



## EAGLE MOUNTAIN CITY COUNCIL MEETING

**September 20, 2022, 4:00 PM**

Eagle Mountain City Council Chambers

1650 East Stagecoach Run, Eagle Mountain, Utah 84005

### **4:00 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

1.B DISCUSSION - Hidden Hollow Concept Plan  
Hidden Valley Concept Plan Application - Perry Homes  
Concept Plan Application - Sanctuary Development Group  
Approved Lower Hidden Valley Land Use Element 2010  
Approved Lower Hidden Valley Parks & Open Space 2010  
Lower Hidden Valley Conceptual Site Plan 2010

#### **2. AGENDA REVIEW**

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

#### **3. ADJOURN TO A CLOSED EXECUTIVE SESSION**

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

### **7:00 P.M. POLICY SESSION - 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. BID AWARDS**

- 9.A [Community Development Building Shop Mezzanine - Nationwide Shelving \(State Contract\)](#)  
[Nationwide Shelving Quote](#)

### **10. CHANGE ORDERS**

- 10.A [Eagle Mountain Boulevard Widening Design Change Order #1 - CRS Engineers](#)

### **11. MINUTES**

- 11.A [September 6, 2022 Minutes - Regular City Council Meeting](#)  
[09.06.2022 City Council Minutes - DRAFT](#)

## **SCHEDULED ITEMS**

### **12. MOTION/PUBLIC HEARING**

- 12.A [MOTION/PUBLIC HEARING - Disposal of Significant Real Property Identified as Portions of Utah County Parcel Numbers 36:713:0052 and 54:223:0041.](#)

BACKGROUND: *(Presented by Director of Administrative Services/City Recorder Fionnuala Kofoed)* The applicants have requested that the City Council consider disposal of approximately 1.27 acres in the North Ranch Subdivision. Since this property is classified as "significant," the City Council must hold a public hearing to consider disposal of this City-owned property.

[Land Disposal Application](#)  
[Applicant Photos](#)  
[Location](#)

### **13. ORDINANCE/PUBLIC HEARING**

- 13.A [ORDINANCE/PUBLIC HEARING - An Ordinance of Eagle Mountain City, Utah, Adopting the Eagle Mountain City Transportation Master Plan.](#)

BACKGROUND: *(Presented by City Engineer Chris Trusty)* The proposed ordinance approves the updated Transportation Master Plan which incorporates the goals of the City regarding the transportation systems within our jurisdiction and those regional facilities maintained by UDOT, UTA, Utah County, and neighboring communities.



ORD--Transportation Master Plan  
Transportation Master Plan

**14. RESOLUTION**

- 14.A [RESOLUTION - A Resolution of Eagle Mountain City, Utah, Adopting the Public Infrastructure District Policy.](#)

BACKGROUND: *(Presented by City Attorney Jeremy Cook)* The magnitude of local and regional infrastructure needed in Eagle Mountain City requires that a broad range of financing tools be available to finance public infrastructure. This policy addresses the minimum criteria under which the City will consider applications for proposed Public Infrastructure District.

[RES--Public Infrastructure District Policy](#)  
[PID Policy \(00631412xB00C1\)](#)

**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 Planning 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 15th day of September, 2022, on the Eagle Mountain City bulletin boards, the Eagle Mountain City website [www.emcity.org](http://www.emcity.org), posted to the Utah State public notice website <http://www.utah.gov/pmn/index.html>, and was emailed to at least one newspaper of general circulation within the jurisdiction of the public body.

Fionnuala B. Kofoed, MMC, City Recorder



**EAGLE MOUNTAIN CITY  
CITY COUNCIL MEETING  
SEPTEMBER 20, 2022**

|                                                         |                                                                                                                                                |                                                 |                                   |
|---------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------|-----------------------------------|
| <b>TITLE:</b>                                           | DISCUSSION - Hidden Hollow Concept Plan                                                                                                        |                                                 |                                   |
| <b>ITEM TYPE:</b>                                       | Concept Plan                                                                                                                                   |                                                 |                                   |
| <b>FISCAL IMPACT:</b>                                   |                                                                                                                                                |                                                 |                                   |
| <b>APPLICANT:</b>                                       | Perry Homes and Sanctuary Development Group as Owners/Applicants, Dan Reeve and Steve McCleery with Chris Hupp as representatives respectively |                                                 |                                   |
| <b>GENERAL PLAN DESIGNATION</b><br>Foothill Residential | <b>CURRENT ZONE</b><br>Lower Hidden Valley<br>Master Development Plan                                                                          | <b>ACREAGE</b><br>244.6 and 9.3<br>respectively | <b>COMMUNITY</b><br>Hidden Valley |

**PUBLIC HEARING:**

No

**RECOMMENDATION:**

N/A

**PREPARED BY:**

Robert Hobbs, Planning

**BACKGROUND:**

In mid-2011, the "Master Development Agreement for the Lower Hidden Valley Master Planned Development Area" was memorialized and recorded. The lengthy development agreement set forth standards that would govern build-out of the Lower Hidden Valley in perpetuity. The Agreement provided for residential development with a capped density as follows:

Zoning, Density and Land Use Standards. The Project will be zoned as residential in accordance with Chapter 25 of the Municipal Code. The residential zone must be a predominately residential use, but certain commercial and mixed-use developments are allowed as a conditional use within the Project. The Land Use Map is the zoning map for the Property.

Phases and Densities. The total Project densities are as follows: Total Land Area: 6 acres

Total Buildable Acres: 205.1 acres Total Residential  
Units: 1,256 units

Improved Open Space: Not less than 24.2 acres

The overall density of the Project may not exceed a total of 1,256 residential dwelling units (the “**Maximum Density**”). In addition, the Property is divided into six phases (individual “**Phase**” and collectively “**Phases**”) which permit a certain number of dwelling units within each Phase. The location of each of Phase is depicted on Exhibit C (the “**Phasing Map**”). The number of dwelling units provided for each Phase is a maximum, and dwelling units may not be transferred between Phases to increase the number of dwelling units for any particular Phase.

Except as provided herein, the development of each Phase must contain improvements to meet the City’s Tier II, Tier III or Tier IV requirements concurrent with the density for that particular Phase, or such other requirements as adopted by the City in the future.

Maximum Density. Developer shall be entitled to develop up to the Maximum Density provided that Developer has complied with applicable provisions of the Municipal Code. Developer acknowledges that the City may enact future ordinances, amendments, or other development standards which increase or otherwise modify minimum lot size requirements, setbacks, frontage requirements, or other similar standards. Notwithstanding anything to the contrary herein, any City ordinance, amendment to the Municipal Code, or other development standard enacted, implemented, regulated and/or enforced by the City on or after the date of this Agreement which has the effect of prohibiting and/or unreasonably restricting Developer’s ability to develop the vested densities set forth herein shall be inapplicable to the Property, unless the Council, on the record, finds that a compelling, countervailing public interest would be jeopardized without applying such ordinance, amendment or standard to the Property. The City makes no guarantee or warranty that the entitled Maximum Density can be achieved, and the parties acknowledge that as development progresses certain market, infrastructure, and/or other similar constraints beyond the control of the parties may be presented which could prevent the practical use of all vested densities.

#### **ITEMS FOR CONSIDERATION:**

EMMC § 16.15.020: "The concept plan review is an optional process

(except when making application for a master development plan) that is offered as a means for applicants, developers or property owners to receive input from the planning director, planning commission, and city council on a proposed development prior to incurring the costs associated with further stages of the approval process."

EMMC § 16.15.030: "The concept plan review does not create any vested rights to proceed with development in any particular configuration and developers may anticipate that the planning director, planning commission, and/or city council will raise other issues not addressed at the concept plan stage." [Ord. O-10-2019 § 2 (Exh. A); Ord. O-23-2005 § 3 (Exh. 1(2) § 3.3)]

By submitting the concept plans provided (see attachments), the Applicants are seeking the City's reaction to, and input for, their proposal to slightly amend/adjust the originally approved Master Development Plan and Development Agreement for Lower Hidden Valley, including the addition of some 9.3 acres of land intended to be subdivided and built-out in care and keeping with the balance of the Lower Hidden Valley project.

**REQUIRED FINDINGS:**

N/A

**PLANNING COMMISSION ACTION/RECOMMENDATION:**

N/A -- The Planning Commission, during their regularly scheduled public meeting of August 23, 2022, commented on the concept plan. Generally, they acknowledged the desirability of preserving a wildlife corridor stretch along and through the project, and, that the project is currently vested through a recorded development agreement etc. They noted that reduced density would be favorable, that improved open space to the main hill made a part of the open area was agreeable sans greenscape (could feature lookout features, trails, signage, benches, etc.), that ingress/egress to the project would be

best made to line-up with current or future accesses on Pony Express Parkway, that internal re-arrangement of some lots to cater to a wildlife corridor and installation of fencing to help define and isolate the same would be beneficial, and, that some trade-off by the City for extra fencing and other costs associated with creating a corridor would be understandable. They also were helped to understand that the original master plan for the project was not as topographically sensitive as current drawings and so some minor shifting in lot and street positions may be expected.

**ATTACHMENTS:**

[Hidden Valley Concept Plan Application - Perry Homes](#)

[Concept Plan Application - Sanctuary Development Group](#)

[Approved Lower Hidden Valley Land Use Element 2010](#)

[Approved Lower Hidden Valley Parks & Open Space 2010](#)

[Lower Hidden Valley Conceptual Site Plan 2010](#)



## Concept Plan Application

July 11, 2022

Prepared by:

PERRY  HOMES

P S O M A S





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# Hidden Valley

## Concept Plan Application



### CONCEPT PLAN APPLICATION

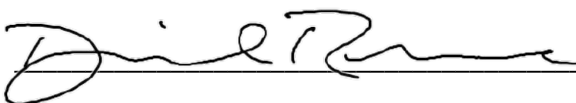
(801) 789-6617 • 1650 E STAGECOACH RUN, EAGLE MOUNTAIN, UT 84005 • [WWW.EAGLEMOUNTAINCITY.COM](http://WWW.EAGLEMOUNTAINCITY.COM)

| PROJECT INFORMATION                                                                                                                                          |                                                           | UPDATED: 6/2015 |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------|-----------------|
| Official Project Name: <u>Hidden Valley</u>                                                                                                                  |                                                           |                 |
| Zone: <u>Foothill &amp; Neighborhood Residential 1 Parks &amp; OS</u> Surrounding Land Uses: <u>Foothill &amp; Neighborhood Residential 1 Parks &amp; OS</u> |                                                           |                 |
| Number of Lots or Units: <u>1 225</u> Total Acreage of the Subject Property: <u>248.2</u>                                                                    |                                                           |                 |
| General Location of the Property: <u>South East of Pony Express Parkway in the Hidden Valley Neighborhood Character Area</u>                                 |                                                           |                 |
| AUTHORIZED AGENT INFORMATION                                                                                                                                 | PROPERTY OWNER INFORMATION                                |                 |
| Authorized Agent: <u>Dan Reeve</u>                                                                                                                           | Property Owner: <u>Perry Land Investments LLC</u>         |                 |
| Address: <u>17 East Winchester St #200 Murry UT 84107</u>                                                                                                    | Address: <u>17 East Winchester St #200 Murry UT 84107</u> |                 |
| Phone: <u>801.264.8800</u> Cell: <u>801.608.8040</u>                                                                                                         | Phone: <u>801.264.8800</u> Cell: <u>801.608.8040</u>      |                 |
| E-mail: <u>DReeve@PerryHomesUtah.com</u>                                                                                                                     | E-mail: <u>DReeve@PerryHomesUtah.com</u>                  |                 |

**\*\*IMPORTANT:** Incomplete applications will not be accepted. In order for an application to be deemed complete, all required materials must be submitted with the application. If any required materials are not applicable to your submittal, you must submit a letter for each required item stating the reason why it is not applicable to your application.\*\*

| SUBMITTAL REQUIREMENTS                                                                                                                                                                                                                                                                                                                                                                                       |                                |                                                                                                                        |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------|------------------------------------------------------------------------------------------------------------------------|
| <ul style="list-style-type: none"><li>1 digital/electronic PDF copy of all plans &amp; other required materials are required on a jump drive or through Dropbox. Please ensure there is only one PDF electronic file for each type of plan; do not separate the individual pages within a set of plans. Please label accordingly. Plans will not be reviewed until all digital files are received.</li></ul> |                                |                                                                                                                        |
| FOR OFFICE USE ONLY                                                                                                                                                                                                                                                                                                                                                                                          |                                |                                                                                                                        |
| Date:                                                                                                                                                                                                                                                                                                                                                                                                        | Application & fee received by: | Application Complete?<br><input type="checkbox"/> Yes <input type="checkbox"/> No<br>If not complete, what is missing: |
| <b>For a plan containing 40 lots or less:</b><br>Base Fee \$300.00                                                                                                                                                                                                                                                                                                                                           |                                | Amount Paid:                                                                                                           |
| <b>For a plan containing over 40 lots:</b><br>Base Fee \$300.00 + Number of ERU _____ x \$5.00 = _____                                                                                                                                                                                                                                                                                                       |                                |                                                                                                                        |
| <b>Condominium projects:</b><br>Base Fee \$650.00 + Number of ERU _____ x \$10.00 = _____                                                                                                                                                                                                                                                                                                                    |                                | Review:<br><input type="checkbox"/> City Staff Only<br><input type="checkbox"/> City Staff & Planning Commission       |
| <b>Land Use Concept Plan:</b><br>Base Fee \$250.00                                                                                                                                                                                                                                                                                                                                                           |                                |                                                                                                                        |
| <b>To Present the Concept Plan before the Planning Commission:</b><br>Additional Fee of \$250.00                                                                                                                                                                                                                                                                                                             |                                |                                                                                                                        |

**APPLICANT CERTIFICATION:** I certify under penalty of perjury that this application and all information submitted as part of this application are true, complete and accurate to the best of my knowledge. I also certify that I am the owner of the subject property and that the authorized agent noted in this application has my consent to represent me with respect to this application. Should any of the information or representations submitted in connection with this application be incorrect or untrue, I understand that Eagle Mountain City may rescind any approval, or take any other legal or appropriate action. I also acknowledge that I have reviewed the applicable sections of the Eagle Mountain Development Code and that items and checklists contained in this application are basic and minimum requirements only and that other requirements may be imposed that are unique to individual projects or uses. Additionally, I acknowledge that I have reviewed and understand the section from the Consolidated Fee Schedule and hereby agree to comply with this ordinance. I also agree to allow the Staff, Planning Commission, or City Council or appointed agent(s) of the City to enter the subject property to make any necessary inspections thereof.

Property Owner's Signature:  Date: 7/11/2022

Documents to attach to application:

- Concept Plan Application Requirements/Checklist

Please mark whether you want your concept plan to be reviewed only by City Staff or by both City Staff and the Planning Commission:

☐

City Staff Only

☒

City Staff and  
Planning Commission

## CONCEPT PLAN APPLICATION REQUIREMENTS/CHECKLIST

- ☐ **CONCEPT PLAN:** The proposed concept plan drawn to a scale of not more than one inch equals 100 feet showing the following:
  - Property boundary with dimensions.
  - Ownership of all adjacent tracts of land.
  - Locations & widths of existing and proposed streets
  - Configuration of proposed lots with minimum & average lot sizes.
  - Approximate locations, dimensions & area of all parcels of land proposed to be set aside for park or playground use or other public use.
  - Those portions of property designated as flood plain & slopes in excess of 15 and 25+ percent.
  - Total acreage of the entire tract proposed for the subdivision.
  - General topography
  - North arrow scale and date of drawing.
  
- ☐ **\*\*FOR EAGLE MOUNTAIN PROPERTIES PROJECTS ONLY\*\*** With your submittal please include a statement of the following:
  - The total number of residential units allowed under the Master Site Plan and After-Acquired Properties carrying residential densities;
  - The cumulative total number of residential units previously approved for all of Owner/Developers Properties, including After-Acquired Properties carrying residential densities, from the date of the approval for the Master Site Plan to the date of the application;
  - The number of units and densities for which a permit is sought under the particular development phase application and
  - The balance remaining allowable to the Owner/Developers properties.
  
- ☐ **FEE:** The processing fee of \$300.00 plus \$5.00 per lot for plans containing over 40 lots. If the development is a condominium project, the processing fee is \$650.00 plus \$10.00 per ERU. A fee of \$250.00 is required for Land Use Concept Plan. If the Concept Plan is to go before the Planning Commission, an additional fee of \$250.00 is required.



### Property Boundary & Adjacent Ownership

The property encompasses a total of 248.2 acres of land within the Hidden Valley Neighborhood Character Area. It is delineated by Pony Express to the northwest, Juniper Springs Neighborhood to the northeast, and sits in the hidden and lower hidden valleys. The site is bordered by a number of property owners as shown on the map below.



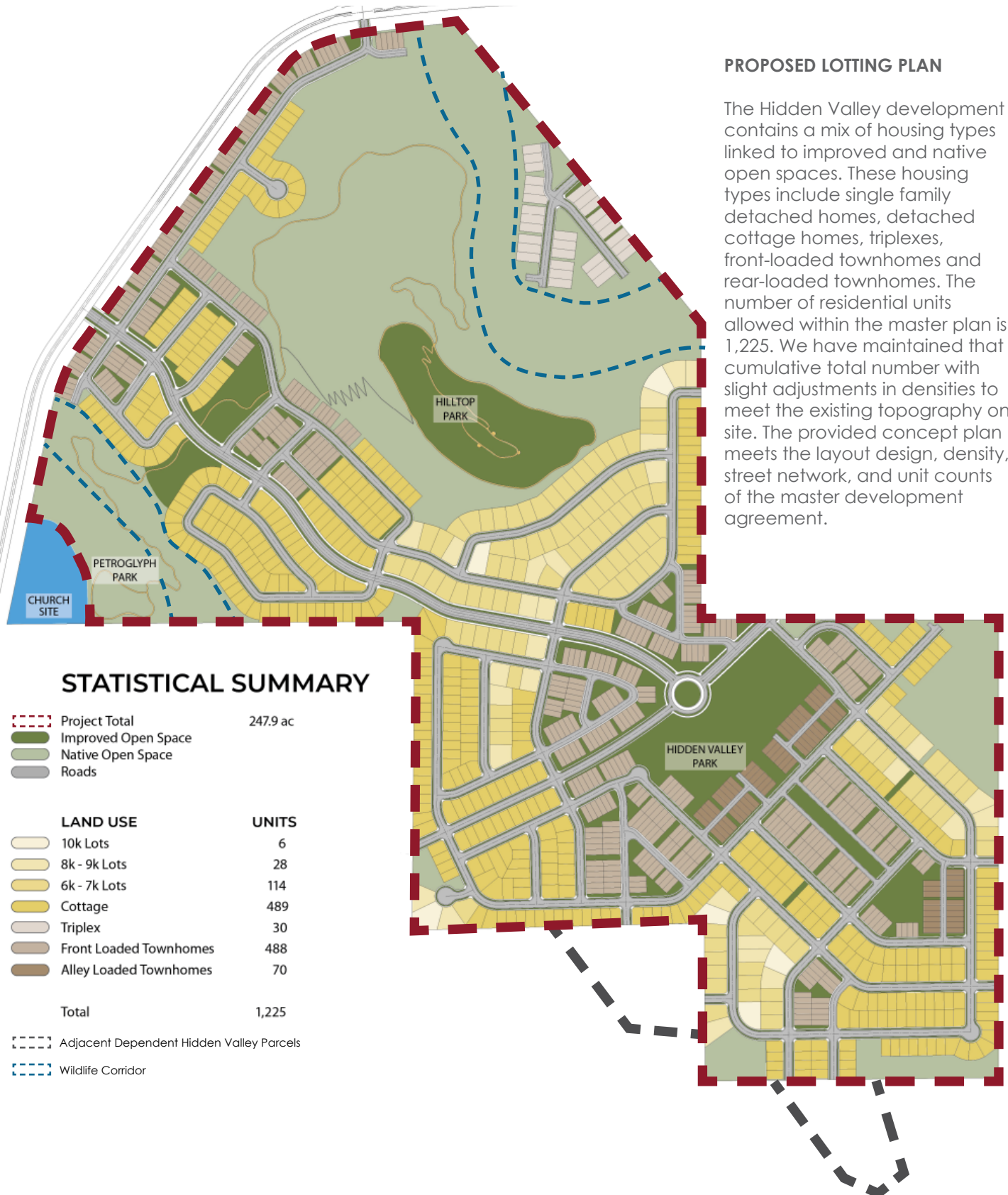


# Hidden Valley

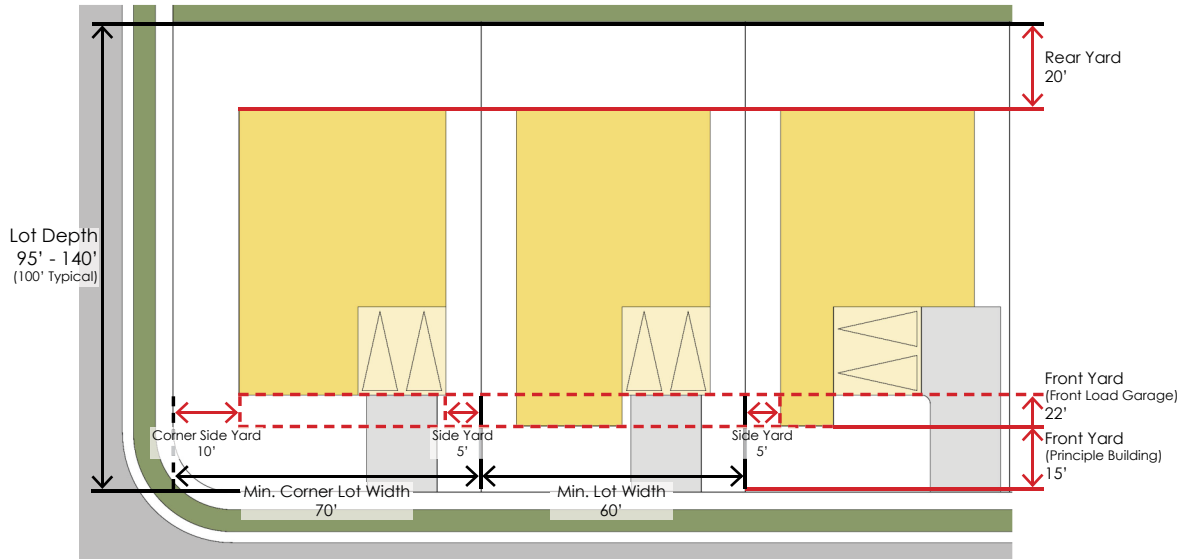
## Concept Plan Application

### PROPOSED LOTTING PLAN

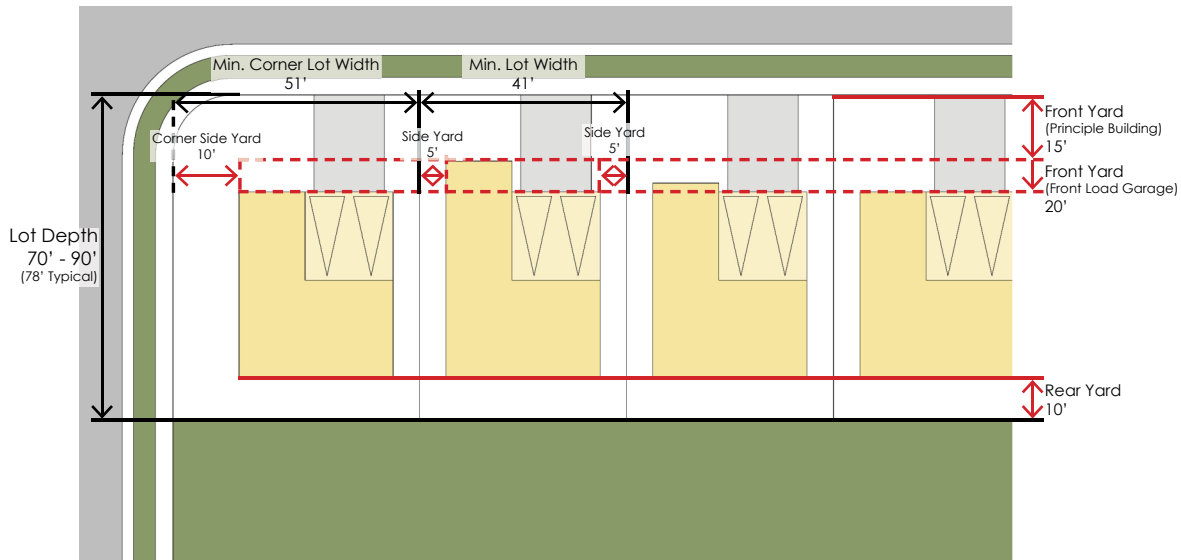
The Hidden Valley development contains a mix of housing types linked to improved and native open spaces. These housing types include single family detached homes, detached cottage homes, triplexes, front-loaded townhomes and rear-loaded townhomes. The number of residential units allowed within the master plan is 1,225. We have maintained that cumulative total number with slight adjustments in densities to meet the existing topography on site. The provided concept plan meets the layout design, density, street network, and unit counts of the master development agreement.



### Single Family Lot Dimensions & Averages



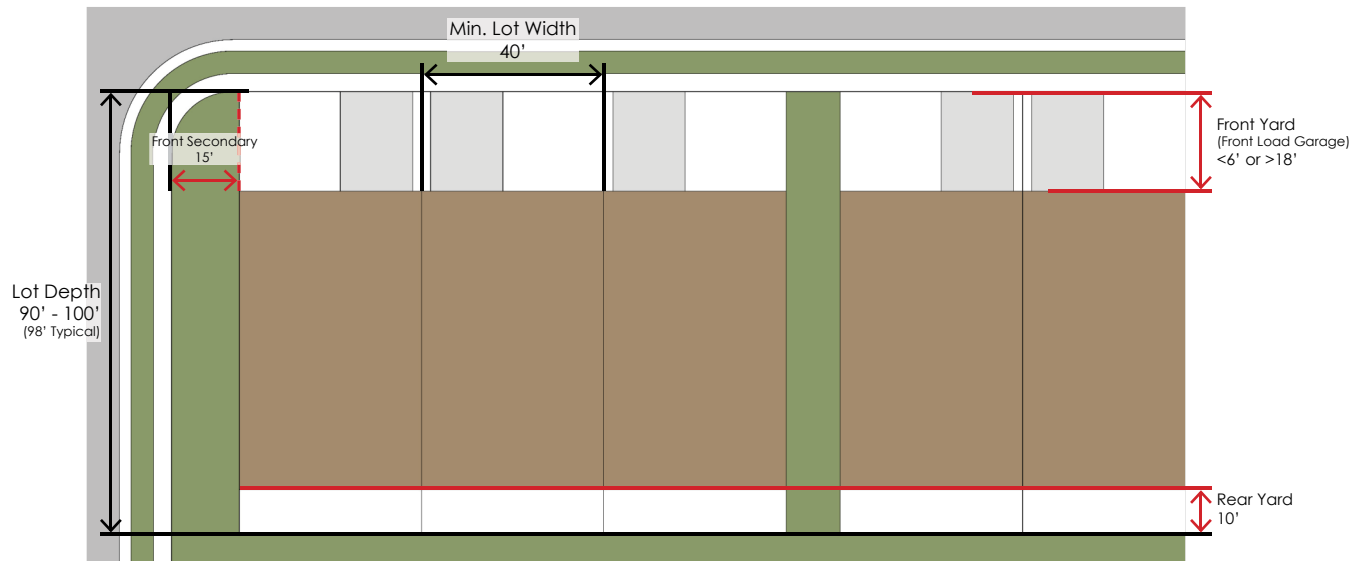
### Cottage Lot Dimensions & Averages



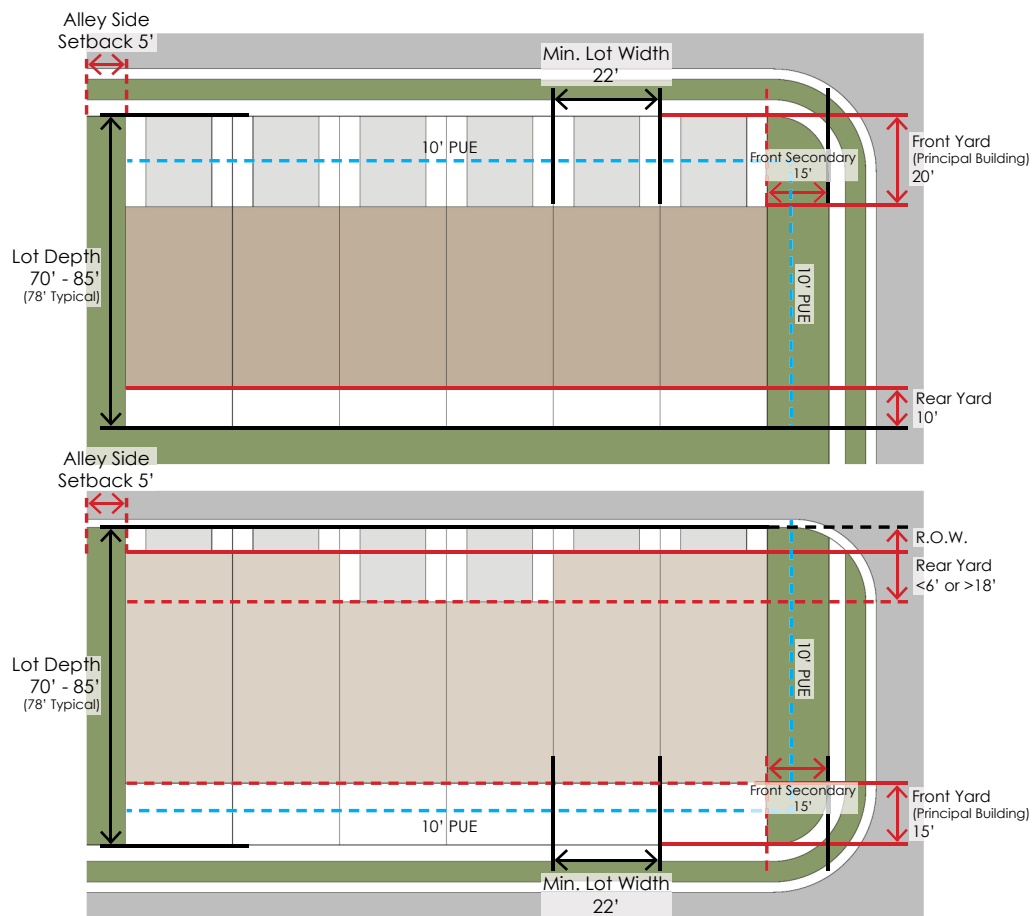
# Hidden Valley

## Concept Plan Application

### Triplex Lot Dimensions & Averages



### Front & Rear-Load Townhome Lot Dimensions & Averages





# Hidden Valley

## Concept Plan Application

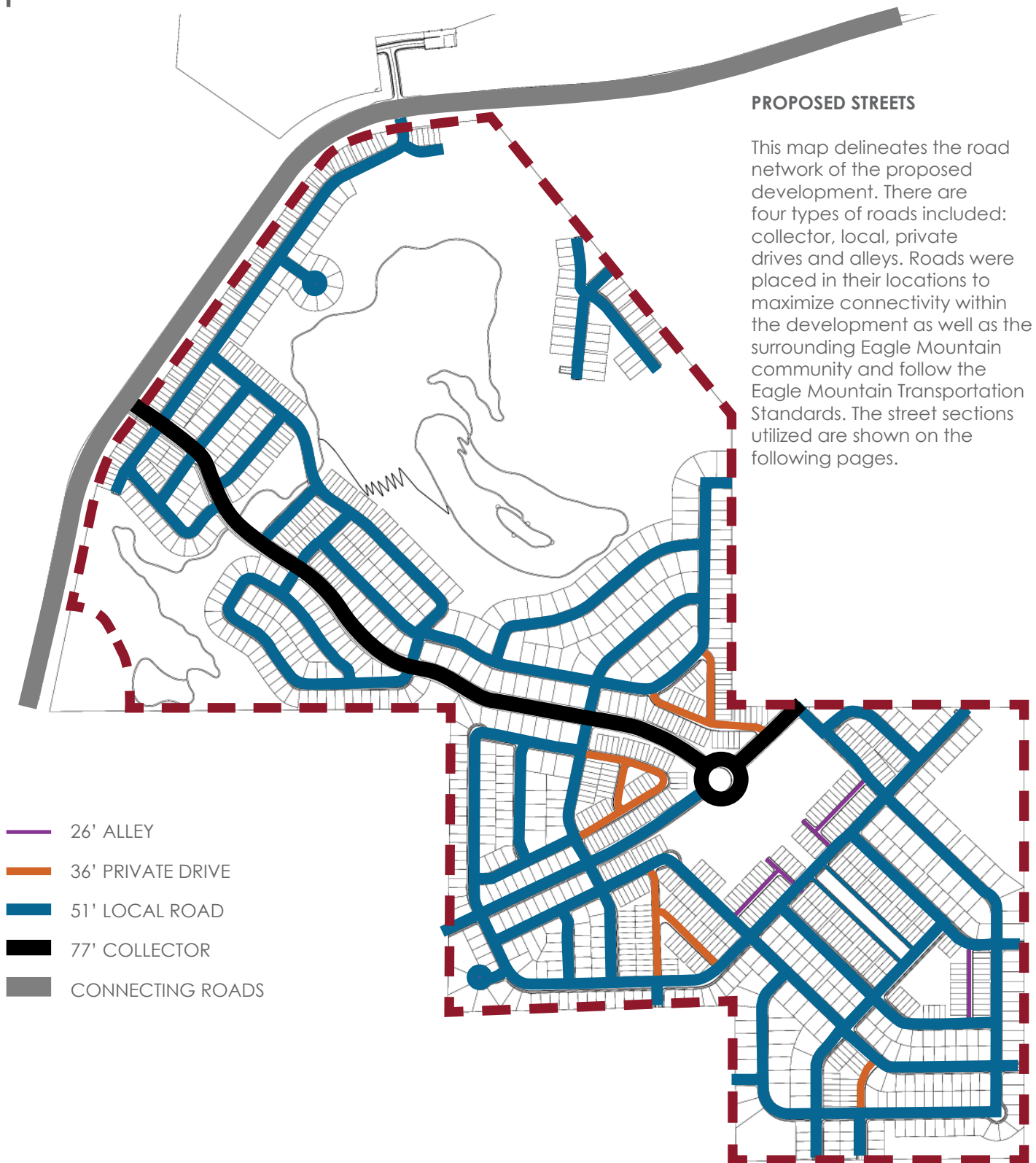
### OPEN SPACE PLAN

This map highlights the conceptual location of proposed open space. The lighter green color shows native open space, while the darker green shows improved open spaces. This development will include a minimum of 52.1 acres of open space per the MDA – 24.3 acres of improved, consisting of a 2.5 ac Petroglyph park, 13 ac Hill Top Native Park, and 14.3 acres of other improved parks throughout the community. Open Space locations shown are conceptual in nature, with location, size, and shape subject to change at the platting stage. All improved park space 2 acres and greater shall be improved by Developer and dedicated to and maintained by the City. Plan also includes a minimum of 21 acres of native open space and 6.8 acres of community trails.

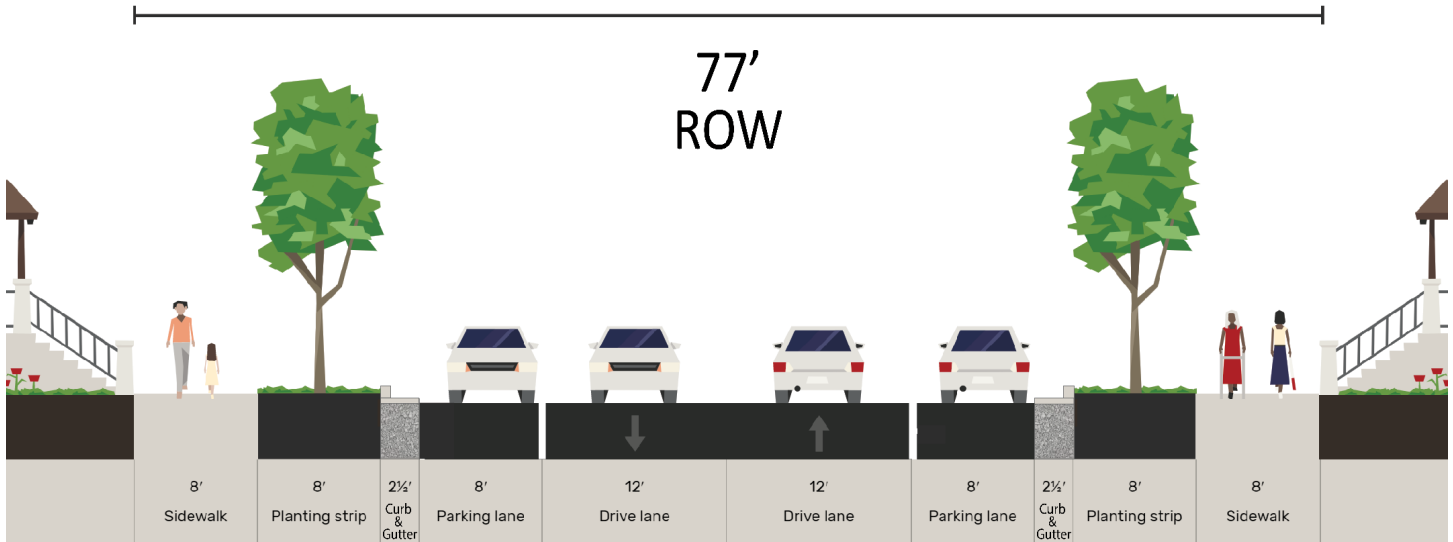


# Hidden Valley

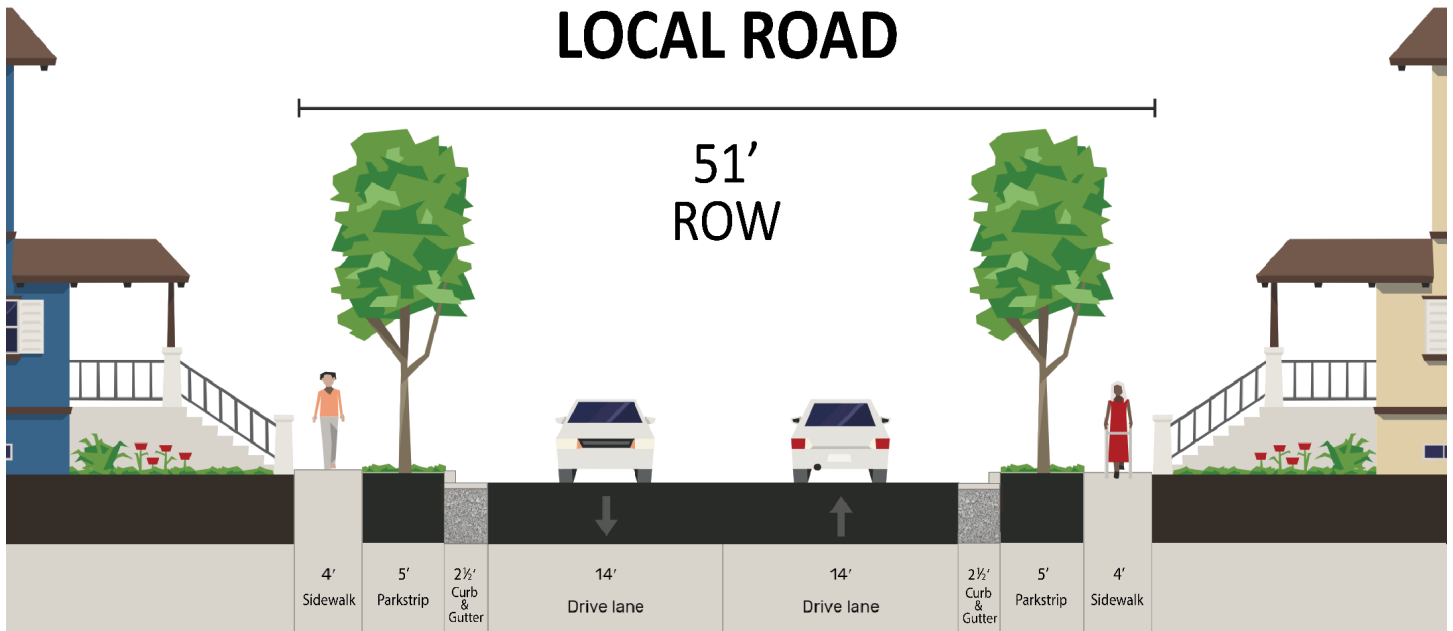
## Concept Plan Application



## COLLECTOR



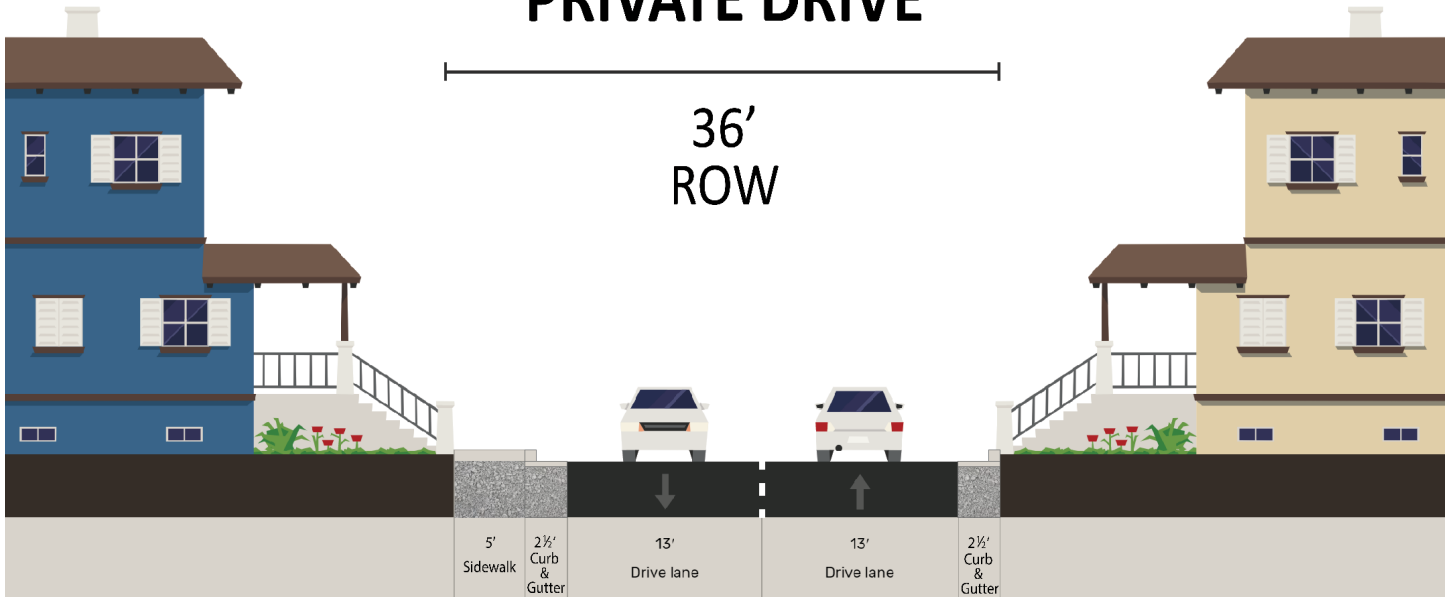
## LOCAL ROAD



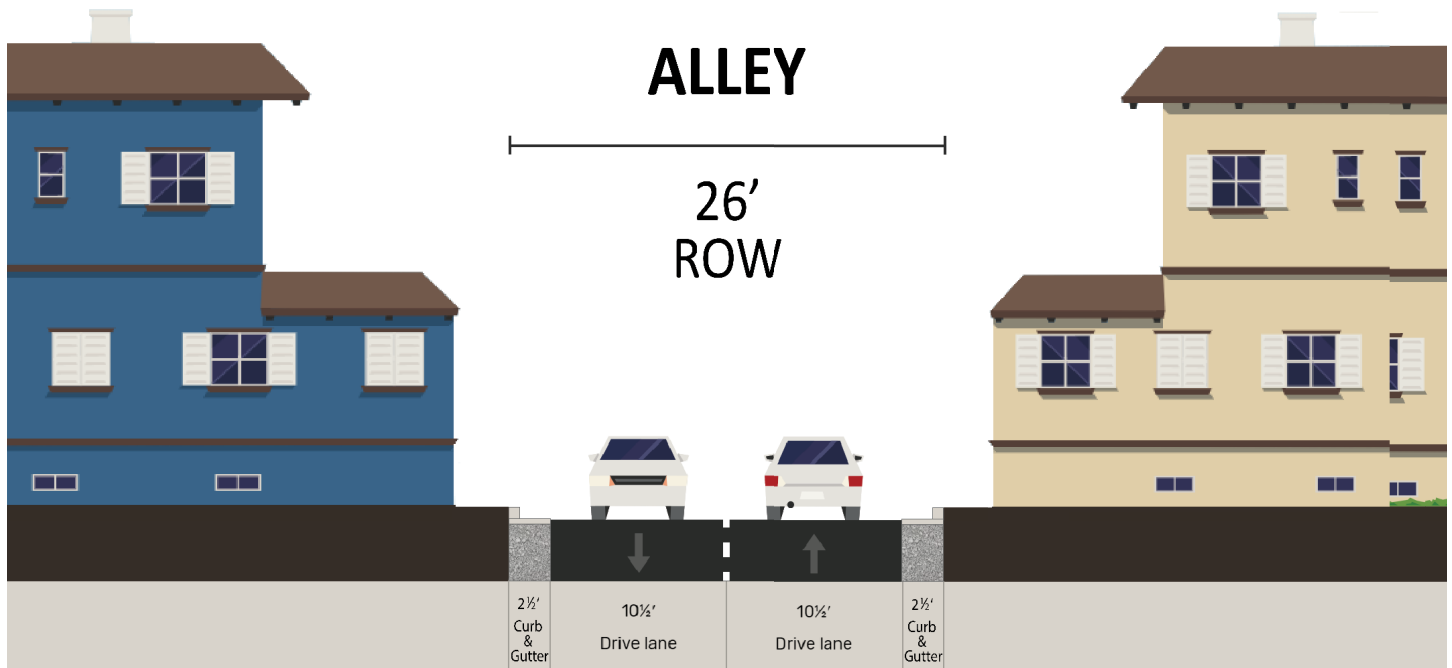
# Hidden Valley

Concept Plan Application

## PRIVATE DRIVE



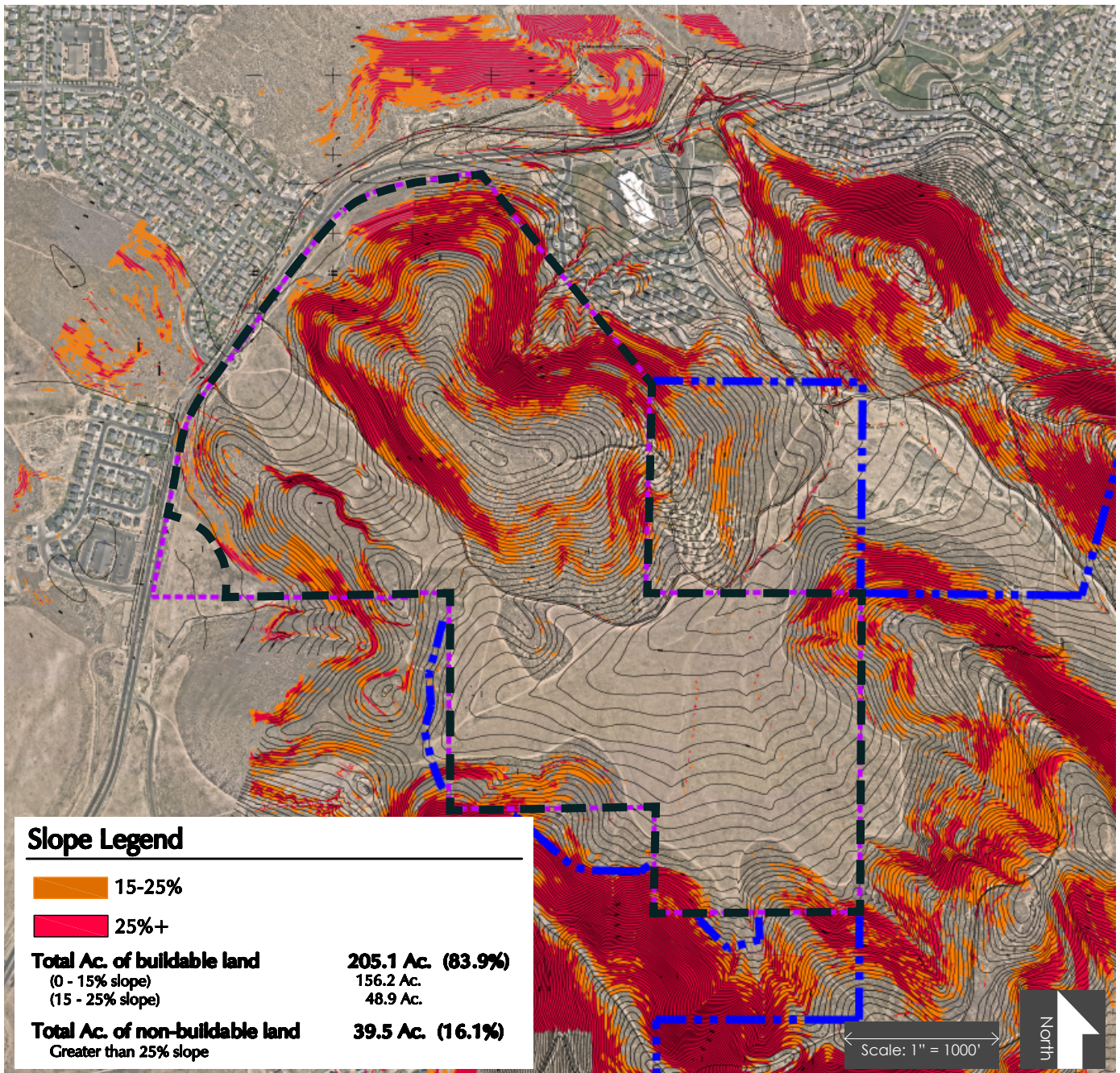
## ALLEY





### SLOPE, TOPOGRAPHY, & FLOODPLAIN MAPS

This map shows the slope and topography of the Hidden Valley site. The thin black lines are at 2 ft contours and areas marked in orange and red indicate slopes between 15 and 25 percent, and greater than 25 percent. All areas within the project fall within the minimal flood hazard classification.





## Concept Plan Application

July 12, 2022

Prepared by:



Sanctuary Development Group

**P S O M A S**



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# Hidden Valley

## Concept Plan Application



### CONCEPT PLAN APPLICATION

(801) 789-6617 • 1650 E STAGECOACH RUN, EAGLE MOUNTAIN, UT 84005 • [WWW.EAGLEMOUNTAINCITY.COM](http://WWW.EAGLEMOUNTAINCITY.COM)

| PROJECT INFORMATION                                                                                                            |                                                                 | UPDATED: 6/2015 |
|--------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------|-----------------|
| Official Project Name: <u>Hidden Valley</u>                                                                                    |                                                                 |                 |
| Zone: <u>Foothill Residential &amp; Parks &amp; OS</u> Surrounding Land Uses: <u>Foothill Residential &amp; Parks &amp; OS</u> |                                                                 |                 |
| Number of Lots or Units: <u>48</u> Total Acreage of the Subject Property: <u>9.3</u>                                           |                                                                 |                 |
| General Location of the Property: <u>South East of Pony Express Parkway in the Hidden Valley Neighborhood Character Area</u>   |                                                                 |                 |
| AUTHORIZED AGENT INFORMATION                                                                                                   | PROPERTY OWNER INFORMATION                                      |                 |
| Authorized Agent: <u>Steve McCleery</u>                                                                                        | Property Owner: <u>Sanctuary Development Group</u>              |                 |
| Address: <u>2021 East Village Green Circle Draper, UT 84020</u>                                                                | Address: <u>2021 East Village Green Circle Draper, UT 84020</u> |                 |
| Phone: <u>801.209.1875</u> Cell: _____                                                                                         | Phone: <u>801.209.1875</u> Cell: _____                          |                 |
| E-mail: <u>Steve.McCleery@Gmail.com</u>                                                                                        | E-mail: <u>Steve.McCleery@Gmail.com</u>                         |                 |

**\*\*IMPORTANT:** Incomplete applications will not be accepted. In order for an application to be deemed complete, all required materials must be submitted with the application. If any required materials are not applicable to your submittal, you must submit a letter for each required item stating the reason why it is not applicable to your application.\*\*

| SUBMITTAL REQUIREMENTS                                                                                                                                                                                                                                                                                                                                                                                       |                                |                                                                                                                        |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------|------------------------------------------------------------------------------------------------------------------------|
| <ul style="list-style-type: none"><li>1 digital/electronic PDF copy of all plans &amp; other required materials are required on a jump drive or through Dropbox. Please ensure there is only one PDF electronic file for each type of plan; do not separate the individual pages within a set of plans. Please label accordingly. Plans will not be reviewed until all digital files are received.</li></ul> |                                |                                                                                                                        |
| FOR OFFICE USE ONLY                                                                                                                                                                                                                                                                                                                                                                                          |                                |                                                                                                                        |
| Date:                                                                                                                                                                                                                                                                                                                                                                                                        | Application & fee received by: | Application Complete?<br><input type="checkbox"/> Yes <input type="checkbox"/> No<br>If not complete, what is missing: |
| <b>For a plan containing 40 lots or less:</b><br>Base Fee \$300.00                                                                                                                                                                                                                                                                                                                                           |                                | Amount Paid:                                                                                                           |
| <b>For a plan containing over 40 lots:</b><br>Base Fee \$300.00 + Number of ERU _____ x \$5.00 = _____                                                                                                                                                                                                                                                                                                       |                                |                                                                                                                        |
| <b>Condominium projects:</b><br>Base Fee \$650.00 + Number of ERU _____ x \$10.00 = _____                                                                                                                                                                                                                                                                                                                    |                                | Review:<br><input type="checkbox"/> City Staff Only<br><input type="checkbox"/> City Staff & Planning Commission       |
| <b>Land Use Concept Plan:</b><br>Base Fee \$250.00                                                                                                                                                                                                                                                                                                                                                           |                                |                                                                                                                        |
| <b>To Present the Concept Plan before the Planning Commission:</b><br>Additional Fee of \$250.00                                                                                                                                                                                                                                                                                                             |                                |                                                                                                                        |

**APPLICANT CERTIFICATION:** I certify under penalty of perjury that this application and all information submitted as part of this application are true, complete and accurate to the best of my knowledge. I also certify that I am the owner of the subject property and that the authorized agent noted in this application has my consent to represent me with respect to this application. Should any of the information or representations submitted in connection with this application be incorrect or untrue, I understand that Eagle Mountain City may rescind any approval or take any other legal or appropriate action. I also acknowledge that I have reviewed the applicable sections of the Eagle Mountain Development Code and that items and checklists contained in this application are basic and minimum requirements only and that other requirements may be imposed that are unique to individual projects or uses. Additionally, I acknowledge that I have reviewed and understand the section from the Consolidated Fee Schedule and hereby agree to comply with this ordinance. I also agree to allow the Staff, Planning Commission, or City Council or appointed agent(s) of the City to enter the subject property to make any necessary inspections thereof.

Property Owner's Signature: Steven McElery Date: 7/12/2022

Attached Documents:

- Concept Plan Application Requirements/Checklist

## CONCEPT PLAN APPLICATION REQUIREMENTS/CHECKLIST

- ☐ **CONCEPT PLAN:** The proposed concept plan drawn to a scale of not more than one inch equals 100 feet showing the following:
  - Property boundary with dimensions.
  - Ownership of all adjacent tracts of land.
  - Locations & widths of existing and proposed streets
  - Configuration of proposed lots with minimum & average lot sizes.
  - Approximate locations, dimensions & area of all parcels of land proposed to be set aside for park or playground use or other public use.
  - Those portions of property designated as flood plain & slopes in excess of 15 and 25+ percent.
  - Total acreage of the entire tract proposed for the subdivision.
  - General topography
  - North arrow scale and date of drawing.
  
- ☐ **\*\*FOR EAGLE MOUNTAIN PROPERTIES PROJECTS ONLY\*\*** With your submittal please include a statement of the following:
  - The total number of residential units allowed under the Master Site Plan and After-Acquired Properties carrying residential densities;
  - The cumulative total number of residential units previously approved for all of Owner/Developers Properties, including After-Acquired Properties carrying residential densities, from the date of the approval for the Master Site Plan to the date of the application;
  - The number of units and densities for which a permit is sought under the particular development phase application and
  - The balance remaining allowable to the Owner/Developers properties.
  
- ☐ **FEE:** The processing fee of \$300.00 plus \$5.00 per lot for plans containing over 40 lots. If the development is a condominium project, the processing fee is \$650.00 plus \$10.00 per ERU. A fee of \$250.00 is required for Land Use Concept Plan. If the Concept Plan is to go before the Planning Commission, an additional fee of \$250.00 is required.

### Property Boundary & Adjacent Ownership

The property encompasses a total of 9.3 acres of land within the Hidden Valley Neighborhood Character Area. It is delineated by the Perry Homes Hidden Valley Site to the north, and western edge of the Ridge Mountains to the south. The site is bordered by Perry Land Investments LLC and Eagle Mountain City ownership as shown on the map below.





# Hidden Valley

## Concept Plan Application

### PROPOSED LOTTING PLAN

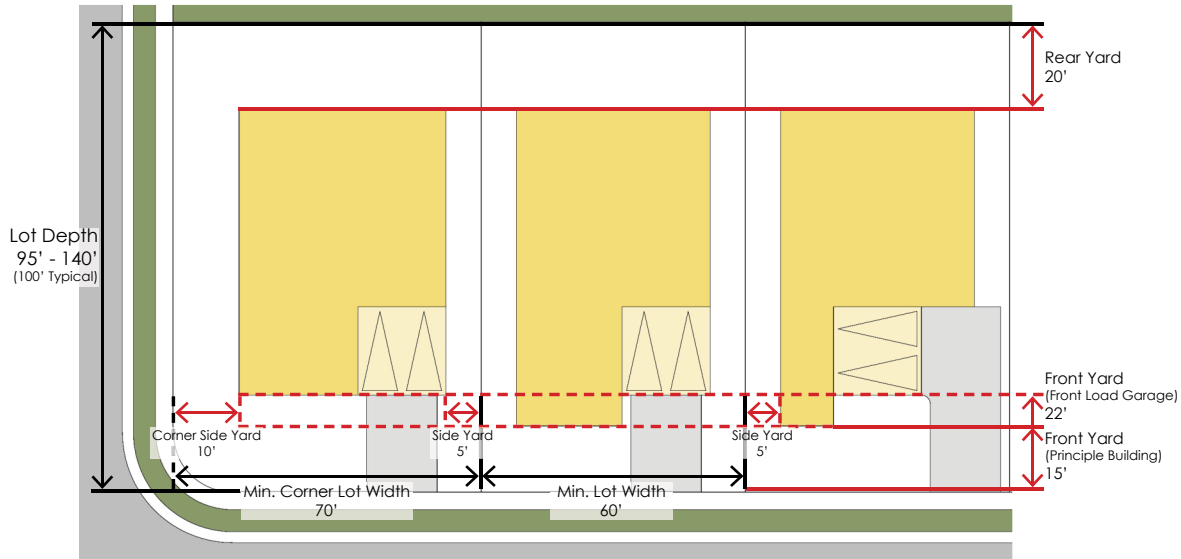
Our parcels within the Hidden Valley development contains a mix of single family detached housing linked to improved and native open spaces. The number of residential units allowed within the master development agreement is 47. We have increased that cumulative total number by one unit with slight adjustments in densities to meet the existing topography on site. The Master Development plan shows 1.3 acres of land on the right parcel, despite containing 3.9 acres. The provided plan is conceptual in nature and subject to change at the platting stage. It also meets the layout design, density, and street network of the master development agreement.

### STATISTICAL SUMMARY

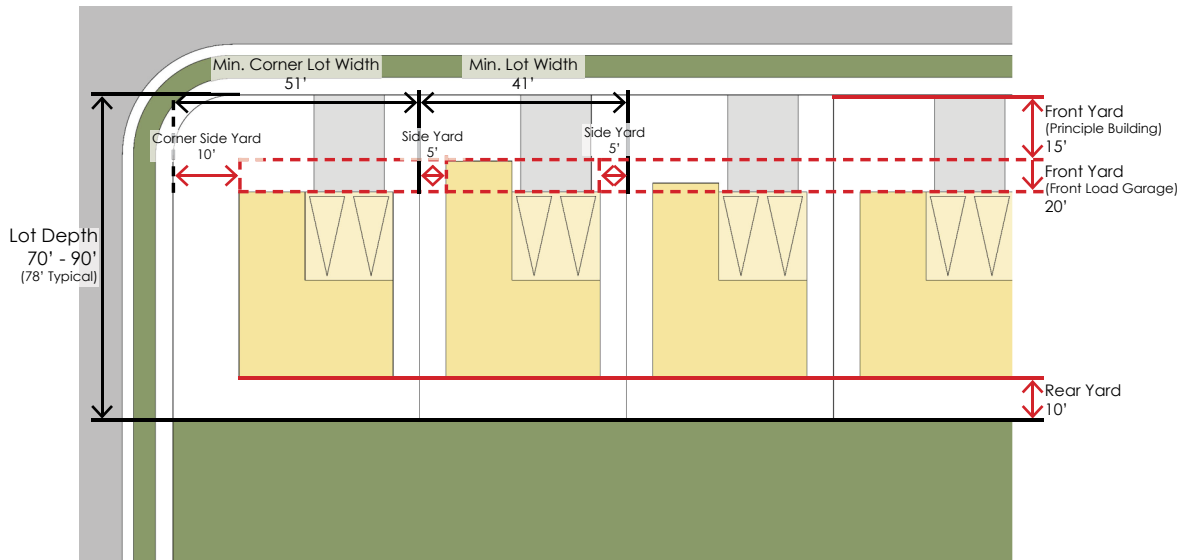
|                                                                                     |                                          |        |
|-------------------------------------------------------------------------------------|------------------------------------------|--------|
|  | Project Total                            | 9.3 ac |
|  | Improved Open Space                      |        |
|  | Native Open Space                        |        |
|  | Roads                                    |        |
|  | Adjacent Dependent Hidden Valley Parcels |        |

| LAND USE                                                                                         | UNITS |
|--------------------------------------------------------------------------------------------------|-------|
|  10k Lots     | 1     |
|  8k - 9k Lots | 4     |
|  6k - 7k Lots | 3     |
|  Cluster      | 40    |
| Total                                                                                            | 48    |

### Single Family Lot Dimensions & Averages

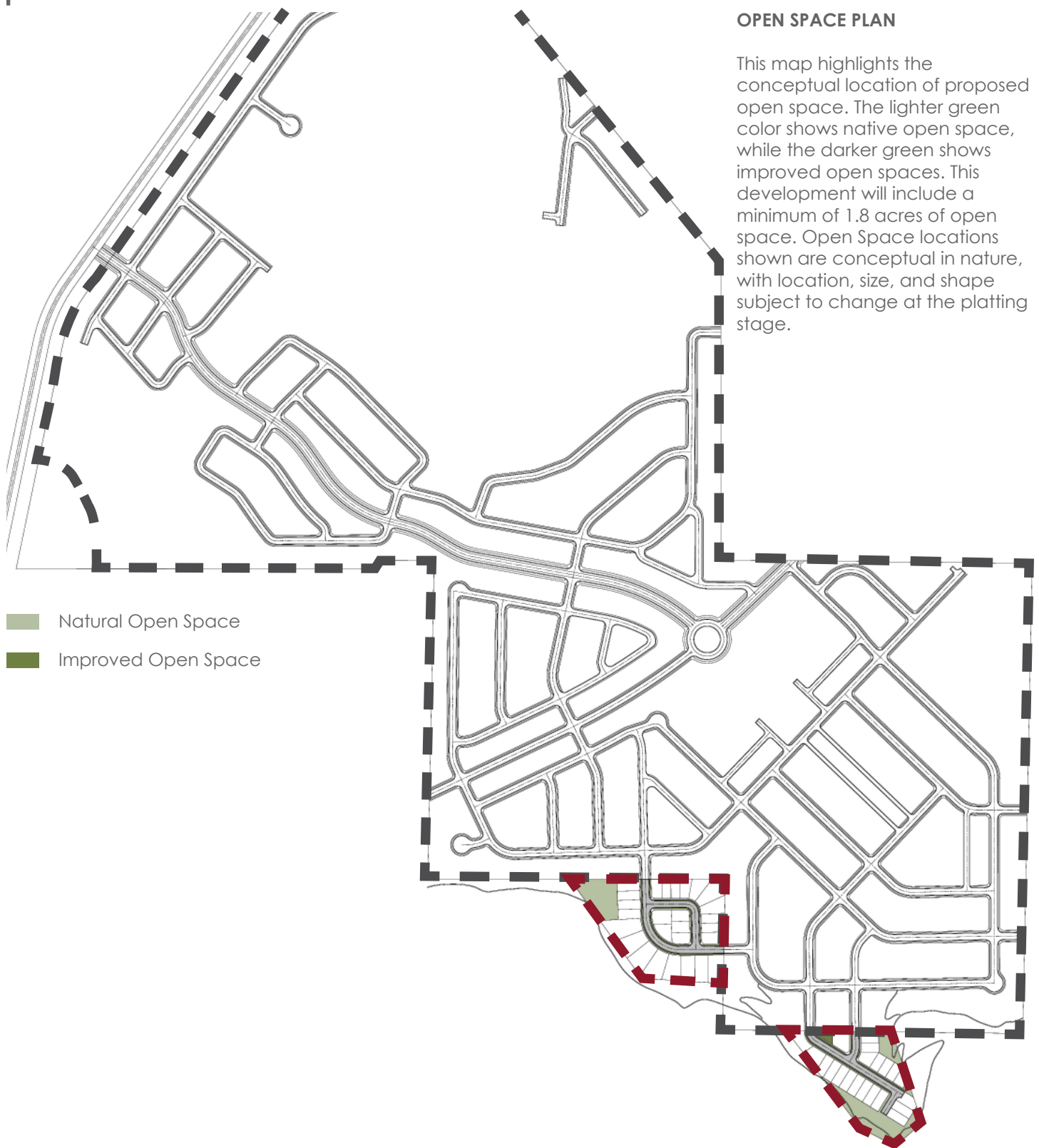


### Cottage Lot Dimensions & Averages



# Hidden Valley

## Concept Plan Application



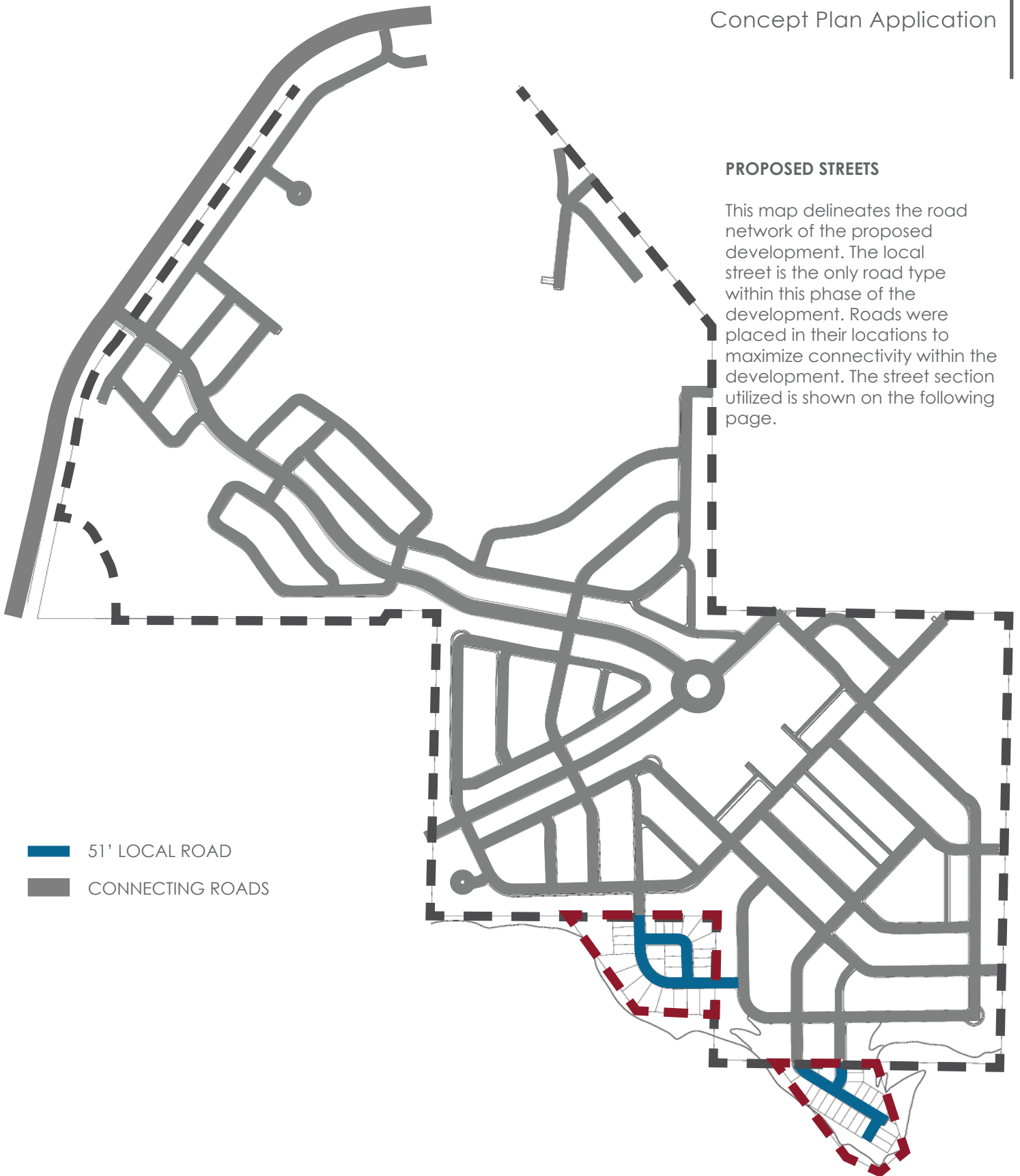


# Hidden Valley

## Concept Plan Application

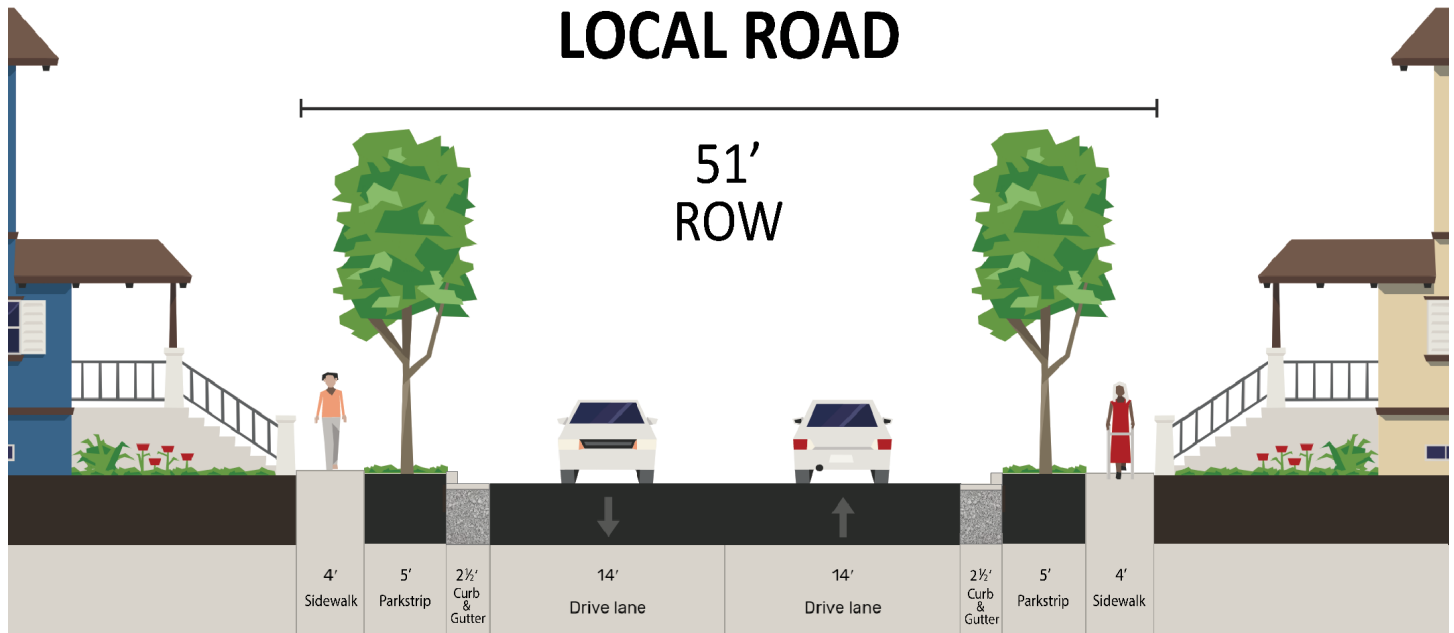
### PROPOSED STREETS

This map delineates the road network of the proposed development. The local street is the only road type within this phase of the development. Roads were placed in their locations to maximize connectivity within the development. The street section utilized is shown on the following page.



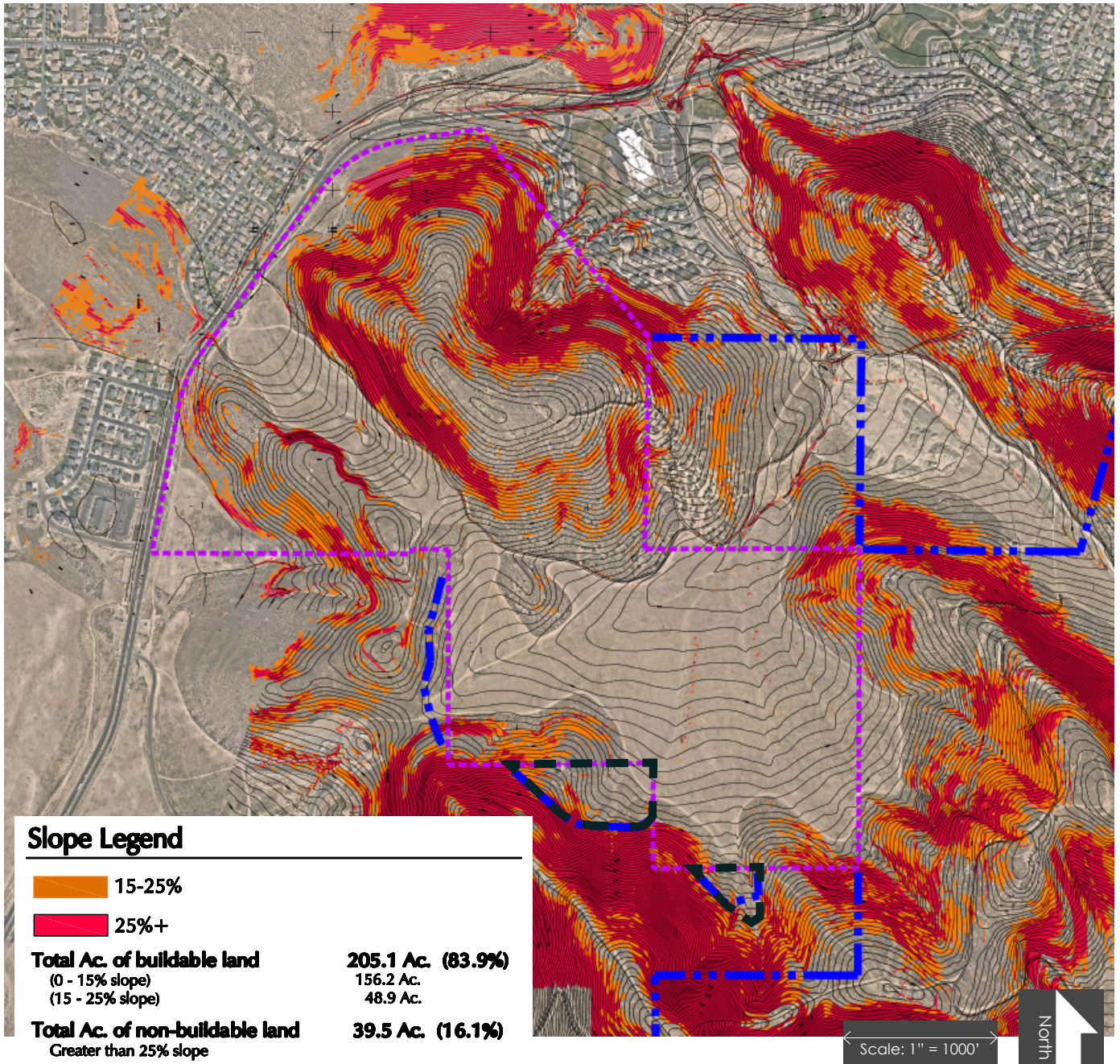
# Hidden Valley

Concept Plan Application



### SLOPE, TOPOGRAPHY, & FLOODPLAIN MAPS

This map shows the slope and topography of the Hidden Valley site. The thin black lines are at 2 ft contours and areas marked in orange and red indicate slopes between 15 and 25 percent, and greater than 25 percent. All areas within the project fall within the minimal flood hazard classification.



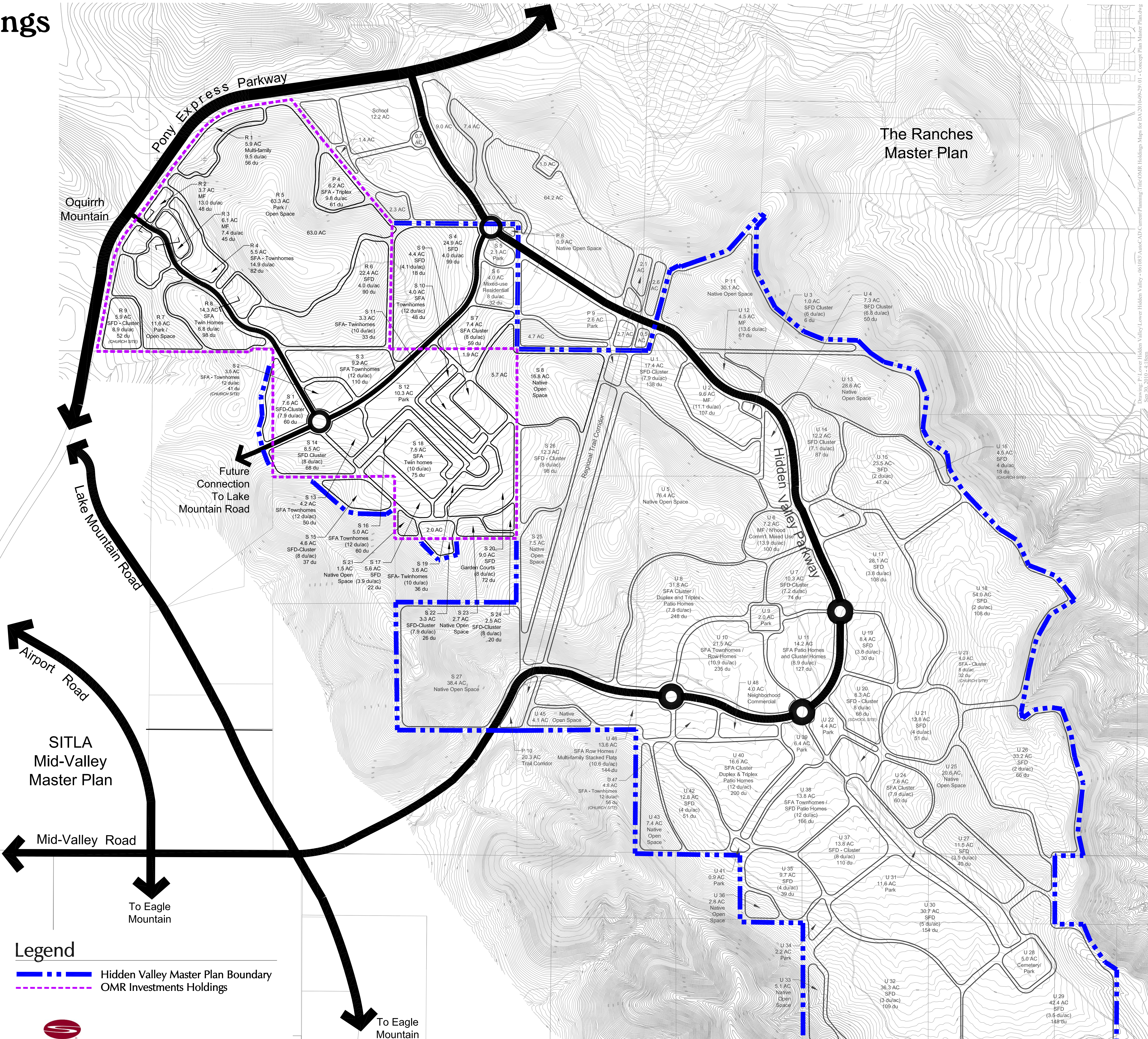


OMR Investments Holdings

# LOWER HIDDEN VALLEY

Master Development Plan

| Land Use Data                                                                         |                               |           |                                        |        |                       |
|---------------------------------------------------------------------------------------|-------------------------------|-----------|----------------------------------------|--------|-----------------------|
| PARCEL                                                                                | LAND USE                      | AREA (AC) | DENSITY (DU/AC)                        | RES DU | % OF MASTER PLAN AREA |
| LOWER HIDDEN VALLEY                                                                   |                               |           |                                        |        |                       |
| P 4                                                                                   | SFA - TRIPLEX                 | 6.2       | 9.8                                    | 61     | III                   |
| SUBTOTAL RESIDENTIAL                                                                  |                               | 6.2       | 9.8                                    | 61     | 0.6%                  |
| LOWER HIDDEN VALLEY TOTALS                                                            |                               | 6.2       | 9.8                                    | 61     | 0.6%                  |
| HIDDEN VALLEY WEST                                                                    |                               |           |                                        |        |                       |
| R 1                                                                                   | MULTI-FAMILY                  | 5.9       | 9.5                                    | 56     | III                   |
| R 2                                                                                   | MULTI-FAMILY                  | 3.7       | 13.0                                   | 48     | IV                    |
| R 3                                                                                   | MULTI-FAMILY                  | 6.1       | 7.4                                    | 45     | III                   |
| R 4                                                                                   | SFA - TOWNHOMES               | 5.5       | 14.9                                   | 82     | IV                    |
| R 6                                                                                   | SFD                           | 22.4      | 4.0                                    | 90     | II                    |
| R 8                                                                                   | SFA - TWIN HOMES              | 14.3      | 6.8                                    | 98     | III                   |
| R 9                                                                                   | SFD - CLUSTER (Church Site)   | 5.9       | 8.9                                    | 52     | III                   |
| SUBTOTAL RESIDENTIAL                                                                  |                               | 63.8      | 7.4                                    | 471    | 5.7%                  |
| R 1                                                                                   | PARKS                         | 0.7       | acres included in Residential Subtotal |        |                       |
| R 5 (partial)                                                                         | PARK / OPEN SPACE             | 55.7      |                                        |        |                       |
| R 5                                                                                   | PARKS                         | 7.3       |                                        |        |                       |
| R 6                                                                                   | PARKS                         | 1.4       | acres included in Residential Subtotal |        |                       |
| R 7                                                                                   | PARK / OPEN SPACE             | 8.5       |                                        |        |                       |
| R 7                                                                                   | PARKS                         | 3.1       |                                        |        |                       |
| SUBTOTAL PARKS & OPEN SPACE                                                           |                               | 76.7      |                                        |        | 6.8%                  |
| HIDDEN VALLEY WEST TOTALS                                                             |                               | 138.4     | 3.4                                    | 471    | 12.3%                 |
| MID-VALLEY                                                                            |                               |           |                                        |        |                       |
| S 1 (partial)                                                                         | SFD - CLUSTER                 | 5.6       | 8.0                                    | 45     | III                   |
| S 2                                                                                   | SFA - TOWNHOMES (Church Site) | 3.5       | 11.7                                   | 41     | III                   |
| S 3                                                                                   | SFA - TOWNHOMES               | 9.2       | 12.0                                   | 110    | III                   |
| S 4 (partial)                                                                         | SFD                           | 0.6       | 3.3                                    | 2      | II                    |
| S 7 (partial)                                                                         | SFA - CLUSTER                 | 1.9       | 7.9                                    | 15     | III                   |
| S 9                                                                                   | SFD                           | 4.4       | 4.1                                    | 18     | II                    |
| S 10                                                                                  | SFA - TOWNHOMES               | 4.0       | 12.0                                   | 48     | III                   |
| S 11                                                                                  | SFA - TWIN HOMES              | 3.3       | 10.0                                   | 33     | III                   |
| S 13                                                                                  | SFA - TOWNHOMES               | 4.2       | 11.9                                   | 50     | III                   |
| S 14 (partial)                                                                        | SFD - CLUSTER                 | 8.3       | 8.0                                    | 66     | III                   |
| S 16                                                                                  | SFA - TOWNHOMES               | 5.0       | 12.0                                   | 60     | III                   |
| S 17 (partial)                                                                        | SFD                           | 4.2       | 4.0                                    | 17     | II                    |
| S 18                                                                                  | SFA - TWIN HOMES              | 7.5       | 10.0                                   | 75     | III                   |
| S 19                                                                                  | SFA - TWIN HOMES              | 3.6       | 10.0                                   | 36     | III                   |
| S 20                                                                                  | SFD - GARDEN COURTS           | 9.0       | 8.0                                    | 72     | III                   |
| S 22 (partial)                                                                        | SFD - CLUSTER                 | 2.0       | 8.0                                    | 16     | III                   |
| S 24                                                                                  | SFD - CLUSTER                 | 2.5       | 8.0                                    | 20     | III                   |
| SUBTOTAL RESIDENTIAL                                                                  |                               | 78.8      | 9.2                                    | 724    | 7.0%                  |
| S 3                                                                                   | PARK                          | 1.5       | acres included in Residential Subtotal |        |                       |
| S 8                                                                                   | NATIVE OPEN SPACE (partial)   | 5.7       |                                        |        |                       |
| S 12 (partial)                                                                        | PARK                          | 10.2      |                                        |        |                       |
| S 21                                                                                  | NATIVE OPEN SPACE             | 1.5       |                                        |        |                       |
| S 23                                                                                  | NATIVE OPEN SPACE             | 2.7       |                                        |        |                       |
| SUBTOTAL PARKS & OPEN SPACE                                                           |                               | 21.6      |                                        |        | 1.9%                  |
| ROW                                                                                   |                               | 1.1       |                                        |        |                       |
| MID-VALLEY TOTALS                                                                     |                               | 100.0     | 7.2                                    | 724    | 8.9%                  |
| HIDDEN VALLEY COMBINED DATA                                                           |                               |           |                                        |        |                       |
| SFD                                                                                   | TRADITIONAL CLUSTER           | 31.6      | 4.0                                    | 127    |                       |
|                                                                                       | TOTAL SINGLE FAMILY           | 33.3      | 8.1                                    | 271    | 5.8%                  |
| MF                                                                                    | SFA                           | 64.9      | 6.1                                    | 398    |                       |
|                                                                                       | MULTI-FAMILY                  | 68.2      | 10.4                                   | 709    |                       |
| TOTAL MULTI-FAMILY                                                                    |                               | 15.7      | 9.5                                    | 149    |                       |
|                                                                                       |                               | 83.9      | 10.2                                   | 858    | 7.5%                  |
| TOTAL RESIDENTIAL                                                                     |                               | 148.8     | 8.4                                    | 1,256  | 13.3%                 |
| TOTAL PARKS (includes 3.6 acres, that are included also in "Total Residential" above) |                               | 24.2      | -                                      | -      | 2.2%                  |
| TOTAL NATIVE OPEN SPACE                                                               |                               | 74.1      | -                                      | -      | 6.6%                  |
| TOTAL ROW                                                                             |                               | 1.1       |                                        |        | 0.1%                  |
| TOTAL                                                                                 |                               | 244.6     | 5.1                                    | 1,256  | 21.8%                 |

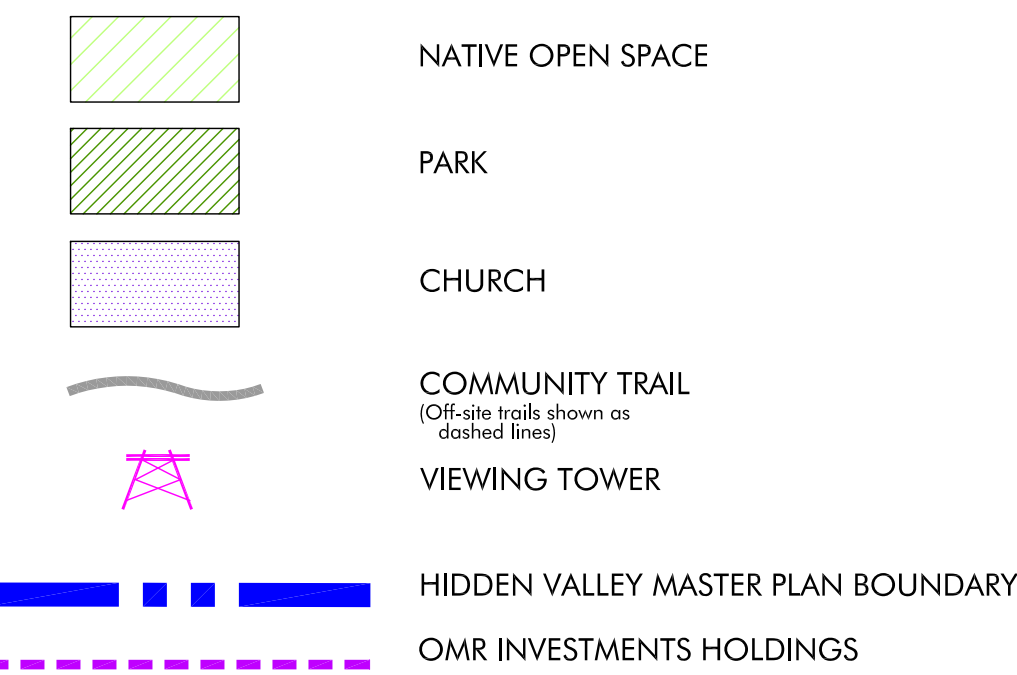




OMR Investments Holdings  
LOWER  
HIDDEN  
VALLEY  
Improved Open Space  
Concept Plan

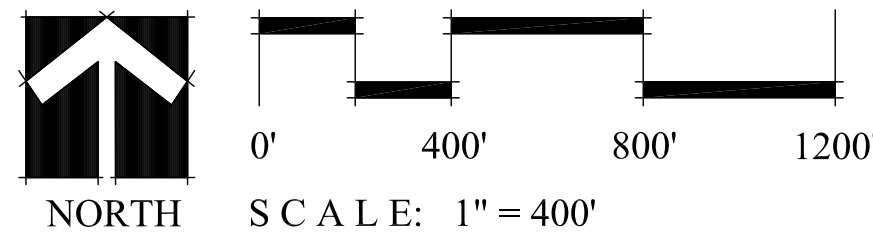
| Land Use Data - Parks & Open Space  |                   |                       |
|-------------------------------------|-------------------|-----------------------|
|                                     |                   | % OF MASTER PLAN AREA |
| PARCEL                              | LAND USE          | AREA (AC)             |
| MID-VALLEY                          |                   |                       |
| S 3                                 | PARK              | 1.5                   |
| S 12                                | PARK              | 10.3                  |
| SUBTOTAL PARKS                      |                   | 11.8                  |
| S 8                                 | NATIVE OPEN SPACE | 16.8                  |
| S 21                                | NATIVE OPEN SPACE | 1.5                   |
| S 23                                | NATIVE OPEN SPACE | 2.7                   |
| SUBTOTAL OPEN SPACE                 |                   | 21.0                  |
| MID-VALLEY PARKS & OPEN SPACE TOTAL |                   | 32.8                  |
|                                     |                   | 3%                    |
| HIDDEN VALLEY WEST                  |                   |                       |
| R 5                                 | PARKS             | 8.0                   |
| R 6                                 | PARKS             | 1.4                   |
| R 7                                 | PARKS             | 3.1                   |
| SUBTOTAL PARKS                      |                   | 12.5                  |
| R 5                                 | PARK / OPEN SPACE | 56.0                  |
| R 7                                 | PARK / OPEN SPACE | 8.5                   |
| SUBTOTAL PARK / OPEN SPACE          |                   | 64.5                  |
|                                     |                   | 6%                    |
| H/V WEST PARKS & OPEN SPACE TOTALS  |                   | 77.0                  |
|                                     |                   | 7%                    |
| HIDDEN VALLEY COMBINED DATA         |                   |                       |
| TOTAL PARKS                         |                   | 24.3                  |
|                                     |                   | 2%                    |
| TOTAL PARKS / OPEN SPACE            |                   | 64.5                  |
|                                     |                   | 6%                    |
| TOTAL NATIVE OPEN SPACE             |                   | 21.0                  |
|                                     |                   | 2%                    |
| TOTAL COMMUNITY TRAILS              |                   | 6.8                   |
|                                     |                   | 1%                    |
| TOTAL CHURCHES (S2, R9)             |                   | 9.4                   |
|                                     |                   | 1%                    |
| HIDDEN VALLEY OPEN SPACE TOTALS     |                   | 126.0                 |
|                                     |                   | 11%                   |

LEGEND - Conceptual Locations

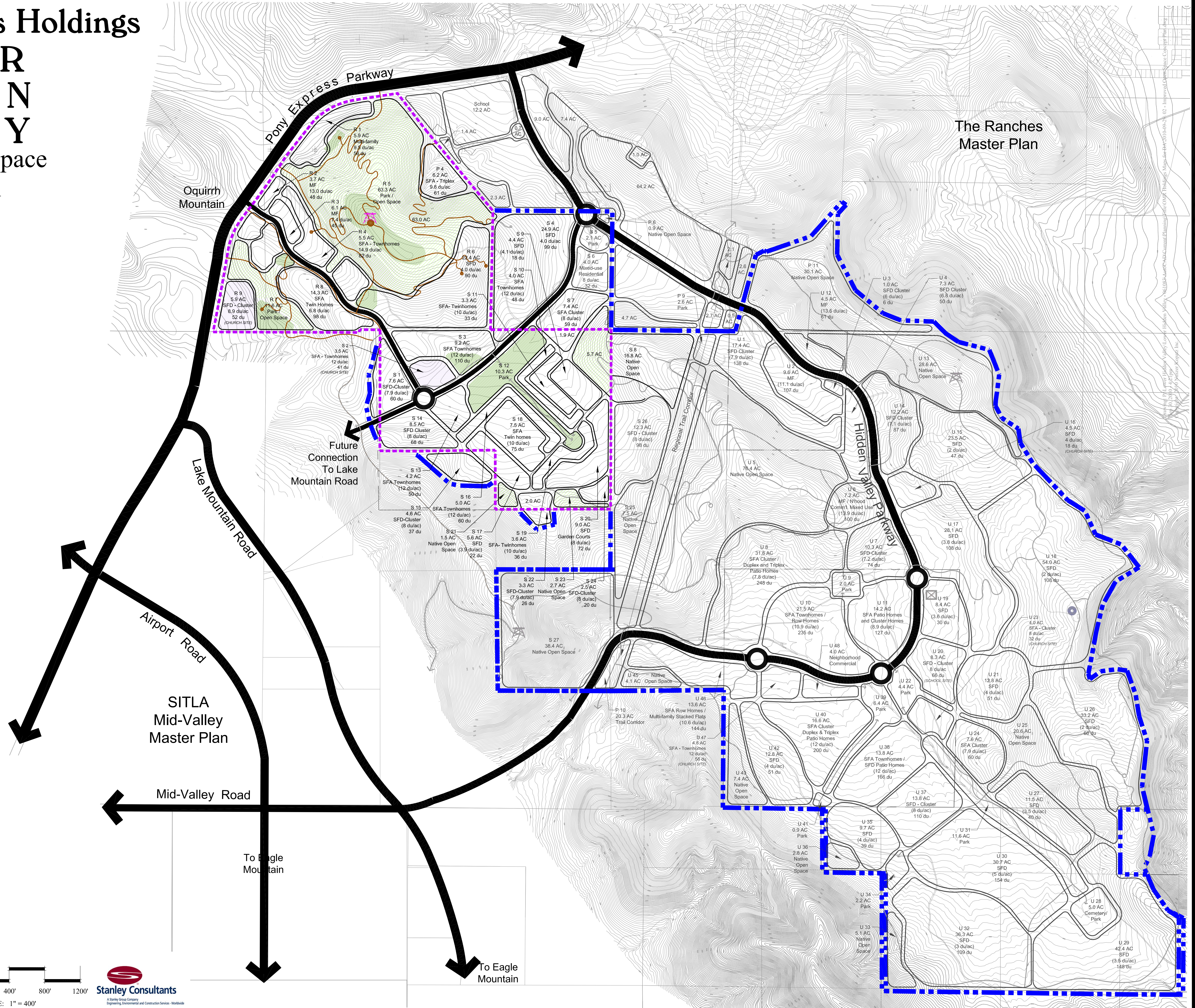


## LOWER HIDDEN VALLEY

Eagle Mountain City, Utah  
September 29, 2010

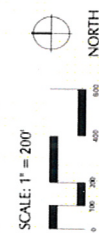


**Stanley Consultants**  
A Stanley Group Company  
Engineering, Environmental and Construction Services - Worldwide





|       |                                   |
|-------|-----------------------------------|
| 297   | Single-family Detached Lots       |
| 68    | SFD Garden Court Homes            |
| 224   | SFD Motor Court Clustered Homes   |
| 242   | SFA Twin Homes (duplexes)         |
| 59    | SFA Motor Court Clustered Homes   |
| 231   | SFA Townhomes                     |
| 160   | SFA Row Townhomes                 |
| 32    | Triplex Units                     |
| 223   | 6- to 8-Unit Stacked Condominiums |
| 126   | "Mansion" Condominiums            |
| 1,662 | TOTAL UNITS                       |
| 320   | TOTAL ACRES on plan               |







**EAGLE MOUNTAIN CITY  
CITY COUNCIL MEETING  
SEPTEMBER 20, 2022**

|                                 |                                                                                      |                |                  |
|---------------------------------|--------------------------------------------------------------------------------------|----------------|------------------|
| <b>TITLE:</b>                   | Community Development Building Shop Mezzanine - Nationwide Shelving (State Contract) |                |                  |
| <b>ITEM TYPE:</b>               | Bid Award                                                                            |                |                  |
| <b>FISCAL IMPACT:</b>           | \$70,799.00 in the Facilities Fund, GL 10-19-41950-7211                              |                |                  |
| <b>APPLICANT:</b>               | City Staff                                                                           |                |                  |
| <b>GENERAL PLAN DESIGNATION</b> | <b>CURRENT ZONE</b>                                                                  | <b>ACREAGE</b> | <b>COMMUNITY</b> |

**PUBLIC HEARING:**

Yes

**PREPARED BY:**

Jeff Weber, Public Works

**PRESENTED BY:**

Jeff Weber

**RECOMMENDATION:**

Staff recommends that the City Council approve the purchase of the mezzanine from Nationwide Shelving.

**BACKGROUND:**

The City budgeted \$90,000.00 for the purchase of a mezzanine to be installed in the Community Development Building shop. Staff recommends the mezzanine be purchased from Nationwide Shelving for \$70,799.00. Nationwide Shelving is on the Utah State Contract (Contract #MA1231). The quote includes the cost for materials and installation.

**ITEMS FOR CONSIDERATION:**

**REQUIRED FINDINGS:**

**PLANNING COMMISSION ACTION/RECOMMENDATION:**

**ATTACHMENTS:**

[Nationwide Shelving Quote](#)



This proposal has been  
especially prepared  
for  
Paul Garavito

Paul Garavito  
Eagle Mountain City  
Eagle Mountain, UT

July 7, 2022

QUOTE #: **20625MHU**

Dear Paul,

Thank you for the opportunity to present Mezzanine for your consideration. At NationWide Shelving we provide the highest quality products and services, and the absolute best value in our industry. Additionally, our sales and installation experts are professionals who have been trained to provide you with the most accurate information and the highest quality installation services in the industry.

TOTAL INVESTMENT: **\$70,799.00**

Your Investment includes:

- 34' x 15' Mezzanine to Match Attached Drawings
- 6' Cantilever over Restrooms
- Installation
- Freight

Delivery approximately 7 - 9 weeks.

\*Price per Utah State Contract #MA1231

Jessica Ferguson - [Jessica@NationWideShelving.com](mailto:Jessica@NationWideShelving.com)

I agree to the terms and conditions.

COMPLETE MY [NationWideShelving.com](http://NationWideShelving.com) ORDER

Approved By: \_\_\_\_\_ Date: \_\_\_\_\_

*Order Information*

NationWide Shelving  
136 East South Temple  
Suite 1400  
Salt Lake City, UT 84119

Visit us at  
[NationWideShelving.com](http://NationWideShelving.com)

Phone: 801-328-8788  
Fax: 801-886-2530  
Toll Free: 800-326-4403



## **SIESMIC 4 MEZZANINE STRUCTURE AND LOAD RATING: 125 PSF – L / 360**

**CLEAR HEIGHT: 120"      DECK HEIGHT: 138 ¾"      COLUMN LOADING: 10,925 POUNDS**

The mezzanine floor support and loading shall consist of 7" x 7" x 1/4" square columns with 3/4" thick X 14" square plates as bases. Column loading represents the maximum weight placed on the existing floor if the mezzanine is loaded to its maximum capacity on each square foot. The end user should verify that their floor has adequate strength to support the column loading. The perimeter and intermediate support beams shall be structural beams. Joists shall consist of properly sized bar joists.

### **STEEL DECKING SUB-FLOORING: 485 SQUARE FEET**

Decking shall be composed of no less than 22 Gauge 1 1/2", galvanized metal b-decking as a sub-surface.

### **LP TOPNOTCH 350 FLOOR DECKING: 485 SQUARE FEET**

High density engineered wood with advanced moisture resistance. ¾" tongue and groove LP shall be used as an overlay attached by screws.

## **STAIR SYSTEMS & HANDRAILS**

### **IBC FACTORY AND STORAGE STAIR SYSTEM:**

**Application – The stairs listed below meet the standards for FACTORY and STORAGE USE GROUPS with occupancies of 50 or less people.**

Treads shall be 42" wide with closed risers. Tread rise shall be a maximum of 7" and tread run shall be a minimum of 11". Tread and closed riser material are to be steel diamond plate. Stair railing shall be constructed of 1 1/2" vertical posts and 1 1/2" horizontal tubes. Stair railings shall be 36" tall and shall be spaced to allow a sphere no larger than 21" diameter to pass through any opening.

Landings shall be sized appropriately to meet code requirements. The landing floor is to be constructed of the same decking as the rest of the mezzanine for an easy transition. Landing railing shall be constructed of 1 1/2" vertical posts and 1 1/2" horizontal tubes. Landing railings shall be 42" tall and shall be spaced to allow a sphere no larger than 21" diameter to pass through any opening. All landing railing shall include a 4" tall toe plate.

### **OSHA 2-RAIL HANDRAIL: 49 LF**

The handrail shall consist of 42" tall 1 ½" tubular uprights with 1 ½" tubular cross members. 4" tall 12-gauge kick plate will also be supplied with system. All handrails shall be powder coated safety yellow.

### **DOUBLE SWING GATE: 1 @ 6 FT WIDE**

The gate shall consist of 42" tall 1-1/2" tubular uprights with 1-1/2" tubular cross members. Gate shall be constructed so as to allow a sphere no larger than 21" diameter to pass through any opening. Gate shall include a 4" tall, 14 Ga. steel, kick plate.

### **FASTENERS:**

All wedge anchors, bolts, nuts; washers, and screws shall be supplied with the system. No additional fasteners will be needed to complete the structure.

### **FINISH:**

All structural beams, columns, landings, handrail and gates are powder coated our standard colors. Bar joists are primed gray and are not powder coated. Special colors and powder coating the bar joists can be quoted upon request. All handrails shall be painted safety yellow.

## **INSTALLATION:**

Installation to include only materials provided by Panel Built. Installation option assumes reasonable access to work area and typical working hours (8-5 M-F). Work area and lay down areas shall be broom cleaned daily as not to interfere with ongoing work in and around the warehouse facility. The onsite work area is to be free & clear of any existing obstructions, so that the crew can work quickly & efficiently. Panel Built will utilize either in-house installation crews or one of our regionally approved subcontractors to perform installations, as distance, timing, and other circumstances dictate. Forklift and/ or Heavy Equipment (if needed for the installation) and Unloading of material is not included. **EQUIPMENT MUST BE PROVIDED BY CUSTOMER (PLEASE ASK PANEL BUILT WHAT EQUIPMENT WILL BE NECESSARY). DUMPSTER RENTAL / DISPOSAL MUST BE PROVIDED BY CUSTOMER.**

## **SHIPPING AND HANDLING:**

All the above, including all connectors, installation/shop drawings and bill of materials shall be shipped. Shipping method shall be determined by Panel Built and is dependent on the type, size, and weight of the material.

**\*\*Due to the volatile nature of fuel and transportation costs this estimate is subject to change based on market conditions at the time of shipment.**





**EAGLE MOUNTAIN CITY  
CITY COUNCIL MEETING  
SEPTEMBER 20, 2022**

|                                 |                                                                          |                |                  |
|---------------------------------|--------------------------------------------------------------------------|----------------|------------------|
| <b>TITLE:</b>                   | Eagle Mountain Boulevard Widening Design Change Order #1 - CRS Engineers |                |                  |
| <b>ITEM TYPE:</b>               | Change Order                                                             |                |                  |
| <b>FISCAL IMPACT:</b>           | \$22,000                                                                 |                |                  |
| <b>APPLICANT:</b>               |                                                                          |                |                  |
| <b>GENERAL PLAN DESIGNATION</b> | <b>CURRENT ZONE</b>                                                      | <b>ACREAGE</b> | <b>COMMUNITY</b> |

**PUBLIC HEARING:**

No

**PREPARED BY:**

Chris Trusty, Public Works

**PRESENTED BY:**

Chris Trusty

**RECOMMENDATION:**

Staff recommends the City Council approve change order #1 in the amount of \$22,000.

**BACKGROUND:**

CRS was asked to provide a cost to design a traffic signal at Major Street and Eagle Mountain Blvd. which was not included in the original scope of work for this project. CRS has previously designed several traffic signals for the city, including the two at Stonebridge and Woodhaven. The original contract amount was \$187,140 which this change order will increase to \$209,140.

**ITEMS FOR CONSIDERATION:**

**REQUIRED FINDINGS:**

**PLANNING COMMISSION ACTION/RECOMMENDATION:**

**ATTACHMENTS:**



## EAGLE MOUNTAIN CITY COUNCIL MEETING MINUTES

September 6, 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 Carolyn Love and Brett Wright. Councilmember Jared Gray was excused.

ELECTED OFFICIALS PRESENT ELECTRONICALLY: Councilmembers Donna Burnham and Colby Curtis.

CITY STAFF PRESENT: Paul Jerome, City Administrator; Steve Mumford, Assistant City Administrator/Community Development Director; Robert Hobbs, Planning Manager; David Stroud, Senior Planner; Fionnuala Kofoed, Director of Administrative Services/City Recorder; Chris Trusty, City Engineer; Aaron Sanborn, Economic Development Director; Jeremy Cook, City Attorney; Brad Hickman, Parks and Recreation Director; Mack Straw, Public Utilities Manager; Zac Hilton, Streets and Storm Drain Manager; Tyler Maffitt, Communications Manager; Embret Fossum, UFA Battalion Chief; Eric McDowell, Chief Deputy Sheriff; and Evan Berrett, Assistant to the City Administrator.

CITY STAFF PRESENT ELECTRONICALLY: Kimberly Ruesch, Finance Director; Jeff Weber, Fleet and Facilities/Operations Director; Michele Graves, and Chas Glenn, Administrative Assistant.

Mayor Westmoreland called the meeting to order at 4:09 p.m.

#### **1. CITY ADMINISTRATOR INFORMATION ITEMS**

##### **1.A. UPDATE – City Administrator Items**

##### Communications

- The communication standards and practices update is ongoing and will be presented at a future meeting once the events portion has been finalized.
- Progress on Rock Solid's OneView is on track to be completed within the next 60 days.
- News articles relevant to topics on City business are available online at [eaglemountaincity.com/news](http://eaglemountaincity.com/news).

##### Engineering

- The City Engineer designed a non-typical layout to resolve Rocky Mountain Power's concerns due to the proximity of overhead powerlines to the Woodhaven Boulevard traffic light.
- Construction activities on Eagle Mountain Boulevard are scheduled for completion on November 9, 2022.



### Parks, Recreation, Events, and Cemetery

- Concept layouts for Walden Park are being modified to accommodate observatory needs. Staff will meet with the architect on September 14<sup>th</sup> to discuss the changes and begin construction documents.
- The layout for the skate park at Smith Ranches has been finalized. Staff will begin the construction documents and will meet with Big T Recreation on Thursday to discuss final plans for the playground equipment.
- Eagle Mountain Serves service projects and activities will be held from September 12<sup>th</sup> to 17<sup>th</sup>. Residents are encouraged to participate. More information is available at <https://emserves.org/> and <https://www.justserve.org>.
- Shopfest Utah will be held on September 10<sup>th</sup> at Cory Wride Memorial Park.
- A community tree planting event in partnership with Tree Utah is scheduled for September 30<sup>th</sup> at 1:00 p.m. at Walden Park. A star gazing event will follow beginning at 7:30 p.m.

### Community Development

- A request for proposals for architect services will close on September 13<sup>th</sup>.
- The Tickville Wash hydrology study between Porters Crossing and the eastern border of the City is ongoing. Flagship Homes has made improvements to the wash to repair storm damage.
- Staff continues work on the updated zoning map.
- An updated master development agreement for Eagle Quest will be presented to the Planning Commission. The Porter's Crossing Town Center project was tabled at a Planning Commission meeting and will be placed on a future meeting agenda. The Pole Canyon project will be presented at a Planning Commission work session later this month.
- Upcoming development projects include Lower Hidden Valley concept plans, Harmony A-14 site plan, Parkway Fields Phase C site plan and preliminary plat, Applebee's site plan, the McLachlan Industrial rezone, and Wildlife Overlay Zone updates.
- In August, 36 single-family, 11 multifamily, 44 basement, 35 solar, 20 miscellaneous, and 4 commercial building permits were issued. Completed commercial projects in August include Cascade Collision, an Atlas Tower cell tower, and Marketplace pads E and G. A temporary certificate of occupancy was issued for Little Caesars, a tenant improvement permit was issued for Great Clips, and two permits were issued for Facebook building 2 for the foundation and shell.

City Engineer Chris Trusty explained staff is researching the alignment of Old Airport Road with the future Cedar Valley Freeway to determine the appropriate placement and right-of-way acquisition that needs to be secured before the project can be sent out for bids.

## 2. AGENDA REVIEW

### 10. BID AWARDS

- 10.A. Nine 2023 Ford F-150 Trucks, One 2023 Ford Transit Van – Ken Garff Ford (State Contract)

Fleet and Facilities/Operation Manager Jeff Weber explained the transit van will be used for well sampling and bacteria testing. A van is needed to accommodate a refrigerator to keep the samples sanitary and at the appropriate temperature.

10.C. Well #8 Design – Jones and DeMille

10.D. Well #8 Drilling – Grimshaw Drilling

Mr. Trusty said any equipment not required for Well #7 will be used for Well #8. The project utilizes companies that have worked with the City previously or are working on other wells in order to expedite the project as much as possible for the well to be operational by next year.

Councilmember Love expressed her support to provide resources so the well is operational prior to being needed.

12.B. Wastewater Treatment Plant Expansion Change Order #4 – Aqua Engineering

Mr. Trusty confirmed that the contractor went beyond the scope of what the City had hired them to do; however, the City benefited from the work and likely would have added the work to the contract. Representatives from Aqua Engineering acknowledged that they had performed work that they were not under contract for and they were willing to write off the full amount. Staff recommends paying half of the amount for the uncontracted work; however, it is at the purview of the Council to determine how much, if anything, to pay.

The Council discussed the amount they felt would be appropriate to pay for uncontracted services.

Mr. Trusty stated that the staff-recommended compensation was based upon fairness rather than a cost-of-work metric. The additional work was performed over the course of a year and included a contractor being onsite for a weekly meeting, the review of submittal materials to certify they met the specifications in the bid documents, and review of pay applications to ensure the work had been completed and the materials had been delivered.

Mayor Westmoreland stated he was comfortable with staff's recommendation, recognizing the subjectiveness of deciding the appropriate amount of compensation.

Councilmember Curtis stated that he is willing to pay the half compensation; however, he would like to devise a mechanism to prevent future misunderstandings.

City Administrator Paul Jerome noted this is the first instance of an issue; nevertheless, protections can be put in place to mitigate repeat occurrences.

Councilmembers Burnham, Wright, and Love concurred that they would be comfortable approving the half payment with the understanding a process will be implemented to avoid future misunderstandings with the scope of work agreed upon in City contracts.



### 13. MINUTES

#### 13.A. August 16, 2022 Minutes – Regular City Council Meeting

Councilmember Wright requested staff review the figures presented in the staff report for the previously approved unit count for the Eagle Heights Village project to verify that the unit numbers on pages five and eight of the minutes correctly reflect the originally approved number of duplex units.

### 14. PRELIMINARY PLATS & SITE PLANS

#### 14.A. PRELIMINARY PLAT – Browns Meadow

Planning Manager Robert Hobbs presented and reviewed the status of the project. The Browns Meadow application is for 45.133 acres currently zoned Agriculture/Rural Density 2. The preliminary plat was reviewed by the City Council on May 3, 2022 and was tabled due to a future collector road on the Master Transportation Plan bisecting Browns Meadow. The Master Transportation Plan is on an upcoming Planning Commission agenda, and it includes the recommendation that the collector road be changed to a local street with additional setbacks, should the need to widen the road arise in the future.

Discussion ensued regarding the vested and proposed unit counts and potential density transfers in Pole Canyon and the impact on City transportation needs.

Councilmember Love expressed concerns regarding a rural-width road and approving the development before approval of the Master Transportation Plan.

Councilmember Wright agreed with Councilmember Love. Although he appreciates the project and desires this type of development within the City, it is important to verify that the plan fits the overall infrastructure. He suggested tabling the item until after the approval of the Master Transportation Plan.

Councilmember Burnham stated that if Mr. Trusty is able to confirm the density and road infrastructure for Pole Canyon prior to policy session to verify that a collector road is not needed in this location, she would be in favor of reviewing rather than tabling the application.

Councilmember Curtis said although he is in favor of the project, due to the number of units in this area of the City, he is concerned with the impact on the overall transportation network.

#### 14.B. PRELIMINARY PLAT AMENDMENT – Overland Village 2 Phase A

Senior Planner David Stroud presented the item. The application is to increase Phase A from 375 dwellings on 89.29 acres to 388 dwellings on 91.62 acres. Overland Village 2 has a maximum unit count of 743 dwellings.

Discussion clarified that the park is not located in Phase A and if the park were still required with the 200<sup>th</sup> dwelling, no homes would be constructed near the location at the time of the park's installation.

Councilmember Wright expressed concern about the uncertainty of the timing of the completion of the park.

Councilmember Curtis stated that the proposal front-loads the density and backloads the amenities, which fails to meet the spirit of the Municipal Code requirements. It would be reasonable to require the park to be completed at the beginning of the second phase, unless precluded by the master development agreement (MDA). Councilmember Burnham supported Councilmember Curtis' suggestion.

Assistant City Administrator/Community Development Director Steve Mumford noted that the school will have a playground and field areas available for residents' use during non-school hours. The applicant had indicated that the location of the park was in part due to the proximity of the pool and clubhouse in Village One to these units.

Discussion ensued regarding the dwelling unit number, the park escrow that would be held until park completion with consideration of the impact of inflation, and the calculation of a time frame requirement in addition to a dwelling unit count.

Councilmember Wright concurred with concerns that the plan has been phased in a way that is not in harmony with Municipal Code density and amenity requirements, and with a second request to further delay the development of a park within the Overland development.

The Council determined to remove the item from the consent agenda for further discussion during policy session when the applicant will be present.

#### 14.C. SITE PLAN – Alpine School District Elementary School #110

Discussion ensued regarding potential school crossing and traffic light locations.

Councilmember Love requested a safe route to the school be identified for the project.

Parks and Recreation Director Brad Hickman explained that Municipal Code has standards for tree spacing, distance from regulatory signs, and clear vision triangles at intersections to prevent the obstruction of motorist visibility.

Mr. Stroud confirmed that Ivory Homes is working with Alpine School District to widen the road on the south side to accommodate parallel parking in front of the school.

Councilmember Love expressed her support for the addition of parallel parking in front of the school and requested parallel parking along streets in front of schools become a standard for the City.



Councilmember Wright requested the City adopt parking standards for schools and suggested including parallel parking in front of the school as a requirement.

## 15. RESOLUTION

- 15.A. A Resolution of Eagle Mountain City, Utah, Approving the Third Amendment to Amended and Restated Master Development Agreement for Overland Development and Pony Express Parcel.

Councilmember Curtis advocated for considering the impact on resident homeowners association fees should additional clubhouses be desired with future applications in the development. He is concerned with the request that the park be completed towards the end of the development and the potential for the park to be further delayed or not completed. He suggested adding a completion deadline while retaining the dwelling number requirement. Where the infrastructure will not reach the park until the end of the development of the phase, he inquired if the park is centrally located, as required.

The Council determined to remove the item from the consent agenda for further discussion during policy session when the applicant will be present.

## 16. ORDINANCES/PUBLIC HEARINGS

- 16.A. ORDINANCE/PUBLIC HEARING – An Ordinance of Eagle Mountain City, Utah, Enacting Eagle Mountain Municipal Code Chapter 13.12 Small Cell Communications Facilities.

Assistant to the City Administrator Evan Berrett stated the standards have been updated from when they were previously presented to address Council concerns regarding the number of potential pole locations by emphasizing the City's preference for collocation of equipment on poles and minor corrections identified by the Planning Commission. He explained that the height limitation of structures used for collocation of small wireless facilities to not exceed 40 feet is to prevent the equipment from causing weight ratio issues that can occur when the units are placed toward the top of taller poles. The State prohibits the equipment from being installed higher than 50 feet on a residential street. The City could impose a lower height requirement; however, if the height is too restrictive, it will reduce signal strength and potentially render the equipment nonfunctional. The fee schedule is based on State guidelines and requirements.

Councilmember Curtis expressed concern with the standard exemptions. He advocated for the requirements to be enforced as much as possible and for reducing constraints in the future if deemed necessary and if the situation meets specified qualification criteria. As such, he suggested either removing or creating exception criteria for Sections 13.12.030(B) and 13.12.045(C).

Mr. Berrett clarified that Section 13.12.045(C) allows the City Engineer to review the plans of the applicant to determine if existing utility poles could be modified or replaced rather than adding an additional pole, and if more equipment can be added to poles that already have 5G equipment. Councilmember Curtis withdrew his concern after Mr. Berrett's explanation.

Councilmember Love said she feels the exceptions are reasonable with the assumption that the first provider will need to install many poles as the City is unlikely to have sufficient existing poles in the needed locations.

3. ADJOURN TO A CLOSED EXECUTIVE SESSION

**MOTION:** *Councilmember Curtis moved to adjourn a closed executive session for the purpose of discussing reasonably imminent litigation and the deployment of security devices or systems, 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 Excused</i>                                  |
|----------------------------------------------------------|-----------------------------------------------|-----------------------------------------------|-------------------------------------------------------|
| <input checked="" type="checkbox"/> <i>Donna Burnham</i> | <input type="checkbox"/> <i>Donna Burnham</i> | <input type="checkbox"/> <i>Donna Burnham</i> | <input type="checkbox"/> <i>Donna Burnham</i>         |
| <input checked="" type="checkbox"/> <i>Colby Curtis</i>  | <input type="checkbox"/> <i>Colby Curtis</i>  | <input type="checkbox"/> <i>Colby Curtis</i>  | <input type="checkbox"/> <i>Colby Curtis</i>          |
| <input type="checkbox"/> <i>Jared Gray</i>               | <input type="checkbox"/> <i>Jared Gray</i>    | <input type="checkbox"/> <i>Jared Gray</i>    | <input checked="" type="checkbox"/> <i>Jared Gray</i> |
| <input checked="" type="checkbox"/> <i>Carolyn Love</i>  | <input type="checkbox"/> <i>Carolyn Love</i>  | <input type="checkbox"/> <i>Carolyn Love</i>  | <input type="checkbox"/> <i>Carolyn Love</i>          |
| <input checked="" type="checkbox"/> <i>Brett Wright</i>  | <input type="checkbox"/> <i>Brett Wright</i>  | <input type="checkbox"/> <i>Brett Wright</i>  | <input type="checkbox"/> <i>Brett Wright</i>          |

*The motion passed with a unanimous vote.*

The meeting was adjourned at 6:09 p.m.

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

**ELECTED OFFICIALS PRESENT:** Mayor Tom Westmoreland, Councilmembers Carolyn Love and Brett Wright.

**ELECTED OFFICIALS PRESENT ELECTRONICALLY:** Councilmembers Donna Burnham and Colby Curtis. Councilmember Jared Gray joined the meeting at 9:38 p.m.

**CITY STAFF PRESENT:** Paul Jerome, City Administrator; Steve Mumford, Assistant City Administrator/Community Development Director; Robert Hobbs, Planning Manager; David Stroud, Senior Planner; Fionnuala Kofoed, Director of Administrative Services/City Recorder; Chris Trusty, City Engineer; Aaron Sanborn, Economic Development Director; Jeremy Cook, City Attorney; Embret Fossum, UFA Battalion Chief; Eric McDowell, Chief Deputy Sheriff; and Evan Berrett, Assistant to the City Administrator.

**CITY STAFF PRESENT ELECTRONICALLY:** Kimberly Ruesch, Finance Director; Brad Hickman, Parks and Recreation Director; Mack Straw, Public Utilities Manager; Jeff Weber, Fleet and Facilities/Operations Director; and Tyler Maffitt, Communications Manager.

4. CALL TO ORDER

Mayor Westmoreland called the policy session to order at 7:35 p.m.

5. PLEDGE OF ALLEGIANCE



Councilmember Wright led the Pledge of Allegiance.

## 6. INFORMATION ITEMS/UPCOMING EVENTS

- After cancellation due to weather, Eagle Mountain City has rescheduled the Movie in the Park to September 17<sup>th</sup> at 8:00 p.m. at Silverlake Amphitheater.
- Shopfest Utah will be held on September 10<sup>th</sup> at Cory Wride Memorial Park. We encourage residents to patronize Eagle Mountain's ultimate shopping experience. Visit [shopfestutah.com](http://shopfestutah.com) for more information.
- The splash pad at Cory Wride Memorial Park is now closed for the year. We would like to thank Eagle Mountain families for their continued use of the service. The City would like to remind residents that there is one last chance to take advantage of the splash pad, which will be reopened on Saturday, September 10<sup>th</sup> coinciding with Shopfest.

To receive City notifications, including emergency info, news events, and traffic alerts, sign up at [emcity.org/notifyme](http://emcity.org/notifyme).

## 7. PUBLIC COMMENTS

*Mayor Westmoreland opened public comment at 7:38 p.m.*

Peggy Hunziker expressed displeasure with the lack of a turnout lane on the second access for White Hills, the granting of certificates of occupancy before the completion of the second access, the building of horse corrals on residential property, and the delays on the park extension.

Assistant City Administrator/Community Development Director Steve Mumford explained the second access has been delayed awaiting a permit from the Utah Department of Transportation. The Fire Marshal verified that the gated access fulfills the safety requirement for a second emergency access until the installation of the turn lane can be completed.

Staff clarified that the City was paying for the bonds to construct the sewer and incurring other expenses for White Hills before the collection of revenue from the residents for sewer.

Bruno Hunziker requested additional amenities at the park in White Hills and staff to follow up with them regarding their grievances. He is concerned with the delays in installing the second access. He requested Code Enforcement visit the area and issue citations.

Julie Myers said she feels that a resident installing a horse barn on his property is not in harmony with the Pole Canyon Master Plan.

Jeff Ruth thanked City employees for assisting with the blood drive. Nineteen units of blood were donated, three from first-time donors. Another blood drive will be held on December 30<sup>th</sup>. He beseeched the City to reconsider rental licensing to help resolve noise nuisances and other issues in his neighborhood.

*Mayor Westmorland closed public comment at 7:59 p.m.*

## 8. CITY COUNCIL/MAYOR'S ITEMS

### Councilmember Wright

Councilmember Wright expressed his gratitude to meeting participants and residents for voicing their concerns. He thanked staff for their efforts to mitigate concerns. He promised to work to make the City better.

### Councilmember Love

Councilmember Love echoed the sentiments and appreciation shared by Councilmember Wright.

### Councilmember Curtis

Councilmember Curtis thanked the Mayor, Councilmembers, and staff for their work.

### Councilmember Burnham

Councilmember Burnham concurred with the appreciation shared by the other Councilmembers. She appreciates the ability to attend remotely.

## 9. APPOINTMENT

### 9.A. Alternate Planning Commissioner

**MOTION:** *Councilmember Curtis moved to appoint Brent Strong as an Alternate Planning Commissioner for a term through December 2024. Councilmember Love seconded the motion.*

#### **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 Abstaining**

☐ Donna Burnham  
☐ Colby Curtis  
☐ Jared Gray  
☐ Carolyn Love  
☐ Brett Wright

#### **Those Excused**

☐ Donna Burnham  
☐ Colby Curtis  
☒ Jared Gray  
☐ Carolyn Love  
☐ Brett Wright

*The motion passed with a unanimous vote.*

## CONSENT AGENDA

### 10. BID AWARDS

- 10.A. Nine 2023 Ford F-150 Trucks, One 2023 Ford Transit Van – Ken Garff Ford (State Contract)
- 10.B. Storm Drain Impact Fee Facilities Plan Update – JWO Engineering
- 10.C. Well #8 Design – Jones and DeMille
- 10.D. Well #8 Drilling – Grimshaw Drilling



11. BOND RELEASES

11.A. Smith Property, E Cedar View Lane – Into Warranty

11.B. Brandon Park Phase A, Plat 13 – Out of Warranty

11.C. Overland Phase B, Plat 1 – Out of Warranty

12. CHANGE ORDERS

12.A. Eagle Mountain Boulevard Widening Project Change Order #1 – WW Clyde

12.B. Wastewater Treatment Plant Expansion Change Order #4 – Aqua Engineering

13. MINUTES

13.A. August 16, 2022 Minutes – Regular City Council Meeting

14. PRELIMINARY PLATS & SITE PLANS

14.A. PRELIMINARY PLAT – Browns Meadow

14.B. PRELIMINARY PLAT AMENDMENT – Overland Village 2 Phase A

14.C. SITE PLAN – Alpine School District Elementary School #110

14.D. SITE PLAN – LDS North Meetinghouse Expansion

14.E. SITE PLAN – LDS Overland Meetinghouse

15. RESOLUTION

15.A. A Resolution of Eagle Mountain City, Utah, Approving the Third Amendment to Amended and Restated Master Development Agreement for Overland Development and Pony Express Parcel.

Councilmember Wright verified with staff that the number of approved units for the Eagle Heights Village project should be 148 rather than 138 and requested pages five and eight of the minutes be amended to reflect the correct number.

**MOTION:** *Councilmember Wright moved to approve the consent agenda removing items 14.A. Browns Meadow Preliminary Plat, 14.B. Overland Village 2 Phase A Amended Preliminary Plat, and 15.A. a Resolution of Eagle Mountain City, Utah, Approving the Third Amendment to the Amended and Restated Master Development Agreement for Overland Development and Pony Express*

***Parcel, and placing them as scheduled items, and the correction to the minutes as discussed. Councilmember Love seconded the motion.***

| <b><i>Those Voting Yes</i></b>                                  | <b><i>Those Voting No</i></b>                        | <b><i>Those Abstaining</i></b>                       | <b><i>Those Excused</i></b>                                  |
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| <input checked="" type="checkbox"/> <b><i>Brett Wright</i></b>  | <input type="checkbox"/> <b><i>Brett Wright</i></b>  | <input type="checkbox"/> <b><i>Brett Wright</i></b>  | <input type="checkbox"/> <b><i>Brett Wright</i></b>          |

***The motion passed with a unanimous vote.***

### **SCHEDULED ITEMS**

#### **14. PRELIMINARY PLATS & SITE PLANS**

##### **14.A. PRELIMINARY PLAT – Browns Meadow**

Planning Manager Robert Hobbs reviewed the preliminary plat as presented during work session.

City Engineer Chris Trusty stated he spoke with Hales Engineering and modeling with either the vested or proposed density, a collector road is not required for that area. However, Pole Canyon Boulevard may need to be widened from a collector to a minor arterial. The majority of the traffic will be to the north and the east of this location. The study does not distinguish between a rural or local width road. Future connections to this development would be Pole Canyon Boulevard to the east and 4000 North to the north.

Councilmember Burnham said that based upon the information provided by Mr. Trusty, she feels the Council should be able to make a decision on the application rather than tabling and further postponing the project.

Councilmember Curtis expressed concern about allowing a rural street and would prefer a local right-of-way width.

Councilmember Wright said he believes the reason for requesting a rural right-of-way is due to the intended use of the properties as agricultural and rural lots. He noted that the application proposes septic tanks which will require redundant drain fields and a rural road would be more conducive to equestrian uses.

Mr. Trusty confirmed that the development meets the requirements to be allowed septic tanks and no culinary wells are planned in proximity to the area.

**MOTION:** ***Councilmember Wright moved to approve the Browns Meadow Preliminary Plat. Councilmember Burnham seconded the motion.***



| <i>Those Voting Yes</i>                                  | <i>Those Voting No</i>                                  | <i>Those Abstaining</i>                       | <i>Those Excused</i>                                  |
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| <input type="checkbox"/> <i>Jared Gray</i>               | <input type="checkbox"/> <i>Jared Gray</i>              | <input type="checkbox"/> <i>Jared Gray</i>    | <input checked="" type="checkbox"/> <i>Jared Gray</i> |
| <input checked="" type="checkbox"/> <i>Carolyn Love</i>  | <input type="checkbox"/> <i>Carolyn Love</i>            | <input type="checkbox"/> <i>Carolyn Love</i>  | <input type="checkbox"/> <i>Carolyn Love</i>          |
| <input checked="" type="checkbox"/> <i>Brett Wright</i>  | <input type="checkbox"/> <i>Brett Wright</i>            | <input type="checkbox"/> <i>Brett Wright</i>  | <input type="checkbox"/> <i>Brett Wright</i>          |

***The motion passed with a vote of 3:1.***

#### **14.B. PRELIMINARY PLAT AMENDMENT – Overland Village 2 Phase A**

*Items 14.B. and 15.A. were presented and discussed concurrently.*

Senior Planner David Stroud presented the preliminary plat amendment. The application proposes an increase in acreage from 89.29 acres to 91.62 acres, a decrease in open space from 10.01 acres to 9.17 acres, and an increase in density from 375 dwellings with 4.20 units per acre to 388 dwellings with 4.23 units per acre. The maximum allowed number of units in Overland Village 2 is 743 dwellings. The plan would decrease the single-family units from 220 to 218 and increase the townhome units from 155 to 170.

The Planning Commission held a public hearing on August 23, 2022, and reviewed the proposed amended preliminary plat and recommended approval with the following conditions:

1. The City Council approves the third master development agreement amendment to require the Club Ivory or medium park at the 500<sup>th</sup> platted dwelling;
2. The amended preliminary plat is subject to the original conditions of approval, where applicable; and
3. Redlines corrected prior to scheduling with the City Council.

Mayor Westmoreland reviewed the work session discussion of the item and noted the importance of providing parks for residents and the difficulties with determining the appropriate timing of park installation. He stated this developer has been a good partner to the City and has been accommodating.

Councilmember Burnham stated she would be more comfortable with amending the requirement to the 400<sup>th</sup> rather than 500<sup>th</sup> platted dwelling unit.

Councilmember Curtis agreed with the recommendation for the requirement to be the 400<sup>th</sup> unit. He would prefer to also require a completion deadline for the park; however, he is unsure how to calculate the appropriate date.

**MOTION:** *Councilmember Wright moved to approve the preliminary plat for Overland Village 2 Phase A with the following conditions:*

1. *Individual site plans are not required for the townhomes in this plat;*
2. *The applicant shall submit plans for mailbox locations, including pullouts or temporary parking areas to improve traffic flow;*

3. *Privacy fencing, in compliance with EMMC 17.60.110, shall be installed along Pony Express Parkway and Airport Road;*
4. *The plans shall comply with the Eagle Mountain Dark Sky Ordinance (EMMC 17.56);*
5. *The applicant shall work with the school district to resolve parking and traffic flow issues/concerns;*
6. *This site plan shall be expanded to include the areas north of the twenty townhomes in Parcels D and Parcel E and a minimum of 50% sod shall be provided in that area;*
7. *The applicant shall amend Section 11.4.4 of the MDA if the required medium park is not completed at or before recording the 400th unit;*
8. *The future amenity area shall include a 3,000 square-foot pool and a 1,200 square-foot clubhouse as proposed by the applicant; and*
9. *The applicant shall follow localscape recommendations in the native open space areas.*

*Councilmember Love seconded the motion*

**AMENDED MOTION:** *Councilmember Wright moved to approve the preliminary plat for Overland Village 2 Phase A with the following conditions:*

1. *The City Council approves the third master development agreement amendment to require the Club Ivory or medium park at the 400th platted dwelling;*
2. *The amended preliminary plat is subject to the original conditions of approval, where applicable; and*
3. *Redlines corrected prior to scheduling with the City Council.*

*Councilmember Love seconded the motion.*

**AMENDED MOTION:** *Councilmember Wright moved to approve the preliminary plat for Overland Village 2 Phase A with the following conditions:*

1. *The City Council approves the third master development agreement amendment to require the Club Ivory or medium park at the 400th platted dwelling;*
2. *The amended preliminary plat is subject to the original conditions of approval, where applicable;*
3. *Redlines corrected prior to scheduling with the City Council; and*
4. *The applicant shall be allowed to install either a medium park or Club Ivory as permitted in the master development agreement rather than be required to provide the 3,000 square foot pool and 1,200 square foot clubhouse required in condition #8 in the approval of the original preliminary plat.*

*Councilmember Love seconded the motion.*

**Those Voting Yes**

☒ Donna Burnham  
☒ Colby Curtis  
☐ Jared Gray

**Those Voting No**

☐ Donna Burnham  
☐ Colby Curtis  
☐ Jared Gray

**Those Abstaining**

☐ Donna Burnham  
☐ Colby Curtis  
☐ Jared Gray

**Those Excused**

☐ Donna Burnham  
☐ Colby Curtis  
☒ Jared Gray



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| <input checked="" type="checkbox"/> Carolyn Love | <input type="checkbox"/> Carolyn Love | <input type="checkbox"/> Carolyn Love | <input type="checkbox"/> Carolyn Love |
| <input checked="" type="checkbox"/> Brett Wright | <input type="checkbox"/> Brett Wright | <input type="checkbox"/> Brett Wright | <input type="checkbox"/> Brett Wright |

***The motion passed with a unanimous vote.***

## 15. RESOLUTION

### 15.A. A Resolution of Eagle Mountain City, Utah, Approving the Third Amendment to Amended and Restated Master Development Agreement for Overland Development and Pony Express Parcel.

Mr. Stroud presented the item. The current MDA requires a clubhouse or medium park for Village 2 prior to the 200<sup>th</sup> dwelling unit occupancy. The applicant requests an amendment to require the clubhouse or medium park prior to the 500<sup>th</sup> dwelling due to infrastructure issues. The first amendment to the MDA was a similar request to alter the requirement for the clubhouse in Village 1 from the permit for the 150<sup>th</sup> dwelling to the 350<sup>th</sup> dwelling. The Planning Commission reviewed the item on August 23, 2022, and recommended approval to the City Council.

Applicant Brad Mackay explained that he assumed responsibility for the project last winter after the initial approval. He found errors in the project due to topographical and engineering challenges that placed the townhomes above fill resulting in water exposure requiring a 14-foot retaining wall. The proposed amendment improves the engineering and aesthetics of the plan by increasing the slope of the road and adding units with daylight basements. They agreed to widen the road in front of the elementary school. The total unit count for Village 2 will remain the same. He relocated a road bisecting the park to make the open space contiguous. They intend to build a park similar to their award-winning Hidden Valley Park in St. George to provide a quality amenity without increasing homeowner's association fees. He is amenable to the requirement being the 400<sup>th</sup> dwelling as the utilities would reach the park area by that stage of the development; however, construction of the units around the perimeter of the park would not be finished. The 500<sup>th</sup> dwelling unit would allow the completion of all units and infrastructure surrounding the park before park completion. The proposed amendments eliminate the need for a second sewer line to service Village 2.

**MOTION:** *Councilmember Wright moved to approve a resolution of Eagle Mountain City, Utah, approving the Third Amendment to the amended and restated Master Development Agreement for Overland Development and Pony Express Parcel with the following change to Section 11.4.4, "A Medium Park or Club Ivory (at Master Developer's discretion) shall be constructed and dedicated to the City (if that is required pursuant to Section 11.5) prior to recordation of a plat containing the 400th Residential Dwelling Unit in Village 2."*

*Councilmember Love seconded the motion.*

|                                                   |                                        |                                        |                                        |
|---------------------------------------------------|----------------------------------------|----------------------------------------|----------------------------------------|
| <b><i>Those Voting Yes</i></b>                    | <b><i>Those Voting No</i></b>          | <b><i>Those Abstaining</i></b>         | <b><i>Those Excused</i></b>            |
| <input checked="" type="checkbox"/> Donna Burnham | <input type="checkbox"/> Donna Burnham | <input type="checkbox"/> Donna Burnham | <input type="checkbox"/> Donna Burnham |
| <input checked="" type="checkbox"/> Colby Curtis  | <input type="checkbox"/> Colby Curtis  | <input type="checkbox"/> Colby Curtis  | <input type="checkbox"/> Colby Curtis  |

|                                                  |                                       |                                       |                                                |
|--------------------------------------------------|---------------------------------------|---------------------------------------|------------------------------------------------|
| <input type="checkbox"/> Jared Gray              | <input type="checkbox"/> Jared Gray   | <input type="checkbox"/> Jared Gray   | <input checked="" type="checkbox"/> Jared Gray |
| <input checked="" type="checkbox"/> Carolyn Love | <input type="checkbox"/> Carolyn Love | <input type="checkbox"/> Carolyn Love | <input type="checkbox"/> Carolyn Love          |
| <input checked="" type="checkbox"/> Brett Wright | <input type="checkbox"/> Brett Wright | <input type="checkbox"/> Brett Wright | <input type="checkbox"/> Brett Wright          |

*The motion passed with a unanimous vote.*

## 16. ORDINANCES/PUBLIC HEARINGS

### 16.A. ORDINANCE/PUBLIC HEARING – An Ordinance of Eagle Mountain City, Utah, Enacting Eagle Mountain Municipal Code Chapter 13.12 Small Cell Communications Facilities.

Mayor Westmoreland opened the public hearing at 8:57 p.m. As there were no comments, he closed the hearing.

**MOTION:** *Councilmember Love moved to approve an ordinance of Eagle Mountain City, Utah enacting Municipal Code Chapter 13.12 Small Cell Communications Facilities striking, “Except for small wireless facilities on a residential street,” from Section 13.12.050(C). Councilmember Wright seconded the motion.*

| <i>Those Voting Yes</i>                           | <i>Those Voting No</i>                 | <i>Those Abstaining</i>                | <i>Those Excused</i>                           |
|---------------------------------------------------|----------------------------------------|----------------------------------------|------------------------------------------------|
| <input checked="" type="checkbox"/> Donna Burnham | <input type="checkbox"/> Donna Burnham | <input type="checkbox"/> Donna Burnham | <input type="checkbox"/> Donna Burnham         |
| <input checked="" type="checkbox"/> Colby Curtis  | <input type="checkbox"/> Colby Curtis  | <input type="checkbox"/> Colby Curtis  | <input type="checkbox"/> Colby Curtis          |
| <input type="checkbox"/> Jared Gray               | <input type="checkbox"/> Jared Gray    | <input type="checkbox"/> Jared Gray    | <input checked="" type="checkbox"/> Jared Gray |
| <input checked="" type="checkbox"/> Carolyn Love  | <input type="checkbox"/> Carolyn Love  | <input type="checkbox"/> Carolyn Love  | <input type="checkbox"/> Carolyn Love          |
| <input checked="" type="checkbox"/> Brett Wright  | <input type="checkbox"/> Brett Wright  | <input type="checkbox"/> Brett Wright  | <input type="checkbox"/> Brett Wright          |

*The motion passed with a unanimous vote.*

### 16.B. ORDINANCE/PUBLIC HEARING – An Ordinance of Eagle Mountain City, Utah, Amending Eagle Mountain Municipal Code Chapters 7.10 Tree Planting and Care, 16.35 Development Standards for Required Public Facilities, 17.25 Residential Zones, and 17.60 Landscaping, Buffering, Fencing and Transitioning, Relating to Water Efficient Landscaping Standards.

Councilmember Love stated that she would prefer to be more conservative with the initial requirements.

Councilmember Wright agreed and suggested tabling the item and for the City to promote water conservation through example and incentivization rather than mandates.

Councilmember Burnham advocated for the importance and critical nature of protecting the water supply for the City. She feels it is unfair to require stricter standards for areas of preference, such as design standards, than in areas of necessary resources that impact the lives of the citizens.



Nevertheless, she is amenable to tabling the item for additional consideration and supports resident incentivization.

Councilmember Curtis noted the difference between requirements for corporations with standards that impact the choices of residents. He believes in the right and the freedom of residents to be able to choose for themselves.

Councilmember Love expressed concern that the proposed turf limitations are too restrictive. She supports prohibiting turf in park strips and on slopes greater than 25% and for trees to be in park strips rather than in the middle of the yard. She verified with staff that the commercial and institutional requirements would apply to churches. She is not in favor of permitting developers twelve months to finish the landscaping. She suggested nine months as an alternative and to apply the new standards only if changes to the home structure impact the landscaping.

Assistant to the City Administrator Evan Berrett explained that the majority of the proposed amendments are necessary for residents to be eligible for rebate programs such as Flip Your Strip. He clarified that the turf percentage limitations apply to the front and side yards but not the backyard. Other cities have opted to adopt the standards and focus enforcement efforts on new construction and developers.

City Administrator Paul Jerome noted that homeowners associations (HOAs) have elected to adopt and enforce water conservation standards independent of the City. Should residents remove the builder's landscaping to install more grass, they might exceed the water allocation for that property.

Discussion ensued regarding water conservation programs and potential resident incentives.

Councilmember Wright read a portion of a letter he received regarding the number of Eagle Mountain City residents utilizing water conservation programs and rebates. He desires to quantify the impact of not qualifying for the programs compared with providing incentives to residents such as discounts on rain-sensing sprinkler systems.

Mr. Berrett clarified that the primary reason for the standards is to protect the water supply to meet future City needs and reduce costs to residents incurred by nonfunctional turf rather than to qualify for rebate programs. Many residents lack the funds to make the changes to existing landscaping which is the reason for focusing requirements on providing compliant landscaping for new homes.

Councilmember Curtis reiterated that he would like to focus on City-owned and HOA-owned grass open space that could be converted to water-wise landscaping. He is concerned with the aesthetical impact of landscaping changes and is uncomfortable with the language recommended by the Central Utah Water Conservancy District, specifically sections 17.60.090 E, F, and G. He prefers to focus on things specific to local conditions and City-sponsored incentive programs.

*Mayor Westmoreland opened the public hearing at 9:29 p.m.*

Randy Smith with Fieldstone Homes said they are trying to implement water-wise landscaping in Antelope Meadows. He explained additional landscaping costs are factored into the home price and affordability is an issue with the current market and rising interest rates. He requested the amount of water required for development to coincide with this amendment and a balance between the benefits of water-wise landscaping and home prices.

*Mayor Westmoreland closed the public hearing at 9:39 p.m.*

Councilmember Burnham recommended limiting nonfunctional turf due to the Governor's plans to prohibit nonfictional turf. She supports offering incentives and discounts to residents. The City could install grass varieties developed to need less water.

**MOTION:** *Councilmember Love moved to table an ordinance of Eagle Mountain City, Utah, amending Eagle Mountain Municipal Code Chapters 7.10 Tree Planting and Care, 16.35 Development Standards for Required Public Facilities, 17.25 Residential Zones, and 17.60 Landscaping, Buffering, Fencing and Transitioning, Relating to Water Efficient Landscaping Standards and direct staff to continue to work with Council to find implementable solutions. Councilmember Wright seconded the motion.*

| <i>Those Voting Yes</i>                           | <i>Those Voting No</i>                 | <i>Those Abstaining</i>                | <i>Those Excused</i>                   |
|---------------------------------------------------|----------------------------------------|----------------------------------------|----------------------------------------|
| <input checked="" type="checkbox"/> Donna Burnham | <input type="checkbox"/> Donna Burnham | <input type="checkbox"/> Donna Burnham | <input type="checkbox"/> Donna Burnham |
| <input checked="" type="checkbox"/> Colby Curtis  | <input type="checkbox"/> Colby Curtis  | <input type="checkbox"/> Colby Curtis  | <input type="checkbox"/> Colby Curtis  |
| <input checked="" type="checkbox"/> Jared Gray    | <input type="checkbox"/> Jared Gray    | <input type="checkbox"/> Jared Gray    | <input type="checkbox"/> Jared Gray    |
| <input checked="" type="checkbox"/> Carolyn Love  | <input type="checkbox"/> Carolyn Love  | <input type="checkbox"/> Carolyn Love  | <input type="checkbox"/> Carolyn Love  |
| <input checked="" type="checkbox"/> Brett Wright  | <input type="checkbox"/> Brett Wright  | <input type="checkbox"/> Brett Wright  | <input type="checkbox"/> Brett Wright  |

*The motion passed with a unanimous vote.*

**16.C. ORDINANCE/PUBLIC HEARING – An Ordinance of Eagle Mountain City, Utah, Adopting an Updated Impact Fee Enactment for a Culinary Water Impact Fee; Providing for the Calculation and Collection of Such Fees; Providing for Appeal, Accounting, and Severability of the Same and Other Related Matters.**

Fred Philpot with Lewis, Young, Robertson, and Burningham, Inc. presented the item. The Council had been presented the information in July 2022 and gave direction to address questions and make revisions and those directives have been resolved and completed. He reviewed the impact fee facilities plan (IFFP) and impact fee analysis (IFA) calculation process. They prepared two scenarios based upon development with and without water rights. Development within the service area may have access to culinary water through the Central Water Project (CWP) or City-developed water resources. The impact fee for developments with water rights is \$4,283 per equivalent residential unit (ERU) plus applicable reimbursement agreement fees. The impact fee for developments without water rights is \$2,445 plus CWP fees and applicable reimbursement agreement fees.



Mr. Trusty explained that the 0.53 acre-feet of water rights per ERU represent indoor water usage. The State recommends 0.45 acre-feet for indoor and 0.08 acre-feet for community parks and outdoor uses. The City bases the IFFP calculation on 0.9 acre-feet per ERU for combined indoor and outdoor uses.

Mayor Westmoreland the public hearing at 9:51 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 an update impact fee enactment for a Culinary Water Impact Fee; providing for the calculation and collection of such fees; providing for appeal, accounting, and severability of the same and other related matters. Councilmember Wright seconded the motion.*

| <i>Those Voting Yes</i>                           | <i>Those Voting No</i>                 | <i>Those Abstaining</i>                | <i>Those Absent</i>                    |
|---------------------------------------------------|----------------------------------------|----------------------------------------|----------------------------------------|
| <input checked="" type="checkbox"/> Donna Burnham | <input type="checkbox"/> Donna Burnham | <input type="checkbox"/> Donna Burnham | <input type="checkbox"/> Donna Burnham |
| <input checked="" type="checkbox"/> Colby Curtis  | <input type="checkbox"/> Colby Curtis  | <input type="checkbox"/> Colby Curtis  | <input type="checkbox"/> Colby Curtis  |
| <input checked="" type="checkbox"/> Jared Gray    | <input type="checkbox"/> Jared Gray    | <input type="checkbox"/> Jared Gray    | <input type="checkbox"/> Jared Gray    |
| <input checked="" type="checkbox"/> Carolyn Love  | <input type="checkbox"/> Carolyn Love  | <input type="checkbox"/> Carolyn Love  | <input type="checkbox"/> Carolyn Love  |
| <input checked="" type="checkbox"/> Brett Wright  | <input type="checkbox"/> Brett Wright  | <input type="checkbox"/> Brett Wright  | <input type="checkbox"/> Brett Wright  |

*The motion passed with a unanimous vote.*

**16.D. ORDINANCE/PUBLIC HEARING – An Ordinance of Eagle Mountain City, Utah, Amending Eagle Mountain Municipal Code Chapter 16.35 Development Standards for Required Public Facilities, Relating to Public and Private Rights-of-Way Standards.**

Mr. Hobbs presented the item. The proposed amendments are the results of a committee of staff and Councilmembers. The Planning Commission reviewed the item and held a public hearing on August 23, 2022; they recommended approval of the amendments.

The proposed changes to the standards incorporating the Planning Commission recommendations are as follows:

**16.35.070 Streets and street systems**

**J. Street Design.** The design of public and private streets shall be subject to the city's ordinances, standards and policies regarding construction and width, unless a deviation from such standards is an integral part of an increase in the quality of the development. Private streets, in all aspects of design or right-of-way width, shall meet the same standards as public streets -- save that private streets may be gated as may be allowed and regulated by emergency services.

**L. Traffic Calming.** ~~Traffic calming improvements and design shall be constructed on local streets. Traffic calming improvements include but are not limited to traffic~~

circles, curvilinear roads, narrowed intersections, and raised pedestrian walkways. Traffic calming design will include a mixture of street horizontal layouts, intersection designs, roadside designs that encourage drivers to reduce speeds, and conveniently placed collector roads that reduce overall traffic time. Traffic calming improvements shall be constructed on streets classified by the city as 'locals'. Traffic calming design elements shall only include any, or a mixture of, the following: street layouts that incorporate multiple acute angled curves and/or purposely designed intersection or roadway elements (e.g., bulb or bump-outs, planter islands, chokers, traffic circles, curvilinear roads, narrowed intersections, and raised pedestrian [cross]walks), and/or conveniently placed collector roads that take travel time pressure off of local streets by providing connections between neighborhoods and between neighborhoods and commercial areas or main city gateway roads, etc. -- but not speed humps, bumps or significant gutters.

Mid-road subdivision entrance islands, placed as traffic calming devices and/or aesthetic planters, may be allowed at subdivision entrances provided they are placed at least ten-feet (10') back from the end radius point of the entrance/exit on the inside of the subdivision. See standard City specifications.

#### 16.35.080 Street trees.

B. Street Tree Specifications. At the time of planting, street trees shall have a trunk caliper of at least one and one-half inches at a location of eight inches above the soil line. Street trees shall be Class I types only, selected from the approved street trees listed in the city-approved street tree list established in accordance with subsection G of this section.

The Planning Commission recommended a 57-foot local right-of-way and changes to Table 16.35.130 to require 5-foot sidewalks, 6-foot park strips, 2 ½ foot curb and gutter, 6-foot emergency lanes, and 9-foot travel lanes rather than the 61-foot right-of-way with 5-foot sidewalks, 6-foot park strips, 2 ½ foot curb and gutter, 7-foot emergency lanes, and 10-foot travel lanes.

Discussion ensued clarifying the distance recommendations for mid-road islands.

Councilmember Gray advocated for requiring monuments to be placed to the side of the road rather than allowing mid-road islands.

Councilmember Burnham expressed concerns with widening the local road right-of-way width. Based upon her research, widening roads increases motorist speeds and accidents in neighborhoods. Traffic calming measures cause issues for snowplows and possibly for residents.

*Mayor Westmoreland opened the public hearing at 10:09 p.m. As there were no comments, he closed the hearing.*



Councilmember Wright explained that the purpose of requiring wider roads is to create more on-street parking spaces due to parking issues in the City. A 61-foot right-of-way would increase the asphalt in the travel and emergency lane area of a local right-of-way from 28 feet to 34 feet. The Planning Commission's recommendation for a 57-foot local right-of-way would only increase the asphalt area by two feet, which he thinks would not adequately address parking problems. Although he agrees with apprehension about the traffic calming measures, he feels they will help mitigate speed-related safety issues. The park strip area could remain five feet if desired by the other Councilmembers.

Mayor Westmoreland stated that if the park strip has trees, it needs to be wide enough to accommodate the roots of a full-grown tree to mitigate infrastructure damage.

Councilmembers Curtis and Gray stated their preferred width for the park strip depends upon the material or landscaping used.

Councilmember Love noted that park strips are nonfunctional turf.

Councilmember Curtis said he would prefer to exclude park strips rather than have xeriscape landscaping that is mostly or all rocks.

Councilmember Burnham noted the safety benefit of park strips creating a barrier between the street and the sidewalk. She is unsure how widening the road creates more on-street parking because local roads are wide enough to park on both sides of the street. She is concerned that wider roads with more cars parked along the street will increase motorists' speeds and provide less breaking distance and visibility when children enter the road from between parked cars. As such, she is unsure if she wants to encourage street parking.

Councilmember Curtis countered that residents are often unable to park in their garage or driveway when the vehicle exceeds the driveway length and is uncertain of another option than street parking.

Councilmember Love recognized the safety and other issues with street parking; nevertheless, especially considering the housing market, households frequently have more than two vehicles and need additional parking options. She advocated for the road to be wide enough for vehicles to be parked along both sides and for vehicles traveling in opposite directions to be able to pass one another slowly and cautiously. She feels widening the park strip is unnecessary given the water conservation objectives of the City. Despite the issues and inconveniences, bump outs provide a visual cue to remind motorists to watch for pedestrians.

Mr. Jerome explained that the City has received complaints from residents due to speeding vehicles on roads with 34 feet of asphalt.

Discussion ensued to determine the needed asphalt and curb and gutter width to provide parking on both sides of the street and two travel lanes promoting appropriate speeds and traffic calming measure options and impact.

UFA Battalion Chief Embret Fossum stated that narrow roads are difficult for fire apparatus to navigate. He advocated for a minimum of 34 feet of asphalt to provide turning radius and maneuverability for emergency vehicles. Nevertheless, he'll support the decision of the Council.

**MOTION:** *Councilmember Wright moved to approve an ordinance of Eagle Mountain City, Utah, amending Eagle Mountain Municipal Code Chapter 16.35 Development Standards for Required Public Facilities, Relating to Public and Private Rights-of-Way Standards as drafted and presented by staff and amending the local road standard and adjusting the table to reflect a 59-foot right-of-way with two of each of the following: 5-foot sidewalks, 6-foot park strips, 2 ½-foot curb and gutter, 6-foot emergency lanes, and 10-foot travel lanes.*  
*Councilmember Love seconded the motion.*

| <i>Those Voting Yes</i>                          | <i>Those Voting No</i>                            | <i>Those Abstaining</i>                | <i>Those Excused</i>                   |
|--------------------------------------------------|---------------------------------------------------|----------------------------------------|----------------------------------------|
| <input type="checkbox"/> Donna Burnham           | <input checked="" type="checkbox"/> Donna Burnham | <input type="checkbox"/> Donna Burnham | <input type="checkbox"/> Donna Burnham |
| <input checked="" type="checkbox"/> Colby Curtis | <input type="checkbox"/> Colby Curtis             | <input type="checkbox"/> Colby Curtis  | <input type="checkbox"/> Colby Curtis  |
| <input checked="" type="checkbox"/> Jared Gray   | <input type="checkbox"/> Jared Gray               | <input type="checkbox"/> Jared Gray    | <input type="checkbox"/> Jared Gray    |
| <input checked="" type="checkbox"/> Carolyn Love | <input type="checkbox"/> Carolyn Love             | <input type="checkbox"/> Carolyn Love  | <input type="checkbox"/> Carolyn Love  |
| <input checked="" type="checkbox"/> Brett Wright | <input type="checkbox"/> Brett Wright             | <input type="checkbox"/> Brett Wright  | <input type="checkbox"/> Brett Wright  |

*The motion passed with a vote of 4:1.*

17. CITY COUNCIL/MAYOR'S BUSINESS

18. CITY COUNCIL BOARD LIAISON REPORTS

Councilmember Love

Councilmember Love noted a conflict between the scheduled City Council meeting and the Angel Garden Ceremony on December 6<sup>th</sup>.

Director of Administrative Services/City Recorder Fionnuala Kofoed said she would speak with the Cemetery Advisory Board and the City Council to determine regarding potentially moving the date of the ceremony.

Councilmember Curtis

Councilmember Curtis requested an update on the progress of the signage for the Senior Citizen Center.

Councilmember Burnham

None.

Councilmember Wright

Councilmember Wright said the Youth Council will assist with the Veteran's Breakfast on November 12<sup>th</sup>.



Councilmember Gray

Councilmember Gray said he met with the Library Board and there will be some vacancies later in the year.

19. COMMUNICATION ITEMS

19.A. Financial Report

19.B. Upcoming Agenda Items

20. ADJOURNMENT

**MOTION:** *Councilmember Love moved to adjourn at 10:56 p.m. Councilmember Wright seconded the motion.*

***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 Abstaining***

☐ Donna Burnham  
☐ Colby Curtis  
☐ Jared Gray  
☐ Carolyn Love  
☐ Brett Wright

***Those Excused***

☐ Donna Burnham  
☐ Colby Curtis  
☐ Jared Gray  
☐ Carolyn Love  
☐ Brett Wright

***The motion passed with a unanimous vote.***

The meeting was adjourned at 10:56 p.m.

Approved by the City Council on September 20, 2022.

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Fionnuala B. Kofoed, MMC  
City Recorder



**EAGLE MOUNTAIN CITY  
CITY COUNCIL MEETING  
SEPTEMBER 20, 2022**

|                                                         |                                                                                                                                                 |                                                                  |                                 |
|---------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------|---------------------------------|
| <b>TITLE:</b>                                           | MOTION/PUBLIC HEARING - Disposal of Significant Real Property Identified as Portions of Utah County Parcel Numbers 36:713:0052 and 54:223:0041. |                                                                  |                                 |
| <b>ITEM TYPE:</b>                                       | Motion                                                                                                                                          |                                                                  |                                 |
| <b>FISCAL IMPACT:</b>                                   |                                                                                                                                                 |                                                                  |                                 |
| <b>APPLICANT:</b>                                       | Cam Maddox, Tony Yraguen, and Devin Dickson                                                                                                     |                                                                  |                                 |
| <b>GENERAL PLAN DESIGNATION</b><br>Parks and Open Space | <b>CURRENT ZONE</b>                                                                                                                             | <b>ACREAGE</b><br>1.27 acres of two parcels totaling 25.82 acres | <b>COMMUNITY</b><br>North Ranch |

**PUBLIC HEARING:**

Yes

**PREPARED BY:**

Lianne Pengra, Recorder's Office

**PRESENTED BY:**

**RECOMMENDATION:**

Staff recommends the City Council deny the application for disposal of significant real property identified as a portion of Utah County Parcel Number 36:713:0052.

**BACKGROUND:**

In accordance with EMMC 3.30, the City Council must hold a public hearing to consider disposition of City-owned property that is considered "significant." If the City Council determines that the disposal may be appropriate, the Council shall determine the best method to dispose of the property to maximize the value to the City.

**ITEMS FOR CONSIDERATION:**

The applicants' stated reasons for the request include the following:

1. The property is rarely used;
2. Motorized vehicles abuse the trail;
3. The trail is a potential fire hazard due to lack of maintenance;
4. The three adjacent neighbors to the south do not maintain the trail;
5. The east side trail is used as an access point for the property owners to the east and west of the trail, as well as an access point for OHV vehicles;
6. Other landowners have encroached on trails; and



7. A trail in North Ranch Plat B was previously given to the adjacent property owners.

The trail that the applicants speak of in the North Ranch Plat B subdivision is a 25-foot public open space easement. It was never owned by the City, nor was it sold to adjacent homeowners. The easement is still in place for future City use, if needed.

#### **Classification of Lands - Significant Land**

EMMC 3.30.010(A)3 states, "*Lands that are the site of City activities such as fire stations, City Hall, utility facilities, development-oriented open space which may include but are not limited to: required development code commercial buffers, park strips, entryway features, infrastructure and capital improvements, roads, trails and rights-of-way.*"

EMMC 3.30.010(A)4 states, "*Lands that have a recreational feature which may include, but are not limited to, recreational facilities, trails, semi-improved natural areas, neighborhood parks, community parks, and regional parks.*"

The proposed property includes trails.

#### **Classification of Lands - Insignificant Land**

[EMMC 3.30.010\(B\)2](#) notes that insignificant land includes land that was not required open space. [EMMC 3.30.010\(B\)5](#) states that the disposal of the land will not fragment or subdivide an existing parcel, and [EMMC 3.30.010\(B\)7](#) notes that the insignificant land to be disposed of constitutes an entire contiguous parcel. The property under discussion was required open space and the disposal of which would fragment two existing parcels.

#### **REQUIRED FINDINGS:**

#### **PLANNING COMMISSION ACTION/RECOMMENDATION:**

N/A

#### **ATTACHMENTS:**

[Land Disposal Application](#)

[Applicant Photos](#)

[Location](#)



# Eagle Mountain City Recorder's Office Land Disposal Application

**EAGLE MOUNTAIN**

1650 E Stagecoach Run, Eagle Mountain, UT 84005

801.789.6611 • [fkofed@emcity.org](mailto:fkofed@emcity.org) • [tkatwyk@emcity.org](mailto:tkatwyk@emcity.org) • [lpengra@emcity.org](mailto:lpengra@emcity.org)

CAM MADDOX

**Applicant Information** TONY J. RAGUEN

Applicant Name: DEVIN DICKSON

Application Date: 8/16/2022

Phone: \_\_\_\_\_ Email: \_\_\_\_\_

Address: 1894 E. LAKE VIEW LANE ; 1848 E. LAKE VIEW LANE ;  
1804 E. LAKE VIEW LANE

## Land Information

General Location of the Property: EXHIBIT TRAIL AFFECTING EAST & SOUTH SIDE OF 3  
36:713:0030 36:713:0029

Parcel Number: 36:713:0028

Total Area of the Subject Property: TRAIL - 1.166 ACRES  
POND - .1061 ACRES

## Required Materials

In order to expedite the process of review, the following materials must be finalized and submitted in their entirety. Any items that fail to be included with this application could delay the process of review.

- ☒ **Written Request.** A written request explaining where the property is located and the reasons for the disposal.
- ☒ **Scaled Site Plan.** A scaled site plan showing the following:
  - Property to be disposed of
  - Surrounding lots, landscaping, etc.
  - Existing conditions of proposed property and surrounding land
  - Dimensions and distances
  - Any public utility easements or other easements
- ☒ **Pictures.** Pictures of the proposed land to be disposed of.
- ☐ **Water Rights.** Water right documentation showing availability of water rights sufficient to serve the proposed disposal of land. If the City Engineer finds that no additional water rights are required, provide a letter from him/her stating that fact.
- ☒ **Proposed Site Plan.** Site plan showing future plans for the disposed land. (e.g., landscaping, fencing, buildings, grading, runoff, etc.).
- ☒ **Acknowledgement.** A written acknowledgement that the applicant has read Eagle Mountain Municipal Code Chapter 3.30 Disposal of City Real Property, and that the applicant is aware that if the City Council approves the disposal application, the applicant will assume full responsibility for future processing, including all fees.
- ☒ **Fee.** Non-refundable processing fee of \$150.

## Applicant Certification

I certify under penalty of perjury that this application and all information submitted as a part of this application are true, complete and accurate to the best of my knowledge. Should any of the information or representations submitted in connection with this application be incorrect or untrue, I understand that Eagle Mountain City may rescind any approval, or take any other legal or appropriate action. I also acknowledge that I have reviewed the applicable sections of the Eagle Mountain Municipal Code and that items and checklists contained in this application are basic and minimum requirements only, and that other requirements may be imposed that are unique to individual projects or uses.

Signed: CAM: [Signature]

Date: 08/16/22

ONY: [Signature] 8/16/22

DEVIN: [Signature] 8/16/22

HOMES. ENDING IN CAME



# **WRITTEN REQUEST**

To the City of Eagle Mountain:

Cameron Maddox, Tony Yraguen and Devin Dickson would like to purchase city property that is adjacent to our existing plots. We live in the North Ranch subdivision on Lake View Lane. Our house numbers are 1804, 1848 and 1894. We currently have an old, previously dissolved HOA "equine trail" that travels along the east side of the Maddox residence, then turns and heads along the south side of all three of our existing properties. This property was owned and managed by the old North Ranch HOA until it was dissolved. Now it is currently owned by the city of Eagle Mountain. The area we would like to purchase measures out to **1.166 acres.**

Secondarily, a smaller area we would like to purchase measures **.1091 acres.**

## **Why would we like to purchase this property?**

There are many reasons we would like to list:

1. It is very rarely used. This part of the trail dead ends into a cliff looking over the Tickville/Eagle Mountain Gulch. There is no way around this cliff area unless the public is allowed to cross through the Dickson's property line very close to their house. Devin Dickson has allowed this to happen for some time. But for the 1-3 times a year that someone rides their horse down this part of the trail, they always turn around and go back the way they came when they realize the trail dead ends into a cliff.
2. Motorcycles, ATV's and UTV's abuse the trail when they use it. The few times that this trail is used by motorized OHVs, they aren't going slow. They speed down this trail behind our homes creating obnoxious noise and dust. We also feel they are putting our kids and grandkids in danger at these high speeds as they do sometimes play on the trail behind our homes unsupervised. We have had to go out and do our best to gain the attention of these riders to which they almost always ignore us and speed off. Again, the trail ends in a cliff which is absolutely dangerous to a speeding OHV user who is often underage, which makes this a recipe for disaster and a huge liability to the city. Most of these OHV riders enter from the retention pond just southeast of the trail. They ride around the pond, against city posted NO MOTORIZED VEHICLE signs, then fly up the trail behind our houses until the trail dead ends 3 houses down. These "No Motorized Vehicle" signs were put up in a couple different places around the retention pond after a couple of us neighbors complained about the speeding OHVs that were flying around the pond and trail. One neighbor even put up his own signs until the city replaced them with their own. This neighborhood has been plagued with car accidents, pedestrian accidents, and kids being hospitalized from speeding around on motorcycles, four-wheelers, side by sides and go carts. This is primarily done unsupervised, and unfortunately even deaths of children have occurred where they are out in the

neighborhood on “toys” unsupervised, causing life altering accidents. We feel this portion of the trail doesn’t provide beneficial services to the neighbors, and rather is part of a 3 house safety hazard for anyone attempting to be on this trail specifically, as it leads straight to an unsupervised, ungated cliff. The “No Motorized Vehicle” signs are repeatedly taken down which we try to put back up when we can. One of those signs the city has put up has been vandalized and is currently stolen off the post.

3. This trail has been a fire hazard and we have not seen any indication of maintenance having been done on this trail by the city in the time we’ve owned this property. We have taken it upon ourselves to maintain the trail as it borders and impacts our property. If it weren’t for us 3 homeowners trying to mow down the weeds, the trail would be covered completely with 3-4ft tall obnoxious weeds that dry out and become a fire hazard. (Please compare what the trail by our homes would look like against the present day equine trail that heads north across from the Maddox Residence or compared to how the retention pond looks). We mow our adjacent portion 6-8 times a year to keep the weeds down. We also have to pick up a lot of trash that blows through the trail and accumulates in the tall weeds. Cam Maddox has not only maintained the trail, but tried to beautify the trail by planting drought tolerant Cottonless Sioux Poplar trees and Russian Sage bushes. He waters these plants with his own water/drip system and keeps all weeds down to allow for these plants to grow. Let us be clear, we don’t blame the city for not maintaining this. There are far more important things to do and higher traffic areas that need constant/weekly maintenance. For that reason, we already treat this like an extension to our property and try to maintain the weeds and trash frequently.
4. The 3 adjacent neighbors to the south of us have never cared to maintain the trail. They all have 6ft vinyl fences. We have personally witnessed these neighbors, at various times over the years, throwing their property’s rocks over their fence onto the trail, grass clippings, and even their trash. One of the Residents, Mr. Hershberger, does occasionally spray his fence line for weeds so they don’t grow into his garden. Other than that, we have not seen any desire by these adjacent neighbors to help maintain the trail, and I assume that is because they have all built their fences on their property line and they don’t see the status of the trail, use the trail, or see the effort we put in to clean up the trail. We look at it every day and have been maintaining it on our own for several years now.
5. The trail on the East side of the Maddox residence primarily serves as an access/exit point to OHV vehicles trying to ride in the retention pond. Cam Maddox is the primary user of this trail as it borders his property. The neighbor to the east, Mr. Tim Sparks also uses the trail to access his property at times. He has also helped maintain this part of the trail that is adjacent to his property line. Tim has also planted some spruce trees to



beautify the trail as well as help Cam Maddox with multiple loads of trash and junk to the landfill. Aside from Cam and Tim, this east trail gets used as an access/exit point for OHV vehicles that ride into and around the retention pond by young kids and teens and at high speeds, even though OHV's are not allowed to ride in this area, and signs have repeatedly been placed to show this is not allowed.

6. People in other parts of the subdivision have encroached, if not, taken over their adjacent part of the trail already. If you drive around the subdivision, there are many parts of the trail that have become what look like junk yards, parking spots and weed jungles. A lot of residents have temporarily placed belongings on the trail, or even permanently taken it over. 2 of us moved into our homes here where the previous owners left multiple piles of their unwanted junk on the trail. Cam Maddox has taken multiple loads of junk and garbage to the landfill that was left on the trail behind our homes.
7. There is a part of the North Ranch trail that existed on the north end of the subdivision between Hidden Hills Rd. and Valley View Dr. that no longer exists. A lot of these resident just moved their fences into the trail many years ago and treated it like their existing property line. Now, when you look at the county parcel map, that trail has been dissolved and divvied out to the adjacent residents. How was this done? Why was this done? What fees did these residents pay for this land they took over? How do we acquire our part of the trail like they did?

## **SCALED SITE PLAN**

### **Property to be disposed of:**

- a. Attached you will find pictures of the property we are asking to purchase outlined in red and yellow.
  - i. The red outline is the old HOA trail. This is our primary concern and purpose of this proposal.
  - ii. The yellow outline is a secondary ask, and is a small corner of the retention pond that has been previously used as a temporary horse corral by Cam Maddox. The Maddox's feel like this weird/flat corner of the retention pond would be better cared for under their ownership and would also like to have this piece be part of what they acquire.

**Surrounding lots, landscaping, etc.:**

- b. Attached you will find pictures of the surrounding lots and current landscaping. All three of us residents have spent tens of thousands of dollars and countless hours on each of our front yard landscaping in the last 2 years alone. We are all trying to improve our properties from when we bought them. We can promise you that we would be great stewards of this dissolved trail property.

**Existing condition of the proposed property and surrounding land:**

- c. Attached you will find current pictures taken of the trail and its current state. Please compare this trail requested to be disposed of against the present-day status of the trail that heads north across the street from the Maddox residence. This will show the care and maintenance we are doing for this trail that surrounds us specifically, as the trail is not being maintained by the city. You will note that the 3 residents to the south of us all have 6ft vinyl fences all the way across their back yards. None of them have wanted to deal with the trail.

**Dimensions and distances:**

- d. The east side of the trail adjacent to the Maddox residence runs north and south. This part of the trail has a length of 330.15ft and a width of 50.02ft. The south side of the trail adjacent to all 3 of our properties runs east and west. This part of the trail has a length of 734.94ft and a width of 50.02ft. This comes to a total of 1.166 acres.
  - i. The retention pond disposal proposal measures 69ft east to west, 151ft northeast to southwest, and 138 ft north to south. The total sq/ft is 4754.379. This comes to a total of .1091 acres.

**Public utility easements/Others:**

- e. As far as we know, there are no public utilities running through the trail and they are not designated as easements.

## **PICTURES**

Attached you will find current pictures of the trail that show direction and give clarity.

## **WATER RIGHTS**

There are no water rights corresponding to this adjacent property. We would have to service our own residential water to this additional land if acquired. Attached is a letter from the city engineer.

## **PROPOSED SITE PLAN**

At this time, we don't have any definite plans of what we would do with the property. We are all at the stage of planting trees, shrubs, gardens, etc. We would love to continue that landscaping onto the backside of the trail if acquired. Planting trees, bushes, wildflowers, grass etc. would create far less dust and obnoxious weed growth that currently exists on the trail. We are sure that we would fence off our corresponding property lines across the newly acquired land as soon as possible.

## **ACKNOWLEDGEMENT**

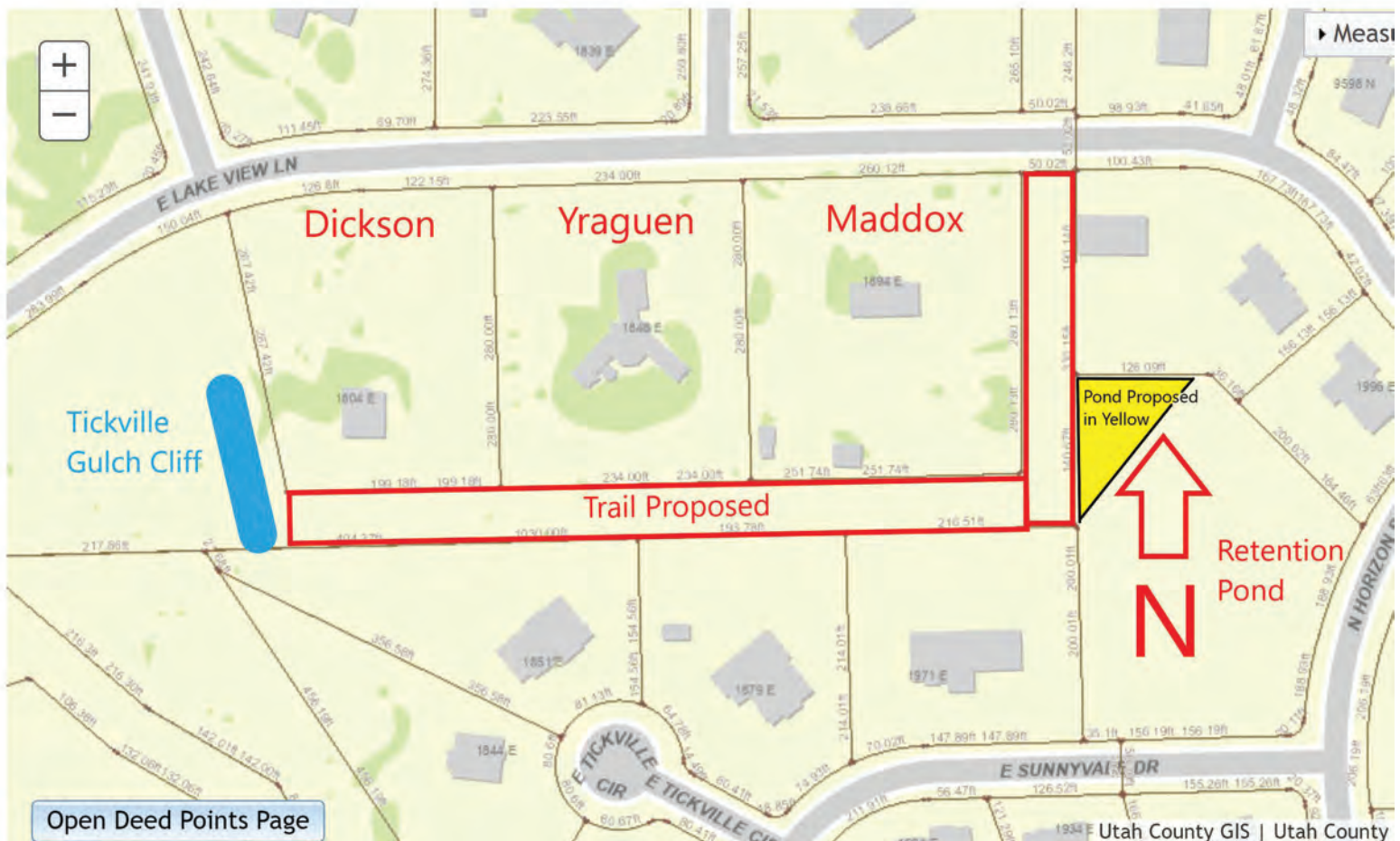
We-Cameron Maddox, Tony Yraguen and Devin Dickson have read *Eagle Mountain Municipal Code Chapter 3.30 Disposal of City Real Property* and are aware that if the City Council approves the disposal application, we will assume full responsibility for future processing, including all fees.

## **Comments and Questions**

- Any consideration regarding potential fees the city can make in comparing how the exact same type of land in question (just on a different part of the exact same city owned trail) located on the north end of the North Ranch subdivision (between Hidden Hills Rd. and Valley View Dr.) was allowed to be taken over by the homeowners there and for no charge to those homeowners, would be very much appreciated.
- How did they get this land?
- Did they have to pay? If so, how much?
- How was this made legal on the parcel map?
- How did they get this recorded with the county for the property adjustments? When you look at the parcel map, there is no trail showing between those roads, so somehow this was accepted.
  - When we have casually asked residents how much they paid for this land to be acquired and how they got it recorded with the county for the parcel maps to be updated, we have been told by multiple people that they paid nothing and just took the land over years ago.



# Aerial View Summer 2019- Trail and Pond Disposals Outlined

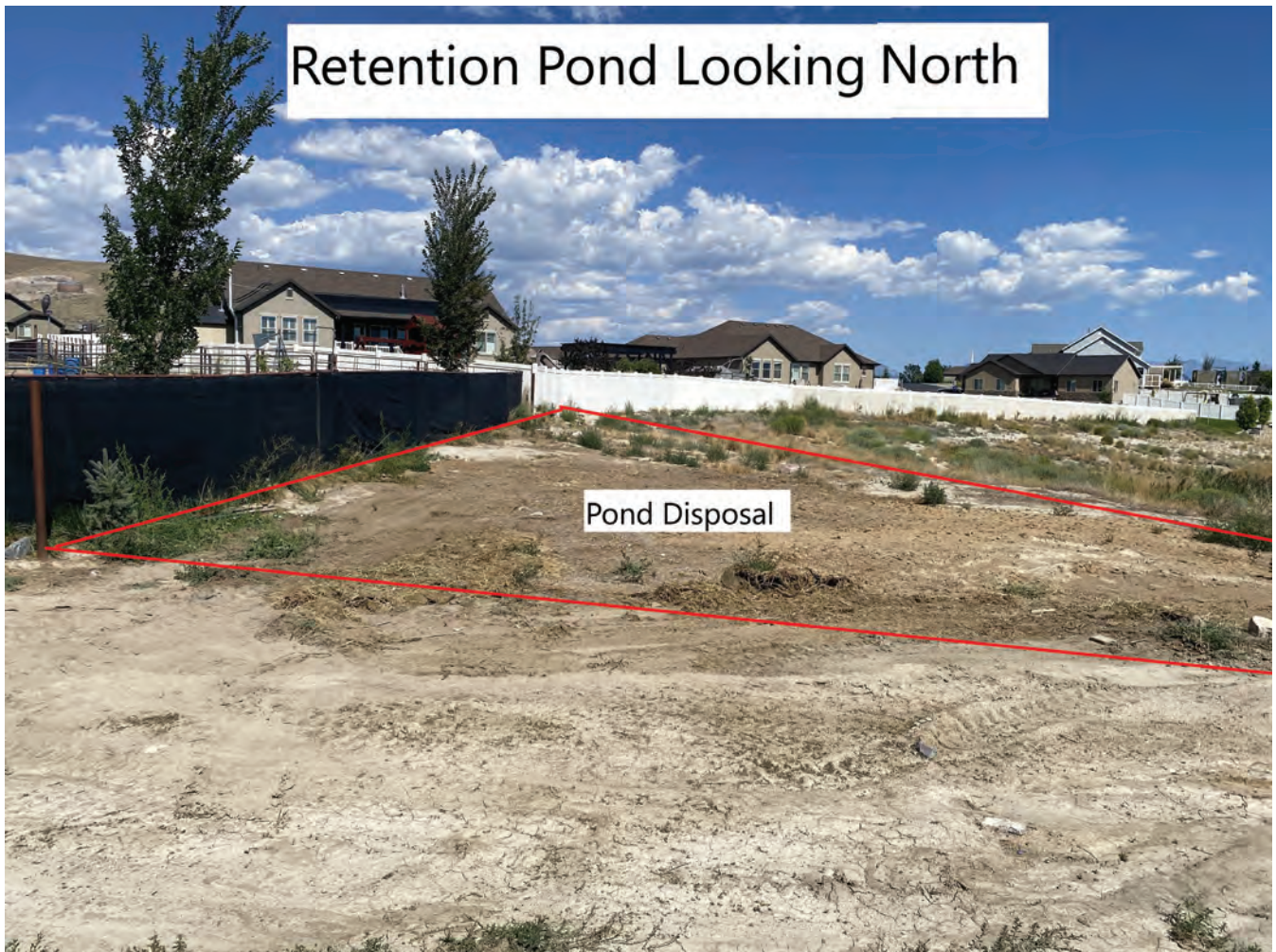




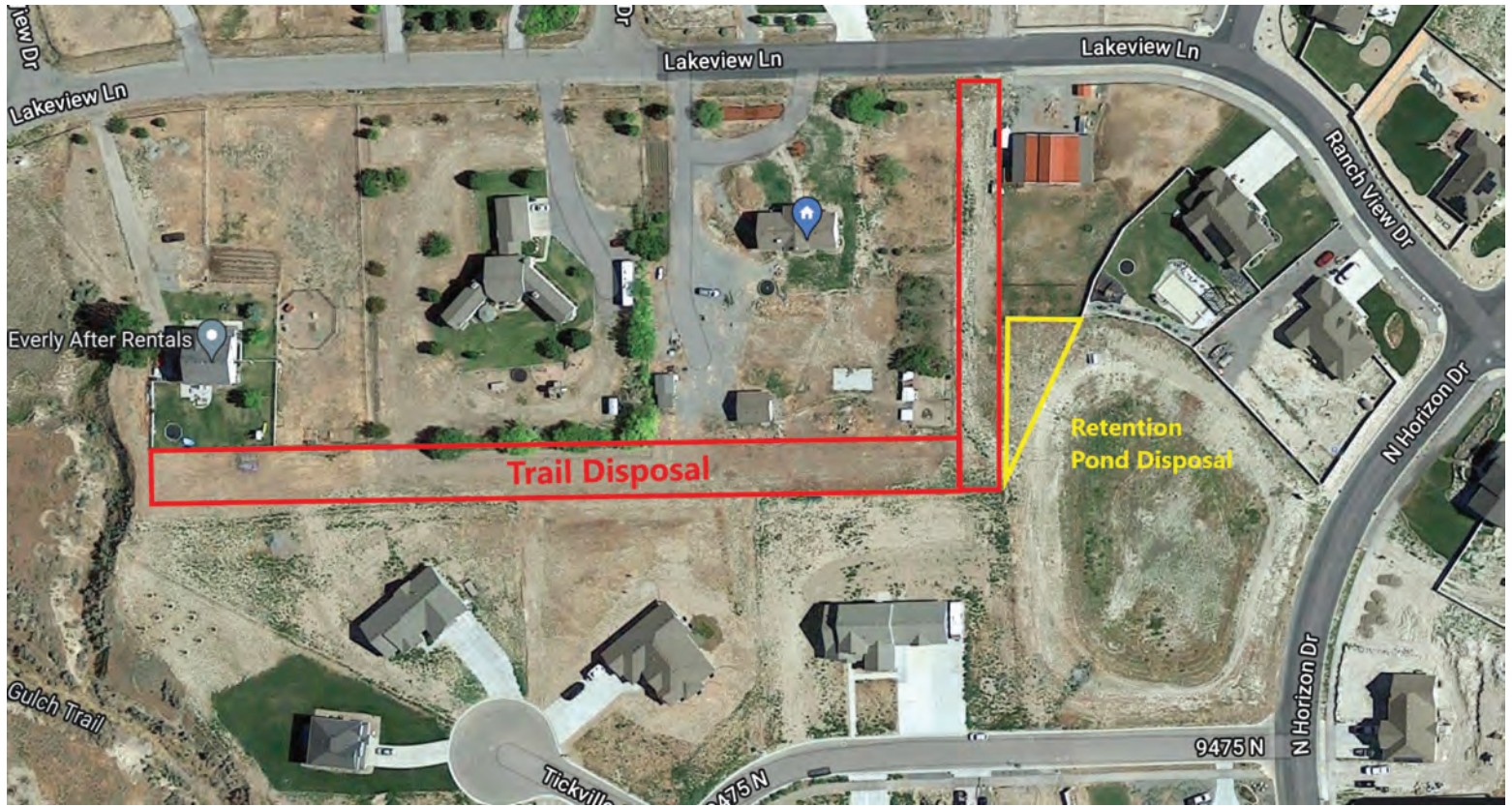
Retention Pond Looking East



Retention Pond Looking North





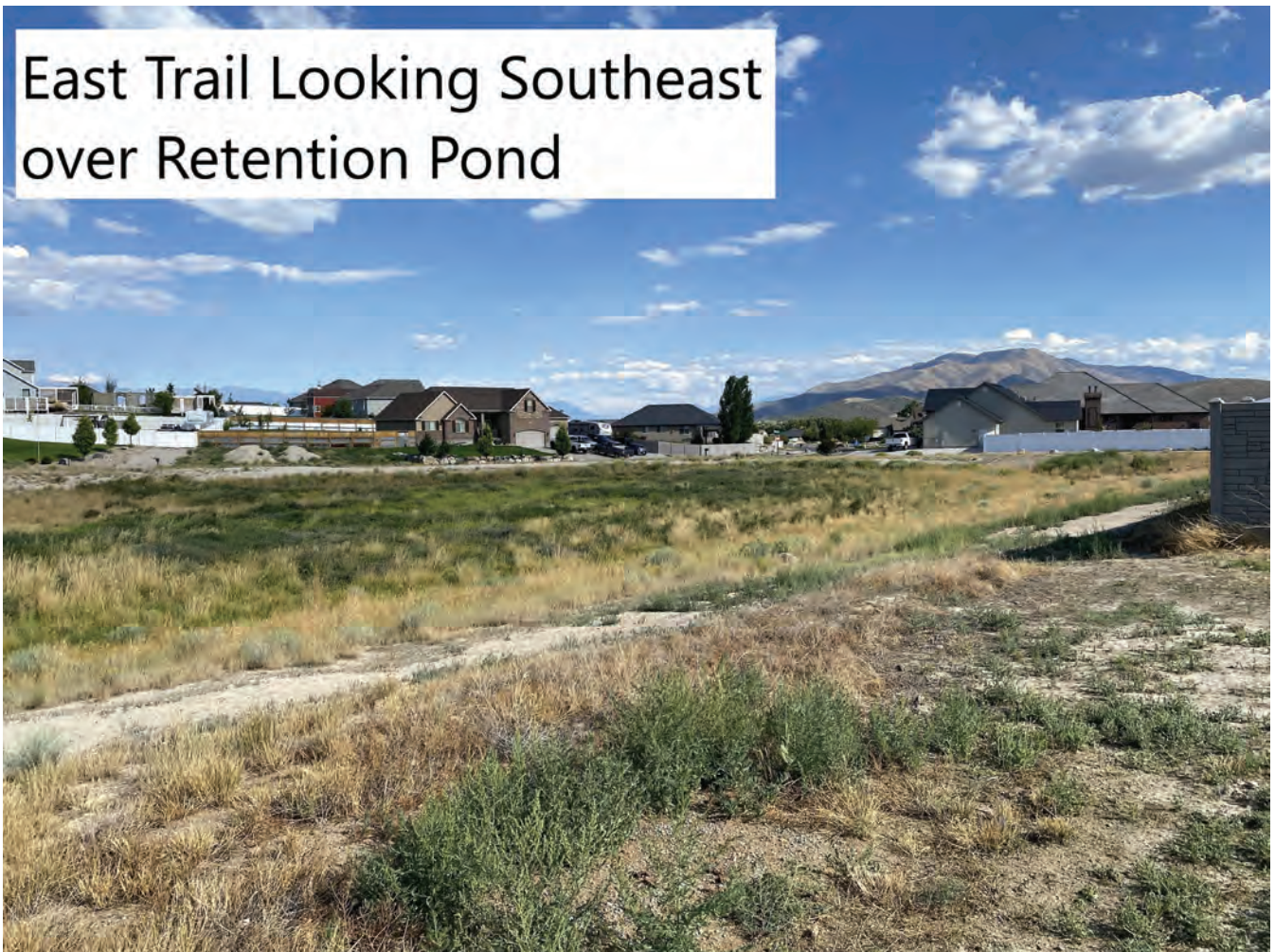




East Trail Looking North



East Trail Looking Southeast  
over Retention Pond





East Trail Looking Southwest



Junk On East Trail 2





Rocks Thrown  
onto East Trail



East Trail Looking South  
from East View Ln



Junk On East Trail



Disolved North Trail Highlighted





A photograph showing a large pile of weathered wooden planks and debris on a grassy field. The planks are arranged in a somewhat organized manner, with some standing upright and others lying flat. The background shows a dirt area and some sparse vegetation.

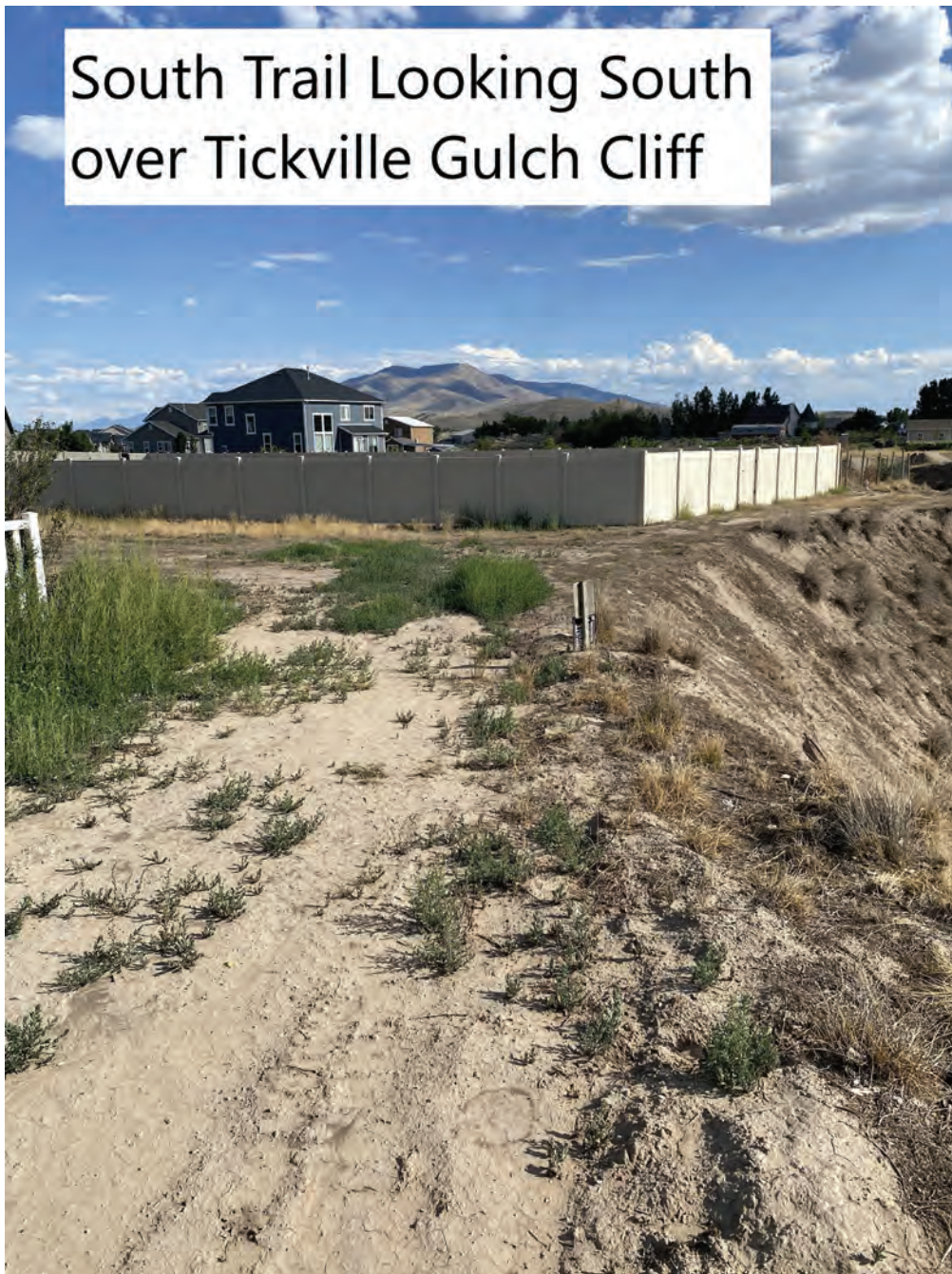
Trash Left from  
Previous Homeowner

A photograph showing a large pile of cut logs and branches on a dirt path. The logs are of various sizes and are stacked haphazardly. The background shows some trees and a dirt area.

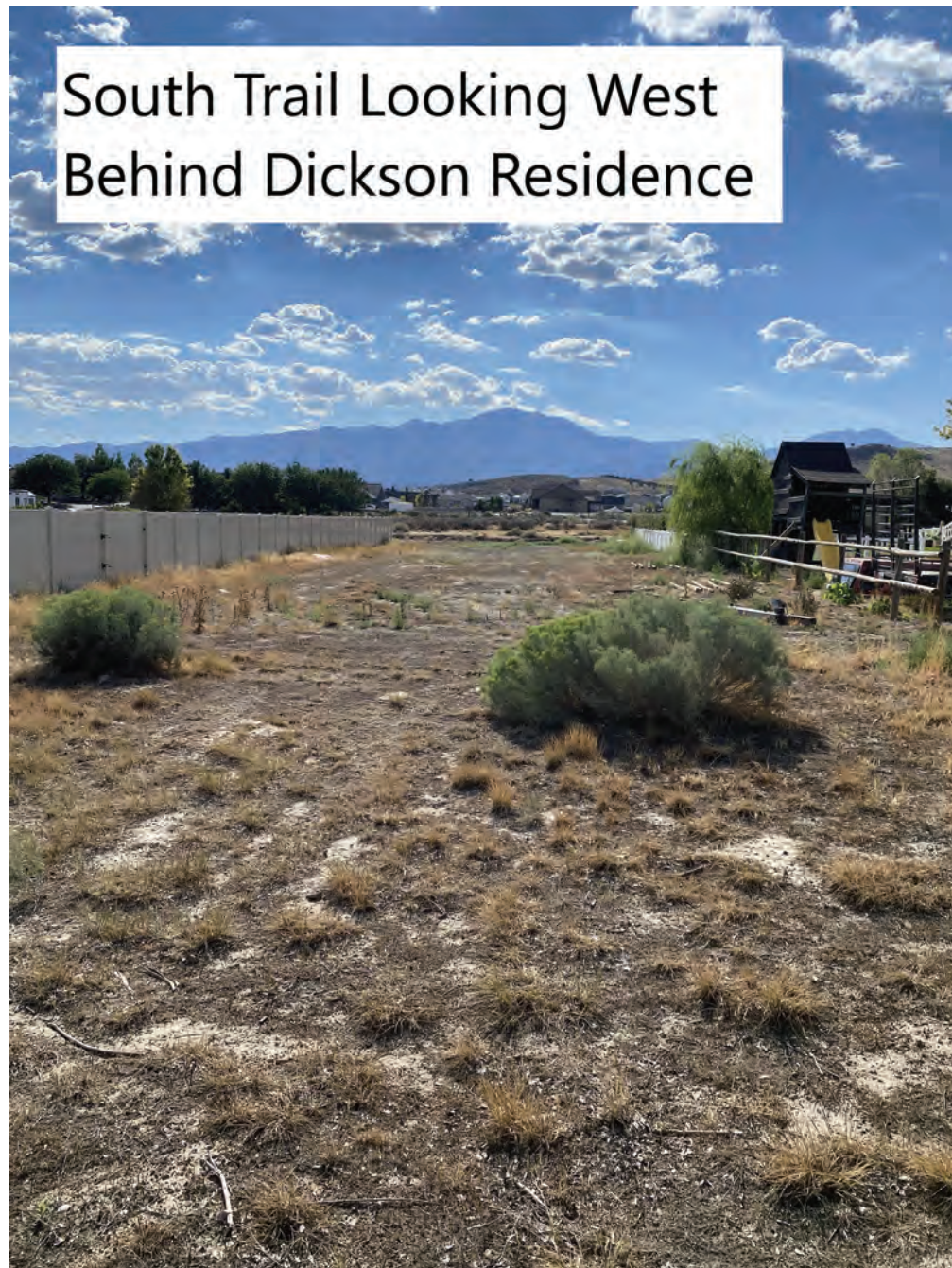
Trash Left from  
Previous Homeowner



South Trail Looking South  
over Tickville Gulch Cliff

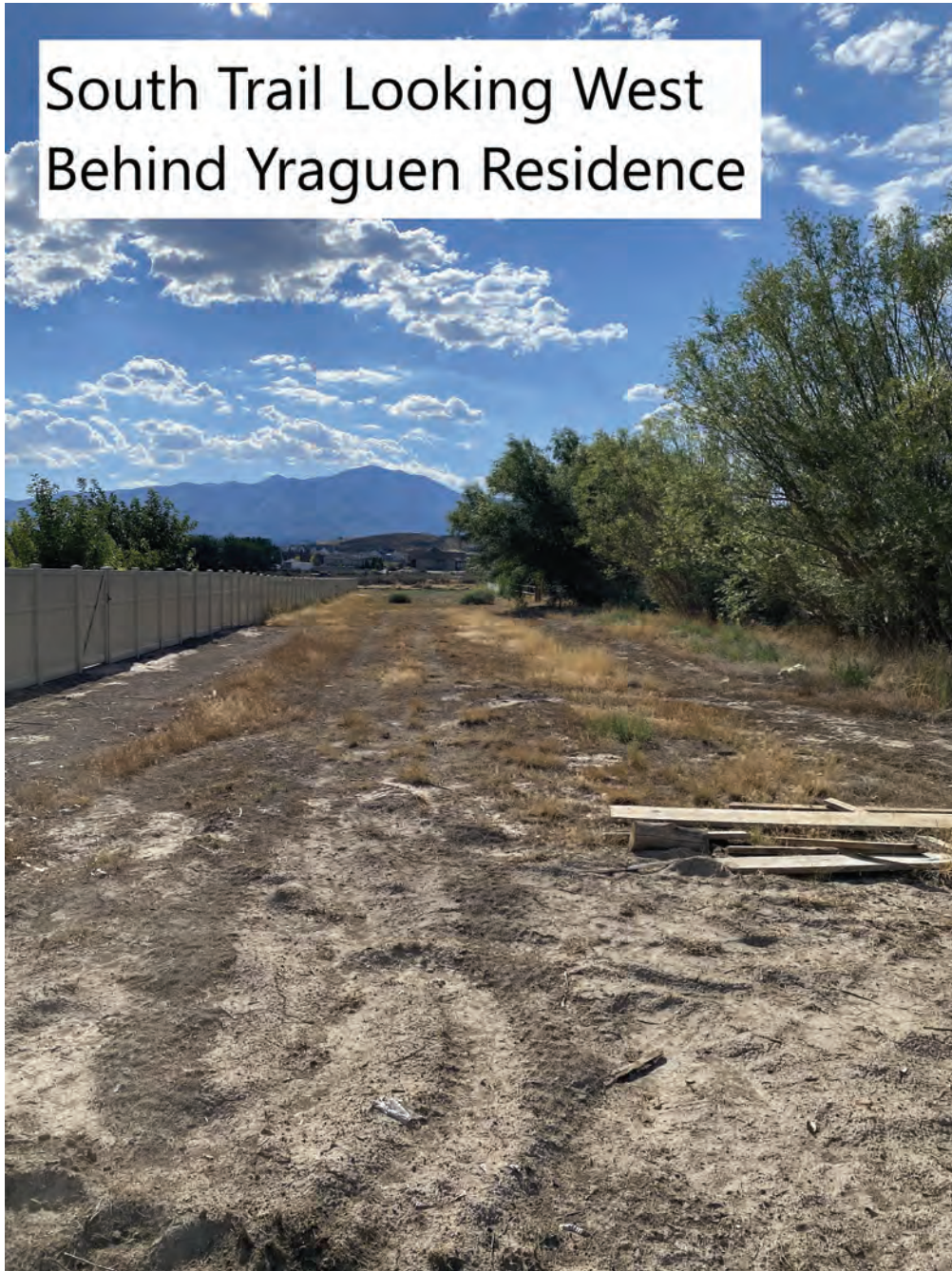


South Trail Looking West  
Behind Dickson Residence





South Trail Looking West  
Behind Yraguen Residence



South Trail Looking North  
over Tickville Gulch Cliff





## Trash on Trail









No OHV Sign in Retention Pond Looking North



Stolen "No Motorized Vehicle" Sign





Dickson Residence No Landscaping



Dickson Landscaping 1





Dickson Landscaping 2

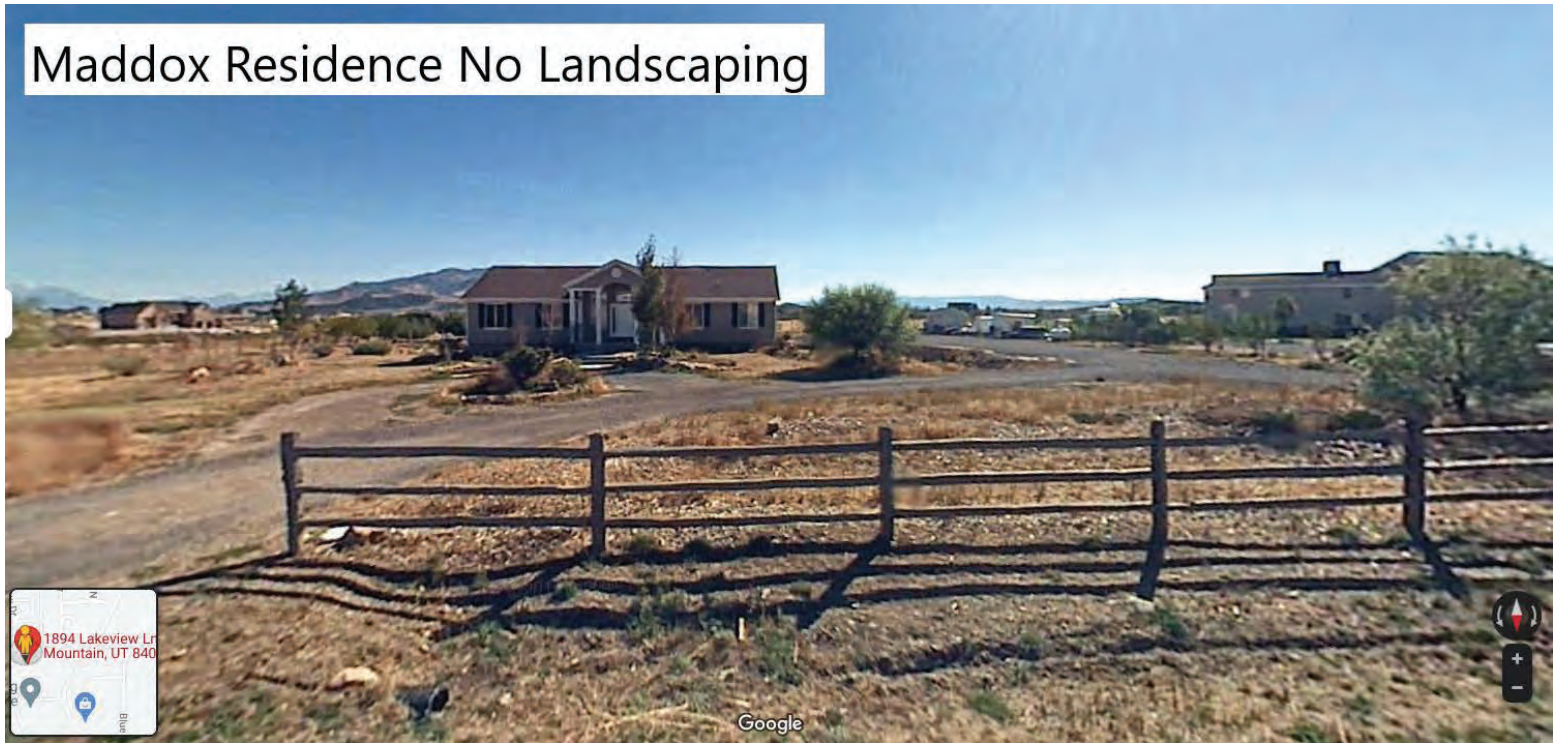


Dickson Landscaping 3





Maddox Residence No Landscaping



Maddox Landscaping 1





Maddox Landscaping 2



Maddox Landscaping 3





Yraguen Residence No Landscaping



Yraguen Landscaping 1





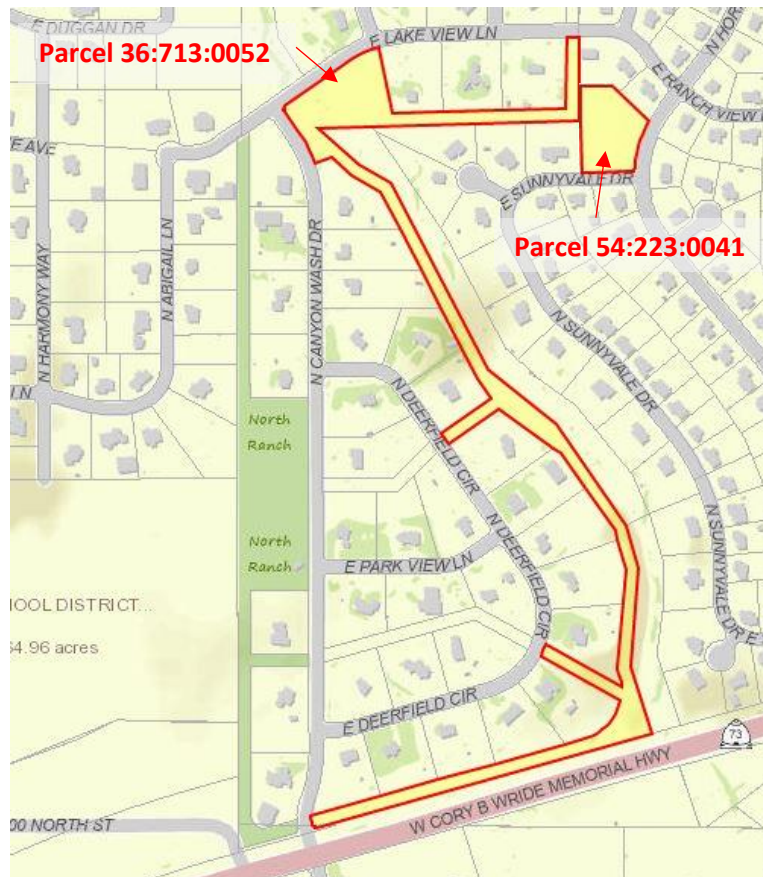
Yraguen Landscaping 2



Yraguen Landscaping 3









**EAGLE MOUNTAIN CITY  
CITY COUNCIL MEETING  
SEPTEMBER 20, 2022**

**TITLE:** ORDINANCE/PUBLIC HEARING - An Ordinance of Eagle Mountain City, Utah, Adopting the Eagle Mountain City Transportation Master Plan.

**ITEM TYPE:** Public Hearing Only

**APPLICANT:** Chris Trusty

**ACTION ITEM:**

Yes

**PUBLIC HEARING:**

Yes

**PREPARED BY:**

Chris Trusty, Public Works

**BACKGROUND:**

A comprehensive Transportation Master Plan is critical for cities to identify how growth and development affect traffic conditions affect the ability of residents and visitors to effectively navigate throughout the City. 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. The City has retained Horrocks engineers to generate a Transportation Master Plan that will evaluate the needs of the City and recommend transportation infrastructure intended to meet the needs of the City. This plan will specify locations for traffic corridors ranging in size from highway to arterial and collectors, as well as locations to place traffic signals and interchanges to connect from one system to another. The evaluation considers the City's zoning map to identify and differentiate between residential densities, employment centers, schools, commercial and industrial areas to model traffic movement throughout and in and out of the City. Lastly, the plan helps to identify timing of new projects and what demands placed on the city's transportation network is caused by new growth as a basis for impact fees to be charged at building permit.

**ITEMS FOR CONSIDERATION:**

**REQUIRED FINDINGS:**

**RECOMMENDATION:**



Staff recommends the City Council approve an Ordinance of Eagle Mountain City, Utah, adopting the Eagle Mountain City Transportation Master Plan.

**ATTACHMENTS:**

[ORD--Transportation Master Plan](#)  
[Transportation Master Plan](#)

**ORDINANCE NO. O-     -2022**

**AN ORDINANCE OF EAGLE MOUNTAIN CITY, UTAH, ADOPTING THE EAGLE  
MOUNTAIN CITY TRANSPORTATION MASTER PLAN**

*PREAMBLE*

WHEREAS, the City Council of Eagle Mountain City finds that it is in the public interest to adopt the Eagle Mountain City Transportation Master Plan, as set forth more specifically in Exhibit A.

BE IT ORDAINED by the City Council of Eagle Mountain City, Utah:

1. The City Council finds that all required notices, public hearings, and other requirements have been completed for the City Council to consider and approve the Transportation Master Plan, as set forth in Exhibit A.
2. The Transportation Master Plan is hereby amended as set forth more specifically in Exhibit A.
3. This Ordinance shall take effect upon its first posting or publication.

ADOPTED by the City Council of Eagle Mountain City this 20<sup>th</sup> day of September, 2022.

EAGLE MOUNTAIN CITY, UTAH

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Tom Westmoreland, Mayor

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Fionnuala B. Kofoed, MMC  
City Recorder



## CERTIFICATION

The above Ordinance was adopted by the City Council of Eagle Mountain City, Utah on this 20<sup>th</sup> of September, 2022.

Those voting aye:

☐ Donna Burnham

☐ Colby Curtis

☐ Jared Gray

☐ Carolyn Love

☐ Brett Wright

Those voting nay:

☐ 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

Posted on \_\_\_\_\_ by \_\_\_\_\_ .

# Exhibit A





# 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 (2021) shows a population of just over 44,061. Mountainland Association of Governments (MAG) projections show the population growing to 152,500 in 2060.

The population growth is the 7<sup>th</sup> fastest in the state and the 3<sup>rd</sup> 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:

- **Parkway** (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 Parkway, 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.

## 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

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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 **\$1,224,176,000** with Eagle Mountain financially responsible for **\$557,965,000**.

## Alternative Transportation Modes

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Alternative transportation modes play an integral role in alleviating traffic congestion. As Eagle Mountain continues to develop and the population increases, these alternative modes of transportation will have an increasing role in the transportation system in Eagle Mountain. Included are the plans for transit, bicycle, and pedestrian improvements.

### Transit

---

In Eagle Mountain, the Utah Transit Authority (UTA) is the provider of public transportation. 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 several stops and runs to the Lehi Frontrunner station. The current bus stops within Eagle Mountain are at Sparrow Hawk Way and along Pony Express near Smith Ranch Rd.

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

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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. High-density housing near high-traffic generators or main street type areas encourages people to use alternative travel options from the automobile. This TMP references The *Eagle Mountain Bicycle & Pedestrian Master Plan* from 2015 and includes the improvements desired throughout the city. The plan can be accessed online on the city's website <https://eaglemountaincity.com>.

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## Other Policies and Guidelines

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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://eaglemountaincity.com)





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September 2022



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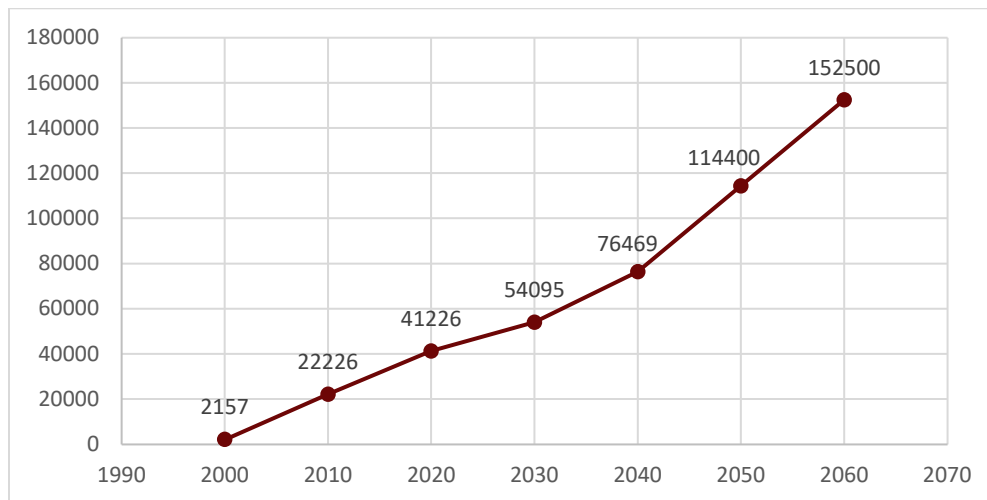
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# INTRODUCTION

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.



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## Eagle Mountain as a City

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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.

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## Travel Demand Modelling

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Traffic Demand Modelling 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 modelling.

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### Land Use and Zoning

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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

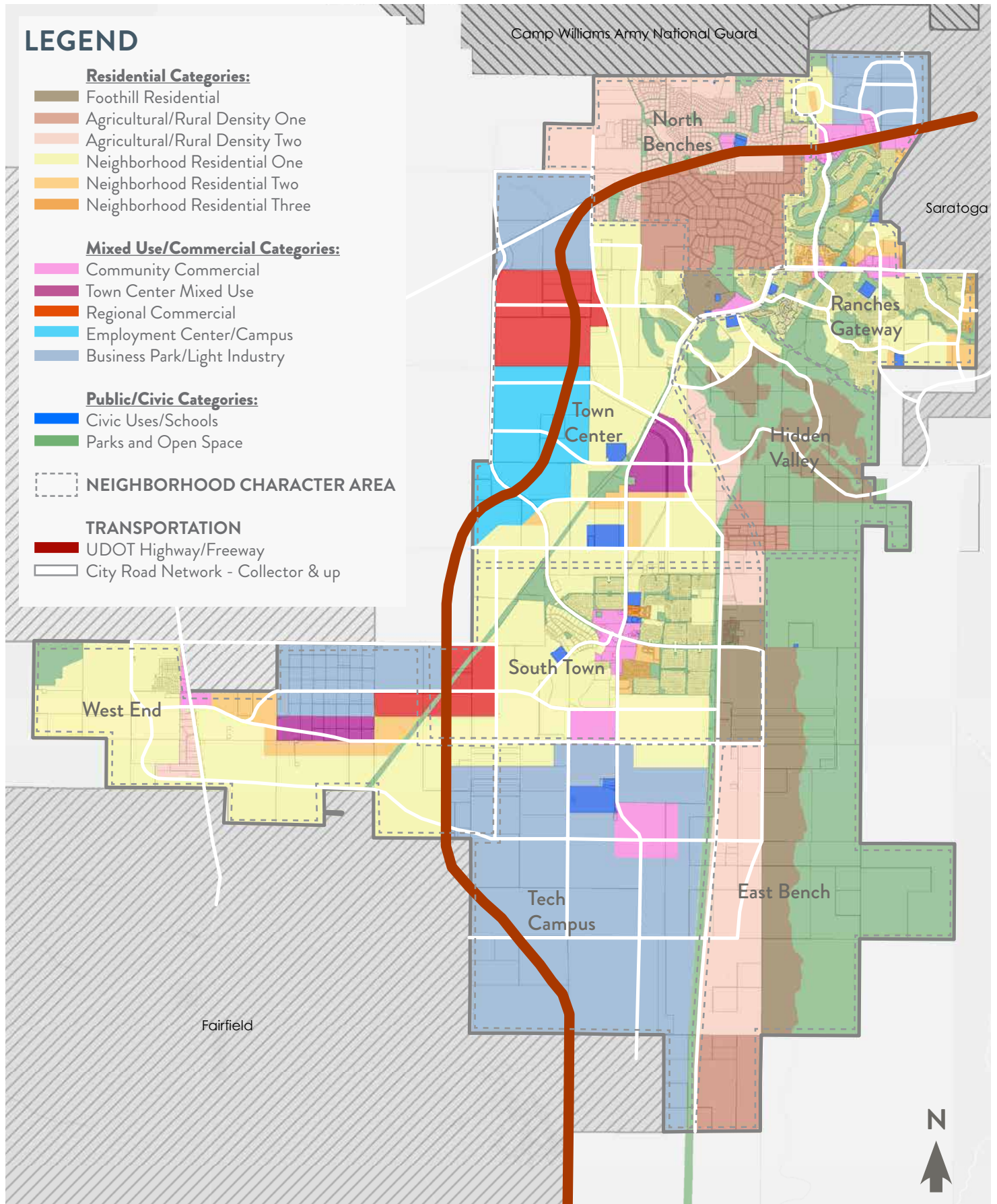
### Public/Civic Categories:

- 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 54,095 and 114,400 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 114,400 residents by the year 2050, a 260% increase from 2010. 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

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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

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Eagle Mountain aims to plan for and encourage responsible and sustainable growth in the city. Part of the commitment to provide a sustainable system includes encouraging a reduction in vehicle trips by providing a balance of roads, trails and bikeways, and public transit facilities. 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 as a result 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 Parkway.
- **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 Parkway.
- **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

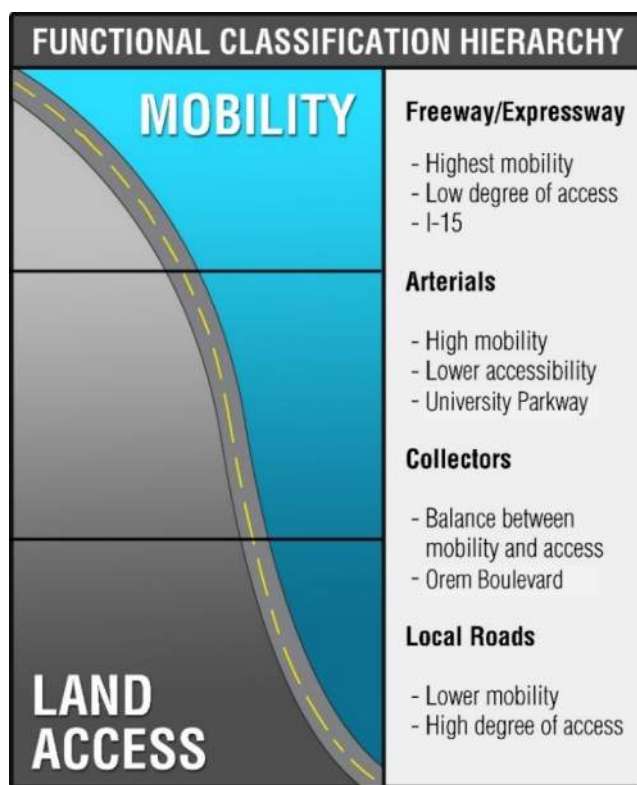


Table 1: Street Functional Classification

| 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: Parkway, 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       |
| Parkway                   | 4 Lanes         |





## Typical Roadway Cross-Sections

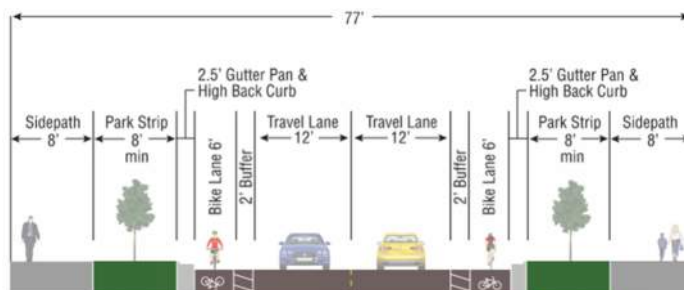
The typical cross-sections for each functional classification in Eagle Mountain were updated. In Table 16.35.130(b) of the Eagle Mountain city standards, ranges for Right of Way (ROW) width as well as pavement width for each functional classification are described. It is important for Eagle Mountain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

The city has placed emphasis on connectivity and has therefore included shared bicycle lanes and pedestrian paths in all street designs besides local streets. Local streets are designed to offer access from residences to the roadway network. Local streets serve many driveways and provide a collection point to 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.

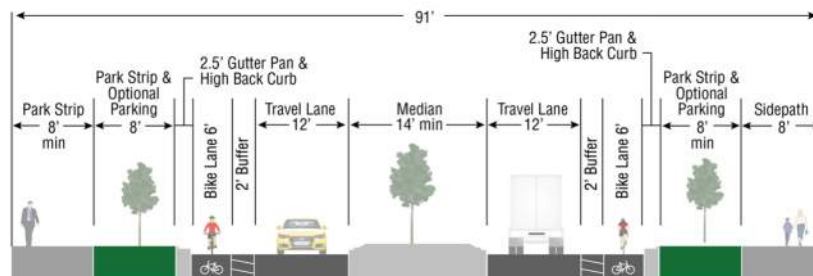
The city has delineated two types of urban collectors. Each type has two travel lanes and two buffered bike-lanes; however, one has a 14-foot planted median. Arterial streets are defined by larger ROW's, with buffered bike lanes. The city has two types of arterials, the minor has 4 travel lanes, while the major has 5 to 7 travel lanes. Parkways have four travel lanes and two bike lanes and are defined by landscaped paths on either side. The width of landscaping can vary, making the parkway ROW vary from 152' to 206'.

**Figure 6: Typical Cross-Sections**

### MINOR COLLECTOR STREET (77' RIGHT OF WAY)

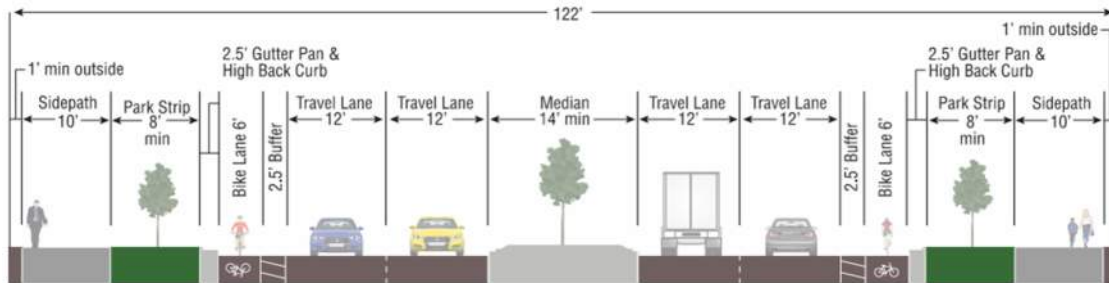


### MAJOR COLLECTOR STREET (91' RIGHT OF WAY)

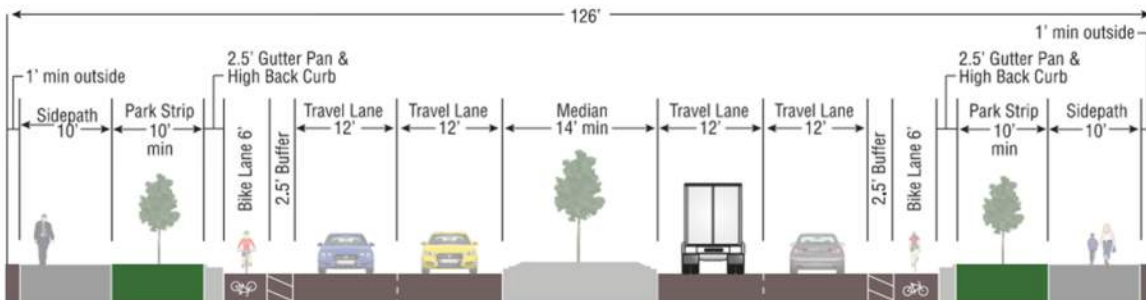




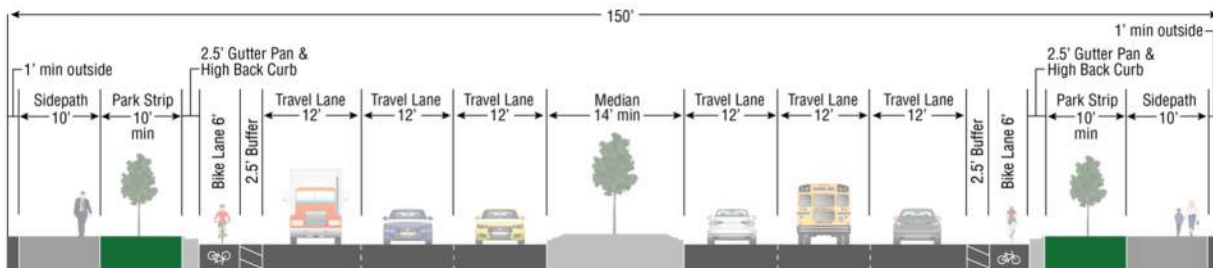
## MINOR ARTERIAL STREET (122' RIGHT OF WAY)



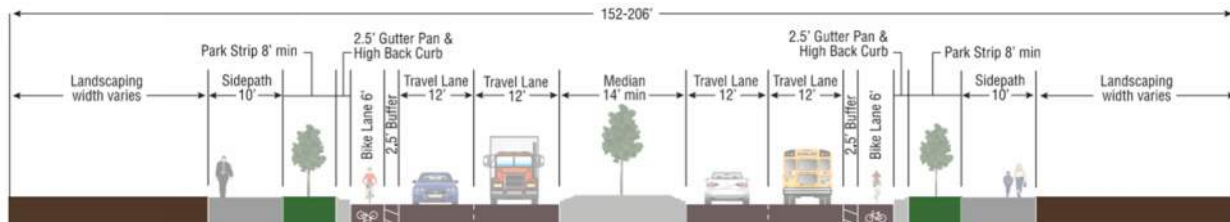
## MAJOR ARTERIAL STREET (126' RIGHT OF WAY) – FIVE LANES



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



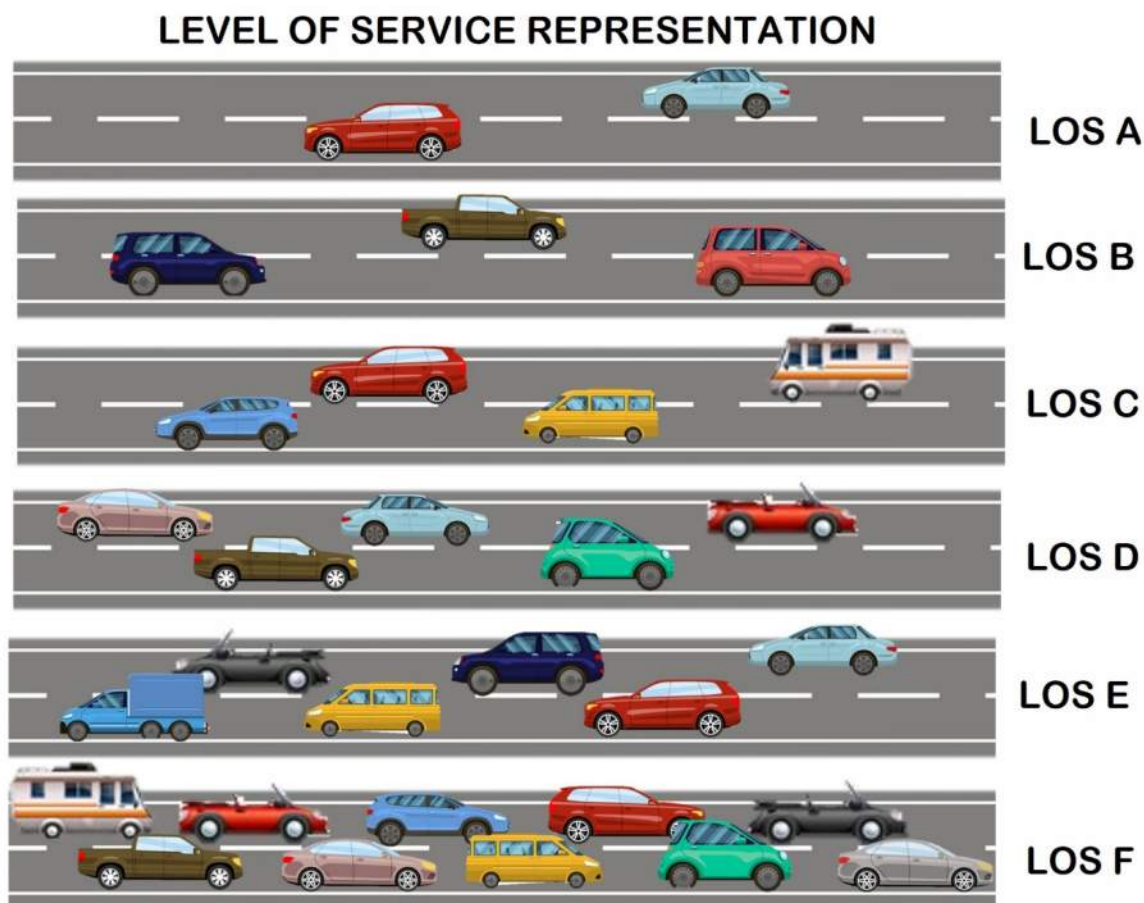
## PARKWAY (152'-206' RIGHT OF WAY)



## 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 more or less information than the standard requires. The City reserves the right to waive any and all TIS requirements as well as requiring extra information at the discretion of the City Engineer.

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## Existing Roadway Network Conditions

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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

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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

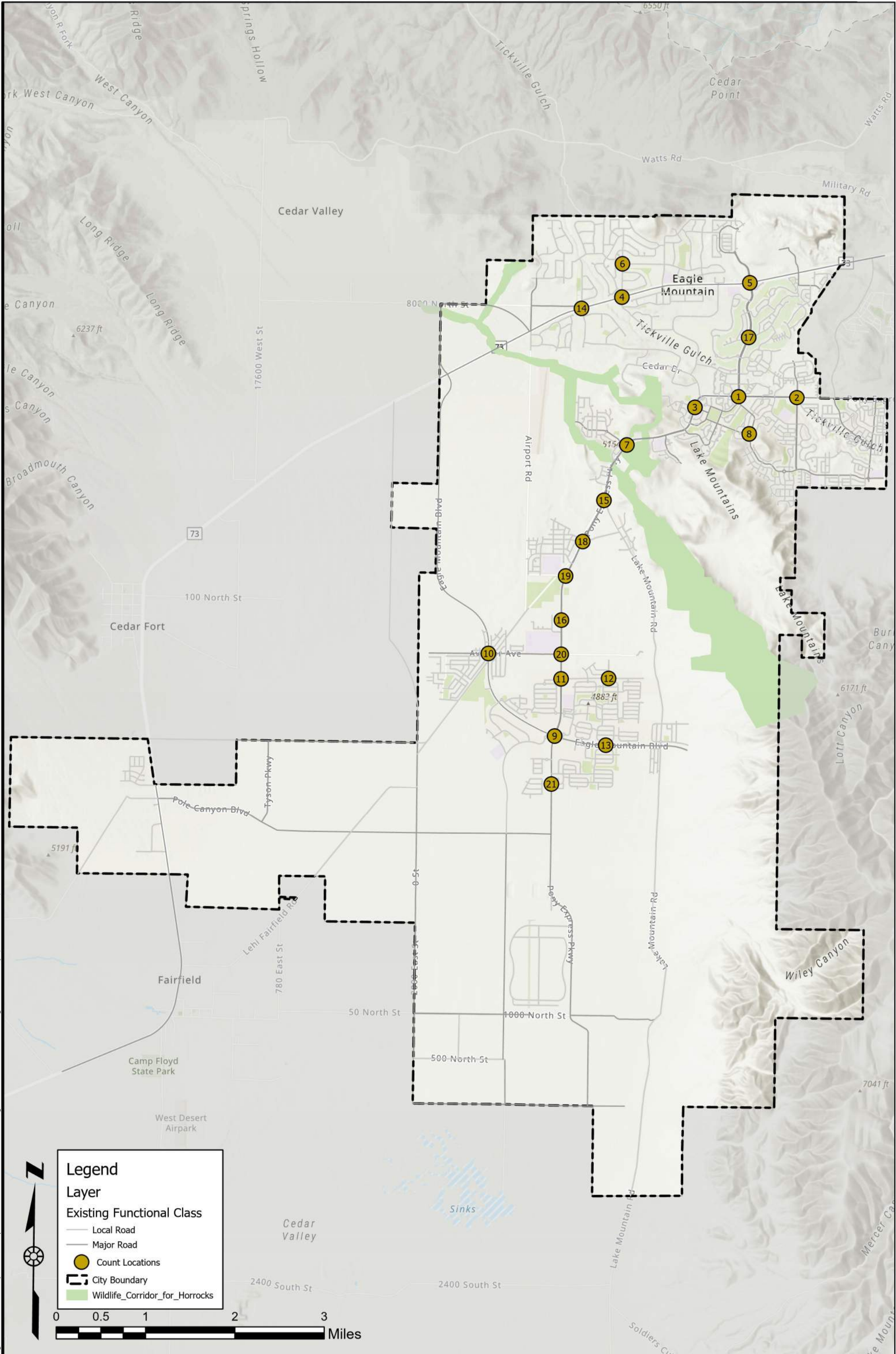
- **Cory B Wride Highway** (east of Ranches Parkway)

### Mitigations to Existing Capacity Deficiencies

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In most cases, roadway capacity improvements are achieved by adding travel lanes. In some cases, additional capacity can be gained by striping additional 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. For all roadway capacity improvements, it is recommended to investigate other mitigation methods before widening the roadway.

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.



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## 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.

There are projects that conflict with the wildlife corridor, these areas are on the Wildlife Corridor Conflict Map located in the [Appendix](#). When a project conflicts with the wildlife corridor, this conflict will need to be addressed with crossings, bridges, or tunnels.

## 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 Parkway** (Aviator Avenue to Ranches Parkway)
- **Pony Express Parkway** (Porters Crossing Parkway to eastern border)
- **Mount Airy 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 Parkway) – New freeway, frontage roads



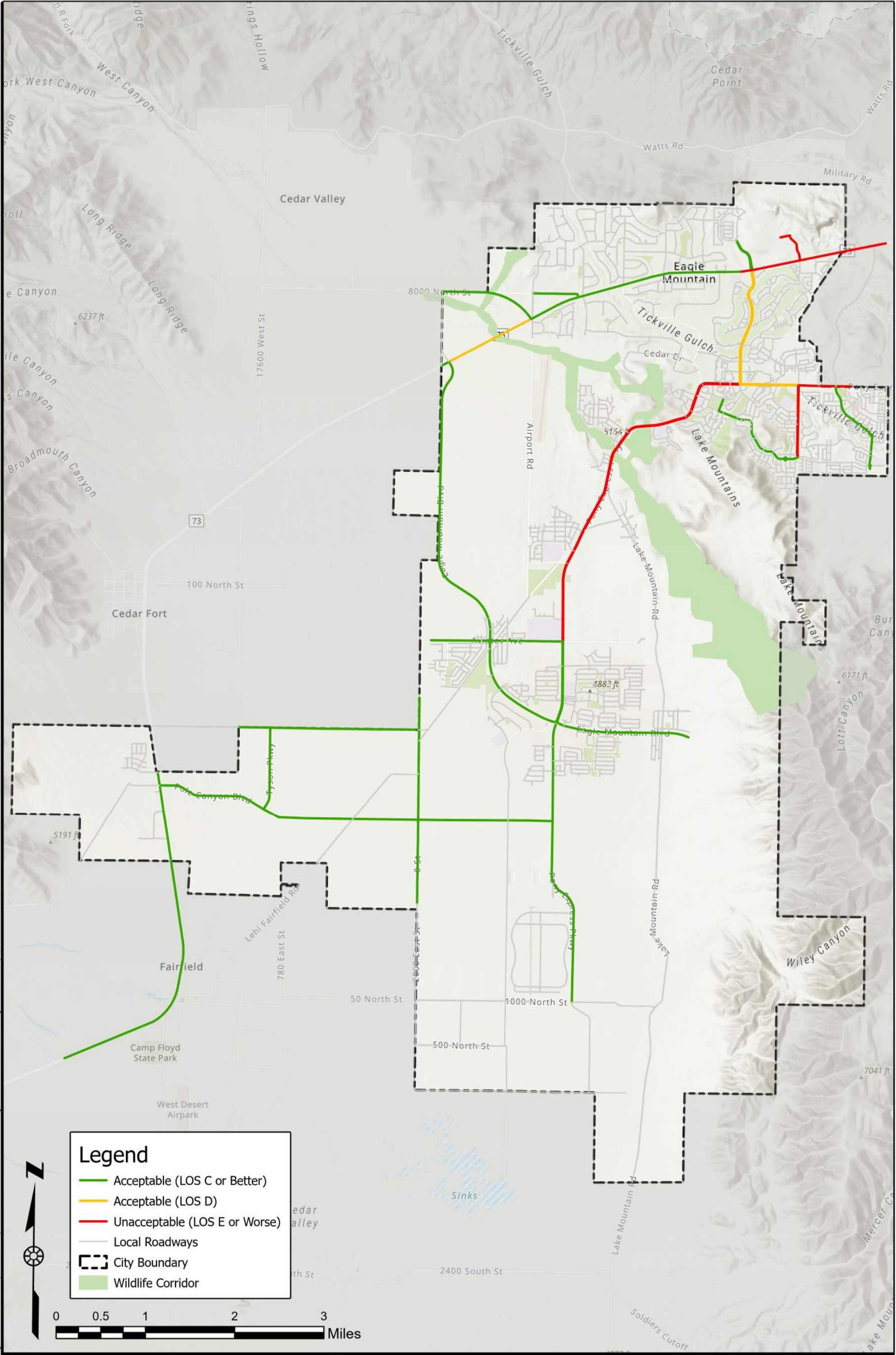
## Eagle Mountain Transportation Master Plan (TMP)

September 2022



- **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 Parkway** (Sandpiper Rd to Eagle Mountain Blvd) – Widen to 5 lanes

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](#).



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## 2050 Roadway Improvements

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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](http://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

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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 Parkway)
- **Ranches Parkway** (Cory B Wride Highway to Pony Express Parkway)
- **Mount Airy Drive** (north of Cory B Wride Highway)
- **Eagle Mountain Boulevard** (Cory B Wride Highway to Pony Express Parkway)
- **Lone Tree Parkway** (east of Pony Express Parkway)
- **North Silver Lake Parkway** (Pony Express Parkway to Golden Eagle Road)
- **Golden Eagle Road** (Porters Crossing Parkway to eastern border)
- **Aviator Avenue** (Eagle Mountain Boulevard to Pony Express Parkway)
- **Pole Canyon Boulevard** (2000 East Street to Pony Express Parkway)
- **Pony Express Parkway** (Eagle Mountain Boulevard to eastern border)





## 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 Parkway) – 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 Parkway** (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

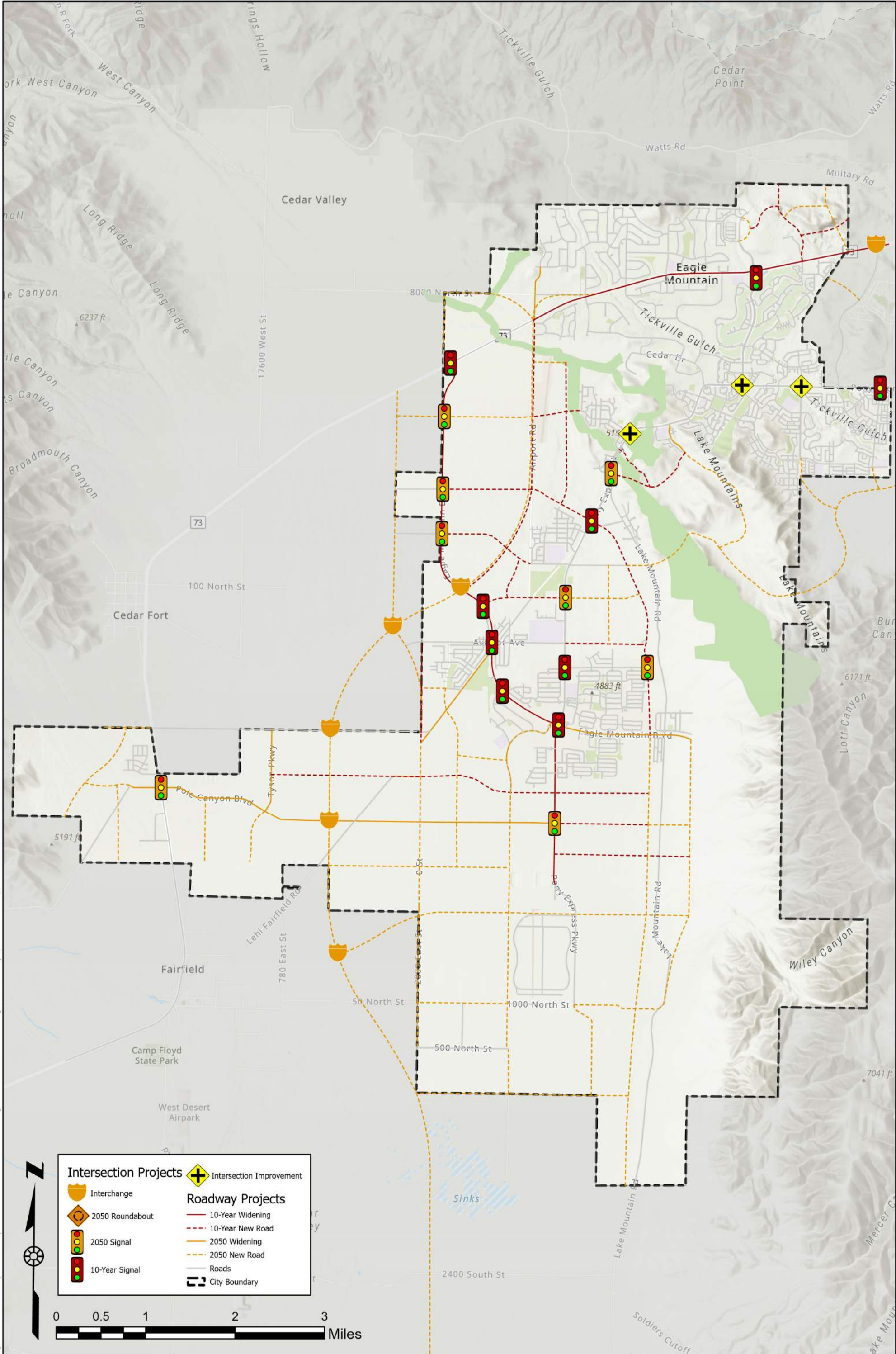
### Phase 3: 2040-2050

- **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

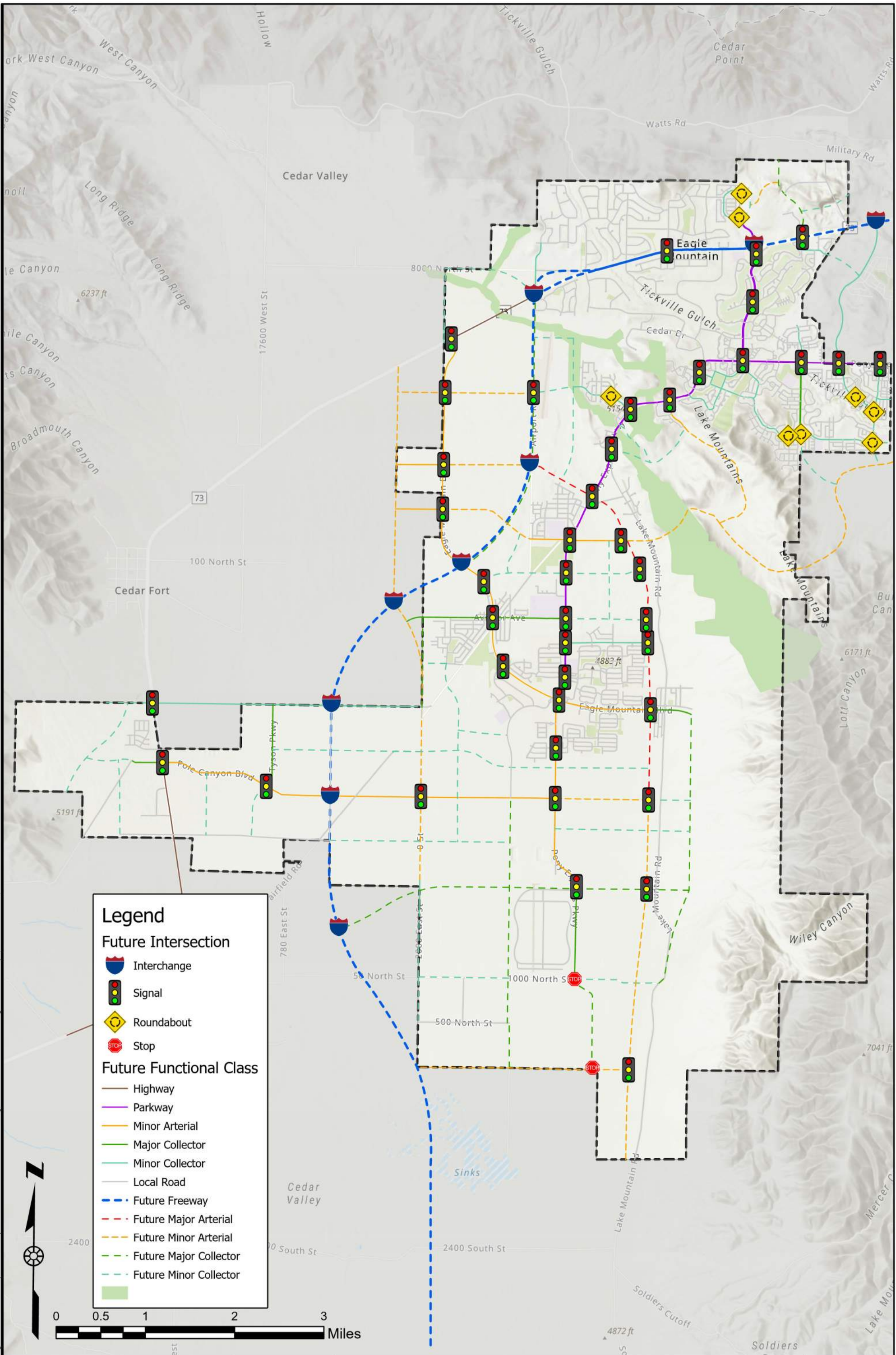
Although the improvements on the RTP will improve congestion in the specific project areas, there are many other areas of the city where the roadways will perform at a LOS E or worse in the coming years if not improved upon. The indicated roadway segments in the above section form the basis of the improvements 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 as a result 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

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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 through the use of impact fees. These fees are assessed as a result 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 as a result 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 as a result 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 the majority 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

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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

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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 **\$1.224 Billion** dollars with Eagle Mountain financially responsible for **\$558.0 Million** dollars.

# Eagle Mountain Transportation Master Plan (TMP)

September 2022



Table 6: 2030 CFP 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          |
| 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         |
| 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          |
| 9                                                                        | Eagle Mountain Boulevard Widening: SR-73 to East Expressway - Widen to 5 lanes                         | \$12,238,000 | Eagle Mountain  | 2030 | 100%             | \$12,238,000         |
| 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         |
| 24                                                                       | New Road (possibly W 3500 N St?): Tyson Parkway to East Expressway - New 2 lane road                   | \$30,302,000 | Eagle Mountain  | 2030 | 100%             | \$30,302,000         |
| 26                                                                       | New Road (possibly Bald Eagle Way): Pony Express Parkway 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 Parkway): Pony Express Pkwy to Hidden Valley Road -                 | \$7,271,000  | Eagle Mountain  | 2030 | 100%             | \$7,271,000          |
| 46                                                                       | New Road 9Talus Ridge Drive0: Scenic Mountain Dr to Mt Saratoga Rd                                     | \$2,452,000  | Eagle Mountain  | 2030 | 100%             | \$2,452,000          |
| 48                                                                       | New Road (possibly Wagstaff Way): N Spring Run Drive to Spring Run Parkway                             | \$1,904,000  | Eagle Mountain  | 2030 | 100%             | \$1,904,000          |
| 49                                                                       | New Road (Spring Run Parkway): SR-73 to northern border                                                | \$6,001,000  | Eagle Mountain  | 2030 | 100%             | \$6,001,000          |
| 51                                                                       | New Road (possibly Wagstaff Way): Spring Run Parkway to eastern border                                 | \$5,682,000  | Eagle Mountain  | 2030 | 100%             | \$5,682,000          |



# 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 |
| 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 Parkway             | \$6,667,000          | Eagle Mountain | 2050 | 100%             | \$6,667,000          |
| 61                                                                       | New Road (Pole Canyon Boulevard): Pony Express Parkway to East Expressway            | \$11,061,000         | Eagle Mountain | 2030 | 100%             | \$11,061,000         |
| 62                                                                       | New Road (Aviator Avenue): Pony Express Parkway to East Expressway - New 3 lane road | \$6,078,000          | Eagle Mountain | 2030 | 100%             | \$6,078,000          |
| 63                                                                       | New Road (Lone Tree Parkway): Old Airport Road to Seabiscuit Road                    | \$3,482,000          | Eagle Mountain | 2030 | 100%             | \$3,482,000          |
| 65                                                                       | Pony Express Parkway Widening: Eagle Mountain Blvd to Eagle Mountain Public Works    | \$7,985,000          | Eagle Mountain | 2030 | 100%             | \$7,985,000          |
| 67                                                                       | Wood Haven Blvd & Pony Express Pkwy - new signal                                     | \$316,000            | Eagle Mountain | 2030 | 100%             | \$300,000            |
| 68                                                                       | Pony Express Pkwy & East Expressway - new signal                                     | \$300,000            | Eagle Mountain | 2050 | 100%             | \$300,000            |
| 69                                                                       | Eagle Mountain Boulevard & Project 57 - new signal                                   | \$368,000            | Eagle Mountain | 2030 | 100%             | \$300,000            |
| 70                                                                       | Bobby Wren Boulevard & Pony Express Parkway - new signal                             | \$300,000            | Eagle Mountain | 2030 | 100%             | \$300,000            |
| 71                                                                       | Eagle Mountain Boulevard & Major Street - new signal                                 | \$330,000            | Eagle Mountain | 2030 | 7%               | \$21,000             |
| 72                                                                       | Pony Express Pkwy & Eagle Mountain Boulevard - new signal                            | \$316,000            | Eagle Mountain | 2030 | 100%             | \$316,000            |
| 79                                                                       | New Road (1600 West): Aviator Avenue to 4000 North                                   | \$4,071,000          | Eagle Mountain | 2030 | 100%             | \$4,071,000          |
| 80                                                                       | New High-T Signal: Ranches Parkway & Campus Drive                                    | \$1,719,000          | Eagle Mountain | 2030 | 100%             | \$1,719,000          |
| 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            |
| <b>Total</b>                                                             |                                                                                      | <b>\$193,208,000</b> |                |      |                  | <b>\$192,865,000</b> |



# ALTERNATIVE TRANSPORTATION MODES

Accommodating alternative modes of transportation is a vital consideration when planning a livable and sustainable community. As a vibrant and growing city, it is important for Eagle Mountain to continue to plan for improved transit, trails, and pedestrian facilities. 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.

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## Transit

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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 Nolan Park in Eagle Mountain (western terminus) and the Lehi FrontRunner station (eastern terminus). Existing transit routes and planned future routes in Eagle Mountain is included in **Figure 15** (UTA maintains up-to-date route information at [www.rideuta.com](http://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.

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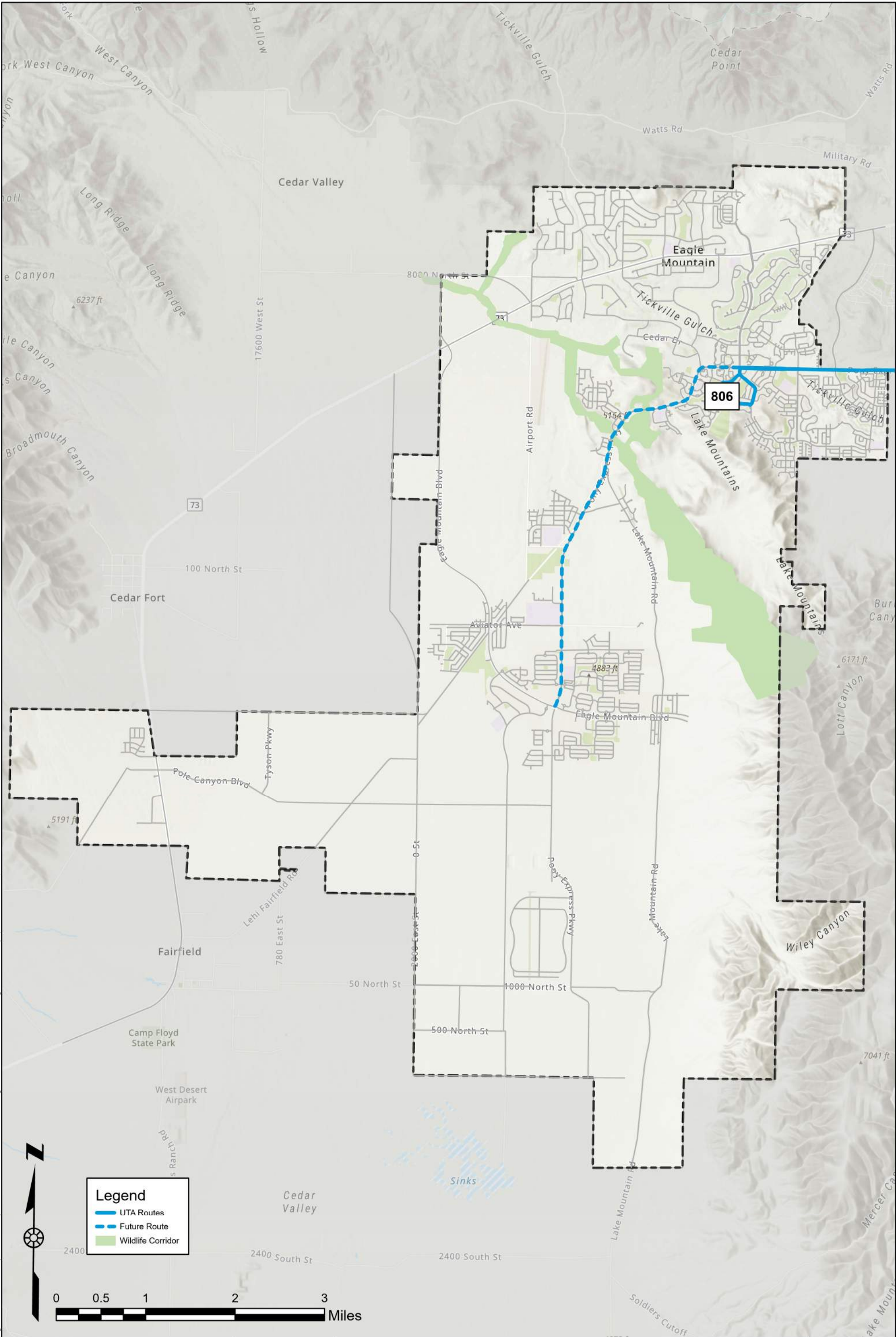
### Improvements to Transit System

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Eagle Mountain should be actively involved in supporting transit as a viable and attractive alternative transportation mode in the city. These planning and lobbying efforts will assist in procuring the necessary funding and support to develop, implement, and maintain a sustainable transit system. The UTA bus system is versatile as routes and stops can be adjusted as the demand and other factors require it.

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.





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## 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. High-density housing near high-traffic generators or main street type areas encourages people to use alternative travel options from the automobile. The following descriptions of bicycle-related terms are provided to assist readers who are unfamiliar with bicycle terminology. The terms bicycle and bike are used 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. Bike lanes are ideal for minor thoroughfares or collectors. Under certain conditions, bike lanes may be beneficial on streets with significant traffic volumes and/or speeds. 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 Boulevard** - A residential street that has been modified for bicyclist safety and access.

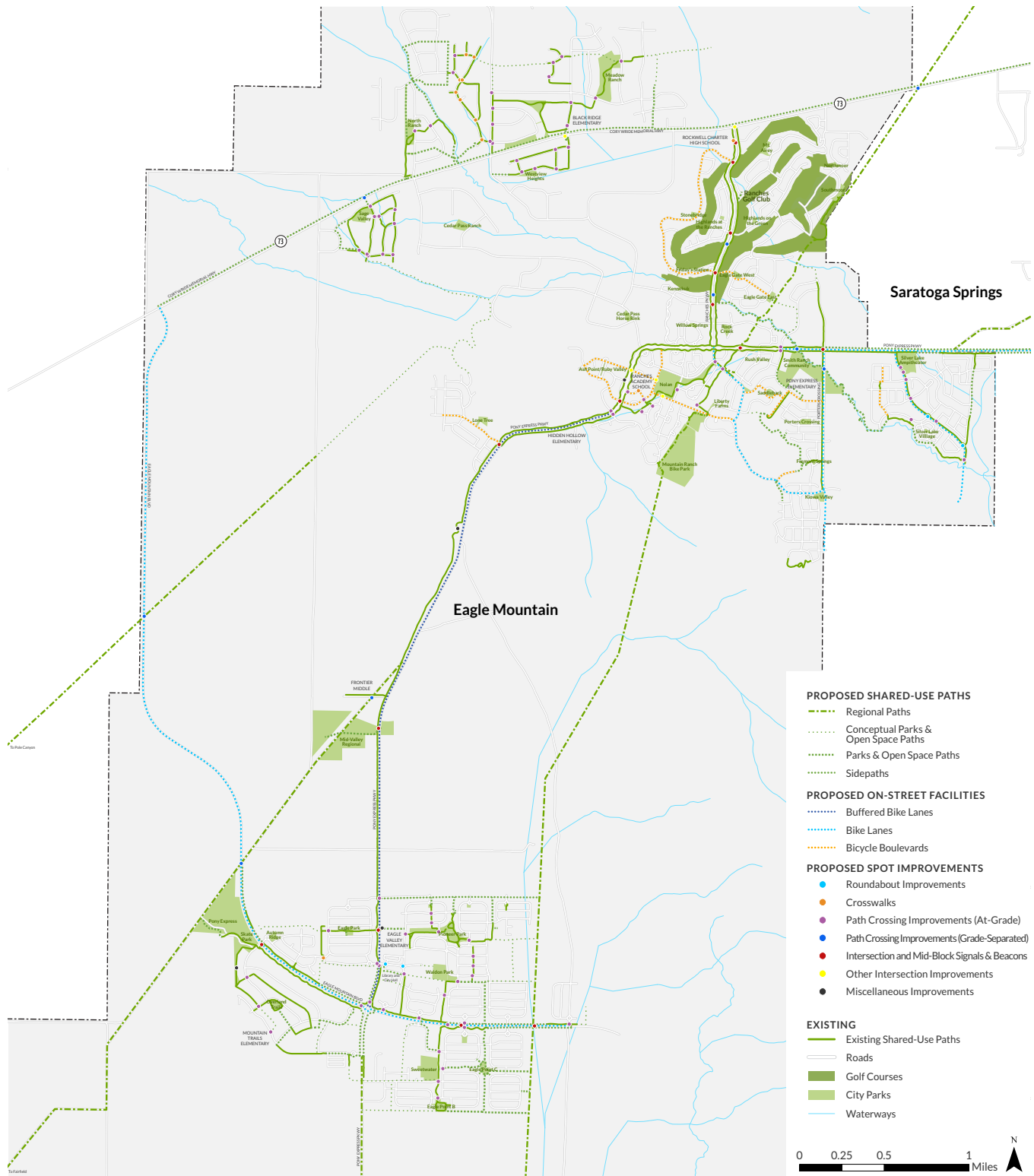
**Figure 16** shows the existing and future pedestrian and bike paths in Eagle Mountain found in the *Eagle Mountain Bicycle & Pedestrian Master Plan* adopted in 2015. *Eagle Mountain Bicycle & Pedestrian Master Plan* can be accessed online on the city's website <https://eaglemountaincity.com>.

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.



# Executive Summary: Citywide Existing & Proposed Bicycling & Walking System



## 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





**EagleMountain** UTAH

**HORROCKS**  
ENGINEERS



# 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.





# 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                        |



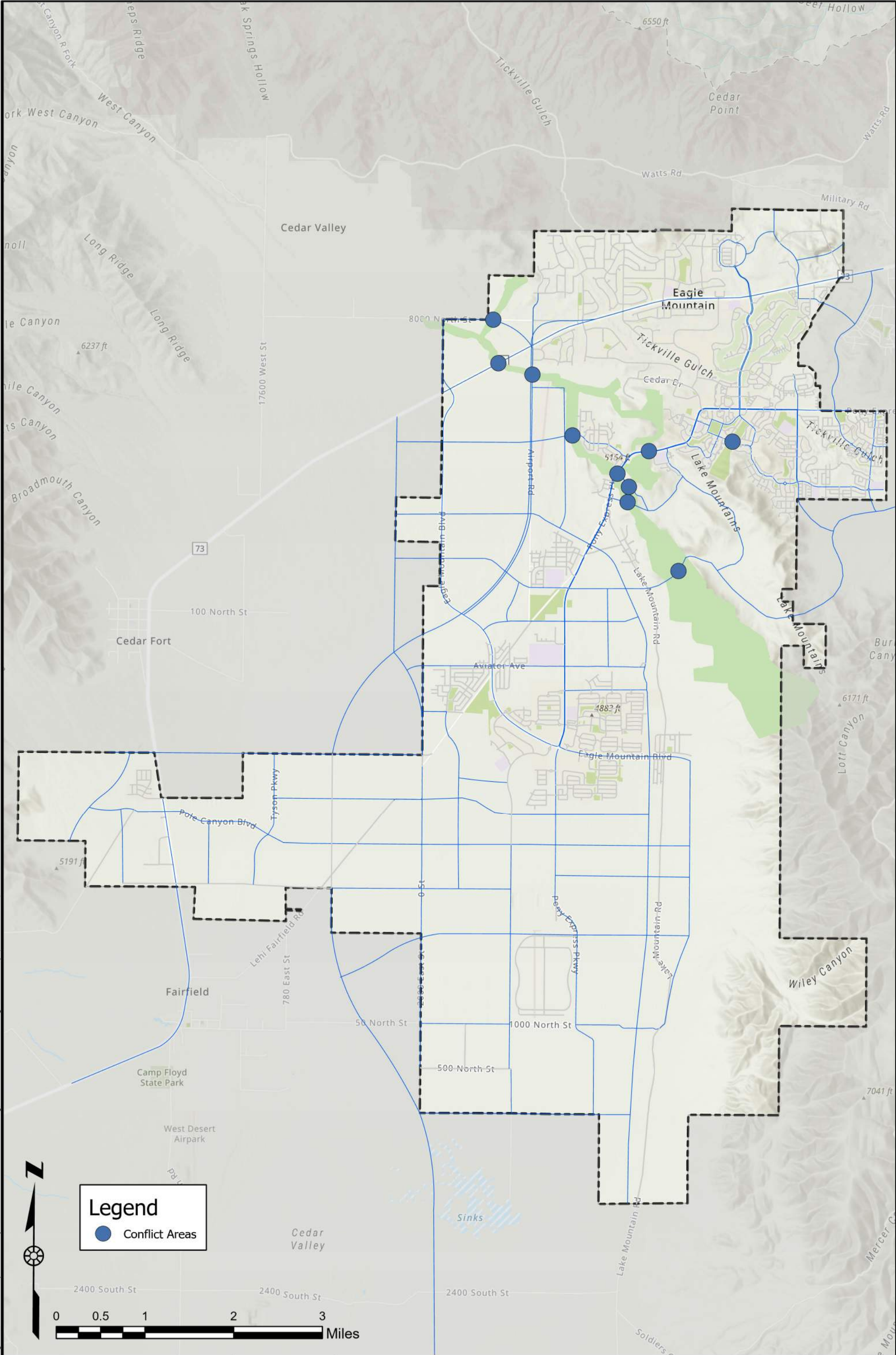
|    |                                                                                               |                      |                 |    |                                    |      |
|----|-----------------------------------------------------------------------------------------------|----------------------|-----------------|----|------------------------------------|------|
| 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 |



# APPENDIX C: Wildlife Conflict Area







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 1:36 PM, shane ellor



**EAGLE MOUNTAIN CITY  
CITY COUNCIL MEETING  
SEPTEMBER 20, 2022**

|                                        |                                                                                                             |                       |                         |
|----------------------------------------|-------------------------------------------------------------------------------------------------------------|-----------------------|-------------------------|
| <b>TITLE:</b>                          | RESOLUTION - A Resolution of Eagle Mountain City, Utah, Adopting the Public Infrastructure District Policy. |                       |                         |
| <b>ITEM TYPE:</b>                      | Resolution                                                                                                  |                       |                         |
| <b>FISCAL IMPACT:</b>                  | None                                                                                                        |                       |                         |
| <b>APPLICANT:</b>                      |                                                                                                             |                       |                         |
| <b>GENERAL PLAN DESIGNATION</b><br>N/A | <b>CURRENT ZONE</b><br>N/A                                                                                  | <b>ACREAGE</b><br>N/A | <b>COMMUNITY</b><br>N/A |

**PUBLIC HEARING:**

No

**PREPARED BY:**

Paul Jerome, Admin

**PRESENTED BY:**

City Attorney Jeremy Cook

**RECOMMENDATION:**

Staff recommends the City Council review a Resolution of Eagle Mountain City, Utah, adopting the Public Infrastructure District Policy.

**BACKGROUND:**

The magnitude of local and regional infrastructure needed in Eagle Mountain City requires that a broad range of financing tools be available to finance public infrastructure. This policy addresses the minimum criteria under which the City will consider applications for proposed Public Infrastructure District.

**ITEMS FOR CONSIDERATION:**

**REQUIRED FINDINGS:**

**PLANNING COMMISSION ACTION/RECOMMENDATION:**

N/A

**ATTACHMENTS:**

[RES--Public Infrastructure District Policy](#)





## RESOLUTION NO. R-        -2022

### **A RESOLUTION OF EAGLE MOUNTAIN CITY, UTAH, ADOPTING THE EAGLE MOUNTAIN CITY PUBLIC INFRASTRUCTURE DISTRICT POLICY**

#### *PREAMBLE*

WHEREAS, the City Council of Eagle Mountain City, Utah, finds that it is in the public interest to adopt the Eagle Mountain City Public Infrastructure District Policy, as set forth specifically in Exhibit A;

BE IT RESOLVED by the City Council of Eagle Mountain City, Utah:

1. The Eagle Mountain City Public Infrastructure District Policy is hereby adopted, as set forth specifically in Exhibit A.
2. This Resolution shall take effect upon its first publication or posting.

ADOPTED by the City Council of Eagle Mountain City, Utah, this 20<sup>th</sup> day of September, 2022.

EAGLE MOUNTAIN CITY, UTAH

---

Tom Westmoreland, Mayor

ATTEST:

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Fionnuala B. Kofoed, MMC  
City Recorder



## CERTIFICATION

The above resolution was adopted by the City Council of Eagle Mountain City on the 20<sup>th</sup> day of September, 2022.

Those voting aye:

☐ Donna Burnham

☐ Colby Curtis

☐ Jared Gray

☐ Carolyn Love

☐ Brett Wright

Those voting nay:

☐ 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

# Exhibit A



# Eagle Mountain City

## Public Infrastructure District Policy

1. **Purpose and Introduction.** The magnitude of local and regional infrastructure needed in Eagle Mountain City (the “City”) requires that a broad range of financing tools be available to finance public infrastructure. This policy addresses the minimum criteria under which the City will consider applications for proposed Public Infrastructure District (“PID”). The standards and procedures contained herein may be modified by the Eagle Mountain City Council (“Council”) at any time. Additional requirements may be imposed by the Council during any of the stages described below. Compliance with these criteria shall not obligate the Council to approve formation of a PID. Final approval of a PID, in the form of a governing document, is subject to approval by the Council in both form and substance. The criteria contained herein are intended to serve as guidelines for the review of letters of intent and PID governing documents (“Governing Document”).
2. **Application Process.** A proposed PID will be considered in relation to the best interests of the City. Such interests include using the most appropriate financing mechanism for the type and magnitude of the public improvements to be financed. The following process shall be required for all PID applications.
  - 2.1. **Letter of Intent Required.** An applicant desiring to create a PID shall submit a letter of intent (“LOI”) to the City Recorder. The LOI will be used, as set forth herein, to make a preliminary and non-binding determination about the appropriateness of a PID. The LOI must contain the following:
    - 2.1.1. Description of PID area including size (acreage), location, area context (significant natural and man-made features, major public improvements, adjacent development), development history, and proposed development;
    - 2.1.2. Summary of needed infrastructure, services, and facilities to include:
      - 2.1.2.1. Currently expected development scenario;
      - 2.1.2.2. Required local and regional infrastructure and facilities for such development;
      - 2.1.2.3. Regional and local infrastructure the PID will provide;
      - 2.1.2.4. Estimated construction costs for the public improvements;
      - 2.1.2.5. General description and phasing of construction based on development projections; and
      - 2.1.2.6. A sample finance plan depicting the possible sources and uses of funds for the PID;
    - 2.1.3. Proposed timeline for creation of the PID;
    - 2.1.4. Acknowledgement that a consent must be signed prior to the hearing date for the governing document which consent must be signed by all property owners and registered voters, if any, within the proposed PID boundaries approving of the creation of the PID and consenting to the issuance of debt in an amount sufficient for the proposed plan of financing;

- 2.1.5. Disclosure of any conflicts of interest between the applicant and the officers and employees of the City and
- 2.1.6. Copies of signed engagement letters between the applicant and applicable consultants and legal counsel retained by the PID whereby applicant agrees to pay fees related to the review of the application and governing document.
- 2.2. LOI Review Process. The Mayor, City Administrator, Community Development Director, City Engineer and City Attorney (together the “Review Committee”) shall review a PID LOI within 14 days of receipt of such LOI. The Review Committee will review the LOI utilizing the criteria contained herein and provide feedback to the applicant. A positive Review Committee recommendation does not assure approval of the Governing Document by the Council.
- 2.3. Submission of Governing Document
  - 2.3.1. If the concept for the PID as contained in the letter of intent is approved by the Review Committee, the applicant shall submit a draft Governing Document to the Community Development Director and City Attorney.
  - 2.3.2. The draft Governing Document will be reviewed by the Review Committee for compliance with the criteria and requirements contained herein. The Review Committee will discuss with Council’s issues that arise during this drafting period to have such issues resolved.
  - 2.3.3. The final Governing Document will be forwarded to the Council for consideration through the standard legislative approval processes.
- 3. **Fees.** No PID LOI, Governing Document, or application shall be processed or reviewed until the appropriate fee(s) set forth herein are paid to the City. The fees for a PID application are as follows:
  - 3.1. Letter of Intent. A non-refundable fee of \$100 shall be paid for each PID LOI submitted by an applicant. This fee is reasonable and appropriate to cover the cost of staff and Review Committee review.
  - 3.2. Governing Document. A non-refundable fee of \$1,000 shall be paid for each governing document submitted in accordance with this policy. This fee is reasonable and appropriate to cover legal and other staff review.
  - 3.3. Other Expenses. In the event the cost of review for the City exceed the application fees, the Applicant for shall pay all reasonable consultant, legal, and other fees and expenses incurred by the City in the process of reviewing the LOI, draft Governing Document, documents related to a bond issue, and other such fees and expenses as may be necessary to interface with the proposed PID. All such fees and expenses shall be paid within 30 days of receipt of an invoice for these additional fees and expenses.
- 4. **Criteria for Evaluating Proposed PIDs.** The City Council shall have absolute discretion to deny a PID for any reason, but a PID may be approved if the PID meets one or more of the following criteria:
  - 4.1. The PID is proposed for a project or area that requires significant backbone system improvements to develop, and the PID will be utilized to fund some or all of the backbone system improvements. Such improvements may include collector roads (or larger roads), water tanks, wells, regional sewer facilities, or regional park facilities. To the extent possible, PIDs should be structured so impact fees are utilized to offset the bond payments.



- 4.2. The PID will enable the construction or dedication of regionally significant park improvements, open space improvements, transportation improvements or other public amenities. Such improvements could include items such as wildlife corridors, recreation centers, regionally significant open space, libraries, performing arts facilities, museums, art installations, amphitheaters or sports complexes.
- 4.3. The PID will facilitate commercial or industrial development that has a significant financial or public benefit to the City. Such developments could include technology campuses, colleges or trade schools, hospitals or medical facilities, manufacturing facilities, office buildings, data centers or warehouse facilities.
- 4.4. The PID will be utilized in lieu of other funding mechanisms (such as assessment areas or local districts) that have been previously approved or contemplated as part of a Master Development Agreement.
- 4.5. Other Evaluation Criteria and Consideration.
  - 4.5.1. PIDs should not include land that is already included within the boundaries of another PID without express provision in an adopted Governing Document. In such cases, the relationship with the existing PID must be addressed in the Governing Document.
  - 4.5.2. A PID planning to levy more than 6 mills of tax for repayment of limited tax bonds will not be considered without sufficient justification as to why additional mills are necessary and reasonable for the development.
  - 4.5.3. There must be a demonstrated public benefit directly resulting from the creation of the PID and its undertakings as described in the Governing Document.

- 5. **Governing Document Requirements.** In addition to the requirements of state law, a Governing Document should memorialize the understandings between the PID and the City as well as the considerations that compelled the City to authorize the formation of the PID. The Governing Document for the proposed PID shall be reviewed by the City's legal department, Review Committee, and other staff for compliance with the following policies and requirements.

- 5.1. Description of PID.

- 5.1.1. Description of PID area including size (acreage), location, area context (significant natural and man-made features, major public improvements, adjacent development), development history, and proposed development scenario (land uses by type and intensity and general urban design character);
- 5.1.2. Description of the public benefit resulting from the creation of the PID;
- 5.1.3. Description of proposed development within the boundaries of the PID including general distribution of land uses and densities and phasing of development;
- 5.1.4. If the PID boundaries overlap with another PID, an explanation of the relationship between the two PIDs;
- 5.1.5. Itemization and description of all needed infrastructure (both regional and local) and facilities in the PID's area;
- 5.1.6. Estimated construction costs of such infrastructure;
- 5.1.7. General description of phasing of construction based on development projections;

- 5.1.8. Description of the ultimate ownership and provision for the ongoing operating and maintenance costs for infrastructure;
- 5.1.9. Description of any proposed divisions and an inclusion/exclusion process as appropriate; and
- 5.1.10. Proposed governance plan, including initial Board structure and transition from appointed Board to elected Board.

5.2. Financial plan information

- 5.2.1. Proforma financial overview of total costs and revenues from all revenue sources;
- 5.2.2. An example financial plan showing a proposal of how the financing might take place, recognizing that the actual financing terms and structure will be approved by the board of trustees of the PID (the “Board”) within the parameters of this Governing Document;
- 5.2.3. Anticipated maximum or fixed maximum mill levy required to meet debt service of the PID;
- 5.2.4. Analysis of proposed mill levies in light of outstanding debt and mill levies of other taxing entities affecting the area;
- 5.2.5. Comparison of the mill levies of similar taxing entities in the area;
- 5.2.6. Proposed operating budgets for the PID’s first three years of existence; and
- 5.2.7. Any other forms of public financing and assistance being sought.

5.3. Other Requirements and Expectations.

- 5.3.1. Only public improvements may be funded with the PID funds.
- 5.3.2. All debt issued by the PID for which a tax is pledged to pay the debt service shall meet the requirements of all applicable statutes.
- 5.3.3. Land, easements, or improvements to be conveyed or dedicated to the City and any other local government entity shall be conveyed in accordance with the related standards at no cost to receiving governmental entity.
- 5.3.4. All public infrastructure within the PID shall be subject to all design and inspection requirements and other standards of such public entity.
- 5.3.5. The PID shall not pledge as security any land, assets, or funds to be transferred to the City.
- 5.3.6. The PID shall be subject to City zoning, subdivision, building codes, and all other applicable City ordinances and regulations. Approval of the Governing Document shall not bind the City to approve other matters which the PID or developer may request that are otherwise governed by state law or local ordinance.
- 5.3.7. The PID shall pay all fees and expenses as provided in the Governing Document.



- 5.3.8. The PID may not double tax, whether by mill levy, assessment, impact fees, or any combination thereof; any end user for the costs of public improvements.
- 5.3.9. The PID may be required to follow approved City procurement standards for infrastructure construction.

5.4. Disclosure and Reporting Requirements.

- 5.4.1. Disclosure of the existence of the PID to property owners and potential property owners within the PID area is of high importance to the Council and, as such, the following disclosures are to be made by each PID and shall be included in the Governing Document.

- 5.4.1.1. Within 30 days after the formation of a PID, the Board shall record a notice with the county recorder containing the following:

- 5.4.1.1.1. a description of the boundaries of the PID;
    - 5.4.1.1.2. a notice stating that a copy of the Governing Document is on file at the office of City;
    - 5.4.1.1.3. a notice Stating that the PID may finance and repay infrastructure and other improvements through the levy of a property tax or via other means (with the other means to be described in detail); and
    - 5.4.1.1.4. the maximum rate the PID may levy.

- 5.5. Amendment Provision. Each governing document shall include a provision regarding the procedures for amending or modifying the Governing Document. The following shall be considered significant changes to the Governing Document, thereby requiring approval by the Council:

- 5.5.1. Exclusion or inclusion of property without Governing Document and Statute required approvals;
  - 5.5.2. Change in the maximum mill levy, contract fee, or other source of security;
  - 5.5.3. Consolidation with any other district; and
  - 5.5.4. Change in the dissolution date.

## **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  
SilverLake LDS Church Building  
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