL IMPROVEMENTS REQUIRED BY THE DEVELOPMENT AGREEMENT BETWEEN THE UNDERSIGNED AND EAGLE MOUNTAIN CITY FOR THE BENEFIT OF THE CITY AND THE INHABITANTS THEREOF.

OWNER(S):
PRINTED NAME OF OWNER
President, Rockcross Development, Inc.
Nate Hutchinson

AUTHORIZED SIGNATURE(S)
[Signature]

STATE OF UTAH)
COUNTY OF UTAH) S.S.

ACKNOWLEDGEMENT



On the 26th day of February, 2020, personally appeared before me the persons signing the foregoing Owners Dedication known to me to be authorized to execute the foregoing Owners Dedication for and on behalf of the owners who duly acknowledge to me that the Owners Dedication was executed by them on behalf of the Owners.

My Commission Expires 6/1/2021
COMMISSION NUMBER
695504

NOTARY PUBLIC SIGNATURE
Matt Rasband
PRINTED NAME OF NOTARY

ACCEPTANCE BY LEGISLATIVE BODY

The City Council of Eagle Mountain City, County of Utah, Approves this subdivision and hereby accepts the dedication of all streets, easements, and other parcels of land intended for public purposes for the perpetual use of the public this 23 day of March, 2020

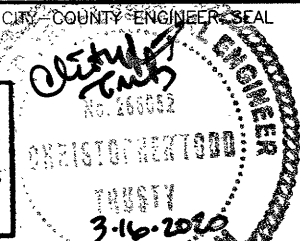
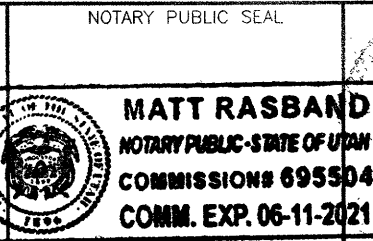
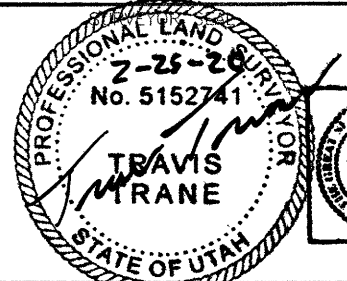
APPROVED BY MAYOR
Christy Frank
APPROVED BY CITY ENGINEER
(See Seal Below)

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

PLAT "27"

SILVERLAKE
A RESIDENTIAL SUBDIVISION

EAGLE MOUNTAIN UTAH COUNTY, UTAH



20-5-S-M-038 JT



**EAGLE MOUNTAIN CITY
CITY COUNCIL MEETING
OCTOBER 18, 2022**

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

PUBLIC HEARING:

No

PREPARED BY:

Chris Trusty, Public Works

PRESENTED BY:

Paul Jerome

RECOMMENDATION:

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

BACKGROUND:

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

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

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

Original Contract: \$242,456.00
Headworks Design: \$198,350.00
Prelim Eng. Report: \$52,670.00
Admin Bldg: \$128,762.10.10
Total to date: \$622,238.60

Previously Approved Change Order: \$42,095.81
Requested Additional Change: \$23,047.91

Revised Total: \$687,382.32

ITEMS FOR CONSIDERATION:

REQUIRED FINDINGS:

PLANNING COMMISSION ACTION/RECOMMENDATION:

ATTACHMENTS:



EAGLE MOUNTAIN CITY COUNCIL MEETING MINUTES

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

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

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

ELECTED OFFICIALS PRESENT ELECTRONICALLY: Councilmember Jared Gray.

CITY STAFF PRESENT: Paul Jerome, City Administrator; Steve Mumford, Assistant City Administrator/Community Development Director; Todd Black, Wildlife Biologist/Environmental Planner; Robert Hobbs, Planning Manager; David Stroud, Senior Planner; Fionnuala Kofoed, Director of Administrative Services/City Recorder; Chris Trusty, City Engineer; Kimberly Ruesch, Finance Director; Brad Hickman, Parks and Recreation Director; Mack Straw, Public Utilities Manager; Zac Hilton, Streets and Storm Drain Manager; Tyler Maffitt, Communications Manager; Angela Valenzuela, Human Resource Manager; and Eric McDowell, Chief Deputy Sheriff.

CITY STAFF PRESENT ELECTRONICALLY: Michele Graves, Library Director; and Embret Fossum, UFA Battalion Chief.

Mayor Westmoreland called the meeting to order at 4:11 p.m.

1. CITY ADMINISTRATOR INFORMATION ITEMS

1.A. UPDATE – City Administrator Items

Facilities/Fleet and Emergency Management

- The Community Development Building equipment garage is almost finished.
- WW Clyde is installing sewer and storm drain on the northwest portion of the Eagle Mountain Boulevard project. Paving is complete up to the Aviator Parkway intersection which is being paved this week. The entire project is scheduled for completion on November 8th.
- The furniture for the rental offices at 3726 E Campus Drive has been installed and the Planning and Building departments will be moving in and open for business on October 10th.
- The Master Facilities Plan request for proposals has received two bids that are under review.

Communications

- The Economic Development webpage is being updated by the end of October to provide a virtual location for all business landing and retention purposes.

Parks, Recreation, Events, and Cemetery

- Staff and interested parties have been communicating on the electrical and digital connections needed to support the telescope for the Walden Park Observatory. Full construction documents should be completed prior to the end of this month.
- Construction documents for the Smith Ranch Park skate park and playground equipment should be available by the end of this month.
- Thank you to Meta, Mountain America Credit Union, Eagle Mountain Chamber of Commerce, Tree Utah, and staff for assisting with the tree planting and star gazing events at Walden Park on September 30th.

Streets and Storm Water

- The Streets Department will provide vehicles for the Library's Touch A Truck event on Thursday from 3:30 PM to 5:00 PM.
- Repairs to Pony Express Parkway on the northbound lane near Aviator Avenue will occur either Wednesday or Thursday.

Engineering

- Staff will meet with a consultant next week to discuss the crossing of the Tickville Wash at Silver Creek Way.
- The Major Street signal material needs will be discussed with Cache Valley Electric to identify what materials they might already have in stock.
- Staff is negotiating with Flagship Homes for a location for Well #8.
- Test pumping will be performed soon on White Hills Well #2.
- Staff will be selecting block colors for the booster station. The construction company is waiting for materials to be delivered to the site.

Community Development

- Safe Routes to School grant applications are being prepared for the north side of Bobby Wren Boulevard between the Sunset Flats neighborhood and Pony Express Parkway and east of Brandon Park connecting the neighborhood through Pony Express Park to the existing trail to Mountain Trails Elementary.
- This City issued 24 new residential building permits in September.
- Wildlife Biologist/Environmental Planner Todd Black and Storm Water Supervisor Larry Diamond are planning small, barricade check dams using concrete barriers for the Tickville Wash between Porter's Crossing Parkway and Silver Creek Way to slow the flow and collection of debris with hopes to reduce erosion to the sides of the wash.

Economic Development

- Meta announced a new phase of development for the Facebook Data Center.

2. AGENDA REVIEW

12. PRELIMINARY PLATS & SITE PLANS

12.A. SITE PLAN – The Church of Jesus Christ of Latter-day Saints Meetinghouse

Planning Manager Robert Hobbs confirmed that a masonry wall is not required between churches and homes in a residential zone, and that the City owns the property for the required trail connection to the south of the church.

Councilmember Wright expressed hesitancy to require the trail connection and verified with staff that the land disposal process would be complicated.

Councilmember Love expressed concern about safety and the desirability of the trial connection.

Mr. Hobbs identified the location of the trail connection and explained during the development review committee evaluation the suggestion had been made to remove parking spaces to extend the trail through the parking lot to the church entrance. The trail is likely to only be used by the houses in the cul-de-sac and is unviable as a path to the school because of the fence between the church and the school. Should the trail not be installed, the City would either need to maintain or sell the parcel of land between the homes.

13. RESOLUTION

13.B. RESOLUTION – A Resolution of Eagle Mountain City, Utah, Approving a Cooperative Agreement Between Eagle Mountain City and the Utah Department of Natural Resources, Division of Wildlife Resources for the Placement of a Wildlife Advanced Warning System on Cory B. Wride Memorial Highway.

Councilmember Curtis requested the term “partner” be defined as Eagle Mountain City.

Assistant City Administrator/Community Development Director Steve Mumford explained how the system detects animals and activates the signals when animals enter a designated area. Several organizations have worked together to fund a pilot program in Utah for this system.

Mayor Westmoreland noted that fencing has been installed to encourage animals to cross at the area with wildlife detection signals to increase safety.

Mr. Black said the equipment has a one-year warranty. After the warranty period, the City will be responsible for maintenance. This system will be using state-of-the-art technology, Thermal IR/Li-DAR, to warn motorists when an animal is present. Currently, the signals constantly flash during migration season to warn of potential deer in the area. The detection rate accuracy of the new system is almost 100%.

14. ORDINANCES/PUBLIC HEARINGS

14.A. ORDINANCE/PUBLIC HEARING – An Ordinance of Eagle Mountain City, Utah, Adopting the First Amendment to the Fiscal Year 2022-2023 Annual Budget.

Finance Director Kimberly Ruesch presented the first budget amendment for Fiscal Year 2023 in the amount of \$60,531,606. It includes increases in the General, Enterprise, Capital Projects, Debt Service, and Internal Service Funds. The primary purpose of this amendment is to roll forward budgeted funds that were approved in the prior fiscal year for capital outlay and other one-time spending that has been approved by Council but is not accounted for in the current year budget. The rolled-over items are all identified as one-time spending items and include contracted services for master planning. The largest impact is the bond proceeds and payments for the Debt Service Fund. There are three items in this budget amendment totaling \$343,220 related to new spending not previously approved by City Council:

- \$250,000 – Wride Memorial Highway Deer Crossing Detection System, funded by contributions;
- Two \$27,050 – Part-time Utility Billing Clerk positions funded from the Utility Billing Internal Service Fund and requiring a corresponding transfer from the Enterprise Funds totaling the same amount; and
- \$39,120 – Stormwater Impact Fee Facilities Plan Update.

Ms. Ruesch explained that item 10-18-41910-6525 is the energy tax reimbursement for the development agreement with Meta and that the \$121,000 observatory park grant consists of funds granted from Meta to the University of Utah for the project. The funding for Unity Pass Well #7 that rolled over from the previous year was insufficient; funding was added and some of the funds have already been spent on the ongoing project.

Mr. Mumford suggested combining the General Fund expenses for the contractual office space lease to be evenly divided between the Building and Planning departments because the main reception area for customer interactions will be shared space.

Discussion clarified that payments have not been made for any of the master plans and the Council was updated on the progress of various plans.

Councilmember Burnham, as the Economic Development Board Liaison, asked to take part in the Economic Development Master Plan meetings and suggested Council involvement in the creation of the other master plans.

Councilmember Curtis requested processes to improve Council and staff collaboration and input.

City Administrator Paul Jerome stated he had been unaware that Councilmember Burnham had not been involved in the Economic Development Master Plan and welcomes her participation. The Mayor can assign Councilmembers to assist with the Affordable Housing Plan and other projects.

Discussion ensued explaining the master planning process, clarifying the way the Council desires to be involved and the appropriate methods and levels of involvement, and considering potential process revision in addition to the ability to table items to ensure adequate time for thorough review.

14.B. ORDINANCE/PUBLIC HEARING – An Ordinance of Eagle Mountain City, Utah, Approving the Fourth Amendment to the Porter's Crossing

Town Center Master Development Plan, an Amendment to the City's General Plan, and the Rezoning of Certain Areas within the Master Development Plan Area.

Mr. Mumford explained that the applicant requested the item be removed from the agenda because the amendment to the Master Development Agreement was tabled by the Planning Commission. The applicant desires to present the amended agreement to the Council with the General Plan amendment, Master Development Plan amendment, and rezone.

Discussion ensued regarding the default zoning of the project after the recreation center project fell through and concerns with the requests for multifamily housing.

15. ORDINANCE

15.A. ORDINANCE – An Ordinance of Eagle Mountain City, Utah, Enacting Eagle Mountain Municipal Code Chapter 2.17 Appointed Officers, and Amending Eagle Mountain Municipal Code Chapter 2.27 Board Appointment Process.

Director of Administrative Services/City Recorder Fionnuala Kofoed presented the item. She explained that the City has always previously appointed an attorney via a contract rather than a mayoral appointment with the advice and consent of the City Council. However, a resolution was adopted in January 2008 approving an updated Policies and Procedures Manual which included the city attorney as a position appointed with the advice and consent of the Council. The proposed amendments to EMMC 2.17 Appointed Officers codifies that the Mayor, with the advice and consent of the City Council, shall appoint the City Recorder, City Treasurer, City Attorney, and City Engineer. The proposed amendment to EMMC 2.27 Board Appointment Process includes a definition for "board", clarifies that expiring board positions shall be posted on the City webpage and adds that the City Council shall be notified of reappointments as well as appointments, and changes the timing of the notice to City Council from 5 days to 3 days prior to publicly noticing the possible appointment or reappointment. Ms. Kofoed reviewed the other changes being made to the chapter.

Councilmember Love said she feels comfortable with the board appointment processes. However, she would like to see some of the board position processes also apply to officer positions.

Councilmember Curtis concurred with Councilmember Love. He referenced an email he sent to the Council with changes requesting a clarification in the text to specify advisory boards and for Municipal Fire Chief and Police Chief and all other appointed officials to be included in the chapter.

Councilmember Wright requested Councilmember Curtis' email be sent to the Mayor and be made available to the public during the policy session.

3. ADJOURN TO A CLOSED EXECUTIVE SESSION

MOTION: *Councilmember Burnham moved to adjourn 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. Councilmember Wright seconded the motion.*

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

The motion passed with a unanimous vote.

The meeting was adjourned at 5:48 p.m.

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

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

ELECTED OFFICIALS PRESENT ELECTRONICALLY: Councilmember Jared Gray.

CITY STAFF PRESENT: Paul Jerome, City Administrator; Todd Black, Wildlife Biologist/Environmental Planner; Robert Hobbs, Planning Manager; Fionnuala Kofoed, Director of Administrative Services/City Recorder; Chris Trusty, City Engineer; Brad Hickman, Parks and Recreation Director; Mack Straw, Public Utilities Manager; and Zac Hilton, Streets and Storm Drain Manager.

CITY STAFF PRESENT ELECTRONICALLY: Jeremy Cook, City Attorney; Kimberly Ruesch, Finance Director; Jeff Weber, Fleet and Facilities/Operations Manager; and Embret Fossum, UFA Battalion Chief.

4. CALL TO ORDER

Mayor Westmoreland called the policy session to order at 7:06 p.m.

5. PLEDGE OF ALLEGIANCE

Councilmember Love led the Pledge of Allegiance.

6. INFORMATION ITEMS/UPCOMING EVENTS

- Eagle Mountain will once again host its Bag the Leaf program this year. Beginning October 25th, residents can place bags of leaves on the curb of their property, and City crews will

dispose of them. Bags are also now available at Eagle Mountain City Hall. Help Eagle Mountain keep its storm drains clear by participating in Bag the Leaf.

- October is Breast Cancer Awareness Month. This annual campaign raises awareness about the impact of breast cancer and is designed to support individuals to get the screenings and medical support they need. Eagle Mountain City would like to recognize Breast Cancer Awareness Month and those currently undergoing treatment.
- The City's Adaptive Trick-or-Treat event will take place Saturday, October 15th. This event is designed to celebrate Halloween in a way that's tailored to serve individuals with disabilities. Join us for the Adaptive Trick-or-Treat between 2:00 p.m. and 5:00 p.m. on October 15th at Eagle Mountain City Hall.

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 7:11 p.m.

Marian Burningham thanked Director of Administrative Services/City Recorder Fionnuala Kofoed for informing Cedar Pass Residents that construction beginning on the Deer Haven development would require truck traffic through their neighborhood. They were able to meet with the developer of the project, Scot Hazard, to work out a plan to move the vehicles through their neighborhood. She thanked Hadco Construction drivers for driving at appropriate speeds, using their flashers, paying attention to what was on the street, and not overfilling their trucks. She hopes the stub road issues can be resolved soon.

Mayor Westmoreland closed public comment at 7:14 p.m.

The following email was received from Cam Maddox after the start of the meeting and was acknowledged and read into the record at the end of the meeting:

"Can we please get an update from the City Council and/or city employees in regards to the North Ranch trail system being looked at as a whole in regards to our land disposal request. I have spoken to the EM Nature and Wildlife Alliance and they have not heard from anybody at the city in the last two weeks regarding our land disposal request. From my understanding the city said they would get the Alliance involved and look at the subdivision trails to make a decision. We realize it may take a bit of time to come to a decision on the land disposal we are requesting but would like updates as to what is being done to move this forward so that this isn't put on the back burner and lost. Thanks for your update."

8. CITY COUNCIL/MAYOR'S ITEMS

Councilmember Curtis

Councilmember Curtis welcomed the meeting participants.

Councilmember Burnham

Councilmember Burnham said she is wearing a “Her Fight Is My Fight,” to support and honor her family members and friends who have battled breast cancer.

Councilmember Wright

Councilmember Wright welcomed those in attendance. He thanked the Events Department and the Youth Council for their efforts for the well-attended Halloween Town Event.

Councilmember Gray

Councilmember Gray stated that he is grateful to be able to attend work session remotely.

Councilmember Love

Councilmember Love recognized Director of Administrative Services/City Recorder Fionnuala Kofoed for her contributions to the City as a resident and staff member for over 19 years; for battling breast cancer with courage, feistiness, optimism, and a sense of humor; and presented her with City challenge coin.

The Mayor and Council expressed their gratitude and support to Ms. Kofoed.

9. PROCLAMATION

9.A. MOTION – A Proclamation Declaring October Breast Cancer Awareness Month.

Ms. Kofoed encouraged residents to get regular cancer screenings and thanked everyone for the love and support she and her family have received. She read and requested the Council to consider adopting a proclamation declaring October Breast Cancer Awareness Month. She stated that anyone fighting cancer is welcome to reach out to her for support and understanding.

MOTION: *Councilmember Burnham moved to approve a proclamation declaring October Breast Cancer Awareness Month. Councilmember Gray seconded the motion.*

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

The motion passed with a unanimous vote.

CONSENT AGENDA

10. BOND RELEASES

10.A. Simpson Hollow Plat 1 – Into Warranty

- 10.B. Simpson Hollow Plat 2 – Into Warranty
- 10.C. Simpson Hollow Plat 3 – Into Warranty
- 10.D. Simpson Hollow Plat 4 – Into Warranty
- 10.E. Simpson Hollow Plat 6 – Into Warranty
- 11. MINUTES
 - 11.A. September 20, 2022 Minutes – Regular City Council Meeting
- 12. PRELIMINARY PLATS & SITE PLANS
 - 12.A. SITE PLAN – The Church of Jesus Christ of Latter-day Saints Meetinghouse
- 13. RESOLUTION
 - 13.A. RESOLUTION – A Resolution of Eagle Mountain City, Utah, Approving a Cooperative Agreement Between Eagle Mountain City and the Utah Department of Transportation for the Placement of a Wildlife Advanced Warning System on Cory B. Wride Memorial Highway.
 - 13.B. RESOLUTION – A Resolution of Eagle Mountain City, Utah, Approving a Cooperative Agreement Between Eagle Mountain City and the Utah Department of Natural Resources, Division of Wildlife Resources for the Placement of a Wildlife Advanced Warning System on Cory B. Wride Memorial Highway.

MOTION: *Councilmember Wright moved to approve the consent agenda adding a defining the term “partner” in item B as Eagle Mountain City. Councilmember Love seconded the motion.*

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

The motion passed with a unanimous vote.

SCHEDULED ITEMS

14. ORDINANCES/PUBLIC HEARINGS

14.A. ORDINANCE/PUBLIC HEARING – An Ordinance of Eagle Mountain City, Utah, Adopting the First Amendment to the Fiscal Year 2022-2023 Annual Budget.

Mayor Westmoreland opened the public hearing at 7:53 p.m. As there were no comments, he closed the hearing.

MOTION: *Councilmember Love moved to approve an ordinance of Eagle Mountain City, Utah, adopting the First Amendment to the Fiscal Year 2022-2023 Annual Budget. Councilmember Burnham seconded the motion.*

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

The motion passed with a unanimous vote.

Mr. Jerome stated he will confer with other cities regarding their processes in response to the request to increase Council input and involvement during the master planning process to assist with creating a plan that works for the specific needs of Eagle Mountain City. He will follow up with the Council in approximately a month regarding his progress.

14.B. ORDINANCE/PUBLIC HEARING – An Ordinance of Eagle Mountain City, Utah, Approving the Fourth Amendment to the Porter's Crossing Town Center Master Development Plan, an Amendment to the City's General Plan, and the Rezoning of Certain Areas within the Master Development Plan Area.

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

15. ORDINANCE

15.A. ORDINANCE – An Ordinance of Eagle Mountain City, Utah, Enacting Eagle Mountain Municipal Code Chapter 2.17 Appointed Officers, and Amending Eagle Mountain Municipal Code Chapter 2.27 Board Appointment Process.

Ms. Kofoed reviewed the item as presented during work session. She read the email Councilmember Curtis sent to the Council that was mentioned during work session with his suggested changes to the amendment.

The Council discussed the proposed amendment and determined to approve the following changes:

- EMMC 2.17.010 Process for Appointing Officers – In accordance with Utah Code Ann. § 10-3-9, the mayor, with the advice and consent of the city council, shall appoint a qualified person to the office of city recorder, city treasurer, city attorney and city engineer. If Eagle

Mountain City creates a municipal fire or police department, the police chief and fire chief shall also be appointed officers. All appointed officers shall continue in office until their successors are appointed and qualified. All appointments of officers designated herein shall follow the process as outlined in EMMC 2.27 Appointment Process.

- EMMC Chapter 2.27 Appointment Process:
 - o 2.27.010 Definitions - “Statutorily appointed” shall mean any position designated in EMMC 2.17.010 Appointed Officers.
 - o 2.27.020 Appointment – Unless otherwise designated, the mayor shall appoint all advisory board members, statutorily appointed officers, and planning commission members with the advice and consent of the city council.
 - o 2.27.030 Posting of Positions – Notice of all empty or expiring advisory board, statutorily appointed positions, or planning commission members shall be posted on the city webpage, or other method suitable to provide notice to the public, for a minimum of ten days. The notice shall include a description of the position and provide details for the submission of an application or resume for the position. The mayor shall compile and evaluate all applications or resumes for the position.
 - o 2.27.040 Notice to Council – Not less than three (3) days prior to publicly noticing the possible appointment or reappointment of any person to an advisory board, planning commission, or statutorily appointed position, the mayor shall provide to each member of the city council the name, and application or resume if available, of each person the mayor is considering appointing to an advisory board, planning commission, or statutorily appointed position. Members of the city council may individually provide the mayor with feedback or recommendations regarding each potential appointment.
 - o 2.27.050 Removal – An advisory board or planning commission member may be removed with or without cause by the mayor with the advice and consent of the city council.

MOTION: *Councilmember Wright moved to approve an ordinance of Eagle Mountain City, Utah, enacting Eagle Mountain Municipal Code Chapter 2.17 Appointed Officers, and amending Eagle Mountain Municipal Code Chapter 2.27 Board Appointment Process as discussed and read by Councilmember Curtis. Councilmember Burnham seconded the motion.*

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

The motion passed with a unanimous vote.

16. CITY COUNCIL/MAYOR'S BUSINESS

17. CITY COUNCIL BOARD LIAISON REPORTS

Councilmember Curtis

Councilmember Curtis said that the Senior Citizen Advisory Council and the Planning Commission are doing a good job. He is glad to see the Alternate Planning Commission participating in meeting discussions.

Councilmember Burnham

Councilmember Burnham said the Councilmembers and Mayor are invited to the Eagle Mountain Chamber of Commerce's upcoming retreat luncheon. Melissa Clark has been hired full-time as the Chamber Director and Jenny Humes has been hired as Director of Special Events. The Chamber is working on signage standards and continues to increase in membership.

Councilmember Love

None.

Councilmember Wright

Councilmember Wright reported that the Youth Council event at Halloween Town was a great success. The Youth Council will assist with the Veteran's Breakfast on November 12th.

Councilmember Gray

None.

18. COMMUNICATION ITEMS

18.A. Financial Report

18.B. Upcoming Planning Items

19. ADJOURNMENT

MOTION: *Councilmember Gray moved to adjourn the meeting at 9:19 p.m.
Councilmember Burnham seconded the motion.*

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

The motion passed with a unanimous vote.

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

Approved by the City Council on October 18, 2022.

Fionnuala B. Kofoed, MMC
City Recorder

DRAFT



**EAGLE MOUNTAIN CITY
CITY COUNCIL MEETING
OCTOBER 18, 2022**

TITLE:	RESOLUTION - A Resolution of Eagle Mountain City, Utah, Adopting the Name of Fire Station 253.		
ITEM TYPE:	Resolution		
FISCAL IMPACT:	N/A		
APPLICANT:	City Staff		
GENERAL PLAN DESIGNATION Neighborhood Residential 1	CURRENT ZONE Public Facilities	ACREAGE 1.75 Acres	COMMUNITY

PUBLIC HEARING:

No

PREPARED BY:

Lianne Pengra, Recorder's Office

PRESENTED BY:

Mayor Tom Westmoreland

RECOMMENDATION:

Staff recommends that the City Council approve a resolution of Eagle Mountain City, Utah, adopting the name of Fire Station 253.

BACKGROUND:

ITEMS FOR CONSIDERATION:

N/A

REQUIRED FINDINGS:

N/A

PLANNING COMMISSION ACTION/RECOMMENDATION:

N/A

ATTACHMENTS:

[RES--Naming Fire Station 253](#)

RESOLUTION NO. R- - 2022

**A RESOLUTION OF EAGLE MOUNTAIN CITY, UTAH
NAMING FIRE STATION 253 THE _____ FIRE STATION**

WHEREAS, the Unified Fire Service Area determined it is in the public interest to construct Fire Station 253 to provide for efficient public safety services; and

WHEREAS, on the 1st day of March, 2022, the City Council of Eagle Mountain City, Utah, approved a site plan for Fire Station 253 in its location at 1210 E Mid Valley Road; and

WHEREAS, the City Council of Eagle Mountain City, Utah, proposes naming Fire Station 253 the _____ Fire Station.

NOW, THEREFORE, BE IT RESOLVED by the City Council of Eagle Mountain City, Utah, that Fire Station 253 is named the _____ Fire Station.

ADOPTED by the City Council of Eagle Mountain City, Utah, this 18th day of October, 2022.

EAGLE MOUNTAIN CITY

Tom Westmoreland, Mayor

ATTEST:

Fionnuala B. Kofoed, MMC
City Recorder

CERTIFICATION

The above resolution was adopted by the City Council of Eagle Mountain City on the 18th day of October, 2022.

Those voting yes:

☐ Donna Burnham

☐ Colby Curtis

☐ Jared Gray

☐ Carolyn Love

☐ Brett Wright

Those voting no:

☐ Donna Burnham

☐ Colby Curtis

☐ Jared Gray

☐ Carolyn Love

☐ Brett Wright

Those excused:

☐ Donna Burnham

☐ Colby Curtis

☐ Jared Gray

☐ Carolyn Love

☐ Brett Wright

Those abstaining:

☐ Donna Burnham

☐ Colby Curtis

☐ Jared Gray

☐ Carolyn Love

☐ Brett Wright

Fionnuala B. Kofoed, MMC
City Recorder

UPCOMING PLANNING-RELATED AGENDA ITEMS

Active Projects

Applebee's Site Plan
Eagle Quest Master Development Agreement
Harmony Phase A, Plat 14 Site Plan
McLachlan Industrial Rezone
Parkway Fields Plat C Preliminary Plat & Site Plan
Pole Canyon MDA/MDP Amendment
Porter's Crossing Town Center MDA/MDP Amendment
Scarlet Ridge Estates Phase A, Plat 1 Amended Plat
Taco Bell Site Plan

Code Amendments

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